

Summer 2023-24

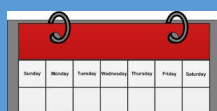


# Newhaven Yacht Squadron QUARTERLY

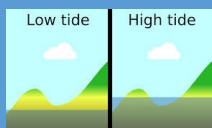


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## YOUR COMMITTEE

### Commodore

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### CASUAL BERTHS

Ray Frith—0484 828 073

### PERMANENT BERTH APPLICATIONS

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## SUB-COMMITTEE MEMBERS

### SOCIAL: Chair Mim Kershaw

Marianne Watson, Brenda Blackmore, Miranda Shaw, Jean Dunstan, Lynda Hanlon, Jillian Poole, and Peter Buitenhuis.

### FINANCE: Chair Denis Loweth,

David Tonkin, Adam Adamson, Peter Buitenhuis, Ray Frith, Tom Stockdale, and Rob Dawson.

### BUILDING: Chair: Nick Blackmore,

Peter Buitenhuis, Gary Richards, Peter Smith, Jonathan Egglestone and Tom Bowler.

### MARINA: Chair Bob Sterling,

Derrick Kershaw, Ray Frith, Jeff Shawcroft, Glen Botterill, and Bill McIntosh.

### BOATING: Chair Marcus Bond

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

### MERCHANDISE

Denis Loweth and Mim Kershaw

### GRANTS

Peter Smith, and Peter Buitenhuis

### QUARTERLY

Peter Watson, Peter & Rhonda Buitenhuis

### Youth

Michael Dixon, Stan Jackson, and Alen Garrett

### SAILABILITY: Chair Alen Garrett

Mary Brown, Stan Jackson, Peter Loughrey and Cheree Dyson

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## COMMODORES COMMENTS

### By FLORIAN ANDRIGHETTO



This is my first article for The Quarterly as your Commodore and I want to take this opportunity to thank as many people as I can because we're always very quick to whinge and complain but very slow to thank.



So firstly let me thank Peter Buitenhuis for his 10 year's service as Commodore and many other years of involvement with the club in various positions on and off the committee. It was a pleasure to award Life Membership to Peter at our

recent AGM in October, not forgetting for a minute the contribution by Rhonda and on behalf of all members I wish them both well for the future.

I would also like to thank the previous committee and I look forward to working with the new committee who look remarkably similar apart from the election of Bob Sterling as our new Vice Commodore. Bob and I have already been busy planning future projects and improvements to our facilities. Welcome Bob.



Although all of your committee have volunteered much over the last year I want to single out Mim Kershaw and her team on the Social Subcommittee

who week in week out provide excellent nibbles every Saturday night Happy Hour as well as organising many varied functions throughout the

year; the most recent being a very successful Melbourne Cup Day.

Many others who are not on the committee but contribute to our club throughout the year should also be thanked. It was a pleasure for me at the recent AGM to award Club Person of the year to Jeff Shawcroft. Jeff has literally volunteered above and beyond by putting in hundreds of hours at personal cost for the benefit of the club. Thank you Jeff and thanks also to Jackie for letting Jeff spend so much time away from home.



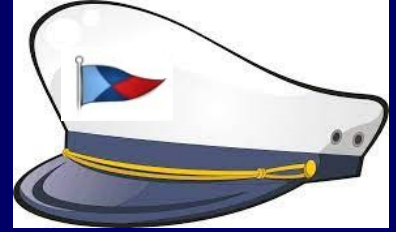
There are many others and not enough space in this article to individually thank everyone who should be thanked, but on behalf of all members we thank you. Please remember that our club is run by unpaid volunteers and without their continued contributions we would not be able to maintain such a fantastic facility at such a low cost to members.

### Working Bee

A very well attended and industrious working bee was held in October in readiness for Opening Day the following week. A great deal was achieved on the day and also subsequently with member Lachlan Moore of Squeegee Clean coming back to clean all the glass at the clubhouse as well as the deck and balustrade.



# MORE FROM THE COMMODORE



## Opening Day

This was a fabulous event with many boats dressed up for the sail past. Well done to the crew of Lunchcutter for taking out the best dressed boat



and most enthusiastic crew. I would also like to thank our guest speaker Sheree Marris for



providing a signed copy of her book as the prize. Marine biologist Sheree was amazing. Her talk and visual presentation highlighting the diverse sea life in both Port Phillip and Westernport Bays was an eye opener.

Her underwater photography and videos were first class and if you weren't there look her up on the internet and enjoy. Thank you to Andrew Furphy for making all the arrangements in securing Cheree's gig.

## Bendigo Community Bank

A huge thanks also to The Bendigo Community Bank San Remo for their grant of \$52,750 which secured our new club safety boat. It was a pleasure to have the Chair of the Bendigo Community Bank Peter Paul and Board Member Greg Mead with us on Opening Day. They were very pleased with the new addition to our



fleet and enjoyed being on board the Commodore's yacht for the sail past. Peter's words of praise to the Newhaven Yacht Squadron regarding the long and strong relationship between his bank and our club was greatly appreciated and we look forward to that relationship continuing long into the future. Particular thanks to Peter Smith and Alen Garrett for helping secure the grant.

I would like to wish all members the very best for the new year on and off the water.

*Florian*





## VICE COMMODORES REPORT

### By BOB STERLING



**New Club Boat :** We have now taken delivery of the replacement Club Boat, an Arvor 250 AS, from Phillip Island Marine. It spent some time in the Maintenance Yard, making sure that all aspects of serviceability are up to our standards, and at the same time the Bendigo Bank signwriting was completed. It was returned to the Marina just in time for Opening Day.



Since then, it has been in use for both Sailability and the summer yacht racing. It was pleasing to get positive feedback from Alen Garrett and his team on the capability of the new boat for its intended use with the club. We still have a few plans underway for review and possible improvements for our particular use.

**Annual Working Bee:** We have just completed the Annual Working Bee in and around the Clubhouse, Gardens & Roadway, Marina, and Boat Yard. I would like to thank all the members who volunteered their time on Saturday 28 October and Sunday as well for some.

It is very important to ensure that the Clubhouse and its surroundings are presentable, and, especially for the Opening Day, which was held on Saturday 4 November. In addition, I would like to thank the businesses who donated their services on the day, including:

Squeegee Clean - Lachlan & Lindsay Moore –

0419 100 613 [squeegeeclean.com.au](http://squeegeeclean.com.au)

Ben Brookman - landscaper

The Running Man Services 0498 980 162

Please support the businesses that supports our club.

This year we also focused several teams on cleaning all the walkway and finger surfaces on the Marina's south

and centre arms, including pressure washing and cleaning between the timber walers.

