



**TELLTALES**  
**Newsletter of the Metung Yacht**  
**Club**  
**Issue #48 Christmas 2023**



**OFFICE BEARERS:**

Commodore – Jeff Rose  
Rear Commodore – Mary Rowe  
Treasurer – Michael Hack

Vice Commodore – Peter Kanat  
Secretary – Andrew Lethlean

BAR – Open 4.30pm until January 28.  
Then normal Wednesday to Sunday.

Non-members and Guests must be signed in  
on arrival.

**UPCOMING SOCIAL & SAILING EVENTS:**

December 26: Sydney to Hobart race start – watch it at the clubroom from 12.30pm  
December 28 & 29: Prawn feast. Bookings SOLD OUT  
December 30: Club race  
December 31: Classic Wooden Boat race – Metung Hotel trophy  
January 1: Commodore's sail past & BBQ lunch at the clubhouse  
January 2: Legacy race around Raymond Island  
January 6: Graves/Lethlean race  
January 7: Sternchaser race – skippered by crew  
January 10: Twilight sailing & social BBQ dinner, club start 1630/4.30pm  
January 11: Paella feast  
January 13: AB Perkins race  
January 14: Classic Wooden Boat race – Pearl trophy  
January 17: Twilight sailing & social BBQ dinner, club start 1630/4.30pm  
January 18: Prawn feast  
January 19: Members night  
January 20: Club race  
January 20: Guest chef for a club dinner  
January 21: Sternchaser  
January 22: Welcome party for the 2024 Australasian International Dragon Championship competitors  
January 22-28: 2024 Australasian International Dragon Championship Regatta/Prince Philip Cup  
January 24: Twilight sailing & social BBQ dinner, club start 1630/4.30pm  
January 25: Victorian State Championship Etchells – registration and welcome party  
January 25-28: Victorian Etchells Class State Championship Regatta  
January 28: Presentations to Prince Philip Cup and Victorian State Championship winners  
January 31: Twilight sailing & social BBQ dinner, club start 1630/4.30pm  
February 3: Wattle Point – Milsonia Cup. Club start 10am

## CLUB NEWS:

**Metung Yacht Club has recently purchased a new RIB, to support Rescue 1.**

The new Rigid Inflatable Boat (pictured), or RIB, is a 6 metre Cormorant with alloy lower hull. It is powered by a 90hp Mercury four-stroke motor.

The RIB will be officially launched by Metung Yacht Club on New Year's Day, during Sail Past.



**Smooth Sailing School** has been contracted to deliver lessons for tackers, teenagers and adults, from January 2 to 6. The sailing lessons are a combination of theory and practical.

Tackers makes sailing and accessible and fun adventure for young explorers.

Teenagers and young adults will learn skills for sailing, windsurfing, to standup paddle board and how to be responsible for a power boat.

Adults are also catered for, with the goal to sail unassisted by the end of the week of lessons. The teachers will stay in the downstairs area of the clubrooms. Please make them welcome in Metung, and consider booking yourself, your children, or your grandchildren, into their lessons.

Book online at [www.smoothsailingschool.com.au](http://www.smoothsailingschool.com.au)

Two promotional posters for sailing lessons. The left poster is titled 'TACKERS' and describes an introductory, games-based program for kids aged 7-12. The right poster is titled 'START SAILING' and describes an opportunity for adults to discover the world of sailing. Both posters feature images of sailboats and people sailing.

## Boat free to good home

A restoration dream is waiting at Metung Yacht Club for its new owner(s).



A wooden boat has been donated to Metung Yacht Club and the General Committee has decided to gift it forwards. The wooden boat is a VS class, which was one of the early classes sailed at Metung Yacht Club in the 1950s and 1960s.

This particular boat is 'Red Jacket', and was owned and sailed by David Borthwick, one of the sailing champions at the club.

Red Jacket does require extensive restoration, but is constructed from beautiful wood.

Contact Steve Bull, phone 0418 149050, to view Red Jacket or discuss acquiring her.



**Metung Yacht Club's bar will be open every day from December 26 to January 28, inclusive.** Please note the clubrooms will be closed January 29 and 30, and normal service (Wednesday to Sunday) resumes on January 31, 2024.



## Thank you

Metung Yacht Club member, Jude Brennan, sails Juno, and assists Tony Owen with memberships. Jude also has started a small business converting sails into bags, cushions and other sailing-related items.

The General Committee recently asked Jude to make a cover for the stair-chair, to protect it in all weather.

Jude was happy to comply and donated the finished cover.



## A working bee was held on December 17

Fortunately it was a very fine day and quite a few members turned up to help clean and tidy up the interior and exterior of the clubrooms.

A few things were donated to an op shop.

