

Autumn 2024 Edition

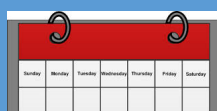


# Newhaven Yacht Squadron QUARTERLY

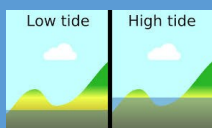


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**DATES TO  
REMEMBER**



**TIDES FOR  
SAN REMO**



**NOTICES FOR  
MEMBERS**



**SCHEDULE  
OF FEES**

## YOUR COMMITTEE

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### Casual Berthing Officer

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### Bar Manager

David Tonkin—0412 422 667

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Cardell Assurance & Audit

### Maintenance Yard

Glen Botterill—0419 514 395

### Boatique Shop Sales

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## MARINA BOOKINGS

### 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, and Jillian Poole.

### FINANCE: Chair Denis Loweth,

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

### BUILDING: Chair Bob Sterling,

Florian Andrighetto, Ben Koole, Kevin Kealy and Rob Dawson

### MARINA: Chair Bob Sterling

Derrick Kershaw, Florian Andrighetto, Jeff Shawcroft, Glen Botterill, Ben Koole, Hardy Weller, Peter Anglin 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, Florian Andrighetto, Peter & Rhonda Buitenhuis,

### SAILABILITY: Chair Alen Garrett

Mary Brown, Stan Jackson, Peter Loughrey and Cheree Dyson

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Note: Mail can be left in the mail

box in the committee room door on

the lower deck



## COMMODORES COMMENTS



Well here we are as we go to press already approaching autumn. The kids are back in school and the last 3 months have flown. The sailing and fishing has been excellent with generally mild conditions prevailing for all types of water activity. It is very pleasing that although our upgraded Club Safety Boat has been used on several occasions over the summer to assist those in trouble, there has thankfully been no significant personal injuries indicating that we are all putting safety first. Congratulations to you all.

Nothing happens in the club without our volunteers so thank you all for making our club so successful.

### **Saturday Night Happy Hour**

The Saturday Night Happy Hour continues to go from strength to strength. Numbers are



consistently high and the feeling in the club, (if comments passed on from members attending is anything to go by), is very high. The members' draw has been capped at \$2,000 and now we have

a second chance to win every Saturday night with another draw and it has already risen to \$200 jack potting each week by \$25. You must be present to win. Big thank you to our supporters especially San Remo Butchers, San Remo



Hotel and Saltwater Restaurant providing the weekly raffle prizes. Please show your thanks by continuing to support them. Thank you also to Mim Kershaw and her crew for providing greatly appreciated nibbles to all, and also the Bar staff for quenching our thirst. All volunteers.



## MORE FROM THE COMMODORE



### Sailability

Many thanks to Alan Garrett and his team of volunteers who generously give their time to such



a wonderful program of Sailability which offers new experiences to children with disabilities.

Also, Alan and his crew continue introducing many local school children to the wonderful world of yachting and we all hope that it will lead to bringing young people into the club.

### Australia Day Cruise

Five yachts and one power boat commenced the cruise on Saturday 27 January. They were, Cappricio, Harmony, Deja Vu, Skye, Andronicus and



the Mustang 32. Unfortunately Andronicus developed early engine problems and pulled out shortly after the start which is very unusual as nothing ever goes wrong with boats. With wind

and tide against us we had an energetic sail to Hastings Marina where 6 berths had been pre booked for our arrival. On settling in it was drinks on board followed by dinner in the restaurant where much merriment was had. The next day was a leisurely sail to Rhyll past the anchored cruise ship and docked on the floating pontoons for the night. More drinks and fish and chips then home the next day. Thanks go to Jeff Shawcroft for organising the event once again.

### Easter Bunny

For members who have children, grandchildren,



nieces, nephews etc, don't forget the famous Easter Bunny arrival at the yacht club and associated Easter egg hunt. An unforgettable day for the very young who look forward to the day each year. So make the effort if you can and bring huge smiles on little faces.

Keep safe.

*Florian*





## VICE COMMODORE BOB STERLING



### **Marina maintenance – South and Centre Arms**

I previously advised that significant refurbishment works will be required for the South and Centre Arms. This 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.



We will be underway with the planning stage of these works, shortly. What we have been advised on is that Sandringham Yacht Club has a similar marina construction to ours and they are near completion of a 10-year upgrade, more extensive than what we are planning, but it has included the scope of our planned works. We (Florian, Jeff Shawcroft and I) will shortly be visiting Sandringham to review their project, as a part of our planning process.

### **New Club Boat - Arvor 250 AS**

The new club boat has now been in use for several months, with Sailability and the summer yacht racing programs. Also, we have been able to assist Members with engine problems on the water and

have towed a few yachts and motorboats back to the safety of our marina.



The Sailability team, headed by Alen Garrett, has now had time to review the operation of transferring sailors on and off the Hansa Dinghies and the RIB. From this we are reviewing options to add handrails to the rear platform and George Reek is assisting with the design.

### **Building**

At the December meeting the Committee decided to revert the responsibility for the building back to the Vice Commodore. As the Chairman of the Building Sub-committee, I have decided that it is appropriate to refresh the membership and you will see the list of Building Sub-committee members in the front of the Quarterly. If you have building expertise, knowledge and experience and you believe that you can contribute, either on the Building Sub-committee or as a Club Volunteer, then please let me know.

In the immediate future what I am looking for from the Building Sub-committee is advice on maintenance items that need attention (there is a list or lists), and direction on what should be directed to Club Volunteers or Contractors (Paid).

## MORE FROM BOB



Given time to review and discuss, we will look at the renovation and extension of the building, considering current identified requirements, and there is no doubt that we will need to revert to the



Members for feedback when we have plans and proposals available for review.

Confirming what the Commodore has previously advised, “the Committee is very much committed to continuing plans for the refurbishing of the clubrooms, but as a result of the current climate the Committee will revisit the plans and consider all options from here. All members will be kept informed of developments as they occur”.

### Maintenance Yard– Waiting List

There is a Maintenance Yard ‘Waiting List’, and it is updated by Glenn and me monthly.