**Marina maintenance – repairs to centre arm finger:** Recently it was observed that the finger between marina berths 68 & 69 had timber walers in a very deteriorated state and there was noticeable movement and misalignment between the 2 concrete pontoons.

Fortunately, we were well placed with the expert advice and guidance of Jeff Shawcroft and his experienced team who have previously



carried out refurbishment of the timber walers and through bolts on the finger between berths 12 & 13. Jeff got his team organised quickly and the repairs to the finger were completed over 3 days, from Monday 16 to Wednesday 18 October, including:

- Through bolt refurbishment and replacement
- Waler replacement, on both sides

From the accumulated experience of these works, Jeff's advice and our observations of the state of the centre and south arms, it is apparent that significant refurbishment works will be required, and soon. It will be limited to 'through bolt refurbishment and replacement' and selective 'waler replacement', but the extent of the works is significant for these 2 arms.

*Hope you enjoy the upcoming summer boating, Bob*





## SOCIAL REPORT

### By MIM KERSHAW



Our Social Committee has been very busy with Happy Hour every Saturday and planning and working on many other events including the AGM, Working Bee, Open Day, Melbourne Cup Day and Movie Nights, Squadron Christmas Dinner and New Years Eve. A big THANK YOU to our social committee especially Lynda Hanlon, Jillian Poole and Marianne Watson that work consistently to make things happen and have fun doing it. Thanks also to Yvonne Brown who assists us each week.

We recently held a DJ Bingo night hosted by Miranda and Peter Shaw. This was a total sell out with lots of fun, laughter, and prizes. Hopefully we will do another one later in the year. A BIG thank you to both of them.

**Happy Hour Saturdays 5.30pm onwards.** The members draw continues to grow and certainly draws a crowd. The bar is always open and various nibbles are provided so come along and join us.

**The Working Bee** volunteers thoroughly cleaned the upstairs BBQ deck in preparation for our summer activities.

Remember this space is available to you and your families, so relax and have a glass of beer/wine while someone is cooking the BBQ. Members often stay for a BBQ after Happy Hour so bring your salad/meat and join in.



**Squadron Christmas Dinner** is Saturday 2<sup>nd</sup> December. Arrive 6.30pm with champagne on arrival followed by a 2 course Spit Roast Dinner. \$30 per head and RSVP by 25<sup>th</sup> November to Chloe.

#### **New Years Eve:**

Kicks off at 7.30pm with \$15 cover charge for the live band. BYO nibbles. Form a table or join one. RSVP by 23<sup>rd</sup> December to Chloe.



#### **NYS Merchandise.**



We have new short sleeve polo shirts and aprons now available. The long sleeve light weight shirts are great for sailing or fishing, vests and caps/ hats

are also now available. These make great Christmas presents.

We are looking forward to a long hot summer of NYS activities so please join us and utilise your club facilities.

A BIG THANK YOU TO OUR CLUB SPONSORS: SAN REMO BUTCHERS, SALTWATER AND SAN REMO HOTEL.

*Hope you all have a very merry Christmas.... Mim*





# SAFETY REPORT

## By BILL MCINTOSH



### Certificate of Insurance – Requirements

All Members who have a boat and wish to use the Marina facilities, including the Boat Ramp and Maintenance Yard must have at all times a current Public Liability insurance policy for a minimum of \$10M and provide evidence of this at least annually and in association with submitting their Safety Declaration form.

The Certificate of Insurance is either issued automatically, after you have paid your Insurer (or Broker) or can be requested from your Insurer (or Broker) at any time.



If you have provided the Certificate of Insurance by the required date, all good and thank you.

For those Members who have not provided the Certificate of Insurance by the required date you will be contacted by Email or phone with a follow up reminder to do so.

Please do not query *why* when contacted. The requirement is in the By-Laws and Procedures of the Marina, Maintenance Yard and Squadron Launching Ramp, in Clause 22 on Page 11 and the Maintenance Yard Procedure, point 1. On Page 13, which you have already agreed to as a part of your Membership with the club and is the basis on which your Access Tag has been issued and remains operational.

However, by way of explanation, this requirement is a part of the club's Risk Management Plan and has been communicated to the club's insurers as a part of the club's insurance coverage.

We thank you for your cooperation with the Club's staff and Committee Members during this process, ensuring that it is both efficient and minimises everyone's inconvenience.

If your insurance renewal date does not coincide with the annual fees and Member safety declaration due date (31st July) please assist by lodging in July, and again when insurance is paid during the fiscal year - extra forms are available at the office.

For other safety and management reasons the boat must also:

- Be registered with VicRoads and bear the registration number
- Comply with Motor Boating Regulations (see previous safety article)
- Show boat Name (if any) and assigned NYS number on or near stern.

These are common requirements for marinas in Australia.

*Hope that all you members have a safe and happy Christmas and New Year* Bill





# SAILABILITY REPORT

## By ALLEN GARRETT



This Spring we planned 10 programs on 5 days for Bass Coast Specialist School and Newhaven Primary School. We started spring with a short fall of volunteers with the experience to run the programs and are finishing up with sufficient volunteers with a good range of skills. Some of us are thinking that we could form two teams and run programs over two days.

Garry has won us over by saying that the NYS dinghies are the best kept dinghies he has ever seen.



The working bee was a great chance to tidy up the Sailability Shed and polish the dinghies. We are well prepared for the coming summer season of sailing.

Our Sailability Program is going well, thanks to the terrific input of our volunteers and the provision of facilities by Newhaven Yacht Squadron and our sponsors.

Alen Garrett (NYS Sailability Coordinator)

We had to cancel our first day, on Friday 13<sup>th</sup> of October, as 7 of our volunteers were not available and the weather was not very pleasant. The second day was a great day achieved by including a standby volunteer and several of our volunteers fulfilled specialist rolls of driving the RIB and skippering a dinghy. The third day was our first day using the new Club Boat and we had more than enough volunteers. The wind was too light for the last session, with a strong outgoing tide requiring us to tow the dinghies back into the marina. We completed the session sailing in the eastern part of the marina and practicing getting onto the new larger Club Boat from the dinghies.

We are pleased to welcome three additional volunteers: Garry and Janine Fair who now live in Wonthaggi, with great experience from Hastings Sailability, and Andrew Lamb a keen sailor with a lifetime of sailing experience and joining our club.





## SOMETHING YOU ALL SHOULD KNOW

By **DAVID TONKIN**

### Some facts that you may or may not know!

**Did you know that releasing balloons into the environment is littering and is illegal in Victoria?**



Wildlife are subject to being harmed or killed by balloons, either by entanglement or ingestion.

Balloons floating in the water can look like squid or jellyfish and marine mammals, sea birds and turtles, often mistake them for food.

Sustainability Victoria suggest avoiding using balloons outdoors and if this unavoidable make sure the balloons are well secured. When finished with balloons please dispose of properly.

