

Winter 2024 Edition



# Newhaven Yacht Squadron QUARTERLY



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

VISIT OUR WEBSITE TO VIEW

A small icon of a calendar with a red header and a grid of dates.

**DATES TO  
REMEMBER**

An icon showing two suns over a green landscape, with the text 'Low tide' and 'High tide' above them.

**TIDES FOR  
SAN REMO**

An icon of a wooden signpost with the word 'NOTICES' written on it.

**NOTICES FOR  
MEMBERS**

An icon showing a stack of coins and a dollar sign with an upward-pointing arrow.

**SCHEDULE  
OF FEES**

## YOUR COMMITTEE

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### Vice Commodore

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David Tonkin

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Glenn Botterill—0419 514 395

## MARINA BOOKINGS

### CASUAL BERTHS

Swanny Geyer— 0484 828 073

### PERMANENT BERTH

### APPLICATIONS

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

## SUB-COMMITTEE MEMBERS

### SOCIAL: Chair

Marianne Watson, Miranda Shaw, Jean Dunstan, and Jillian Poole.

### FINANCE: Chair

Denis Loweth,  
David Tonkin, Alan Adamson, Ray Frith, Tom Stockdale,  
Peter Buitenhuis and Rob Dawson.

### BUILDING: Chair

Bob Sterling,  
Florian Andrighetto, Ben Koole, Kelvin Kealy, and Rob Dawson

### MARINA: Chair

Bob Sterling  
Derrick Kershaw, Florian Andreghetto, Jeff Shawcroft,  
Glenn Botterill, Peter Anglin, and Bill McIntosh.

### BOATING: Chair

Marcus Bond  
Michael Dixon, Ray Frith, Jim McWilliam, Alen Garrett, Cheree

Dyson, Peter Loughrey, Peter Smith, David Sadlier, and Mary Brown

### MERCHANDISE

Denis Loweth and Mim Kershaw

### QUARTERLY

Peter Watson, Florian Andrighetto, Peter and Rhonda Buitenhuis

### SAILABILITY: Chair

Alen Garrett  
Mary Brown, Stan Jackson, Peter Loughrey and Cheree Dyson

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box in the committee room door on  
the lower deck



## COMMODORES COMMENTS

### By FLORIAN ANDRIGHETTO



Winter has arrived and the Winter Series yacht racing has started. It is very encouraging to see the number of yachts competing in a very friendly series of stern chaser races growing with each event. For those considering joining in the fun rest assured it is definitely a low key event where the purpose is to enjoy the day with very little stress.

There has recently been a change in a number of positions on the Newhaven Yacht Squadron Committee. Ray Mascaro, Ray Frith, Nic Blackmore and Mim Kershaw have decided to resign. We thank them for their generous and voluntary contributions to the Club over considerable periods of time and wish them all the best. We now welcome two new members on the committee being Peter Anglin and Ben Koole. Peter and Ben come with extensive and varied experience with the addition that Ben Koole will now take up the position of boating and fishing. We also have Peter (Swanny) Geyer taking over the Casual Berth role which was ably performed by Ray Frith over many years. We look forward to working with them as we tackle an extensive maintenance program currently in the planning stages.

As many members are aware, the south and middle arms of the marina are ageing and unfortunately not very gracefully. The time has come that the serious deterioration of those arms and fingers need to be addressed without delay. We must now thank the previous Committees of the Club for their wisdom in maintaining the policy of ensuring that funds be set aside for this eventuality. Thankfully to them we are now in a very good financial position to be able to attack this mammoth task. The Marina Subcommittee chaired by Vice Commodore Bob Sterling, has

already commenced planning and visits to other marinas where lessons can be learned from past experience. As we work through the planning and various consultations with other parties and organisations, I will keep all members updated with the progress via newsletters and the Quarterly.

Many thanks to Mim Kershaw and all the volunteers on the social subcommittee for their continuing contribution in all of the various activities they perform for the club. A non-exclusive list includes the hot food provided free every Saturday night at happy hour, the movie nights, murder mystery nights, DJ Bingo nights and many more. Congratulations for a job so well done. However, as the days grow colder as winter arrives, many of our fortunate members make haste for warmer northern climates, so this is a good time for the social subcommittee to also take a breather. Until further notice, we will revert back to BYO nibbles during happy hour unless advised in the happy hour notice sent to all members each week.

The members' draw as I write this piece stands at \$200. You must be present and enjoying happy hour to be eligible to collect the money. We have already had two winners being Dennis and Lloyd this year and hopefully many more, so come along and enjoy the fun.

Thank you also to those local businesses that support our club, being San Remo Butchers, San Remo Hotel and the Saltwater restaurant. They are wonderful supporters of our community so show your appreciation and return your support to them.

*Be Safe. Florian*



## VICE COMMODORS REPORT



### Marina maintenance – South and Centre Arms

We have made progress with the preparation of draft scoping and requirements documents for the proposed works. These will be reviewed and refined by the Marina Sub-committee over the next few months in preparation for discussions with possible materials suppliers and installation contractors, so we obtain an estimate of costs.

We, Florian, Jeff Shawcroft and I, did visit Sandringham Yacht Club in February and are pleased to report that this has given us a valuable insight into their refurbishment program



### SANDRINGHAM Y C MARINA

and a number of points we can note for our planned works.

Part of our review and plan is to prepare a condition report on the items that comprise the current Marina South and Centre Arms, so we have a clear view of what will be retained and reused, v/ s what will be replaced with new.

Our proposed refurbishment plan is likely to be staged over 3 or 4 years and we hope to have costed proposals ready for presentation to the

2024 AGM, which if approved by the Members, may see stage 1 completed in 2025.

### New Club Boat - Arvor 250 AS

The new club boat has been well utilized in recent months, proving to be very effective for its



intended purpose. We are keen to ensure the Bendigo Community Bank is recognised for its significant contribution and support and to this end Florian has organised for the May 15 edition of the Advertiser to include in its News section a very positive article on the boat and its activities.

