

# Newhaven Yacht Squadron

## QUARTERLY

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### Magazine

Stan Jackson, Cheree Dyson

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# Welcome

from the Commodore



Hello everyone!

As your new incoming Commodore I would like to introduce myself and give you some idea of my background that I am hoping can assist in the smooth running of the Club into the future.

My partner and I live and work in San Remo where I am a real estate agent with 1st Choice Estate Agency and Sandy runs her specialist Permanent Beauty Centre. We moved from a terrace house in Richmond about 10 years ago and just love this part of the world.

I am an authorised marriage celebrant. and also enjoy being 'on the tools' for my own building projects. A hobby I enjoyed for many years was playing in a commercial (covers) band – often at parties, balls and weddings.

Another local involvement I have is as the Chair of the San Remo Foreshore Committee of Management. This is a small volunteer group charged, on behalf of the government, with protecting and sensitively developing the band of coast around San Remo. The most obvious work lately is the new sheet piling and pelican feeding area near the San Remo jetty and also we have just started renovating the 'poor old' toilet block which is nearby.

And most importantly MY BOAT! I guess we would call it a large tinny .. Stacer 539 with 115 Evinrude motor (which has started first shot so far ..). really enjoy cruising around, sometimes assisting as safety boat for yacht races and with sailabilty. More recently I have become a trainee fisherman and find our 'fisho' members more than happy to share their wisdom.

## Life Experiences

- A qualified engineer with risk management qualifications, I was with Telstra in Australia and for many years working on technology and civil works projects. The project that I Directed in Pakistan for 4 years involved 3000 workers digging a trench 2000km long through that country (a lot of this by hand!) connecting major cities with a solar powered optical fibre cable system. Following this I played a significant role in the development of the internet in Australia.
- I served as CEO of two significant charities. The Alannah and Madeline Foundation children's charity, (chaired by yachting hero John Bertrand AM) named after the two children that died at the Port Arthur tragedy, and the Lord Mayors Charitable Foundation which distributes millions of dollars to hundreds of charities each year (with invested funds of approx. \$100M). In particular I developed a large campaign to address the needs of those experiencing homelessness.

## Thank you Peter!

As you will know Peter Buitenhuis has now stepped down after being our Commodore for the past 4 years. Prior to this Peter has served our club on various committees and plans to continue on various sub-committees in the future.

Peter has managed somehow to run a large real estate company, play in his jazz band and also play such an important leadership in our Club – and all in a 24 hour day! Truly a great club man, Peter sets a great example and we all thank him for the time and effort he has put in for us all.

## Busy time

Our Committee has many activities on the go as you will see in our magazines and the website and we ask all club members to get involved. There are plenty of ways to do this – if in doubt feel free to give me a call 0407996763 anytime to discuss.

## Some examples:

- Why not use your skills and energy to contribute on subcommittees; please feel free to register your interest with the Committee person chairing a sub-committee?
- Plans are well in place for the upcoming season and these are listed on the Calendar of Events in the Quarterly and on our website. The more the merrier.
- Our Saturday nights social get togethers that kick off at 6pm are a great way to meet other members – always a very friendly environment. BYO food or nibbles most weekends however our ever active social committee run a series of special nights through the year with delicious food and sometimes live entertainment – please check out the website for details. Fine to bring your drinks along and also they are available at the bar.

Be safe and enjoy our fabulous environment!  
Cheers till next time.

Andy

# Welcome Aboard!

John Zhong, Grant Brown, Mark Stevens, Daniel Kozaris, Mike Avory, Lynne Clarke, Nick Kane, Terry Chinook, David Veith, Graeme Wells, Paul Deboni, Adam Segota, Peter & Judy Alexander, Stephen & Susan Morris, Dylan & Jani Watkins, Scott & Kristie Binney, John & Tricia Jones, Reinhardt & Rianna Koch, Kelly & Sean Buntine, Chris & Kerry Harrison, Russell & Jenny Robertson, Viv & Lyn Allen, Greg & Leanne Fyffe, Robert & Claire Millard, Emidio & Maria Fernandes, Mark & Sally Ahern, David & Jan Moody, Russell & Jenny Robertson, Tony & Rochelle Halstead

# Treasurers Report



It has been some time since I have been able to write to you about the financial status of your Squadron. The financial year is slipping away with only three months left.

The most important thing you would like to read I am sure is that your squadron is sound financially.

Whilst we have not had such a successful year as we did last year, we are still “in the blue” and able to put aside such amounts as are needed to preserve our wonderful Squadron and its enviable infrastructure.

As most of you would surmise, our nett income is drawn from differing sources. For the 2017-2018 year thus far you can roughly say that Joining and Membership fees contribute 32%, dividends and interest 10%, Marina Berth Licenses 22%, Marina Maintenance Fees and Maintenance Yard Fees 23%, and the balance, Grants, Social & Bar takings, and various other smaller items. I won't go through our expenses at this time but they are pretty close to our budget.

One of the toughest things to do for an organisation such as ours is budgeting! Large ticket items such as Marina Berth Licenses can double – or halve our nett income. We also need to watch our investments: As you can imagine bank investments barely keep up with CPI these days so often our funds barely maintain their spending power! However, no doom and gloom – all organisations such as ours have a similar problem.