The above information was taken from the following link;

<https://www.vic.gov.au/balloon-releases-and-law-victoria>

**Did you know UNESCO has reconfirmed Western Port Biosphere's status as south-eastern Australia's only member of its international network of 748 biospheres?**



Please dispose of all your helium balloons responsibly and do not release into the environment.

*Thank you*

Western Port's Biosphere is of such importance that UNESCO has seen fit for Western Port to be worthy such protection.

Given our important connection with the Port in that we have the privilege of using Western Port for recreational purposes, we also have the opportunity to help maintain the eco systems. See below link for more information.

<https://www.miragenews.com/mornington-peninsula-western-port-biosphere-1081448/>

**David Tonkin Secretary**

**Newhaven Yacht Squadron**



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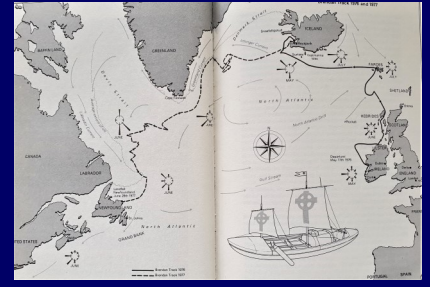
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## BOOK REVIEW

# THE BRENDAN VOYAGE

By TIM SEVERIN



The story of the Brendan Voyage will capture the imagination at every level. First and foremost, it is a quite extra-ordinary story of adventure—how a crew of five, later reduced to four, sailed a medieval boat, made of leather, across the Atlantic, via a stepping stone route of the Hebrides, Faroes, Iceland and along the coast of Greenland, all the way to Newfoundland, in the most uncomfortable and dangerous conditions one can imagine.

Secondly, it is a story absorbing historical and archaeological interest. Is it possible that the medieval text known as the *Navigatio*, describing the legendary voyage of the Irish monk, St Brendan, and his

companions—from Ireland, via the Isle of Sheep, the Paradise of Birds, the Isle of Smiths, to the Promised Land, was not legend at all, but a fairly factual record of a voyage to North America hundreds of years before the Vikings and nearly a thousand before Columbus. Tim Severin and his companions have proved this to be the case, and this modest account of an epic adventure makes no stronger claim to prove the point. Tim himself believes that St Brendan was but one of a number of Irish monks who ranged far into the Atlantic and brought back news of its distant lands.

Thirdly, there is the fascination of the way in which 20th century explorers had returned to first principles, to materials which had to be rediscovered and methods which had to be relearned. The success of the voyage depended on

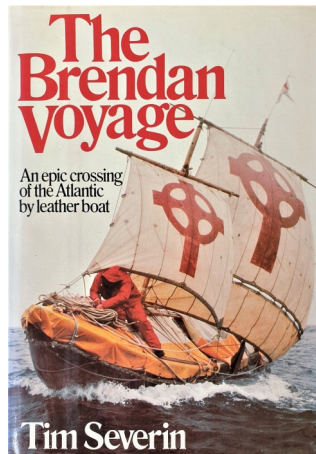
natural materials which were available in St Brendan's day—a boat with a wooden frame tied together with leather thongs, a skin of oak bark tanned leather stitched together with flax and protected with wool grease, protective clothing and food in which synthetics played little part.

Fourthly, this adventure story which staked the lives of five men on correct interpretation of the clues. In pursuit of a legend, Severin followed his evidence from the little boats of Western Ireland through an ancient rock carving to the laboratory tests which confirmed that ox hides tanned with oak bark will make a skin for a leather boat, just as the monks had claimed.

The leather boat was swamped by gales, gashed by ice floes and sewn together again with a patch, surrounded by whales and porpoises and welcomed by seafaring folks where ever she touched land.

It is well worth getting a copy of this book from your library, or you might find a copy in a second hand bookshop, to find out just how daunting this voyage was.

It is interesting to understand that at the time of St Brendan, the world had a warmer climate than was experienced at the time of Columbus. Probably warmer than we have now, as the world has gone through warm and cold cycles every 700 years or so.



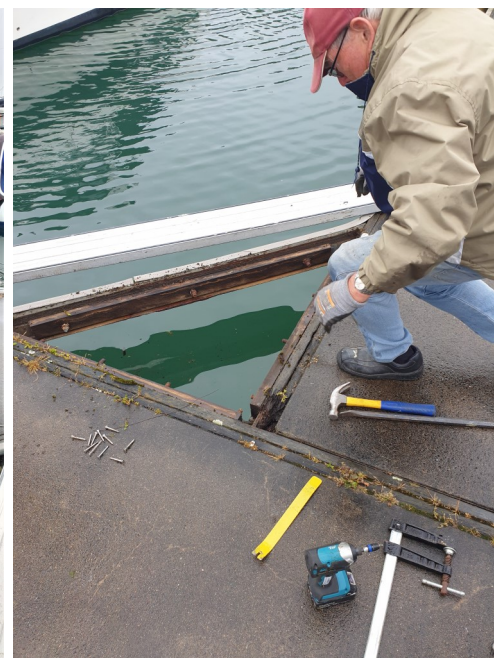
# OUR MARINA IS NEEDING ATTENTION

## IT IS 38 YEARS OLD



After 38 odd years of relentless sun, wind, rain and constant use, our stage 3 marina is in need of some repairs. A wonderful group of fellows including two marine engineers, two ex-policemen, and two others (supervisors!), have started some of the repairs are being started. It appears as though the wood at the side of some of the marina fingers are showing signs of rot, and therefore need to be replaced.

Over the next couple of years it is likely that quite a bit of this type of work will need doing, and the present group thinks that it would be a good idea to teach two or three small groups how to complete this task. Thus if you would like to help in this, and save the club from having to pay high bills for the repairs, please contact Florian, the Commodore, 0419 435 376 if you can assist.



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# OPENING DAY SAILPAST





# Philosopher's Last Voyage

By Noel Street



*Philosopher*, a Moonwind 32 designed by John Pugh, was built in about 1980 at Barry's Beach in Victoria. The proud owner then sailed her to her new berth at Port Franklin and made only limited voyages before tragedy struck. He was electrocuted whilst using a vacuum cleaner onboard the boat.

Scott Campbell was working as a park ranger at Wilson's Promontory at this time and was told that the yacht might be able to be purchased. At first the family were reluctant to sell as it had strong family ties. However after meeting Scott several times, they decided that Scott would be a suitable new owner.

Scott kept *Philosopher* moored at Port Franklin and he and his wife, Julie sailed many trips to Wilsons Promontory and enjoyed staying in refuge Cove. Scott then joined the Newhaven Yacht Squadron and moored the boat in the "gutter" in front of the marina. After some time, Scott was able to get casual berthage in the marina and *Philosopher* spent much time in the secure environs of the marina.

