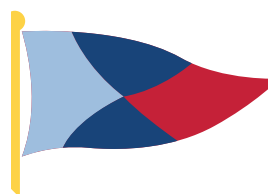


Winter 2020 Edition



Newhaven Yacht Squadron QUARTERLY



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MEMBERS



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Casual Berths

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Building

Nick Blackmore , Peter Buitenhuis, Helen Mc Crimmon, Tom Rawlings , Colin Vanderstay

Marina

Derrick Kershaw, Glen Botterill, George Reek, Gary Richards, Tom Rawlings, Jeff Shawcroft, Ray Frith

Finance

Annalisa Elliot, Peter Buitenhuis, Noel Street, David Tonkin, Robert Burnham, Alan Adamson, Denis Loweth

Social

Tom Rawlings , Jan Baylis , Helen Mc Crimmon , David Tonkin, Brenda Blackmore

Boating

Michael Dixon, John Baragwanath, Robert Millard, Ray Frith, Alan Garrett, Peter Gratton, Gavin Russell, Scott Newman, Matt Draper, Mark Szutta, Jim McWilliam, Sharon Van Lunteren

Safety & Training

Scott Newman, Robert Millard

Child Safety Officers

Stan Jackson, Mary Brown

Magazine

Stan Jackson

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COMMODORE



DERRICK KERSHAW
VICE COMMODORE



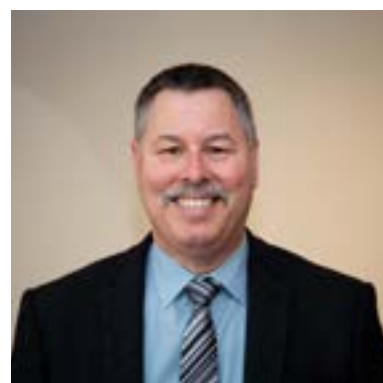
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ANNALISA ELLIOT
TREASURER



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SCOTT NEWMAN
SAFETY SUPERVISOR



JOHN BARAGWANATH
BOATING SECRETARY



STAN JACKSON
COMMUNICATION & PROMOTION OFFICER



ROBERT MILLARD
TRAINING OFFICER



ALEN GARRETT
SAILABILITY COORDINATOR



NICK BLACKMORE
OTHER MEMBER

COMMUNICATION & PROMOTIONS OFFICER'S REPORT



I hope reading the Quarterly will restore some reflection and remembrance of the 'normal' times – and some anticipation and enthusiasm for the return of those times in the not too distant future. I will not make comment about the 'C' word. Commodore Peter has been keeping members up

to date with the Squadron happenings in relation to this adversity. But I will remark on one observation: the word "unprecedented" is now the most used word in Australia, taking over from the word "like" (which is primarily used by our millennial generation).

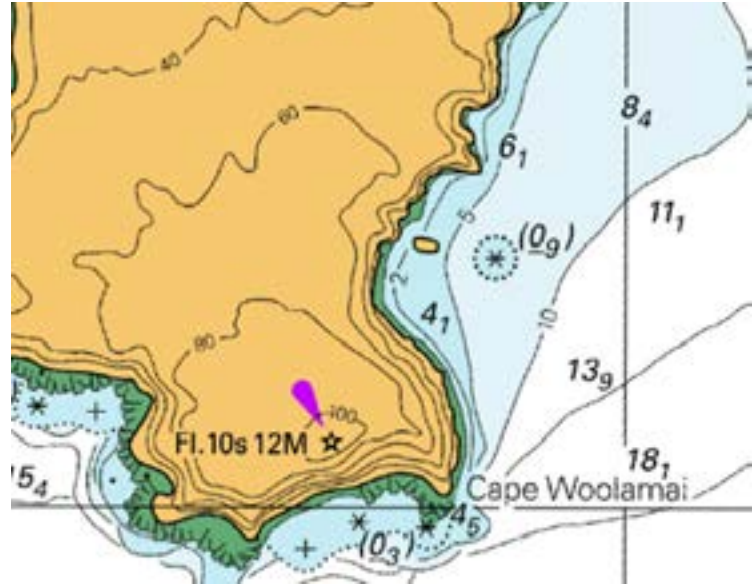
Speaking of 'reflection and remembrance' and the good times, I received this email from member Don Johnstone:



A photo I found recently of "Opening Day" 2012. I was lucky enough to win best dressed motor boat, the award was given by Greg Hunt (then Federal Opposition Health Minister). As we had dressed my boat as a pirate ship, I gave his son my hat as a souvenir.

Mmmmmmm little did the now Health Minister know what he was in for....

More recently, a relatively new member contacted me regarding a warning for other members new to our local waters. He went fishing around Cape Woolamai and whilst cruising in flat water just near Gull Island, he had the misfortune to strike a hidden rock while cruising in 8 metres of water. This rock is unmarked, and his boat sustained significant damage to the motor and hull. He said that the kind fisheries officers who towed him back to NYS said he



wasn't the first to strike this rock. As he didn't want others to suffer a similar fate, he wanted to identify the hazard. The rock is depicted below in a Google Earth screen dump and on the relevant Australian Hydrographic Office chart. I believe the rock is named Half Tide Rock.

And I would like to draw your attention to another caution: as many berth holders may not have been able to check on their boats over much of the year, I suggest a thorough scrutiny of your boat's systems is carried out before venturing out. For example, you might expect to be greeted with a flat battery....

The front cover shows our beautiful little safe haven from a different perspective, with the dredging contractor's 'camp' in the bottom left corner. And I would like to congratulate Vice Commodore Derrick for his perseverance in finally (after 4 years of 'red tape') getting this project into action. Well done!

As I am retiring from the Committee in October, this will be the last magazine for which I will be responsible. I have enjoyed doing this role. I have met and interacted with many members and have had much pleasure in helping to share their boating experiences. On reflection, I suppose the interactions I have had with members as a part of my role as the Communication & Promotion Officer has been the most rewarding facet of my role. As my position on the Committee will become vacant in October, I encourage you to consider 'putting yourself forward' for this position. You will find it rewarding and interesting. And please note that I am very happy to assist and support my successor in any way I can.

Happy and safe boating

Stan Jackson | Communication & Promotion Officer



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COMMODORE'S REPORT



Dear Members

We hope that you and your families are keeping well and coping with the restrictions due to the Victorian second Coronavirus wave. The stage 4 lockdown in Melbourne and stage 3 for regional Victoria is affecting a

lot of people, business and clubs and we can only hope that these restrictions start to ease as our numbers are reducing and things start to improve in Victoria. Obviously, our club remains closed and all our activities are on hold, but behind the scenes the Committee and subcommittees continue to plan and have meetings via electronic means. Our monthly Committee meeting on the 14th August was held using Teams and this worked quite well. We will continue with electronic meetings for the time being; our next Committee meeting is scheduled for 11th September.

On a positive note we are finally starting the maintenance dredging of the marina which is scheduled to start Wednesday 26th August. Derrick and his team have worked very hard to bring this to fruition and are to be commended on their efforts. The last time the marina was dredged was in 2005 and since then it is calculated that there has been approximately 5,000 cubic metres of silt deposited on the floor of the marina after being brought in from the bay with tidal movements. All permits have been obtained from Parks Victoria and Department of Environment, Land, Water and Planning. Comprehensive environmental studies have been conducted and samples taken and analysed from both the marina floor and the seabed outside the marina to ensure that there will not be harmful discharge into the bay. Quotes from several dredging companies have been obtained and we have been able to secure a company that has come within our budget. The dredging works are intended just to return the silt to the bay, not remove any of the original marina floor. We expect that the works will take approximately 5 weeks and given the lockdown this is an excellent time to undertake this necessary activity as it should not adversely affect our boating members many of whom are unable to use their boats at present.