As we move closer to the end of the year we start to consider what funds we can apply to our contingency funds for the Marina, Clubhouse, NH11 and consider what major works we should be considering for the financial year 2018 – 2019. Depreciation is also important so as to ensure our assets are maintained at their actual values.

Now is the time when we ask Committee members to provide budgets for their respective areas and we also consider what capital items should be considered – and to present to the 2018 AGM if needs be. We also consider what uplifts to consider to our usual expenses: light & power, water, postage, maintenance of equipment, repairs and maintenance to buildings and the like – not much different from what we do at home. Our fees and charges are also considered to see how competitive they are and if we will continue to offer the outstanding value we do now. June 4 will be our first trial audit day with our auditors so we will be spending time in May ensuring all transactions are spot on! My goal is to continue to be given a totally clean audit every year – it will continue!

Questions are always welcome and my details are supplied within the magazine.

Yours in Clubmanship

John Baragwanath  
Treasurer

## Winter Races 2018

May 2018	High	Low	Event	Briefing	Start	OOD
Saturday 12			Spit Roast Dinner, Salad & dessert	1800		Helen McCrimmon
			Trophy Presentation during the meal			Sailing SubCommittee
Saturday 19	1601 - 3.25	0900 - 0.14	Winter Race 1	1200	1300	Make My Day
<b>June 2018</b>						
Saturday 16	1453 - 3.22	0753 - 0.15	Winter Race 2	1200	1300	Joalda
<b>July 2018</b>						
Saturday 14	1336 - 3.04	1924 - 0.98	Winter Race 3	1200	1300	Mintaka
Saturday 28	1323 - 2.68	1927 - 1.18	Winter Race 4	1200	1300	Bumble Bee
<b>August 2018</b>						
Saturday 11	1209 - 2.81	1751 - 1.07	Winter Race 5	1200	1300	Sea Farrer
<b>September 2018</b>						
Saturday 1	1639 - 2.77	1015 - 0.66	Winter Race 6	1200	1300	Gavin Russell
Saturday 15	1649 - 2.90	10.31 - 0.54	Aggregate Race 1	1200	1300	Rear Commodore





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*(Peter is Commodore  
of Newhaven Yacht Club)*

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## KIDS FUN DAY FISHING IN THE MARINA

On Saturday, 6 January, we had 8 families with 17 kids and 18 adults come and enjoy a fun day, fishing in the marina. The children's ages ranged from 3 to 11.

Rowan Draper, Garry Richards, and Colin Willis showed us how to rig our rods and bait the hooks. Thanks to you all for sharing your expertise.

Nearly all the kids caught a fish of the following kind: bream, trevally, whiting, toady (of course!), and salmon. Rowan's son, Jet, was the youngest and he caught the biggest fish.

We had a great sausage sizzle lunch provided by NYS, and all the parents and grandparents helped with the food preparation, cooking and clean up.

We had many requests for another day in the next school holidays.

Alen Garret, for the Motorboat and Angling





## Social Scene



Our Christmas Dinner held mid December was a wonderful night enjoyed by all who attended. We danced until midnight before we turned into pumpkins! A truly special effort was made by many of the ladies to create an atmosphere reflecting a Xmas feel. The table and room decorations were appreciated by everyone and

contributed to making the overall evening a big successful. Then of course a few weeks later we celebrated the New Year. We were fortunate to again have 'Back Dated' to provide the music, and well and truly into the New Year. The place was rocky, the platters and food contributed by everyone looked delicious and everyone left the club with a great start to 2018.

Through January and February we decided to make every Saturday Happy Hour a little more special by asking people to bring along a salad to share and their meat etc. to have a friendly BBQ. We had nights with lots of children running around, which is what we want to see more of. From the feedback it was a success. But remember members can at any time go and use the BBQ and take friends and family along to enjoy the magnificent outlook... aren't we lucky! It's a beautiful place to spend time with family and friends.

From March we commenced the 2nd Saturday of the month dinner' with a ripper of a start. We had 70+ people come along to enjoy the fantastic dinner! We had people spilling out onto the patio to not only enjoy the evening sky but to use our new outdoor furniture. Thank you Jan, Marianne, Carol, Burnie, Mim and Brenda for providing the delicious food and desserts, and also all the people who assisted with the cleaning up. It was so great to see so many people and new members.



We are working on making the 'menu' a little more interesting, so any ideas would be greatly appreciated. Also if you would like to volunteer to assist it would be greatly appreciated. Please email 'social@nys.net.au'.

We have the very exciting Easter Egg Hunt on Saturday 31st at 4pm. Bar will be opened and we shall have a sausage sizzle with proceeds to RCH. This is always a fun afternoon. On Saturday April 14th we have a guest speaker, Peter Evans, who shall be presenting his many interesting stories on his overseas travels and experiences and I have been informed by a member who has seen Peter present previously it will be memorable. Bar opens at 5pm and Peter will present from 5.30 followed by yet another magnificent dinner and dessert at \$10 per head, and children free.

Following on we have a spit roast on May 12th from 6pm, and June 9th we have a home made soups and crusty bread night.

Please look at the social calendar on the website, or Facebook, and also flyers around the club to know what is coming up.

Hope to see you at some of our get togethers!  
Helen





## VALE: RON BOYD



Ron Boyd has been a member of our club for several decades. He joined in 1982, and during his time served on various committees and was involved in the stage five project. A keen sailor, he started with trailer sailors until 1986 when he bought his Jarkan 925, "Sundowner".