Scott was born in Scotland and had the desire to sail back to his homeland. Realising that *Philosopher* would not be ideal for such a voyage, he purchased a Van Der Stadt 36 called *Sunbird*.

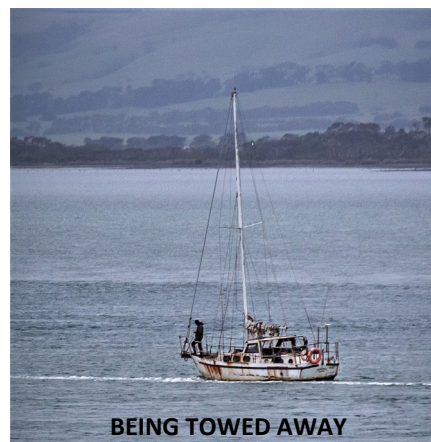
There is only one thing worse than owning a boat and that is owning two. Scott found an enthusiastic new owner for *Philosopher*. Unfortunately, things did not

work out and the yacht started to deteriorate due to lack of maintenance. It was now back on a mooring in the "gutter" which made access difficult. On one occasion she broke her moorings. Instead of disappearing out to sea, she headed back towards the marina and ran aground at the marina entrance. Trying to get back home? Although Alen Garrett was in Queensland at the time, he was able to coordinate other club members to return her to the mooring. The then owner realised that owning a boat was not an option for him and found a new owner and *Philosopher* changed hands for the princely sum of \$1.

By now *Philosopher* was badly in need of maintenance and had developed a slow leak. Unfortunately, *Philosopher* was not permitted to use the Squadron's maintenance yard. The new owner then had a regular task of rowing out to the mooring and pumping her out. Tragically the new owner passed away before a suitable outcome could be reached.

*Philosopher* was declared ABANDONED and towed to the breakers yard.

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# THE CLIPPER 'LIGHTNING'

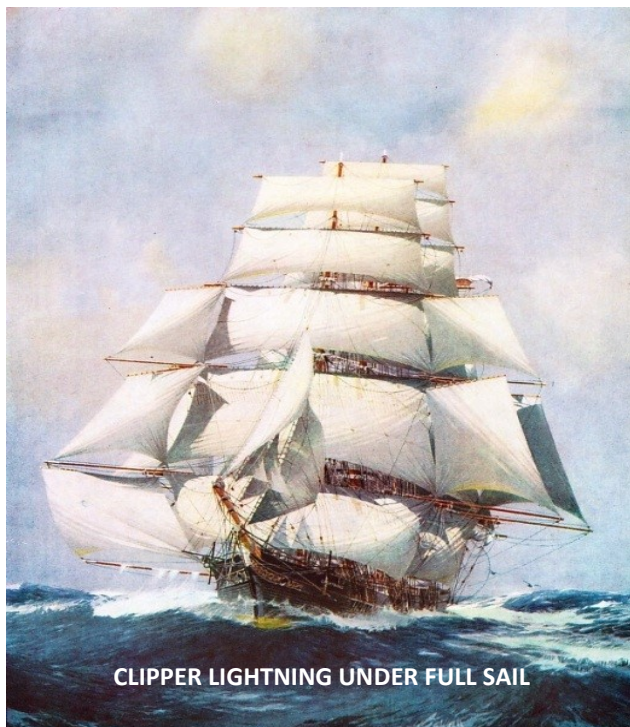
## CAUGHT FIRE AT GEELONG 1869



The wreck of the Lightning caused by fire was the worst shipping calamity in Geelong's history. That a fire had broken out was discovered at about 1 am.



Water was pumped into the lower hold in an attempt to douse it, but the efforts of local volunteer fire brigades were unsuccessful. The



blazing ship was towed away from the Yarra Street Wharf by James Deane's tug Resolute. Attempts to scuttle the vessel by boring holes and cutting the outside planking also failed. The Volunteer Artillery had also been unsuccessful in attempts to sink the

ship to put the fire out. The wreck was finally removed with explosives, and the Lightning sank at about 6pm. Location was about 200 yards from the Wharf in 25 feet of water. The ship built by the celebrated shipbuilder Donald McKay in 1852, the



Lightning, was the first clipper to be built in the USA for a British firm. In 1862, returning to Liverpool, it struck an uncharted rock in the Rip. No water entered the vessel but, on arrival at Liverpool, a rock 6 feet long was found sticking through its timbers and beginning to work loose.

Under Captain 'Bully' Forbes, the Lightning made its first voyage to Australia in 77 days, and on its return voyage made it in a record 64 days. It had the dubious distinction of carrying, free of charge, early consignments of introduced animals, including rabbits, sent to Thomas Austin of Barwon Park, Winchelsea. The Lightning's entire life was spent on the Australian run carrying immigrants and cargo

The Lightning's dimensions are as follows: Imperial tonnage 2084 tons, vessel length 243 feet, vessel beam 42 feet and draught 23 feet. Cargo included wool, tallow, copper, leather, wine and livestock.



# DJ BINGO NIGHT

By PETER SHAW

Pics by LYNDA HANLON



DJ Bingo arrived at Newhaven Yacht Squadron with a bang on Friday 6th October. Over 80 people were in attendance for a fun night of Music Bingo with a bit of singing and dancing in between.

Lots of prizes were won with two major winners getting a pick from the Club gift cabinet. Many people commented on what a fun night it was and look forward to the next event.

The social committee provided some enticing food platters, and the bar did a roaring trade. We also has some people on the night up on the stage doing their rendition of Daddy Cools', Eagle Rock.

Certainly a night to remember.



# GREEN CAPE LIGHTHOUSE

## NSW



The Green Cape lighthouse is a heritage listed lighthouse located at the tip of Green Cape headland forming the northern boundary of Disaster Bay, in southern New South Wales. It is the southern most lighthouse in NSW and Australia's first lighthouse built in concrete. At 95 feet it is also the tallest lighthouse in NSW.

The building was designed by James Barnet and built from 1881 to 1883 by Albert Wood Aspinall. It was added to NSW State Heritage register on 1 February 2013.

The first contact between the European explorers and the Aboriginal people of far south NSW occurred in 1798 when Matthew Flinders visited Twofold Bay, south of Eden. On this exploratory journey, Flinders made reference to Green Point, or as he called it then, 'The Cape'. Permanent European settlement of the region did not, however, begin until the 1830s, when pastoralist and whaling industries developed at Twofold Bay. Twofold Bay afforded the potential for raising stock on unoccupied Crown Land in the vicinity of a commodious harbour, and it quickly became a commercial and trading centre during the mid-nineteenth century. The Imlay brothers were the



first settlers to permanently occupy the area from the late 1830s and established a pastoral and whaling company in the region.