We are attending to ongoing maintenance to ensure the boat is kept in good working order. We are now at the end of the summer Sailability program and shortly the boat will be taken out of the water for some maintenance and refurbishment in our yard which will include fitting of a new chart plotter by Phillip Island Marine.

### Building

Our current focus has been on maintenance items requiring attention, some of which has

## MORE FROM BOB

now been addressed by our Landlord, the Bass Coast Shire Council, under the terms and conditions of our Lease. On this point the Bass Coast Shire Council has taken responsibility (and the cost) for ensuring we fully comply with the requirements of the Essential Safety Measures annual audit. The items noted in the most recent audit have now all been rectified by the council's contractors.

There are some other maintenance items that have been noted on the Annual Working Bee lists in 2023 and 2022 but could not be undertaken at the time as they required both material purchases and special trade skills to complete. We are progressively working through these, and some are now completed, thanks to our largely volunteer workforce.



On this point, we have had ongoing issues with water leaks from the western balcony area, which have been addressed over the years by resealing the deck and other possibly locations for water ingress. Recently Geoff Graham has taken the initiative and with our support and approval has added flashing in strategic locations above the western deck and sealing of some not so obvious

locations, the outcome of which is that when we had a significant rainfall event in early May there was no evidence of water ingress in this area of the building.

### Maintenance Yard – Waiting List

Just a reminder, please ensure that you fill in the form (Maintenance Yard Booking Sheet) and provide it to Glenn, well in advance of your intended date when you wish to have your boat in



the Maintenance yard.

We are managing access for boats to the yard via the Maintenance Yard 'Waiting List', which is based on the forms completed and submitted.

*All the best with your winter boating,*

*Bob*





# PRESENTATION NIGHT 2024

## By MARCUS BOND

### REAR COMMODORE



On Saturday 13 April 2024 the presentation of awards to winners of our sailing events

Winter Series 2023—First Joalda Marcus Bond, Second—Lunch Cutter Keith Dunn

Single Handed Race—First Joalda—Marcus Bond, Second—Phantom—Geoff Graham

Commodores Cup— First Avacado—Bob Garforth, Second— Southern Spree—Peter Buitenhuis

Summer Aggregate 2023-24—First - Avocado—Bob Garforth, Second— Joalda—Marcus Bond

Around Phillip Island—First— Avocado—Bob Garforth, Second—Joalda—Marcus Bond

2023/2024 Cub Champion—Avocado—Bob Garforth

Congratulations to all the winners and special thanks to all those in the sailing events throughout the year.

Without your participation we don't have events and without events we don't have prize winners so a big thank you to all who participated because we are all winners for it.

It also goes without saying how indebted we all are to the wonderful volunteers who gave up their Saturdays to help, amongst other things, starting, organising, radio operating and cleaning up after the races. Couldn't happen without your generous support so many thanks to all of you.

The winter series has recently commenced. All winter races are stern chasers, and this is an excellent way to learn how to sail on different courses and in different conditions.

Winter 2024 race dates:

- Race 1 : 20 April            completed
- Race 2 : 18 May            completed
- Race 3 : 15 June
- Race 4 : 13 July
- Race 5 : 27 July
- Race 6 : 17 August

*Keep sailing Marcus*





# SAFETY REPORT

## MARINA ETIQUETTE

By **BILL MCINTOSH**



There are a few basic rules and good practices that members should follow when utilising the Marina and the club Boat Ramp:

**Boat speed** is limited to **2 Knots** within the Marina as detailed in paragraph 12.1 of the NYS By-laws and Procedures which was provided to all existing members in Y2023 and all new members since. **2 Knots** is less than **4 km/h**, which is a very slow walking pace (**about 1 metre per second**). Most boat motors probably need to be at idle speed to achieve this. Take the in-marina travel time to retrieve/place fenders and check all safety items are in place and/or being worn. This low speed is necessary to avoid collisions and to not create wake that will damage moored vessels or result in mooring lines failing,

**Berthing** and de-berthing should be done at **Dead Slow** speed to avoid damage to your and nearby boats. Get onto correct heading and shift to neutral while still in the fairway. Be prepared to reverse direction quickly. Note the wind direction and strength and the likely effect that this will have on your boat movement. Ensure that fenders are deployed, boathook is at the ready and crew are prepared to safely fend off from jetty or adjacent boats. Report any damage caused, including contacting other boat owners (or leaving a note with your contact details),

**Exiting boats must give way** to incoming boats. This means that exiting boats should move out of the path of arriving boats, obviously first having determined which fairway the incoming boat is proceeding to. If not clear your boat should come to a complete stop and await clear indications. Within the marina fairways it is **best practice** to not enter a fairway either from a berth, the Marina entry, or the turning basin, if there is a boat in that fairway. Passing space is limited and the protruding anchors and outboard motors are likely to cause significant damage to moving vessels.

The **Marina Ramp** is for use by **Members** and their boats **only**. Boats must not be left unattended on the eastern (ramp) side of the pontoon, and only whilst trailers are parked/recovered on the western side. If the pontoon and ramp is being utilised to launch, mount and retrieve small sailing boats as part of the NYS Sailability training classes there may be minor delays in use by other members as the presence of children requires extra care. Offer to help.

**Assist other Boaties** when you see the need. Catch a mooring line so that crew do not have to jump from a moving vessel, assist with mooring cast-off, and advise



of hazards. Particularly if the boat is obviously single-handed. Ask if any other assistance is required. Etc.

**Check your Rigging.** Metal lines and fittings can be “flapping in the breeze” when the wind increases, and slap against masts, etc. Tie your halyards out to the shrouds with a short piece of cord and then your boat will not cause problematic noise, which can be disturbing and annoying to our neighbours.