Mim and I first met Ron when we joined the club in 2003. His wife, "Dossy", had passed away and he needed crew to continue his passion for sailing. We were new to the sport and learnt a lot from his experienced and patient teaching. Whenever we use our boat we take the ignition key off the main sea-cock, as taught by Ron. He was meticulous about his boat and I recall his pens and pencils being carefully placed on his chart table. He kept her clean and tidy and on one occasion I injured my hand and dripped blood on his deck. I thought he would pass me a bandaid, but instead it was cloth to mop up the mess!

As we got to know him better we were invited to his home at Cape Paterson for Friday night fish and chips. Ray and Bernie Hemmings were also involved in these nights. The meal was followed by watching his family holiday video recordings. They started with his early days as an engineer with the SEC (State Electricity Commission) working on Victoria's water catchments (He later became a senior engineer working on Snowy Mountain Scheme and the Loy Yang Power Station). Many of the videos showed him in the snow in the high country where he and his family worked and skied. Later ones were of his surfing at the Cape Paterson lifesaving club. Some were of he and Dossy's cruises up the east coast to north Queensland. I recall returning one Friday night and he

had that same video paused where we had left and ready to continue.

He was proud of his wife, daughter and two sons, and whenever we spoke to him we were updated about their lives and achievements. He was a true gentleman, whom I never heard utter a bad word about anyone.

Ron was 89 when he passed away on February 7, 2018, after a short illness. A dozen or so NYS members attended his funeral. He will be sadly missed, and he will be remembered as a man who led a full and varied life.



Ron was an avid devotee of NYS. He took great pride when in the club rooms he would point at the photos of all the past commodores and tell people that he was a member under every one of them. He attended and thoroughly enjoyed every Golden Oldies Day. A measure of his love for his club was evident when, after selling his boat during last year, he re-newed his Senior Membership for this year.

He will be fondly remembered by all who crossed his path at NYS, and we will be reminded of his time with us as "Sundowner" is still here with her new owners and is continuing Ron's cruise.

Derrick Kershaw

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# COMMUNICATION REPORT



Dear NYS Members

I am the Communications and Promotions Officer - a newly-established position on the NYS Committee. As such, I have recently taken over the responsibility of publishing the Quarterly magazine. I will be ably supported by our new Training

Officer, Cheree Dyson, who has kindly volunteered to collect and collate all articles – thanks, Cheree. I would like to acknowledge the efforts of the previous editor, Phil Seymour, who delivered us excellent publications for many years.

Starting with this edition, the magazine will be available to every member with an email address via our website. Those members with an email address will be sent an email with a link to the magazine on the Squadron website, from where it can be read directly, or printed out. Those members without email will continue to receive their copy via post.

In regard to the traditional means of the Quarterly distribution, this new method has a number of important benefits for our Squadron:

- Much reduced cost to produce the Quarterly and mail out
- Much reduced volunteer time in assembling the annual magazine mail out
- More timely information available to members; and
- Less environmental waste

The Quarterly is your magazine, and I want it to not only be for you – but also to be about you. I encourage you to make a contribution. Share with us: your best fishing experience for the season (you don't have to divulge your secret spot!); your most enjoyable day out on the water; your overnight or extended cruise; a humorous or dramatic on-water experience; a memorable involvement with an inhabitant of the sea; or anything about boating that you deem interesting / informative.

If you are hesitant to write, just take some photos and email them to Cheree with short captions. Fishermen: take a photo of your catch – or of the gigantic one – and send it to us.

I ask that you email any articles to Cheree at [training@nys.org.au](mailto:training@nys.org.au). Articles should be in a Microsoft Word compatible format (.doc or .docx), or Rich Text Format (.rtf), with no formatting. Photos accompanying your articles are most welcome. These should preferably be above 2 megabytes, and should be sent separate from the text. And please include information about who / what is in the photo.

I look forward to reading about your boating adventures, and I welcome any feedback / suggestions that will improve our magazine.

Happy and safe boating  
Stan Jackson

## MATT DRAPER, AUSTRALIAN IMPULSE CHAMPION, 2018

Life-time member of the Newhaven Yacht Squadron, Matt Draper, won the Australian Impulse sailing dinghy championships conducted at Brighton and Seacliff Yacht Club in Adelaide over December – January. Matt entered the championships on behalf of the Newhaven Yacht Squadron, and sailed in his dinghy, Too Hard Basket

Matt achieved the quite incredible results of 6 firsts and 2 seconds, scoring much better than a World Champion and numerous National and State Champions, who were also in the event. The Series Results show how far clear of the field Matt was.

The individual race results can be seen at [www.ausimpulse.com.au/news/661-sa-national-results-series-scores](http://www.ausimpulse.com.au/news/661-sa-national-results-series-scores)

Matt's success follows his win at the state titles in the two previous years, the first one being held at his home club, NYS.

Matt grew up in Newhaven and is a life-time member of Newhaven Yacht Squadron. From an early age he featured among the winners of our club events. He soon became the only winner.



Matt has contributed to our club in many ways, including running our sail training program for many years, and he is on our Sailing Subcommittee. He is a positive club member always ready to lend a hand. We all think very highly of him.

Congratulations Matt!





