

Newhaven Yacht Squadron

QUARTERLY



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FINANCE

Denis Loweth, Peter Buitenhuis, David Tonkin, Noel Street, John Baragwanath, Pat Street and Alan Adamson.

Youth

Michael Dixon, Stan Jackson, Gavin Russell, Scott Newman, Jim McWilliam, Mark Szutta and Nick Szutta.

BOATING

Michael Dixon, John Baragwanath, Ray Frith, Jim McWilliam, Alen Garrett, Cheree Dyson, Peter Loughrey, Peter Smith, David Sadler, and Mary Brown

SAILABILITY

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Cheree Dyson

COMMUNICATION/GRANTS

Haydn Sherburn and Stan Jackson

MERCHANDISE

Denis Loweth and John Baragwanath

SOCIAL

Pat Street, Mim Kershaw, Rhonda & Peter Buitenhuis, Geoff De Jong

TRAINING

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QUARTERLY

Peter Watson, Stan Jackson. Peter & Rhonda Buitenhuis

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THE COMMODORE'S REPORT PETER BUITENHUIS



I would like to start the January Newsletter by wishing you all a very happy, healthy and safe 2022. Hopefully this will be a better year, it is hard to believe that the Corona Virus is still with us and that we now have an ever more virulent strain to deal with and we have many more people in our communities affected by this insidious virus. The health experts are telling us that even though the new omicron variant is more transmissible the effect of the virus appears milder, and particularly for those with vaccinations and boosters it would appear hospital admissions are less likely for those without underlying conditions. Let's hope this is correct and that this variant is the start of the end of this pandemic and that we can start to get back to our normal lives. At NYS we remain vigilant and continue to be cautious for our members, we have instigated a policy whereby at the present time all members attending functions must be fully vaccinated and adhere to the Covid health guidelines.

We had very sad news in December of the passing of past Commodore Ken Stuchbery. Ken was well known to many members; he was a keen yachtsman winning many races in his Noelex 30 and will be sadly missed. We pass on our condolences to his wife Fay and the family. You will read a bit more about Ken later in this edition.

With regard to The Quarterly, we have formed a new Quarterly magazine subcommittee headed up by Peter Watson, and joined by Rhonda Buitenhuis and Stan Jackson and represented on Committee by myself. Thank you, Peter for volunteering for this important job. Peter is very enthusiastic and would love to hear from members with stories and anecdotes to add to the magazine. You can contact Peter on 0412 678 962. The "NYS Quarterly" will now once again be printed and will be mailed to members so that it can again be a coffee table issue to share with family and friends. Even though we are still restricted by Covid I am pleased that we have seen some wonderful events at the club. New Year's Eve was a wonderful night. The room was

beautifully set up by Mim, Derek and Geoff and we had around 60 members and friends attend the evening. It was BYO food night, and some choose to make use of the BBQ, I volunteered and played some live music for those who attended and also played some Rock'n'roll dance music on Spotify in the breaks. John Baragwanath manned the bar and there was lots of dancing and fun had by all. Nearly all that attendees saw the year out and some stayed as late as 1.00 am; a great start to 2022.

Stan Jackson together with the Sailability team has held a series of training days with young people in our dinghies. These were well attended by both participants and volunteers, and it was great to see our fleet of dinghies being used and so much fun being had out on the water. Hopefully we will see lots more of these days. To bring youth to our club is very important and



this is a great way to introduce young families to our club. Hopefully from these

events we enlist some junior members and their families to become members of the club for the future.

The Social Committee are also planning a BYO dinner dance for Saturday 12th of March, Covid allowing. More information will be forthcoming. But please put it in your dairies. Another fun event is the Easter Bunny and easter egg hunt for the children and grandchildren and this will be on again this year, on Easter Saturday, 16th April starting at 11.00am. Stay and bring a picnic lunch if you wish and enjoy our facilities.

Don't forget Saturday Happy hour is on every Saturday night starting at 5.00pm, the bar will be open, and you are welcome to bring friends to enjoy comradeship with fellow members. We do insist on the Covid rules,

MORE FROM OUR COMMODORE

vaccinated people only, and all must sign in or QR code on their phone. At this stage we are limited to 66 people inside.

For the sailors Saturday the 5th is scheduled for the Triangular series 2, Rhyll to Newhaven and the Cowes and Rhyll sailors have been invited to stay on their boats in the marina overnight; we will have a BBQ and the bar will be open, so it promises to be great fun. The next day the sailing continues with Triangular series 3, Newhaven to Rhyll. Hopefully we will have fair weather and lots of fun. Sunday 27th February the sailing and boating committee have scheduled a power boat event around French Island; this has been a great event in the past and details are still being worked out, but if you have a powerboat and wish to participate put this day



aside in your dairy and Michael and Jim will be available with more

details on the event.

Saturday 19th March is scheduled for Agg 5 yacht race, again a fun event. If you have not sailed or haven't sailed for a while and would like to experience a race there is often the opportunity to join a crew on a participating boat; let Michael or Jim know and they will see what they can organise.

Now something really important! We are short two Committee members at present. This is a wonderful opportunity to support your club and give something back. Members on Committee are all volunteers, but it is very rewarding and a great challenge.

We are looking to fill a Committee position:

"Safety Supervisor" This position is looking after safety and developing programs to assist members with all aspects of boating safety including insurance and understanding current regulations and requirements for safe boating. Both positions will be supported by the boating sub-Committees and also by Michael our Rear Commodore and Jim our Boating Secretary. This is great



opportunity, and I would be delighted to talk with anyone who would like to get a bit more involved and be on the NYS Committee.

Give me a call on 0407 045525 if you have bit of time and would like to help run our fantastic club.

Finally, I would like to thank all the members of our committee and those on the sub committees plus their families for their hard work and dedication as volunteers for the club. Without the support of these members the club could not exist. There are also other members who work around the club doing activities such as gardening or assisting with special projects who also need to be thanked and I would like them to know that their efforts are appreciated. We have a wonderful, affordable club which is the envy of many yacht clubs throughout Australia. We have a proud history and this year we celebrate our 60th anniversary as Newhaven Yacht Squadron. I cannot say that it has been easy dealing with the restrictions throughout this Covid pandemic, but the club has remained strong and vital, and that is a result of the many people who have continued to work hard and support the club. Our membership remains strong, and I urge members to get involved and make the best out of their membership. I wish all the members and their families safe boating and a wonderful 2022. Most of all keep well and safe.

Peter





WORDS FROM THE VICE COMMODORE NOEL STREET



With the general easing of Covid restrictions, activities around the club are increasing. I thank all the members that were able to attend the annual working bee. A lot of work was achieved, considering two years had elapsed since the prior one. I also would like to thank the members who volunteer their time during the week filling the green bin, and doing other spontaneous jobs around the Squadron premises.

Major projects over the past three months include replacement of the windsock and frame. The gale-force winds during winter and spring which



destroyed the windsock were so severe that they also caused a yacht to break its mooring in the gutter and be washed ashore in San Remo.

We have received complaints from members on the north arm of the marina that their power leads are being disconnected and not replaced. To



alleviate
this issue
we are
increasing
the number
of power
outlets
available.