**Always** wave a Greeting to fellow members and **Enjoy** your boating.

*Keep having fun..... Bill*



# SOCIAL REPORT

By **LYNDA HANLON**



The Social Sub-committee has been working very hard to bring members and guests good cheer, fun events, and tasty nibbles over the last quarter. It is always gratifying and pleasing to hear from NYS Members that the Happy Hours have become so enjoyable.

Since the end of March, we have catered for and run the Easter Egg Hunt and Sausage Sizzle, and a Cocktail Night, with some members game enough to wear grass skirts!

The DJ Bingo night run by Peter and Miranda Shaw



in May, saw a fun and rowdy house enjoying hits of days gone by (our misspent youth?!), and the movie nights run by Jillian Poole and Denise Pearson have been well received. Meanwhile, in the kitchen on Saturday nights, lovely nibbles have been prepared by Marianne Watson and the other



social sub committee volunteers mentioned above.

On the last Saturday of the colder months, hot food will be available during the Happy Hours. Hot roast

beef rolls were the first of these, with a selection of soups, chicken sticks, and a choice of two curries, coming up. A nominal charge applies, which the Calendar of Events lists. With the social sub-committee taking the other Saturday nights off, please remember to bring your own platters, as you come to enjoy our lovely club house and welcoming team of volunteers; not forgetting the weekly raffles, generously supported by our sponsors.



We would be happy to hear from anyone wanting to join the Social sub-committee team, or be willing and interested to take on the role of Social Secretary, now that Mim Kershaw has resigned. Many thanks are due to Mim for her leadership and guidance over the last fifteen or so months, especially from those of us who were newbies on board.

Please continue to come along during the colder months, to support your club and enjoy the hospitality.

## Events

*Enjoy Lynda*

**June 29**

**Soup Night \$5**

**July 27**

**Curry Night \$5**

**August 31**

**Chicken Sticks \$5**

**Sept 28**

**Sausage Sizzle AFL Finals**







## NYS AFFILIATION FEES



### Reduction of NYS Affiliation Fees

Newhaven Yacht Squadron has been a member of Australian Sailing for many years (and before that Yachting Victoria, which was taken over by Australian Sailing).

In early 2022 I raised various issues with Australian Sailing concerning what their insurances provided for our power boat members. After I clarified the situation directly with the insurer, Australian Sailing provided new advice confirming that their insurances didn't cover our members using power boats.

As the name suggests Australian Sailing provides assistance and services for member yacht clubs and their sailors around the country. For example, we use Rev Sport which is affiliated with Australian Sailing and also race under their Rules. We also use Top Yacht for our race results.

Somewhat understandably Australian Sailing provides few, if any, benefits to our members who do not own a Yacht.

Over the years the proportion of NYS power boat owners has increased in relation to members with yachts. Currently some 83% of vessels registered on our NYS register are power boats.

Australian Sailing base their level of annual fees upon the number of club members (in our case in excess of 500) and the finances for each club.

Some two years ago I then enlisted the Committee's approval to (once again) challenge our affiliation band which was set by Australian Sailing at band level 12 resulting in a current annual fee of \$12,075. Previous efforts in challenging our band not being successful.

Consequently, on behalf of NYS I commenced negotiating with Australian Sailing including emails and arranging for the manager of Australian Sailing (Victorian division) to come and meet with Committee, and after further emails setting out our position Australian Sailing conceded that our affiliation band ought be reduced to band 15, being an annual fee of \$5,775.

Newhaven Yacht Squadron is now saving some \$6,300 per annum (off the current affiliation fees).

Consequently, we maintain our membership with Australian Sailing and now pay a more realistic level of fee to remain a member. Thanks to Meaghan Densley at Australian Sailing for her assistance with this matter.

David Tonkin

Secretary

Newhaven Yacht Squadron





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*These sponsors provide the prizes for our raffles on Saturday nights.*

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*Thank you sponsors all, and please members, support these sponsors by being a customer.*

# POINT GELLIBRAND LIGHT

## PORT PHILLIP BAY



The first lightship to mark the reef off Gellibrand's Point was the former barque New Constitution which the Government purchased in October 1856, and took up station in July 1859. In May 1860 tenders were called for the construction of a new light, which consisted of two lights of equal height 24 ft apart, which was in operation till 1895.

It was replaced by a circular iron vessel 36ft in



diameter, painted red with a light 38ft above sea level. The arrangement was unsatisfactory as the vessel regularly broke its moorings dragging, chain and anchors.

The vessel had its hull cut off and was then mounted on 33 piles driven into the seabed some 70 feet. The light building was then floated on a barge to the point and located on the piles.

For the next 31 years the Gellibrand Pile Light performed her job of guarding the reef without any fuss. In late 1937, a cable of 4280 metres was laid on the seabed to provide electricity and telephone to modernise the operations of this important navigation beacon.

For 70 years or so the light was manned. The Taylor family. Bill, his wife and two children, June and Max were the keepers from 1934 to 1951.

Unfortunately, on a foggy morning 21 June 1976, the fog horn did not operate and the pile light was hit by the Melbourne Trader, a vessel of 7000



tonnes. The force of the collision snapped the piles and the house and light were balanced on a knife edge, threatening to topple into the water. At the time the piles were 70 years old and their diameter had diminished from 2ft to 9 inches, thus reducing the strength of the piles.

The structure was considered too risky to repair and, reluctantly, the Ports and Harbours gave the order to set fire to it at 11am in 23 June 1976.



Today an insignificant steel pile with a solar panel on top provides a light to mark the end of the Gellibrand's Point reef, unfortunately it has not the grandeur of its predecessor.



