

Newhaven Yacht Squadron

QUARTERLY



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www.nys.org.au











YOUR COMMITTEE

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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

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Dyson

GRANTS

Peter Smith

MERCHANDISE

Denis Loweth and John Baragwanath

SOCIAL

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

lean Dunstan

QUARTERLY

Peter Watson, Peter & Rhonda Buitenhuis

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COMMODORES COMMENTS



Dear Members

Wishing you and your families all the very best as we approach the festive season. I hope you all have a fabulous Christmas and prosperous, healthy new year as we move into 2023.

The club is in great shape, and it is fantastic to see more and more members come along on our Saturday night happy hour events. If you have not been to one of these, you should make the effort to come along and meet other members and enjoy some fellowship. Our Members' Draw continues, but you must be present if you want to win. You are welcome to bring friends to the club on our Saturday nights, we often have a door prize for those who attend, it could be a meat tray supplied by our sponsor, San Remo butchers, or a meal voucher from our other sponsor, San Remo Hotel. Our club rooms are always open to members, so as a member you are welcome to use the facility. We have a great kitchen, we supply coffee and tea, there are BBQ's available to use, and downstairs we have a pool table and table tennis, toilets, and showers. The bar is always open on Saturday nights so no need to bring drinks as we are well stocked at very reasonable prices. One thing we do ask is that those who use the facilities clean up after themselves which means washing, drying, and putting away any items you have used and putting rubbish in the bins provided. The club is run by volunteers, so it is up to everyone to assist with this. We have just purchased a massive 86" TV that offers YouTube for your entertainment. The club also has WiFi available for members to use when visiting the club. So as members when in Newhaven, visit the club rooms and make the best out your membership, it is a wonderful asset and great facility with million-dollar views for members to enjoy.

On Saturday 12th November we had our annual Opening Day, and also celebrated our 60th anniversary as the club was founded in 1962; you will see more on this in the magazine. We were very fortunate to have



good weather. Hamish Hughes, past commodore and life member, addressed the members and gave a fabulous overview of our proud history complemented by a wonderful slide show showing many photos of how the club has developed over the years. We had the Bass Coast Mayor Michael Whelan as our special guest, who also selected the best dressed motorboat



and best dressed yacht as they participated in our annual sail past to salute the Commodore as he blessed the fleet. It was one of the best turnouts for years and those who attended had a wonderful day. The club also handed a terrific memento of a cooler bag with club logo to those who attended to help mark the occasion of our 60th anniversary.

As we move forward, being able to start planning more events and activities after the issues experienced with

MORE FROM COMMODORE PETER

the Covid restrictions, you will see much more happening around the club. These events are promoted through our Quarterly magazine, my monthly newsletter and also on our website as well as on flyers around the clubrooms. If you have not had a look at our website for some time, please take the time to have a look. We have recently spent some time updating the site as well as making it more user friendly. There is also a link to our camera, allowing those who are remote to have a look around the marina and see their boats and check the current weather conditions.

Over the past few months, we have had some excellent training programs, and these will continue, we have had some great yacht races with more and more members with yachts joining in and making use of their boats, we have had Sailability programs and youth sailing programs, plus lots of social activity including Cup Day, Christmas dinner at NYS, Opening Day, etc. We had a fantastic working bee on Sunday 6th November which saw more than 40 members joining in and finishing with a social BBQ and drinks. We had a fabulous kids' fishing day in October and the list goes on. As members we urge you to make the best out of your membership and join in the various events. We hope to increase our fishing program in January, so keep an eye our for this, we are also looking at some cruising activities for both motorboats and yachts to join in together, again keep an eye out for these events and you will see more training activities.

This year the club will be open for members to celebrate New Year's Eve, we will have live music supplied by myself and some other musicians plus some Rock n Roll dancing, 'Jazz meets Rock' . There will be a small cover charge of \$5.00 per person to cover the musos and costs; you are welcome to have a BBQ or bring a meal, bring some family or friends, the bar will be open and well stocked for your convenience so no need to brings drinks, just nibbles or food. The night will officially start at 7.30pm, but you are welcome to

come earlier and make use of the facilities if you wish to have a meal. What a great way to bring in 2023!

If you have not seen what is happening with our club rooms and the works that have been planned, we have a set of plans in the club rooms. We will be concentrating on the West deck and stairs area initially. The deck area unfortunately has developed some water leak issues and this needs to be repaired urgently. As we have to spend money to facilitate these repairs, so we have taken the opportunity to develop a plan to

increase the area for members to enjoy and also up-grade the stairs and entrance to this area. We are the throws of getting permits and hopefully some grants and quotes so the works can begin. If you have questions or you are a builder and would like to be involved in quoting the works, give Nick



Blackmore a call on 0409 708 685. Nick is our building officer and who together with his building sub committee is looking after this project.

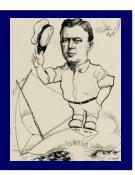
I would like to wish all members safe boating and a fabulous 2023, I hope that all members make the most out of their membership and enjoy all the facilities that our wonderful club has to offer. I would remind you that as members it is up to each of you to get involved; the more you put in the more you will get out of your membership. I look forward to seeing you around the club, mucking about in your boats, and enjoying great fellowship and social activity.

Best Wishes and a Very Happy Christmas and New Year

Peter Buitenhuis Commodore NYS



VICE COMMODORE'S REPORT BOB STIRLING



At the time of writing this report we have just completed the Annual Working Bee in and around the Clubhouse, Gardens & Roadway, Marina, Boat Ramp and Boat Yard. I would like to thank all the members who volunteered their time on Sunday 6 November to make sure that the club is presentable for the opening day on Saturday 12 November. In addition, I would like to thank the business who donated their services on the day, including:

Squeege Clean

Lachlan & Lindsay Moore – 0419 100 613 squeegeeclean.com.au

Island Equipment Hire

Troy & Lynda Carton – 0417 820 565

Islandequipmenthire.com.au

Please support the business that support our club.