The British entrepreneur Ben Boyd arrived and went about establishing his own commercial empire during the 1840s—the ambitious but short lived 'Boyd Town'. By the time Boyd had entered the whaling industry, the once thriving business

was reaching the end of its boom period—the Imlay brothers had fallen victim to the economic depression in the late 1840s and by 1849, Boyd had abandoned his pastoral lands following the collapse of his empire.

Green Cape was a notable point in the shipping trade along the NSW coastline. A prominent natural headland projecting out into Disaster Bay, Green Cape was a known obstacle for passing ships. Since shipping had accelerated following the gold rush of the 1850s, the entire NSW coastline, in fact, had been regarded as dangerous and increasingly treacherous. Despite the first lighthouse being constructed at South Head in 1818, it was some 40 years later before the government systematically began installing light stations along the coast. Initially, consideration was only given to the north coast of NSW but, by 1872, the entire coastline was under review. Captain Francis Hixson, President of the Marine Board of NSW, famously proclaimed, 'that he wanted the NSW coast illuminated like a street with lamps'. Hixson was ultimately successful in achieving his vision—by the early twentieth century, the 'highway of lights' was complete with 25 coastal lighthouses and 12 in Sydney Harbour. The late nineteenth century had proven to be the most productive period for lighthouse construction in NSW.

Green Cape lighthouse was first lit in 1883 and finally deactivated in 1992, with a focal height of 144 feet and an intensity of 1,000,000 candela it had a range of 22 nautical miles. It flashed white twice every 10 seconds.





## MEET A MEMBER

### HAYDN CAVE



#### Haydn Cave (Volunteer Bar Person)

I was born in Bradford, West Yorkshire, England a town with a thriving wool industry at the time surrounded by many mills in the area.

During my school years, I was a very keen sportsman representing my schools in soccer, rugby union, swimming and cross country running.



Upon leaving school I went on to complete an apprenticeship in carpentry and joinery, with a local builder. It was while working away for this company that I met Delia, my future wife to be. We married in 1981 and bought our first home together which was a 200-year-old stone cottage that we completely renovated.

In 1985 we applied to emigrate to Australia and were successful with our application. We arrived with our four-year-old son Matthew, on Tuesday the 29<sup>th</sup> of October 1985. By 11.00am on the day we arrived I was busy applying for work as a carpenter and had 7 interviews before Friday. This turned into 7 jobs to choose from; when we left Bradford there was only one carpentry job advertised in the local newspaper.

I enrolled and completed a Building and Construction Tafe course, which helped me acquire a role with the former Public Works department as an Inspector of works on

government building projects. In 1992 our second child Lauren was born.

In 1998, I left the Building and Construction Agency (Former Public Works) and formed my own Project Management company where I specialised in project managing building works for schools and the Education Department, I retired in 2021.

In 2000 Delia and I bought an onsite caravan in Cowes which began our love for Phillip Island, that lead to us forming many friendships and happy memories.

We progressed to a small holiday home in Cowes in 2006, later in 2013 we decided to move permanently to the Island buying our present home in Newhaven. Apart from deciding to migrate to Australia this was one of our best decisions ever. We both play lawn bowls at the San Remo Bowls club and enjoy fishing. Delia always catches the biggest fish, but I put the boat in the right spot.

Since retiring we have travelled around Australia

and throughout Asia, with many more adventures to come. I have been a member of the NYS since 2007, and I am a regular volunteer behind the bar and enjoy meeting other members.



*Cheers Haydn*



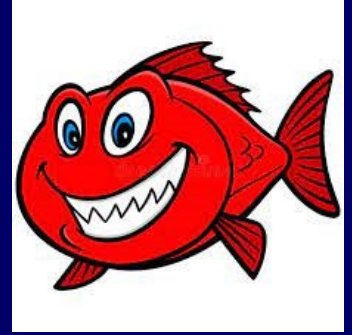
# WORKING BEE

## 28 OCTOBER

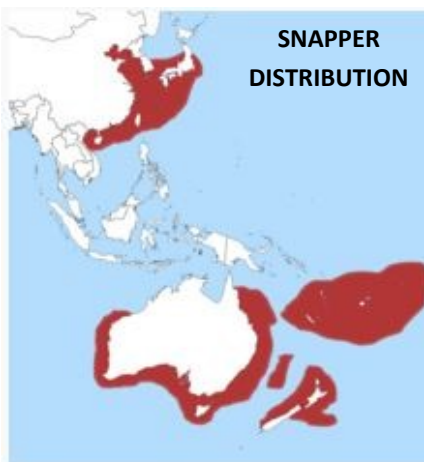


# AUSTRALASIAN SNAPPER

## CHRYSOPHRYS AURATUS



The Australasian snapper is a species of *porgie* found in coastal water around our shores. It is highly prized as an edible fish, with sweet sea taste and a firm texture. The fish spawn in inshore waters and live in rocky areas and reefs up to 200m deep. They school, and will migrate between reefs



and larger fish are known to enter estuaries and harbours, for example Port Phillip Bay and Westernport have a renowned seasonal snapper run.

Growth rate within the wild stocks vary with some growing rapidly and to a smaller maximum length, while those in east and west Australia are known to grow more slowly. The species is capable of living about 40 years throughout much of its range in Australia, and the Australian recordholder of 40 years and ten months was a 93.5 cm large nosed male, caught on 1 September 2007 off Bunbury, WA, and photographed on the day of capture. Sexual maturity is reached at about 30cm long and a small percentage of males will turn into females at puberty. Large individuals of both sexes develop a prominent hump on the head. Anglers are



advised not to take immature fish, so as not to reduce breeding stock.

The legal size in Australia varies by state, from 35cm and a bag limit of five fish per person in Queensland to 50cm in WA. During spawning, these fish obtain a metallic green sheen which indicates a high concentration of acid build up within the scales infrastructure. Minimum sizes are supposed to be designed to allow these fish to participate in spawning runs at least once before



they become available to the fishery, but given the slow growth rates of this species, a need exists to consider area closures and/or further increase the minimum size in each state to reduce the chances of overfishing.

This may be important with recent developments in technology such as GPS.



# HAVE YOU EVER THOUGHT HOW THE NYS MARINA STARTED





## MELBOURNE CUP DAY



The Melbourne Cup Day event at NYS was quite a hoot, although not that many people turned up, it was very successful. John Smith and Deanne ran the sweep, offering \$2 and \$5 tickets, with prizes for both amounts for first second and third places. So a few lucky folks went home with more money than they arrived with. Commodore Florian read out the horses and ticket holders followed, after the race, by the winners names and the handing

out of the winnings. Most people took some lunch, and just about everyone was there by 12.30, each being given a glass of bubbly to start off the day. Rhonda and Lynda were very active with their phones taking photos, some of which are shown for your enjoyment below. In all, a good fun day, with just about everyone chatting to everybody. Thanks to Mim Kershaw for organising the event.