# SAILABILITY REPORT

By **ALEN GARRETT**



If you look closely at each picture in this report, you will see that every volunteer is wearing the Blue Sailability Shirt.

Cheree Dyson wrote a submission to Sailability Victoria and was successful in gaining a grant to purchase the shirts. Cheree assisted by Mim Kershaw organised the embroidery of our emblem on the locally supplied shirts. There are many benefits: as well as looking like a well-presented team, the shirts allow participants to readily recognise volunteers. We were also pleased to wear our shirts when representing the Squadron assisting Rhyll Yacht Club with the regatta held over the long weekend.

Our April program was called off due to forecast blustery north winds.

The program before this was able to sail as the wind, although strong, was from the west. As you can see from the pictures; we heavily reefed the sails and had a great time sailing in the easterly end of the marina. Bill McIntosh, our trusty Safety Officer, skippered the RIB to save one of our boats that became caught on the inside of the break water. Both schools: Bass Coast Specialist School and Newhaven Primary School students and teachers had a great time as did the volunteers. Included in this report is an article written by student, Reuben Moule, from Newhaven Primary School. Thank you Reuben.

We have one more program before we take a break for winter.

*Cheers Alen*

*On Monday six lucky year fives went sailing.*

*We walked to the Newhaven Yacht Club with Ms Munday. We met the organiser Alen who asked who would like to go sailing first. Louis, Ayla and Lily went first. The two others including me went on the inflatable dingy and saw the names on the boats.*

*When it was our turn, we chose the sail boats. I chose the orange boat. Twenty minutes in, a big gust of wind blew into*

*the sail of the orange boat. It sent us spiralling in between two boats. Once we got unstuck, I'd had enough.*

*When it was finished, we helped pull up the inflatable dingy into the boat shed. Alen took a photo of us in our lifejackets and Ms Munday took a photo as well.*

*Such a fun day for us!!!!*

*Written by  
Reuben Moule*



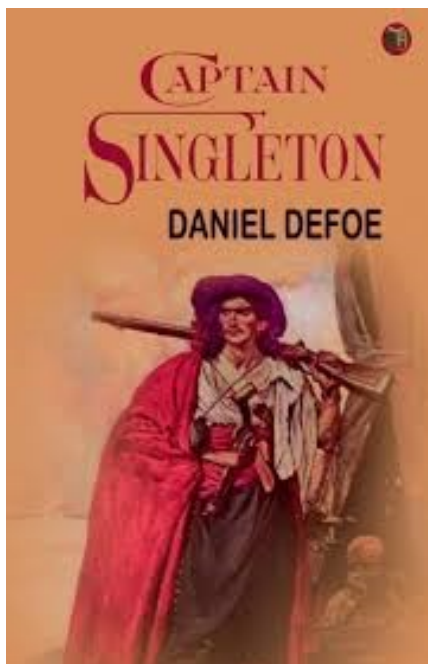


# THE LIFE, ADVENTURES AND PIRACIES OF CAPTAIN SINGLETON

By DANIEL DEFOE



Daniel Defoe's novel Captain Singleton (1720) is the most important of his pirate works and particularly significant in a history of a novel that emphasizes psychological realism and domestic subjectivity, usually ignored or dismissed in Defoe



studies and histories of the novel. Captain Singleton portrays a fictional hero quite different from the title character of Robinson Crusoe, written a year earlier. He becomes a pirate after being orphaned at a

young age. He sets out on a series of adventures, travelling across the world and engaging in acts of piracy and privateering.

Along the way, he meets a diverse group of characters and forms lasting friendships with some of his fellow pirates. Despite his criminal actions, Singleton is portrayed as a sympathetic and likable man, who struggles with his piracy, as well as its portrayal of him as a complex and multifaceted person. It also touches on themes such as class inequality, colonialism and struggle for survival in a harsh and unforgiving world.

Singleton's relationship with Quaker, William Walters, is also central to the novel, and often the Captain will ask the advice of this fellow. Together

they form a solid and reliable friendship, which helps them get through some difficult scrapes.

Overall, 'The Life, Adventures and Piracies of Captain Singleton, is a thrilling and engaging novel that offers a fascinating glimpse into the world of the 18th century.



The book is available to be purchased through many bookshops, borrowed from your library, or can be downloaded in E format via Project Gutenberg.

Daniel Defoe, 1659 to 1731 was an English writer, journalist, and pamphleteer, who gained fame because he wrote many interesting and exciting books, including, The Count of Montecristo, Moll Flanders and Memoirs of a Cavalier, to mention a few.



# AROUND THE CLUB



INVADED BY PIRATES



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SAILBILITY RIB



LISA WINNING THE MEAT TRAY WITH DES THE BUTCHER



DENNIS FLENTJE WON THE \$2000 AND THEN DONATED \$400 TO THE BAR FOR MEMBERS DRINKS

# AROUND THE CLUB AGAIN



FILM NIGHT



VERY LOW TIDE



COCKTAILS AT NYS





## MEET A MEMBER—MATT INGHAM



GURNARD

I am fortunate to have been involved with the Newhaven Yacht Squadron since its inception; it has been a constant and major part of my life that for over sixty years has kept on giving both ashore and afloat. Luckily, I am still able to participate in club races and in recent years I have crewed aboard magnificently prepared and keenly raced boats skippered by Michael Dixon; all I try to do is what I'm told. Through those races it is pleasing to witness a resurgence in the number of yachts participating in the keel boat competition which is due to a number of factors not in the least being the efforts of those behind the scenes who make it happen.

When our NYS Quarterly editor Peter Watson suggested I write this article I was initially hesitant as every member has their own perspective on our club and mine is certainly nothing out of the ordinary, but here goes.