Sails were all put in the sail room – please continue to do this. The downstairs lounge area is not a storeroom for sails. It is not a storeroom, full stop.

Food should not be left in the rubbish bin. Rubbish bins downstairs should be emptied each time the area is used. Just the same as happens in the upstairs area.

A lot of repairs occurred to dinghies.

Whipper snippers and steel cutters were in service.



A lot of rubbish and broken equipment was carted away, and a lot of cleaning occurred.

**Thank you** to everyone who donated their time, their tools and equipment, and their expertise to the working bee.



### Lions Club and Yacht Club collaboration

The Metung Yacht Club is collaborating with Metung Lions Club to reduce waste and recycle, and encourages members to come on board. The Lions Club has installed a bin at its depot for recycling cans and stubbies – and earnings will support local community projects. Metung Yacht Club will donate empty cans and stubbies and encourages members to also support this initiative.

Please note that wine bottles are not included in this initiative.



### Remembering the storm

The sailors and officials who experienced the storm on November 25 will be able to remember it indefinitely with a picture recently donated to Metung Yacht Club.

Those who participated will remember the race was abandoned on the last leg. Andrew Perkins has commemorated the storm with one of his photographs, printed on canvas. Thank you, Andrew. We will mount this photograph on one of the clubroom walls.



### Sailing for your heart

Peter Lethlean and Alec Graves were local doctors and active yachties from Sale and Bairnsdale who competed at the Metung Yacht Club for many years. Each man was famous for his sharp wit and sense of humour. Their sons are members of Metung Yacht Club and had this race inaugurated in memory of their parents. It was first presented to a trophy winner in the 1987/88 season.

Hugo Graves and Andrew Lethlean sail this event each year with family and friends (and have plenty of fun afterwards).

This year, the Graves and Lethlean families are donating to MYC \$100 per yacht that officially registers and participates in the 2024 Graves/Lethlean trophy race.

The only proviso is the yacht must be registered with Metung Yacht Club and all Club racing rules and conditions are met.

In the spirit of remembering the local doctors, and to celebrate the 36<sup>th</sup> race for this trophy, the donation will go towards a new Defibrillation Machine, for MYC.

“Hopefully enough yachts will enter to enable us to pay for the new Defib machine in full – which is about \$2000 or 20 boats,” said Andrew Lethlean.

“It’s up to the members to get out there and complete the race.”

The new Defibrillation Machine will be available for community use, as is an existing one already installed outside Metung Yacht Club’s front facade.

The Graves/Lethlean trophy race will be held at Metung on Saturday, January 6, 2024.





## Remembrance Day

Metung Yacht Club was well represented on Remembrance Day at the Cenotaph service in Metung.



## WELCOME TO NEW MEMBERS:

### SENIOR MEMBERS

Emily Cameron  
Andy Murray  
Eric Stokkel

James Bull  
Leone Morris  
Adrian Seymour

Julia McCourt  
Stephen Morris  
Lyndon Seys

### JUNIOR MEMBERS

Alexander Bull

Camilla Bull

## VALE:

It is with much sadness that Metung Yacht Club notes the passing of club member, Peter Blake. Our condolences and sympathies are extended to his family. There are obituaries for recently departed members included in this newsletter.

## COMMODORE'S MESSAGE:

On behalf of the General Committee and Sailing Committee I would like to wish everyone a Merry Christmas, Safe Travels and New Year.

I want to thank all the volunteers who turn up week after week to help with Metung Yacht Club activities – sailing and social. Most recently we had many volunteers at the working bee, which has made the club look so amazing in readiness for the upcoming regattas.

From Monday, January 22, to Sunday, January 28, Metung Yacht Club hosts the International Dragon Australasian Championship (also known as the Prince Philip Cup), and this will be combined with the International Etchells Victorian Championship.

Good luck to all those members participating in these events. Best wishes also to other Metung Yacht Club members who are travelling to contest other events including the International 420 Australian Championship hosted by Largs Bay Sailing Club, the International Etchells Australian Championship hosted by Royal Sydney Yacht Squadron, the Tasar Australian Championships and Tasar World Championships hosted by Sandringham Yacht Club, and the Stonehaven Cup hosted by Royal Brighton Yacht Club.

I look forward to seeing everyone for the New Year's Day Sail Past where, no doubt, the competition for best dressed power and sail boats will be at its highest standard and most competitive. Entries will be judged by the dignitaries on East Wind and announced at the BBQ at Metung Yacht Club's clubhouse afterwards. Instructions regarding Sail Past are attached in this newsletter.

Welcome to the new members – senior and junior – who have joined MYC recently. The club's membership continues to grow in numbers.