# PELICANS

## PELECANUS CONSPICILLATUS



The Australian Pelican is a large waterbird in the family of *Pelecanidae*. Widespread on the inland and coastal waters of Australia and New Guinea, also in parts of Indonesia and New Zealand. It is a predominantly white bird with black wings and a pink bill. It has been recorded as having the longest bill of any living bird. It mainly eats fish, but will also consume birds and scavenge for scraps if opportunity arises.



The most characteristic feature of pelicans is their long bill with its large pouch. The bill is 40-50 cm long, and is larger in

males. Pelicans have a wingspan of 2.5 metres and their average size is 170 cm. Their habitat includes freshwater lakes, estuarine and marine wetlands, swamps, rivers, coastal waters and shores.

After monsoonal rains flood salt lakes in Australia's arid interior, pelicans sometimes flock there in their thousands to breed. When it dries out again, they head for more permanent wetlands or the coast. However, recent studies indicate that there may be less movement between the coast and inland wetlands than previously thought. Pelicans are highly mobile, searching out suitable areas of water and adequate food. They can remain aloft for 24 hours, covering hundreds of kilometres, using thermals to soar to heights of up to 3,000 metres.

Breeding depends on environmental conditions,

particularly rainfall, and can occur at any time of the year.

Pelicans breed in colonies, with sometimes thousands congregating on islands or secluded shores. Breeding begins with a ritualised courtship display, with males following a female around the colony, clapping their bills and picking up small items and tossing them in the air, and a male and female may ripple their pouches together, before she leads him to a nest..

At this time, the bill and pouch turn bright salmon pink and chrome yellow, with the base of the bill cobalt blue, but it soon fades.

The female prepares the nest, a scrape in the ground lined with scraps of vegetation or feathers. Two or three eggs are laid two or three days apart. Both parents share incubation for 32-35 days. The first hatched chick is substantially larger than its



siblings, and receives most of the food. Mottling on the face of their chick allows the parents to recognise it from hundreds of others.

The chicks leave the nest to form creches of up to 100 birds for about two months.





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## The Newhaven Yacht Squadron Inc Schedule of Fees 2023 - 2024 (inc GST) - Effective from 1 July

<b>Membership Fees</b>			<b>ANNUAL</b>
Annual Subscription - Senior Member			<b>\$280.00</b>
Annual Subscription - Associate Member			<b>N/A</b>
Annual Subscription - Social Member			<b>\$75.00</b>
Annual Subscription - Absent Member			<b>\$65.00</b>
Annual Subscription - Junior Member			<b>\$15.00</b>
Annual Subscription - Senior Crew Member			<b>\$330.00</b>
Annual Subscription - Crew Member			<b>\$55.00</b>
Entrance (Joining) Fee - New Senior or Senior Crew Member			<b>\$340.00</b>
Entrance (Joining) Fee - New Social Member			<b>\$125.00</b>
(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)			<b>\$50.00</b>
<b>Marina Fees</b>			
<b>Berth Capacity</b>	<b>Entry Licence Fee</b>	<b>Designation</b>	
6.00 Metres	<b>\$15,925</b>	C1	<b>\$370.00</b>
7.50 Metres	<b>\$22,500</b>	C2	<b>\$460.00</b>
8.25 Metres	<b>\$29,000</b>	C3	<b>\$500.00</b>
9.00 Metres	<b>\$34,000</b>	C7	<b>\$550.00</b>
9.75 Metres	<b>\$47,000</b>	C4	<b>\$600.00</b>
10.50 Metres	<b>\$56,000</b>	C5	<b>\$640.00</b>
12.00 Metres	<b>\$75,000</b>	C6	<b>\$730.00</b>
Dinghy Rack Fee - per Calender Year (Members Only)			<b>\$150.00</b>
Marina Berth Application Fee			<b>\$55.00</b>
Berth Transfer Fee			<b>\$1,400.00</b>
<b>Maintenance Yard Charges 2023 - 2024</b>			
Tractor - Member per Retrieve & Launch	<b>\$170.00</b>		
Tractor - Non-Member per Retrieve & Launch	<b>\$300.00</b>		
Trailer - Member per use, per week or part there of	<b>\$35.00</b>		
Trailer - Non-Member per use, per week or part thereof	<b>\$100.00</b>		
Jet Cleaner - Member per use	<b>\$55.00</b>		
Jet Cleaner - Non-Member per use	<b>\$100.00</b>		
Gantry - Member per use	<b>\$50.00</b>		
Gantry - Non Member per use	<b>\$120.00</b>		
Maintenance Yard Occupant - Member Weekly after 3 Weeks	<b>\$145.00</b>		
Maintenance Yard Occupant - Non Member Weekly after 3 Weeks	<b>\$400.00</b>		
<b>Casual Marina Berth Charges</b>			
Member - 1 Day - Boat Size 6.0 Metres to 10 Metres Inclu	<b>\$45.00</b>		
Member - 1 Day - Boat Size 10.1 Metres to 12 Metres Inclu	<b>\$50.00</b>		
Member - per Week - Boat Size 6.0 Metres to 8.25 Metres Inclu	<b>\$75.00</b>		
Member - per Week - Boat Size 8.26 Metres to 10 Metres Inclu	<b>\$105.00</b>		
Member - per Week - Boat Size 10.1 Metres and over	<b>\$125.00</b>		
Visiting Club Member - Daily Charge	<b>\$57.00</b>		
Visiting Club Member - Weekly Charge	<b>\$300.00</b>		
Other Visitors - Daily Charge (Except Emergency services)	<b>\$90.00</b>		
Other Visitors - Weekly Charge (Except Emergency Services)	<b>\$500.00</b>		
Key Deposit - Marina (Casual)	<b>\$50.00</b>		

