

Newhaven Yacht Squadron QUARTERLY

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NOTICES FOR
MEMBERS



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SCHEDULE
OF FEES

www.nys.org.au

YOUR COMMITTEE

Commodore

Andy Chappell -

email: commodore@nys.org.au

Vice Commodore

Derrick Kershaw - 0425 402 774

email: vicecommodore@nys.org.au

Rear Commodore

Chris Wilson - 0425 810 851

email: rearcommodore@nys.org.au

Secretary

David Tonkin - 0412 422 667

email: secretary@nys.org.au

Treasurer

Annalisa Elliot - 0438 307 843

email: treasurer@nys.org.au

Social Secretary

Helen McCrimmon - 0402 158 684

email: social@nys.org.au

Safety Supervisor

Scott Newman - 0415 903 342

email: safety@nys.org.au

Boating Secretary

Robert Millard - 0418 565 467

boatsecretary@nys.org.au

Communication & Promotion Officer

Stan Jackson - 0417 318 629

email: communicate@nys.org.au

Training Officer

Cheree Dyson - 0400 440 470

email: training@nys.org.au

Sailability Coordinator

Alen Garrett - 0429 417 552

email: sailability@nys.org.au

Other Committee Member

Mark Szutta

CONTACTS

Yachting Western Port

Chris Wilson

Auditor

Cardell Assurance & Audit

Maintenance Yard

Glen Botterill - 0419 514 395

Boatique Shop Sales

email: admin@nys.org.au

MARINA BOOKINGS

Casual Berths

Ray Frith - 0484 828 073

Permanent Berth, Applications

email: admin@nys.org.au

SUB-COMMITTEE MEMBERS

Building

Gary Richards, Andy Chappell, Nick Blackmore, Helen McCrimmon, Tom Rawlings

Marina

Derrick Kershaw, Glen Botterill, George Reek, Gary Richards, Tom Rawlings,

Jeff Shawcroft, Ray Frith

Finance

Annalisa Elliot, Noel Street, Andy Chappell, David Tonkin, Peter Buitenhuis, Tim Patkin, Alan

Adamson, Robert Burnham, Pat Street

Social

Helen McCrimmon, Jan Bayliss, David Tonkin, Brenda Blackmore

Boating

Chris Wilson, Robert Millard, Sue Padgett, Peter Gratton, Alen Garrett, Ray Frith,

Gavin Russell, Scott Newman, Rowan Draper, Mark Szutta

Safety & Training

Scott Newman, Cheree Dyson

Child Safety Officers

Stan Jackson, Mary Brown

Magazine

Stan Jackson, Cheree Dyson

CONTENTS

NYS Committee Members	3
Communication & Promotion Officer's Report	4
Commodore's Report	6
Welcome Aboard.....	7
Vale: Brian Trevena.....	8
Rear Commodore's Report.....	9
Sailability Coordinator Report	9
Vice Commodore's Report.....	10
For Sale	11
NYS Regalia Price List.....	11
Birdwatching at Sea	12
Around French Island.....	14
NYS Calendar of Social Events.....	17
Aussie Day Cruise	18
Vale: Ian Thoroughgood	19
When Plans are Set in Jelly	20
Lighthouses Of Victoria: Wilson's Prom Lighthouse	21
Floating About.....	22
Factual Fishing Stories (With Photos To Prove Them!)	24

CONTENT DEADLINE FOR NEXT ISSUE IS JULY 1st 2019

NYS QUARTERLY EDITOR

Stan Jackson - 0417 318 629

email: communicate@nys.org.au

All correspondence to:

The Secretary, Newhaven Yacht Squadron

PO Box 309, San Remo Vic 3925

or email: admin@nys.org.au

NOTE: Mail can be left in the mail box in the committee room door on the lower deck

Phone: 5956 7515 Fax: 5956 6127
www.nys.org.au

NYS COMMITTEE MEMBERS



ANDY CHAPPELL
COMMODORE



DERRICK KERSHAW
VICE COMMODORE



CHRIS WILSON
REAR COMMODORE



DAVID TONKIN
SECRETARY



ANNALISA ELLIOT
TREASURER



HELLEN MCCRIMMON
SOCIAL SECRETARY



SCOTT NEWMAN
SAFETY SUPERVISOR



ROBERT MILLARD
BOATING SECRETARY



STAN JACKSON
COMMUNICATION & PROMOTION OFFICER



CHEREE DYSON
TRAINING OFFICER



ALEN GARRETT
SAILABILITY COORDINATOR



MARK SZUTTA
OTHER MEMBER

COMMUNICATION & PROMOTIONS OFFICER'S REPORT



In early March I took Felix around to Port Phillip for a week – ably supported by Alen Garrett and Peter & Aggie Gratton.

After leaving Newhaven at 0100 hours and a 13 hour transit, we arrived at Mornington and were keen to have a shower; so I headed off to the Mornington Yacht Club

club rooms to inquire about the possibility of doing so. I fully expected that we would have to pay for this privilege.

I met Andrew coming down the stairs and asked him about getting a shower. Andrew was very welcoming and exceedingly helpful. He told me how he would organise for Stan, the barman, to have a key for me later in the evening. When I mentioned payment, Andrew promptly told me not to worry about that. He then introduced me to Trevor, who was also very welcoming.

Later, when I went to the bar to ask Stan about the key, he was quite busy serving. Standing beside me was Sheryl (whom I found out later was a recent past Commodore), who soon realised Stan's predicament and told him that she would take care of it. Sheryl then gave me her own personal key and asked me to return it to the office when I had finished with it. What a trusting person!

Over the next 2 days we had the privilege of using the Club's amenities and interacting with some of the members – all of whom made us feel so welcome and were very keen to help us out with any queries /uncertainties.

We came away from Mornington with an exceptionally high opinion of the Mornington Yacht Club. This was not because of the amenities we utilised and appreciated (these were actually in need of extensive renovation, for which the members were quite apologetic), but because of the positive and obliging contact we had with every member with whom we interacted.

I am the Communication & PROMOTION Officer for NYS, and as such my role is to officially promote the club. But during my stay at Mornington I soon realised that we are all Promotion Officers for our club; and that the way we as individuals interact with non-members – and with each other – defines our club.

Our club has more than adequate facilities – and your Committee is always striving to improve these. But it is not facilities that make for a fulfilling and successful club; it is the members who personify it.

I ask, how do you represent our club? Are you welcoming, positive and supportive to new members and 'outsiders' – and to other fellow members? Do you speak constructively about our club to them? Is your conduct such that it promotes the advancement and prosperity of your club?

In his report, Commodore Andy informs us of his resignation as of early May for personal reasons. Andy has provided enthusiastic and steadfast leadership during his time as Commodore by, for example, initiating and adopting a hands-on role with projects, and supporting other Committee members. Andy has indicated that he will be more than happy at any time to provide advice as needed to an Acting Commodore. It is gratifying to know that he intends to remain very active within the club and its activities.