The system is working well and allows Glenn to schedule and prioritise members boats. If you want to get your boat on the waiting list for the yard, get the form from Glenn, fill it in and return to him.

### Newhaven Boat Ramp Upgrade

Better Boating Victoria has a review underway to upgrade the Newhaven public boat ramp. We were



pleased to host the public consultation, drop-in session, at the club rooms on 7 December.

We, along with other participants, have forwarded notes to Better Boating Victoria in response to their initial proposal. We have made a few suggestions including the Floating Pontoon position, parking, orientation and traffic flow and new Public Toilets located in the lower carpark area.

*All the best with your boating, Bob*

## MEET NEW MEMBERS—WELCOME ABOARD

John & Sue Tansey

Brian & Rose Walmsey

Marc Salzmann

Peter & Janet Cobden

Jack Hungerford

Ben & Merran Brookman

Sue, Ben & Daniel Rich

Belinda & Steve Martin

David & Bronwyn McDermott

Louisa & Dan McKinnon

Howie & Erin Howell

Michael & Lisa Clarke

Julia Birch & Hooman Maghouli

Chris Phillips

Paul & Sandy Grimes

Brett & Sarah Gibson

Pam & Greg Williams

Andrew & Jenny Lamb

Tim & Ros Skate







## SOCIAL REPORT

### By MIM KERSHAW



Happy Hour continues to draw the crowd every Saturday night. There are now 2 chances to win the members draw each week. There are raffles and prizes every week as well. Nibbles will be also be provided and the bar is always open. These could not happen without the great support from our club volunteers especially Lynda Hanlon, Jillian Poole, Marianne Watson and Yvonne Brown. The bar overseen by David Tonkin has a roster of several other volunteers.

We are planning on **April 20** to have our first Cocktail event. Sharon Sartori has kindly offered to



assist with this and we hope to have several during the year. We will start with a couple of different cocktails like Strawberry Daiquiri, Grasshopper,

Cosmopolitan, Pina Colada and a mocktail. We will do this during a Saturday Happy Hour at a nominal charge.

**March 30<sup>th</sup>** Easter Saturday will be kicked off at 11am with a visit from the Easter Bunny and an Egg hunt. This will be followed by a sausage sizzle with children's drink provided. The bar will also be open for the big Kids. Happy Hour will follow later as usual.



During this time we see an exodus of many of our nomadic members who head north because they can. This is when many other volunteers

step forward to assist us on Saturdays. So thanks in advance to them and anyone else who might be inclined. You are always welcome.

We do have some new NYS club merchandise like Short sleeve polo shirts, long sleeve light weight shirts, caps, hats and aprons. These make great presents, especially the aprons for our men. It might encourage them to cook more!!!



A big thank you to Chloe for the weekly updates and for keeping the club running smoothly.

THANK YOU TO OUR SPONSORS :



San Remo Butchers, Saltwater and San Remo Hotel. Please support them as they support us.

Enjoy.....Mim



# SAFETY REPORT

## By BILL McINTOSH

**YOU'RE THE SKIPPER**  
**YOU'RE RESPONSIBLE**

Bill is a bit indisposed at the present time, thus we are including some safety advice taken from the Victoria Police Marine Safety Act.

### Reporting marine incidents and accidents

Under the act reportable marine incidents include:

- \* the loss or presumed loss of a vessel
- \* a collision with another vessel or object
- \* grounding, sinking or flooding
- \* a capsized vessel
- \* fire
- \* a structural failure or loss of stability
- \* close quarters
- \* a person overboard
- \* a vessel becoming disabled and requiring assistance
- \* the fouling or damaging of any pipeline, submarine cable, lighthouse, lightship, beacon, buoy and marine mark



The Marine Safety Act requires the master to provide the following details to the police present at the scene:

- \* the name and address of the master
- \* the name and address of the owner of the vessel
- \* the registration or survey number of the vessel

The master must report full details at the closest police station as soon as possible in the following events:

- \* any property is damaged or destroyed, and the owner, the owner's representative or police are not present
- \* a person is injured and no police members are present





# REAR COMMODORES REPORT

## By MARCUS BOND



The club has seen much activity over the summer months with fishing, sailing and boating.

The highlight of the summer was the Australia Day Cruise where five yachts and one power boat made their way to Hastings Marina for the first night. In Hastings there was a happy hour on board followed by dinner at the local Tavern. The next day was a leisurely sail to Rhyll past the anchored cruise ship. Thanks go to Jeff Shawcroft for organising the event.

Over the summer the casual berthing fill up the marina, adding to the great atmosphere. Ray has done a wonderful job in managing the casual berths and moving boats around. Please contact Ray Frith with any casual berth requests.



We have had good luck with the summer yachting events with mostly great conditions. (after many winter races being cancelled) Participants in all races have been increasing and a few new

members also showing interest. If you have any questions on yachting at all, please reach out to the experienced members around the club. There is no such thing as a silly question!

### Summer Results:

Race 1 :	Sept 9 : winner – Spindrift, K Holt
Race 2 :	Oct 7 : winner – Avocado, B Garforth
Race 3 :	Nov 11 : winner – Avocado, B Garforth
Race 4 :	Dec 2 : winner – Avocado, B Garforth
Race 5:	Feb 11: winner – Cocktail II, M Dixon

### Other races:

Single Handed :	Oct 21 : winner – Joalda, M Bond
Commodores Cup :	Nov 18 : winner - Avocado, B Garforth

### Next races:

-Race 6:	February 24th
-Around Phillip Island:	March 2nd (Cat 4 safety required)
-Race 7:	March 23rd
-Winter Race 1:	April 20th

Presentation night: April 13

If you are interested in sailing please contact us via email or phone, or just turn up on the day. We would like to thank all NYS boating event volunteers, there would be no events without our volunteers.

*Race fast.....Marcus*





# FISHING COMPTITION DAY

## By RAY MASCARO



The fishing competition held on Saturday 20 January was a very enjoyable day with over 30 people in attendance. The weather was most certainly on our side, with temperatures of just over 20 degrees and light winds.



A special thank you to Club Marine for sponsoring the two \$500 vouchers and gift bag, also a special thank you to John Tigona from BBA Insurance Brokers for sponsoring the Snapper Combo Rod and Reel.

two equal size pinkies caught. The decision was made to split the \$1000 into two lots of \$500. Congratulations to Jack and Don.