Another issue that has arisen is the concern regarding corrosion by electrolysis. The marina subcommittee has done considerable research into this matter. We have been made aware that an Australian Standard (AS/NZS 3004.1 2014) applies to electrical installations on marinas and boats. This states that your boat wiring must comply with

this standard should you wish to connect to shore power. This is to minimise the risk of electrolysis to your boat and also surrounding vessels. An information sheet regarding this will be provided to all berth holders and casual berth holders in the near future.

Another task to be completed is to replace the Hivis orange on the lead triangles. They have faded, and can be difficult to see when entering the marina. Access issues make this not a straight forward project.

When our lease was renewed, the boundaries were increased to include the dinghy/sailability shed, the access road and embankment. This means that the squadron is now responsible for the maintenance of the retaining wall behind the carpark around the marina. (We built and paid for this in 2006 when

we extended the marina.) Several sections need to be replaced as the concrete is failing. We will be



contacting the company that built the wall and ask them for an estimate to repair the wall.

Please report any issue regarding maintenance which you are concerned with, because, if we don't know of an issue, we cannot fix it.

Cheers Noel



BOATING REPORT



Since our last boating report Christmas has come and gone with a lot of boating activity in the marina and at the boat ramps, but sadly yacht racing has been prevented by our fickle spring weather and lack of starters. Two summer series races were held in October and December, we need to run another three races in this series to have sufficient points for the club championship.

Congratulations to Stan and the sailability crew of volunteers who ran a very successful introduction to sailing program in January, this generates a keen interest in sailing at a young age, we are now planning a program in the next stage of sailing for the ones that are keen to progress to more

advanced dinghies.

On the fishing front, all around the Island and in Westernport Bay the season



has been fantastic for whiting, snapper and gummies, the local ramps have been very busy with car parks full and overflowing where it is not uncommon to see over a kilometre of boats and trailers parked along roadways.

Exciting races and events are planned for the near future, these are the Triangular series races (which will be counted in our NYS summer series aggregate), the around Phillip Island race and around Phillip Island motor boat cruise, Waratah Bay race and Refuge Bay cruise, any interested skippers contact Jim or myself, please ensure your boats are up to Cat 6 for enclosed waters and Cat 4 for coastal passages to participate, these requirements are listed on the NYS web site in the

boating section and are good guides of essential safety equipment required for all sail or motor boats.

Please check the calendar of events for these up and coming races and cruises, they are fantastic occasions and create many new friendships. All of these events are run for your benefit to share a common interest of mucking about in boats and help your knowledge and skills to get the most out of your NYS membership and the investment in whatever boat you may own. One of the great benefits of being a member of NYS is being able to access the years of boating knowledge and experience that is around the club, this may be in safety, boat handling, maintenance, or just a general knowledge about boats. There is of course the closely coveted knowledge of fishing spots, tide times and weather to get the best catches for the day, good luck with that.

Thank you to Marcus Bond for taking on the handicapping, and welcome to our new volunteers on the boating committee, Peter Loughrey, David Sadler and Peter Smith who are keen to devote the time to pass on their experience to help with the boating activities.

We are still looking for two volunteers to take on the following roles: Safety Supervisor which is an important role to ensure skippers are aware and updated on the boating safety requirements. Youth Development Officer, this new role is to assist in developing boating programs to generate the interest of young people in our club, if anyone is interested in helping in any way with either of these roles please contact Jim or myself.

Safe boating everyone, hope to see you around the club soon! Michael Rear Commodore.



SHIP WRECKS ALONG VICTORIA'S COAST SS SPEKE - KITTY MILLER BAY

SS Speke was a three masted steel ship of 2.876 tone and was 93 metres long, having been built in Wales in 1891, at the time she was the second largest ship-rigged vessel ever built. The Speke drifted broadside on to a reef to the east of Kitty Miller Bay on 22 February 1906 while en route from Puru, via Sydney, to Geelong, in ballast, to pick up a cargo of wheat.

A lifeboat was quickly launched after striking the reef, but it capsized and one of the four occupants was drowned. Those remaining finally reached the beach exhausted.

Little of the Speke was salvaged and heavy seas battered the wreck for several days until she broke in two and rapidly disintegrated..

Wreckage from the ship, including part of the bow, still lies high on the rocks, and more debris lies scattered along the reef in shallow water.

This Phillip Island shipwreck still attracts many visitors and has an interesting information board at the site.

To see the wreck walk to the east (or left) and follow the rough path above the rock line. Cross over the neck to access the beach where the wreck lies on the rock shelf.

Another easier path is along the cliff which starts part of the way around

Kitty Miller Bay.

The compass box, part of the figurehead and other items from the ship are now in the Phillip Island Historical Museum, Cowes, while the ships bell is at the Uniting Church in Cowes.



The accident was attributed to faulty navigation by the captain who had confused Cape Schank Lighthouse for the Slit Point Lighthouse at Aireys Inlet.



"Do me a favor-- put your hand down this fish's throat and get my lure."







MEET A MEMBER FLORIAN ANDRIGHETTO



The youngest of eight children, I migrated to Australia in 1957 when I was four years old. My two oldest brothers had migrated a few years earlier. It was a major move for my parents who were in their 50s at the time and they hoped for better opportunities for their family. I am grateful for their foresight. I grew up in Thornbury and attended the local catholic primary school then St Joseph's technical school in Abbotsford, I am still the only barrister admitted to the Victorian bar who attended a technical school. (At least I was able to make the bookshelves for the Chambers that I shared with others).

I did basic teacher training after year 12 but joined Victoria Police soon after. I graduated from the



police Academy in 1976 and did general police duties followed by a stint in the traffic operations group. I eventually settled in the

prosecutions division where I prosecuted in various courts all over Gippsland including Cowes court which was set up in the council chambers.

It was in my very early years in the Police Force that I met my wife Yvonne when I went to the dentist. The dentist was very impressive so I married her!!

Not long after meeting Yvonne and while working in the traffic branch in Brunswick, a member of our team was shot dead on the Hume Freeway. It was the catalyst that persuaded us to take a break from city life and move to Warragul. That was in February 1982 and we never returned and happily worked and raised our 2 children until we retired to Newhaven a couple of years ago.

As well as working full time and with the commitments of a young family, I was publicly elected to the Tarago Water Board and Sewerage Authority. I served a term as chairman until amalgamation with Gippsland Water in 1995. At the same time I commenced a Law Degree part time.

Incensed with the collapse of the Pyramid Building Society in 1992, which affected us personally, I, like so many others, volunteered to assist the Liberal Party in doing what we could to see the end of the Cain/Kirner period of government. By 1996 I was elected as the State Member for Narracan in the Victorian Parliament. My police career and my

university studies were put on hold.

In Parliament I was appointed to the Victorian Law Reform



Committee where various laws were revisited and preferably changed to become more relevant in line with community expectations. Although that



sounds like common sense, the reality was akin to a cross between Utopia and Yes Minister. In amongst all

that I found time to compete in the odd mountain cattlemen's race as well as breeding and racing thoroughbreds on our small property in Warragul.

After the dismissal of the Kennett Government I returned to the Police Force for a short time and

MORE FLORIAN



completed my Law Degree. I was posted to the Ethical Standards Department. My job was to investigate and prosecute serving police members for various matters and if necessary ensure their dismissal from the Force. It was not a task I enjoyed but extremely necessary without the need to elaborate on the details.