Jeff Rose, Commodore



## LONG TERM PARKING:

Members are reminded that the south side of the car park, between the amenities block and the road, is for the storage of boats on trailers that have been approved by the General Committee, and the applicable fee has been paid.

Availability is limited.

Members should note they are not entitled to leave empty boat trailers (sometimes with cars attached) in the car park for extended periods. This has been a particular issue during long weekends and regattas.

None of the above limits members' use of the car park for their cars when they are visiting the clubrooms.

## SAILING:

### AMBULANCE PICK-UP POINT:

As part of the push to make our safety procedures more effective, discussion with Ambulance Victoria has identified the PUBLIC (low) JETTY just south of the hard stand as the preferred pick-up point in case of a medical emergency (see diagram). This gives easy access for ambulances with minimum patient handling. This should be the preferred meeting point to bring a patient.

Skippers (including of rescue boats) should notify the Race Officer as soon as possible of the nature of the emergency and the intended pick-up point for transferring the patient to an ambulance. The Race Officer will relay the pick-up point and the status of the patient to the ambulance service.



### SAILING INSTRUCTIONS & SKIPPERS CHECKLIST:

The forms that owners/skippers of boats need to fill in are available online. Metung Yacht Club's sailing committee has a strong message to owners/skippers of boats – please ensure you follow the guidelines stated in the Skippers Checklist, and lodge the required racing documents prior to your boat's first race.

Some of the basic information required includes a boat's race entry declaration, Cat 7, a copy of the relevant insurance policy ... and skippers must ensure their crew members have paid their relevant sailing fee (where applicable) or are registered for a SailPass before racing.



Make sure you register your sails – there are a few new boat and owner combinations in the club this year, and some new sails floating around. Any non-compliance with the guidelines stated in the Skippers Checklist will incur a penalty, as stated in the Sailing Instructions.

It is your responsibility to refer to the sailing documents and ensure your compliance is up-to-date.

*Sailors are encouraged to study Appendix T of the Racing Rules of Sailing, as it applies to all club races.*

Online reference is [metungyachtclub.com.au/sailing-documents](http://metungyachtclub.com.au/sailing-documents)

### LIFE MEMBERS OF METUNG YACHT CLUB

There have been quite a few people appointed life members of Metung Yacht Club. There are currently seven serving life members of MYC. They are –

Dave Bull, Peter Bull, Bill Newcomen, Ken Russell, Jenny Russell, John Miles, Sue Welte.

## DO YOU KNOW?

With the Sydney to Hobart ocean race about to get underway for another year, it's worth noting that MYC has a long history of members who have participated in this race – both men and women sailors. The sailors in this list are current Metung Yacht Club members who have sailed in the Sydney to Hobart (and their corresponding number of races) -

Toby Richardson, 25

Jeff Rose, 14

Kevan Pearce, 6

Damien Daniel, 2

Les Clough, 2

Buster Hooper, 1

Steve Bull, 20

Peter Kane, 12

Brandon Kibby, 5

Peter Bull, 2

Tony Doolan, 2

Tuna Smith, 1

\*Thanks to Steve Bull for providing robust information for this list.

## RACING:

### CLUB SAILING:

The weather has continued to affect this sailing season. A couple of club races have been abandoned – one directly because of weather, another because of circumstances that were compounded by weather.

Kerrie Unsworth took this photograph (right) of the yachts sailing towards Metung when the race on November 25 was abandoned because of the storm. Some Twilight races and Classic Wooden Boat races were also cancelled because of weather, particularly lack of wind.



### SOU'WESTER HEAT 2:



Seven boats contested this race on November 4, racing in course 15, which took them from Bancroft Bay into offshore Nungurner and offshore Nyerimilang. A SSE breeze of 5 knots gusting to 10 knots enabled spinnakers to be sailed. First boat across the line was Brogan's Way, followed by Elusive, then New Wave and Flying High.

Race honours went to Harmony, with Tom Moore at the helm, crewed by Andrew Bell and Peter LeRoy.

### SOU'WESTER HEAT 3:

Course 14 was set for the third heat in the Sou'wester trophy series, contested on November 18, with 10 yachts entered. This course took the boats out to Lake King, with the windward mark offshore Luderick Point and the leeward mark offshore Tambo Bluff.

The wind when the markers were set was 7-8 knots SE and by the time the first boats approached the windward mark, had moved around to 10 knots SW.







A sailor overboard call on the second loop between leeward and windward markers saw Rescue 1 swing into action. Fortunately, the sailor was only wet. The Etchell, New Wave, retired from the race.

It was a spirited and fast race between Elusive and Come Monday, with Odyssey pushing them.

First across the finish line was Brogan's Way at 15:39:36, followed closely by Elusive 15:40:50 and Come Monday 15:41:12. Odyssey followed at 15:45:37, then Second Chance 15:47:29 and Apres La Mer 15:47:58.