Start Byron was the winner of the 'Penn Snapper Combo Rod and Reel valued at \$350 for catching the first fish of the day. Congratulations Stuart.



Oli Koole was winner of the Club Marine gift bag for catching the most species of legal size fish. Congratulations to Oli not only for winning the gift bag but also for catching the enormous flathead on the day, Congratulations again.

I would like to thank all the members, their families and guests that made the effort to join us on the day and I look forward to our next adventure.

Kind regards Ray



Jack Hungerford and Don Johnstone were dead heat for the \$1000 voucher from Club Marine with





# LITTLE PENGUIN

## EUDYPYULA NOVAEHOLLANDIAE



Phillip Island is home to Australia's largest colony of Little Penguins, with over 40,000 breeding penguins found on the Summerland Peninsula. The Little Penguin is not the smallest of all, weighing around 1kg but also the only one with blue and white feathers.



Little Penguins are top ocean predators, playing an important role in the marine ecosystem food web and a valuable indicator species with changes in their population alerting us to changes in ocean health, which impacts the prey they eat.

Given Little Penguins live both at sea and on land, it is critically important for marine scientists to better understand the implications of marine and terrestrial threats, including commercial fishing operations, ingestion and entanglement of plastic and marine debris, oil spills and habitat destruction.

Phillip Island is completely fox free, which proves a safe haven from introduced predators for Little Penguins to breed. However feral cats are still problematic.

In 2022 Little Penguins have set a record in the five months with 5440 birds waddling up the beach in late October, with the previous record being set in

May that year of 5219, which was the highest number recorded since counts began at Summerland's beach in 1968.

The species usually grow to about 33cm and the head and upper parts

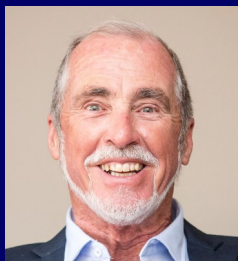


are blue in colour, with slate grey ear coverts fading to white underneath, from the chin to their belly. Their flippers are blue and they have a dark grey/black beak about 3cm long. Their average age spans about 6.5 years but in some 'flipper ring' experiments show that in very exceptional cases they may live up to 25 years in captivity.

They often swim together in a large group and after dark walk up the shore to reach their nest sites, this may be an effective predator avoidance strategy by traveling in a large group .

Little Penguins are also seen in New Zealand although in recent years the populations have been decreasing, and some colonies have become extinct. Maybe they have seen the light and decided to emigrate to us here on Phillip Island.





# AUSTRALIA DAY CRUISE

## By DERRICK KERSHAW



Six of our boats took part in this year's Australia Day Cruise, five yachts and a power boat. The latter was required to keep its exhaust emissions well away from the yachties.



There was adverse weather on the Friday so we did not set off until Saturday morning. We sailed past Rhyll and arrived at the Westernport Marina at Hastings where we berthed for the night. I will not tell you who arrived first but it cost him about 60 litres of fuel. (should have kept the yacht!) All of us had a great meal at the local Tavern followed



by a good night's sleep. We could not believe the size of many of the boats in the marina. Unlike

ours, you cannot purchase a berth and must pay an annual fee. For a 9metre its \$5,845 p/a, \$590 p/month and for a 12m its \$7,781 p/a, \$782 p/month.



After a late breakfast on Sunday morning, we left and went to Rhyll for the night. On arrival we found a large cruise ship anchored in the channel and the jetty was closed for taking passengers ashore. Not a problem as we picked a mooring for an hour or two and managed to tie up at the jetty (not the fishing one!!!) after the cruise ship sailed



at 6pm. Just in time to buy fish and chips from the shop which closed at 7pm. Another good night's sleep, in spite of several people fishing around our boats using underwater lights. On Monday morning we had an easy return to NYS.



## MORE ABOUT THE CRUISE



A big thankyou to Jeff Shawcroft and Florian for organising the event. It was good to welcome

some new participants, John and Guy. We hope to see more members next year on our Australia Day cruise. (even if the vocal minority want to call it the invasion day weekend). You will get to meet other members and explore our bay in safe company.

All in all just a great time with some good NYS mates.

*Cheers Derrick*



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# MONTEGUE ISLAND LIGHTHOUSE

## NEAR NAROOMA



Since 1881, European visitors have landed here to inspect the island's renowned granite lighthouse and enjoy a tour of this scenic area which boasts colonies of seals and fairy penguins.



The building of the lighthouse was first advocated in 1873. Construction of the lighthouse, designed by James Barnet, commenced in 1878. Barnet was responsible for at least 15 major light stations along the coast of NSW.

The original contractor went against instructions and damaged the large granite boulder selected for the lighthouse base with unauthorised blasting. As a result the building was repositioned a few feet away from the first position. Due to continuous tardiness and difficulties the contractor eventually

gave up the contract and a few years later a new tender was given to a second contractor.

Work proceeded quickly and the lighthouse was finally completed in late 1881, although by then a temporary light set up earlier had been in operation for about a year.

During the keepers' era, all household and lighthouse stores had to be brought in by sea, where they were unloaded and brought up from a jetty to the lighthouse complex via a tramway.

The tower is constructed of locally hewn interlocking granite blocks which were quarried on the island. It is fitted with a bronze handrail.

In 1910 the light was upgraded to 250,000 candlepower and again in 1923 to 357,000 candlepower, and the in 1969 the power was raised to 1,000,000 CP with the conversion to electricity supplied by a diesel generator. It was in September 1986 when the old light was turned off manually for the last time by the then keeper John Short.

With the advent of the light becoming automatic, using solar power, the remaining keepers were either transferred to the National Parks and Wildlife Service or taken off the island in December 1987.