After completing my Law degree at the age of 50 I did Articles at the Leo Cusson Institute and was admitted to practice in the Supreme Court and the High Court of Australia. I did not practice as a solicitor but immediately sat the Bar Exams and



commenced practice as a barrister which was an obvious progression from years of court appearances as a prosecutor. After 10 years practicing almost exclusively in criminal law, I retired in 2013.

I became interested in sailing when we owned a small dinghy when our children were young.

A friend and I then purchased a HG31(Tondelao) which was located at NYS. As it happened we were shown over the boat by Peter Watson (our new magazine editor), who happened to be the only person around with a key to the gate.

This began my involvement with NYS. Having learned to sail by spending many hours and making numerous mistakes and with retirement looming, I wanted a bigger boat! I researched various makes of yachts for about 2 years and I settled on the Island Packet which is made in Largo, Florida. After two trips to the USA inspecting quite a few, I purchased Harmony. At the same time Jeff Shawcroft purchased Capriccio, also an Island Packet from the same yacht brokers. We left New London Connecticut in December 2013 during the

coldest winter experienced in 100 years. We were breaking ice as we left the marina and in other places as well. Layers of ice on the deck and lifelines followed. We froze. We sailed



south towards warmer climates keeping on the move sailing down the famous Inland Water Way.

Florida and The Bahamas followed and from then on it was shorts and T-shirts all the way to Australia. I was very fortunate to have our Secretary David Tonkin as my mate. He joined me



in Cartagena
Colombia and
stayed with me
through the
Panama Canal
and other
countries

eventually disembarking in Tahiti. We have become close friends. Yvonne was also able to join me on parts of the trip. (Usually the places that had good snorkelling!)

Jeff arrived home in Newhaven in 2014 and Yvonne and I finally arrived home in February 2017, after sailing as far north as Magnetic Island and then exploring and enjoying many stops down the east coast of Australia, including 3 months in the Whitsunday Islands. All in all a fantastic experience and thrilled we were able to achieve it and arrive home safely without any major mishaps.

I could continue with wonderful stories and anecdotes of the trip but best left for another day.

Never stop sailing.

Florian



DIVING ON THE GEORGE KERMODE By JUSTIN WATSON



The George Kermode is a 70 metre, 803 tonne bucket dredge, scuttled near Pyramid Rock in 1976 in 20 metres of water. She had been on my list of primo dives for a few years now, and we weren't disappointed. Somehow the planets aligned for us

UPTURNED BOW

to get out to the dive site with 3 boats loaded with diving mates.

After much exited nervous chatter we were finally geared up. We had our dive buddies allocated and after doing the necessary checks

commenced our descent. Once on the bottom, I turned around and was blown away. The 20 metre descent had dropped me down right beside the upturned ship's bow without realising. She was spectacular.... With a big hole blown in the bow allowing easy access to the ship.

The fish in and around the wreck were amazing. Large schools of sea pike sheltering inside, big sweep and morwong in abundance all through the ship. During the dive my buddy Pete gave me the



look up signal and miming reeling in a big game fish, after trying not to laugh I looked up to see a scene out of a David

Attenborough doco. A circling, spiralling school of 25 kg plus blue fin tuna. Holy sh——, hard to say

under water, but an incredible scene.

Exploring along the 70 metres of the wreck, there are boilers, giant dredge buckets and huge cog wheels. With all of us swimming off in different directions with our buddies it made for a really



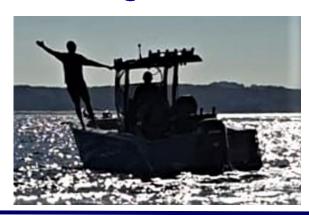
interesting dive with lots of photos and stories to share. After approximately 30 minutes on the bottom, it was time to ascend.

I highly recommend diving this site. For all dive info, check out The Scuba Doctor website. They have all technical details about the dive.

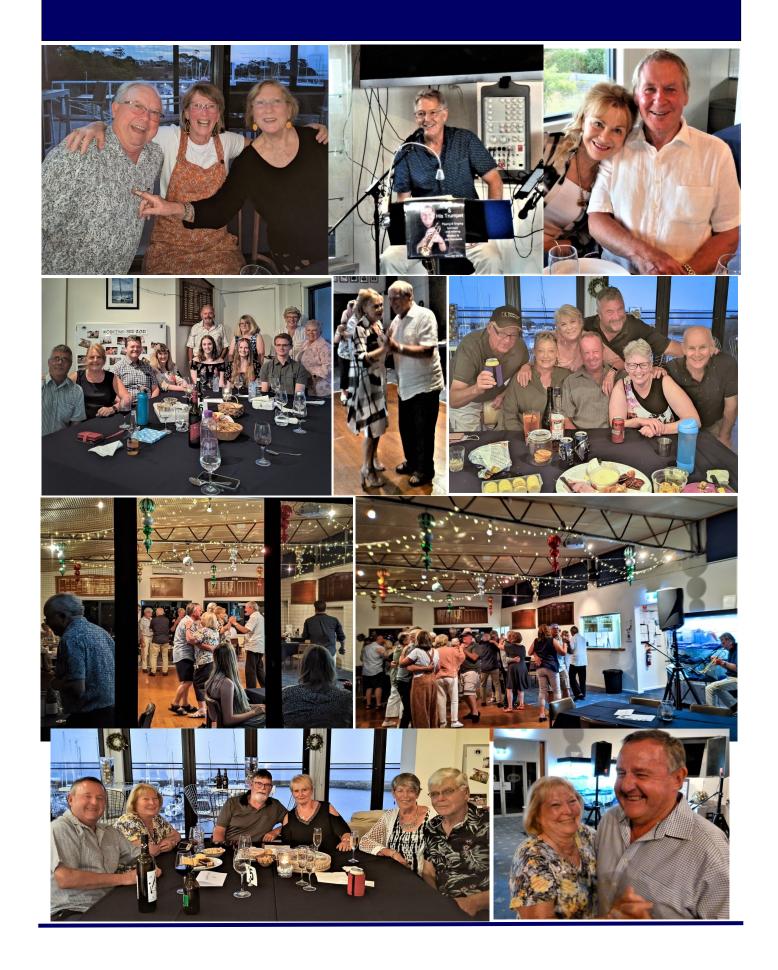
It's easy to find using the GPS mark they provide. Then just sound around. It's the only 8.0 metre high lump from the bottom, down there.

We had a calm day so visibility was good and there was no current to contend with. I would recommend using a shot line.

Breath easy......Justin



NEW YEARS EVE AT NYS





NEW YEAR EVE at NYS By RHONDA BUITENHUIS



What were you doing on New Year's Eve? If you were lucky enough to choose to come to the Newhaven Yacht Squadron clubrooms, you would have been listening to live entertainment, courtesy of Commodore Peter Buitenhuis donating his time

The evening was filled with chat and laughter, lots of folk got up for a dance, and it was great to see some new faces in the clubrooms. It was a very



and musical talent, plus dancing to lively Rock'n'Roll music, chatting with old and new friends and enjoying a drink or two.



successful evening and I think everyone had a great time welcoming in the New Year. I know we did!

The clubrooms looked suitably festive with Christmas decorations and fairy lights. The tables were set for those who booked, thanks to Mim &



Derek Kershaw and Geoff DeJonge. The sixty or people SO who came along (all suitably vaccinated as per the rules) provided their own nibbles and

other snacks, some taking advantage of the barbecue on the western deck to 'throw a prawn on the barbie'. The bar was open for the purchase of drinks, and thanks go to John Baragwanath for his work in the bar.



