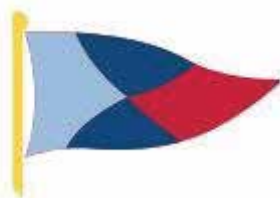


Winter 2022 Edition



# Newhaven Yacht Squadron QUARTERLY



[www.nys.org.au](http://www.nys.org.au)

VISIT OUR WEBSITE TO VIEW



**DATES TO  
REMEMBER**



**TIDES FOR  
SAN REMO**



**NOTICES FOR  
MEMBERS**



**BERTH  
WAITING LIST**



**SCHEDULE  
OF FEES**

## YOUR COMMITTEE

### Commodore

Peter Buitenhuis—0407 045 525

Email: [admin@nys.org.au](mailto:admin@nys.org.au)

### Vice Commodore

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### Other Committee Member

Ray Frith—0484 828 073

## CONTACTS

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Cardell Assurance & Audit

### Maintenance Yard

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### Boatique Shop Sales

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## MARINA BOOKINGS

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Ray Frith—0484 828 073

### PERMANENT BERTH APPLICATIONS

Email: [admin@nys.org.au](mailto:admin@nys.org.au)

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### BUILDING

Nick Blackmore, Peter Buitenhuis, Peter Innes, Jim McWilliam, Gary Richards

### MARINA

Noel Street, Derrick Kershaw, Ray Frith, Jeff Shawcroft, Hamish Hughes, Glen Botterill, and Pat Street.

### FINANCE

Denis Loweth, Peter Buitenhuis, David Tonkin, Noel Street, John Baragwanath, Pat Street and Adam 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

Alen Garrett, Mary Brown, Stan Jackson, Peter Loughrey and 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 Jonge Jean Dunstan

### QUARTERLY

Peter Watson, Stan Jackson, Peter & Rhonda Buitenhuis

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



## COMMODORE'S COMMENTS

### By PETER BUITENHUIS



I hope you are all keeping well, and that life is starting to get back to normal. We are pleased to see that after the difficulties with regard to Covid restrictions the activities in our club are once again beginning to ramp up. You will be notified of many events that are coming up over the next 6 months and I hope that many of you will be able to participate in the club events, getting the most out of your membership. We are very pleased to see new members joining the club in recent times and that our membership has in fact grown despite the difficult last couple of years with Covid.

Another exciting event that we can hold again this year after not having it for two years is our Annual Squadron Dinner. This has always been an excellent night and one you should put in your dairies and is one not to miss (providing you haven't made a pilgrimage to warmer climates). This night will be held on Saturday 16<sup>th</sup> of July. It will include a sumptuous catered two course meal, free welcome drink on arrival and we have the fabulous band 'Rockhouse' to entertain everyone. We have kept the cost down to only \$50.00 per head and there will be some lucky door prizes. Unfortunately, we will only have availability for 80 seats for the night so book early not to miss out. There will be posters and a table plan in the club promoting the event.

We have also decided that when we don't have live music on our Saturday evenings, we have some music playing in the background to create more ambience, we will also be buying a new Smart TV for the upstairs clubroom so that we can use YouTube for music or other interesting boating clips.

Another exciting thing is that our new Committee member Ray Mascaro has donated a 160 W solar panel, this is a wonderful prize and is going to be raffled over the next few weeks. So, get in early and get a ticket, tickets are \$5.00 each and will be available from the bar in the club from next Saturday or by phoning Geoff DeJonge on 5678 5938. Thank you, Ray!

Just on Ray, Ray Mascaro is our new member on Committee, for those who have not met him as yet. Ray will be looking after Motorboats and Fishing for the club. He is very enthusiastic, and you will be seeing lots of new initiatives from Ray both with fishing competitions and motorboat event such as cruising, etc. He plans to have some have some pretty good prizes for the various fishing comps etc. and some new sponsors supporting the club and our members.

We held our annual Presentation Night last Saturday, this was a low-key affair as during Covid there was not a lot of activity, however there were some awards and congratulations to those who participated and won various awards. "Winners are grinners" LOL.

Another item on our agenda is to crank up our training programs, we have not been able to have any training over Covid, but now we can plan a number of activities. We have two training programs planned for the very near future. A VHF radio course: this is essential for boat owners who have a VHF radio on their boat. This will be a professionally run program and there will be a cost associated with the course. You will be notified shortly as to when these courses are available through our club. First aid Course: We ran some professional first aid courses 2 years ago, these were well supported and those who achieved their certificates were thrilled with the courses. Safety on the water is paramount and every boat owner should do a first aid course. Again, you will be notified shortly about the courses the club are about to run.

You will be receiving a notice of a Special General Meeting to be held in June. We have a fairly major and urgent repair required on the east side of our marina with an estimated cost of around \$60K. Even though this has to take place, under the rules we have to present this expenditure to a special general meeting so that members are aware of the nature of the expenditure. Under the rules we will need a quorum of

## MORE FROM THE COMMODORE

10% of senior members for this meeting, if a quorum is not present within half an hour of the appointed time the meeting will be adjourned to the same day in the next week at the same time. If a quorum is not present for the second meeting within half an hour of the meeting time, the meeting can proceed with the members present (being not less than 3 senior members).