The Vice Commodore's Report illustrates one example of how much time – and frustration – can be spent behind the scenes to maintain and improve our facilities. Within Derrick's report I am referring to his segment on dredging the marina. This has been a bureaucratic nightmare for Derrick over a long period of time, with many obstacles being presented to him. Personally, I admire his perseverance and determination to see this task through. In the last issue of the Quarterly I featured Mark Bourke's magnificent Mulloway catch and asked all the fishos to send me some photos of their fishing triumphs. I thank those who were happy to share their experiences responding with a variety of photos and anecdotes. I look forward to receiving more of the same for future editions.

I also sought articles (or a series of articles) about topics relating to local flora, fauna, landmarks, etc. Peter Watson has again informed us about another prominent lighthouse, and we have the first article by a fervent naturalist, Geoff Glare, focussing on albatrosses. I thank Geoff for his informative article and look forward to his future contributions.

We also have reports on two club-organised activities: the Australia Day Cruise; and the Around French Island sortie. Both events proved to be thoroughly enjoyed, with the latter being a catalyst for an Around Phillip Island Cruise. It was great to see the 3 motor boats join the former traditionally yacht activity and have a fantastic time – and for some yachties to reciprocate and enjoy being a part of the latter activity. Well done to Andy Chappell, Garry Richards and Robert Millard for organising the Around French Island Cruise. Travelling farther afield, Cheryle Matthew shares one of her more frightening cruising experiences when she imparts a part of her journal when she and Bruce sailed from Coffs Harbour to New Caledonia in 2017.

Finally, our very efficient Administration person, Vicki, has asked me to let you know that annual subs will be mailed out shortly and that the Safety Declaration MUST be returned by the due date stated. Please note that the new 2019-2020 Fee Schedule, effective from 1 July 2019, is now on the website.

Happy and safe boating

Stan Jackson | Communication & Promotion Officer



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COMMODORE'S REPORT



Greetings members,

I trust you have enjoyed a wonderful warm summer in our great part of the world. In the previous issue of our magazine I complimented the present Committee members on the volunteer work they undertake for all of us. In this issue I preview the Committee positions that are

coming up for election at our AGM in October.

I will not be nominating for re-election as Commodore at this AGM, and in fact will step down from this role in early May this year. For personal reasons I am not able to continue in the role as Commodore but would like to continue helping with projects such as developing our motor boat events and building maintenance and improvement.

In my time on the Committee I have really enjoyed meeting many members and have tried to contribute in developing a forward view for NYS.

Please contact a Committee member if you would like to discuss nominating for any position. The Committee meets monthly on a Friday commencing at 6pm and usually Committee members get involved with at least one sub-committee.

In late 2017 the Committee agreed with the following role summary that may be useful when you are considering how you can get involved.

NYS COMMITTEE ROLES – as at 19/12/17

Commodore

- CEO of NYS
- Ensures Committee resolutions and Acts and Regulations are complied with
- Presides at meetings
- Approves payments
- Represents NYS at official functions and with general public
- Ensures that the Core Values of NYS are implemented

Social Secretary

- Provides a set of social opportunities for members
- Convenes Social Sub-Committee
- Manages kitchen and bar/servery
- Supports functions organised by other committee members.

Communications and Promotion officer

- Manages the full set of NYS Communications activities including publications, Facebook and website
- Ensure that members are well informed of Committee decisions (transparency)
- Markets NYS to potential members and the broader community
- Engage with local media
- Identify and apply for grants
- Apply grant funds as specified by the donor
- Assist with Sailability program
- Assist Safety Officer with Emergency Response plans
- Maintain and use the club members skills database

SQUADRON ASSETS

Vice Commodore

- Responsible for day to day operation of marina, boatyard and other squadron property
- Assist the Commodore in the discharge of his duties and deputises in his absence
- Prepare long term marina maintenance plans
- Manages casual berthing allocation
- Approves payments (usually re Squadron Assets)
- Direct manager of Yard Manager
- Convenes Marina Sub-Committee
- Casual berthing management (Ray Frith)
- Implement and monitor a Yard equipment maintenance program

Other member - Assistant to the Vice-Commodore

- Assist the Vice Commodore in the discharge of his duties and deputises (by delegation) in his absence. Particular focus areas
- Oversee operation of club buildings
- Chair the Building Sub-Committee
- Implement and monitor the buildings maintenance program
- Hall bookings (Peter Gratton)

Newhaven Boat-yard

at the Newhaven Yacht Squadron Marina



*** Sanding & painting**

*** Restorations**

*** Antifouling**

*** Repairs & alterations**

*** Fibreglass & timber work**

*** Mechanical repairs**

For all your boat maintenance and repair requirements

Non members are welcome

For further information call

Glenn Botterill on 0419 514 395

ON WATER ACTIVITIES

Rear Commodore

- Responsible for all on water activities
- Assists other Flag officers as needed
- Approves payments (usually re On Water activities).
- Convenes Sailing Sub-Committee and Motorboat and Angling sub-committees.
- Stands in for the Commodore if both the Commodore and Vice Commodore are not available.
- Ensures that an Effective Rescue Procedure is in place
- Develops Calendar of Events

Boating Secretary – assists with NYS boating activities

Safety Supervisor – In consultation with the Rear Commodore develops and manages safety policies and practices. Takes immediate action on urgent issues.

Training Officer – In consultation with the Rear Commodore develops and manages the training program

Motor boating and Sailability officer

- Sailability Coordinator - Coordinates the Sailability Program and Manages the NYS Sailability Shed.
- In consultation with the Rear Commodore convenes the Motorboat and Angling Sub-Committee. (Rowan Draper has agreed to run the day to day operations of the Motorboat and Angling Sub-committee).
- Manages Officer of the Day program
- 2IC – takes Rear Commodore role (by delegation) if Rear Commodore not available
- In collaboration with the Safety Officer and Training Officer improve the skill level and safety of motor boat operators
- Assist in implementing the NYS Youth policy.
- Encourage motor boat owners to participate in NYS events
- Manages the Club Boat.

BUSINESS MANAGEMENT

Secretary

- Ensures all General and Special meetings of NYS and the Committee are run correctly including timely production of minutes and follow up actions
- Be the Squadron Public Officer and ensure that the incorporated rules are adhered to.
- Focal point for all official incoming and outgoing correspondence including legal, regulatory, member queries etc
- Manages marina berth contract process
- Direct manager of Officer Manager

Treasurer

- Ensures that correct bookkeeping, accounting and financial reporting policies and practices are in place
- Provides financial reports as needed; a summary report to be provided at every monthly Committee meeting.
- Ensure the 'books' are appropriately audited pre AGM.
- Convene the Finance Sub-committee.
- Manages merchandise sales

At the October AGM NYS will be holding elections for the following:

- Commodore
- Rear Commodore
- Social Secretary
- Secretary
- Safety Supervisor
- Other member (Sailability and Motor Boating)
- Other member (assistant to the Vice Commodore)

Cheers

Commodore Andy



Welcome
aboard

Kevin Giffening

Tony Lee

Craig Bowman

Bruce Warwick

Peter Mizzi

Adrian and Olivia Wilson

Peter and Rosie Appleton

Bernie and Barb Von Brandenstein

Alistair and Karen Campbell

Bob and Nolene Shores

Dave and Eleonora Bresnehan

John and Stevie O'Rielly

Tony Lee and Karen Bastian

VALE: BRIAN TREVENA



A long time and valued Squadron member, Brian Trevena, passed away recently following several years of illness.