The race honours went to New Wave II, helmed by Tuna Smith with Les Tuckey as crew.

**CHARLES MYLIUS TROPHY and RAY DUNN MEMORIAL:**



A strong field of 12 yachts lined up for racing on November 25, with course 13 from Bancroft Bay out to Lake King chosen for the race.

Wind was ESE, 3-8 knots rising to 10. The distance between leeward



and windward markers was 0.6nm.

It was a very fast race, but a rising storm forced it to be abandoned before the conclusion.

**COMMODORE'S CUP**

The Commodore's Cup had already been postponed once, and went ahead on December 2 with three entries – Harmony, Elusive and Tarakona. The course chosen took the boats out into Lake King, to the Tambo Bluff marker, and return to Bancroft Bay, around Mosquito Point to Bells Point and back to the start/finish line.

Tarakona led the race across Lake King and return to Bancroft Bay, until Elusive overtook her between Mosquito and Bells Points. First across the line was Elusive, followed by Tarakona then Harmony. Race winner was Harmony, helmed by Tom Moore.



**NORMAN STRANGE CUP**

The Norman Strange Cup was contested on December 9, with course 8 chosen and a good-sized fleet of 12 yachts on the water. Course 8 was chosen which saw the windward and leeward markers set across Bancroft Bay. The top mark was Shaving Point.



Wind was SSW, 1-2knots at Shaving Point, and 7 gusting to 12 knots across the Bay. This required crews to use many short tacks and to goosewing the sails between Shaving Point and H28.

Line honours went to Wicked II in a time of 1:19:01, followed by Come Monday, in a time of 1:07:31, then Flying High 1:23:14 and Apres La Mer 1:08:49.



The race was won by Wicked II, helmed by Fred Haes, with Will Crooke and Russell Broomhall.

This race was also points for the Metung Yacht Club trophy, with Wicked II at the top of the leader board after the first race of the series. Come Monday, helmed by Steve Bull and crew Dean Smith and Wayne Smith took honours for the Etchells series race two – which sees them at the top of the series board.

### **CANTRILL TROPHY**

Course 13 was chosen for this race, on December 16, with seven yachts starting. The race was ruled abandoned.



### **CLASSIC WOODEN BOATS:**

#### **ANDY HENDERSON TROPHY:**

The Andy Henderson trophy was contested on Sunday, November 26, with three Cousta boats competing – Sorrento, Calypso and Pearl.

Sorrento was first across the start line but was hunted down by Pearl and quickly overtaken. The crew of Pearl maintained that lead during the race, sometimes by a few seconds, at other times up to 4.5 minutes. Pearl sailed convincingly over the finish line for line honours, followed one minute 33 seconds later by Sorrento, then Calypso.



Line and race honours went to Pearl, helmed by Fred Haes and crewed by Ken Barlow, Jeanette Severs, Rick Robertson, Andrew Thompson and Fred van de Velde.

This was the third race in the Scarborough Cup series, with Sorrento sitting on top of the series board, and Pearl in second place.

#### **TWILIGHT RACING:**

The twilights are a stern chaser, with staggered start times, and first across the line wins. The course is set within Bancroft Bay, generally from the club start point to Shaving Point, then Mosquito Point and up the strait to Bell's Point, returning into Bancroft Bay.

The finish point varies per race, and the race time is set at about 90 minutes.



## November 15

Six yachts entered the race, which was won by Sorrento, skippered by Dick Whitaker, Fred Haes, Rick Robertson, Wayne Smith, Charlie Edwards and Adrian France.

Second place went to New Wave II, with Graeme Jamieson at the helm and crew of Les Tuckey and Tuna Smith.

Into third place sailed Mimosa, helmed by Bill Newcomen and crewed by Chris Wannop and Jeanette Severs.

## November 22

Seven yachts turned out for this race, which was contested on Bancroft Bay in a light SE breeze up to 7 knots. It was a very quick race.



First across the finish line and race winner was New Wave II, helmed by Graeme Jamieson, crewed by Les Tuckey and Nathan Misiurka.

Into second place sailed Minosa, helmed by Bill Newcomen and crewed by Chris Wannop and Jeanette Severs.

Third place went to Harmony, helmed by Tom Moore, with crew of Michael Metcalfe, Peter LeRoy and Mark Kerger.

## December 6

Five yachts contested this twilight race, in very sticky wind conditions.

First across the line, and race winner, was Moontide, exactly one hour and 10 minutes after she started the race. At the helm was Rob Trenberth, with crew of Tony Owens, Amanda Hack, Ruth Mills, Barry Blaydon and Tony Doolan. Into second place sailed New Wave II, helmed by Graeme Jamieson, crewed by Les Tuckey, Derek Russell and Ken Russell.