There has been a review on the works and maintenance yard including procedures and costs. We have not increased costs for the yard services for over 2 years and we will be increasing some of the costs for services from the 1<sup>st</sup> July 2022. These costs are kept to a minimum, but we need to make certain that we cover



our expenses with this area of the club. We have also noted that some costs have not been charged as per the schedules over the past 2 years and we need to make certain

that our costs are covered. We are also streamlining the paperwork so that members wanting to have their boats serviced use the correct paperwork and are scheduled into the yard in a proper manner with records of who has gone into the yard, who is going to go in and what works are required. There is the 'Maintenance Yard Form' which under the rules must be filled out by members and signed off by Glen Botterill to confirm which boats have been booked and what the nature of the works to undertaken are. This practice will assist Glen and the club in streamlining the movement of boats in and out of the yard and assist both Glen and Vicki in sending out our various charges for works and services undertaken. These forms will be available in a box in the lower club rooms.

This brings me to the condition of boats in the marina. We pride ourselves on our beautiful club and our marina. We are lucky to have a marina and we also are able to offer our berths at a very competitive price, perhaps the most inexpensive marina in Victoria and possibly Australia. We are able to keep costs down by using volunteers to manage the process, but it is up to all members to assist in keeping the marina fingers clean, use quality mooring lines and fenders for their boats and maintain their boats. Over the past two years this has not been policed as strongly as is required and we have been lenient with the condition of some of the boats as members, particularly those not living on Phillip Island or surrounds, have found it difficult to look after their boats properly. Now all members can come and inspect their boats it has been noted that some boats in the marina are in urgent need of maintenance, anti-fouling, and servicing. If your boat is in poor condition, you will be notified and you will be expected to fix your boats up to an acceptable level.

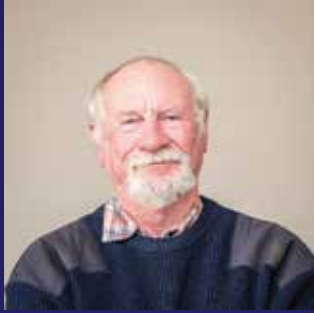
With regard to Building, Nick Blackmore and the building Sub Committee are very close now to final plans for renovations to our club house. The plans look very exciting, and these will shortly be displayed around the club for you to view. The West Deck and stairs will probably be the first project as we note that the decking is still showing signs of leaking into the office area. This area was repaired only two years ago. We hope to have costing for the first stage at our AGM in October so works can commence on the West deck.

I would like to wish all members safe boating and safe travels for those who go North over winter. I look forward to seeing you around the club, I urge you to make good use of your membership and get involved, come along to our Saturday night sessions, and make new friends and support the special functions as they come along.

Best Regards

Peter





## VICE COMMODORE REPORT

### By NOEL STREET



This year has been dominated by strong Easterly winds. Not only are these bad for fishing and boating in general, but the resulting waves generated have caused significant damage to a section of our marina.

Our marina offers protection from most winds, except strong Easterlies. These create large waves which enter the marina and impact the Eastern section of the middle arm, especially at high tide. The swells have caused the walers to fail and allow the pontoons to touch each other. This section is now 23 years old, so



maintenance is expected. We have a quotation from Bellingham Marinas to replace the walers and through-bolts for a 35 metre section of the walk-way. The committee has called a Special General Meeting on 4<sup>th</sup> June 2022 for members to approve the expenditure of up to \$60k to fix this problem and prevent this section of our marina to fail.

Please attend this meeting to give your support, so that the maintenance can be done before there is a serious failure.

The committee has conducted the yearly review of fees and charges. The increases are modest, but the review has revealed that the maintenance yard is being subsidised by approximately \$16k per year, taking into account the replacement of tractor and NYS trailers over a 20 year lifespan. To reduce this deficit, we now

see the need to charge for some services that have previously not been passed onto members using our facilities. For example, trailer hire was \$112 for the first 3 weeks, but the schedule of fees was silent on what the charge was after 3 weeks. The Marina sub-committee recommended that trailer hire be set at \$30/week or part thereof. This will be cheaper for members if their use of the trailer is less than 3 weeks and should improve the through-put of boats in the yard.

The second charge that has not been invoiced to members is if their boat is in the yard for more than 3 weeks. The fee has always been \$129/week after the initial 3 week period. We have not increased this amount. To minimise or avoid this charge please plan ahead and have your maintenance items on hand before your boat is hauled out. That way if there is an unexpected item needed, you can concentrate on obtaining it. Obviously if you know that the job is going to take more than 3 weeks, you will need to budget for the yard fees,

Maintenance yard charges will now be invoiced monthly, so you may receive more than one invoice for your stay.

With regard to improvements to the electrical supply on the old section of the marina. We are trialling a 4-socket outlet module that is protected by 4 circuit breakers and RCDs. It is recommended that members fit screw cap fittings to their power leads if they intend to use power for more than 48 hours as this minimises the chance of water entering the power socket.

The retaining wall repairs are still on the "To-do list"

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

# LADY BAY UPPER LIGHTHOUSE

## WARNAMBOOL



The Lady Bay Lighthouse complex was originally built in 1858-9 from basalt quarried on the Maribyrnong River in Melbourne, as the Middle Island Lighthouse, near the mouth of the Merri River. It had a fixed light which ran on oil. It soon became apparent that the middle island location was not satisfactory with the light obscured by heavy seas.

The first lighthouse keeper, Robert Deverill, sounds like he was quite a character. He came over from Ireland to take the post and stayed from 1859 to 1885, so quite a stint. His salary was 125 pounds, (\$250) for 6 months



His diary shows that he and his wife liked to go dancing in town on a weekend, but as the lighthouse was originally built on Middle Island, this involved rowing across the bay, sometimes in mountainous seas, causing them to arrive at the ballroom sometimes in soaking wet clothes.

The last keeper, at Middle Island, was William Stevens, who had previously been a soldier. It is recorded that he was part of the troops that fought against the Eureka Stockade rebellious miners.