Rhonda Buitenhuis



POINT HICKS LIGHTHOUSE 450 kls East of Newhaven



The secluded and pristine Croajingolong National Park is home to the historic Point Hicks Lighthouse, and is claimed to be Captain Cook's first sighting of the mainland Australia. Steeped in rich Aboriginal and European history, you can explore the reserve

on foot, even stay in the lighthouse keepers cottage at certain times.

The lighthouse was built on this point during 1887 and commenced operation in 1890, built from concrete and with timber keepers quarters. The kerosene lamp and clock mechanism were upgraded when it was connected to mains electricity in 1965, then recently to solar power. At 37 metres, 121 feet, high, it is the tallest lighthouse on Australia's mainland. The light characteristic is a



double white flash every ten seconds, emitted from a focal plane height of 56 metres above sea level.

An unusual feature of the light tower is its cast iron spiral staircase, which has 162 steps cantilevered from the walls, rather than the traditional stone steps which are built around a central column.

Originally access to Point Hicks was by sea. In 1920 a return trip, by land from Cann River, 47 kilometres away from the light house, took two days. By 1946 the journey had been reduced to 36 hours by a combination of horse and jeep. During the early 1950's it was still a 12 hour ordeal. Today, the journey is possible in 50 minutes, but still treated with respect.

On 23 December 1937, the SS Saros, a 2044 tone steamship was wrecked at Point Hicks. Helmed by a Captain Aitken, it left Geelong bound for Sydney,

but ran aground in heavy fog. All crew on board were rescued

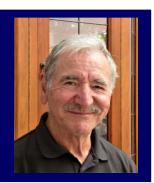


after a distress signal brought assistance from other ships. The remnants from the wreckage are still visible to walkers in the area.

On February 4th 1971, the lighthouse and the head keeper's and assistant keepers quarters were listed as a place of regional significance and recorded to the Victorian Heritage Register.



FLORIAN'S TUDOR INSURANCE EXPERIENCE



As you know, the rule is that boats in the marina must be insured including the minimum \$10 m public liability.

Well I'd now like to share the experience that Yvonne and I had when we sailed to Port Davey on the south west coast of Tasmania last year. One night we were tucked away in bed in what had been a quiet protected little bay. All was good. However, about 3.00 am we were awoken by very strong winds coming straight up from the south east. The wind instrument showed 40 knots gusting to 55 knots. We were directly in its path with no cover. Pitch black night unable to see a thing other than what was illuminated by the torches. Not a pleasant situation to say the least!

Holding, around most of Tasmania, is a little suspect at most times but generally not a problem as you can normally find a sheltered and protected Not this night! The chart plotter showed we were very slowly but surely dragging backwards towards rocks. We have an excellent quality anchor so it was not the issue. After a very nervous hour and a half with the wind not showing any signs of abating and with us creeping ever so slowly towards rocks, we decided to move. As we did there was a strong wind shift which pushed us sideways onto some other rocks nearby. It didn't seem all that serious as it just seemed like a glancing scrape. I was more concerned that my new and expensive Coppercote application to the hull could've been damaged.

We continued our trip over the next couple of weeks before returning to Hobart. I intended to haul the boat in Hobart before sailing home to Newhaven to check that all was ok. Before we

could do that we urgently returned home due to family issues. The outbreak and subsequent lockouts from Covid prevented us from returning to Tasmania for many months. When we did return and hauled the boat I was shocked at the amount of gouging on a small section of the keel. This was explained by the discovery that the rocks we were pushed on were sharp and jagged.

I immediately took photos and rang Megan McKenzie at Tudor Insurance. Without hesitation she not only sympathised with my situation but immediately emailed all the paperwork for me to start the claim. The damage was quickly assessed and repairs commenced within days. At the completion of the work done by an expert fibreglass tradesman, including the reapplication of the Coppercote, I sent all receipts including the cost of hauling and even the Bosun's time for organising the timeline to Megan.

The full amount of the claim, less my excess, appeared in my bank account within days and without question. I have had dealings with various insurance companies over the years but the service I received from Megan at Tudor insurance was exceptional.

Tudor Insurance supports our Squadron by advertising in our Quarterly Magazine and have done so for many years. I'm not the only member of NYS with praise for Tudor, there are a number with similar experiences. So when thinking about your insurance renewal this year and if you are looking around for any reason, at least give Megan a call.

Keep on sailing, Florian



INTRODUCTION TO DINGHY SAILING

By Stan Jackson & Alen Garrett



Once again, over the school holiday period the Newhaven Yacht Squadron conducted a successful Introduction To Dinghy Sailing program for children, with a pleasing number of participants attending. The program involves taking children out in 2-person Hansa sailing dinghies, which are specifically designed for people with disabilities and are virtually impossible to tip over, making them extremely safe for people of any sailing ability. Being very suitable for novice sailors they provide a rewarding and positive introduction-to-sailing experience.

The sessions begin with the participants being involved in rigging and launching the dinghies. During the sailing session the participant has an instructor sitting beside them in the dinghy. The emphasis is on the participant taking control of the dinghy to the degree to which they feel comfortable. At the end of the session participants



help with derigging the dinghies.

It was great to see all the children making sound

progress in developing their knowledge of sailing terminology and their sailing skills. Some became quite competent at 'skippering' and taking full control of the dinghy.

Safety is the main priority, and we have 2 safety boats patrolling the 4 dinghies at all times. Participants have the opportunity to ride in these boats as well. All participants and volunteers are required to wear a lifejacket at all times. These are provided in multiple sizes.

For children, a good age to commence sailing is around 10, but our sessions provide a worthwhile experience for younger children also.

The yacht club is very keen to continue holding these learning sessions, with some being planned for weekends from February through to May.

If parents are interested in their children taking part in these sessions, please contact Stan Jackson at stanjack15@gmail.com or on 0417 318 629. It doesn't matter if your child has not yet attended any of the previous program sessions; but it is preferable for the children to be 10 years of age, or older. We do require a parent/guardian to be present and join the fun with us — either on the

water or back on land.

We would like to pass on a huge thank you to our magnificent volunteers, who make these sessions possible. We have a mix of



motorboat and sailing volunteers who come along; and some of these wonderful people travel distances (a couple even come from Melbourne) to contribute/participate. You are invaluable! We continue to seek more volunteers — particularly those with a sailing background. If you want to spend an enjoyable and rewarding couple of hours on the water every now and then, please contact Stan. You will be enthusiastically welcomed.

Cheers Allen & Stan



AUSTRALIA DAY CRUISE W/E By Peter Watson



On Saturday 22 January, Jeff Shawcroft had organised the 'Australia Day Cruise', and the crews of four vessels arrived for briefing at the club at 10.30am. The starters were Florian and Yvonne, Nick and Brenda, Richard and Bridgette, and Jeff, Peter and Marianne. The decision was made to sail to Observation Point for lunch, then move over to Corinella to find an anchoring spot. With the tide on the rise a couple of vessels dragged anchor and one had to be chased after on a rubber ducky, no names are recorded, only to protect the innocent. There were also a few swimmers who braved the 20 degree water, to get wet. With quite a flow of current it is amazing how quickly a swimmer can be swept away from the boat.