The Marina Sub-committee has a number of minor and significant tasks and action items in progress, including:

Marina maintenance – repairs to middle walkway on the South Arm – Thanks to Jeff Shawcroft we now have an agreed design and work plan to remediate the issues previously identified with the pontoons at the east end, which are affected by high easterly winds and the associated swells through the marina entrance. We are awaiting the delivery of parts to undertake these repairs. If you would like to assist the team of club volunteers who are planning to undertake these works, then please contact either Jeff Shawcroft or myself.

Marina Piles – Painting – There are 22 Marina Piles in total on the south arm, each of which have about a metre of rust blisters needing treatment and painting. This work is to be coordinated with the lowest of low tides, to allow time for the paint to go off, before the tide rises. The proposed dates are in mid-January 2023. If you would like to assist the team of club volunteers

who are planning to undertake these works, then please contact either Derrick Kershaw or myself.

New Tractor – The Marina Sub-committee has put forward a recommendation to the Committee for the allocation of a budget for the tractor replacement. While the replacement of the tractor would resolve the maintenance issues associated with the current tractor, a larger tractor is planned which will make the movement of the larger yachts and power boats, in and out of the maintenance yard, safer.

NYS Trailers – Replacement of Wheel Bearings, Wheels and Tyres on some trailers – This will be an ongoing process over the months ahead, where we will progressively service the trailers and make replacements as necessary. It is a time-consuming process, as a single wheel and bearing can take a day or more to complete. If you have automotive experience and the time available to assist, please contact Glenn or myself.

This is my 3rd time on the committee, having been the Boating Secretary from 2006 to 2008 and the Secretary from 2013 to 2016, so I am reasonably familiar with the role I have assumed, commencing from the recent AGM. If you have any suggestions or requests related to the marina, buildings, boat yard or other squadron property, please let me know. You can Email admin@nys.org .au

Hoping that you are able to enjoy all the facilities that the club has to offer during the summer boating season. Bob





SOCIAL REPORT Pat Street



Our "members draw", each Saturday evening during happy hour has still not been claimed by someone who is with us in the room at the time of the drawing, which is at 6.30p.m.

However, we now also have a weekly free door prize at 6.45, with alternate prizes donated by two San Remo business, who are proudly supporting the club.

A \$50 meal voucher from the San Remo Hotel alternates with a very generous meat hamper from the San Remo Butcher. Both businesses are generously donating these prizes. Their support is greatly appreciated.

Either way, the winner has to be with us at the time of the draw. Tickets are free, and are distributed during the course of the evening.

We had a great afternoon for Melbourne Cup Day, with plenty of gold coins being wagered and won on our sweeps. The main Melbourne Cup sweep winner was Kevin, a former member for many years. It was good to catch up with Heather and Kevin, who have now moved out of the district, and were having a quiet visit to catch up with old friends.

The best dressed hat prize for the day went to Jean Dunstan, with a spectacular display of "cup & saucer".

The 7th of November was working bee day, with the

wet weather disappearing, and a sunny morning to help us feel good about whatever we were doing about the club. Lots of gardening, tidying-up and cleaning. The marina, clubrooms and gardens are now looking spectacular.



I would especially like to thank

Mim and David, who cooked a great lunch for us all on

the BBQ's in the garden. Everybody was eagerly looking forward to tucking in to sausages and vegie burgers helped down with a nice cool drink.

Another local business, Island Equipment Hire, from Cowes donated the use of a travel boom. Kevin and Noel trimmed the trees around the maintenance yard, to give a much better view of the main channel and start/finish lines for our yacht racing. Having a full view from the radio room also makes for a safer boating environment for everyone on the water in our area in

case of an emergency.

Our New Year's Eve celebration is happening again, with live music. We are charging \$5 per head, to



cover the cost of the musicians, who have kindly offered to play for whatever is collected. A nice low- key way to bring in the new year. We usually have a good view of the early evening fireworks at Corinella, to help liven up the start of the evening.

I would also like to give a very BIG thank-you to everybody who helped with our season opening day celebrations. Lots of delicious food brought by many good cooks helped make the afternoon tea very satisfying. Jackie's grand-daughters who helped place it all on the tables whilst the speeches were being made also added to the smooth running of the catering.

We hope everybody enjoyed what seemed to be the biggest opening for a number of years.

Cheers, Pat



SAFETY OFFICERS REPORT FLORIAN ANDRIGHETTO



Well the year has flown by. I'd like to thank all those who have assisted me throughout the year by upgrading their electrical fittings on the marina, upgrading lines and correctly mooring their boats. A reminder to those who have been unable to check their boats for some time, to do so at their earliest opportunity. The Committee has decided that in the event that mooring lines are found to be in danger of breaking away or posing a risk, they will be replaced at the owner's expense for lines and labour. Also, remember that the preferred method of mooring all boats is stern in when practical. If you bow in, ensure that no part of the boat encroaches in any way onto the walkway.

EMERGENCY SPILLS

A gentle reminder that the yellow wheelie bins on the



inside of each marina gate are NOT rubbish bins. They are emergency oil and fuel spill bins and they are only to used be in emergencies for that purpose. Please familiarise vourself with their locations.

Further, for all

members, especially the members who use the ramp, there are two green skip bins located amongst the vegetation on the north side of the Sailability. These also contain emergency spill equipment designed to completely straddle the marina opening. Should a major spill occur within the marina, they should be deployed immediately and Glenn, our yard manager or a committee member should be contacted as soon as possible. Telephone numbers are found for all

committee members inside the front page of this magazine so keep them handy.