Third place went to Harmony, with skipper Tom Moore at the helm, and crewed by Michael Metcalfe, Peter LeRoy and Mark Kerger.



## SUNDAY STERN CHASER:

This was a new initiative in MYC's sailing calendar last season and attracted a broad range of yachts for a social race in Bancroft Bay. The race incorporates a handicapped start with first across the finish line to win, within approximately 90 minutes.

This has now become part of a series in sailing season 2023/24. The inaugural Sunday stern chaser was on November 19.

## November 19

Three yachts contested this race – Moontide, Juno and Mimosa. Moontide was first across the start line and continued to lead throughout the course, until she was overtaken by Juno at the top mark – Bell's Point. Juno retained her lead throughout the rest of the race.





After rounding Bell's Point for the second time, close behind the leading boats, Mimosa ran downwind to overtake Moontide before the finish line.

Line and race honours went to Juno, helmed by Julian Brennan, crew of Jude Brennan and Peter Bull. Second place – line and race results – went to Mimosa, with Bill Newcomen at the helm and Bev Newcomen, Jeanette Severs and Chris Wannop.

Third to cross the line was Moontide.

### December 17

Seven yachts took to the water for this race – Sorrento, New Wave II, Moontide, Mimosa, Apres La Mer, Juno and Calypso.



Conditions for sailing were perfect, with a brisk SE wind, 12 gusting to 15 knots. A club start saw yachts sail to Shaving Point, return across Bancroft Bay to Mosquito Point and up the strait to the windward mark at Bell's Point. Two circuits of the course, culminating in a return to Shaving Point and race to the start/finish line.

It was a contest between the wooden boats for much of the race – between Calypso, helmed by Tuna Smith and with Ken Barlow, Mads Larsen and Alex Murray Larsen on board, and Sorrento, with Dick Whitaker at the helm and crewed by Rick Robertson, Edward Bull, Brandon Kibby, Ann Claydon and Roger Claydon.

Unfortunately, a mistake by Calypso's sailors saw them DNF, and Sorrento sailed strongly into first place.

Second place was a battle between the crews of Moontide and Apres La Mer to achieve the Shaving Point marker, after Apres overtook New Wave II and Juno at the windward marker. Sorrento 1<sup>st</sup>, Apres La Mer 2<sup>nd</sup>, Moontide 3<sup>rd</sup>, New Wave II 4<sup>th</sup>, Juno 5<sup>th</sup>, Mimosa 6<sup>th</sup>.

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### **OBITUARIES:**

Metung Yacht Club has lost some stalwart members in recent months. Thank you to their families for providing some words and photographs in their honour.

#### **Bev Pinnow:**

Bev Pinnow was an accomplished artist and long time resident of Metung, and a social member of Metung Yacht Club. Bev and Neville Pinnow lived in Metung for 37 years and sailed in the crew of Nigel Egan for many years. They then bought their own yacht, Thethys, a large ketch, and sailed to the Whitsunday Islands and back.

Bev and Neville Pinnow retired to Point Lonsdale in 2021. Bev is survived by Neville and her family.

Contributed by Peter LeRoy, on behalf of Neville Pinnow



## Neil Geoffrey Lathrop Murray:

1935-2023

Neil Murray was the second-born of four children – three boys and a girl – born to Dr Hugh and Bea Murray. Neil was born in 1935.

The family were regular visitors to Metung, with Hugh drawn to the area because of his interest in sailing – an interest that he bequeathed to his descendants.

Just prior to WW2, Hugh and Bea purchased Burilda, a property of 40 acres and a boatshed on the edge of the lake where the walkway is now. This became the loved holiday home for the family.

Hugh was a keen sailor and owned Sgian Dhu, a slow heavy boat which he later sailed across Bass Strait to Tasmania. He encouraged his sons to sail and during the war and just post-war, sailing races were held from Bill Borthwick's jetty on Shaving Point. Bill was the starter, race organiser and final judge.

This was really the embryonic Metung Yacht Club.

Hugh and Bea eventually retired to Metung, moving in Wongara with its aspect overlooking the lake, and with a boatshed close by, located where the marina is now. The boatshed was actually demolished to make way for the marina.

The couple's own connection to Metung remains, with memorials located at Shaving Point. Their extended family continues to holiday at Metung.



Neil sailed a boat called Dawn, a Snipe, which was also a heavy and slow boat. But he was bitten by the sailing bug, especially racing.

In the early 1970s, Neil and his wife, Frances, purchased Korak on Shaving Point. Now, owning a house with a jetty meant Neil needed a boat to sail. At this time, the Hood 23 was a popular class on the Gippsland Lakes, so Neil purchased Sprindrift, a bright blue Hood, and he loved racing in it whenever he could muster a crew.

