

PROPELLER

Royal Victorian Motor Yacht Club Inc

Established 1904

R.V.M.Y.C.
ROYAL VICTORIAN MOTOR YACHT CLUB

Awards Night recognises outstanding individuals

On Saturday the 18th of May our Awards night went into full swing with over 50 people attending including the Commodores of Royal Brighton, Royal Geelong, Royal Victorian and Hobsons Bay Yacht Clubs. Frank and Paul kindly came back to help us celebrate the great achievements of many people in the 2012-2013 season.

Congratulations to our Novice Skippers navrally winner Nola Battye in 'Eventide'



The Club aggregate results were:

- 1st – Eventide, Bob Battye & Alan Crighton
- 2nd – Pookanah, Owen Smart & his multiple navigators
- 3rd – Bold Venture, Cameron Simpson & Will Simpson

Boating person of the year was Alan Crighton.

Club person of the year was Lorraine McKenzie, who tirelessly works around the club repairing and renewing and for her thankless task of putting this newsletter together. Thank you Lorraine.

A special moment was the recognition of Ian Bevan for 25 years as a Club Member, Ian is also the past Commodore of the Paterson River Motor Boat Club, we hope he can clock over the next 25 years with us.





At the Committee meeting last Tuesday, a number of letters from Members addressed to the Committee and relating largely to the interaction and relationship with our caterers, Granmur, were tabled and discussed. I will be answering all of these letters personally over the next few days.

Granmur were appointed by the current Committee to manage the Club's catering requirements following the decision by Brighton Manor to stop supporting the Club about 18 months ago. The economics for the Granmur operation depended heavily on external functions to make it viable and the current uncertainty about the longevity of the Clubhouse made ongoing acceptance of function bookings impractical and therefore the maintenance of current arrangements became unsustainable. Additionally, certain allegations regarding the Friday night operations became concerning to me as Nominee especially given the number of permit applications etc

From the Commodore's Desk

currently under consideration by numerous regulatory bodies.

We should all be cognisant of the fact that we are about to embark on the most substantial project in the history of this club and despite the Committee's wish to provide the maximum level of service to Members wherever possible, the prime focus must be on the Clubs re-development plan at this time. There will be a detailed update on the rebuilding project at the Quarterly meeting next Wednesday.

From about 9:30PM next Wednesday night, I will again become an Ordinary Member having had the great privilege to have spent 2 years as Commodore of this great old club. This ends 18 years of service on various committees and sub-committees. The last two years have had numerous challenges and certainly plenty of frustrations but thanks to the efforts and support of all of the Committee, we have managed to ensure that the Club is in the best possible financial position and on the verge of obtaining final approval for the re-development of our Club house.

I would especially like to thank Cameron Simpson and Andrew Broadway for their tireless efforts on committee. Cameron's contribution to the financial and contractual issues surrounding both

our catering arrangements and rebuilding plans has been outstanding and Andrews's efforts as Secretary have kept the Committee heading in the right direction.

As always, our long suffering Administration Manager, Jarmila, has made a tremendous contribution to the day to day running of the Club. Thank you Jarmila.

Finally, thank you to all Members for the support offered to the Committee over the last two years.

I wish the incoming Committee every success and I remain committed to assist them in any way that I can.