# FLOATING ABOUT





# SAILABILITY

## DINGHY SHED OPENING

On Friday 1 December, the Bass Coast Shire Mayor, Pamela Rothfield, officially opened the Newhaven Yacht Squadron Sailability Dinghy Shed. We also exhibited our newly-acquired Hansa sailing dinghies and safety boat.

Sailability is an international movement providing access to boating activities for all abilities, and Newhaven Yacht Squadron Sailability is one of 27 programs in Victoria. Our program has developed over the past four years with guidance from GippSport. It provides for participants from the two local Specialist Schools – Bass Coast and South Gippsland; and the local young adult agencies – Yooralla, Scope, CSA, Interchange.



In the past, volunteer members have taken participants out sailing, fishing, and exploring the local environment in their own boats. The dinghy aspect of the program is more in line with other Sailability Programs, and will enable participants to take control and sail themselves. As the Hansas are sailing dinghies specially designed to be virtually impossible to tip over, they are ideal for people with disabilities, children and novice sailors. We hope that eventually we will have representatives in state regattas, and perhaps international regattas.

As Mayor Rothfield noted in her address, the purchase of the Hansas and the safety boat and the erection of the shed was an outstanding community effort. As well as cash allocated by the Squadron, funding was gained from Bass

Coast Shire and VicHealth grants and sponsorship from the San Remo and District Community Bendigo Bank and the Phillip Island Patchworkers.

From time to time will be offering Discover Sailing Days and welcome all members of the public to come and try sailing in these safe and exciting little boats.

More information can be found on the Newhaven Yacht Squadron website, or by contacting the Sailability Coordinators at [sailability@nys.org.au](mailto:sailability@nys.org.au)





# DUTY OFFICER

## RESUMPTION OF DUTY OFFICER AT NYS

Late last year the Committee decided to re-introduce the Duty Officer service over the December – January period. Over that time Committee members were rostered on to undertake the role, and the service was very much appreciated by Squadron members and the general public.

Some of the responsibilities / requirements undertaken by the Duty Officer included:

- raising and lowering the flags, and generally showing the presence of an open club
- responding to queries from members of the public
- including membership enquiries, showing them around, drawing their attention to the Squadron website
- helping to launch / retrieve boats on the ramp
- helping to dock boats as they returned to their marina berths
- tidying the clubrooms
- manning the radio and answering the phone
- writing the weather forecast and tide times on the blackboard
- reporting any relevant issues to the appropriate Flag Officer
- at the end of the day completing the Duty Officer's Log Book, and recording any incidents which may require further attention of the general Committee.

The following is outline some of the activities that occurred:

- the Bass Coast Shire was phoned to inform them that the parking meter was not working (we discovered that boaties would still be booked for not phoning!)

- short-term berth assistance was provided to boats from other clubs / marinas (e.g. going to the new restaurant)
- assisted the Water Police with: the storage of 3 vehicles, a large RIB, and jet skis; launching and retrieval; a place to get changed and refuel; providing storage for diving gear, etc; helped find overnight accommodation
- replacing the chain across the ramp after boaties forgot to do so (too many times!)
- reminding / requesting boat owners to display their NYS numbers on their boats
- thanking a member for replacing the ropes on the floating pontoon (Well done!)

As the Duty Officer service was very favourably received by members over the December - January period, the Committee has decided to extend the time of operation over next season. Accordingly, the Committee will be seeking members to participate in the role of Duty Officer. Being a Duty Officer provides the opportunity for members to be more involved in, and to make a positive contribution to, the Squadron. It is a great way to meet and interact with other members; and it offers the opportunity to find out more about the Squadron and its facilities and services. All Committee members found the experience to be a rewarding and non-onerous one.

A Committee member will be present on the day to introduce new Duty Officers to the role, and there is a folder provided with instructions and emergency procedures.

## OPENING DAY 2017

An exciting day for your new Commodore!

My first 'official engagement' after accepting appointment as your new Commodore last year was to take part in the Club's opening day – and what a day it was ...

Following a briefing in our lower club rooms from acting Rear Commodore, Alen Garret, to the captains and crews of the wide range of motor and sailing boats on how the 'sail past' would occur, everybody took to their boats. This type of briefing precedes all official NYS events and is very important to provide maximum safety and enjoyment on these days.

And now to the 'sail past' whereby all boats sail past the current Commodore and provide salutes of all kinds. As you may know, my boat is a fairly humble 5.5 metre motor runabout, so our Vice Commodore, Derrick and wife Mim, allowed me to cruise out to the sail past position on their impressive yacht instead, and stand up forward as the various boats came past – some providing musical entertainment!

I must say that this was a very new experience and great fun for me, and I thank Derrick and Mim for this.



After this it was time for presentations and a personal thrill for me to present Garry and Anne Marie Richards with their awards for the Furphy Award and Club Person of the Year, respectively.

Following this Chris Wilson held us enthralled as he shared his passion for his upcoming 2018 Melbourne to Osaka Double-Handed Yacht Race. We are all proud of Chris representing our Squadron internationally, and I was able to present the official NYS burgee to him. The day concluded with refreshments provided by our amazing Social Subcommittee, headed by Helen McCrimmon.

I look forward to next year's opening day! All welcome - particularly new members with any size or type of boat. Just a great fun and social day.  
Andy Chappell - Commodore



# SAFETY OFFICER REPORT



Just a few thoughts about boat safety. You've all heard the old expression. "Failure to prepare. Prepare to fail" ... well it's true for boating as well. Be prepared. Whether you're out for a day fishing, or just being on the water.