BOAT INSURANCE

Recently, a number of members have received reminders to provide proof of payment that they indeed have current insurance on their vessels,

whether in a marina berth or users of the Squadron ramp. A copy of the invoice is insufficient unless clearly stated that the premium has been paid. If your boat is not insured don't use the Squadron ramp or enter the marina. If your boat is already in the marina when the insurance expires and



not renewed, you will be politely asked to immediately renew the insurance or take appropriate steps to remove the vessel from the marina. The public launching ramp is now free. We are working on a project to upgrade our system so that when a member's insurance has expired, that member will be identified and a request for proof of payment ie., a Certificate of Currency will be required forthwith. Certificates of Currency are very easily obtained from your insurance broker with a phone call or message, which can then be emailed directly to the Squadron.

With hopefully a warm festive season on our doorstep which brings with it a hive of activity, take care of yourself and your family and friends by ensuring you have all the required safety equipment. Remember to be patient and courteous to others and whether going out or back into the marina, you represent our club.

Keep safe. Florian



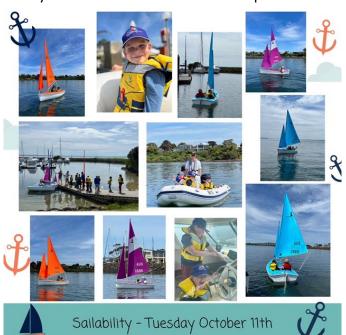


SAILABILITY REPORT ALEN GARRETT



Fortunately we have been able to sail on all of our planned Sailability days this term. Bass Coast Specialist School and Newhaven Primary School students are sailing with us. Students are growing in confidence as they become more familiar with sailing and are getting to know the NYS volunteers. The teachers from Bass Coast have commented that students are much calmer during and after their sailing programs. It is great that they enjoy and appreciate the Sailability activity.

One of our days was calm but drizzly rain; it did not worry the students. I have included a picture of our



Sailability shed with the sails hanging up to dry. Fortunately we were able to find just enough room in the shed. The second session on this day the



wind dropped out as the tide turned to run out. We found that we could not make ground against the tide. Three of the boats were able to retreat to the marina and the fourth had to be towed in. This was a good exercise as the students had not seen how we could easily rescue a boat with our patrol boats. I hope this gave them confidence and also showed that we have to be aware of what is happening with the tide and wind conditions.

This report concludes with a collage of photos put together by Bass Coast Specialist School.

We hope to run Dinghy Sailing during these Christmas school holidays; information on this will be emailed to members.

Alen Garrett (Sailability Coordinator)









RAY MASCARO'S KIDS FISHING DAY













Our children's fishing day held on 16th October 2022 was a great success, all children that attended were absolutely delighted to be given the opportunity to fish in the marina and receive a fishing rod and other goodies.

The day was made possible with the support of our sponsors:

Tony Manfre, RV Concepts P/L, for donating fishing rods.

David Bresnahan for the cooking and sausages

Marissa Mascaro, The Candy Buffet Co P/L, for donating the candy boxes.

My lovely partner Molly Voltcross for donating books and soft drinks.

Eric Wiseman and Kit Ingold, from Fisheries for their contribution to the day.

Nick Blackmore and Florian Andrighetto for their time and assistance.

It took a while for the fish to start biting but once they started there was lots of excitement amongst young and old, we were fortunate on the day that the weather was on our side, we had light winds with about 20 degrees and sunshine.

I would also like to thank the Mums and Dads, Grandparents, Family and Friends that attended on the day for helping to look after the children, it was my pleasure to meet you all and thank you once gain for your support.

If there is enough interest, I will be happy to arrange another Children's Fishing Day, I am thinking early January 2023, please email, Admin@nys.org.au with your interest.

Cheers Ray

CAPE WICKHAM LIGHTHOUSE KING ISLAND



The impressive Cape Wickham Lighthouse, at 48 metres, is Australia's tallest lighthouse. Established in 1861, the tower is constructed of local stone, with walls 3.4 metres thick at the base, it has 11 flights of stairs, each of 20 steps.

Automated in 1918 the original single wick oil burner was replaced with an acetylene flasher. It changed the character of the light from being 'fixed ' to group showing two flashes in quick succession every 10 seconds, and increased candlepower from 7500 to 13000 candles.



The light was de-manned in 1921 after which the three cottages were demolished, the light being attended by the lightkeeper from Currie.

The original first order catadioptric fixed lens installed in 1861 was replaced in 1946 by a Chance Bros 250mm revolving lens and electric lamp with an intensity of 170,000 candelas. The first order fixed lens was then used in the light at Quobba Point, north of Carnarvon WA until 1988. Then the lens was returned to King Is for display in the King Island Historical Museum.

Cape Wickham light was usually the first landfall for ships sailing from the Cape of Good Hope, South Africa to Australia, in conjunction with Cape Otway and or one in Western Australia. Suddenly from an ocean of thousands of kilometres, ship's captains had to find a gap 84 kilometres wide! This lead to tragedies on both capes and the need for lights.

The largest maritime disaster in 1845 was the wrecking of



LIGHTHOUSE KEEPERS COTTAGE

the Cataraqui with a loss of 402 lives, which eventually lead to the building of the light at Cape Wickham. An earlier loss of the Neva with 225 lives lost, was mainly convict women and children in 1835.

Even after Wickham and Otway lights were established there were still many wrecks, for example the Netherby mistook the Cape Wickham light for Cape Otway, thus sailing south of the light.

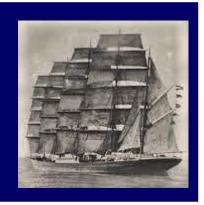
Near the lighthouse are the unmarked graves of Neva's victims and the marked graves of some later mariners, including the master of the clipper Loch Leven, that attest to these tragedies.

In early years there was tension between the lighthouse keepers and hunters, the other early occupants of the island. A report from Kath Stanley's book Guiding Lights, says:

"There are certain lawless men who have taken up their residence on the island who make a practice of annoying the lighthouse community, by destroying cattle, pulling down fences and taking their hay and in fact they say they are determined to make the place too hot for the keepers, which could result in serious injury or damage to the light itself".