Safe boating and best wishes,

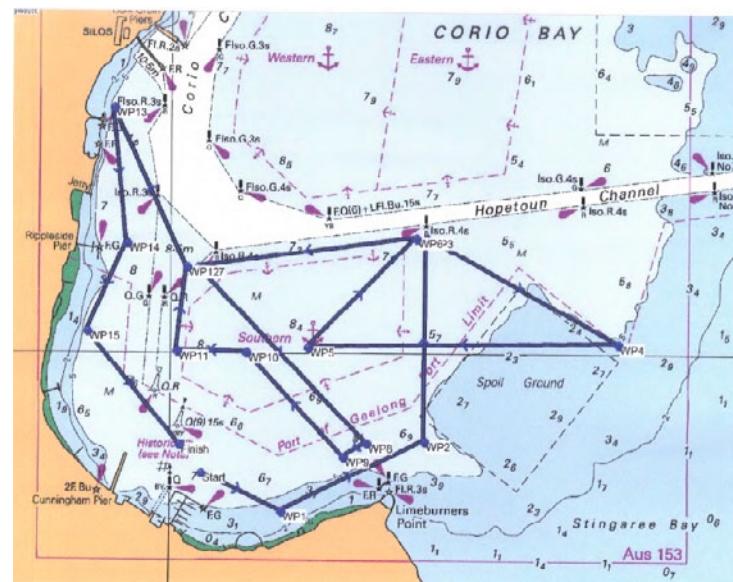
Mark Rindfleish
Commodore

Oslo Cup 2013 entries open

The Oslo Cup Navrally is to be held at Royal Geelong Yacht Club on Saturday 22nd June. The Oslo Cup Navrally is a competition between our two clubs, the winning club being decided by the aggregate score of the best three boats from each club. We were to host it last year but it was cancelled due to bad weather. RGYC will be the host this year.

It will be run on the Saturday afternoon so that our club entrants have a chance to get down there either on Friday evening or Saturday morning, stay Saturday night and come back on Sunday.

Course details and Entry Forms are now available, please phone the office if you have not received them.



EDITOR'S NOTE



We welcome contributions from members, Propeller will endeavour to publish articles as soon as possible, space permitting.

Please contact the editorial committee for more information.

Lorraine McKenzie: [ranui@bigpond.com](mailto:rani@bigpond.com)
Don Healy: dhealy@laysell.com.au

ADVERTISING RATES

Did you know that you can advertise in this newsletter from as little as \$26 an edition for a business card size ad?

Ten editions are published each year and circulated to our members and friends.
Business Card Size: \$252pa Half Page: \$756pa *Full Page: \$1260pa

*We also offer a bonus *free b/card inclusion for any full page ads, where space available. Contact the Club for further details.*

Story and photos: John Marks

Pelican Brief

The Australian Wooden Boat Festival, the largest such event in the southern hemisphere, is held in Hobart every second year.

Pelican and crew participated in 2011, our first major cruise. January this year saw us again in preparation to travel, with a few improvements to complete. My brother Don Marks was still working on the new 12 volt system on departure day. We needed a particular oil pressure switch to commission the field voltage in the alternator, and also a small patch cord to connect an external antenna to my mobile.

(a Scalar short fiberglass pole can give you Telstra right across Bass Strait, and all 'round the Tassie coast. Who needs HF?)

I set off early on a procurement mission, and was soon as far away as Waurn Ponds. Back in the western suburbs, the switch was just as elusive.

With all systems go, we finally got Don ashore at 4.30 pm. The weather had been poor all week, and those who left Victoria early got a beating.

Ex premier Ted Baillieu's brother Will "turned back" from Portsea in a beautiful American imported "lobster yacht". (See Wooden Boat No 227.)

The trip down the 'Bay was uncomfortable, and docking along side in the creek at Queenscliff was difficult in a roaring flood tide, with the new marina unlit. Next day was too rough to exit the heads, so we enjoyed the hot rod show, and the general amenity of the town. We hoped that the owner of the berth, a big steel trawler, would remain at sea.



7.00 pm, and finally on our way, at the end of the ebb. The weather improved overnight, and we anchored up in refuge cove after 20 hours.

Nearby was the huge Alex Lacco huon pine motor sailer Maid of Martha, and another 40 footer Hobart bound. The stalwart crew, Ron Ellis and Peter Tantau (a retired Williamstown pharmacist), were grumbling at the 4.00 am start. Get used to it, said skipper John Marks. Bass Strait at night

can be quite busy. Identifying the lights on Cliffs, Hogans, Deal, and East Moncur, together with shipping and the odd small boat keep you awake. Sunrise had Deal in the distance, the weather still a bit sloppy but very manageable.

The easterly set precluded a night behind Prime Seal, so we elected to prop inside Royden Island. Fishing was a bit slow, but a nice gummy came aboard after dark. Good tucker.

Another 4.00 am start, this day would see us down Flinders Island, Cape Barren Island, across Banks Strait, and at anchor behind Eddystone Point, in the light nor'easter. We fluked the tide across Banks Strait and down the Tassie coast. (Pelican at 10 knots?).