Make sure you have all the appropriate safety gear and that it's well labelled and easy to get to. Have a drawing of the boat showing where the safety gear is stowed. Every boat must have the appropriate and up to date safety gear on board. It's not a bad idea to have extra gear, not just the bare minimum.

I know one shouldn't rely on your plotter for navigation but we all do. Make sure you have a paper chart on the areas you intend to go to.

I back up my paper charts and plotter with Navionics on the mobile phone and if we're going on a longer cruise I take a laptop with CMaps as well.

Having a good radio (and phone) for weather updates and communication is a necessity.

There are some really good apps for your phone. We use WillyWeather app and WillyWeather website. From the website you can get the wind as predicted with a real time wind gauge from the nearest weather station; plus actual wind as it's just happened. This is really handy for a

comparison with the predicted wind.

Marine Traffic is another good app. and website. It can be used to show where vessels are, but also some ships run their own weather station. You can click onto the vessels and get the latest wind and weather in that boats location. This is a very handy tool.

Make sure that your batteries are in good condition and fully charged. It helps to have a digital gauge fitted to each battery or battery bank to show how many volts they store and amps are going in and out.

There's nothing worse than turning the key and nothing happens. This may be when you'll need that radio or telephone to call for help. If you do need a tow, make sure you have a strong and long enough rope handy.

A large cruiser was dragged off the rocks a few months ago. They had a 3 mm. rope to use as a tow rope. Luckily the rescue boat had the appropriate gear on board.

So, when you're out on the water, be prepared and be safe. Also remember that the water police are quite active at the moment and a few boats have been fined for lacking the appropriate safety gear, like a rocket flare if you're more than 2nm out.

Have a great time on the water.

Peter Gratton  
Safety Supervisor

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# TRAINING OFFICER REPORT

## SAFETY BOAT OPERATOR COURSE

Over the weekend of October 7-8 six members who have made a commitment to skipper/crew in Safety Boats during club events participated in a Safety Boat Operator Course conducted by Westernport Yacht Club at Balnarring.

The course covered areas such as race course design and where to position your boat on a race course; practice in on-water rescue of dinghies and multi-hulls; how to safely rescue other craft, recover persons from the water, and re-right capsized boats; and an awareness of techniques to support kite surfers and kayaks

As well as taking in theory, the participants spent a good deal of time on the water in Rigid Inflatable Boats very similar to the Safety Boat we are getting with our grant from the San Remo and District Community Bendigo Bank.

As we are about to acquire our new Hansa dinghies for our Sailability and off-the-beach dinghy programs, this course proved to be extremely timely, and all participants found it most informative for themselves, and for facilitating these programs. We are now very keen to begin – and much better prepared for – our dinghy programs.

### FIRE DRILL

On Sunday, October 15, we had 18 members attend a Fire & Emergency Awareness session conducted by Rick McKay and 6 other members of the San Remo Fire Brigade.

The informative theory part of the session maintained the interest of all participants. Rick, an ex-fire engineer with an extensive background in working in a variety of marinas throughout Australia, covered the science / behaviour of fire, fire-fighting strategy, fire extinguishing, and emergency management. The participants then undertook a practical session that involved using fire extinguishers and the marina fire hoses.

This session was the beginning of a relationship with the San Remo Fire Brigade during which the brigade will assist NYS to review its resources and strategies relating to fire and emergency prevention / response. We thank the brigade members for their time and the presentation of this session, and we look forward to developing a strong partnership with it.

With the busy boating season approaching, it is worthwhile all boaters reflecting on their fire prevention / response resources and strategies appropriate for their own vessel, as well as contemplation of possible strategies in reaction to a fire within the marina.

Some basic learnings from the session may assist:

**Life Safety is the Highest Priority. Therefore Evacuation takes priority over extinguishing the fire.**

### General Fire Orders:

- Assist anyone in immediate danger if safe to do so
- Call Fire Brigade 000
- Evacuate unnecessary persons to Assembly Area
- Attack the fire if safe to do so
- Stay at assembly area and account for everyone
- If possible, prepare for easy and efficient access by the fire brigade

### Portable Fire Extinguishers:

- Readily accessible adjacent to exit
- Keep clear of obstructions
- Indicator on gauge in green section
- Regularly maintained and serviced
- People with breathing difficulties may be affected by Dry Chemical
- Try to use from upwind; aim at the base of the fire; and spread the foam around

### Fire Blankets:

- Remove blanket from case or pouch
- Find the two straps on the blanket, have them facing you and grip them so that your hands are protected from the fire
- Hold at arm's length
- Approach fire cautiously using the blanket to shield you from the fire
- Gently place blanket over fire
- Turn off heat source
- Allow to cool
- Call Fire Brigade

Happy and safe boating

Stan Jackson & Cheree Dyson





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# THE FISHERMEN'S MEMORIAL

We have all driven through country towns all over Australia. Every little town has three things that never change – the local hotel, a general store and a War Memorial to the locals who lost their lives in defence of their ideals in Wartime.

However, how often have you seen a memorial to fishermen? Well – we do not have to look too far as we have a magnificent one right here in San Remo.

The local Foreshore Committee decided in 2006 to dedicate a Cairn or Monument to honour the local fishermen who died in pursuit of their livelihood.