THE POTOSI 5 MASTED BARQUE FLYING P-LINE By JOHN BARAGWANATH



Potosi was a five masted barque built in 1895 by Joh C. Teckleborg ship yard in Geestemunde Germany, for the sailing ship company F. Laeisz as a trading vessel. It primary purpose was as a 'nitrate clipper' collecting guano in South America for use in chemical companies in Germany, mainly for making explosives and fertiliser. As its shipping route was between Germany and Chile, it was designed to be capable of withstanding the rough weather encountered around Cape Horn.

Potosi was named after the Bolivian town of the same name, which is the highest city in the world, its name beginning with 'P' according to a Laeisz tradition began in the 1880's. The Potosi and her sister ships became known as the 'Flying P Line' and were described as the most successful fleet of sail driven ships ever assembled under one flag.

The Potosi recorded many sailing records including, Lizard (Cornwall) to Valparaiso in 59 days, Iquige to Lizard in 58 days. She was laid up during WW1 and after the war was sold to a A. Vinnen in 1920, delivered to France and sold again to a Chilean company and renamed 'Flora', in 1923. She was

still carrying nitrate to the UK and to Hamburg, then returning to Chile with coal from Swansea.

She caught fire off the Argentine coast on 15 September 1925, with no chance of extinguishing the fire. She made port at Comodoro Rivadaria, but on the first of October had two explosions, was beached but drifted away still on fire. She was eventually sunk by artillery fire from the Argentine cruiser Patria in position 45 deg sth, 66deg west, on 10 October 1925.

For the technical, she was classed as a five masted steel bulk carrier with a tonnage of 4027, displacement 8350T, length 436 ft, beam 49.7 ft, draught 25.49 ft and a maximum speed of 19 knots. Her best days run 378 nautical miles.





WORKING BEE 2022



PURPLE SWAMP HEN PORPHYRIO RALLIDAE



Unlike many wetland species which have dull camouflage plumage to aid among rank vegetation, the Purple Swamphen resplendent purple-blue neck, breast and belly, and a gaudy oversized bill and frontal shield, both of which are bright red, as are its beady eyes. When a swamphen walks away from you, it usually flicks its tail up and down to reveal a gleaming white rump, which contrasts with the birds black upperparts. The entire combination is dazzling when wandering across a sunlit paddock.



The swamphen is a large 'rail'. For such a bulky bird, it is an accomplished flyer and will readily take to the air to escape danger. In flight, the long legs and elongated toes trail behind or hang



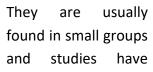
underneath the body. Purple Swamphens are proficient swimmers, but prefer to wander on the edges of the water, among reeds and on

floating vegetation.

The diet of the swamphen includes soft shoots of reeds and rushes and small animals, such as frogs

and snails. However, it is a reputed egg stealer and

will also eat ducklings when it can catch them. The bird uses its long toes to grasp food while eating.





shown that these consist of more males than females. More than one male will mate with a single female. All family members, and occasionally the young from a previous brood, share in incubation and care of the young chicks. The nest consists of a platform of trampled reeds with the surrounding vegetation sometimes being used to form a shelter. Often two broods are raised in a year.

Purple Swamphens are common throughout eastern and northern Australia, with separate subspecies common in the extreme south-west of the continent. Birds transported themselves from Australia to New Guinea and New Zealand and throughout the islands of the south-west Pacific. It has been suggested that the New Zealand population of Purple Swamphens, (locally called

the Pukeko) originated in Australia.





Wireless Automation Systems

Ray Mascaro of Wireless Automotive Systems supplies many items suitable for all types of vessels, and he offers special prices to NYS Members, with 20% of the sale paid into the club coffers.

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MEET A MEMBER MARY BROWN Part 1



I was born in Sydney in 1954 and had a typical suburban upbringing of the time. We made our own fun and as

long as we were home by dark we weren't in too much trouble. My sister was 7 years older than me; we had nothing in common except the wall of wardrobes that divided our shared bedroom. I was closer in age to my three brothers and was always a tomboy. I had one dress my mother made for special occasions, but usually we all wore shorts, shirts and sandals, summer or winter.



We went to Manly Beach every Sunday, always leaving home early to beat the traffic and the crowds, which meant we were leaving the beach as everyone else arrived. We had a Morris utility; my sister sat in the cabin with my parents, and my three brothers and I bounced around in the back.

There was great excitement on the way home - there was always a truck selling watermelons by the side the road. My father would stop to buy one, but only if it cost less then 3d a pound. Oh, the excitement if the cost was tuppence halfpenny, and the total disappointment if it was thruppence! If it was our lucky day, we sat on the back step at home, eating warm watermelon and spitting the seeds at each other from close range.

We had lots of fun on our billy cart, scooters and tricycles, but we were never allowed bicycles. A sheet of rusty corrugated iron became a raft in a dirty creek full of rubbish. We got together with all the neighbourhood kids and the adventures seemed endless. Meanwhile, 13 years of Catholic schooling also seemed endless.

My first sailing experience was with the Lane Cove Sailing Club on Sydney Harbour, crewing on a Cherub owned by our family doctor. I started when I was 13 and sailed for a couple of seasons. No one in my family had ever sailed and I didn't know anyone else who was into sailing, and I can't remember how I ended up as

crew. In those days there were not many options for sporty girls and I played what was available - netball and softball. I loved swimming and to have the opportunity to learn to sail was fantastic. And Sydney Harbour was a great place to sail - thankfully it wasn't as busy as it is today.

In 1973 I started primary teacher training at Wagga Teachers College in the Riverina, and bought my first bike, a Honda CB175, which I rode from Wagga to Sydney along the Hume Highway. I met and married my first husband, who was a student at Wagga Agricultural College. We managed his family farm, travelling from Wagga to Cowra every weekend until we both finished College and moved to Cowra full time, running the farm and operating a hay making business. As well as teaching at Canowindra Primary School, I was running a black sheep flock, spinning and dyeing wool and doing all the crafty things that were done in the 1970s. Our son Daniel was born in 1979 and we were very happy.