With regard to Committee positions, I mentioned in the last newsletter that several Committee members will be retiring: Derrick Kershaw after 6 years as Vice Commodore on Committee, Annalisa Elliott after 2 years as Treasurer, and Stan Jackson after 6 years as Communication and Grants Officer. It is an honour to serve on the Committee and a big commitment and these retiring members are to

be congratulated for their hard work, and input in directing the club on behalf of the members. I am pleased to say that we have interest from several members who have indicated they are willing to stand for these positions. Noel Street has indicated he will stand for Vice Commodore, Matt Ingham indicated he may stand for Treasurer but has since retracted his offer and we have had Denis Loweth indicate that he will stand for the position of Treasurer and Gordon Campbell is considering standing for the position of Communication and Grants Officer. I thank these members for their dedication to the club and I am certain members will show their appreciation to these members and all the members of the Committee. The Committee puts in a huge effort on behalf of members and the running of our successful club. I would of course remind you that any senior member can nominate to stand for an upcoming position on Committee if they feel they have the skills required for the various roles available. We should also mention our sub committees and the members who get involved in these various activities: again they should be commended on their excellent input. If you wish to be part of the running and planning of our club, I am certain there are opportunities and I would be pleased to discuss these with any members who are interested in getting involved. Volunteering is a wonderful way of giving something back to the club and our club has always been run by dedicated volunteers, this is how we keep our fees low and maintain a successful, inclusive and healthy financial club open to all members of the community.

We normally have our Annual General Meeting on the second Saturday of October, which this year would fall on the 10th October. However, given the restriction and that the Covid 19 Pandemic continues we are uncertain whether this will be able to proceed. We are basically taking things day by day as messages and restrictions change. Under the rules we can postpone the AGM until a later date and we will continue to communicate what we will and can do regarding this important annual event.

On the financial front the club remains strong, and our annual audit went very well. We have been looking at our finances and our strategies for handling the club's investments. Over the last couple of months, we have developed an "Investment Policy Statement" so that the finance subcommittee, the Committee and those responsible for investing the club funds have very clear procedures and strategies going forward to maintain the club's funds. We remain conservative in our investment strategies and we align ourselves with best practice as laid

out in the conservative portfolio guidelines of Moneysmart.gov.au. which recommends an investment mix of around 30% equities or property and around 70% in fixed interest/cash or bonds. Our current strategy is in line with these recommendations. We currently manage funds of over \$3M and have capital reserves for items such as Marina Stage 1 replacement \$1.8M, Squadron/clubhouse and surrounds future works \$385K and Club boat \$30K. We have also developed a 10 year cash flow chart prepared by our accountants going forward to 2030 and with the current financial planning measures the club is in a good position for the future, notwithstanding a large commitment required in 10 to 15 years for major works to the marina as it ages. The Investment Policy Statement will give clear guidance to this Committee and future Committees going forward and help maintain strong management of club funds and investment policy.

I have had some communication from a few members who are feeling lonely or vulnerable or just needed a chat at this difficult and unprecedented time. Please, if you need to talk or need some support please feel free to call me or any of the Committee, we would be delighted to hear from you. I am confident that things will improve and that in the not too distant future we will be able to get back to boating activities and good comradeship in our club. I know like myself , everyone is looking forward to getting back to some sort of normal, whatever that may look like. This too will end.

Best wishes and please, to you and your families, keep safe, keep well and remain positive.

Peter Buitenhuis | NYS Commodore





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VICE COMMODORE'S REPORT



Well things have changed drastically since my last report. I hope you are all coping with the COVID 19 restrictions.

We managed to complete some jobs before the club was shut down. Nick Blackmore and the Building Subcommittee engaged a contractor

to replace the roof leaking above the first-floor toilets.

In June we found that there was no electricity available on Stages 1-4 of our marina. Glen and Drew VanderKolk fixed the problem after discovering that rats had chewed through the electricity line from the club room to the marina. It appeared that we had a serious problem with rats as there had been droppings in the clubrooms. Several dead rats had also been found in the roof spaces during roof repairs (they have stopped doing any more droppings). Nick Blackmore has since arranged for a pest control company to set baits and traps. He also had them spray the rooms and sheds as several red back spiders' nests had been discovered.

The repair we did to the pile holding the walkway on the north arm appears to be holding well. However, the bottom of the gangway is not staying in the centre of the walkway during the change of tides. Glen has fixed a guiding plate alongside the roller at the foot of the frame, and this may remedy the issue. If not, there will have to be extensive repairs to the pins securing the top of the frame to the concrete block.



You may have noticed the new surface on the south gangway. The chicken wire has been replaced with a plastic/ fibreglass mesh which is used by Parks Victoria on their walkways. It is long lasting and doesn't need painting.

I must acknowledge the work done to keep our club looking

great. Apart from our Building Subcommittee and annual working bees, there are some members who are quiet achievers throughout the year. Often, when I am at the

club during the week, I see members such as the "Wattos" quietly maintaining the gardens.



We have finally obtained a work permit from Parks Victoria and have now received tender offers from three dredging companies. They varied greatly in price and conditions and we eventually selected Maw Civil Marine as the successful contractor. I have to write this report in early August and hopefully by the time you receive the winter magazine the dredging will have been done. The prolonged process in bringing this about is due to the great help from the two Geoffs: Geoff Atkins, our marine engineering consultant; and Jeff Shawcroft, our unpaid consultant.

This will be my last report as your Vice Commodore. I joined the Committee six years ago and have performed this role for over 5 years. It has been challenging and rewarding but the demand on my spare time has meant restrictions on using my boat and spending time with family and young grandkids. I don't know how some of my predecessors managed whilst they were still in full time employment. I must thank Vicki, Glen and all my fellow Committee and Subcommittee members for helping me in my role. Thanks also to Ray Frith and Nick Blackmore for taking on the demands of casual berthing and the Building Subcommittee.

I will still be active in our club and remain on the Marina Subcommittee. I Look forward to seeing everyone back in our club as soon as we return to normal.

Best Wishes

Derrick Kershaw | Vice Commodore

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MEMBER PROFILE | ALLEN GARRETT

'If I can get someone with special needs actually sailing ... if they can't ride a bike, or paddle a canoe, wouldn't it be wonderful for them to be able to steer one of these little dinghies, and glide around, using the power of the wind.' So said Allen Garrett, Sailability Coordinator, NYS member since 1982, and incumbent of a plethora of leadership and committee roles at NYS over the years.

Although COVID-19 has put a halt on the Sailability programme for now, Allen's aim is to get young people with special needs, who can do so, to sail a specially designed Hansa dinghy, independently and solo.

He's passionate about it.

The Newhaven Yacht Squadron Sailability programme is one of 27 similar programmes in Victoria.

The NYS programme, developed over the past four years, with local guidance from GippSport, includes participants from two local specialist schools, local young adult agencies, and a local primary school.

Encouraged and supported to the hilt by the NYS, Allen says that he was 'carried on a wave of enthusiasm, by the members, to do it,' and so, he became a man on a mission.

The Sailability Shed was opened in December 2017, by the Mayor of Bass Coast. The sturdy, purpose built shed, built on reclaimed land, houses the four brightly coloured NYS Hansa Dinghies. Tucked away behind the boat yard, it took three years, and a metaphorical moving of mountains for the shed to be completed.