2023

Local Time

## DECEMBER

Time	m	Time	m
<b>1</b> 0435 3.15 1016 0.99 FR 1609 2.60 2206 0.35		<b>16</b> 0417 3.13 0954 1.11 SA 1550 2.57 2145 0.29	
<b>2</b> 0515 3.08 1057 0.97 SA 1649 2.59 2246 0.43		<b>17</b> 0503 3.14 1040 1.01 SU 1641 2.63 2234 0.30	
<b>3</b> 0551 3.00 1135 0.97 SU 1729 2.55 2325 0.54		<b>18</b> 0547 3.11 1125 0.91 MO 1731 2.65 2322 0.37	
<b>4</b> 0625 2.91 1212 0.98 MO 1808 2.49		<b>19</b> 0629 3.05 1210 0.81 TU 1824 2.66	
<b>5</b> 0001 0.67 0656 2.81 TU 1246 0.99 ● 1847 2.42		<b>20</b> 0010 0.49 0708 2.97 WE 1255 0.72 ● 1921 2.64	
<b>6</b> 0037 0.81 0727 2.71 WE 1320 0.99 1930 2.35		<b>21</b> 0100 0.65 0746 2.88 TH 1340 0.64 2021 2.63	
<b>7</b> 0114 0.95 0757 2.62 TH 1356 0.98 2019 2.31		<b>22</b> 0150 0.83 0827 2.78 FR 1427 0.58 2125 2.63	
<b>8</b> 0155 1.11 0830 2.53 FR 1435 0.96 2117 2.30		<b>23</b> 0245 1.02 0911 2.67 SA 1517 0.53 2231 2.67	
<b>9</b> 0244 1.26 0911 2.45 SA 1521 0.92 2225 2.34		<b>24</b> 0345 1.17 1001 2.57 SU 1612 0.51 2337 2.73	
<b>10</b> 0345 1.38 0959 2.37 SU 1615 0.86 2336 2.46		<b>25</b> 0453 1.28 1100 2.48 MO 1712 0.49	
<b>11</b> 0458 1.46 1056 2.32 MO 1714 0.77		<b>26</b> 0042 2.81 0605 1.31 TU 1203 2.43 1815 0.47	
<b>12</b> 0043 2.62 0612 1.46 TU 1200 2.31 1814 0.66		<b>27</b> 0142 2.90 0715 1.29 WE 1307 2.41 ○ 1915 0.46	
<b>13</b> 0143 2.80 0718 1.39 WE 1303 2.35 ● 1912 0.53		<b>28</b> 0238 2.96 0816 1.22 TH 1406 2.43 2009 0.45	
<b>14</b> 0238 2.96 0815 1.30 TH 1403 2.42 2005 0.41		<b>29</b> 0329 2.99 0911 1.15 FR 1500 2.46 2100 0.46	
<b>15</b> 0329 3.07 0906 1.20 FR 1459 2.50 2057 0.33		<b>30</b> 0415 2.99 0958 1.07 SA 1548 2.49 2145 0.49	
		<b>31</b> 0454 2.97 1040 1.01 SU 1633 2.50 2227 0.55	

2024

## WESTERN PORT (STONY POINT) – VICTORIA

LAT 38° 22' S LONG 145° 13' E

Times and Heights of High and Low Waters

## JANUARY

Time	m	Time	m
<b>1</b> 0530 2.93 1118 0.97 MO 1715 2.50 2306 0.64		<b>16</b> 0530 3.10 1112 0.72 TU 1733 2.78 2315 0.42	
<b>2</b> 0600 2.88 1153 0.93 TU 1755 2.49 2342 0.74		<b>17</b> 0612 3.07 1158 0.56 WE 1829 2.82	
<b>3</b> 0630 2.83 1225 0.88 WE 1834 2.47		<b>18</b> 0005 0.54 0650 3.01 TH 1242 0.43 ● 1924 2.84	
<b>4</b> 0016 0.84 0657 2.77 TH 1257 0.83 ● 1915 2.46		<b>19</b> 0053 0.69 0728 2.93 FR 1325 0.36 2017 2.82	
<b>5</b> 0053 0.95 0724 2.71 FR 1328 0.78 2000 2.46		<b>20</b> 0141 0.86 0804 2.82 SA 1408 0.34 2113 2.78	
<b>6</b> 0131 1.07 0754 2.64 SA 1401 0.73 2049 2.47		<b>21</b> 0230 1.02 0844 2.71 SU 1452 0.38 2208 2.73	
<b>7</b> 0215 1.20 0828 2.56 SU 1439 0.70 2145 2.49		<b>22</b> 0320 1.17 0927 2.58 MO 1540 0.45 2305 2.69	
<b>8</b> 0303 1.33 0909 2.47 MO 1522 0.67 2246 2.53		<b>23</b> 0417 1.29 1018 2.46 TU 1634 0.53	
<b>9</b> 0400 1.44 0959 2.39 TU 1615 0.64 2354 2.61		<b>24</b> 0007 2.68 0524 1.36 WE 1120 2.36 1737 0.60	
<b>10</b> 0509 1.50 1100 2.33 WE 1717 0.59		<b>25</b> 0110 2.69 0636 1.37 TH 1230 2.30 1844 0.64	
<b>11</b> 0102 2.72 0624 1.49 TH 1212 2.32 ● 1827 0.52		<b>26</b> 0211 2.73 0747 1.31 FR 1340 2.30 ○ 1946 0.64	
<b>12</b> 0207 2.84 0736 1.40 FR 1326 2.38 1933 0.43		<b>27</b> 0305 2.79 0848 1.21 SA 1443 2.35 2042 0.64	
<b>13</b> 0305 2.96 0838 1.26 SA 1435 2.48 2034 0.36		<b>28</b> 0352 2.83 0939 1.10 SU 1536 2.42 2130 0.64	
<b>14</b> 0359 3.05 0934 1.09 SU 1538 2.59 2130 0.33		<b>29</b> 0431 2.85 1020 0.99 MO 1623 2.48 2213 0.68	
<b>15</b> 0446 3.09 1025 0.91 MO 1637 2.70 2224 0.34		<b>30</b> 0505 2.85 1057 0.90 TU 1704 2.53 2251 0.73	
		<b>31</b> 0534 2.83 1129 0.81 WE 1744 2.57 2326 0.79	