The lighthouse reserve is now part of the Flagstaff Hill Maritime Museum where an entry fee is charged..



During 1871—72, the lighthouse and all associated buildings were relocated stone by stone to replace the obelisk on top of Flagstaff Hill and became the Upper Lady Bay Lighthouse. It is painted white.

At the same time the lower light was placed on a bluestone obelisk that had been erected there as a navigation marker in 1854.

The light was originally powered by oil, then gas and later electricity. In 1988, it was converted to solar power. And in 1993, the solar panel was removed and replaced by a 240 volt battery charger.

The light is still in use as a navigation aid, flashing a white light for 1 second every 5 seconds and has an elevation of 33 metres with a range of 6 nautical miles.

**PNEUMATIC  
LIGHTHOUSE  
OIL LAMPS**

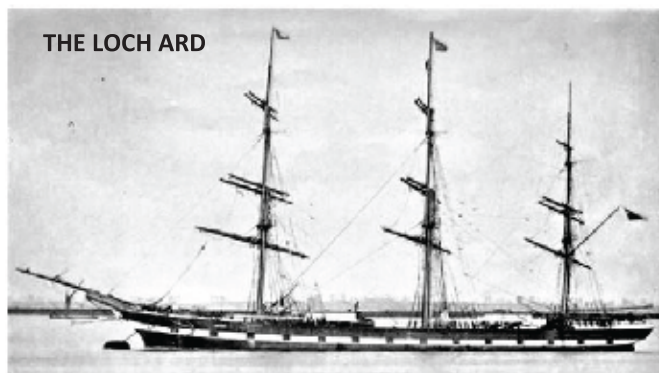


# THE WRECK OF THE LOCH ARD

## WARNAMBOOL



There have been many tragic shipwrecks in Australia's history but few have been worse than that of the Loch Ard, which came to grief on Victoria's Shipwreck Coast. The Loch Ard was a clipper, a long fast passenger carrying ship. The Loch Ard was an iron clipper ship, which was built on the Clyde by Barklay Curle and Company in 1873. She was described as being 1693 tons gross weight, was 263 feet and 7 inches long, had a beam of 38 feet 3 inches and 23 feet draught. Her masts were almost 150 feet high and she was launched on 8th November 1873.



The Loch Ard had a short but eventful life carrying cargo and passengers between Liverpool and Melbourne. When she began her famous and last voyage, she had not made a successful journey. She had been dismasted twice on her maiden voyage and narrowly escaped being driven ashore at Sorrento, Vic, on 24th May 1874. She set out on her 7th voyage from Gravesend, UK on 2nd March 1878. The purpose of the voyage was to discharge cargo and passengers in Melbourne, and return to England via Cape Horn with wool and wheat. However, her last voyage resulted in the tragedy.

All up there were 54 people on board the clipper with 37 of them being crewmembers and the other 17 being rick folks who wanted to settle in Victoria. Many of the passengers were from the Carmichael family, who were migrating to the colonies because their father was sick. After thirteen long weeks, the ship was finally within

days of arriving in Melbourne. One night, there was bad weather, and thick mist off the coast of what is today Port Campbell National Park, where the ship drifted about 100 miles off course and instead of sighting the Cape Otway light the ship struck land.

When the mist lifted, the captain saw that they were only about a mile from jagged cliffs at the edge of the water. The captain tried very hard to avoid the cliffs heading out to sea, and dropping anchors, but it was no use and the ship ran into a small island, Mutton Bird Island, east of Sherbrooke River near Port Campbell, and she sank in only fifteen minutes at 5am Saturday 1st June 1878.

There were only two people that survived the wreck; Thomas Pierce who was an apprentice midshipman, and Miss Evelyn Carmichael aged 19 and the daughter of a doctor. Unable to swim and totally exhausted, she was found drifting into the beach holding on to some wreckage by

Pierce. He swam to her, brought her to the beach and he climbed a cliff to get help. Mr Gibson, the

owner of Glenample Homestead noticed Pierce while mustering cattle and returned home to get some rope and other people.

When they returned to the beach, Evelyn was nowhere to be seen, but was eventually found fast asleep in a cave. She and Pierce spent the next few weeks recovering at the property, but both eventually returned to England. There is a small cemetery near the cliffs where Pierce had climbed where four victims of the wreck are buried.







NEWHAVEN YACHT SQUADRON

# ANNUAL SQUADRON DINNER

SATURDAY JULY 16TH 2022  
LIVE MUSIC BY 'ROCKHOUSE'

Lucky Door Prizes!

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Please book on table plan in  
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Dress to impress.  
Friends and family welcome.  
Complimentary drink on arrival.  
Fully catered two course meal.  
The bar will be open for drinks.  
Please advise any dietary requirements.



## SUPER RAFFLE

**160W SOLAR PANEL**  
INCLUDES REGULATOR



TICKETS  
**\$5**

SUIT BOAT, CARAVAN OR HOME  
VIEW UPSTAIRS IN CLUBROOM

Drawn at Annual Squadron Dinner  
July 16th 2022

Winner will be notified

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Tickets at the bar or  
ring Geoff DeJonge 5678 5938





# BOATING REPORT

## By JIM McWILLIAM



As we start our winter season, we can reflect on the past summer season .

The NYS summer boating season was a well-earned fun time after two years of lock downs etc.

The club was busy with people boating after an unprecedented two years of lock downs

We now have a dedicated power boat and fishing volunteer on the committee to help organise all power boat and fishing events. Welcome to Ray !