The Committee decided that the Cairn was to be located on the foreshore adjacent to where so many boats departed from in the older days right up to the current time, and serve as a reminder of the fickle nature of the sea and the perils forced upon those who wish to try and tame her to derive an honest living for their families and to sell to those wanting fresh seafood.

The Foreshore Committee, once the decision was made, proceeded with the most attractive Cairn we see today. It was again a community effort with most of the work completed by volunteers. In no particular order they included: Nicola Tragear (Designer), Mick Gannon (Stonemason), Phil Bagley (Electrics), Kevin Frigo (Concreter), and Jarad Bagley.

I think that to understand the trials and tribulations that our fishermen endured it is worth relating some excerpts

from Western Port Fishermen published by the authors Helen Hanna and Bruce Bennett in December 2010. If you can find a copy of this book it is certainly interesting reading and quite fascinating when we consider that as late as 1948 there were still around 250 fishermen with 150 boats around Westernport! This gradually declined but as late as 1979 the catch of fish in Westernport was still 226 thousand tons – and supplied one sixth of Melbourne's Fish Market's produce! This dropped to 30 thousand tons in 2007.



There can be no doubt commercial fishing was a tough life. Many fishermen did not want a permanent home – they would rather follow the fish wherever they may take them. Others wanted a home to act as a base for them and to raise their families – hopefully of future generations of fishermen!

And so they moved from Port Phillip near Melbourne to Queenscliff, to Westernport, to Lakes entrance and maybe on to Tasmania or even Queensland before eventually finding some sheltered harbor in which to live. Their story on this occasion is about fishing in Western Port for which good stories exist in this book.

Recreational fishermen may not fully comprehend the sheer, exhausting physical labour of the commercial fisheries. A quote from Bazel Newman of Newhaven is worth reprinting:

“You’d get out there before daylight – usually by 2am as the couta would be nearer the surface. The brighter it got the deeper they went. Seabirds were usually the best indication as to the presence of Pilchards, and the Couta on their flanks.”

Sadly, (and a good reason the Fisherman's Memorial exists) most fisherman could not swim. They had some terrible times in Bass Strait where huge waves can rise up “out of nowhere”, crashing over boats, equipment and the catch! Many were quite fatalistic and thought being able to swim “only prolongs the agony!” It was a tough life!

## Bibliography:

With special thanks for the assistance given by Steve Bagley (son of Les Bagley), and Ray Dickie (both NYS Members) and to the rotary Club of San Remo for their support. Also to Helen Hannan and Bruce Bennett for excerpts and information used from “Western Port Fishermen” – an excellent reference book crammed with local information.





# AUSTRALIA DAY

## WEEKEND CRUISE

This year a request was made to cruise further afield, with perhaps Port Phillip/Queenscliffe as a destination. Due to perceived weather, tides and time constraints, it was decided to cruise closer to home.

With this in mind a briefing was held at 09:30 in the downstairs club rooms. Crews from 8 boats attended and it was decided with the wind mainly from the south/south east, to head for Observation Point for Saturday night.

Drinks and nibbles were had on Laurie and Jill's and Pete and Aggie's boats. Then a good night's sleep, and see what Saturday morning brings.

Saturday was another beautiful day with the wind from the east veering N /NE in the evening.

We all went our separate ways with a rendezvous at Stockyard Point in the early evening. This was a lovely anchorage, and again we met for drinks and nibbles on Derrick and Mim's and Pete and Aggie's boats. With a flat sea we settled in for a quiet night.

Sunday dawned with a clear sky and a predicted temperature into the 30's.



Some of the cruisers headed off for a sail, while others stayed behind and enjoyed a swim and a relaxed day before heading home.

We all met back at the club rooms at about 1800 hours and enjoyed the evening together, again, with drinks and nibbles.

All participants expressed their enjoyment and look forward to the next cruise.

Peter Gratton

## AUSTRALIA DAY CRUISE 2018 - BY PETER WATSON

There was a lot of excitement around the club  
You'd have thought we were going to the pub  
But that was not so, it's a cruise weekend  
Lots of boats go, even me and my friend

At 9am downstairs we gather for directions  
Looking at the weather and all other distractions  
Choosing a place to anchor for the first night away  
Hoping the anchor holds is what we all pray

Out of the marina the wind was very light  
So we motored for ages because it was so slight  
Then we got a little breeze out of the south east  
Enough to get us going to say the least

When we got down to Rhyll on the Silver Leaves sand  
The weather was warm and the sunshine was grand  
One or two of our brave people went in for a swim  
Must have been nice, because they all had a grin

Late afternoon was time for happy hour and a drink  
Half of us on Caspian and some on Julini we think  
It was pottering around in rubber duckies with food  
Then after a few beers the jokes became quite rude

There was all sorts of talk about everything and the NYS  
It was agreed we have a club that is so social and yes  
We all reckon how lucky we are to be members  
Has always been the same for anyone who remembers

Then back to our boats for a dinner made of pasta  
Couldn't think of anything else we could make faster  
Pretty soon we all retired in the sleeping berth  
And snored all night enough to rumble the earth

There were seven vessels on the cruise this time  
Two motorboats came, and they had plenty of wine  
There were years when as many as twenty came  
But we all had as much fun just the same

In the morning the direction was Stockyard Point  
So after breakfast we got ready to sail to the joint  
Quietly sailing along with a nice gentle breeze  
Past Elizabeth Island and French Island trees

Some parts of that bay are quite shallow you see  
Some of us touched bottom, anyway Capriccio and me  
The mud was very soft and we quite easily got off  
It was just the other people who pretended to scoff

The time was used doing maintenance from the dinghy  
Even though on anchor boats were quite swingy  
But it gave us a chance to clean up the water line  
To brush away all the weed, the growth and the grime

That night again it was nibbles, beer and a chat  
With discussions about everything, even this and that  
Then about the time we could enter the marina next day  
Because no one wanted to run aground they did say

It all worked out well we got back early at the NYS  
In time for a BBQ and a drink again you guess  
To end a great weekend with good friends and mates  
Then remembering to close the club and shut the gates.