# THE HUGHES FAMILY

## BOATING AT NYS IN EARLY YEARS

By HAMISH HUGHES

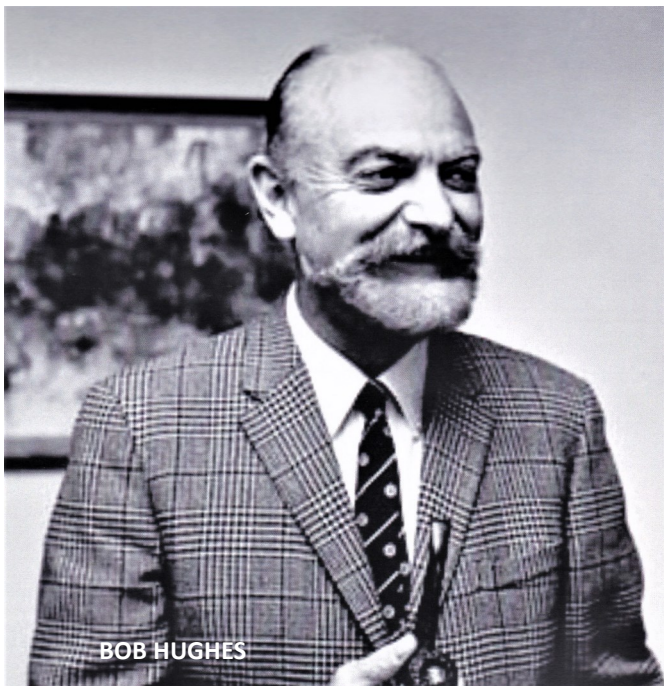


In 1962 the Hughes family bought a caravan and were advised that the Pines Caravan Park at Newhaven had just won the Park of the Year award and they went to that park. On arrival Bob, Hamish's Dad, found out that the NYS had just been formed for all classes of yachts and boats. A dedicated band of 52 locals had realised, with more people moving to the Westernport area, provision should be made for water sports to be enjoyed by young and old. With Bob's boating background he was an early joiner and already owned a 14 ft De Havilland aluminium runabout with a 40hp motor.

species. However both are game fishes and Tailor was the family heritage name, but not spelled that way. So Trevally won by default.

Dad hardly ever went fishing, but at Newhaven the regulars caught a lot of schnapper. One day in 1970, however, dad agreed to take me and Jenny, (then my fiancée), one of my brothers and brother in law, on a morning's fishing in Trevally 1. We were up at about 5.30 to catch the tide and it was pitch black when we went to the boat that had been moored overnight on the Newhaven jetty and Dad took off. He put the throttle almost flat out and we were soon doing 20 knots. I knew there was a navigation light to watch out for, and we had to round it to avoid mud flats. So I said, "Can you see the bottom light Dad?"

He had barely responded "No"! When we ran aground. And the tide was going out. We were stuck firmly and it would be at least 6 hours before the tide turned. I jumped overboard and tried to push off, but that was impossible.



BOB HUGHES

From caravanning at Newhaven Bob, and his wife Bunty bought a block of land at 39 Forrest Avenue and built a house in 1965. In 1967 Bob's boating moved upmarket. Trevally 1 was a Savage Bluefin, a 20ft fibreglass cabin cruiser with a powerful Chrysler six-cylinder engine. Bunty, Hamish's Mum, came up with the name and said, 'Trevally was a Tailor fish'. There certainly are Tailor fish although I found no evidence it belongs to the Trevally



ON THE MUD

Dad, standing in the mud, took a photo of us pretending to fish, because we didn't want the whole of Newhaven laughing at us. It was Easter with many boats passing.

None of us spoke to Dad for about 4 hours.





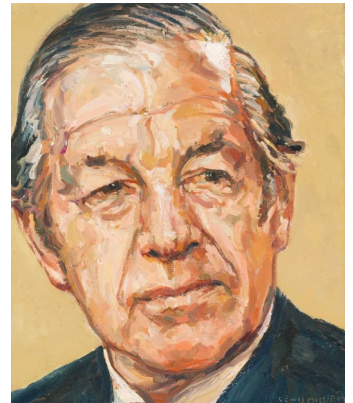
## MORE ABOUT THE HUGHES FAMILY



Maybe word got out. Bob was never commodore of the club, but did become a committee member.

Eventually Dad's love of sailing led him to return to his childhood passion. About 1970 he traded Trevally 1 for Trevally 11, a Columbia 27 deep-keeled yacht, a new concept in fibreglass. Sailing at the Royal Melbourne Yacht squadron where he had a berth at St Kilda marina for many years.

By 1973 the NYS celebrated the opening of its new marina by Premier of Victoria, Dick Hamer, who was made a life member. Dad was MC for the occasion, in just his fourth year he had clearly become a 'leading seaman'!



Dick Hamer

Dad collected Trevally 11 from the jetty and was the first boat to enter the new marina. There were many people on the club veranda cheering and acknowledging this event. Dad said this cost him a fair amount of champagne up in the clubhouse later.



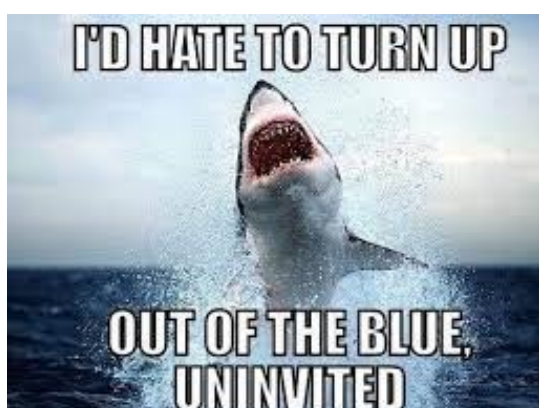
OUR MARINA 1973

Trevally 11 explored Port Phillip and regularly visited Newhaven.



EARLY 1980'S

*A little bit of NYS history,*







# NEW YEARS EVE

## By PETER WATSON



New Years Eve was a Sunday, thus after all our good members had been to Mass, church or the pub, there were almost 70 people arriving at the Squadron from 7.30 pm. A few had decided to get there earlier and using the BBQ on the deck were able to have dinner with family members from grandads to grandkids.



The band, which consisted of a few guitars, drums, a singer and mouth organist, (if that is the right word), succeeded in providing music from the '50's through to the '70's, that got most of us hopping around the floor and singing the words from those



eras. It was so good that even a person with a sprained ankle managed to get on the floor and dance from the waist up.