The sailability team held a number of fantastic events over the season thanks to all those volunteers for making that possible.

The racing events went well and some races were well attended, other races did not attract many



crews out on the water. Your club invites you to take part in

those races, even if you are new to racing there is a support network in place to help you enjoy the couple of hours sailing around the race marks out in front of the club in Westernport.

NYS hosted a number of visitors for drinks and dinner after the Triangular race between Cowes, Rhyll and Newhaven, the following day another Triangular race took place, both races were held in strong east winds [ east wind was the flavour of the summer ! ]

The around Phillip Island race was held in low wind conditions, with a drifter out the eastern entrance and a slow sail down the south side of PI, the trend continued around the west end and all the way

home. Congratulations to Southern Spree for the win! Very well sailed by the Crew skippered by Peter, they squeezed every bit of energy out of the conditions to get ahead on the south side and streak away under flood tide conditions on the home stretch. The rest of the fleet were left in their wake, as the wind dropped and we had a glass off .

Congratulations to the crew of Joalda and the Skipper Marcus for taking out the club champion trophy for the season. They sailed consistently well for all races and deserved the major prize of the season !!



Hope to see you in the soup and if you require any information about joining in some of the boating events , drop an email into the system, a note in the drop box in the lower section of the clubrooms, or give one of us a call .

Most importantly, thank you to all NYS boating event volunteers without you there would be no NYS .

Regards From The NYS Boating Team

*Jim*



# ESTUARY PERCH

(*macquaria colonorum*)

## A pocket game fish

by PHIL DUNSTAN



Having fished since a kid as my Father did, I have done all manner of fishing; bait, lures & 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. Its great mouth opens and closes with a p; 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 4pm 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. 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 1 kg or

2lbs. 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; eg: an old persons home or hospital.

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

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



*Keep catching.....Phil*





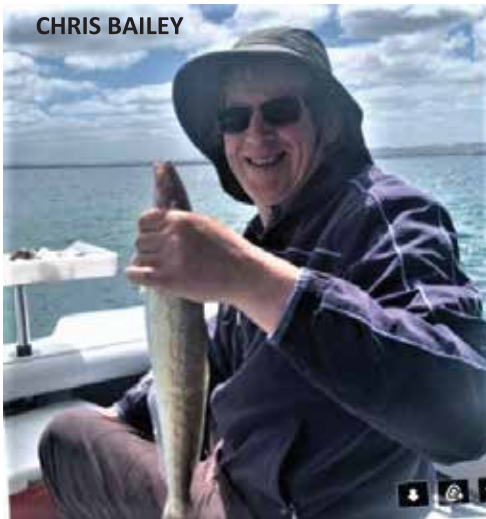
## TRUE FISH TALES



PHIL DUNSTAN



CHRIS BAILEY



JACK HUNGERFORD



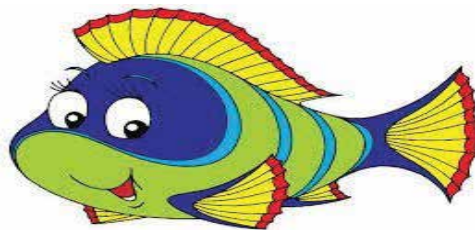
JEAN DUNSTAN



BOB HEE



MORE HEE PEOPLE



SEND IN MORE  
FISHY TALES

NICK KERSHAW





## SOCIAL REPORT

by **PAT STREET**



Easter Bunny came to NYS on the morning of Saturday 16<sup>th</sup> April. Arriving by boat with his pretty helper, everyone had a fun time “talking” to him as



he walked into the clubrooms to meet all his young admirers. Lots of smiles and jostling for a position to get as close to him as possible.

Then everybody was outside to explore the gardens in the hope of finding the hidden chocolate Easter treasures which were scattered about. Lots of happy smiles, with the older children often helping the little ones to ensure everybody had a plentiful supply of sweetness to take home.

Many thanks to everybody who helped to make this a pleasant morning for the littlies.

It is always good to see our members with their young ones coming along to join activities like this.

Our Annual Squadron Dinner will be held on Saturday 16th July. We only have provision for 80 guests, so get in early to book a spot, or a table. Cost for a 2 course meal, plus entertainment and door prizes is \$50 per person. We have a



band also booked, to provide music to set your toes dancing. A great way to beat the winter cold.

We are going to begin a “members draw” each Saturday evening happy hour, at 6.30. Numbers will be randomly picked to match up with a membership

list each time. The draw will begin with a \$100 prize, which will then jackpot by \$25



each time there is no winner in the room. Sounds like a bit of fun!

The first draw will be on 28<sup>th</sup> May.

Another great way to be a winner at NYS is to purchase a \$5 raffle ticket to be in the draw for a 160 watt solar panel, complete with regulator. The prize has been kindly donated by Ray, our new committee member in charge of motor boat activities.

Tickets can be purchased from Geoff, or there is a book also at the bar. The winner will be drawn at the Annual Dinner. Please ensure you have your name and a phone number in the raffle book, so that if you are not there in person, we can contact you.

Look forward to seeing you about the clubrooms, either at one of our regular get togethers, or just for a cuppa and a chat.