Sailability can accommodate a broad range of people. Many of the young people in the NYS Sailability programme have special needs which are behavioural, and with that may come a mix of physical complexities ... lack of balance, and/or mobility - sometimes, to include being in a wheelchair.

Often, young people with special needs need to have their lives regulated and managed for them. Carers assist them to adapt to, and work with their different abilities, supporting them to navigate the world in a meaningful way, using the abilities they have, and maintaining their dignity.

Sailability is an opportunity for young people with special, and different needs, to aspire to a level of freedom they may not have experienced before.

Can you imagine a more satisfying feeling of freedom, independence, and connection with nature, and the world around you ... than running your fingers through the sea water, smelling the salt air, feeling the wind whoosh past, all as the sun warms your bones?

The participants assist in the set-up and the pack-up of the dinghies, and the palpable excitement and enthusiasm often results in a very noisy and chaotic occasion. Channelling the enthusiasm, and mindful not to squash it, the skilled NYS volunteers have a system to get the participants and carers, or volunteers, paired up and into their dinghies, minus mishap.

Often, for these young people with special and different needs, it's a foray into a new world, an experience offering a new level of freedom and independence. They get to experience the value of being part of a team, and the camaraderie of involvement in a community outside their own. They learn new skills, improve their confidence, and add a new dimension to their lives.

Best of all, says Allen ... 'it's such FUN!'

And, the fun's not all one way. Allen, and the NYS volunteers, gain so much themselves from the programme. First hand, they witness extraordinary effort from the participants: their determination and willingness to try and learn new things - and even when it doesn't go so well, the sheer dogged tenacity and resilience they display would warm even the coolest heart. When the going gets tough, these gutsy young people keep on trying, with levels of determination, enough to change the tides in Bass Strait.

The main man behind Sailability is Allen. There are also many NYS people with whom Allen has collaborated over the years. These people continue to go above and beyond, in terms of both tangible and moral support. Allen would prefer me to name these people, but I (half-heartedly) resist, as there's so many of them, plus we have to rein in the word count on this story!

Sailing inveigled its way into Allen's blood at a very young age. He recalls sailing with his late father at Sandringham Yacht Club, back in the 1950's, when he was a lad. The die was cast then.



Gaywin: Allen's father skippering the yacht he made at the same time Allen was born. Allen sailed with him in the 1950's



Alen with a Sailability participant

When he was in Year 11, Alen worked with his father, building (his first) yacht, and a few years later, despite wagging way too many University lectures to remember - so that he could crew on the Wednesday afternoon sailing races - Alen still managed to successfully complete his teaching degree.

Teaching took him to Balmoral, Mornington, Moorabbin, and then to Wonthaggi. In between all this, Alen married his bride of fifty-one years, Denise, and they had four children: Brenda, Debra, Malcolm and Fiona. Fifteen grandchildren later, Alen is a devoted family man, his conversation frequently peppered with references to his family.

Fortunately, before the world changed, late last year, Alen and Denise stayed with Debra and her family near Cairns, followed by another wonderful six weeks with their daughter and grandchildren here, at their home, in Newhaven. With family spread all over, to include far northern Australia, the United States – and two children who are here in Victoria, via technology, Alen keeps closely connected.

An unlikely coincidence occurred in recent times when Alen's grandson, Ruben, was diagnosed with autism. Discovering this has opened a whole new channel of discovery and ongoing learning for the family.

While Ruben was down here over the recent Christmas holidays, with the 'overwhelming support' and encouragement of NYS volunteers, he was able to assist as an instructor on the Sailability programme, an achievement which gave Ruben immense enjoyment and satisfaction - and it was an enormous personal thrill for his proud grandfather, Alen.

Alen, Denise, and their family, share and value their strong Christian faith, and in usual times, going to church gives Alen 'an entirely different perspective on things'. With their usual place of worship, the charming blue and white

church, St Augustine's, in San Remo, currently out of bounds (due to COVID-19), courtesy of modern technology, the family was able to share a Sunday worship together recently, via Zoom, despite one daughter being in Maine, in the USA, and another daughter Zooming in from near Cairns.

Alen has enjoyed an impressive curriculum vitae of sailing adventures, to include crewing in the Melbourne to Sydney Yacht Race (1967), competing in abundant NYS club races, and in the late 1980's, he crewed in the Sunbird Championships on Jack Dunn's yacht - and they won! It was a great thrill. The thrill has lingered all these years, and when Alen and Jack Dunn got together recently, over a scallop pie, at the bakery, in Newhaven, I suspect they reminisced yet again?

Alen won't like to read this (mmm) ... he has a wee habit of deflecting his (considerable) achievements and (cleverly) attempting to pass the glory onto others. The word is 'self-effacing'.

As a by-product of the above observation, in conversation, Alen sometimes used quite unkind words to describe himself. 'Stern' was one descriptive, and I am only going to give voice to one other ... 'irritable' ...

It was 2009/2010 when Alen sailed around Tasmania for twenty-eight days, with his brother, Andrew. Describing the west coast of Tasmania in superlative terms, Alen confessed to getting quite 'irritable' towards the end of the month-long adventure – because he missed his bride of fifty-one years, Denise. 'I get quite irritable when I'm away from my wife ... we're joined at the hip'.

While continuing to work towards obtaining the ideals of the Sailability programme, Alen is also hoping to develop a Youth Programme, and entice more young people to join the club.

While everything has been on hold recently, Alen has surprised himself, having more free time to do other things, and enjoying it ... he describes it as like 'being on holiday'... I suggested that when normal life (?) and Sailability resume, perhaps he could maintain a bit of the 'being on holiday' feel and consider delegating a bit?...

At this point, a look of (almost) horror passed over Alen's face ... 'I'm a control freak ... I wouldn't let anybody have the keys to that (Sailability) shed for ages!'

Despite the admission of valuing control, Alen would (quietly) welcome the opportunity to mentor a person/s ... someone who would eventually like to take over the Sailability reins ... so, if there's an 'Heir Apparent' lurking anywhere out there, please make yourself known. Alen may well give you the keys to the Sailability Shed. Eventually.

SALLY LEWER AHERN

POSITIVE COVID19 LEARNINGS

The article below is referred by Robert Millard, our Training Officer who has a background in the medical field. Robert regards the author as a well-respected physician, and he endorses the findings stated.

While this article was first written by a Professor of Pharmacy from University of Toronto, I have taken the liberty of editing and re-wording his work to better suit our local community. I hope it will provide some Covid-19 insights ... and some hope.

As this pandemic has progressed, so has its medical management. Although largely drowned out by more sensational media 'noise of numbers', one thing is clear – Covid-19 treatment is getting much better. Those infected since June are now far more likely to survive than those unluckily infected before June. This is why.

ICU and infectious disease doctors have been on a steep 'learning curve' but they now know far more about Covid-19 than they did in the early days of the pandemic. As a result, they are now treating their patients more effectively.

Although tragic for families who lost those they loved in the early months and who now think 'if only ...', those two words reflect the bittersweet reality of all medical learning curves: the more we learn, the better the outcomes.

There are five important things that we know now but didn't know at the start.

1. Covid-19 was initially thought to kill by pneumonia ... and infection of the lungs. As a result, ventilators seemed the best way to treat sick patients who couldn't breathe. We will all remember the scramble for [and the bitter debate over] ventilators in the US and Europe.

But importantly, it has become clear that the virus does not cause its worst damage through infective pneumonia, but rather by the formation of tiny blood clots inside blood vessels – primarily in the lungs. These, in turn, cause the blood oxygen level to fall, rapidly leading to a condition known as 'hypoxia'. But the lungs are not the only target – small clots also form in other organs – like the kidneys. These micro-clots, and not infection, are the key feature of Covid-19.