Brian was a man of many parts – one might even say a sort of Renaissance man - as the following precis of some of his activities and achievements will testify.

A qualified engineer, he developed significant expertise and industry recognition in pipeline testing, integrity assessment and commissioning. This involved a wide range of pipelines both onshore and offshore in Australia but also in Malaysia, Brunei, Papua New Guinea and the USA. In fact Brian was working on the upgrade of fuel supply systems for the USA base at Guantanamo Bay when the tragedy of the Twin Towers put the base into lockdown. In later years Brian served as honorary assessor for the National Association Testing Australia (NATA) with respect to pipeline and pressure vessel testing.

Trevena being a well-known Cornish name Brian was true to his birthright and spent several years as a miner in western Tasmania. Having obtained a lease Brian set up a sluicing operation which successfully mined tin. Subsequent to a belated tip off from a somewhat taciturn fellow miner, he was also able to extract alluvial gold. In conversation with Marlene I remember her saying that conditions were a little on the rugged side!

Music was a major influence in Brian's life. He developed an interest in jazz at an early age and was a keen follower of Bob Barnard, Frank Traynor and other early Australian jazz notables. Not content with listening to others he was an active participant as well and played trumpet in a band with the unlikely title of "The Stringy Bean Stompers". Word has it that, though in recent times only heard by selective audiences, he had a fine singing voice.

Brian was an active sailor with experience across a wide range of boats. While living in Murrumbidgee the back yard was frequently occupied with boat related projects. These included the completion and fitting out of the Huon Pine yacht "Tu Va Lu" and the motor sailor "Pania". The whole family got much enjoyment from the results of Brian's handiwork. At other times Brian owned a 26ft Seabird yawl "When If 1" and then the larger 42ft yacht "When if 2" as well as the yachts "Aragon" and his last boat "Getaway". Brian sailed up the Australian East coast as well as to Tasmania sometimes single handed and often accompanied by Marlene. For those who have had the opportunity to read some of Brian's recollections of his sailing adventures, it is apparent that an ability to put words together was another of his skills.

Brian was one of those rare engineers who have a good understanding of the theory, have an inventive mind, as well as being practical hands on practitioner. This has been of value to the Squadron in a number of instances but notably in his contribution to the Stage 5 marina expansion project. He undertook much exploratory work to assess how dewatering of the marina could be accomplished to allow the excavation of the new berth row (coffer dam at entrance etc) prior to the advent of Maw Civil and their 40 T excavator rendering dewatering unnecessary. Brian significantly improved the earlier layout design by suggesting the separate entrance to the new berth row (rather than via the existing entrance walkway) thus providing better land access and shorter boat exit and entrance routes. When contactors were selected Brian supervised the major earthworks contract which necessitated his attendance and input over many months. For his contribution to the success of the project Brian was made a life member of the Squadron in 2008.

Unassuming in manner, always willing to lend a hand, intelligent and with a wicked sense of humour Brian was a great individual to spend time with and will be sorely missed by many. Our thoughts go to Marlene and the family.

Neil Stewart



REAR COMMODORE'S REPORT



Well the summer season is almost a wrap, with the night race the last on the calendar, and I put it to all competitors who have raced in the aggregate series to get keen for this challenging race – I think I might even be in this one myself. We have had a great season including some testing and frustrating conditions at times. As it stands, we have our series with enough races completed, and no need for any further re-sails as this is not going to effect the overall results, which is fantastic.

The only race series that suffered some pressing times was unfortunately the triangular series, which has a fantastic history, and some extremely competitive sailing, involving the three Phillip Island clubs being: Cowes, Rhyll, and Newhaven. The overall results of this I am not sure of with only 2 races completed and a re-sail abandoned due to some pretty heavy conditions.

I would like to take this opportunity, to thank Alen Garrett for his great efforts in the club boat; Gavin Russell for his work on handicapping the racing; of course, Sue Padgett for her great

work in the radio room; and boating secretary, Robert Millard for his ongoing assistance. I also want to thank the people who are past and present sailors for doing the officer of the day role, and for taking on the day's challenges.

PRESENTATION NIGHT

Saturday 11 May

Presentation Night will start this year at 1700hrs. It is going to join up with the Social Calendar this year and at this stage is scheduled to be an Italian Night with pizza, pasta and desserts for \$15 per person. The bar will also be open. So, I would like to encourage all sailors to stick around after the presentation, to not only congratulate the winners but to enjoy the social side and make a night of it.

AROUND THE ISLAND YACHT RACE

Now I have given this race quite a bit of thought this year, so I am putting this as a very early reminder to skippers that briefing is going to be on Friday 29 November at 1800hrs. The start will be on Saturday 30 November at 0830hrs. Well with the winter series not too far away with the first race due to start on 4 May, there is not too much rest for the wicked. Hope to see you all on the water!

Chris Wilson | Rear Commodore

SAILABILITY COORDINATOR'S REPORT



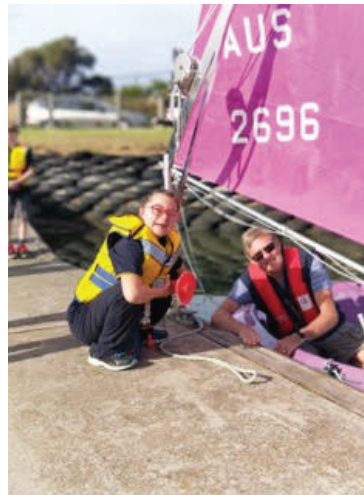
The dinghy aspect of the NYS Sailability Program is developing very well. The dedicated volunteers have completed many training exercises and are proficient at managing our fleet of special boats. Our keen volunteers are to be applauded for their efforts in making this program function so well.

Since December 2017, when we completed the Sailability Shed and got our dinghies, we have held 25 programs. These range from: training with grandkids, participating in our sail-past at NYS Opening Day to sail-training with Newhaven Primary School.

In addition to these is our main program with students from Bass Coast Specialist School. It is rewarding to see the pleasure participants have when they experience the motion of the boat and to be sailing into the wind. Many bravely overcome fears to 'give it a go'. Working with the same group over the last 15 months is seeing progress in familiarity with sailing and learning to sail the boats.

We are keen to develop the program further to include wheelchair participants as well as young adults. There is still much to be achieved. The young adult community groups are requesting us to continue our marina based program. We need a whole different set of volunteers to take participants out fishing and for rides in larger boats. Please let me know if you would like to help in any way.