Cheers,

*Pat*





## EASTER BUNNY AT NYS







## EASTER BUNNY POEM



It was the Easter Bunny at the NYS  
All white and fluffy in a fabulous dress  
Arriving by water in the club rescue boat  
Hopping along looking for carrots we note

A lot of excitement was happening upstairs  
Lots of children with Grandpas on chairs  
Then some parents keeping the kids in tow  
Sorting out any troubles and spoiling the show

At last the Easter Bunny arrived on the upper deck  
It seemed like ages but probably only a sec  
He was mobbed by us all doing high fives  
Not just little ones but husbands and wives

Then it was almost time for the Easter Egg hunt  
With all of them hidden in the garden out front  
They were located there by Pat Street and Marianne  
Hope they didn't eat any, 'spose that was the plan

Little paper baskets were there to collect in  
Saved the kids having to look and find a tin  
As they rushed around the place searching for eggs  
The winners were the children with the longest legs

So there was yet another Easter come and gone  
Saturday of fun from 11 when the sun shone  
Fantastic was the Easter Bunny for 2022  
Reckon he'll arrive again next year, that's true

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(Insuring since 1984)



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scheme for  
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Members

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Contact: David Cooper  
Tudor Insurance Australian (Insurance Brokers)P/L  
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PO Box 256 Berwick 3806  
Email: davidc@tudorinsurance.com.au

# OCEAN PRO MARINE: a new choice in marine service for Phillip Island and surrounds.

Ocean Pro Marine is a new workshop located in the industrial area of Cowes, providing service and repairs for your Boat and Trailer. Opening in June, with a Chandlery and Tackle shop to open soon after, all staffed with experienced and passionate boat owners and enthusiasts.

Ocean Pro's head mechanic and co-owner has a wealth of experience in the industry and is dedicated to provide a quality experience for Customers. Servicing and repairs for new and older model marine engines covering all aspects including full rebuilds, but the Ocean Pro service doesn't end there.

- Fibre glass repairs, new floors and transom.
- Design and manufacture of outboard pods and other fabrication work.

Ocean Pro also recognizes the importance of keeping your trailer in good roadworthy condition, especially when

heading along the coast to explore, cruise or fish.

In the coming months a Chandlery will open and stock everything from Safety gear to Stainless hardware to Batteries and so much more.

Another exciting addition to the business will be the opening of Ocean Pro Tackle. Our tackle shop will offer fishing tackle to the most dedicated of fisherman with an emphasis on offshore and Westernport Bay. If you're targeting Snapper in the bay or King fish and Tuna outside, Ocean Pro Tackle will be the place for tackle.

Whether you're new to boating or have owned boats for years, even if you just want to get that boat back into the water that's been sitting in the shed for years, come down and have a chat at Ocean Pro Marine located at 22 Harvey Drive, Cowes at the industrial precinct on Phillip Island.



## OCEAN PRO MARINE

- Qualified marine technician
- Servicing outboards and inboard marine engines
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Contact Todd on 0407194940

OCEAN PRO MARINE

22 Harvey Drive, Cowes







## SAFETY REPORT

### FLORIAN ANDREGETTI



#### Speed limits

Safety first includes boat operations in and outside the marina. As such, I wish to commend the vast majority of our members in the way they manoeuvre in and around the marina. Having said that, recently I had cause to speak to and remind 2 of our members about complying with speed limits. The speed limit notice, complete with scale diagram, is prominently displayed adjacent the public launching ramp. The speed limit in the channel is 5 knots and the speed limit in our marina is 2 knots. These are 'no wake' zones.

As operators of boats entering and leaving the marina you are on display to the public and operators of other watercraft who might be using the public ramp or jetty at the time. As such, you represent our club and your safety skills entering and leaving the marina reflects on all of us whether good or bad. We are all aware of some of the incompetent and sometimes dangerous behaviour displayed at or approaching or leaving the public ramp, which is why we need to set a good example at all times.

#### Electrical plugs

It is pleasing to see that many members particularly on the north arm are converting to the screw cap 240 v 15 amp plugs when connecting their boat to shore power. As a reminder, it is in our bylaws to use the screw cap, although if you are connected for a short period while you are present on your boat, common sense will prevail as long as your electrical lead is 15 amp and in good condition. Before leaving the marina you must remove any leads that do not have a screw cap.

You can purchase new 15 amp leads with screw cap fitted or simply purchase the screw cap and convert your existing 15 amp lead. Screw cap plugs are readily available locally or on line. Call in and see Glenn

Botterill, our bosun at the yard who will be more than happy to assist.

#### Mooring lines

Much attention is needed in this area not only in the quality of the mooring lines but in the application. I commend those who display excellent seamanship in this area but others, not so much. There are many examples of the old adage 'if you can't tie a knot, tie a lot'. Recently during a strong easterly I needed to make adjustments to a number of boats which were encroaching on the walkways and causing potential hazards. I must admit I was disappointed in the condition of some of the lines and this does need to be addressed. I have discussed the matter with members of the marina committee to see how we can assist boat owners in this regard and I am more than willing to assist if I can.



#### Safety and other courses

It seems Covid is still an issue in this area but it is intended to get some courses up and running as soon as possible.

Be safe

*Florian*



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## BOATING & FISHING

### By RAY MASCARO



My background is in the electronics business and my company supplies electronic components and equipment mainly to the caravan and allied industries. Like many of us, I'm now looking forward to spending less time in the office and more time out on the water and at my home in Ventnor.

I am delighted to be involved with the Newhaven Yacht Squadron, as I can see plenty of opportunities to improve the participation of our members and their families both on the water and then back in the clubhouse for social gatherings.



Whether it be a special event, fishing, a day out on our power boat or a day fishing near the Marina with our children or grandchildren, the aim is to encourage members to join in and participate with events that I will be organising.

My aim is to also improve the popularity of our

children's fishing competition. My first kids fishing day for children up to the age of 12 years old, will be later this year in early spring.

I encourage all members with children or grandchildren under 12 to email [admin@nys.org.au](mailto:admin@nys.org.au) and register your interest in participating with this event.