A scuba dive did not produce the elusive cray or two. Maybe I'm just too old and slow. I used to be the champ. (I can still keep up with abalones.)

Away early again, next stop Bryan's Corner. The scenery along the coast here is dramatic, with lots of camera action. Ron is a geologist, and gave a running commentary on the land form, strata, etc.



Story and photos: John Marks

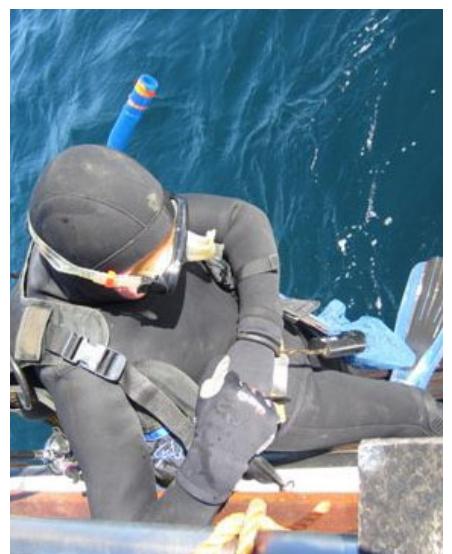
Pelican Brief Cont.

By now the weather was beautiful, warm and sunny, virtually flat calm. The boys were inspired to swim ashore for a little R&R off the boat.

I did the usual daily maintenance.

Now for the final day into Hobart. After a foggy start in Schouten Passage, we were off Blackman's bay in no time. A fair bit of a break on the bar had Peter worried, but no problems, and we were soon navigating the shallows up to

My highlight is the big restored fishing ketch Julie Burgess. The engine room has a beautifully converted Gardner 6LXB



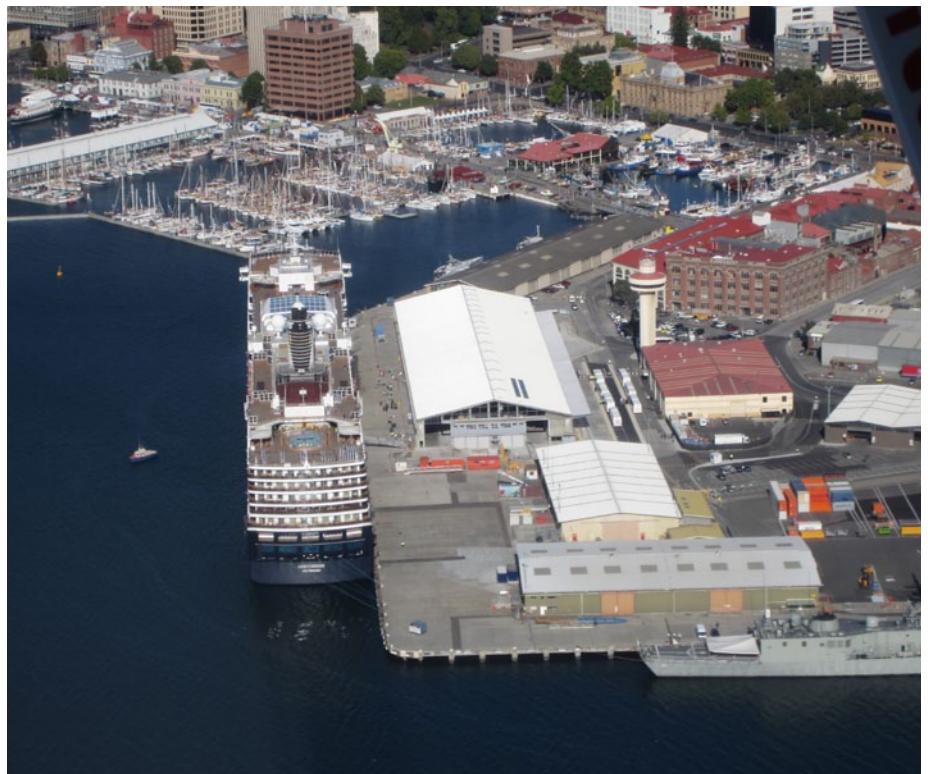
Dennison Canal. The man who opens the bridge was being indifferent on the VHF, so we phoned, and soon had a clear passage, with the sacrificial \$10 exchanged.