Simply providing oxygen by a ventilator is not the answer. Rather, it is these micro-clots that need to be prevented and/or dissolved. Blood-thinning drugs [like aspirin and heparin] that prevent clotting are now the core of Covid-19 treatment – we have learned that drugs that only treat infection do not work.

2. Early in the pandemic, patients died incredibly rapidly – often before they could reach hospital. This sudden, frightening, and catastrophic pattern of death occurred when the blood oxygen level began to drop precipitously. But why? It seems that Covid-19 causes a rather strange type of hypoxia – oddly dubbed 'happy hypoxia'. In Covid-19, the blood oxygen level can fall gradually, without any symptoms, without the patient being 'aware' – at least not until a critical, near fatal level has been reached. Normally we become breathless if our blood oxygen content [saturation] falls below about 90%. But in Covid-19 patients, oxygen saturation can fall slowly, imperceptibly, to as low as 70% before the patient suddenly gets very sick, and collapses. This is not unlike the way carbon monoxide kills 'by stealth', and why carbon monoxide monitors are now recommended if gas burners or open fireplaces are used at home.

Why breathlessness is not triggered in Covid-19 patients

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until very low oxygen levels are reached is not fully understood, but it does explain why so many very sick patients presented so very late in those earlier months.

Once 'happy hypoxia' was recognised, early intervention became possible. Many countries now use a simple, cheap, pulse oximeter [those little black clamps they place on a fingertip before an anaesthetic] to home-monitor oxygen saturation in Covid-19 patients. This allows patients to stay safely at home and only be transferred to hospital only if the blood oxygen saturation drops below 90%. This simple management step is one key reason why survival is improving.

3. Early on, no drugs were able to 'fight' the coronavirus and most patients became severely ill. Hypoxia could be countered with a ventilator, but this was a rear-guard action and was before we knew of the benefits of treating blood clots.

During those first few desperate global months, doctors began to learn! Autopsies revealed the underlying clotting problem and led to the use of anti-clotting drugs. Furthermore, two important anti-viral medicines, remdesivir and favipiravir, were found to be effective against Covid-19. If used early and selectively in patients where oxygen levels had fallen below 90%, these drugs could prevent many patients from becoming severely unwell. But, as both are scarce and expensive, they are held in reserve for those in greatest need.

4. Many Covid-19 patients do not die from the virus alone but are damaged by an overly-exuberant response from their own immune system – 'cytokine storm'.

This exaggerated response can do as much (or more) damage than the virus itself.

Doctors did not know how to prevent this immune response until, in June, an Oxford team reported their success with dexamethasone – a cheap, available, long-used steroid. This has allowed 'cytokine storm' to be blunted in most patients.

5. ICU patients on respirator support have traditionally been nursed flat on their backs, but ICU doctors now know that Covid-19 hypoxia improves best if patients are nursed flat on their tummies. This simple but crucial difference was unknown early in the pandemic.

Recently, the Israelis have reported a chemical produced by white blood cells [alpha-defensin] as the cause of the micro-clots that clog the lungs and kidneys in Covid-19. They found that a simple, common drug used to treat gout – colchicine – can counter alpha-defensin, though this intervention needs further confirmation.

In summary ... Covid-19 patients now have a better chance of surviving than those infected in the early, desperate months. Furthermore, other useful treatment strategies may yet emerge as we frantically scramble for that elusive vaccine.

Meanwhile, do not forget the three proven, simple precautions of infection control ... (1) wash hands, (2) wear masks, and (3) socially distance.

**John Agar MBBS, FRACP, FRCP[London], OAM
Conjoint Clinical Professor of Medicine [retired]**



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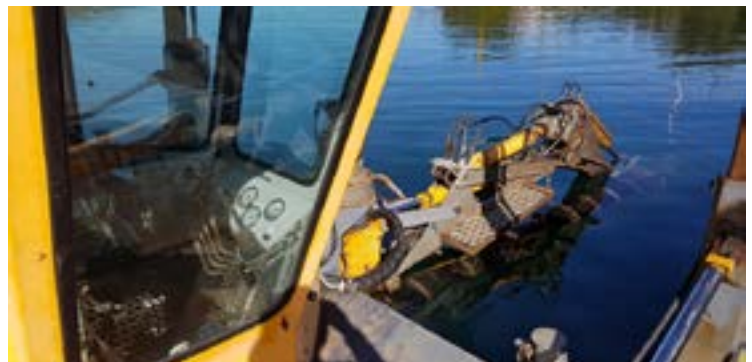
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STOP PRESS: DE-SILTING HAS STARTED



BIRDWATCHING AT SEA

Cape Petrel

The Cape Petrel (*Daption capense*) is also known as Cape Pigeon, Pintado Petrel or Cape Fulmar. The species is a medium-sized, black and white petrel with unmistakable chequered upperparts and white underparts. The Cape Petrel has tube nostrils, black broad-based bill, and thick neck. Adult Cape Petrels have a black head with white below, white underwing with black leading and trailing edges. Legs and feet are black. Body length is around 35 to 42 centimetres, weight in the range 350-550 grams and wingspan 80 to 90 centimetres.

The species has strong, relatively broad wings, stiff-winged flight with extended glides in low winds, gliding strongly in high winds. The species is in the family Procellariidae, the true petrels and is definitely not a pigeon!

The species readily lands on the sea where it swims well and does not require wind for take-off, using its feet to run across the water in order to propel itself into the air. The species readily follows ships and is attracted to fishing vessels. Its diet includes krill, fish, and squid. It squabbles for food with a high pitched, cackling chattering call.



There are two subspecies. The New Zealand endemic breeding Snare's Cape Petrel (*Daption capense ssp australe*) has considerably more dark in the upper wing and across the back. The sub-species is an occasional visitor to south-eastern Australian waters. The Snare's Cape Petrel breeds on New Zealand sub-Antarctic islands including, the Snares/Tini Heke, Bounty and Antipodes Islands and Campbell Island/Motu Ihupuku, and on islands in the Chatham Islands.

The nominate species, Antarctic Cape Petrel (*Daption capense ssp capense*) is more pale across the back and in the upper wing and is a regular visitor to Australian and New Zealand waters. The Antarctic Cape Petrel breeds on sub-Antarctic islands (including small populations on Macquarie and Heard Island) and Antarctica.



The nominate species moves north in the Antarctic winter. It is relatively common in southern Australian waters from June to November, mostly beyond the continental shelf, over pelagic waters north to Brisbane, Qld on the east coast; and Shark Bay, WA on the west coast. It is regularly observed in offshore/inshore waters and occasionally can be seen from land. Sometimes both subspecies can be seen together. With feather wear and moult, it can be a little difficult to distinguish between the two. In my experience, Cape Petrels can be seen singly or in small groups of up to ten birds off the Victorian and South Australian coast.

On my one pelagic trip off Kaikoura on the east coast of New Zealand's South Island, I photographed a flock of approximately fifty Cape Petrels close to the coastline in the company of several New Zealand Wandering Albatross. When international travel again becomes possible post Covid-19, the Albatross Encounter at Kaikoura is one of the best eco-tours in the world to see up close a number of seabird species, including the Cape Petrel.

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Article and photos | **Geoff Glare**

ESTUARY PERCH: (MACQUARIA COLONORUM) A POCKET GAME FISH

Having fished since I was a kid as my father did, I have done all manner of fishing – bait, lures and fly – over a period of 70 years.