Over at Corinella, which was accomplished by two vessels using sails and a beam wind, all were able to easily find a safe anchorage fairly close to the jetty. Jeff had previously checked the place out, finding a set of bar-be-ques that are free to use, thus we had been made aware that sausages etc could be cooked there. While the snags were cooking we were standing in the sun, looking enviously at a covered area with tables that were being used by a few locals having a drink. Anyway, just before the meat was ready, one of the fellows came over and asked us if they could help us move

a very heavy table into the shade of a tree near us. Nice thought, which we accepted and used. Probably a bottle or two of wine was consumed, only of course to assist in swallowing the snags, plus many laughs occurred, although the writer cannot recall what they were about.



Being ferried back to our boats by Florian off Harmony, we must have slept very well because we hardly heard the dawn fishermen launch their boats and motor off.

The following morning two vessels decided to slowly motor up to Spit Point at the NE end of French Island for a swim. We found the water up there really warm and we able to make use of a pink flamingo, you can see in the pics what this was.

Arriving back at NYS late afternoon, we all sat down to another BBQ tea, with yet again some wine, some giggles and one or two serious chats about the world.

All in all, a very pleasant couple of days, fantastic company and thank you to Jeff Shawcroft for arranging it.

Peter

NYS CRUISE 22/23 JAN





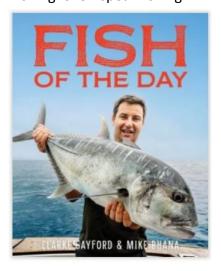


BOOK REVIEW - FISH OF THE DAY by CLARKE GAYFORD and MIKE BHANA



Clarke Gayford and Mike Bhana produce and put to air a television program in New Zealand, Fish of the Day. Clarke is married/partner to Jacinda Ardern, PM of New Zealand.

Gayford says *Fish of the Day* saved him from disillusionment after 20 years in light entertainment by letting him combine his lifelong love of fishing with his adult concerns for environmentalism, what he calls advocating 'spare fishing' over 'spear fishing'.



This book is about fishing, of course, and for those who know their braided from their line silicone smelt there is plenty of free diving and long retrieves. For some non-fishers, long retrieves are

the endless thrashing of fish on strained lines that you get on TV shows.

In text, Gayford is able to go into a lot more detail than the once-over-lightly nature of a half hour TV show, we find his enthusiasm is very natural and genuine. His easy writing style allows him at times to take us on a bit of a boys' own wild ride. In the space of one page, he's choppering into a remote river where the trout are easy because they don't see a lot of anglers and next the helicopter swoops him into an area for more exclusive fly-fishing. In the Solomon Islands he's catching jobfish, then wreck diving, all in the space of one page.. Another page and he is in Hawaii and jumps on the lava flow

of Kilauea to explain why purified water is used to clean a boat.

You can dip in and out of the self contained short chapters, each visiting a location in NZ or the Pacific Islands, like they do in the TV shows with some scientific topics. He's purposely not being boring or complicated and in his casual style, he explains things like how tannic run-off from steams into cold water creates an environment where life that normally lives in the very deep can thrive; or the tropical fish migration into other areas along the shores.

Gayford is being credited as the author because the text is



written in the first-person, but Bhana is co-author and he is responsible for all the photos in the book.

There are recipes in the book, they don't translate well from the TV show, where being you watch chefs cook with expensive ingredients and specialised equipment, using drawn out cooking methods. However, Gayford and Bhana do acknowledge that the fish of the day is most likely to be skinless fillets from the supermarket.





SOCIAL REPORT PAT STREET



Life is proving to be a bit difficult when it comes to planning for gatherings of people at the club, due to the continuing uncertainty regarding Covid restrictions.

New Year celebrations have come and gone. A very big thank you to Rhonda for overseeing the celebrations. Her report and photos are elsewhere to share.

Saturday afternoon, 5th February will have the Triangular Series yacht race finishing at Newhaven. Our sailors have invited competitors from the other clubs to spend overnight in the marina, and we will be having an informal sausage sizzle and drinks on the lawn to get to know one another and discuss the day's activities. Everyone is welcome, so why not come along to meet the sailors.

Sausages will be available for sale, \$2.50 each, or you can bring your own food if you prefer. We can

offer sausages in bread with onion, as they are not considered to be "shared" food. Activities



begin around 5 o'clock.

Labour Day weekend in March will be a similar affair, with again, a Saturday evening BBQ to share.

Bring along your favourite food to have whilst listening to some live music, to make the evening more pleasurable. Cost is \$10 per head, to pay for the musicians.

Easter Bunny will be visiting us this year, at 11 o'clock in the morning of Saturday 16th April. There will be an easter egg hunt for the littlies. Under 6's

will be given a small head start, then the older

children can forage for whatever they can find around the clubhouse gardens.



Bring along some spare change for our raffle, you may be lucky and be a winner.

Presentation Night in May is a good time to congratulate our winners, both fishing people and sailors.

The evening is a BYO dinner, if you wish. Coffee and tea are always on hand.

The year-round fishing competition has already begun. A large whiting caught by Debbie is currently at the top of the list.

It only costs \$5 to register as many catches as you wish, with no limit to the variety of species you weigh in. Scales, fish register and further information are downstairs at the clubhouse.

Queen's birthday will be acknowledged with morning tea at NYS. For a small entry fee you will be able to sample a variety of sweet treats, coffee and tea. The morning kicks off at 10.30, and there is plenty of time to relax and chat with friends. We would appreciate if you would let us know if you are coming along, so we can arrange suitable amounts of good things to share.

Our regular Saturday 5 O'clock BYO nibbles and drinks with the bar open continues, with sometimes a large gathering and sometimes just a few of us. Everyone is welcome, just walk in and say "hello".

NEWHAVEN YACHT SQUADRON INVITES MEMBERS AND FRIENDS TO AN

EASTER EGG HUN



THE ENTIRE **FAMILY**

Saturday

April 16th 2022

From 11.00am

BYO Picnic lunch

Easter bunny

will arrive

by boat

Remember to bring some coins for the Easter Raffle

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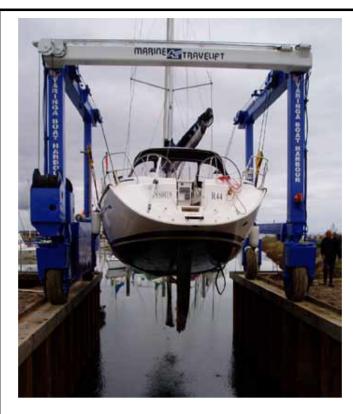
GRAPHIC DESIGN & MUCH MORE!

2/60 Genista Street, San Remo (right behind the car wash) | 1300 95 22 25 | www.printiffast.com.au



NYS PROPOSED SOCIAL ACTIVITIES, 2022

Sunday 30 Jan	11.00—2.00	Music on the lawn
Saturday 5 Feb	5.00—8.00	Sausage Sizzle after
		the race.
Saturday 12 Mar	5.00-8.00	BYO BBQ afternoon
		gvgning, music
Saturday 16 April	11.00 am	Caster egg hunt, raffle,
		BYO picnic lunch
Saturday ? May	?.00	Presentation night
		coffee & cakes
Saturday 11 Jung	10.30—12.30	Queen's B/day morning
		tça
July	6.00 ~?	Annual Squadron Dinner
September	?	End winter series, hot
		dogs & cakes after the race
October	TBA	AGM, refreshments after
		meeting
Tuesday 1 November	12.00	Melbourne Cup at NYS
November	TBA	Working bee
November	TBA	Opening Day
Saturday 3 Dec	6.00 -?	Christmas Dinner





Yaringa Marine and Boat Servicing Centre.