Neil participated in the Hood class of the Victorian and Australian championship races held on the Gippsland Lakes in the 1980s. The most memorable race was when he hoisted the spinnaker on the run home down Lake King in a very strong gale.

Neil, his son Hugh and Andrew Perkins were on board. Hugh and Andrew went overboard when a roll ensued. Andrew disappeared over the side but eventually reappeared under the sail!

Eventually the Hoods became less favoured and the classes changed. Spindrift was also showing her age. Neil decided to find an older style wooden boat and so bought Calypso, previously a working Couta boat.

When Neil was not in Metung, this boat was competently sailed by Graeme Aldersea, and now Geoff Smith, and their crews, and was very competitive in the wooden boat class. This encouraged Neil to create the Calypso Cup, which is now part of a series of classic wooden boat races, and still part of the Metung Yacht Club.

Calypso still races, sometimes with Neil's grandson, Alexander Murray Larsen, on board, continuing a family tradition. She is still owned by the Murray family and is moored at our jetty on Shaving Point.

Neil is survived by his wife, Frances, and their three children, Hugh, Tom and Kate, and his six grandchildren. His grandson, Alexander, still sails regularly.

Contributed by Kate Murray



## Peter Foster:

1933-2023

Peter was born in September 1933 in Singapore, six years preceding the commencement of WW2. At the age of five-years-old, Peter was sent to attend boarding school in Perth, Western Australia, at Wesley College, as it would only be a matter of time before Japan would initiate a war against Britain.

Pete's mother worked as a PA to the Australian Government Representative to Singapore with insights into what was about to happen. His father, also born in Singapore, worked in the retail motor industry and was also a qualified private and commercial pilot.

Both of Pete's parents were evacuated just before the Fall of Singapore, later returning home following Japan's surrender in 1945 to rebuild their livelihood.

Life continued for Pete at boarding school during the war years, over 12 years. These were years which he cherished and considered happy and rewarding,

despite only being able to visit his parents once a year during the Christmas holidays.

At school, Pete gained a lifetime of true and solid friendships. Over holiday periods, he spent many an occasion with a surrogate family, pastoralists who operated a sheep station near Carnarvon in Western Australia where he learned many skills, including horse riding, mustering, crutching, fencing, and maintenance on the land, which helped shape Peter, initiating a lifelong love of rural life and remote outback regions.

Peter went on to complete a degree in Mechanical Engineering, initially working with Shell Australia, firstly in Perth, then Melbourne, then in the Technical Department of Shell's Marketing, in Queensland. His role in the 1950's involved frequent travel to coastal and inland communities and it was during this time that he met the love of his life, Mary, a TAA air hostess, on a blind date.

It was love at first sight and three months later, they became engaged. Six months later they were married. Peter and Mary had two children within a short space of time (Lisa and William (Bill)).

Peter's career was progressing and he accepted a role with a British manufacturer of a component needed by the oil refining industry. This meant relocating the newly formed family to England, where they would spend the next three to four years. They would later return to Australia, settling in Melbourne, and having two further children (Kelly and Julie). Peter continued to represent the company until the age of 57.

The young family resided in Hawthorn where Peter and Mary lovingly restored their family home over approximately 28 years. Throughout this time, they discovered holidaying at Metung, firstly hiring Bull's Cruisers and becoming familiar with the Gippsland Lakes. They purchased a block of land and built a holiday home at Boxes Creek, which eventually, post-retirement, they would relocate to and make their permanent home.

Peter and Mary quickly established themselves in Metung and became much loved members of the community, building strong lasting friendships with many of the locals, some of whom they would subsequently share in extensive travels with, both throughout Australia and its extensive outback, as well as overseas.

Peter was a familiar and friendly sight to many, walking the Metung streets and boardwalk with his many dogs over the years, more recently with his beloved Donny, the rescue greyhound. Peter was always engaging with people, exchanging banter and knowledge, delighting in storytelling and without fail, capturing his audience.

Peter was a remarkable father and mentor, a selfless giver all throughout his life. He is survived by his beautiful wife Mary and his four children, Lisa, Bill, Kelly and Julie.

Contributed by Julie Foster



### **Peter Horace Blake:**

5 May, 1928 – 10 November, 2023

On the day of Peter's Memorial at Metung Yacht Club, it was 75 years to the day he set foot in Australia.

Peter was born in Chichester, UK, in 1928 and came to Australia in 1948.

His love of boats started in his youth sailing in Bosham harbor and on Sharpies during his military service.

Moving with his wife, Annette, to Metung in 1983, Peter was a man who could fix anything, whether it was welding, woodwork or electrical – all skills fundamental to building or restoring boats.