Then passed the Iron Pot, and up to Hobart, just in time for the gate to Constitution Dock. We were allocated a berth alongside the Ibis, an ex army 40 foot workboat with a friendly crew. Just a couple of big birds.

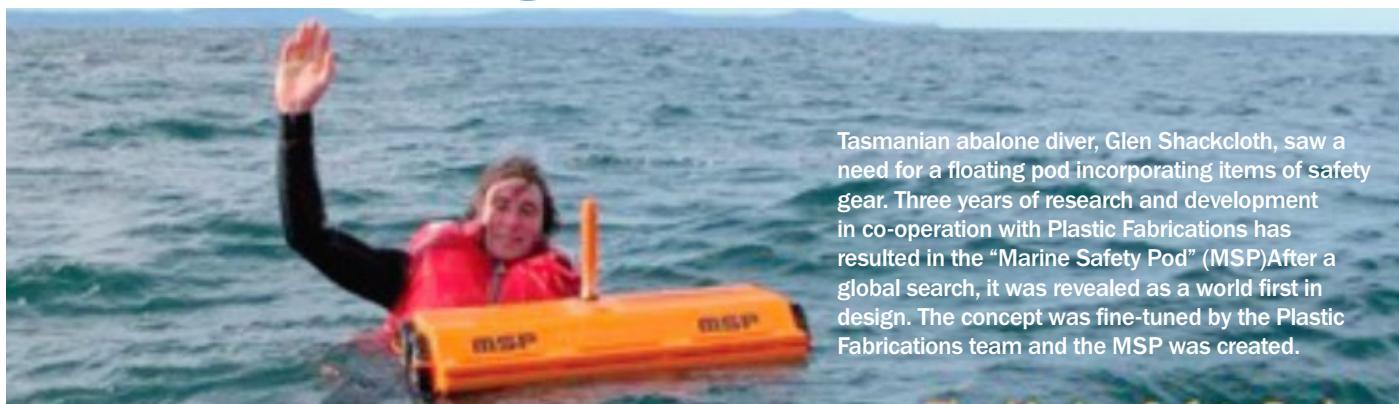
The show was not quite as comprehensive as 2011, some of the bigger boats were missing. My highlight is the big restored fishing ketch Julie Burgess. The engine room has a beautifully converted Gardner 6LXB. The galley and dining area is superb in design and execution.

Restoration costs included \$1.5m of Heritage money and lots of voluntary labor. The other 500 odd boats on the water, together with lots of land based displays, kept us entertained.

Stay tuned for a briefing on the return trip. This time cruising, not just voyaging. John, Ron, and Peter.



Breakthrough in Marine Safety



Tasmanian abalone diver, Glen Shackcloth, saw a need for a floating pod incorporating items of safety gear. Three years of research and development in co-operation with Plastic Fabrications has resulted in the "Marine Safety Pod" (MSP). After a global search, it was revealed as a world first in design. The concept was fine-tuned by the Plastic Fabrications team and the MSP was created.

The MSP is a practical concept that has the potential to take boating safety to a new level. Glen has worked around much of Tasmania's coast and has experienced numerous situations that involve the risk of boating accidents, sometimes with little or no warning. Working in this high risk environment was the incentive to produce a device that would dramatically improve the chances of rescue in the event of a boating accident.

It was decided that separate compartments were required in order to prevent loss or damage to other equipment while accessing specific items in a boating emergency. It was a challenge to create a unit big enough to house necessary equipment and provide a support platform, without occupying too much valuable boat space. After producing several prototypes and balancing the relative factors, it was agreed that the pod dimensions would be 680mm long x 400mm wide x 150mm deep.

The primary function of the pod is to consolidate and provide buoyancy for vital marine safety equipment. Unlike other marine safety equipment containers, the MSP's buoyancy far exceeds

the weight of the contents and easily supports the weight of an average size adult male. The convenient handgrips along both sides make the pod a stable platform for those in the water.