Alen Garrett | NYS Sailability Coordinator



VICE COMMODORE'S REPORT

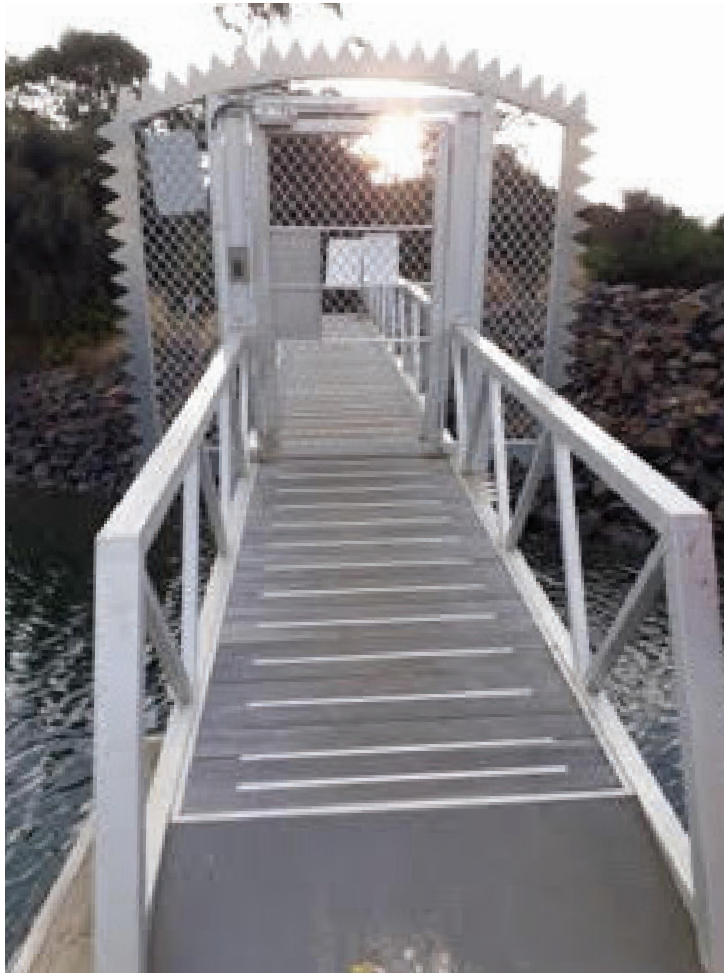


You have probably read elsewhere in this magazine about the Round the French Island Cruise. Miriam and I joined in as guests on Tom and Jan's boat, "Le Mans", and had a great day. We had never circumnavigated French Island as the keel on our sail boat restricts us to no further north than Chicory Lane, opposite Warneet. We had sailed there

from NYS a few weeks before and it took us 6 hours with a favourable tide and wind. It was a surprise to do the same trip on Tom and Jan's Mercruiser in only 50 minutes (although they used more fuel than us). Many thanks to them and all who organised and took part in this successful event.

Thanks to our Safety Officer, Scott Newman, "Ladder" signs have been painted on the walkway and finger ends identifying the locations of all emergency ladders which are now on all arms in our marina. Hopefully they won't be used a lot.

Unfortunately, thieves again targeted our marina over the Australia Day weekend at around 11.30p.m. Three boats on the North Arm were broken into and a costly number of items, including a chart plotter, were stolen. Recently, the maintenance yard was broken into again and two fuel tanks and a solar panel were taken. Glen's cameras showed the thief at 1.30a.m. but he was covered with a hoody, glasses and gloves.



As shown in the photo, Glen has fitted crocodile spikes around the north gate. Our thanks to Steve ASTON for supplying them with hopefully very sharp points. The Committee has approved the installation of proper security cameras with ample recording storage to cover the whole marina as well as the entrance. Glen will look into better sensor lights for the yard. I again urge you to keep a look out and secure items left on your boats as insurance companies will not pay out on fishing rods left in holders etc.

Our application to conduct maintenance dredging in our marina was forwarded to the Department of Environment, Land, Water and Planning in early January but after two months we had had no response. I chased them up and they have now apologised and explained that they have been tied up with the Gippsland fires and hope to respond by mid-April. I was about to submit this report when I received the following response which I thought I would share with you as it illustrates the sort of bureaucratic hurdles we have had to jump over during our application. Thank you for your draft Application for consent under section 70(1) of the Marine and Coastal Act 2018 to use and develop coastal Crown land at Newhaven. Firstly, I apologise for the delay in responding however Land and Built Environment, Gippsland's commitment to bushfire response has affected our ability to respond to requests as promptly as we would like and there have been delays in processing outstanding requests and limited ability to attend to new inquiries. Your patience is sincerely appreciated.

Jeremy Neilson and I have reviewed the draft application and whilst we can begin processing the consent we require sediment testing and hydrographic survey to be undertaken at the disposal site. We also require a map with coordinates indicating the area of the proposed disposal site. I believe that Parks Victoria may have hydrographic survey for the

Western Port Bay therefore it might be worth contacting them to see if they have this data. The proposal is within a Ramsar wetland therefore you will need to contact the Federal Government to determine if any other consents are required. I have attached the link which allows for you to lodge a submission online. (<https://www.environment.gov.au/about-us/business-us/permits-assessments-licences>).

I look forward to receiving the sediment test results, hydrographic survey and a detailed map for the disposal site which will allow for the consent to be finalised.

Our marine engineer, Geoff ATKINS, will respond to DELWP and hopefully resolve the issues raised without too much further time and expense. Even when we eventually obtain their permission, we still have to obtain a work permit from Parks Victoria. Once we receive an authorisation and a work permit, we will put the job out for tender and attempt to have the works done in the winter. (hopefully 2019 and not 2020).

Derrick Kershaw | Vice Commodore

FOR SALE

Fishing Boat Half Cabin Cruiser

Price: \$25,500.00

Vessel: IDALIN

Registration: HE818

Built Date: 1987

Make: GilCraft Hull

Construction: Timber / Fibreglass Composite

Length: 8.4 metres

Main Engine: Perkins Prima 50HP

Auxiliary Engine: Kubota 11hp

Kubota engine runs hydraulics pump to power hauler winch
Also has 3 phase generator to power flood lights and saltwater ice machine
Steering System is an independent low pressure hydraulic

Accessories: depth sounder, radar, VHF radio. etc.
Has a current Marine Board Survey, due in 2019
Comes with life jackets, flares, EPIRB and some spare service parts

This vessel can be used for commercial or pleasure purposes

Contact: Wayne on Mobile 0434 720 691 or 03 5956 6454



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Glasses - 2 For

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Caps &
Hats
\$10



BIRDWATCHING AT SEA

Seabirds

The world's seabirds are considered to be the most threatened group of birds. Threats include ingested marine debris, including soft and hard plastic; longline fishing where birds are caught on hooks then drown; loss of breeding habitat; predation of chicks and eggs at the breeding grounds; and shortage of food due to global warming and overfishing.

A recent major review in Birdlife's journal, Bird Conservation International confirmed that the world's seabirds are more threatened than any other group of birds.

Of 346 species, 101 (29%) are globally threatened and a further 10% are Near Threatened, while nearly half are known or suspected to be experiencing population declines.

World Birdwatch, Birdlife International, June 2014, Volume 36 No. 2, page 23

Pelagic trips

In the past, pelagic seabirds (birds that spend a significant portion of its life on the open ocean, rarely venturing close to land except to breed) were rarely observed from close range. Most observations were made from land-based vantage points or from cruise ships. In the past forty years, Australian seabird watching trips, "pelagic trips", have become more popular as chartered boats have ventured out to the continental shelf where seabirds feed in waters enriched by upwelling of current. Currently, the only regular pelagic trips along the Victorian coastline are from Port Fairy. These trips are monthly depending on weather conditions.