Our aim was to buy into the family farm and become full time farmers. Every year we were promised a share in the farm, and every year it never happened.

Enough was enough and after ten years we looked at the positions vacant in The Land newspaper. There was a job going in Longreach in western Queensland - about as far away from the family farm as we could get. We sold the hay making business and moved within weeks. The farm was sold the following year, no one else in the family having been interested in working it.

After a couple of years teaching at Longreach State School I became the Adviser to small schools in the North Western Region. There were 10 small schools in very far flung places - and those places were far flung from my base in Longreach, which was in the middle of nowhere. This was during the 1980s, long before the arrival of the grey nomad; Longreach really was a wild west town.

MORE OF MARY BROWN

I visited each small school twice a term, with a relief teacher, in a Ford station wagon. No four wheel drive, no mobile phone. The only exceptions were Birdsville and Bedourie, to which we travelled in a single engine Cessna. That could be quite an exciting flight in a small



plane, with thunderstorms developing and amazing thermals over the vast expanses of hot sand dunes.

Each small school had one teacher, with between 5 and 20 primary age students. Often the teacher was responsible for supervising correspondence lessons for high school students as well. The teacher was also the Principal, with all the administrative work that

entailed. And most were in their second year of teaching, having gone west when they were promised the school of their choice on the coast after one year of remote service. One Principal was in his first year of teaching; he survived the year and the last I saw of him ,was surfing on the Gold Coast.

In the days before satellite phones and email, making contact with these Principals to plan a visit was problematic. In most places, the phones were still operator connected. Birdsville had a radio phone, and a



call had to be booked in advance for a particular day and time. Getting there was another matter. Driving long distances on unsealed roads was always an adventure. We got bogged in sand drifts

and were cut off by flash flooding. My role was to provide whatever support was needed, about teaching strategies, administrative work, dealing with parents and living in a very small, isolated community.

At the time, living in Longreach seemed way behind the times. It was 1200km from Brisbane and over 700km from the coast and the town had a population of about 1000. Back then, the only TV channel was the ABC; there were no commercial channels or pay TV. There was great excitement when the newsagent started

offering videos for hire. The train came from Rockhampton twice a week and the milk came on the train. The town regularly ran out of milk between the Tuesday and Saturday trains and this was in the days before UHT milk. A milkshake made from lumpy skim milk powder - never again!

In retrospect, this was last century. I have been back to Longreach and it is now a thriving tourist hub, a far cry from the backwater it was when I was there.

I had my next sailing experience in Longreach when I took up windsurfing. A group of friends had Windsurfer sailboards which were all the rage in the 1980s, but windsurfing on the Thomson River was dull, a short tack from bank to bank. Things started looking up when a



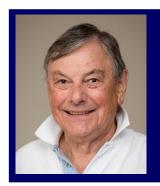
local grazier invited us to sail on his dam if we taught him to windsurf. No sooner said than done, the only problem being the lack of water in the dam when it didn't rain. We formed the Pray for Rain Sailboard Club and sailed on the dam when it had water. We made the ABC news when we sailed down the main street when the Thomson River flooded in 1984.

After 5 years in Longreach, my husband and I parted company. I worked for a year in Townsville then moved to London, going from the heat of a Queensland summer to the depths of an English winter. The hardest thing to get used to in winter was the very short days. I would go to school in the dark and come home in the dark. In fact the day I arrived in London, I thought there had been some sort of cataclysmic event - the sky became very dark early in the afternoon. It was just the sun setting.

More about this young ladies life in the next issue...Ed

OPENING DAY SAIL PAST 2022—2023 SEASON





OPENING DAY & 60TH ANNIVERSARY OF NYS By HAMISH HUGHES



Thank you, Commodore Peter, for asking me to open the season on our 60th anniversary. It is indeed a great honour for me.

As one of the older members of the club, you asked me to cover some of its early history in my address.

I have put together a slideshow of photos taken over the 60 years which we can view at our leisure this afternoon. As they say "a picture is worth a thousand words."

You will all be relieved that I don't intend to talk to them - they can just run in the background.

Understandably many photos from the early days are of poor quality but they do show what Newhaven was like when we had many jetties but no marina.

Most of the boats were wood. They lay on the mud at low tide except for the big ones which were moored in the gutter.

The club's history starts when the Newhaven Yacht Squadron came into being on February 9 1962.

52 members were enrolled that evening in the Newhaven Hall.

The principal officers were;

Melbourne businessman, Percy Fraser, Commodore, Newhaven fisherman and boat builder, Ken Lacco, Vice Commodore, Newhaven fisherman, Lindsay Talbot, Treasurer, and retired Government Surveyor, 'Skipper' Fleming, Secretary. The club had 52 members, but no boats, no clubhouse and not even a site.

In 1965 I returned home from England to live in Kew with my parents, Bob and Bunty.

The first weekend back we came to Newhaven where the family had a caravan in the Pines caravan park in Forrest Avenue. They introduced me to the Newhaven Yacht Squadron. It was only 3 years old.

What the club had achieved in just 3 years was amazing. There were already over 200 members and 50 boats on the register. The members had built the public boat ramp, under the supervision of the Shire engineer, so the boats could be launched. Parents had built and bought Cherub dinghies and other classes of dinghies for the children to sail. With help from the Victorian Yachting Council the club had arranged sailing lessons, safety and racing training.

The members had built the clubhouse themselves. It was all done with voluntary labour under supervision of the tradies such as builder, Don Sheriff, and plumber, Stan Broad. The kitchen, toilets, change rooms and

secretary's office had been built first. Then the main lounge extending from the cliff face on steel poles with magnificent views of the sailing areas. Underneath was about 150 square metres for storing the boats.

The young and the old - of both sail and power - had all worked together to help build the club. In only its second year, the Squadron had conducted the Australian National Cherub Championships with boats coming from as far away as New Zealand, Queensland and Western Australia.