We offer an efficient cost effective slipping and boat maintenance service. Friendly staff, high security and conveniently located a pleasant day sail from Newhaven and only 45 minutes from Melbourne.

Onsite businesses include:

- Boat repairs and shipwright services
- Yacht masts and rigging
- Marine motor mechanics
- **Yacht Chandlery**
- Wood work and timber repairs
- Sail making and repairs
- Marine electronics

Website: www.yaringa.com.au Email: info@yaringa.com.au

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Josh Dunston 0407 558 933



Helen Foote 0437 092 011 Rentals



Mike Foenander 0408 547 677 ecutive Residential & Commercial Sales & Licensed



Jenni Kent 0428 566 643 operty Con & Licensed Estate



Grea Davis 0488 279 740



0408 367 310 perty Cor sed Estate



Kristing Walters 0498 054 559



Notalle Archer 0435 073 205



Emma Spencer 0499 543 363



Sgrah Foster 5952 5t00



Andy Postlewhite 0429 026 075



Karen Hawker 0433 792 936



Deb Pern 0497 497 599



MUSIC ON THE LAWN By GARRY AND JOHN DUO

























We all started to arrive at the club just before 11 am, to a very windy area set up with tables and umbrellas, that were having difficulty not being blown over. Anyhow after paying our \$10, which was being collected by the Commodore himself, we settled at a table, opened a bottle of wine and listened to the music. Garry and John, both with guitars and backing, sung many of the songs from the '60's and '70's, thus most of us knew the songs and were able to sing along. One of these musicians played the violin, it was really nice to hear the sound of it. He told us that his parents had bought it for him when he was 14 and they payed \$400 for it. Turns out it is a German make, and was manufactured in 1820. A lovely day with good company to chat

with, well done Social Committee.

Peter Ed

SAN REMO TIDES - AS AT JANUARY 2022

SAN REMO - VICTORIA

LAT 38° 32' S $\,$ LONG 145° 23' E $\,$ Times and Heights of High and Low Waters

2022

Local Time

J	ANUA	RY				EBR						MAI	RCH					ΑP	RIL		
Time			m		Time				m		Time			Time			Time			Time	
1 0426 1033 SA 1648		0016 0539 U 1122 1745		TU		2.43		0123 0656 1247 1900	2.22		0448 1055 1711					FR	0124 0712 1353 1940	2.56	16 SA	0522 1211 1751	1.12 2.47 1.15
2 0025 0544 SU 1144 1800	2.47 M	7 0113 0644 0 1226 1843	2.25		0218 0752 1356 2001	2.49	TH	0220 0800 1400 1959	2 31	2 WE	0043 0613 1225 1834	2.38	17 ™	0027 0602 1213 1815	2.21		0226 0814 1500 2043	0.80 2.75	SU	0032 0625 1319 1900	2.70
3 0134 0702 MO 1258 • 1911	2.48 т	9 0207 0745 U 1329) 1937	2.29		0321 0859 1510 2104	2.59		0310 0852 1500 2050	2.44	TH	0154 0733 1353 1951	2.48	FR		2.34	SU	0216 0804 1456 2035	2.91	18	0127 0718 1418 1956	2.93
4 0240 0814 TU 1409 2016	2.54 W	9 0256 0838 E 1427 2027	2.36		0415 0955 1615 2200	2.70		0353 0936 1553 2136	2.57		0257 0840 1508 2056	2.64		0227 0813 1442 2027	2.53	MO	0300 0847 1542 2119	3.00		0215 0807 1511 2046	3.11
5 0339 0915 WE 1515 2115	2.62 T	0341 0924 H 1518 2112	2.45	5	0502 1045 1711 2251	2.77	20	0431 1016 1641 2220	2.69	5	0350 0934 1609 2150	2.78		0314 0900 1538 2118	2.73			3.04		0259 0854 1600 2134	3.21
6 0433 1011 TH 1617 2210	2.69 F	0421 1004 R 1606 2153	2.52		0544 1128 1801 2337	2.80		0506 1054 1727 2303	2.79	6	0435 1019 1700 2238	2.88	21	0355 0944 1629 2205	2.90	WE	0407 1000 1655 2233	3.04		0341 0939 1646 2219	3.24
7 0522 1100 FR 1715 2301	0.79 4 4 2.72 s	2 0459 1043 A 1650 2233	0.95 2.57	7	0619 1208 1847	2.96 0.48 2.79	22	0539 1132 1811 2346	2.86		0514 1100 1745 2320	2.92		0433 1025 1715 2250	3.02	7	0436 1033 1728 2306	3.01		0422 1024 1732 2304	3.20
8 0606 1148 SA 1809 2350	2.72 S		2.61	TU	0019 0651 1245 1930	0.45	23 WE	0611 1210 1856	2.85 0.40 2.89		0546 1137 1824 2358	2.92			3.08	FR	0504 1106 1759 2337	2.95	SA	0505 1109 1817 2349	3.10
9 0645 1232 SU 1901	3.02 2 4 0.62 2 4 2.69 M	0603 1154 0 1817 2355	2.65		0059 0720 1320 2010	0.45	TH	0029 0644 1248 1942	0.33		0615 1211 1900									0550 1153 1902	
10 0036 0722 MO 1314 ① 1951	0.59 T	U 1902			0137 0748 1354 2049	0.49		0112 0718 1328 2030	0.31	TH	0033 0642 1244 1933	0.41	FR		0.25	SU		0.60		0034 0639 1239 1948	0.55
11 0120 0756 TU 1353 2041	0.58 W	E 1307			0215 0817 1430 2131	0.55		0155 0756 1409 2122	0.34		0107 0710 1315 2008	0.46		0100 0700 1309 2016	0.30	MO	0040 0639 1241 1941	0.71		0122 0736 1330 2039	0.74
12 0204 0828 WE 1432 2130	2.67 4 1 0.60 T	7 0121 0739 H 1345 2044	2.76 0.45	12	0255 0850 1507 2219	0.62	27	0242 0842 1457 2221	1.16 2.58 0.40 2.67	12 SA	0141 0739 1347 2044	0.54		0144 0743 1352 2104	0.40	TU		0.83		0217 0845 1430 2136	0.93
13 0249 0901 TH 1513 2223	0.63 F	0208 0817 R 1429 2141	0.40	13	0341 0930 1552 2315	0.71	28 MO	1556	1.26 2.48 0.50 2.62	SU	0215 0811 1422 2124	0.64	MO	0230 0832 1441 2159	0.54	WE	0159 0809 1403 2118	0.96	28 ™	0324 1008 1545 2241	1.09
14 0339 0940 FR 1558 2318	0.67 s	9 0259 0902 A 1518 2245	0.39	14	0437 1023 1647	1.40 2.26 0.78				14	0254 0849 1500 2214	0.75	29 ⊤∪	0324 0935 1540 2302	0.70	TH	0255 0919 1506 2223	1.08		0435 1130 1707 2346	1.15
15 0436 1026 SA 1648			0.41	15 ⊤∪	0018 0545 1130 1753	2.20				15 ⊤∪	0342 0939 1550 2315	0.87	30 WE	0434 1057 1657	1.23 2.36 0.84	FR		1.16		0542 1243 1821	
	J	0512 1111 0 1731	2.44										31 ™	0014 0556 1230 1823	2.41						