Despite a post war shortage of housing materials my maternal grand parents were able to build a simple holiday home in 1946 on what is a stabilized sand dune at 1 Anderson Street, Newhaven immediately adjacent to the Newhaven Jetty carpark. Although now alongside far more imposing homes the house still proudly stands as a reminder of another era. Not long after its completion they subsequently took delivery of a new sixteen foot Botterill and Fraser designed and built bond wood dinghy which came complete with a mast and sail.

I arrived on the scene in 1951 and that little craft was my introduction to the world of fishing and boating. The dinghy was powered by a British Seagull 3.5hp (on a good day), outboard whilst safety kit standard for the day consisted of a pair of oars and a bucket. Nevertheless, we would regularly venture out past Cape Woolamai into the swells of Bass Strait to drift for flathead sometimes landing couta and gurnard as well.

However, if the fish were not biting you simply fished on until the flood tide kicked in sufficient to carry you home maybe anchoring for a time to finish off the catch with a few whiting.

At the risk of getting into a nostalgia trip many would recall that Newhaven was quite different in those days; the streets were unsealed, power and water were not connected and the Boys' Home was fully operational. The Newhaven Jetty was then a vibrant hub of activity servicing the commercial

fishing fleet supplying the Melbourne market with flake, cray, couta and other species; a striking comparison to the sad, derelict state the structure is in today.

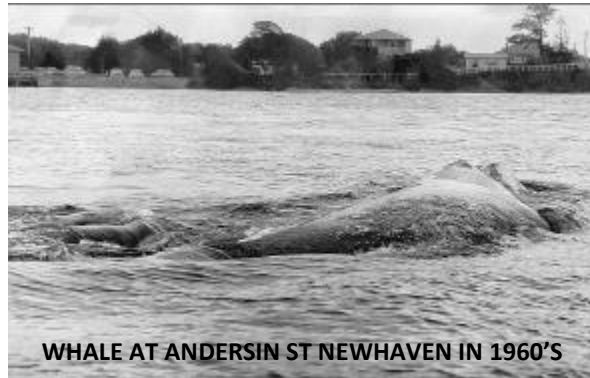
My introduction to sailing came in the late 1950s when my parents acquired a Gwen 12 sailing dinghy built by Harold Lang at Rosebud. It was one of a number of off the beach sailboats at Newhaven prior to the formation



FIREBALL

of the Squadron. We also sailed it on Port Phillip and the Gippsland Lakes. I recall attending the meeting at the Newhaven Hall in February 1962 when the vote was taken to form the Newhaven Yacht Squadron. Sailing at Newhaven then took on new dimensions with an expanding fleet and comprehensive racing and events programmes.

In the early 1960s my father, John, built a Fireball sailing scow in the backyard of the family home in Melbourne. Visitors sometimes had to negotiate a pathway inside the house through various components in different stages of completion. They all came together successfully resulting in an exhilarating



WHALE AT ANDERSIN ST NEWHAVEN IN 1960'S





## MORE FROM MATT INGHAM



machine to sail providing many years of fun. He went on to hold the position of NYS treasurer for eight years, some time later I only stuck it out for three.

The opening of the marina in 1973 was a turning point for the Squadron. Many larger boats were added to the register and my parents acquired Gracie a nineteen foot clinker cota boat built by Peter Locke in Queenscliff in the 1930s which fished professionally for many years at Lorne. She came complete with the lifting rings used to lift her onto the Lorne pier. I regret that we sold that boat but after years of devoting about half my annual leave to its maintenance something had to give. I then purchased a Gilcraft 20 designed and built by Gil Albutt also of Queenscliff in 1995, which I still own.

Since retiring from a career in accounting largely with the Orica group Sally and I now spend more time at Newhaven with occasional travel overseas which sometimes include walks and bareboat yacht charters. Perhaps the most memorable for me was a visit to South Georgia Island in the South Atlantic Ocean in December 2014. I was one of a group of eight friends and a crew of three aboard an approximately sixty five foot long steel vessel on that adventure.

We assembled in Punta Arenas in southern Chile for a flight to the Falkland Islands, landing at the large military base at Mount Pleasant. The hour or so bus trip to Port Stanley through bleak yet strikingly beautiful scenery was a real eye opener as we travelled through extensive tracts of country still cordoned off due to uncleared land mines. It was a stark reminder of

the bitter conflict some thirty years earlier. On arrival at Port Stanley we were transferred to the Australis our home for the next fortnight.

We were four days crossing the South Atlantic including navigating around spectacular icebergs until the north west point of South Georgia Island came into view. The coastline was amazing; teeming with wildlife, stunning mountain ranges, numerous glaciers and fjords which we were able to enter given the small size of our vessel. Perhaps the highlight of that adventure was a day hike north from the southern South Georgia coast following in part the footsteps of Ernest Shackleton, Frank Worsley, captain of the Endurance and seaman Tom Crean down to the whaling station at Stromness on the northern shore of the island. I am in awe of what they, those expeditioners, achieved surviving everything the Antarctic and sub Antarctic environments threw at them.

As an aside it was also a real eye opener to take in the sheer scale of the abandoned whaling stations. They were large industrial operations, monuments to a staggering toll on the whale population.

If there are few more opportunities like that South Georgia experience left in me then I'll be happy. My membership of the Squadron is nothing exceptional and I would be the first to point out that the most



WHALING STATION SOUTH GEORGIA



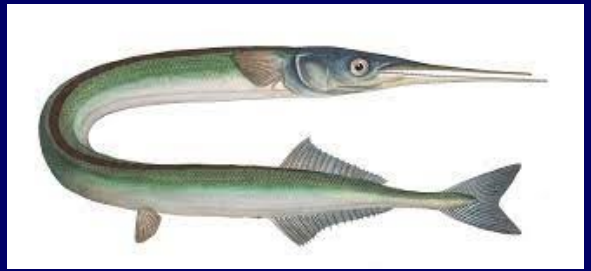
ON MY BOAT OPENING DAY

important cohort of our membership are those who have recently joined as they are the lifeblood of our club.