The MSP is constructed from a robust, UV protected plastic and consists of two identical halves that clamp down on four containers. Each half is a double-skinned airtight unit. Both halves are identical, so the pod always lands the right way up. The four containers can house compulsory items of safety equipment such as EPIRB, VHF hand-held radio, flares, first aid kit and also a survival kit which includes a "survival blanket".

The beauty of this product is that it has been designed by practical boating people who know how quickly a boating incident can happen. With boating numbers increasing every year and more and more people going further off-shore, the MSP will be a welcome addition to the safety equipment available for both recreational and commercial boats, from larger boats down to the family tinny.



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Planning for recreational boating

The Central Coastal Board (CCB) is inviting boating clubs around Victoria to take part in planning workshops to consider recreational boating in the central region.

The central region of the Victorian coast spans 500 kilometres, from Breamlea to Inverloch. It is backed by hinterland catchments of 1.6 million hectares. The region is highly urbanised with Melbourne and Geelong, at the heart of the region, having a combined population of over 4 million. Some of the valued uses of the coast include residential areas, coastal and water-based recreation, tourism, major and local ports, fishing and industry.

Balancing planning for and management of coastal use and development is increasingly challenging particularly given the need for adaptation to climate change.

The region also contains many significant natural values including landscapes, terrestrial and marine ecosystems and species of flora and fauna. The Central Coastal Board works with stakeholders and communities to protect and inform about significant coastal and marine values.

The CCB is currently undertaking a process to capture and identify issues to be integrated into a region wide Coastal Action Plan (CAP) and ensure recreational boating remains prominent amongst a broader set of regional coastal planning values.

The workshops will:

- consider some of the issues facing recreational boating and what has changed since the 2007 Boating CAP
- refresh the vision and guiding principles in planning for recreational boating
- clarify the CCB role and introduce the scope and purpose of an Interim Recreational Boating Facilities Framework to translate the Victorian Coastal Strategy regionally and provide a tool to assist in planning for recreational boating and funding applications
- consider the hierarchy of boating facilities and the criteria used.

Other representatives from stakeholder groups or agencies who would like to attend one of the workshops can register on the CCB website <http://www.ccb.vic.gov.au/index.htm>

The Central Coastal Board (CCB) was formed under the Coastal Management Act 1995 and reports to the Minister for Environment and Climate Change. The CCB is one of three regional coastal planning advisory bodies – the other two are the Western Coastal Board and the Gippsland Coastal Board.

The role of the CCB is to ensure co-ordination, planning and management of the coast and marine environment for long term sustainability in Victoria's central coastal region.

The Victorian Coastal Council is the statewide umbrella organisation for integrated coastal management in Victoria and is responsible for developing the Victorian Coastal Strategy every five years.

The CCB is responsible for developing Coastal Action Plans (CAPs) that guide and facilitate the implementation of the Victorian Coastal Strategy and approved coastal policy and guidelines in the region. See our web page about CAPs for more detail.

The CCB does not have a core works budget but seeks funding for specific projects and research and will work with other organisations to achieve shared objectives.



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Club News

social/mariner

Nothing of note happening here apart from our Annual General Meeting, please come and contribute to the club, we need every member to input their opinion and it's a great chance to catch up on news and tell a few porkies yourself. Remember drinks after the meeting is on the Commodores tab, so let's give it a nudge.

A reminder that the club has re-opened the bar (see catering) on Friday, Saturday and Sunday this month and until further notice, it's great to have our 'watering hole' back so let's give it our full support.

PLEASE NOTE: The club promotes responsible drinking of alcohol'

works

Works are continuing on the marina with East West Diving repairing 6 piles. They have also highlighted more piles with potential problems near the visitors wharf, the sub committee has asked to see photos of the degradation and a decision to repair will be made with the new committee.

boating

The Oslo Cup is scheduled for 22nd of June, this should be a great event and we would love lots of RVMYC boats competing. The course is set over 10Nm with 15 legs, so it should test even the most experienced entry.

Once the committee is installed we should also see a few smaller events planned.