A typical pelagic trip involves 12 to 22 photographer/sea birders with organiser, skipper and deckies depending on the size and survey of the boat. Pelagic boats range from 37 foot to 42 foot fishing/cray boats to larger fishing boats and whale watching vessels. The starting time depends on

the distance to the continental shelf and time of the year in relation to daylight saving time, the month and the state. Typically, the boat leaves somewhere between 5a.m and 7a.m. for a trip to the shelf of 60 to 80 kms. The trip out can

take 1.5 to 4 hours, depending on the distance to the shelf, the direction of swells/chop, and weather conditions.

Calm, sunny weather is good for photography but not necessarily good for seabirds. Calm days usually produce a reduction in diversity of species. Weather conditions usually involve swell and/or wind chop. Windier weather is better for seabirds but can make photography a little tricky. An added bonus when sea bird watching is that marine mammals are often observed and photographed. Cetacean species most often recorded include dolphin species and Humpback whales, Sperm whales, Orcas, and Blue and Sei whales have also been observed.

I have experienced 4.5 to 5 metres of swell with wind chop on top off Eaglehawk Neck, Tasmania. At least three points of contact with the boat at all times in these conditions is essential. Occasionally, skippers have given the order that life-jackets are to be worn throughout the entire trip. Seasickness is a major consideration as most pelagics involve 9 to 12 hours at sea. Pelagic trips are usually cancelled if the weather forecast is excessive or if an extreme weather change or front is expected.

Tube-noses

Albatrosses, petrels, shearwaters and storm-petrels are considered to be part of a group of seabirds termed tube-nosed seabirds (Order - Procellariiformes). Tubenoses are so called because of their raised tube-shaped nostrils. The two tubes close to the base of the upper bill assist with the dumping of excess salt from the blood. Tube-noses are almost exclusively pelagic (feeding in the open ocean).

Albatrosses

Albatrosses (Family Diomedidae) are large to very large seabirds with very long narrow wings. The shape of the

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Common dolphin - Port Fairy

wings enables the albatross to soar without the need for active beating of wings. The type of flight, termed dynamic soaring, is enabled by the ocean environment and relies on the presence of persistent winds.

Albatrosses across the world are grouped in four genera, three of which occur in Australian waters on a regular basis. The genus *Diomedea* (Great Albatrosses) includes the Wandering Albatross types (several species still being resolved) and two species of Royal Albatross. These are the albatross with the largest wingspans typically up to a maximum of 3.5 metres (measured from wingtip to wingtip).

The genus *Thalassarche* (Mollymawks), with white bodies and dark backs, are smaller with wingspans in the range 2 to 2.5 metres. The genus *Phoebastria* (Sooty Albatrosses) is represented by two species, both with grey to sooty-brown plumage. Wingspans are in the range 2 to 2.2 metres.



Buller's Albatross - Port Fairy

Buller's Albatross

Buller's Albatross (*Thalassarche bulleri*) is a small to medium sized albatross with pearl-grey hood and

contrasting white cap. Underwing is white with a moderate width dark leading edge. The bill is black with yellow bill stripes. Body length is around 80 cm and weight in the range 2.5-3.5 kg.

Buller's Albatross is endemic to New Zealand and the main breeding sites are on Snares Island (Northern subspecies) and the Chatham Islands (Southern subspecies). After breeding, both subspecies migrate to waters off Chile and Peru. Buller's Albatross can also be seen off the coast of New Zealand particularly from the Cook Strait south. Kaikoura is a great location to see the species and whale watch at the same time.

In Australian waters, the species frequents inshore waters to the continental shelf and is common off the east coast of Tasmania from January to August. The species is less common off the Victorian coast (January to August), uncommon off the NSW coastline (April to August) and rare off southern Queensland (June-July). The species readily follows boats and ships and attends fishing vessels.

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The Australian Bird Guide, Menkhorst, P., Rogers, D., Clarke, R., et al, CSIRO Publishing, 2017
World Birdwatch, Birdlife International, June 2014, Volume 36 No. 2, page 23

Geoff Glare

Article and photos by Geoff Glare

The photographer is a retired Secondary Teacher of Mathematics/ Physics. He has photographed plants, in particular native terrestrial orchids, and natural history for more than thirty years. Since retiring, he has focused on photographing marine mammals and sea birds in Australian waters and on one visit to New Zealand. He has participated in more than fifty pelagic trips from Port Fairy, Victoria. Interstate pelagic trips include those from Port MacDonnell, SA; Albany and Bremer Bay, WA; Southport and Mooloolaba, Qld; Merimbula, NSW and Eaglehawk Neck, Tasmania.



AROUND FRENCH ISLAND

An Island Adventure

The world looks different from the water.

Curiosity led us to join the sixteen other boats on the French Island Run organised by the Newhaven Yacht Squadron on Saturday 2 February.

As relative newbies to the Club and absolute newbies to boating we figured that an adventure organised by experienced and skilled boating enthusiasts would be a great way to see and learn more about French Island, the massive expanse of land which was initially thought to be part of the Australian mainland by early explorers – and, not just once, but twice! Finally, a clever French explorer got it sorted, finally recognising the mass of land as an island. Almost twice the size of the whole of Phillip Island this off-the-grid island is a massive playground for the mere six children who inhabit it.

From the water, French Island seems to go on forever and ever. In parts it's a mass of brownness, the summer sun and the absence of water putting their stamp on the barren land. Further along, myriad mangroves hug the coastline, their feet relishing in the salt water. From time to time, an unexpected pylon juts from the water, possibly evidence of a long lost, forgotten jetty.

Under the reassuring lead of Commodore Andy, outfitted in his special shirt especially for the occasion, and pilot and boat Captain Garry, we cruised along at our own pace, the larger and faster boats taking the lead.

Our five and a half metre 'Carmel Dawn' had never been on such an adventure before and although, at times, we struggled to keep up, it did not matter at all.

Out there on the 'Carmel Dawn' on the vast expanse of water, it was hard not to reflect on the irony of Life ... here we were, enjoying an almost perfect boating day, when all around us, the pall of smoke which blanketed much of the landscape was a poignant reminder that many people a short distance from us were experiencing untold



anxiety and fear with the uncertainty of the bushfire threatening the area just outside of Grantville. At times, the haze obliterated the horizon and as we cruised towards the blanket of greyness I was reminded that Mother Nature calls the shots.

Effective radio communication had us all doing the same thing at the same time, including successfully navigating the shallow tricky bits. Stopping for a break a couple of times, some cruisers chose to fish, a couple took the opportunity to cool off and jumped in for a swim, and my boating neighbour happily chomped on a sausage roll which he'd warmed up in his pie warmer! Yes, true! He brought his pie warmer out from his galley to show me. He was, he told me, looking forward to having a hot pie for lunch. As you do.

Later, as the graceful San Remo Bridge came into view and our convoy headed back to the Marina, I thought about what a wonderful and enriching experience the adventure had been.

Even later, the Captain of the 'Carmel Dawn' and I were chatting ... we were talking about how fortunate we are to be able to travel and see the world, but wow, this is on our doorstep ... Our hands are up for next year.