*Thank you, Matt*

## GARFISH

### 'HYPORHAMPHUS MELANOCHIR'



The garfish is a long slender fish with a laterally compressed body, and grows to between 50 and 75cm in length. The jaws are elongated and armed with sharp teeth. The pectoral, dorsal and anal fins



are situated well back on the body and the latter two are similar in appearance.

Positioning the fins so far back gives greater flexibility to the body, and the lateral line is set low on the flanks. The colour of the body is bluish green with a silvery grey belly and the bones are green. Garfish are pelagic fish which live close to the water surface, and they eat small fish and have a migratory pattern similar to that of mackerel, arriving a short time before the latter spawn.

The garfish move into shallow water to spawn in areas where there is plenty of seagrass, and in Autumn they may well return to the open sea as far as New Zealand. Garfish are oviparous, and their eggs are often found attached to objects in the water by tendrils adhering to the blades of sea grasses. The juveniles remain in shallower waters until such time as they obtain sexual maturity.

The garfish is a predator which hunts in the open sea seeking out shoals of small fish, and they also feed on free swimming crustations. They frequently forage near to the shore and will hunt around natural or manmade features which interrupt tidal flows.

Garfish are a top and mid water feeder so the best

approach is to use a float setup. Pre-tied rigs, such as the Angler Tech rig make the setup much easier and work extremely well. If you like challenging yourself and tying your own rigs, use a quill float. Many anglers fishing from a pier or jetty will be using a round cork float and although it does work, due to its circumference and buoyancy can prevent you from seeing the bite. A thinner quill float will be pulled under the water easier and also prevent the resistance of the weight from a larger float from dislodging the hook when striking.



Garfish have very small bones and they are often difficult to remove prior to cooking. The best thing to do is to lay the garfish on a flat chopping board and using a

rolling pin, roll the garfish flat. This will break the bones and when cooked, they will be small enough to eat without hazard of choking on them. Of course, you are able to peel the backbone out, but the small bones that are left can be eaten.

Lightly flour the garfish and fry in a hot pan, season with herbs, finely chopped chilli or salt and pepper. typing all that has made me hungry! I guess its time to go 'garfishing'.



# NAVIGATING TIDES OF CHANGE WITH WOMEN WHO SAIL AUSTRALIA - BY JULIA BIRCH



I am a new member of the Newhaven Yacht Squadron and proud owner of the 24' Triton yacht 'Time Away', and I recently had the privilege of participating in the Women Who Sail Australia (WWSA) Gathering in the picturesque Port Stephens. This three-day program, held on April 5-7th, 2024, was an empowering event highlighting a series of inspirational speakers.

started to feel enthusiastic about being able to fix it myself.

The main event unfolded at the elegant Nelson Bay Golf Club, amidst the natural beauty of Port Stephens. WWSA, which began a decade ago as a small Facebook group, has burgeoned into a community of over 6,000 members who share a passion for sailing and environmental stewardship.

The presentations included extraordinary sailors like Jeanne Socrates, whose tales of solo circumnavigation—four and a half times around the Earth, the last time at age 77 years old—were nothing short of awe-inspiring. Jeanne displayed humility and a pragmatic approach to each challenge she faced, including repairing her mainsail by hand over several days, and climbing the mast to repair the wind indicator, and she used phrases like “the wind was only averaging in the forties,” which I found enlightening.



LILY BARLOW GOING OVER PRACTICAL DIESEL MAINTENANCE WITH ME ON THE RIGHT

The adventure began a day prior at the Women's Marine Diesel Engine Course at Soldiers Point Yacht Club, led by the skilled Lily Barlow of 'She Can Fix It'. The theoretical and hands-on experience demystified the workings of marine diesel engines and instilled a newfound confidence in us all. Time Away's engine is currently not working, and I



JEANNE SOCRATES PRESENTING AT WWSA GATHERING 2024



## MORE FROM JULIA BIRCH



Kay Cottee, another luminary, shared her record-breaking journey detailed in her book 'First Lady: A History Making Solo Voyage Around the World,' which I had read as a child. Kay said a sports psychologist had advised her to find the positive in everything, and she recounted that during her solo circumnavigation, when she looked up at waves several times the height of her mast, she had thought to herself, "I guess not many people have seen these waves from this angle!"

The event also connected us live to Lisa Blair during her successful solo speed record attempt from Sydney to Auckland on 'Climate Action Now'. Lisa's dedication to environmental research led to her recent findings of textile fibre-abundant microplastics in the ocean while solo circumnavigating Antarctica (see <https://lisablairsailstheworld.com/sydney-to-auckland-record>).

well as goal setting with yacht broker Sonia Robinson from EziYacht (my current goal is fairly humble: get 'Time Away' out of the marina and haul the sails up!) and many other inspirational sailors from all around Australia. We also enjoyed a sunset dinner aboard a catamaran with dolphins literally leaping around us.

This event was a real motivator, and I'm grateful to have been a part of it.

See [www.womenwhosailaustralia.com](http://www.womenwhosailaustralia.com) or the *Women Who Sail Australia* group on Facebook.

*Cheers Julia*

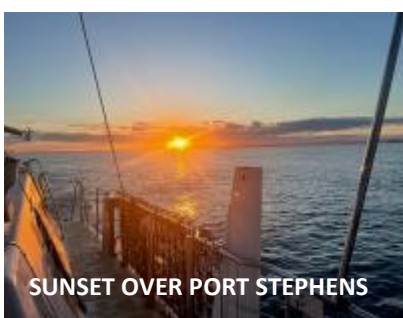
The Triton 24 is an inshore masthead sloop designed by John C Alsop and manufactured in Sydney throughout the 1980's. She has a fixed keel



and is normally raced with a crew of three or four people, although best enjoyed at a more leisure pace with friends on an

evening cruise. She has a wide beam and large cockpit.