Afterwards my parents bought one of the Cherubs, Dijeridu, for my 3 brothers. It was from the Western Australian crew, who didn't want to tow it back across the Nullarbor again. My family also had a 14-foot aluminium run-about with a 40-horsepower outboard. I loved it. I fished. I water skied. And I went exploring Westernport and offshore too. I learnt all the places to run aground and where not to damage the propellor on rocks.

I particularly enjoyed the club power boat handicap races. From memory, they started at the old bridge and went North to the top light and then back to the finish off the Newhaven jetty. They were exciting and great fun. The spirit of togetherness in the club was infectious. I soon got to know everyone at the working bees which were improving the clubhouse. And the club was the best place to be on Saturday night for drinks.

In 1969 the new bridge from the mainland to the Island was opened. At last it was possible to get heavy earth moving equipment to the Island by road. Now it was possible to build a marina.

MORE OF HAMISH'S ANNIVERSARY REPORT

In 1970 the Newhaven Land Bill was passed to give us permission. The amount of work the volunteers did to build the marina berths and walkways with wood from the old Phillip Island bridge was amazing. It was a great mass effort.

By that time Dad had a 27-foot Columbia yacht, Trevally II. It was the first boat to sail into the marina after the bulldozer opened the entrance. Commodore Percy was not pleased, but he soon forgave Dad when he shouted champagne all round. In December 1973 the Victorian Premier, Dick Hamer, stood here and officially opened our home-made marina - the Newhaven safe boat



haven.

My father was the guest speaker on Opening Day in 1982, It was our 20th anniversary - 40 years ago.

By then we had a active fleet of yachts and dinghies. - and the second-largest fleet of power boats of any Victorian yacht club. The loan the club had received



from berth holders to build the marina had been completely paid back. But by 1986 the wooden piles were starting to be eaten away. Under Commodore Stuchberry it was decided to remove the wooden walkways and build a modern floating marina. Floating marinas were very new at that time. Berth holders were invited to pre-pay their berthing fees to pay for the exercise. Initially \$3,500 for 10 years - later extended to \$3,800 for 12 years. Those of limited means were still able to pay on an annual basis. Again much of the labour to install the new pontoons was by the volunteers.

Since then there have been many significant improvements and developments throughout the club. The maintenance yard is now much safer and better equipped. We now have purpose-built trailers for both large yachts and large power boats. We are environmentally, squeaky clean. We have a properly designed careening berth. We have our own launching ramp and adjacent landing within the marina. The clubhouse has been enlarged and modernised a number of times over the years.



And in 2008 we extended the marina. We removed the de-silting ponds previously used for dredging.

We built a new arm. This gave us another 62 berths up to 12 meters. And we added 30 or more parking spaces around the perimeter. And thanks again to our volunteers, we came in some \$250,000 under budget. So much for our Squadron facilities and infrastructure - "What about the boating?" you may ask.

LAST PAGE OF HAMISH'S 60 YEAR REPORT

When it comes to sailing we have much to proud of. Our larger yachts race in our Summer and Winters Series, other just cruise, - and some do both. In earlier years our keel boats and trailable yachts raced against other clubs in the JOG, or Junior Offshore Group, races. Three of our boats sailed to Eden for the Australian JOG Championships in 1972. In the 80's Rod Delbridge sailed his S&S 34, Icthus, in the Sydney/Hobart Race. And Ian Jemmeson crewed in another Sydney/Hobart race. We used to race to Waratah Bay every year and moor there overnight. The Lyell Williams "Around the Island" race is an annual event. We compete regularly against other Westernport Clubs.

We race for the Don Manning Trophy in the Triangular Series of races against fellow Island clubs, Cowes and



Rhyll each year.
Chris Wilson
and Geoff
Graham sailed
Elektra, under a
NYS burgee in
the two handed

2018 Melbourne to Osaka Race. Chris had previously been Australian Impulse Dingy champion. And more recently Matt Draper followed in his footsteps as Australian Impulse Dinghy champion. Bruce and Cheryl Matthews spent 9 years sailing around the world.

Jeff Shawcroft and Florian Andrighatto both bought their yachts on the East coast of the USA and sailed them home from there.

Over the years many of our members have made trips north to Queensland or south to Tasmania. Alen Garrett circumnavigated Tasmania with his brother. Others have made trips to New Zealand and Fiji.

Dinghy racing continues and the "Sailability" programme has been introduced in recent years.

When it comes to fishing it is hard to mention names, or to tell stories as the best fish-Os seem to keep their secrets to themselves. Many fish in the bay for Snapper, Whiting, Pike, Salmon, Squid and Garfish. Others go offshore for Flathead and Tuna. Some regular names on the various fishing trophies are Neil Lacco, Ron Van Rennes, Noel Street, Norm Dowell and Neil Stewart.

Some anglers travel far away. Colin Willis has trailed his Caribbean 24 to Bermagui for big game competitions. Last time he caught a Mako shark. Rod Darragh did this trip too in his Bertram 20 and drove back to Newhaven with a Marlin with its tail hanging out the back. Alen

Garrett reminded me yesterday that "without the power boats there would be no sailing races." From the beginning our power boat members have been providing and crewing safety boats for the dinghies. The power boats also act as committee and starting boats for the keeled yacht races here and elsewhere in Westernport.

As we look back 60 years, the Newhaven Yacht Squadron has much to be proud of.

We have some 500 members. We have 600 boats on our register. We have a comfortable clubhouse. We have the only club marina in Westernport - and one of the very few club marinas in Victoria. We are the tenth-biggest yacht club in Victoria. We are Victoria's biggest yacht club, outside Port Phillip. We have very low annual membership fees. We have very low annual marina maintenance fees. We have money in the bank. We should thank all our volunteers over the 60 years for what we have now.

And we should thank all the voluntary members of committees and the sub committees too. I urge all our members to continue this spirit of "togetherness".