It was a BYO

food night, but the bar was manned by the Commodore, Florian and David Hon Sec, they both did a fabulous job always serving us with our drinks with a smile on their face. Thank you, fellows.

At 9.30 there was a rush to the windows and/ or the deck to watch the fire work display at Corinella across the bay to the north. The display seemed to

go on for ages and must have cost many many dollars. The event has been happening

for almost as many years as I have been coming to the club for NYE, and that is from 1985.



It was lovely to catch up with so many mates from the club again, some of whom we

had not seen for quite a while. In a word or so, a great night with great people all rocking and rolling the night away, then all hugs and kisses for the introduction of 2024.

We are all hoping that this new year will again bring peace to the world and the various bad spots around the Middle East and Black Sea will find a solution.



# HMAS GOORANGAI

## LOST 20 NOVEMBER 1940



Sunk in a collision with the loss of the entire crew of 24, the 223 ton gross minesweeper HMAS Goorangai has the distinction of being all at once Australia's first naval vessel loss of World War 11, and the first Royal Australian Navy surface vessel lost in war with all hands. She had just returned from her minesweeping operations in Bass Strait including recovering wreck debris from the City of Rayville, with Lieut-Commander Gordon Boyle on board as minesweeping adviser, and was enjoying a respite from bad weather while reprovisioning in Port Phillip.



At night in wartime Brown-out (minimal lights exhibited) conditions the HMAS Goorangai was bound from Queenscliff to anchor at Portsea. While steaming outwards at full speed through the South Channel was the dark silhouette of the 10,400 ton outward bound passenger liner Duntroon bound from Melbourne to Sydney. The HMAS Goorangai was seen at the last minute by those on the bridge of the Duntroon, but it was too late to avoid a collision. At 8.45pm the diminutive HMAS Goorangai had no chance as it was struck almost amidships by the huge bow of the fast moving liner, and sank immediately. Rescue efforts were hampered as searchlights were forbidden, and the Queenscliff lifeboat stuck on a bank in attempting

to attend the rescue. Lifejackets were thrown in the direction of cries of men by those on board the Duntroon, but in the strong ebb tide no survivors were ever found.

Numerous calls were made over the years by relatives of the lost servicemen



to protect the wreck in 15 metres depth as a war grave and a national memorial. Items such as gas masks were known to have been found by divers, and there were distressing rumours that human bones and a skull had been removed from the site by divers in the 1970's and 1980's. However the Commonwealth Veterans Affairs Dept and Australian Office of War Graves have no power to declare sunken vessels as war graves..

The HMAS Goorangai is now protected under the Victorian Heritage Act and it is an offence to disturb or remove any material from the site. The Court of Marine Inquiry initially blamed both vessels with Capt. Lloyd of the Duntroon found guilty of misconduct. However he was later exonerated by the Court with faulty positioning of the lights on the Goorangai cited as the prime cause of the accident. A censorship ban invoked by Naval Board until next-of-kin informed, setting a precedent for similar cases and for casualties in action. Only six bodies were recovered at the time.

HMAS Goorangai was built by the NSW Government in 1919 as a minesweeper and was then sold in 1926 to the fishing company Cam & Sons. She was then requisitioned for military service following the outbreak of war in 1939 and converted back for minesweeping.



# FLATHEAD

## PLATYCEPHALIDAE FAMILY



A flathead is one of a number of small to medium fish species with notably flat heads. Distributed throughout Australia and into the Indonesian Pacific, where they are popular sport fish. They inhabit estuaries and also the open ocean. Flathead can grow at to least a metre in length and up to 18 kilograms in weight with some species.

There are approximately 40 species of Flathead caught in Australia. These are generally sold together under the generic term of 'Flathead' though increasingly species such as Tiger Flathead and Rock Flathead are being marketed individually. The various species are available year round from fisheries around the country and, of course, caught by NYS members. They are caught by different methods, including trawl, gillnets, rod and reel,



and handline. Each of these methods will have a different impact on the environment and on other species.

Overall, flatheads seem in relatively good shape with all sustainability issues being addressed by government and industry. So long as undersize fish are put back in the water there is no problem for the foreseeable future as to stocks of these fish.

They have two short spikes on either side of their heads and on top of their heads that contain venom. The venom, while not fatal, can cause pain and infection for a couple of days. Some anglers

believe the pain of the sting of a flathead can be reduced by rubbing the slime of the belly of the same fish that caused the sting on the infected wound, due to a particular gland in its belly.

Flathead is a very popular and versatile fish, suited



to most cooking methods. The flesh of larger fish can be a little dry and coarse and undercooking is advisable to avoid this. A very popular fish for deep frying after being battered with a flour and beer mixture. Whole fish can be BBQ'd while fillets can be marinated, poached grilled or fried. Very fresh specimens can be eaten raw or marinated in a 'ceviche' style. Prepared this way it has a clean fresh flavour and firm texture.





## MEET A MEMBER

### LYNDA M HANLON

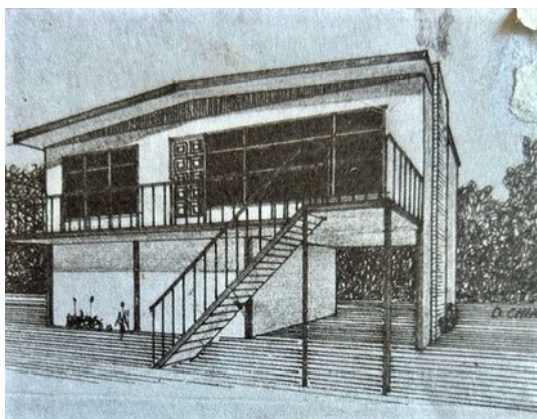
### “DR DUNES & THE DUCHESS”



I was born, raised and educated in the leafy eastern suburbs of Melbourne, and attended the same Anglican girls' school from kindergarten to HSC.