On a practical level, there's two outcomes, for me, from the day's adventure.

Firstly, I'm going to read up on French Island ... my interest is absolutely piqued ... and, no I don't mind one iota not having a pie warmer on the 'Carmel Dawn' but gee, I'd love a loo!

Definitely.

Sally Lewer Ahern





Going to the Shallow (and Dark) Side

Had a great day on the water on 2 February. Temporarily went over to the dark side and spent the day on a power boat, taking part in a rally around French Island in Westernport. We had covered most of the bay in The Dolphin (yacht), but there is a section in the north east that dries at low tide. As The Dolphin draws 1.5mts that area was always a no-go zone. Just as well we never attempted it - at high tide Les Mans skimmed across in 42cms at the shallowest spot! Expert helming by Jan, with suitable encouragement from the crew of Tom, Derrick, Mim and me. Any day on the water is a good day, but that day was great!

A good day was had by all who participated, with seventeen boats successfully negotiating the course - thanks to careful navigation by Garry Richards in the lead boat. Thanks to Andy Chappell for organising the day, Garry for planning the route and Helen McCrimmon and Mary Anne & Peter Watson for organising lunch on our return to the clubhouse.

Mary Brown



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CALENDAR OF SOCIAL EVENTS FOR 2019

Every Saturday night there will be happy hour at the club – bar opens at 6pm BYO nibbles

Saturday 9 th March	BBQ – Sausages, rissoles, chicken and vegie burgers with salads and dessert - \$15.00pp – bar opens at 6pm – food from 6.30pm
Saturday 13 th April	Spit roast with spuds and salad with yummy desserts - \$15.00pp – bar opens at 6pm – food from 6.30pm
Saturday 20 th April	Easter Saturday Annual Easter Egg Hunt – followed by a free sausage sizzle. Further details to come.
Saturday 11 th May	Italian night – Pizza, pasta and desserts - \$15.00pp – bar opens at 6pm – food from 6.30pm
Saturday 8 th June	Casserole night – variety of casseroles to suit every taste followed by desserts. \$15.00pp – bar opens at 6pm – food from 6.30pm
Saturday 13 th July	MID YEAR FUNCTION – TBA
Saturday 10 th August	Variety of Soup and Rolls (and a sweet) \$15.00pp. Bar opens at 6pm – food from 6.30pm
Saturday 14 th September	Trivia Night – BYO food – details to come.



Please SMS, email or phone in your attendance so we can cater for numbers

Helen on 0402 158 684 or Jan on 0408 053 703 or email admin@nys.org.au

Newhaven Yacht Squadron Keel Boat Race Calendar

Date	High Tide	Low Tide	Event	Briefing	Start	OOD
May 2019			NYS Winter Races 2019			
Saturday 4	1224-2.58	1819-1.18	Winter Race 1	1200	1300	Ray Frith
Saturday 18	1208-2.9	1753-1.00	Winter Race 2	1200	1300	Guy Kerr
June 2019						
Saturday 22	1629-2.95	2227-0.9	Winter Race 3	1200	1300	Peter Butenhuis
July 2019						
Saturday 20	1530-2.87	2127-0.9	Winter Race 4	1200	1300	Kevin Holt
August 2019						
Saturday 3	1435-3.00	2023-0.82	Winter Race 5	1200	1300	Jim McWilliam
Saturday 17	1425-2.7	2023-0.82	Winter Race 6	1200	1300	Ken Stuchbury
September 2019						
Saturday 14	1305-2.5	1911-1.09	Winter Series Resail	1200	1300	

AUSSIE DAY CRUISE

The Australia day cruise was fantastic!! With only 3 motor boats in the fleet on day 1 we were outnumbered by the yachts and it was fantastic how well we all got on.

The first stop was for lunch at Silver Leaves followed by a quick trip up the Middle Spit Channel up to Chicory Lane. We entered Chicory at low tide and what a beautiful location to spend the night. Brenda and I had never been there before, but we were really impressed.

We tethered the 3 motor boats to create “party central” whilst we waited for the yachts to arrive. What a sight it was when they rounded Crawfish Rock and made their way up the channel.

Happy hour was on “Harmony” and Florian did a sterling job ferrying the motor boat crews to and from his magnificent vessel. It was the first time I had been onboard Harmony, and I was very impressed. Thanks to Florian and Yvonne for their hospitality.

On arrival back at “party central” we cranked up the music with dance music being the most requested. Allan and Allison, Garry and Anne Marie showed us how to rock and roll. A few more bottles of wine and champagne then a spectacular sunset with a calm night made for a very memorable first day.

Unfortunately, day two was not as calm and the forecast 5 to 10 knot winds were more like 20 to 25 knot winds, and this made for a slower trip back to Silver Leaves for lunch. Thanks to all who organised this weekend and we look forward to participating again next year

Nick Blackmore

Having a prior commitment on Australia Day, Jan and I set sail in LeMans around 1600 hrs on Sunday 27 January. The fleet had advised us they had decided to leave Observation Point and head for Corinella, so we pointed our bow north. The wind had come up from the south creating a chop around half a metre and a following sea. It only took us around 20 minutes and we were pulling up on the swing moorings just near the pier. George and Thelma, Alen and Denise, Derrick and Mim, and Florian and Yvonne were already at anchor and Florian was doing the collect in his dinghy for the happy hour ritual to begin. A little bit of spray in the face during transit, all aboard Harmony 1 and let the party begin.

After many wines, stories (some possibly true) and nibbles, we were all returned to our respective vessels for dinner and a good night's sleep. Next morning, Jan and I were up around 0600 and after showers, had coffee, toast, bacon and eggs. With the tide falling rapidly, we set off for Newhaven around 0900; back in the marina 20 minutes later for another cup of tea, clean up/hose down and head back home.

Tom Rawlings



VALE: IAN THOROUGHGOOD



Ian Albert Thorogood was born in South Yarra on the 25 August 1936, and passed away on 19 March 2019. Loving dad to David, Melissa, Tanea, Semone, husband of Kay; and Pa to lots of grandkids and great grandkids. He will be missed by all who ever met him.

NYS Member:

Dad's football history has been spoken about many times;

however, his love of fishing was also a huge part of his life. Dad has fished many places - mainly from Port Phillip Bay all along the south east coast down into Southern New Southern Wales. Bays and estuaries were his favourite - in particular, he loved and spent many years in early January with his family and friends fishing lake Wonboyn. Dad also was a regular at a fund-raising fishing competition held by the Orbest Rotary Club at a camping ground in Marlo called The Slips. In fact, I think he had been going since it began in the early 90's. Dad loved his bay and estuary fishing and loved nothing more than being in a boat with a line in the water.



My grandparents lived up on the hill in San Remo, and every holiday when dad wasn't busy with his footy life was spent there. I have fond memories of fishing with dad when we would launch his 12 foot open bondwood boat with the 6 hp. Evinrude motor from the Newhaven boat ramp. I must have been about 5 or 6 years old and being as I'm now 59 that's a long time ago. I think it must have been a new ramp back then. I think he and his dad bought that boat unfinished, and as no one had garages back then and we had 2 large French doors opening into the lounge room, it was the ideal place to finish the boat. Mum had no say in that at all. I remember they stacked all the furniture in a corner, propped the raw boat up on the polished floor boards, finished it, and finally varnished it before moving it out onto the boat trailer without any mud guards or lights. They promptly took off to the Island for its first outing in the bay. They returned with a hessian bag full of Western Port flatties. I remember that well.