This "togetherness" is a legacy of those early days when the men - and the women - of this squadron built the



clubhouse and marina with their own hands.

I hope that this "togetherness" continues for the decades ahead.

In closing I would like to echo the words of President John F Kennedy.

"My fellow members, ask not what the club can do for you, ask what you can do for the club."

I would now like to declare the Squadron open for the 2022/2023 season.

Thank you. Hamish Hughes



HOW IT ALL STARTED AND NOW







BIG FISH — WARM WATER By PHIL DUNSTAN



During the 1960's I spent several years in PNG.

While there I did a lot of snorkel and aqua-lung spear fishing and had a number of interesting encounters with various species.

At one point I had speared a fish at the extreme range of my double rubber 'Bazooka' gun - the fish was hit squarely behind the gills but the barb failed to open and the fish, with spear attached, fluttered down towards coral. Just then, something big brushed my shoulder. It was a 10 foot Black Tip reef shark.



The fish fell into the coral fingers just before the shark caught it and with that, it spun around and came straight at me. My gun was equipped with a short bayonet at the front end so I tried to swing it toward the shark which was heading for me very fast. The water pressure made my

swing far too slow and the shark was within 5 feet of me. With utterly nothing left, I screamed "S***" through the snorkel.

That, fortunately, seemed to do the trick as the shark veered away at the last second and disappeared while I broke all Olympic swimming records making it back to shore. You would be forgiven if you though that I had an outboard motor strapped on my backside.

The next incident happened at the same offshore reef. I had been slowly crossing small 'canyons' running at 90 degrees to the shore. Beyond the reef the water dropped off quickly into depth. At the extremity of my vision a big rock about 5-6 feet long seemed to move. As I watched more closely, it split in two. The half that then slowly began moving was a huge Grouper. It was about the diameter of a 44 gallon drum and of huge weight. For a second I was tempted to spear it but realized that such futility would just mean my spear, line and gun would take of at speed bound for New Zealand or similar.

The third encounter was when I was diving on the opposite side of the Gazelle Peninsular. I

dove down and swum quietly around a coral bommie and almost bumped into a huge creature. It's scales were the size of my hands and it had a vast, lumped head with a parrot beak. This was a Giant Wrasse. The locals would use



harpoons to spear them from the exposed reef at low tide. Again, I knew that a shot would be futile so left it alone.

Another time when I was in the same waters swimming quietly looking for a fish a Barracuda about 6-8 feet long began circling me around six feet away. He kept that up for about ten minutes with me spinning slowly with my gun aimed at him. Thankfully, he got tired of waiting for a quick snack and took off.

Well, there are a few of my experiences as a young 'intrepid' diver in the tropics.





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AROUND THE CLUB











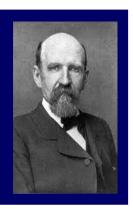






From Watto

BOOK REVIEW SAILING ALONE AROUND THE WORLD By JOSHUA SLOCUM



Challenged by an expert who said it couldn't be done, Joshua Slocum, a fearless New England sea captain, set out in April 1895 to prove that a man could sail alone around the world. A little over three years and forty-six thousand miles later, the proof was complete. This is Slocum's account of his remarkable adventures during the historic voyage of the Spray. Whether Slocum was more accomplished as a writer or sailor is hard to say. His writing style is fast paced, witty, and exhilarating, an absorbing match to his harrowing adventures, that include being chased by Moorish pirates off Gibraltar, escaping a fleet of hostile canoes, or being submerged by a great wave off the Patagonian coast.

SLOCUM-IN THE YARRA

An amusing anecdote tells of Slocum's meeting with the popular, long time President of South Africa, Paul Kruger, a man of German descent who was deeply religious. When Slocum was introduced to President Kruger as someone who was sailing around the world, the president became upset and insisted that Slocum was sailing on the world, not around it. There followed a meeting with the presidents team of scientists who were busy proving (at the president's insistence) that the world was indeed flat and not round as most

people knew. With his typical humour, which got him through other tight spots throughout his journey, Slocum made light of the disagreement and agrees to consider the world flat while he was on land. Thus earning President Kruger's affection, Slocum enjoyed extensive sightseeing trips across the magnificent South African topographical wonders.

In summary, this book is a fascinating story, well written, and suspenseful. It provides a



snapshot of an old world, barely on the verge of modernisation, yet it creates a panoramic view that provides unique perspective and a spectrum of details without comparison.

There is probably a copy in the NYS library, which you can borrow at no cost.



Joshua Slocum's Spray

Length 11.20m, beam 4.30m, 12.7 tons, with a rigged sail area of 98m2



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WALTZING MATILDA

A STORY BY JOY RAINEY

Joy is Geoff De Jonge's lady



Zoran's head, heavy on my lap, was sporting big beguiling eyes. Now is the time. Beckoning was our usual evening stroll....well a sniff walk I'd call it.



After ten minutes or so, many pauses and a few pees, we arrived at the end of the gravel road. This road was flanked

by thick foliage on the east. Opposite autumnal gold of windswept paddocks was dotted with black heifer cows. Frequently we would see kangaroos.

The other night as we trudged up the hill, Zoran had stopped and stared into the gloom. There was a big grey roo, standing on hind legs watching us. On looking back from further up the road I saw him make a magnificent leap over the barbaric barbed wire fence, cross the road and disappear into the under-growth.

Tonight, the wind was whipping from the ocean below. I was content to stare from atop the cliff where there was a rubbish bin conveniently placed. Otherwise, 136 steep steps were next. Zoran of course would bound up or down quick as lightning, like any good cattle dog. It was, for most, an out of breath climb. Perhaps this explained why the beach below was frequently empty. Just the wind, some garlands of sea weed in rock pools and a rainbow of pippy shells. I still had a few of these gems of the sea in my worn raincoat pocket—one on the left without the hole.