Early registration for the event will assist me to gauge the expected number of children attending, it is important for me to get an idea of numbers as every child that participates will win a prize on the day.

Prizes will be donated by sponsors that I am now in discussion with. My thoughts are that rather than rewarding only one child with a prize for the first biggest fish, I would like to see every child that attends, irrespective if they catch a fish or not, have a great time, the day will be for children to simply have fun.

Also, later this year, time to be determined, I will arrange a fishing competition open to all ages, and this time there will be major prizes for winners for those keen anglers amongst us who will want to participate. Much more on this in due course.

Again, I would ask you to please email, [admin@nys.org.au](mailto:admin@nys.org.au) and register your interest in these events.

In the meantime I hope to meet as many of you as I can so if you see me around the club please make yourself known.

Until then be safe on the water. Cheers *Ray*



## WELCOME NEW MEMBERS



ANDREW & AMANDA STUCHBERY  
IAN & FRANCES CAIRNS  
RON DROST  
RONNIE & NANCIE BAUER  
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[illegible]



# WESTERN PORT (STONY POINT) – VICTORIA

LAT 38° 22' S LONG 145° 13' E

Times and Heights of High and Low Waters

## 2022

Local Time

MAY				JUNE				JULY				AUGUST			
Time	m	Time	m	Time	m	Time	m	Time	m	Time	m	Time	m	Time	m
<b>1</b> 0045 2.59		<b>16</b> 0536 0.74		<b>1</b> 0131 2.54		<b>16</b> 0055 2.63		<b>1</b> 0134 2.50		<b>16</b> 0139 2.68		<b>1</b> 0245 2.56		<b>16</b> 0345 2.88	
0639 0.73		1253 2.88		0729 0.60		0702 0.36		0736 0.66		0744 0.36		0836 0.72		0926 0.55	
SU 1343 2.87		MO 1827 1.29		WE 1442 3.08		TH 1429 3.23		FR 1451 3.02		SA 1505 3.19		MO 1540 2.96		TU 1618 3.09	
● 1922 1.10		○		2024 1.22		2002 1.27		2033 1.28		2040 1.12		2124 1.08		2201 0.61	
<b>2</b> 0135 2.62		<b>17</b> 0036 2.58		<b>2</b> 0212 2.57		<b>17</b> 0157 2.69		<b>2</b> 0219 2.55		<b>17</b> 0245 2.75		<b>2</b> 0330 2.61		<b>17</b> 0439 2.92	
0727 0.61		0637 0.55		0809 0.57		0800 0.30		0818 0.65		0842 0.38		0915 0.74		1015 0.65	
MO 1432 3.01		TU 1355 3.09		TH 1519 3.11		FR 1524 3.28		SA 1530 3.04		SU 1557 3.21		TU 1613 2.96		WE 1658 3.03	
2012 1.07		1930 1.23		2102 1.19		2057 1.17		2113 1.23		2133 0.96		2159 0.98		2245 0.52	
<b>3</b> 0217 2.64		<b>18</b> 0132 2.64		<b>3</b> 0249 2.60		<b>18</b> 0255 2.74		<b>3</b> 0302 2.58		<b>18</b> 0348 2.81		<b>3</b> 0414 2.66		<b>18</b> 0529 2.92	
0809 0.53		0732 0.39		0847 0.57		0856 0.30		0857 0.67		0936 0.45		0954 0.78		1100 0.76	
TU 1514 3.09		WE 1450 3.24		FR 1555 3.11		SA 1615 3.28		SU 1606 3.04		MO 1644 3.18		WE 1643 2.94		TH 1732 2.96	
2054 1.05		2025 1.16		2138 1.17		2148 1.07		2148 1.18		2223 0.82		2233 0.87		2324 0.48	
<b>4</b> 0253 2.65		<b>19</b> 0224 2.70		<b>4</b> 0327 2.62		<b>19</b> 0353 2.78		<b>4</b> 0345 2.59		<b>19</b> 0447 2.83		<b>4</b> 0457 2.69		<b>19</b> 0614 2.89	
0846 0.49		0824 0.28		0924 0.59		0948 0.36		0933 0.71		1028 0.57		1034 0.83		1141 0.89	
WE 1550 3.12		TH 1542 3.31		SA 1630 3.08		SU 1702 3.23		MO 1639 3.01		TU 1726 3.12		TH 1712 2.91		FR 1803 2.86	
2131 1.04		2115 1.10		2212 1.16		2239 0.97		2222 1.13		2310 0.71		2308 0.76		○	
<b>5</b> 0326 2.66		<b>20</b> 0315 2.74		<b>5</b> 0403 2.62		<b>20</b> 0450 2.78		<b>5</b> 0425 2.59		<b>20</b> 0543 2.83		<b>5</b> 0541 2.73		<b>20</b> 0001 0.48	
0922 0.48		0915 0.25		0959 0.64		1039 0.48		1010 0.76		1116 0.72		1115 0.91		0656 2.82	
TH 1624 3.11		FR 1631 3.30		SU 1702 3.03		MO 1747 3.15		TU 1710 2.97		WE 1804 3.04		FR 1742 2.87		SA 1220 1.01	
2205 1.04		2203 1.05		2245 1.16		2327 0.90		2256 1.07		2353 0.64		○ 2344 0.67		1833 2.76	
<b>6</b> 0359 2.66		<b>21</b> 0403 2.76		<b>6</b> 0441 2.59		<b>21</b> 0547 2.75		<b>6</b> 0506 2.58		<b>21</b> 0636 2.80		<b>6</b> 0627 2.74		<b>21</b> 0037 0.53	
0957 0.50		1004 0.28		1032 0.71		1130 0.65		1046 0.83		1202 0.88		1158 1.01		0737 2.74	
FR 1656 3.08		SA 1718 3.24		MO 1734 2.97		TU 1830 3.05		WE 1739 2.93		TH 1840 2.93		SA 1815 2.81		SU 1259 1.13	
2238 1.06		2251 1.02		2316 1.15		○		2330 1.00		○				1903 2.65	
<b>7</b> 0430 2.65		<b>22</b> 0454 2.75		<b>7</b> 0518 2.54		<b>22</b> 0014 0.84		<b>7</b> 0550 2.58		<b>22</b> 0035 0.62		<b>7</b> 0021 0.60		<b>22</b> 0114 0.60	