## Club News



In my last report I mentioned that the marina sub-committee had identified that maintenance was needed to the eastern end of the centre arm. On the 12 December, Marc Carney from Bellingham Marine inspected that part of our marina. He stated that our main risk is the longevity of the pylons which if not maintained

will not have the same lifespan as the pontoons. We will remove the rust and the paint them this winter. It is a protracted job as it can only be done for a few hours at low tide.

He also advised that the actual pontoon sections were in reasonable order given their age. The walkway arm joints need attention and the rods and some wood joiners need replacing. These jobs will have to be done by ourselves as the Bellingham contractors do replacing works but not maintenance. The task is a difficult one as the fingers cannot be disconnected as they will immediately turn upside down. We first need to build a small working pontoon and obtain some spare parts. Thanks to Jeff DeJong we have the floating sections but need to build and connect a platform. WE NEED VOLUNTEERS for these jobs, how about it?

I am sure many of you have seen the new stools and tables in the club room and balcony. Helen has done a great job and improved the look and comfort of our facilities. Talking of the club rooms our air conditioning has been playing up and the service guys are having trouble obtaining spare parts. No doubt they will be repaired in time for the winter weather.

Over the busy Christmas/ New Year period Alen Garrett organised for an officer of the day to assist at the marina launching ramp and the club generally. It was a successful initiative and will be repeated next year. We spoke to many members and obtained valuable feedback about our current facilities. Subsequently we have discussed the current policy on powering boats onto trailers and whether lifting the ban would speed up the launch and retrieval process during this busy period. Given the issue of erosion, noise, minimal time saving, the effect on the boats in the pens opposite and the fact it would be mainly used by the larger boats, it has been decided that the present rule will stay.

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Following a recent committee meeting we are looking into the need for emergency escape ladders in the marina. Several are already fitted on the centre arm but none are on the northern arm. Maybe the younger members on that arm are considered better swimmers who can get onto the walkways and fingers should they fall in. If you have an opinion please contact Peter Gratton or myself. Some time ago there was a proposal to have a small work area for members to use near the maintenance yard. Again, I ask you to tell us if this is still needed and are you prepared to help.

The research into the de-silting issue continues. We recently engaged the services of Geoff Atkins the principal maritime engineer from AW Maritime Pty. Ltd. In the next few weeks he will be arranging for sediment samples to be taken from the floor of the marina. They will be analysed for contaminants a report prepared for a meeting with the Department of Environment, Land, Water and Planning to ascertain exactly what our options are.

That's it for this report. All the best for winter, but I hope not everyone will be escaping north as we need volunteers to help with jobs. Yes, this may seem like a pom having a whinge, but the increasing workload is falling to the same small number of regulars. Please step up, it's your club.

Best Wishes  
Derrick Kershaw

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# KON'S EAST COAST CRUISE

Friday Harbour journey from Phillip Island(Vic.) to Pittwater(NSW) and back

By: Kon Cili, with Kevin Corcoran, Guy Kerr and Caroline Graham

Special note: We used Transas iSailor throughout our travels. It was valuable for trip planning for each leg. We plotted our anticipated routes based on weather forecasts and inputting expected speeds. This gave us realistic ETA's at each port or anchorage. So we were able to quickly establish if the planned legs were realistic or not.

As a skipper of my previous yacht, Laafin, and now owner of the yacht Friday Harbour, it has always been my dream to explore the eastern part of Australia's coast. The planning started about seven months ago. Initially there was only two of us (Guy and me) but thanks to Guy we got Kevin as a third crew member. It was later on that I realised how important it is to have three people on board. Kevin's and Guy's knowledge was priceless. Phil Seymour's generous input was also priceless.

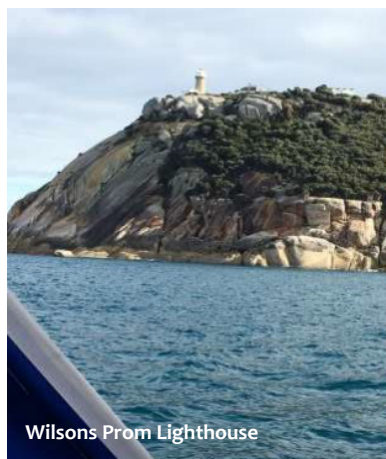


About to depart

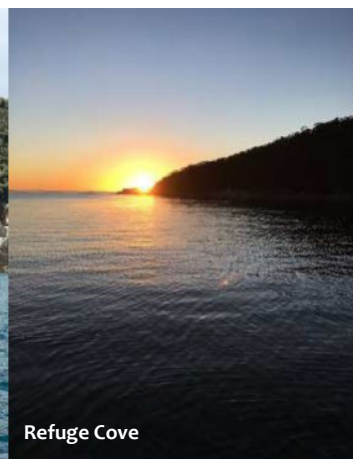
## To Wilson Prom ...