I found the most exciting challenge by far was the Estuary Perch, which I sought over many years, traveling to the Mueller River in East Gippsland on a regular basis to satisfy my need to angle for these challenging critters.

This fish is an ambush killer that hides in tree falls or other cover. It dashes out to grab prey in a flash of golden glint. It's great mouth opens and closes with a pop; the swimming or floating bait is swallowed in a single great gulp.

I used to trap small Yellow Eye Mullet in the estuary and keep them in an old washing machine spin dry tub. This would stay in enough water to keep the fish alive for days. At around 4:00 pm each day I would take about six of these – about 3 inches long was best – and put them into a bucket. By pouring a cup of water in each 15 minutes, they would stay healthy and active.

Up on the river I would look for tree heads that had fallen in. The best were those that still had dead leaves on them; but any cover would hold Perch.

The excitement came when a small mullet was hooked (size 1/0 was good, through the lower back – just behind the dorsal fin) then flicked out just short of the branches. Usually the mullet would swim slowly on the surface, but suddenly would start thrashing; then a sudden flash of gold would rush out and then a loud 'whomp' came as the mullet was taken.

I even found a Bush Rat in the belly of one; it must have fallen into the river by some mishap.

Once a strike was taken, there was only 2 or 3 seconds to set the hook and head the fish back away from its snags/cover. If this was done, the fish in open water would lug and fight but was then easily netted. Although I found live baiting the most exciting method, I also used lures of a minnow type quite successful also once a wet fly.

The water I fished mainly was the Mueller River in far East Gippsland; but once my Father and I were there when a Victorian Fisheries team came in. They were doing a survey from the NSW border to the SA border of Estuary Perch. They employed gill nets which only went up to 4 inch mesh; and therefore just trapped fish of around 2 kg. They were amazed by the huge number of fish caught and saddened that they had to be buried as they were too far from any place they could donate them to e.g. an old person's place



or hospital.

I remain a fan of the Estuary Perch despite having caught many other species including Trout, Salmon, Tuna and Spanish Mackerel.

Pound for pound, this fish is a street fighter and very tough.

PHIL DUNSTAN

BANANAS & BOATS

AROUND FRENCH ISLAND, SATURDAY 22 FEBRUARY 2020

(When I wrote this story, back in late February 2020, we lived in a different world. The little adventure I describe now feels like a distant dream ... or, was it a nightmare?!) Just for a change (mmm ... ?) the Captain of the Carmel Dawn and I were running late, so I had no choice but to relinquish all ideas of my usual delicious breakfast. My favourite meal of the day. A shame.

Instead, as the Captain of the Carmel Dawn and I raced out the door, I grabbed a banana, to accompany my ready-made coffee.

Big mistake. The banana. Not the coffee. More on that, later.

After sheepishly (and, hopefully inconspicuously?) creeping into the Club Rooms to hear the remainder of the instructions for the day, my first thought was that Andy Chappell was not wearing a wild shirt this year. Maybe he was having a subdued day?

Instructions given and sign-in complete, our convoy met at the first red marker opposite Maggie Shoal, where a playful seal was lolling about, as cool as a cucumber, and completely unfazed by the boat traffic.

With Wichetty 2 leading, and all of us diligently tuned to Radio Station 73 for group communication, we set off in our convoy of nine boats, around 9.30am, in the company of

obliging weather. It was all powder blue skies and white puffs of intermittent cumulus clouds. Glorious. For now.

Passing by Rhyll, then Tortoise Head, and continuing up the North Arm past Tankerton, we had a bird's eye view of our surrounds, which were unusually green, especially for February. Recalling the stark contrast at the same time last year on our 'Around French Island' sojourn, our views then had been blanketed by an invasive, thick pall of smoke, an aftermath of the Grantville and surrounds bushfires.

Along our way, clusters of boats anchored closely together indicated that there was a likelihood that someone was catching something.

Continuing, up past Middle Spit, we were not surprised that there was so much activity on the water. Lovely days draw people out.

A solitary black swan, keeping close company next to a boat and its occupant remained hopeful for some scraps. With the Mornington Peninsula in clear view on our left, the oil refineries at Hastings loomed large and incongruous up ahead.

Following the northern coastline of French Island, the land dense with mangroves and intermittent sandy alcove beaches, the sheer size of the island hits home when you're so close. As the largest coastal island in Victoria, it's two thirds national park and boasts 119 residents (2016), of whom a mere 60 are permanent. All that land, and so few people ... with only six children at the local school, the children would certainly receive personalised attention from the teacher, but forming a sports team of any kind would be wishful thinking.

A predator and disease-free haven for our native koalas, I hoped the substantial colony of furry critters had escaped unscathed from the recent bushfires on French Island. After a brief stop near the mouth of Horse Shoe Channel, we waited for the high tide to peak.

Because the water depth can, and did, plummet from fifteen metres to four metres in a nano second, the expertise and instructions emanating from Witchetty 2, was crucial, and successful, in preventing any mishap. Spit Point was our lunch stop.

Most of our group combined stopping for lunch with throwing a line over. Me, I had a nap. I think. Relishing in the calm and the quiet, I decided to test my inflatable cushion ... and next thing I know, I hear our leader's voice over the radio, suggesting we head back early, 'as the wind is coming up' ...

Well ...

Those of a certain age may be aware of an American sitcom in the 1960's called Gilligan's Island ... it's about an eclectic group of people who get caught up in a wild storm, and their small boat subsequently gets washed up on a desert island. The preface to this TV programme shows 'the tiny Minnow' flailing about uncontrollably in a cone like vortex of the sea, until she completely disappears from view, before reappearing, in (very) bad shape, washed up on an uncharted desert island in the Pacific. Miraculously, the Captain and Crew of the Minnow, all look as though they have just stepped from the pages of a high-gloss fashion magazine, despite being tossed around like dirty clothes in the heavy cycle of a washing machine.

One minute, I was so relaxed that I had nodded off. The next minute, I felt as though I was starring in the first episode of Gilligan's Island. Except, I was not dressed in evening attire.

Suffice to say, the wind had picked up (understatement) on the east arm, and as we forged ahead, head-first into the swell, I silently hoped that Whittle boats were as sturdy as they were purported to be. Could a boat split in two because of the force of the impact? Could I split in two because of the force of the impact?

Fast forward through the drama. No point dwelling. Eventually, and then some ... back safely on terra firma, I quietly marvelled (again) at how much Mother Nature, aka our weather, holds us hostage. She is one powerful girl.

Meanwhile ... remember the banana I mentioned I had taken for breakfast?

Did you know that bananas and boats are absolutely NO-GO?

I'd been told this, and I'd sub-consciously tucked it away in my memory bank. Mistake, girl.

Never take a banana on a boat. Under no circumstances. It is BAD LUCK.

I can vouch for it.

My Gilligan's Island moment was nothing whatsoever to do with the information and accuracy of the Windy App, or the Bureau of Meteorology's radar.

It was all because of the BANANA. Next time I'm running late, I'll go hungry.

SALLY LEWER AHERN

Revised July 2020

FELIX CRUISE

In early March this year, a few weeks prior to the Covid19 lock down, Mim and I were fortunate enough to take a cruise on board Stan Jackson's "Felix", a Seawind 1000 catamaran. We planned a leisurely trip for a week or two into Port Phillip and up to Docklands.