When I was 10, decimal currency had just come in, and my parents bought a block of land in Rhyll, for the princely deposit of \$10.00. Dad wanted to be near a year round boat launching ramp, as he had just finished building a 14' 6" marine ply cabin cruiser, so Rhyll was just the place. The little hamlet had few houses, with Mrs Jansson's the only one nearby. Our beach shack was the first house in the street, and we had 180 degree water views as there were no trees. The general store was a blue fibro shack with a disused petrol



pump out the front, on the dirt track of Lock Road. We started out in a canvas tent, then a little three-berth caravan, followed by a boatshed on the block while mum and dad built the shack on weekends



and holidays. We had to bring our water with us, and the loo was a long-drop thunderbox, which was moved along the back boundary as it filled. I swear that boundary is the most fertile part of my block. I inherited the little shack in 2007. It is still in pretty much its original condition, but David and I have begun planning renovations, so we can grow 'old and grumpy' in my favourite place in the world.

As for work between HSC and now, I went to RMIT and undertook a Business Studies course which bored me to tears, and then worked in a variety of industries for many years, still undecided what career path to take. During this time, I worked for the MD of Allan's Music, in Collins Street, where I met Peter Buitenhuis, and it's because I know Peter that I joined the NYS, some 40 years after we both worked at Allan's. Restless for change, I moved to Sydney where I met a great crowd of people through scouting, and trained to become the AVL at First Balmoral Sea Scouts. I hadn't even been a Brownie, and relished the atmosphere of new skills, and emphasis on community, and giving back.





## MORE ABOUT LYNDA HANLON



From Sydney, I travelled to the UK, and armed with a BritRail Pass, set off to explore England, Scotland and Wales for several weeks, before boarding the ferry across to Ireland where I went for a weekend during the Fleadh Cheoil festivities but stayed for a



month, singing for my supper at pubs in Galway and on Inis Mor in the Aran Islands. Back in London, I worked for Kerr McGee who were bidding for blocks in the North Sea, to drill for oil. Although the environment

was fascinating, the work was the same as everywhere else.....so it was time for a change, and through the University of Cambridge, I trained as an English Teacher, and taught in the UK, before stepping up as an English Teacher Trainer back in Melbourne, at La Trobe University. I met David, a Family Lawyer, during this time, and we married in 1998.

I worked as a language teacher for many years before fate intervened, went back to Uni, this time to study Science at the University of Melbourne.



My undergrad was in Horticultural Science, my Honours in Soil Science, where I studied the mechanisms and biota that form aggregates in soil, and this led my curiosity inexorably to my PhD. My Thesis is titled 'Coastal Mycology: Boundary Conditions for Arbuscular Mycorrhizal Fungi in Incipient Sand Dunes'.

(I'll test you all on that later!). This work brought together and certainly expanded upon, the skills and knowledge I had



gained of plants, soils, soil biota, and growing conditions, but with the addition of sand dunes located at the brunt of wave and storm impact. Although I am now (nominally) retired, I work as an editor for the International Journal of Coastal Research. I love my time helping out with the Social Committee activities at the NYS, where you are likely to hear a couple of us singing and fooling around in the kitchen, as we prepare food for the Happy Hours and other events.

Yes the title "Dr Dunes" speaks for itself, but 'The Duchess' ....well that's for another time!



  
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## COCKTAIL NIGHT 20 APRIL

5.30 pm



## BOATS FOR SALE AT NYS



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4.5m Fibreglass half cabin boat and trailer, reg till 5/11/24, Mercury 40hp motor, power anchor winch. 2 fish finders, weather cover, Bimini with rod holders, life jackets, many extras.

Precision trailer reg to Feb 24

A very clean and well maintained vessel, excellent for the money.

Call Jean on 0407 771 086

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### 2017 Whittle CR 2800.

Priced to sell, this beautiful CR 2800 cruiser has an upgraded Volvo Penta 350 V8 and comes with all extras. It is a very impressive cruiser and a pleasure to drive. Great for fishing, sunset cruising, tube and knee boarding and is fully equipped for a holiday at sea.

Inspections can be made by appointment viewing at MYS marina.