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Datum of Predictions is Lowest Astronomical Tide
Caution: Predictions are of secondary quality
Times are in local standard time (UTC +10:00) or daylight savings time (UTC +11:00) when in effect
Moon Phase Symbols
New Moon
First Quarter

© Full Moon

© Last Quarter

MARINA BERTH WAITING LIST



NAME	APP DATE	LISTED DATE	6	7.5	8.25	9	9.75	10.5	12	NOTES	
T. BOSCHMA	1/04/2011	1/04/2011							х	REQUEST FOR END BERTH ONLY	
B DENNIS	26/02/2017			х	Х					ONCE 7.5 27/5/20 ONCE 8.25	
ROBERT MILARD	19/01/2018			х						ONCE 6	
D WATKINS	14/01/2018				Х					ONCE 8.25	
Haydn Cave	26/02/2014			х							
MARK STEVENS	14/09/2018				х					ONCE 21/6/20	
STEPHEN GEORGE	11/10/2018			х							
A. DEAR	7/02/2014			х						RELISTED	
RUSSEL TRAIT	10/12/2018			х	х					8.25 ONCE 22/6/20	
ANGLIN PETER	25/02/2019			x	x					0.23 0.102 22, 0, 20	
CAMPBELL ALISTAIR	27/03/2019		х							ONCE 6M	
AHERN MARK	29/04/2019				х					ONCE OW	
LEWIS MARTIN	25/06/2019				Α		х				
S NEWMAN	25/04/2017						X			TWICE BELIETED	
	8/07/2019				V		^			TWICE RELISTED	
GROVES JOE			v	X	X					ONCE CM	
NIGEL FIRTH	14/12/2019		Х	X	X	•				ONCE 6M	
SARTORI BRIAN` GELMI JOHN	23/12/2019 25/02/2020			X	Х	Х					
R. BUCKLEY	28/09/2015	28/09/2015	Х	X						TWICE RELISTED	
D WATKINS	15/03/2020		^				Х			TWICE RELISTED	
STEVE FLACK	RELISTED	1/04/2011		х						TWICE RELISTED 26/05/20	
P. YOUNG	RELISTED	31/07/2012		x						TWICE RELISTED 26/05/20	
ROD TRESISE	16/09/2016				х	Х				TWICE RELISTED	
D. SADLIER	24/08/2013		Х	Х	^	^				RELISTED RELISTED	
	RELISTED	27/03/2015	^	^	Х						
J. REITER		27/03/2013								REQUESTED MOVE TO BOTTOM	
MOTTON RUSSELL	26/08/2020				X						
GEORGE STEPHEN	15/09/2020				X						
BEAMES CHRIS	15/09/2020			Х	Х						
HART A	8/04/2015	13/06/2015	X							TWICE 2/10/20 RELISTED	
ROBERSTON RUSSEL	9/10/2020		X								
BARR WAYNE	22/10/2020		Х								
WILSON ADRIAN	24/11/2020			X	X						
SPOTTISWOOD JAMES	7/12/2020		X	X	Х						
KEALY KEVIN	13/01/2021		Х	Х					v		
J KEERAN	5/07/2019								Х	TWICE RELISTED	
GAVIN YEATES	4/02/2021		X	Х							
LOUGHREY PETER	5/02/2021		X	Х							
WARWICK TEMPANY	19/07/2017		Х		Х					TWICE RELISTED	
HOGARTH SIMON	13/04/2021				Х	Х	Х				
BOWMAN CRAIG	20/04/2021			Х	Х	Х					
BARGLOWSKI MARIUSZ			Х	Х	Х						
DAWSON HOWARD	19/05/2021		Х	Х	Х						
MITCHELL ADRIAN	20/05/2021			х							
C. BAILEY	7/09/2014	11/10/2014	Х	Х						RELISTED	
SHERBURN HAYDN	8/07/2021			Х							
WEBSTER RUSSEL	4/08/2021							Х	Х		
BEN DENNIS	26/08/2021							Х			
GRATTON PETER	20/09/2021		Х	х	Х						
VANDERKOLK ANDREW	1/10/2021								Х		
WHITE DAMIEN	11/10/2021						Х	Х	Х		
WALTERS ERIC	25/11/2021							Х	Х		

The Newhaven Yacht Squadron Inc Schedule of Fees & Charges (inc GST) - Effective from 1 July	2020			2020-2021
Membership Fees				
Annual Subscription - Senior Member				\$245.00
Annual Subscription - Associate Member				72.0.0
Annual Subscription - Social Member				\$66.00
Annual Subscription - Absent Member				\$51.00
Annual Subscription - Junior Member				\$15.00
Annual Subscrition - Senior Crew Member				\$357.00
Annual Subscription - Crew Member				\$112.00
Annual Subscription - Crew Member from another Yacht Club				\$112.00
				\$306.00
Entrance (Joining) Fee - New Senior, Social or Crew Member				\$102.00
Entrance (Joining) Fee - New Social Member	1:CC		Ab	\$102.00
(Note - to upgrade to a full member would require payment of th	e difference	between the	tnen current	
Joining Fee & Membership Fee for a current member less \$102)				Ć40.00
Key or Access Tag - Deposit (Refundable)				\$40.00
Marina Fees				
Berth Capacity	Entry		Designation	4000
6.00 Metres		\$12,076		\$326.00
7.50 Metres		\$18,662		\$403.00
8.25 Metres		\$24,633	C3	\$449.00
9.00 Metres		\$28,917	C7	\$465.00
9.75 Metres		\$39,092	C4	\$504.00
10.50 Metres		\$48,195	C5	\$550.00
12.00 Metres		\$64,260	C6	\$627.00
Marina Berth Application Fee				\$50.00
Maintenance Yard Charges				
Tractor - Member per Retrieve & Launch				\$112.00
Tractor - Non-Member per Retrieve & Launch				\$188.00
Trailer - Member per use up to 3 weeks				\$97.00
Trailer - Non-Member per use up to 3 weeks				\$182.00
Trailer - Non-Member additional charge per week of part thereof				\$170.00
Jet Cleaner - Member per use				\$41.00
let Cleaner - Non-Member per use				\$66.00
Gantry - Member per use				\$35.00
Gantry - Non Member per use				\$77.00
Maintenance Yard Occupant - Member Weekly after 3 Weeks				\$112.00
Maintenance Yard Occupant - Non Member Weekly after 3 Week	S			\$306.00
Casual Marina Berth Charges				
Member - 1 Day (Daily Charges not to exceed the Weekly Rate)				\$40.00
Member - 1 Week (7 Days)				\$115.00
Member - per Month - Boat Size tfrom 6.0 Metres to 8.25 Metres	inclusive			\$195.00
Member - per Month - Boat Size 8.26 Metres to 10 Metres Inclusi				\$290.00
Member - per Month - Boat Size 10.1 Metres and over				\$350.00
Visiting Club Member - Daily Charge				\$45.00
Visiting Club Member - Weekly Charge				\$210.00
				\$75.00
Other Visitors - Daily Charge (Except Emergency Services)				\$355.00
Other Visitors - Weekly Charge (Except Emergency Services)				
Key Deposit - Marina (Casual)				\$40.00
Storage Charges			1	