1030 0.54		1052 0.37		1105 0.78		0645 2.70		1126 0.91		0727 2.75		0716 2.75		0819 2.66	
SA 1728 3.02		SU 1803 3.14		TU 1805 2.90		WE 1218 0.83		TH 1809 2.88		FR 1247 1.04		SU 1241 1.13		MO 1338 1.25	
2309 1.09		2338 1.00		2349 1.14		1909 2.94		○		1914 2.81		1849 2.75		1937 2.54	
<b>8</b> 0504 2.61		<b>23</b> 0547 2.70		<b>8</b> 0600 2.50		<b>23</b> 0100 0.81		<b>8</b> 0004 0.91		<b>23</b> 0115 0.63		<b>8</b> 0101 0.54		<b>23</b> 0152 0.69	
1102 0.61		1140 0.53		1141 0.87		0745 2.65		0637 2.59		0816 2.70		0811 2.74		0904 2.59	
SU 1800 2.94		MO 1847 3.02		WE 1837 2.83		TH 1308 1.02		FR 1208 1.02		SA 1332 1.19		MO 1329 1.26		TU 1423 1.36	
2340 1.13		○		○		1948 2.81		1842 2.82		1947 2.69		1930 2.67		2016 2.43	
<b>9</b> 0539 2.55		<b>24</b> 0026 0.99		<b>9</b> 0024 1.10		<b>24</b> 0146 0.79		<b>9</b> 0042 0.82		<b>24</b> 0156 0.67		<b>9</b> 0147 0.51		<b>24</b> 0237 0.78	
1133 0.70		0644 2.63		0646 2.47		0844 2.63		0730 2.62		0906 2.67		0911 2.73		0958 2.53	
MO 1832 2.85		TU 1230 0.72		TH 1221 0.99		FR 1400 1.20		SA 1255 1.14		SU 1419 1.32		TU 1423 1.38		WE 1516 1.45	
○		1931 2.89		1912 2.77		2030 2.69		1918 2.76		2025 2.57		2023 2.60		2106 2.34	
<b>10</b> 0012 1.17		<b>25</b> 0115 0.99		<b>10</b> 0103 1.04		<b>25</b> 0233 0.79		<b>10</b> 0124 0.73		<b>25</b> 0239 0.72		<b>10</b> 0243 0.51		<b>25</b> 0332 0.86	
0615 2.48		0745 2.55		0742 2.47		0944 2.64		0830 2.66		0959 2.65		1017 2.74		1059 2.51	
TU 1206 0.80		WE 1321 0.92		FR 1310 1.12		SA 1457 1.34		SU 1347 1.28		MO 1512 1.42		WE 1529 1.46		TH 1622 1.50	
1907 2.75		2016 2.76		1952 2.70		2115 2.59		2001 2.69		2108 2.47		2130 2.54		2212 2.27	
<b>11</b> 0046 1.20		<b>26</b> 0207 0.97		<b>11</b> 0149 0.95		<b>26</b> 0324 0.78		<b>11</b> 0213 0.64		<b>26</b> 0328 0.77		<b>11</b> 0351 0.52		<b>26</b> 0437 0.90	
0658 2.41		0854 2.51		0847 2.52		1044 2.68		0935 2.72		1054 2.65		1130 2.79		1201 2.55	
WE 1244 0.91		TH 1419 1.11		SA 1407 1.28		SU 1600 1.43		MO 1447 1.40		TU 1612 1.49		TH 1649 1.46		FR 1735 1.47	
1945 2.67		2106 2.66		2040 2.63		2205 2.50		2054 2.62		2200 2.39		2250 2.52		2327 2.28	
<b>12</b> 0127 1.20		<b>27</b> 0304 0.94		<b>12</b> 0244 0.85		<b>27</b> 0417 0.77		<b>12</b> 0311 0.57		<b>27</b> 0423 0.80		<b>12</b> 0509 0.52		<b>27</b> 0544 0.90	
0752 2.36		1005 2.54		1000 2.62		1141 2.75		1045 2.81		1150 2.68		1242 2.87		1259 2.63	
TH 1330 1.05		FR 1527 1.28		SU 1515 1.38		MO 1704 1.46		TU 1558 1.48		WE 1716 1.51		FR 1812 1.35		SA 1840 1.36	
2031 2.59		2200 2.58		2137 2.58		2300 2.44		2200 2.57		2300 2.35		○		○	
<b>13</b> 0217 1.16		<b>28</b> 0404 0.88		<b>13</b> 0345 0.73		<b>28</b> 0511 0.75		<b>13</b> 0417 0.51		<b>28</b> 0521 0.80		<b>13</b> 0015 2.56		<b>28</b> 0038 2.36	
0902 2.36		1115 2.64		1114 2.78		1235 2.84		1156 2.92		1245 2.74		0625 0.49		0643 0.86	
FR 1430 1.19		SA 1639 1.34		MO 1632 1.44		TU 1807 1.45		WE 1716 1.49		TH 1819 1.47		SA 1346 2.97		SU 1348 2.73	
2126 2.53		2300 2.53		2242 2.56		2355 2.43		2313 2.57				1923 1.16		1932 1.21	
<b>14</b> 0320 1.08		<b>29</b> 0503 0.80		<b>14</b> 0453 0.59		<b>29</b> 0602 0.72		<b>14</b> 0530 0.45		<b>29</b> 0004 2.36		<b>14</b> 0133 2.67		<b>29</b> 0139 2.48	
1024 2.46		1218 2.77		1225 2.96		1324 2.92		1304 3.03		0616 0.78		0732 0.47		0733 0.81	
SA 1547 1.30		SU 1749 1.34		TU 1751 1.44		WE 1902 1.40		TH 1833 1.41		FR 1336 2.82		SU 1444 3.06		MO 1430 2.81	
2230 2.51		2357 2.51		○ 2349 2.57		○		○		1916 1.39		2023 0.95		2015 1.05	
<b>15</b> 0430 0.93		<b>30</b> 0557 0.72		<b>15</b> 0600 0.46		<b>30</b> 0046 2.45		<b>15</b> 0028 2.61		<b>30</b> 0103 2.42		<b>15</b> 0243 2.78		<b>30</b> 0231 2.61	
1144 2.65		1314 2.91		1330 3.12		0651 0.68		0640 0.39		0708 0.74		0832 0.49		0818 0.79	
SU 1712 1.33		MO 1850 1.31		WE 1901 1.37		TH 1409 2.98		FR 1408 3.13		SA 1422 2.89		MO 1534 3.10		TU 1508 2.86	
2335 2.53		○				1951 1.34		1941 1.28		2004 1.29		2115 0.76		2054 0.89	
<b>31</b> 0047 2.51		<b>31</b> 0047 2.51						<b>31</b> 0157 2.49		<b>31</b> 0157 2.49		<b>31</b> 0318 2.72		<b>31</b> 0318 2.72	
0645 0.65		0645 0.65						0754 0.72		0754 0.72		0900 0.78		0900 0.78	
TU 1400 3.01		TU 1400 3.01						SU 1503 2.94		SU 1503 2.94		WE 1541 2.88		WE 1541 2.88	
1941 1.26		1941 1.26						2046 1.19		2046 1.19		2130 0.75		2130 0.75	