We started by staying for a Saturday night happy hour at the club and slept aboard in order to leave at 4.40 a.m. to catch the slack tide at "The Rip". It was very dark with no moon or stars and we found only one lead light working as we left our marina. There was little wind and we motored past Cowes and Flinders and into Bass Strait where we were able to put up the sails and average 6 knots close hauled. Our skipper said we were going too fast (never heard that before) so we adjusted the headsail to slow down a bit in order to arrive at the heads at the right time. I assumed we needed to arrive at the time of low tide, but Stan explained that in fact the water wasn't slack until 3 hours after low tide. Approaching the heads there was a bit of surfing on a long swell of about 4 metres and after sedating Mim, we had made a course adjustment into the west channel to let a large tanker enter ahead of us. We passed through the heads without a problem and after giving way to the Sorrento ferry we entered the cutting at Queenscliff and picked up a mooring at the yacht club. We relaxed there for Sunday and Monday nights.



We left the club on Tuesday morning to catch the tide and again had to give way to the departing ferry. (Need to remember that their timetable is on the hour!). We motored in calm conditions and followed the east coastline up to Rosebud then had a great sail averaging 6 knots to Mornington. The inside of the pier where we wanted to tie up was busy; but the skipper of a very large cat shouted he was about to leave, and we were able to take his place and dock easily. We had a shower at the yacht club and a fish and chip dinner and a good night's sleep.

A passer-by recognised Felix as the boat he had chartered in the Whitsundays a few years earlier. About a month after this we saw some horror pictures in the Herald Sun showing huge storm waves breaking completely over that part of the Mornington pier where we tied up.

On Wednesday, we motored north to Sandringham arriving mid-afternoon to wait for about 30 yachts departing for a mid-week race. Entering the marina, we met a surprising number of young kids in sailing dinghies. Obviously, this club has a thriving membership. Stan dodged them all and after doing a 180 degree turn, reversed us safely alongside the travel lift jetty. That night we had dinner at the club and met a couple of Stan's friends, Hank and Jude. Whilst wandering around we saw a plaque commemorating the building of the marina and saw the name Geoff Atkins on it. He is the marine engineering consultant helping our club with the dredging project.

Thursday was overcast and drizzling with poor visibility. We motored up to the Yarra River entrance, passing "The World" and another large cruise ship at Station Pier. Travelling up the river a police rib followed checking that we obeyed the 5 knots speed limit. At 3 o'clock we docked at the D'Ablo Marina near the Melbourne Eye and explored the five-star facilities. (BBQ, TV lounge, kitchen, luxury showers with fluffy white towels and all provided by the City of Melbourne). At the weekend, Stan's wife, Alex, drove up from Cape Paterson and we explored the city as everything was within a short walking distance (other than Whitworths which necessitated using the free city tram).





On Sunday morning we reversed out of the berth to start our journey back but had trouble with gear selection on the starboard outboard motor. We managed to get back to the outer finger with the motor jammed in reverse. We were unable to fix it and a local mechanic wasn't available until Tuesday, as it was a long weekend. Mim had to be back home for a board meeting later in the week so she walked to Southern Cross Station, got on a V line bus and was back on the island by mid-morning. Alex had left the previous day; so Stan and I were left without any supervision whatsoever.

Early Tuesday the local mechanics arrived after they had finished servicing the Port Arlington ferry. He got into our dingy and went under the boat and fixed the hidden connecting rods to the gear box and even fixed a missing split pin on the port propeller (Stan will not be going back to his previous mechanic). Stan later celebrated by taking me out to dinner (Subway).

We left docklands the next morning and motored back along the Yarra and headed down the west side of the bay to our previous mooring at Queenscliff. Conditions were fairly benign, and we managed a pleasant sail to the yacht club mooring.

It was still dark when we left early the next morning and negotiated the rip. Again, we had to avoid a large commercial vessel entering the bay. It is surprising the short time they take to come at you as it is hard to judge their speed in the dark. We passed through the rip without incident and there was less swell than before. As it became light there was a nice 15-20 knot northerly and Felix averaged a good 8 plus knots. We settled down to a great leg along the bottom of the peninsular and were a bit too relaxed when we approached Flinders. As we began to round Cape Schanck we were hit with a sudden squall and Stan had to go forward and tame the headsail. It was a bit exciting for a while and it was just as well he had a tethered harness on.

After that we had to motor sail up to Cowes into the slight



head wind. Once we rounded Cowes the wind calmed, and we had a great last leg to home.

It was a great trip. Different to the quiet anchorages that we were used to; but it came with many other advantages and we were able to compare Port Phillip with our own bay. A Seawind catamaran has great accommodation and its two helms are well protected and the skipper has plenty of room to stand with his hands behind his back (Lord Nelson) and oversee his crew. Felix loves to fly in most winds and can make quicker passages on longer legs.

Thanks Stan.

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HOBART TO MARIA ISLAND VIA THE DENISON CANAL (MARCH 8-12 2020)

As I write at the end of August 2020 Harmony 1 is still in Hobart at the Motor Yacht Club of Tasmania in Lindisfarne. The Tasmanian border is still closed and will not reopen until at least December 1 due to the COVID-19 Pandemic. Hopefully our usually well used boat will still be floating when we are able to travel again.

Shortly before the pandemic's effects were felt in Victoria we were able to take Harmony 1 to Maria Island for a few days. We left Hobart on March 8 and as we passed under the Tasman Bridge we saw two cruise ships docked in Hobart. Travelling down the Derwent River we passed around Iron Pot with its distinctive beacon, then between South Arm and Betsey Island before crossing over to Sloping (Slopin) Island for a lunch break. We then sailed into Norfolk Bay and around to Lime Bay where we anchored for the night and planned our journey to the Denison Canal for the following day.

Lime Bay to the Denison Canal is about 5 nautical miles and we needed to arrive at the appropriate tide time so that we could enter the canal and exit the Marion Narrows with enough depth at each end whilst avoiding the need to



Approaching the Denison Canal

stay in Blackman Bay. We followed the advice provided by Marine and Safety Tasmania (MAST) and The Cruising Yacht Club of Tasmania (CYCT).

The Denison Canal is a man-made canal located at Dunally. It was opened in 1905 and was built to shorten the fishing and trade route between Hobart and the East Coast. It was bridged by a hand operated swing bridge until 1965 when a larger electric bridge was built. It is necessary to contact the Bridge Operator the day before your planned transit; then again on the day of transit so that the bridge can be opened with minimal disruption to vehicles travelling to

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Kayaking Tour

the Forestier and Tasman Peninsulas. We found the Bridge Operators to be very friendly and efficient on both our journeys.

It takes about 45-60 minutes to cross Blackman Bay at 4-6 knots once you have gone through the Denison Canal. The channel across the bay is well marked but is prone to shifting sands particularly at the Marion Narrows. There is an updated chartlet that is more accurate than the boat's chart plotter. At the time we were there the vessel track was east of the entrance leads, which made it a bit tricky. Only shallow draught boats are able to take this route (we draw about 4' 3" or 1.3 meters). Having navigated the Marion Narrows and only touching the sand once(!) we proceeded into Marion Bay towards the Mercury Passage and Maria Island with moderate winds and lumpy seas.

We arrived at the appropriately named Shoal Bay for lunch then sailed to Darlington Bay where we were able to pick up one of the 3 MAST public mooring balls. We had good views of the Maria Island silos and some of the buildings in the settlement as well as the hills where kangaroos and wombats could easily be seen with binoculars as the sun went down. Darlington Bay is the drop off point for the 30 minute ferry trip from Triabunna to Maria Island. There are several trips per day bringing day visitors and others staying on the island doing hiking, biking and kayaking holidays. Maria Island was a convict settlement during the first half of the 19th century, pre dating Port Arthur. There was also sealing, whaling, a cement works and limestone quarry, as well as farming activities. The Island became a national park in 1972. There are no shops or permanent residents apart from Rangers. The convict penitentiary is now used to accommodate visitors to the island in basic accommodation, and there is also a camp ground with good facilities.