NYS CALENDAR OF EVENTS



Feb 22 Saturday 5 1706-2.78 1043-0.55 Triangular Series Race 2 Rhyll Dinner at NYS and overnight striangular Series Race 3 - New Dinghy Training Day Sunday 6 1755-2.79 1127-0.45 Triangular Series Race 3 - New Dinghy Training Day BYO BBQ & Happy Hour	tay for Triangular series. /haven to Rhyll	1700 1100 1700	1200	Rhyll Social Committee NYS TBA Social Committee
Sunday 6 1755-2.79 1127-0.45 Saturday 12 0848-2.40 1509-0.64 Dinner at NYS and overnight s Triangular Series Race 3 - New Dinghy Training Day	tay for Triangular series. /haven to Rhyll	1100	1200	Social Committee NYS TBA
Sunday 6 1755-2.79 1127-0.45 Triangular Series Race 3 - New Dinghy Training Day	vhaven to Rhyll	1100	1200	NYS TBA
Saturday 12 0848-2.40 1509-0.64 Dinghy Training Day			1200	ТВА
			1200	
BYO BBQ & Happy Hour		1700	2	Social Committee
Sunday 13 Westernport Challenge resail				
Saturday 19				
BYO BBQ & Happy Hour	1	1700		Social Committee
Sunday 20				
Saturday 26				
BYO BBQ & Happy Hour		1700		Social Committee
Sunday 27 0846-2.59 1511-0.24 Powerboats around Phillip Isl	and Event	0900	1000	
Mar 22	1			
Saturday 5 1603-2.81 0935-0.63 Westernport Clubs Cruise to N	Nameet			Boating Secretary
BYO BBQ & Happy Hour	varieet	1700		Social Committee
Sunday 6 1653-2.90 1020-0.46 Westernportport Clubs Cruise	hack from Warnoot	1700	Č.	Social committee
Saturday 12 Marley Point Overnight Race			<u>u</u>	*
BYO BBQ & Happy Hour	- dippsiand takes	1700		Social Committee
Sunday 13		1700	100	Social committee
Monday 14 Labour Day			8	+
Saturday 19 1437-2.56 0821-1.00 Summer Aggregate Race 5	34	1100	1200	ТВА
BYO BBQ & Happy Hour		1700	1200	Social Committee
Sunday 20	1	1700	-	Social Committee
Saturday 26 Waratah Bay Race (TBC)				Rear Commodore
		1700		Social Committe
Sunday 27				
Apr 22				
Saturday 2				
BYO BBQ & Happy Hour		1700		Social Committee
Sunday 3				20 Mary 100
Saturday 9 1815-2.78 1133-0.53 Around Phillip Island Race		0930	1030	Alen Garrett
BYO BBQ & Happy Hour		1700		Social Committee
Sunday 10				
Friday 15 Easter cruise to Refuge Cove	(TBC)			Rear Commodor
Saturday 16 Easter Saturday	(100)			near commoder.
BYO BBQ & Happy Hour		1700		Social Committee
Sunday 17 Easter Bunny visits NYS		1700	1000	Social Committe
Saturday 23			1000	Jocial Committee
BYO BBQ & Happy Hour		1700		Social Committe
Sunday 24		2.00		Document Committee
Saturday 30 1237-2.73 0548-0.82 Winter Series Race 1		1100	1200	ТВА
BYO BBQ & Happy Hour		1700	1200	Social Committee
вто выс а парру пои		1700		Social Committee









WELCOME NEW MEMBERS TO NYS



Ray & Molly Mascaro

Peter & Cheryl Gilbee

Darren & Diane Brennan

Lucille Liberts

Adam & Ruth Mitchell

Nick & Bianca Fostin

John & Diane Hallas

VALE - KEN STUCHBERY MBBS FRACS FRCS



On the 11th December 2021 we lost one of our longest serving and active Club Members.

Ken and Fay many years ago, followed Ken's parents in adopting Newhaven as their holiday place of choice and have always retained a strong interest and great support for the NYS.

Ken was very active on committee from 1980 onwards which included periods as Vice Commodore from 1981 to 1986 and as a much-respected hard working Commodore from 1987 to 1990. Additionally in 1995 Ken was granted a well-deserved life membership.

During his period in Office he was one of the main drivers in setting up the program of development of the floating dock system and eventual removal of the pole berths.

Ken was involved with sailing all his club life and along with a great love of vintage cars, sailing always remained a great passion.

After sailing a small trailerable boat, he purchased Apricot Free, a Noelex 30. He and his dedicated crew were to win many Club Championships and Keelboat Championships and club events over the years, until recently when his failing eyesight limited his sailing.

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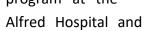
always known to enjoy a few glasses of red after the racing, but on the race course I will always remember him as a skilled sailor and a fierce but fair competitor at all times.

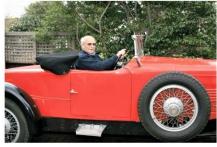
Ken and the crew were

When Ken was in the company of non-medically trained people and asked what work he did, he was often heard to light heartedly suggest that he was just a plumber!

I attended his well-attended funeral recently where we were privileged to hear from two of his fellow surgeons explaining in detail his training, qualifications received in London and that his great work continued here at his Melbourne practice as an eminent Vascular Surgeon of great skill and experience.

Some of his achievements were to set up the kidney transplant program at the





1928 STUTZ 8 SPEEDSTAR KEN AT THE WHEEL

to set up training workshops for medical students at the Cabrini Hospital.

Personally, I found Ken to be ever cheerful greeting fellow members always with his welcoming smile. I am thankful for his great support and guidance to me as I continued with my work on committee and with my sailing.

He will be sadly missed by our members and by his great circle of friends in other activities.

I am sure all members would join with me in passing on our deepest condolences to Fay, Ann, Ross, Andrew and Amanda and the extended family at this sad time of loss.



Ian Jemmeson

APRICOT FREE

NYS MARKET PLACE





For Sale: "Joybelle" 7m. Alum boat, planing hull

Chris Williams design, offshore. 4Str. Honda 115hp OB, as new. Foam filled, self –righting. 100L fuel tank. Lowrance HDS 8 plotter. GME-GX548 VHF radio, EPERB-GME406, Muir winch, 40m chain, 2 Batteries, Solar panel, Compass, 2 Bilge pumps, 2 Fire Ext, Trailer at Newhaven.

\$32,000

Contact Geoff 03 5678 5938



For Sale: Pro Series, 600 Weight distribution hitch.
Only done 1 kilometre and in original package.

\$250

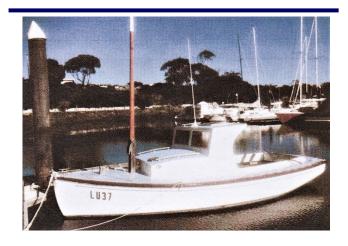
Contact Peter 0412 678 962





For sale: Apricot Free. Noelex 30, 1984 model with inboard motor with trailer, and all associated parts of the vessel. Presently berthed at NYS

Contact Fay 9808 1404



For sale: Alice May a 5.5 mt Kauri carvel planked half cabin hull. 18hp Yanmar twin cylinder 2 SE diesel. Moored NYS marina.

\$6000

Contact John Swarbrick 0409 858 985



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