He had a competitive nature and sailed J24s, Solings and Etchells in club races but his real love was the older, traditional wooden boats. In his later years, Peter restored such beauties as Snow Goose, now owned by his son Richard, Krunulla, and David Bull's yacht, Galatea.

Peter served on the racing committee for Metung Yacht Club, including a period of time as a handicapper.

Above all, Peter loved Metung and the community that embraced him.

Peter once said, "I'm not a rich man, but I have what I wanted, a view of the water and a great workshop and a big family".

Contributed by the Blake family

### **Peter John Chadwell Bury:**

09 May, 1925 – 29 October, 2023

It is clear how respected Peter was in our community. He lived a long and fulfilling life, one of value and purpose, and reached a wonderful 98 years of age.

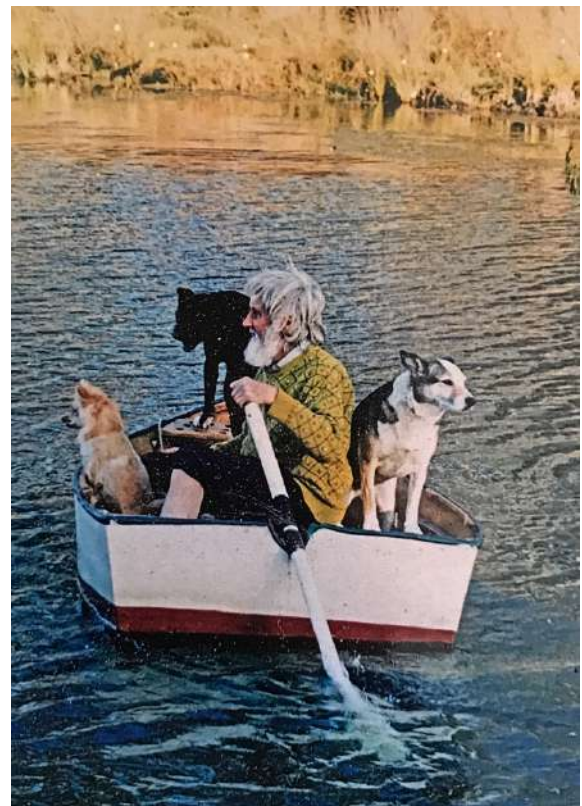
Peter was a hardworking man who spent his life perfecting the mastery of boat building; who lived his life with a passionate and dedicated nature, and who cared deeply about the environment, and who passed onto his family valuable life lessons.

Peter was born to parents Jess and Frank who lived on their farm in Nungurner, which became Pete's home for 98 years. Peter has a younger brother, Bill, and sister, Gay.

Peter was initially home schooled before attending Bairnsdale High School, and from a very young age he developed a great love of reading, which he continued throughout his life.

At the age of 16 years, Pete took up a job as a Jackaroo on a station called Uardry, 40km east of Hay in NSW. Still in this role, in 1942 Pete signed up to the armed forces, and was selected to be a pilot, completing his training and

was stationed in Canada 1943-45.





Returning home after the war, Peter began a shipwright apprenticeship in Metung and he established his own business repairing and building boats. This was the beginning of a lifelong passion of working on boats of all types, but his real passion was wooden boats. Peter loved and cherished the Gippsland Lakes and knew this would be his lifelong home. He married Jo, and later married Teira, and had seven children – Clive, Timothy (deceased), Chris, Anna, Glenn, Paul and Nina, who he cherished and loved all his life. During this time, Pete's business expanded into jetty building and boat deliveries. Pete became known for his craftsmanship and knowledge of boats and created a successful business, which he shared with his son, Clive, for the past 40 years.

Pete delivered boats around the eastern seaboard of Australia, including Tasmania, and he told many stories about the adventures he had on these trips.

Peter also designed his own 28 foot wooden boat, Atea, and he loved nothing more than taking friends and family cruising on it on the lakes, often sleeping on the boat at night. Peter lived, worked and sailed on the lakes for over 90 years, and his family have all inherited his love of being on or near the water.

Peter was also extremely passionate about conservation and concerned about protecting the environment. He supported many conservation efforts to protect the lakes and surrounding environment. He also loved propagating trees and other plants, gifting these to many people in the local area.

After retiring from boat building, Peter still visited the Slipway every day. He would make morning and afternoon tea for the staff and other visitors. He loved chatting with people and passing on his knowledge and expertise. Peter never lost his passion for boat building, and he was proud to mentor the next generation of boat builders at the Slipway.

The last 10 years of Pete's life have been quieter, with his health slowing him down. Peter was lucky to have most of his family living nearby, and Anna visiting him often from her home in Barwon Heads.