Dad loved Phillip Island. He eventually built a house at Cape Woolamai where he would sit on his 1st floor decking for hours and just watch the boats coming and going through the eastern entrance. He was always watching where boats would regularly anchor and he'd say, "We'd better give that spot a go, Dave".

I can't recall how long ago dad became a NYS member, but it was a long time ago. He arranged a mooring and regularly took his visitors to the Yacht Club for a look - he loved it. His favourite fishing spot was Maggie Shoal, and he always managed to come back with a whiting or 2 for tea, and he couldn't wait to get back out there again. Dad always said the best whiting bait had to be a live bait, and of course before we could go whiting fishing he would usually gather the grandkids and head for Cowes at low tide at the end of Dunsmore Road. "Only need to spend half an hour Dave. Pump as many nippers (Bass yabbies) as you need", he'd say. Then it'd be back for a beer and a check of the tide chart before heading out again the next day.



Dad is no longer with us but his legacy and the memories of fishing Western Port for the whiting, gummies, elephants, flatties - and whatever else would come along - will never be forgotten.

Memories from his son,
Dave



WHEN PLANS ARE SET IN JELLY

Those amongst you who have been around the club grounds lately have probably seen our yacht Sea Nymph on the hard having a terrific paint job by our resident shipwright Glen Botterill. Bruce has also been working hard and Sea Nymph is looking pretty neat with new davits, hull painted, new dinghy and many other things to make life easier when blue water sailing and spending time in amazing locations.

When we returned from our last trip to New Caledonia and Vanuatu, Bruce wondered if perhaps it was time for us to retire from Blue Water cruising as he is now a mid Septuagenarian. However, I wasn't too sure how I felt about that decision as Bruce is as fit as a fiddle and I'm not too creaky, although heading in that direction and I love sailing. We decided to have a year off sailing and 2018 winter we spent in the outback, bashing a poor off road van to its limits. We had a wonderful trip but that time away from sailing convinced Bruce that age has no limits if you have a strong enough yearning to do something that you love. He didn't take much convincing to go sailing again and now we are planning to head north for this coming winter. So we will head north and when we get to Coffs Harbour we will decide if we will head to New Caledonia and then on to Vanuatu again for a 3rd season there. My dream is to head to Fiji from New Cal, but it's generally hard on the nose all the way there and it will all depend on the weather. Bruce would like to head to Vanuatu and then on to The Solomon Islands and then to the Louisiade Archipelago and home. As we say "Our Plans are always set in jelly" and we regularly change our minds. So stay tuned, who knows where 2019 will take us. Perhaps we will just sail north and spend time diving and exploring the Great Barrier Reef and outer islands.

Heading East from the Australian East Coast into the Pacific is never an easy sail as you are heading against the prevailing winds. We sailed back to New Caledonia and Vanuatu in 2017 so I thought that I would post a copy from my journal of our crossing to New Cal.

CHERYLE'S JOURNAL:

We made it! 8 days to cross from Coffs Harbour to New Cal. It was an average passage with Mother Nature throwing us a vast array of conditions, from almost millpond seas for a whole day, followed by a lightning storm that was the biggest and worst we've ever experienced - it was exploding with huge sheets of lightning that lit up the horizon as it very slowly moved almost parallel to us for hours. At the same time it was also moving ever so slowly closer and closer towards Sea Nymph. The storm happened on our second night out and Bruce was pretty tired so I stayed on watch for almost 5 hours, watching the "sound and light show" at the same time.

I thought it was important that I let Bruce have a good sleep in case he really needed his wits if this storm hit us. I was also hoping that the storm would hit during my skipper's watch and not mine and it did! I finished my long watch and hit the sack.

Two hours later an amazingly loud clap of thunder woke me with a start, I jumped up to find Bruce sitting (dare I say huddled) down below at the navigation table, he said it was so bad, he admitted he was wasn't too comfortable sitting outside in the cockpit with lightning cracking loudly as it hit the sea about a mile away. He said he could almost hear the water bubble and hiss. He wasn't going out in it if he didn't have to. There's nothing like being on a yacht with a big 50 foot aluminium mast sticking up into the sky (which would act as a terrific lightning conductor if hit) in the middle of the mother of all lightning storms on the ocean 200 miles from land and a new moon to get ones imagination fired up. It was as black as the Ace of Spades out there and I was off watch. I did mention that he could wake me if he needed me, but secretly I hoped he didn't. So I settled back into bed, hooked up my lee cloth, (while Bruce kept watch but spent a bit of time below) and I slept soundly. Thank heavens it was all over by the time I was back on deck again for my watch.

The winds were pretty close to the predictions. We started off from Coffs with SSW winds that moved to South for a half day and then they settled into South Easterlies for most of the passage until 2 days before we arrived at New Cal, when it swung to the ESE and then East and was around 20



knots. So, this made for a very bumpy last couple of days, being constantly pushed north, the closer we got to New Cal. The swell was about 2 metres and to top off a long tiring day we had to throw in a tack about 20 miles from land, otherwise we would have missed the entrance to the lagoon at Amadee lighthouse and Noumea. The tack meant we arrived at night, Bugger! It's always preferable to enter an unknown harbour in daylight hours but our best laid plans weren't meant to be. We regularly wait until daylight to enter a harbour but the French Noumean navigation system was reported to be very good and there was plenty of moonlight, so we entered in to the Lagoons of New Caledonia and found the navigation aids very clear and easy to follow, along with our trusty iNavX and Navionics charts it wasn't a problem. We dropped anchor in Baie de Citron at 2130hrs and slept like babes until 0900hrs the following morning.

*** The hilarious thing was that we'd been bounced around so much on the crossing that when we'd anchored in a calm bay with just enough gentle movement to lull us to sleep,

our bodies which had adjusted to the bouncing along for the last eight days hadn't adapted to our calm conditions so we kept stumbling and falling over in the cabin and we were still on the boat! We have often taken a while to find our "land legs" when going on shore after a long passage, but this has never happened when we were still onboard. We cleared into New Caledonia without any problems, spent 4 weeks sailing around the beautiful lagoon, with clear water and plenty of places to snorkel and beachcomb for shells. We then reprovisioned in Noumea and waited for a good weather pattern to leave for Vanuatu. What an amazing experience it was to spend the next 3 months in that beautiful friendly country.

Vanuatu, now that's a whole new story. So stay tuned, will we get back there again? Twice just isn't enough for us. Or will the God's favour us and will we go back to Fiji? Stay tuned for the next adventure on Sea Nymph with Bruce and Cheryle Matthew, who plan to leave Newhaven before or around Easter depending on the weather.