Julia and her girls above and her yacht **Time Away** to the right.



Annika Thomson presented on her Sydney to Hobart race in J-Bird III, which is fitted with electric propulsion, and her

organisation Ocean Crusaders, which runs big volunteer clean ups of rubbish in waterways. She asked me if any of the waterways in our region need attention. Please contact me if you have any information.

The gathering also included workshops on navigation and weather from Paper Sailors Rock in Queensland, where you can work towards Yacht Master accreditation with Annette Hesselms, as



# EASTER BUNNY

By LYNDA HANLON



The social sub-committee ladies worked hard and fast to ensure the arrival of the Easter Bunny, the Easter Egg Hunt, and catering for the Sausage Sizzle went smoothly and successfully. "Bill the Bunny" was ably helped to come ashore from the NYS Safety Boat, to shrieks of excitement by the smaller children. We had anticipated around 40 children, but approximately 57 arrived, ensuring that not a spec of the 300 chocolate eggs remained to be found, leaving some children with no eggs to find. Thankfully, Mim had put some aside, so all

little people went home with some booty. Next year to avoid disappointment, each child will be given a little bag packed with eggs, which the Bunny will distribute.

The grown-ups were catered for with a sausage sizzle, kindly cooked by Mim's husband, Derek. By 12.30 the last snag and onions in bread had been devoured, and the crowds had dispersed.



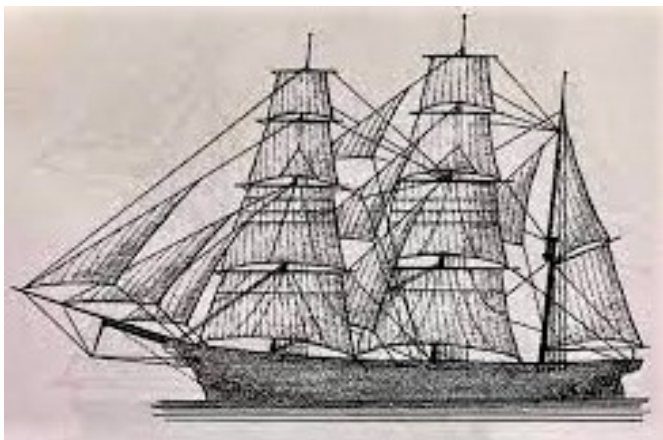
# WRECK OF THE AMAZON

## INVERLOCH



Along the foreshore of Inverloch's surf beach, pieces of timber can sometimes be seen poking through the sand, exposed at low tide.

Buried metres under the sand is the Amazon, known as one of Victoria's most unique shipwrecks.



The international wooden trading vessel beached in December 1863, after it was caught in a storm while transporting salted meats from Melbourne to Mauritius.

One hundred and sixty one years later, locals are still uncovering secrets about the vessel, buried beneath the surface and in long forgotten archives.

According to the Victorian Heritage Register account, the Amazon left Melbourne bound for Mauritius on 12 December 1863. She cleared Port Phillip Heads at 8pm that evening and turned west towards the Indian Ocean.



By 2am on the 13 December the wind had picked up and by 4am the Captain reported the gale had



turned into a hurricane. 14 miles off Cape Otway, the wind tore off some of the Amazon's sails. By 14 December, she attempted to return to the Heads and the relative safety of Port Phillip but by noon on the 15th, the Captain realised they would not make it and turned his attention to keeping his vessel away from shore.

Amazon continued to be pushed east as the storm still raged through into the next day and at 6am, there were breakers off the port bow and rocks ahead. Captain Ogier kept the vessel on course and in effort to drive the ship as far up the beach as possible.

Components of the ship remain in relatively good condition due to the environment of the beach, according to student maritime archaeologist and Amazon Project Vice President Adrian Brewer.

"Timber is fine when it's buried beneath the sand in an anaerobic situation where there's no oxygen or under water and the water is stationary" he said. "The timbers are very solid, very thick. It's European oak and if it's buried in the sand, many years later some of the sand recedes, allowing the ships remains to become visible".