## FEBRUARY

Time	m	Time	m
<b>1</b> 0600 2.81 1159 0.73 TH 1821 2.61		<b>16</b> 0627 2.98 1221 0.20 FR 1914 3.03	
<b>2</b> 0000 0.85 0626 2.78 FR 1229 0.65 1859 2.64		<b>17</b> 0042 0.73 0703 2.91 SA 1302 0.19 ● 2001 2.97	
<b>3</b> 0034 0.93 0653 2.74 SA 1259 0.59 ● 1939 2.65		<b>18</b> 0126 0.86 0739 2.81 SU 1343 0.24 2049 2.87	
<b>4</b> 0111 1.02 0722 2.68 SU 1330 0.55 2021 2.64		<b>19</b> 0209 1.00 0816 2.69 MO 1424 0.35 2136 2.74	
<b>5</b> 0149 1.12 0754 2.61 MO 1403 0.53 2109 2.61		<b>20</b> 0254 1.14 0856 2.55 TU 1507 0.50 2228 2.62	
<b>6</b> 0230 1.24 0830 2.52 TU 1442 0.53 2203 2.58		<b>21</b> 0344 1.26 0943 2.41 WE 1558 0.65 2326 2.53	
<b>7</b> 0318 1.36 0914 2.44 WE 1530 0.54 2307 2.57		<b>22</b> 0445 1.36 1042 2.28 TH 1700 0.78	
<b>8</b> 0418 1.45 1014 2.36 TH 1632 0.56		<b>23</b> 0031 2.50 0559 1.39 FR 1159 2.20 1815 0.85	
<b>9</b> 0019 2.61 0534 1.48 FR 1131 2.32 1749 0.57		<b>24</b> 0137 2.53 0716 1.33 SA 1320 2.22 ○ 1926 0.86	
<b>10</b> 0132 2.70 0658 1.39 SA 1300 2.37 ● 1908 0.53		<b>25</b> 0235 2.60 0822 1.20 SU 1430 2.31 2027 0.84	
<b>11</b> 0237 2.82 0811 1.20 SU 1421 2.50 2018 0.47		<b>26</b> 0322 2.67 0912 1.06 MO 1526 2.44 2116 0.82	
<b>12</b> 0333 2.93 0912 0.96 MO 1532 2.68 2120 0.44		<b>27</b> 0400 2.72 0952 0.92 TU 1612 2.56 2159 0.82	
<b>13</b> 0423 3.00 1005 0.70 TU 1634 2.84 2215 0.46		<b>28</b> 0433 2.74 1026 0.79 WE 1651 2.66 2234 0.84	
<b>14</b> 0507 3.03 1053 0.48 WE 1731 2.97 2307 0.52		<b>29</b> 0501 2.75 1056 0.68 TH 1728 2.74 2308 0.86	
<b>15</b> 0548 3.02 1138 0.30 TH 1824 3.03 2355 0.61			

## MARCH

Time	m	Time	m
<b>1</b> 0529 2.75 1127 0.59 FR 1803 2.80 2341 0.89		<b>16</b> 0559 2.91 1154 0.12 SA 1855 3.16	
<b>2</b> 0555 2.74 1157 0.52 SA 1839 2.83		<b>17</b> 0024 0.81 0636 2.85 SU 1235 0.18 ● 1939 3.05	
<b>3</b> 0015 0.94 0623 2.71 SU 1228 0.47 1915 2.82		<b>18</b> 0105 0.90 0712 2.76 MO 1315 0.29 2020 2.90	
<b>4</b> 0049 1.01 0653 2.67 MO 1259 0.46 ● 1955 2.78		<b>19</b> 0145 1.01 0749 2.63 TU 1354 0.46 2101 2.74	
<b>5</b> 0125 1.10 0725 2.60 TU 1332 0.46 2038 2.71		<b>20</b> 0227 1.13 0828 2.49 WE 1435 0.64 2146 2.58	
<b>6</b> 0203 1.20 0800 2.53 WE 1410 0.48 2128 2.63		<b>21</b> 0313 1.24 0914 2.35 TH 1522 0.82 2240 2.46	
<b>7</b> 0247 1.30 0844 2.46 TH 1458 0.53 2227 2.57		<b>22</b> 0410 1.33 1014 2.22 FR 1625 0.98 2345 2.39	
<b>8</b> 0344 1.37 0945 2.39 FR 1600 0.62 2338 2.55		<b>23</b> 0524 1.36 1137 2.16 SA 1745 1.09	
<b>9</b> 0459 1.37 1112 2.35 SA 1721 0.69		<b>24</b> 0052 2.40 0641 1.29 SU 1305 2.22 1903 1.10	
<b>10</b> 0054 2.61 0626 1.26 SU 1248 2.43 ● 1848 0.70		<b>25</b> 0152 2.45 0745 1.15 MO 1415 2.37 ○ 2007 1.06	
<b>11</b> 0202 2.71 0743 1.02 MO 1415 2.62 2004 0.67		<b>26</b> 0240 2.53 0832 0.98 TU 1508 2.55 2057 1.02	
<b>12</b> 0300 2.82 0845 0.74 TU 1526 2.85 2109 0.64		<b>27</b> 0318 2.59 0912 0.83 WE 1552 2.72 2138 0.99	
<b>13</b> 0352 2.90 0939 0.48 WE 1627 3.05 2204 0.64		<b>28</b> 0353 2.64 0945 0.69 TH 1630 2.85 2214 0.98	
<b>14</b> 0438 2.93 1027 0.28 TH 1720 3.17 2254 0.68		<b>29</b> 0424 2.67 1018 0.59 FR 1707 2.94 2247 0.97	
<b>15</b> 0519 2.94 1111 0.16 FR 1810 3.20 2341 0.73		<b>30</b> 0453 2.69 1051 0.51 SA 1743 2.98 2320 0.98	
		<b>31</b> 0524 2.69 1124 0.46 SU 1818 2.99 2355 1.01	

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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

Moon Phase Symbols

● New Moon

● First Quarter

○ Full Moon

in effect

● Last Quarter



### Maxicraft Statesman

4.5m Fibreglass half cabin boat, registered till Nov 2024, 40hp Mercury motor, power anchor winch, 2 fish finders, weather cover, Bimini with rod holders, life jackets, plus many extras.

Precision trailer reg till Feb 2024

All in very clean condition and well maintained, a good vessel for the money.

Call Jean Dunstan on 0407 771 086

## NYS EVENTS DECEMBER JANUARY

<b>Dec 23</b>						
Saturday 2	1653-2.58	1102-0.88	Summer Aggregate Race 4	1200	1300	
			Annual Christmas Dinner		1800	Social Committee
Sunday 3						
Saturday 9			Happy Hour / Members Draw		1730	Social Committee
Sunday 10						
Tuesday 12			Sailability		930	Alen Garrett
Saturday 16			Happy Hour / Members Draw		1730	Social Committee
Sunday 17						
Saturday 23			Happy Hour / Members Draw		1730	Social Committee
Sunday 24						
Monday 25			Christmas Day			
Tuesday 26			Boxing Day			
Saturday 30			Happy Hour / Members Draw		1730	Social Committee
Sunday 31			New Years Eve at NYS - BYO Dinner		1930	Social Committee
<b>Jan 24</b>						
Monday 1			New Years Day.			
Saturday 6			Happy Hour / Members Draw		1730	Social Committee
Sunday 7			Powerboats Around French Island Cruise - TBC	0900	1000	TBA
Saturday 13			Happy Hour / Members Draw		1730	Social Committee
Sunday 14						
Saturday 20			Happy Hour / Members Draw		1730	Social Committee
Sunday 21						
Friday 26	1522-2.39	0918-1.01	Australia Day			
Saturday 27			Overnight Cruise - TBC			TBA
			Happy Hour / Members Draw		1730	Social Committee
Sunday 28						

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