LIGHTHOUSES OF VICTORIA: WILSONS PROM LIGHTHOUSE

The lighthouse was constructed with the use of convict labour over a period of about seven years starting in 1853 with completion in 1859. The lighthouse stands 19 metres tall and along with the keeper's cottage is built from local granite. From 1869 to 1878 the lighthouse keeper was Captain Thomas Musgrove



Wilson's Prom marks the southern most point of mainland Australia, and overlooks a relatively narrow shipping channel through Bass Strait between Tasmania and Victoria. The promontory was first sighted by Bass and Flinders in 1798 and was named by Governor Hunter in honour of Thomas Wilson, a merchant engaged in the Australia Trade. Standing on a 90 metre cliff the building was supervised by James Balmain and Charles Maplestone of the Public Works Department and contracted to P. S. Sinclair of North

Melbourne. The cost of construction was shared between the Victorian and New South Wales Governments. The lantern and apparatus, sourced from J. S. Dow & Co, at a cost of 19 shillings and 10 pence, was a fixed catadioptric light using 32 wicks in parabolic mirrors. It lasted until 1913 when it was replaced by a vapourised kerosene incandescent mantle.

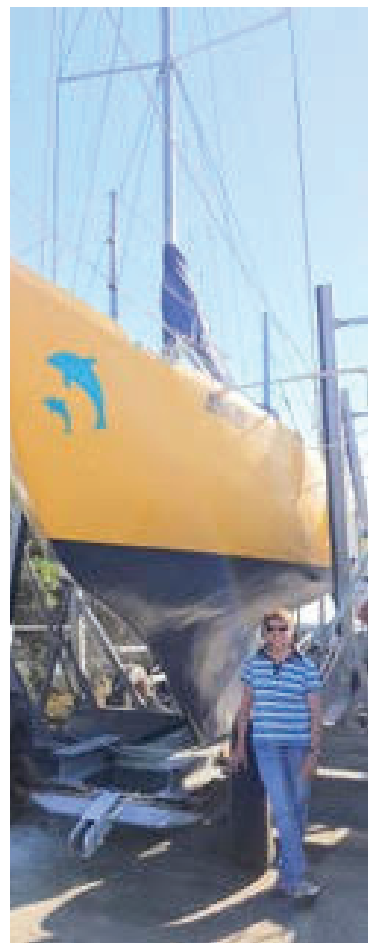
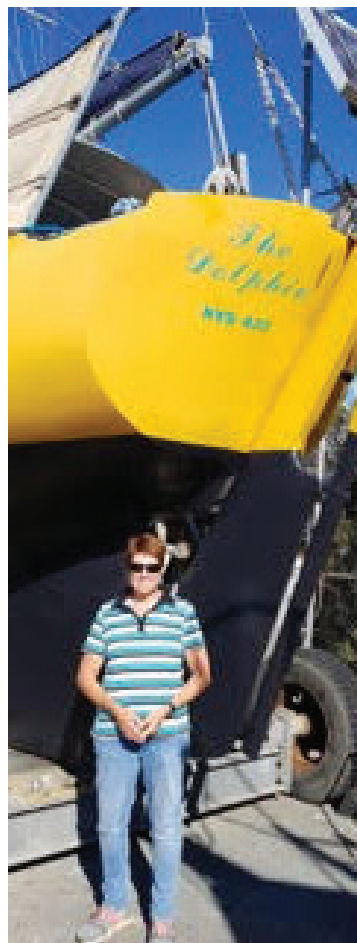
The parabolic mirrors were replaced in 1975 by a generator powered electric lamp array when the light was updated, which in turn was converted to solar power in 1993.

The rough circular tower was originally painted white. In the 1980's the paintwork was stripped off, and the tower has been completely restored to the original stone finish. The white light, 117 metres above sea level, is visible for 25 miles.

Fortunately, Parks Vic recently opened the lighthouse cottages for visitors. Walk in the footsteps of previous lighthouse keepers and experience this remote accommodation. The clean cosy cottage sure beats any camping set up.



FLOATING ABOUT



FLOATING ABOUT



FACTUAL FISHING STORIES (WITH PHOTOS TO PROVE THEM!)



Here is a quick fishing story from a few weeks ago.

My wife and I have travelled to many places around Australia and overseas fishing for sharks (which we always release). We like catching sharks because they have a way of testing an angler and gear like few other fish.

Western Port fishing had been a bit uninspiring, with us mainly catching snapper, smaller gummy sharks, Australian salmon and the occasional high-flying Eagle Ray, but no big sharks.

However, that all changed recently with some good advice from Steve at The Compleat Angler, Ringwood. Following Steve's advice, we hooked a feisty 5ft+ Bronze Whaler just off the Corals that made several long powerful runs before we got it to the boat to be photographed and released. The shark was caught using a small tuna as bait on size 6.0 circle hook with a 400lb mono trace and 50lb braid on an 8KG rod.

Rory Wainer

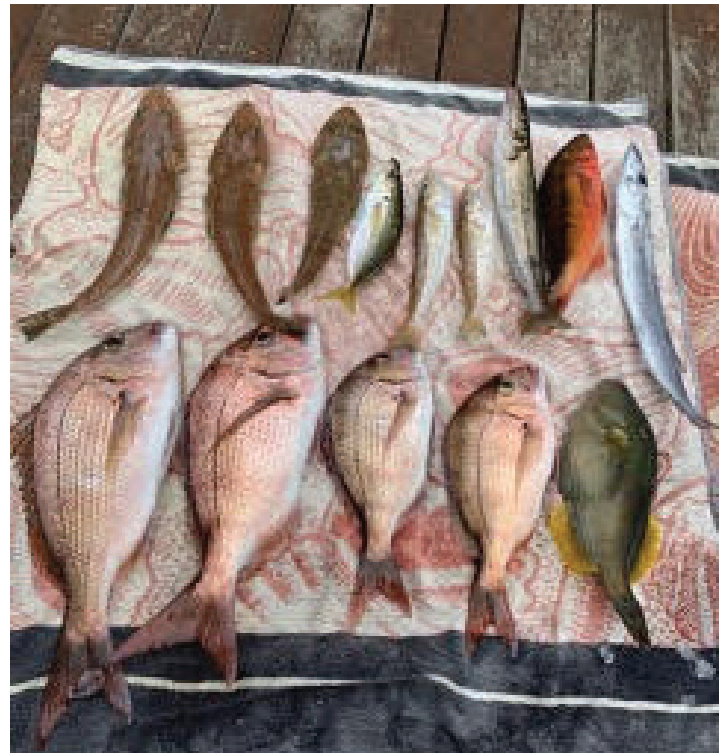


I've been catching Yellow Eyed Mullet of the surf side of Phillip Island in small gutters and sand bars. Water depth of only one (1) metre.

Julian Murphy

This is the result of 4 hours fishing with a friend between 1000hrs and 1300 hrs on Tuesday 5 March. The flatties were caught at 40 metres depth in Bass Strait and the Pinkies inside the bay close to NYC No. 2 buoy on a rising tide. I'm a raw beginner to fishing but a day like this brings you back to try again.

Robert Millard



Here is a photo of the 850mm approximately 8kg Snapper I caught in the channel off Silver Leaves on the 14 October last year. I think it is still the biggest in the book so far. Here is another shot of two (4.5kg) Snapper caught by my brother and myself (on the left) on 4 Nov last year.

Kevin Logan