Call Adrian 0438 599 865

# WESTERN PORT (STONY POINT) – VICTORIA

LAT 38° 22' S LONG 145° 13' E

Times and Heights of High and Low Waters

# 2024

Local Time

MARCH				APRIL				MAY				JUNE			
Time	m	Time	m	Time	m	Time	m	Time	m	Time	m	Time	m	Time	m
1 0529 2.75		16 0559 2.91		1 0555 2.67		16 0545 2.68		1 0507 2.61		16 0002 1.11		1 0022 1.03		16 0053 1.06	
1127 0.59		1154 0.12		1157 0.44		1145 0.45		1108 0.50		0603 2.51		0643 2.59		0719 2.42	
FR 1803 2.80		SA 1855 3.16		MO 1855 2.95		TU 1850 2.91		WE 1815 2.95		TH 1158 0.81		SA 1226 0.82		SU 1251 1.22	
2341 0.89								2348 1.16		1855 2.79		1917 2.86		1921 2.66	
2 0555 2.74		17 0024 0.81		2 0030 1.06		17 0023 1.07		2 0547 2.57		17 0041 1.15		2 0109 0.95		17 0130 1.03	
1157 0.52		0636 2.85		0628 2.63		0624 2.57		1147 0.57		0647 2.41		0747 2.59		0813 2.42	
SA 1839 2.83		SU 1235 0.18		TU 1230 0.45		WE 1225 0.63		TH 1854 2.86		FR 1237 0.98		SU 1319 0.99		MO 1337 1.36	
		1939 3.05		1932 2.88		1928 2.75				1929 2.67		2001 2.78		1955 2.58	
3 0015 0.94		18 0105 0.90		3 0104 1.13		18 0102 1.15		3 0029 1.17		18 0122 1.18		3 0200 0.85		18 0211 0.99	
0623 2.71		0712 2.76		0701 2.58		0705 2.43		0634 2.53		0737 2.33		0900 2.64		0912 2.46	
SU 1228 0.47		MO 1315 0.29		WE 1306 0.48		TH 1304 0.82		FR 1231 0.67		SA 1319 1.16		MO 1421 1.16		TU 1430 1.48	
1915 2.82		2020 2.90		2014 2.79		2007 2.61		1936 2.77		2005 2.57		2053 2.71		2037 2.51	
4 0049 1.01		19 0145 1.01		4 0142 1.20		19 0146 1.23		4 0115 1.15		19 0207 1.19		4 0300 0.74		19 0258 0.94	
0653 2.67		0749 2.63		0740 2.52		0753 2.31		0733 2.49		0839 2.28		1015 2.75		1015 2.54	
MO 1259 0.46		TU 1354 0.46		TH 1345 0.54		FR 1350 1.01		SA 1324 0.82		SU 1412 1.32		TU 1532 1.30		WE 1532 1.57	
1955 2.78		2101 2.74		2059 2.69		2052 2.48		2026 2.70		2046 2.48		2152 2.65		2128 2.44	
5 0125 1.10		20 0227 1.13		5 0226 1.25		20 0239 1.28		5 0211 1.08		20 0300 1.16		5 0402 0.64		20 0350 0.89	
0725 2.60		0828 2.49		0830 2.46		0856 2.21		0850 2.49		0951 2.31		1126 2.89		1117 2.66	
TU 1332 0.46		WE 1435 0.29		FR 1435 0.64		SA 1448 1.18		SU 1429 0.99		MO 1518 1.45		WE 1649 1.37		TH 1642 1.61	
2038 2.71		2146 2.58		2154 2.61		2146 2.39		2125 2.64		2137 2.41		2257 2.62		2227 2.41	
6 0203 1.20		21 0313 1.24		6 0322 1.26		21 0345 1.28		6 0318 0.97		21 0358 1.09		6 0507 0.54		21 0447 0.81	
0800 2.53		0914 2.35		0940 2.41		1019 2.20		1017 2.58		1104 2.43		1232 3.04		1218 2.80	
WE 1410 0.48		TH 1522 0.82		SA 1539 0.78		SU 1606 1.30		MO 1548 1.13		TU 1634 1.51		TH 1803 1.36		FR 1748 1.58	
2128 2.63		2240 2.46		2300 2.57		2250 2.36		2231 2.62		2235 2.38				2330 2.42	
7 0247 1.30		22 0410 1.33		7 0335 1.20		22 0455 1.21		7 0431 0.81		22 0454 0.99		7 0001 2.62		22 0544 0.72	
0844 2.46		1014 2.22		1012 2.42		1143 2.30		1141 2.76		1207 2.60		0609 0.46		1315 2.93	
TH 1458 0.53		FR 1625 0.98		SU 1602 0.90		MO 1728 1.34		TU 1714 1.19		WE 1745 1.50		FR 1333 3.15		SA 1848 1.51	
2227 2.57		2345 2.39		2313 2.59		2351 2.37		2339 2.63		2333 2.39		1909 1.31			
8 0344 1.37		23 0524 1.36		8 0459 1.04		23 0554 1.07		8 0541 0.62		23 0546 0.86		8 0101 2.63		23 0031 2.47	
0945 2.39		1137 2.16		1146 2.57		1247 2.49		1253 2.98		1301 2.79		0706 0.42		0638 0.62	
FR 1600 0.62		SA 1745 1.09		MO 1731 0.95		TU 1833 1.30		WE 1830 1.17		TH 1843 1.45		SA 1429 3.20		SU 1407 3.05	
2338 2.55												2005 1.25		1941 1.42	
9 0459 1.37		24 0052 2.40		9 0021 2.65		24 0043 2.43		9 0042 2.67		24 0029 2.44		9 0157 2.65		24 0130 2.54	
1112 2.35		0641 1.29		0613 0.79		0643 0.92		0642 0.44		0634 0.74		0759 0.42		0730 0.54	
SA 1721 0.69		SU 1305 2.22		TU 1307 2.81		WE 1339 2.69		TH 1357 3.17		FR 1350 2.96		SU 1518 3.21		MO 1456 3.12	
		1903 1.10		1849 0.93		1926 1.25		1934 1.13		1931 1.38		2056 1.19		2030 1.33	
10 0054 2.61		25 0152 2.45		10 0122 2.73		25 0127 2.49		10 0138 2.71		25 0118 2.50		10 0247 2.66		25 0223 2.60	
0626 1.26		0745 1.15		0715 0.54		0724 0.77		0736 0.32		0719 0.62		0846 0.47		0819 0.50	
SU 1248 2.43		MO 1415 2.37		WE 1415 0.89		TH 1424 2.87		FR 1452 3.28		SA 1436 3.08		MO 1603 3.16		TU 1542 3.15	
1848 0.70		2007 1.06		1954 0.89		2009 1.19		2029 1.08		2015 1.31		2141 1.15		2115 1.22	
11 0202 2.71		26 0240 2.53		11 0215 2.79		26 0206 2.56		11 0229 2.74		26 0204 2.56		11 0335 2.65		26 0315 2.66	
0743 1.02		0832 0.98		0808 0.34		0802 0.64		0826 0.28		0802 0.54		0932 0.55		0908 0.49	
MO 1415 2.62		TU 1508 2.55		TH 1512 3.22		FR 1504 3.01		SA 1541 3.30		SU 1519 3.15		TU 1644 3.09		WE 1625 3.15	
2004 0.67		2057 1.02		2048 0.87		2046 1.15		2116 1.06		2056 1.25		2224 1.12		2200 1.11	
12 0300 2.82		27 0318 2.59		12 0303 2.83		27 0244 2.61		12 0315 2.75		27 0248 2.61		12 0420 2.62		27 0407 2.70	
0845 0.74		0912 0.83		0857 0.21		0840 0.55		0912 0.30		0845 0.49		1015 0.66		0956 0.54	
TU 1526 2.85		WE 1552 2.72		FR 1603 3.29		SA 1544 3.09		SU 1626 3.25		MO 1601 3.16		WE 1719 3.01		TH 1705 3.11	
2109 0.64		2138 0.99		2137 0.87		2122 1.12		2200 1.04		2136 1.21		2304 1.11		2245 1.00	
13 0352 2.90		28 0353 2.64		13 0346 2.84		28 0319 2.64		13 0358 2.73		28 0331 2.64		13 0504 2.56		28 0500 2.72	
0939 0.48		0945 0.69		0942 0.17		0916 0.49		0957 0.37		0927 0.48		1055 0.80		1045 0.63	
WE 1627 3.05		TH 1630 2.85		SA 1649 3.28		SU 1622 3.11		MO 1707 3.16		TU 1642 3.14		TH 1752 2.92		FR 1743 3.06	
2204 0.64		2214 0.98		2221 0.89		2159 1.10		2243 1.05		2216 1.18		2342 1.10		2330 0.88	
14 0438 2.93		29 0424 2.67		14 0428 2.82		29 0355 2.65		14 0440 2.69		29 0414 2.64		14 0547 2.50		29 0555 2.74	
1027 0.28		1018 0.59		1025 0.20		0953 0.46		1038 0.49		1010 0.51		1133 0.94		1132 0.76	
TH 1720 3.17		FR 1707 2.94		SU 1731 3.20		MO 1700 3.09		TU 1745 3.05		WE 1721 3.09		FR 1822 2.83		SA 1820 3.00	
2254 0.68		2247 0.97		2303 0.93		2234 1.11		2324 1.08		2258 1.14					
15 0519 2.94		30 0453 2.69		15 0506 2.77		30 0430 2.64		15 0521 2.61		30 0459 2.63		15 0017 1.08		30 0014 0.77	
1111 0.16		1051 0.51		1106 0.30		1030 0.47		1118 0.64		1053 0.57		SA 1212 1.08		SU 1222 0.92	
FR 1810 3.20		SA 1743 2.98		MO 1812 3.07		TU 1737 3.04		WE 1821 2.92		TH 1800 3.02		1851 2.74		1858 2.92	
2341 0.73		2320 0.98		2344 0.99		2311 1.14				2339 1.09					
		31 0524 2.69								31 0547 2.61					
		1124 0.46								1137 0.68					
		SU 1818 2.99								FR 1837 2.94					
		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 in effect