The next day we took our dinghy to the beach and had

a great day exploring the settlement with its many well maintained historic buildings and the surrounding tracks with beautiful coastal scenery and abundant wildlife. We returned to our boat and sailed to Shoal Bay for the night.

The following day we headed back towards Hobart, retracing our steps through the Marion Narrows and the Denison Canal before spending the night at Snug Cove in North West Bay. We returned to the marina the following day.



PLANNING FOR A TRANSIT

It must be remembered that transiting the Marion Narrows is best performed when there is no current against the waves. This can stand up the waves and make negotiating the channel difficult. You will require about 45-60 minutes to cross Blackman Bay at 4-6 knots. Therefore arrive at the canal, or the "narrows" about 1 hour 15 minutes after high tide in Hobart. This will provide a flood tide at the narrows or the Denison Canal.

MAST track from Dec 2019 click on the following link [Marion-Narrows-Navionics-Route-16-Dec-2019](#)

YVONNE BROWN

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WE HAVE SOLD OUR YACHT SEA NYMPH!

After launching her from the Newhaven Marina boatyard in February 2019 we set sail for Eden. The Promontory was our first stop in Waterloo Bay. It was an interesting ride with a SW 15/20 knots, arriving there just after midnight, dropped anchor and slept until dawn. We left here and sailed arriving in Eden and anchored in the bay on the south side near the chip mill.

The time spent here was with strong winds from North and South, necessitating moving to the moorings near the Eden wharf and the chip mill, as required. Now about these free moorings: they are terrific, but as they are so large you can't pull them up so that they don't hit the side of the yacht. The noise they made was astonishingly loud ; so much so that I thought we would have sustained hull damage, but it didn't. We left the moorings and anchored just to the north of them. All up we spent two weeks here, so not a great start to our trip North.

Our first attempt at heading north to Bermagui was aborted after about an hour as the VMR broadcast a gale warning that didn't show on our forecast model! We quite often turn around and head for safety if it gets too uncomfortable; why put up with bad conditions if you don't have to. It's a different story once you are out in the ocean. We made for Bermagui a few days later and started heading into the entrance. If you have been into this entrance then you would be aware that there can be a considerable sideways wave action, but at least there is no bar. So far so good. About half-way into the entrance there was a loud bang and a lot of smoke coming from the exhaust.

We came to an almost dead stop; but at least with enough headway to sneak in to the small marina on the right hand side. We had arranged for a berth as the main jetty was cleared as they were working on it and berthing was not permitted. It turned out that we had picked up a large clump of seaweed on the prop, but I tend to overthink problems, thinking that the engine was at fault. Whew what a relief!

Bermagui was to be a stopover for 9 days with the weather not cooperating, so we made ourselves comfortable and the cost was \$100 for the time; so not too bad. Catching the bus to Bega so that we could vote in the Federal elections was interesting - our stopovers in Bermagui are always enjoyable. Great fish and chips and good company with other yachties made for another great place to stay.

Zulu Waterways is a great app. It is free and the abundance of information is excellent as it is driven by yachties.

We left Bermagui for Jervis Bay but as the conditions were great, we kept going to Port Hacking, hooking up to a mooring in Jibbon Beach. This is a great stopover before Sydney. All was looking great, on our way north... but I noticed some green coolant in the bilge. Having experienced this on a previous Pacific crossing halfway from the Galápagos Islands to the Marqueses, I knew that this wasn't good news as the heat exchanger had developed a leak. So what to do? I called up Burraneer Bay Marina, which was well into the inlet and organised

ZORAN AND THE SEALS

It was a different day, everything seemed different. The sea was wild, big breakers rolling in, the wind was strong.

As usual, I took Zoran for a walk to the beach. 'Our' beach is Bore Beach – just behind San Remo. 136 steps down, and it feels like twice as many up again.

As usual, we intended to walk the 400 to 500 meters to the far end where the rocky outcrop would halt our progress, unless we scaled the 40-metre bluff.

Before we arrived at the bottom of the long stair-walkway, Zoran took off.

He ran and ran, right to the far end, sniffed around a bit and then scaled the bluff in leaps and bounds. I last saw him against the sky at the very top, staring out to sea, Bass Strait.

He disappeared over the top. This was unusual behaviour. I

was filled with trepidation.

I walked across that beach faster than ever; calling and calling - but no Zoran!

Climbing that bluff did not seem an attractive option. What to do?

When it seemed there was no other way than to brave the climb, there on a lower ledge, stood Zoran like a stone statue, again looking out to sea. I did not call him this time, just watched.

He jumped across boulders and made his own track down to the beach. He ran to the rocks near the water's edge, again looking intensely out to sea.

For a moment, I took my eyes off him. When I looked to where he had been- did I imagine it? Did I see a dog's tail disappear into the four-metre surf? I surely hoped not.

WE HAVE SOLD OUR YACHT SEA NYMPH!

a mooring for a couple of weeks with them and they organised a tow for us. This was a really nice place to be and I would recommend them. You get full use of the showers and loos and it's not too far from the bus to Cronulla. Anyway back to the dramas. The heat exchanger has an anode which I change every few months religiously. The one in the Pacific didn't have any anodes, strangely. The heat exchanger is readily available in the USA; so I emailed the company and had one in hand in a week: \$750, so not too expensive. The problem, I later found, was that I hadn't fixed it securely and it had rubbed a hole in the outer casing, I had replaced the exchanger in Tonga as I didn't realise there was an anode which was underneath and not visible. My fault not securing it correctly.

We spent a few more days further up this truly magical part of the waterway. There is a cruising guide for this area and Zulu Waterways is really good. We left and headed up to Broken bay and hooked up to a mooring in Pittwater at Coasters Retreat - so far so good. We were there a few days with the weather, once again, not cooperating. It was then that we both decided that it just wasn't "doing it for us", and maybe it was time to sell and move on. Our intention was always one day, to go back to a smaller yacht that would fit in our marina berth on Phillip Island. Cheryle and I have completed nearly 100k NM with a world circumnavigation (one and a half), taking 10 years to complete. We then bought Sea Nymph in LA in 2011 and sailed her home to Australia. This took us 3-4 years. Age and lots of things going wrong had finally taken its toll, and

that's the main reason for this decision.

We rang DBY and took Sea Nymph to Newport and put her on a mooring and listed her for sale. Sea Nymph is a Tartan 37 with a centre board that draws 4'2" with it up and 7'9" down. We created a lot of interest and eventually she was sold to a couple in Moreton Bay on Lamb Island. (Just an interesting adjunct. We hired a van to take everything back home that was not included in the sale. We had owned Sea Nymph for 9 years and the amount of stuff onboard was staggering. We loaded 14 boxes - each 40 litres - and a dinghy with an outboard, a life raft and spare wheel auto pilot and lots of tools etc. I think she came up in the water by a few inches!

It was with a very sad heart that we left and headed back home; but getting lost in Sydney soon made us forget for a little while.

So here we are in iso, with no yacht and winter setting in. Normally we would be well up the coast enjoying the warmer weather. Just as well we sold her when we did and not holed up for months not being able to move, wondering what this Covid19 virus will do to the yachting market. I think we were lucky with our timing.

We are in the market for a 28 ft to 32 ft yacht. So if anyone knows of a yacht for sale please contact Bruce on 0402921090.

BRUCE MATTHEW

Blasted dog, where has he gone this time?

Looking all around, no dog.