It was here I saw the black hen. She was pacing up and down, slow, measured. "Hello" I said. "Are you lost?' Her answer was a soft, deep chuckle as she viewed me with her round orange eye. She showed no concern about Zoran, who was just as curious as me, having been schooled that bantams are his friends, and what is more, a responsibility of care.

On return home, I told Geoff and our friend Ellie, staying a few days, about this encounter. Somehow I imagined, this black –feathered traveller probably knew her way home, wherever that was.

But, as the evening wore on and the dark mantle of night began to descend, my concern grew. "I'm driving down, see if she's still there. There are foxes around" I announced.

As I drove along this rough road, I looked out to sea, the horizon. Sea and sky were merging, increasingly greyed. Muted white of waves flashed here and there. Windy, but not strong.

Out of the looming the black hen appeared. I opened my car door. "Are you lost?' I asked, presuming by this

time considered the matter in the last hour or two, she might give definite answer. Well, her guttural chuckle was hard to interpret. She walked to my open door and car



placed her beak over the edge near my feet. "Do you want to come home with me?" Another soft earthly chuckle. This must be affirmative. Well, actions speak louder than words, my mother used to say.

I reached over and picked her up. I looked at her round bright eye, like a little sun, her strong beak like a vice. I felt her feathers, soft, like silk, and in the fading light softly shined with blue. Long legs, big feet stuck out, four times bigger than our bantams daintiness.

A commanding presence, she sat comfortable on my lap. No fluff puff. Unhurried calm. Atop her black face was a slash of watermelon pink comb—bright even in the dusk.

Where's Matilda

MORE MATILDA



A thought occurred to me, how can I drive with a big bird on my lap. Her substantial body was occupying the space tight to the steering wheel. So I placed her on the seat next to me. No flapping frenzy, she resumed her composed self.

MATILDA WITH FRIEND We drove home. I picked her up, those legs like two big sticks embellished with those big feet—straight out. We went upstairs to Geoff and Ellie. "Here she is", I said. Then heard myself blurt impulsively, "Her name is Matilda". "Came

waltzing Matilda into our lives', said Geoff. Well, presumably.

No one seemed to mind, and Matilda remained perfectly calm the next day. But then, the tiny rooster, William, usually genteel, flew at Matilda bloodying her face. No love at first sight, a slow introduction was required. One week later, having isolated Matilda for a few days, her kindly nature prevailed. William was now her consort, a quarter of her size.

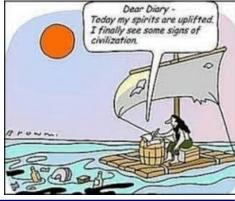
Well, hope they live happily ever after.



Never buy a border collie when your drunk.







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Last Quarter

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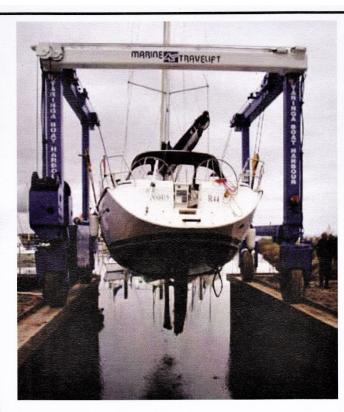
5052 5100



0429 026 075



0497 497 599



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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

Email: info@yaringa.com.au



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
Membership Fees				
Annual Subscription - Senior Member				260.00
Annual Subscription - Associate Member				
Annual Subscription - Social Member				70.00
Annual Subscription - Absent Member	-			60.00 10.00
Annual Subscription - Junior Member Annual Subscrition - 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 betwe	en the then	current		
Joining Fee & Membership Fee for a current member less \$110)				
Key or Access Tag - Deposit (Refundable)				44.00
Marina Fees	Entrylic	onco Foo	Designation	
6.00 Metres	\$13,		C1	345.00
7.50 Metres	\$21,		C2	430.00
8.25 Metres	\$27,		C3	475.00
9.00 Metres	\$31,	500	C7	515.00
9.75 Metres	\$44,		C4	560.00
10.50 Metres	\$52,		C5	600.00
12.00 Metres	\$70,	350	C6	685.00
				126.00
Dinghy Rack Fee - per Calender Year (Members Only)				50.00
Marina Berth Application Fee				50.0
Maintenance Yard Charges				
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			
Casual Marina Berth Charges				
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			

NYS MARKET PLACE



Sea Ray 230 Sundancer \$59,500.00

1995 Sea Ray Sundancer 230 with 5.0/V8 Alpha One Mercruiser, perfect family boat.

Full service carried out two months ago. New Magic tilt aluminium twin axle trailer with hydrastar break away system. New electric anchor winch. Full clears and Bimini top in very good condition.

Kitchen equipped with fridge, sink and stove. GME Marine radio. Marine stereo system, TV.

Lowrance depth sounder, fish finder GPS Combo Telescopic ladder, Transom shower, Safety gear.

Boat is in perfect working condition ready for this summer.

Call Ray Mascaro on 0418 352 534 to arrange inspection.



Binks 25 trailable yacht with trailer

Call 0418 544 140

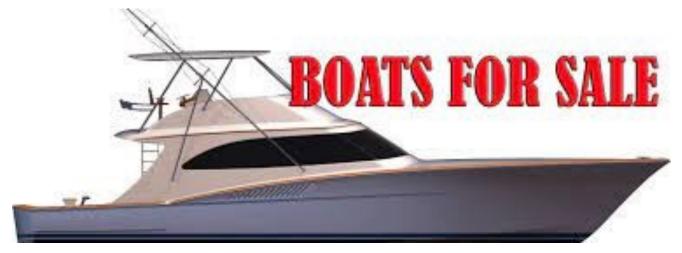


Fabdock FD19

\$6600

Excellent condition. Currently located in the marina.

Call Peter on 0499 563 952



Advertise your vessel here for free, just let us know and provide a pic, details and price.

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From the NYS Committee

All members and their friends and Families





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