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Datum of Predictions is Lowest Astronomical Tide

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



The Newhaven Yacht Squadron Inc Schedule of Fees 2022 - 2023			
Schedule of Fees & Charges (inc GST) - Effective from 1 July 2022 - 30 June 2023			Annual
<b>Membership Fees</b>			
Annual Subscription - Senior Member			260.00
Annual Subscription - Associate Member			
Annual Subscription - Social Member			70.00
Annual Subscription - Absent Member			60.00
Annual Subscription - Junior Member			10.00
Annual Subscription - Senior Crew Member			310.00
Annual Subscription - Crew Member			50.00
Entrance (Joining) Fee - New Senior or Senior Crew Member			321.00
Entrance (Joining) Fee - New Social Member			110.00
(Note - to upgrade to a full member would require payment of the difference between the then current			
Joining Fee & Membership Fee for a current member less \$110)			
Key or Access Tag - Deposit (Refundable)			44.00
<b>Marina Fees</b>			
<b>Berth Capacity</b>	<b>Entry Licence Fee</b>	<b>Designation</b>	
6.00 Metres	\$13,650	C1	345.00
7.50 Metres	\$21,000	C2	430.00
8.25 Metres	\$27,300	C3	475.00
9.00 Metres	\$31,500	C7	515.00
9.75 Metres	\$44,100	C4	560.00
10.50 Metres	\$52,500	C5	600.00
12.00 Metres	\$70,350	C6	685.00
Dinghy Rack Fee - per Calender Year (Members Only)			126.00
Marina Berth Application Fee			50.00
<b>Maintenance Yard Charges</b>			
Tractor - Member per Retrieve & Launch	148.00		
Tractor - Non-Member per Retrieve & Launch	248.00		
Trailer - Member per use, per week or part there of	\$30.00		
Trailer - Non-Member per use, per week or part thereof	\$70.00		
Jet Cleaner - Member per use	\$49.00		
Jet Cleaner - Non-Member per use	\$79.00		
Gantry - Member per use	\$45.00		
Gantry - Non Member per use	\$100.00		
Maintenance Yard Occupant - Member Weekly after 3 Weeks	\$129.00		
Maintenance Yard Occupant - Non Member Weekly after 3 Weeks	\$352.00		
<b>Casual Marina Berth Charges</b>			
Member - 1 Day (Daily Charges not to exceed the Weekly Rate)	\$40.00		
Member - 1 Week (7 Days)	\$150.00		
Member - per Month - Boat Size tfrom 6.0 Metres to 8.25 Metres inclusive	\$258.00		
Member - per Month - Boat Size 8.26 Metres to 10 Metres Inclusive	\$380.00		
Member - per Month - Boat Size 10.1 Metres and over	\$460.00		
Visiting Club Member - Daily Charge	\$52.00		
Visiting Club Member - Weekly Charge	\$275.00		
Other Visitors - Daily Charge (Except Emergency services)	\$86.00		
Other Visitors - Weekly Charge (Except Emergency Services)	\$465.00		
Key Deposit - Marina (Casual)	\$45.00		



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