Another dumper rolled in; still no dog.

Then another, bigger than the previous rollers. My eyes were riveted.

When the froth and bubble from this big dumper subsided, there, doing an awkward dog- paddle walk up the beach, was my beautiful Zoran.

When he gained higher ground, he turned around and again stared out to sea. I followed his gaze. Then I saw it!

There, just off the rocks about fifty metres out, were two seals, heads out of the water, looking at Zoran. They were close enough for me to see their whiskers. They shook their heads, kept looking. So did Zoran. So did I.

Then I realised, I'd better tie him up or else who knows?

Eventually it was time to leave. When we had walked about 100 metres, I spied the seals making their way to go elsewhere, just like us.

Now I wonder, what did Zoran learn? How I wish that we could talk together!

GEOFF DE JONGE



CRUISING PORT DAVEY

Our boat, Harmony 1, has now been in Hobart since February 2019. Over that time Florian and to a lesser extent myself have travelled to Hobart and sailed around the beautiful cruising grounds of the D'Entrecasteaux Channel and its associated bays and rivers. We have thoroughly enjoyed these short breaks but encouraged by other sailors (several from NYS), we had wanted to explore further afield. Many people had talked about sailing to Port Davey in the South West of Tasmania. This area has been described as the ultimate destination for the cruising sailor in Tasmania.



In February 2020 Harmony 1 was hauled out by Cleanlift Marine in Hobart. The hull was sandblasted and 9 coats of Coppercoat anti foul applied over a period of several days (Florian had been researching Coppercoat for a long time!). The engine was serviced and the boat refuelled and provisioned.



At 7.30 am on 14 February we departed Lindisfarne Marina for Recherche Bay with favourable winds of 15-20 knots for most of the day. We anchored around 6.00 pm, then stayed in the bay for 3 nights

exploring the small town of Cockle Creek and waiting for favourable conditions to sail to Port Davey. Cockle Creek is the furthest south one can drive in Australia. It is located on the edge of the South West National Park which is part of the Tasmanian World Heritage Area. There are no shops but there is a campground with facilities and volunteer managers to provide information. There is also good internet reception. The area is known for its scenery, beaches, and short and long walks. It is the start or finish of the 82 km South Coast track from Cockle Creek (east) to Melaleuca (west). There are also several short walks and a monument to the whaling history in the area.

Whilst anchored a fisherman called by and gave us a crayfish for our lunch. Taking his advice, we departed Recherche Bay at 4.00 am on the 17 February for the 12 hour trip to Port Davey. We had good winds of 15-20 knots to Maatsuyker Island where the wind died down to almost calm conditions, so we motor sailed for the rest of the way. We arrived at Schooner Cove at 4.00 pm after entering Port Davey, passing around the Breaksea Islands and motoring up the Bathurst Channel. We spent the next morning kayaking around the Cove before travelling to Casilda Cove where we walked up the track to Balmoral Hill for amazing

views of the Bathurst Channel, Mt Rugby and beyond. We decided to stay at Casilda Cove overnight (not a good decision as it turned out). It became very windy overnight and with the anchor dragging we were getting closer to the cliffs which meant we had to move and re-anchor. Having survived the night, we were happy to travel further up the Bathurst Channel through the Bathurst Narrows to Clytie Cove for lunch and then on to Claytons Corner overnight. (This is one of the few places in the area where there is VHF radio coverage, so it was good to get a weather update.



The next morning was very calm and ideal to take the dinghy the 6 km down the Melaleuca Creek to the tiny settlement of Melaleuca. There is a small airport where bush walkers can fly in to do one of the many wilderness walks

in the area. There is also a scenic boardwalk called the Needwonne Walk telling the story of the aboriginal people in the area and the small Denny King museum describing the life of the white settlers and the tin mining history of the area. Cabins for the bush walkers are also close to the airport and volunteer caretakers help with maintenance as well as assisting visitors and managing any emergencies. The next day we sailed around to Moulters Inlet and the Old River returning to Kings Point overnight. The following day we departed the anchorage and motored to Ila Bay, then Bramble Cove before returning to Schooner Cove overnight. Departing at 6.00 am we headed back to Recherche Bay with very little wind but 3-4 metre swell. Arriving back we anchored near the mouth of the Cockle Creek with several other yachts that had returned from Port Davey over the previous couple of days. The next afternoon we departed Recherche Bay for Peppermint Bay where we were able to use a mooring ball courtesy of the Peppermint Bay Hotel. We returned to the Motor Yacht Club marina at Lindisfarne on 25 February.

Port Davey, The Bathurst Channel and Bathurst Harbour was an amazing place to visit with spectacular scenery around every corner. It is also very isolated with little VHS radio reception. HF radio is apparently a bit better and we had a satellite phone for communication. Unfortunately, while we were away we heard that Florian's older brother had had a serious stroke and so we returned earlier than we would have liked so that Florian could fly home and see Renato. Trip planning is very important in visiting such an isolated area and you need to be prepared to stay longer if the weather is not favourable for a safe return.

YVONNE BROWN

LIGHTHOUSES OF VICTORIA: CAPE NELSON LIGHTHOUSE

The white and red tower and the long stone wall are the features that give Cape Nelson Lighthouse in Portland a whole character of its own.

The lighthouse was finally lit in 1884 after the building had been delayed by difficulty in obtaining suitable bluestone for the project. The stone that had been originally quarried from close by soon ran out and consideration was given to completing the tower with steam bricks from Melbourne. However, suitable stone was found at a location eleven kilometres away. But there was no direct road and the stone had to be carted via Portland, a distance of 22 kilometres. Some 20 hands and 25 cutters were employed at the quarry and 15 teams were engaged to cart the dressed stone to the lighthouse site.

This tower is believed to have replaced an earlier square wooden tower built in the 1870's.

A remarkable feature of the lighthouse reserve is a rubble wall 1.75m high, 0.4m wide and 435m long surrounding the keepers' quarters and extending out to the light to protect the keepers from the harsh winds. An auxiliary light was added to the base of the tower in 1890.

The original lighting apparatus was replaced in 1907 with an incandescent vaporised kerosene mantle. Then in 1934 the light was first upgraded to electric operation. The power was provided by a generator plant. At the same time, it became group flashing and a clockwork mechanism was installed to turn the light. In 1977, a major overhaul of the lantern room was undertaken and the cupola (dome) was replaced, then in 1987 the light was connected to mains power.

The lighthouse was connected to Portland by telephone in the later part of 1884. At this time the 'Russian Scare' was well and truly at its height, so a telescope, which was described as the biggest of its kind in the Western District, arrived at the lighthouse on 29 May 1885. The telescope was 2.1m long, had an object glass of 10cm in diameter and was used to sweep the horizon to a distance of 25 or 30 miles and scrutinize passing ships of hostile intent. The telescope is still at the lighthouse; however, the front lens has been cracked.

Technical details: The light has a range of 25 nm; is 930,00 cp, is 93.6m above sea level and will flash once every 12 seconds.

Peter Watson



FLOATING ABOUT



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- Maintain a friendly, family-orientated environment that fosters and encourages mateship among all members
- Offer affordable, quality facilities in order to make sailing and motor boating accessible to a wide cross section of the community
- Regularly provide both competitive and social boating activities that appeal to the interests of a diverse range of members
- Conduct popular and fun-loving social activities to encourage the interaction between members and their guests
- Introduce young people and new members, without boating or fishing experience, to the sports of sailing and fishing
- Provide training to all members to enhance their general boating knowledge, skills and safety
- Act with integrity in all matters
- Be a good neighbour and member of the local community

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