We left Newhaven Marina just before 2000 hrs. on 6 July. Our first destination was Wilsons Prom (Refuge Cove). I wasn't feeling very well due to the flu and not enough rest. It took a toll on me. When we passed Cowes, Kevin and Guy took over and I tried to get some rest. We arrived at Refuge Cove at 1530 hrs on 7 July. The weather was good and after we safely anchored, our next venture was to have a good walk around.

Wilsons Prom is a stunning part of the Victorian coast, and as a National Park is fully protected. We had a good walk up to nearby Kersops Peak where we got good reception for that most needed weather prediction for our next leg to Lakes Entrance. The skippers of two other boats in the Cove joined us on Friday Harbour for dinner.



Wilsons Prom Lighthouse

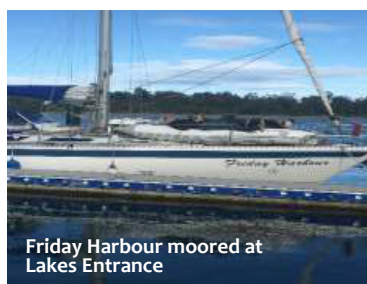


Refuge Cove

## To Lakes Entrance ...

July 8 at 1500 hrs, we left Refuge Cove for Lakes Entrance. We made huge progress in the first four to five hrs. The wind picked up and soon we were sailing in 20+ knots westerly. During the night it eased away to around 12 knots. By 1000 hrs. the next day there was very little wind so we didn't have a choice but to start the motor. We approached Lakes Entrance channel around 1100 hrs and moored in a public marina at 1115 hrs. The Lakes Entrance channel flows work on the same principles as Port Phillip heads: time of slack water is very different to time of high or low tide. That was my very first experience to get through the Lakes Entrance Heads. It is a very narrow passage and it pays to be very careful and observant. Kevin and Guy knew the area very well and that made me feel at ease. Weather was great with glorious sunshine.

We contacted Florian and Yvonne from NYS who had their new boat in the work yard at Paynesville and we chatted about our respective journeys.



Friday Harbour moored at Lakes Entrance



Florian & Yvonne Visit

## To Eden ...

The next day at 1200 hrs. we left Lakes Entrance for Eden (135 NM). With WSW wind of 20 knots we reached boat speed of over 6 knots. With gusts of nearly 25 knots we had double reef on the main and the head sail was reduced by 30%. Our average speed was still over 6 knots. A planned short stop over at Gabo Island did not eventuate due to lack of light so we continued to sail to Eden arriving there just after midday on 11 July.

When we arrived at Eden, we found a spot and anchored the west side of Cattle Bay just below the township. We visited local museum and after dinner it was time for a good night's sleep.





Entering Bermagui



Guy & Friday Harbour at Bermagui

### To Bermagui ...

On 12 July, after an early breakfast, we left Eden for Bermagui (43NM), arriving there around 1600 hrs. During that trip and for the first time we spotted whales about 400 meters from us. The Fishermen's Co-op at Bermagui was very helpful and gave us a marina spot for three days (only \$25 per night). The wind was a bit strong, so we needed to kill some time. Guy and Kevin did a lot of exploring on foot. Bermagui is a beautiful little fishing town mostly undiscovered by the developers (as yet), where the main industry is tuna fishing and game fishing. Some huge fishing boats come to the Fishermen's Co-op' jetty with tonnes of tuna in season – and we were in the middle of the season. After three days at this idyllic place it was time to leave.



Bateman's Bay marina entrance

### To Batemans Bay ...

On July 15, at 0740 hrs., we left for Batemans Bay, which is only 46 nm away, and arrived there at 1500 hrs. Due to a very light SSW wind, motoring was the only way to reach our next destination. We were a bit reluctant to enter the marina at first due to shallow water shown on the chart (it was low tide), but we were advised the channel had been dredged 6

months earlier so we had ample water.

Kevin's twin brother, John arrived and gave us a lift to the shops where we topped up supplies. After that we all ended up having a dinner in the local RSL club.



Kevin & Guy playing golf

### To Ulladulla ...

On 17 July, at 1030 hrs, we left for Ulladulla fishing port, 30 nm further north. We arrived there at 1730 hrs. and tied up just inside the outer wall. We explored the town for a while, had dinner and went to bed quite early.

### To Jervis Bay ...

On 18 July, we left Ulladulla in the early morning for Jervis Bay, 24 nm away. First time in a while we actually sailed. Soon after we arrived, the wind picked up and by the time we approached Huskisson, in the north - west part of the bay, it was blowing well over 25 knots from the northwest. We tied up in a protected little bay on a public mooring in front of the town. We had some dinner in town and then back on board to rest.

### To Kiama ...

On 19 July, we sailed 30 nm further north to Kiama. It is a very nice coastal town in NSW with a very little marina off the township central bay. We sought advice on finding a berth and finally tied up to a rock wall beside the fish and chip shop. It was bouncy with the odd bump during the night. We won't stay there again. We stayed at Kiama for 2 days.

... Kon's adventure continues next edition



Friday Harbour handling the big seas



Guy doing his shift