# WESTERN PORT (STONY POINT) – VICTORIA

LAT 38° 22' S    LONG 145° 13' E  
Times and Heights of High and Low Waters

## 2024

Local Time

MAY				JUNE				JULY				AUGUST																							
Time	m	Time	m	Time	m	Time	m	Time	m	Time	m	Time	m	Time	m																				
<b>1</b>	0507	2.61	<b>16</b>	0002	1.11	<b>1</b>	0022	1.03	<b>16</b>	0053	1.06	<b>1</b>	0059	0.68	<b>16</b>	0052	0.83																		
	1108	0.50		0603	2.51		0643	2.59		0719	2.42		0753	2.76		0740	2.57																		
WE	1815	2.95	TH	1158	0.81	SA	1226	0.82	SU	1251	1.22	MO	1314	1.09	TU	1304	1.30	TH	1444	1.37															
☉	2348	1.16		1855	2.79		1917	2.86		1921	2.66		1937	2.83		1913	2.66	FR	1356	1.43															
																		2046	2.60	1953	2.51														
<b>2</b>	0547	2.57	<b>17</b>	0041	1.15	<b>2</b>	0109	0.95	<b>17</b>	0130	1.03	<b>2</b>	0145	0.61	<b>17</b>	0128	0.80	<b>2</b>	0303	0.59	<b>17</b>	0209	0.68												
	1147	0.57		0647	2.41		0747	2.59		0813	2.42		0855	2.79		0830	2.59		1034	2.74		0939	2.59												
TH	1854	2.86	FR	1237	0.98	SU	1319	0.99	MO	1337	1.36	TU	1409	1.25	WE	1348	1.42	FR	1546	1.45	SA	1449	1.52	FR	1546	1.45	SA	1449	1.52						
				1929	2.67		2001	2.78		1955	2.58		2024	2.74		1950	2.58		2146	2.49		2047	2.43		2047	2.43									
<b>3</b>	0029	1.17	<b>18</b>	0122	1.18	<b>3</b>	0200	0.85	<b>18</b>	0211	0.99	<b>3</b>	0236	0.57	<b>18</b>	0207	0.78	<b>3</b>	0405	0.67	<b>18</b>	0305	0.70	<b>3</b>	0405	0.67	<b>18</b>	0305	0.70						
	0634	2.49		0737	2.33		0900	2.64		0912	2.46		0959	2.83		0925	2.61		1138	2.74		1047	2.61		1138	2.74		1047	2.61						
FR	1231	0.67	SA	1319	1.16	MO	1421	1.16	TU	1430	1.48	WE	1510	1.37	TH	1439	1.53	SA	1700	1.47	SU	1559	1.55	SA	1700	1.47	SU	1559	1.55	SA	1700	1.47	SU	1559	1.55
	1936	2.77		2005	2.57		2053	2.71		2037	2.51		2117	2.65		2035	2.50		2258	2.43		2200	2.39		2258	2.43		2200	2.39						
<b>4</b>	0115	1.15	<b>19</b>	0207	1.19	<b>4</b>	0300	0.74	<b>19</b>	0258	0.94	<b>4</b>	0332	0.56	<b>19</b>	0254	0.77	<b>4</b>	0514	0.72	<b>19</b>	0416	0.70	<b>4</b>	0514	0.72	<b>19</b>	0416	0.70						
	0733	2.49		0839	2.28		1015	2.75		1015	2.54		1103	2.88		1026	2.65		1243	2.77		1158	2.68		1243	2.77		1158	2.68						
SA	1324	0.82	SU	1412	1.32	TU	1532	1.30	WE	1532	1.57	TH	1619	1.45	FR	1539	1.60	SU	1815	1.42	MO	1720	1.49	SU	1815	1.42	MO	1720	1.49	SU	1815	1.42	MO	1720	1.49
	2026	2.70		2046	2.48		2152	2.65		2128	2.44		2219	2.58		2131	2.43	☉				2325	2.43	☉				2325	2.43						

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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





## Newhaven Yacht Squadron Calendar of Events May - Sept 2024

<b>Jun 24</b>						
Saturday 1			Happy Hour / Members Draw		1730	Social Committee
Sunday 02						
Saturday 8			Happy Hour / Members Draw		1730	Social Committee
Sunday 9						
Monday 10			Kings Birthday Public Holiday			
Saturday 15	1848-2.66	1212-1.04	Winter Series Race 3	1100	1200	TBA
			Happy Hour / Members Draw		1730	Social Committee
Sunday 16						
Friday 21			NYS Movie Night		1900	Social Committee
Saturday 22			Happy Hour / Members Draw		1730	Social Committee
Sunday 23						
Saturday 29			Happy Hour / Members Draw		1730	Social Committee
			Happy Hour Special Soup Night \$5			Social Committee
Sunday 30						
<b>Jul 24</b>						
Saturday 06			Happy Hour / Members Draw		1730	Social Committee
Sunday 07						
Saturday 13	1743-2.73	1111-0.90	Winter Series Race 4	1200	1300	TBA
			Happy Hour / Members Draw		1730	Social Committee
Sunday 14						
Saturday 20			Happy Hour / Members Draw		1730	Social Committee
Sunday 21						
Friday 26			NYS Movie Night		1900	Social Committee
Saturday 27	1719-2.92	1041-0.52	Winter Series Race 5	1200	1300	TBA
			Happy Hour / Members Draw		1730	Social Committee
			Happy Hour Special Curry Night \$10			Social Committee
Sunday 28						
<b>Aug 24</b>						
Saturday 03			Happy Hour / Members Draw		1730	Social Committee
Sunday 04						
Saturday 10			Happy Hour / Members Draw		1730	Social Committee
Sunday 11						
Saturday 17	0945-2.55	1504-1.38	Winter Series Race 6	1200	1300	TBA
			Happy Hour / Members Draw		1730	Social Committee
Sunday 18						
Saturday 24			Happy Hour / Members Draw		1730	Social Committee
Sunday 25						
Friday 30			NYS Movie Night		1900	Social Committee
Saturday 31			Happy Hour / Members Draw		1730	Social Committee
			Happy Hour Special Chicken Sticks 2 for \$5			Social Committee
<b>Sep 24</b>						
Sunday 01						
Saturday 07	1538-2.70	09.23-0.80	Summer Aggregate Race 1	1200	1300	TBA
			Happy Hour / Members Draw		1730	Social Committee
Sunday 8						
Saturday 14			Happy Hour / Members Draw		1730	Social Committee
Sunday 15						
Friday 20			NYS Movie Night		1900	Social Committee
Saturday 21			Happy Hour / Members Draw		1730	Social Committee
Sunday 22						
Friday 27			Public Holiday			
Saturday 28			Footy Grand Final			
			Happy Hour / Members Draw		1730	Social Committee
			Happy Hour Special Sausage Sizzle			Social Committee
Sunday 29						

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**Kristina Walters**  
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## NEW MEMBERS



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*Leigh & Alicia Carrott*

*Caroline Atherton*

*Joel & Barbara Carrott*

*Lou Capsalis*

*Katrina Neesham*

*Des & Lynn Gow*

*Matt & Claire Fabian*

*Steve & Jan Carrott*

*Aaron & Fiona Taylor*

*Welcome aboard the Newhaven Yacht Squadron and we hope you have heaps of fun here and catch lots of fish and sail in fair winds*

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