Moon Phase Symbols

● New Moon

○ First Quarter

○ Full Moon

● Last Quarter



# MARINA BERTH WAITING LIST

NAME	APP DATE	LISTED DATE	6	7.5	8.25	9	9.75	10.5	12	NOTES
HAYDN CAVE	26/02/2014			X						
STEPHEN GEORGE	11/10/2018			X						
A. DEAR	7/02/2014			X						RELISTED
GROVES JOE	8/07/2019			X						ONCE 8.25
NIGEL FIRTH	14/12/2019			X						
GELMI JOHN	25/02/2020			X						
STEVE FLACK	RELISTED			X						
P. YOUNG	RELISTED			X						
D. SADLIER	24/08/2013			X						RELISTED
WILSON ADRIAN	24/11/2020			X	X					
KEALY KEVIN	13/01/2021			X						
J KEERAN	5/07/2019								X	RELISTED
LOUGHREY PETER	5/02/2021			X						
WARWICK TEMPANY	19/07/2017				X					
BOWMAN CRAIG	20/04/2021			X	X	X				ONCE 9.75
BARGLOWSKI MARIUSZ	26/04/2021		X	X	X					
DAWSON HOWARD	19/05/2021			X	X					
MITCHELL ADRIAN	20/05/2021			X						
C. BAILEY	7/09/2014		X	X						RELISTED
SHERBURN HAYDN	8/07/2021			X						
GRATTON PETER	20/09/2021		X	X	X					
VANDERKOLK ANDREW	1/10/2021								X	
DAWSON ROB	6/12/2021								X	
NOTTLE JEFFERY	12/12/2021		X	X						
AITKEN PETER	29/01/2021		X	X	X					
R. BUCKLEY	28/09/2015		X	X						RELISTED
BARR WAYNE	8/02/2021			x						
MOORE LACHLAN	28/02/2022		X	X						
ROBERSTON RUSSEL	14/06/2022			X						
MACDONALD GRANT	28/07/2022			X	X					
FRANK CALLEGA	9/09/2022			X	X					
HART KEVIN	22/09/2022		X	X						
MUSCAT RICHARD	3/11/2022			X	X					
PRAINITO FRANK	29/11/2022								X	
MASCARO RAY	15/12/2022								X	
PLATT VAUGHAN	22/12/2022			X	X					
HARVIE ROB	6/03/2023				X					
MULLANEY STEVEN	10/03/2023		X							
FIXTER PAUL	14/03/2023		X	X	X					
STRANGWICK LISA	4/04/2023		X	X	X					
BYRON PETER	20/09/2023		X							
PRAINITO FRANK	29/11/2022							X		ONCE
TRAIT RUSSEL	14/07/2022							X		ONCE
STEPHEN MORRIS	16/08/2022				X		X			ONCE 9.75m
NEIL WEBBER	30/10/2023		X	X	X					
STEVEN BROCKWELL	22/11/2023				X	X	X			
PAUL GRIMES	11/12/2023				X		X	X		
J. REITER	RELISTED				X					RELISTED
CRANE ADRIAN	RELISTED							X		RELISTED
HOGARTH SIMON	RELISTED				X	X	X			RELISTED
PATTINSON MAX	14/12/2023				X					
MOTTIN TIM	18/12/2023			X	X		X			

# LOOKING TO BUY OR SELL?

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0407 558 933  
General Manager



**Helen Foote**  
0437 092 011  
General Manager  
Rentals



**Mike Feenander**  
0408 547 677  
Executive Residential  
& Commercial Sales  
& Licensed Estate Agent



**Jenni Kent**  
0428 566 643  
Property Consultant  
& Licensed Estate Agent



**Greg Davis**  
0488 279 740  
Property Consultant



**Kristina Walters**  
0498 054 559  
Property Consultant



**Natalie Archer**  
0435 073 205  
Property Consultant  
& Marketing Manager



**Emma Spencer**  
0499 543 363  
Property Consultant



**Sarah Foster**  
5952 5500  
Sales Office Manager



**Andy Postlewhite**  
0429 026 075  
Commercial, Strata & Storage Units



**Deb Perry**  
0497 497 599  
Senior Property Manager

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\$10,000,000
- Covered whilst racing
- Transit cover Australia wide
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AFSL 243299

✉ service@tudorinsurance.com.au  
🌐 tudorinsurance.com.au  
ABN 19 876 513 568



## 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>		



# CALENDAR OF EVENTS MAR/APL 2024

[illegible]



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