Pete's daughter, Nina, was his carer for the past five years, and her valuable support enabled him to remain in his own home until his 98<sup>th</sup> birthday. Other family members had him at their homes every week for dinner dates, and visited him regularly.

Pete also loved visits from his grandchildren and great-grandchildren, and keeping up with what was going on in their lives.

Peter is remembered as a beautiful father to all his children; he was supportive and encouraging and he was a constant in their lives. He was a mentor, a teacher, and someone they all admired.

Peter is survived by his children, Clive, Chris, Anna, Glenn, Paul, Nina and their families, along with his brother Bill and sister Gay and their families.

Peter Bury, ancient mariner, explorer, sailor and storyteller.

Contributed by Clive Bury on behalf of the Bury family



## SOCIAL PHOTOS:

As usual there have been many social activities on the Metung Yacht Club calendar. Three major ones to note were the Flemington comes to Metung picnic lunch on Melbourne Cup day, the Indian banquet provided by home cook, Smita Granland, and the Commodore's Christmas Party.

### Flemington comes to Metung:

More than 70 people brought their picnics to the clubroom on Melbourne Cup Day, November 7, to spend the day together. There were prizes for best dressed and there was an auction. From auctions, raffles and sweepstakes, more than \$2000 was raised for Metung Yacht Club.



Best ladies hat was won by Jolly Zhao. Best dressed bloke was Tim Hall. Best dressed lady was Merrill Frew. Best dressed couple were Christa and Dick Whitaker.



There are many more photographs on Metung Yacht Club's Facebook site.



## Indian Banquet:

Smita Granland returned to teach us about food, and it was a thoroughly enjoyable evening.



There are many more photographs on Metung Yacht Club's Facebook site.



## Commodore's Christmas Party:



There are many more photographs on Metung Yacht Club's Facebook and Instagram sites.

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Photographs throughout this newsletter provided by Steve Bull, Jeanette Severs, Merrill Frew, James Farrell, Kerrie Unsworth, Andrew Perkins, Smita Granland, Jude Brennan, and Andrew Lethlean

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Publisher: Metung Yacht Club



# What's on in January

Mon	Tues	Wed	Thurs	Fri	Sat	Sun
1 SAIL PAST and BBQ At the CLUB	2 David Borthwick Legacy Race	3 Bar Open 4.30pm	4 Bar Open 4.30pm	5 Bar Open 4.30pm	6 Graves Lethlean	7 STERN CHASER Skippered by Crew  WOW
8 Bar Open 4.30pm	9 Bar Open 4.30pm	10 Twilight Sailing BBQ 6pm	11 PAELLA NIGHT	12 Bar Open 4.30pm	13 AB Perkins Memorial	14 CWB Pearl JUNIOR & WOW
15 Bar Open 4.30pm	16 Bar Open 4.30pm	17 Twilight Sailing BBQ 6pm	18 PRAWN NIGHT	19 MEMBER NIGHT	20 Guest Chef Club Race	21 Stern Chaser  WOW
22 DRAGONS NATIONAL PPC WELCOME DRINKS	23 DRAGON NATIONAL PPC	24 DRAGON NATIONAL PPC	25 DRAGON NATIONAL PPC LAY DAY  ETCHELL STATE WELCOME DRINKS	26 DRAGON NATIONAL PPC  ETCHELL STATE	27 DRAGON NATIONAL PPC  ETCHELL STATE	28 DRAGON NATIONAL PPC  ETCHELL STATE  PRESENTATIONS
29 Closed 	30 Closed 	31 Twilight Sailing BBQ 6pm				

## SAVE THE DATE

16<sup>TH</sup> February – Members Night

# SAIL PAST - 2024

**Course:** Following the lead boat line astern from Shaving Point round an orange mark off the pub and passing “East Wind” anchored off the marina.

**Protocol:** All vessels when passing East Wind will give 3 cheers for the Commodore, who will take the salute on the bow.

**Order of vessels:** Junior sailing fleet  
 Yachts under sail  
 Yachts under power  
 Motorboats

1200hrs All craft muster off Shaving Point  
 1215 Junior sailors make their way to the East Wind  
 1230 Yachts under sail  
 1245 Yachts under power  
 1300 Motor vessels

**Notes:**

Departure times may vary depending on weather conditions. All vessels, as best as can be arranged are to proceed line astern.

The lead motorboat will be Wallagraugh, default lead vessel will be Metung II.

The yacht club rescue vessels will follow the lead boat followed by the remainder of the fleet.

The best dressed vessel will be judged by the officials onboard East Wind (so give it your best shot when passing)

Radio communication will be on channel 73 with the lead boat for directions if required.

**All participants are requested to attend the Yacht Club at 1430hrs for a sausage sizzle, live music, raffles and the announcement of the best dressed boat.**