There is always an informal trip planned by members, ask around, Chris Ackerman, Bob Battye or Mick Shaw should be a good source. Historically, Frank Wilkes is always 'somewhere' in the bay on most weekends.

catering

Good news on this front, the Bar Re-Opening was Friday, 24th May at 5:00 p.m. A raffle was held at 7:30 pm and this will continue for the next month, hours listed below

Bar opening hours will be:

Friday 5:00 to 10:00 p.m.

Saturday 12:00 to 9:00 p.m.

**Sunday 12:00 to 8:00 p.m.
until further notice.**

Self serve snacks available from next weekend commencing 31st May - \$5.00 to \$6.00 per plate.

annual meeting

Our 109th Annual General Meeting will take place in the Clubrooms on Wednesday June 5, 2013.

Agenda:

- Receive and confirm minutes of previous AGM
- Receive and adopt the Annual Report and Balance Sheet
- Elect Flag Officers, Officers and Committee for the ensuing year.
- Appoint Auditors
- General Business

Only paid up members are allowed to vote.

The following nominations have been received for the position of Rear Commodore, Committee and Crew Member. An election will be held by ballot at the AGM.

Rear Commodore: Dawn Holmes; John Zammit.

Committee: Livio Andolfatto; Corinne Farley; Dawn Holmes; Greg Miles; Kathie Rindfleish.

Crew Member: Ian Carlile; Dean Rule.

The above nominees are listed in alphabetical order.

bylaws update

Every now and again, Propeller will offer readers riveting tidbits of Club bylaws. This has the potential to be the most popular section of this newsletter. If you are partial to a regulation then read on, this month we look at 'Club Visitors'

RULE 20 - GUESTS

- (1) A Member may introduce a visitor to the Club for the day of his or her visit only and the name and address of such visitor shall be entered in a book kept for that purpose and the Member shall sign that book against the name of his or her guest during his or her visit.
- (2) A person who has been rejected as a candidate for membership or who has been expelled from the Club or whose admission as a Temporary Member has been refused shall not be introduced as a guest.
- (3) A visitor shall not be supplied with liquor in the Club premises unless in the company of a Member.

building

The building sub committee has not sat since the last edition of Propeller, the next stage is to appoint the builders as all submissions are now tendered.

Tenders are currently being assessed and an appointment or decision will deferred until after the elections at the AGM, the sub committee will then seek to put a recommendation to the committee soon after.

Website review

The role-out of the website is underway and we have a preview of what it might look like (Left and below). One important feature will be a login section for members, this area will safely store club documents that can be downloaded by members when required.

We are also planning a directory where members can search other members contact details, there will be a registration page so that each member

can agree to their details being shared. Also in planning is a weather feed and calendar of events where bookings can be made directly from the site.

While the clubhouse is being built we hope to install a webcam to broadcast progress to the home page, this may coincide with a WIFI area being made available for berths, news items and notices will also feature prominently on the home page.

Diary update & classifieds

2013 ANNUAL GENERAL MEETING

Wednesday 5 June 2013

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OSLO Cup Navrally

Royal Geelong Yacht Club on Saturday 22nd June 2013.

RVMYC Members Draw April 2013

Wednesday 24/4/13

\$200

1st Draw

Barry Bennett 'NIA'

2nd Draw

Robin Davies 'NIA'

YOU MUST BE IN ATTENDANCE AND A CURRENT FINANCIAL MEMBER TO WIN

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Looking the part..



ANNUAL GENERAL MEETING WEDNESDAY 5 JUNE 2013

The 109th annual meeting will be held at the clubrooms following the general meeting at 7.30pm on Wednesday, 5 June 2013.

Only current financial members are eligible to vote.

RVMYC: 260 Nelson Place, Williamstown Victoria 3016

He strode in, purposefully and statesman-like; our fearless leader, he'd arrived to oversee the working bee, to assist the troops. Problem was he was dressed in his Sunday best. Luckily, someone had a brand new pair of disposable overalls which he quickly donned. Looking like a natural 'Tradie' he asked what needed to be done only to be advised that the working bee was over and the boys were packing up. As they say, timing is everything!

John Zammit

RVMYC JUNE EVENTS CALENDAR

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
						1 BAR OPEN 12PM TILL 8PM
2 BAR OPEN 12PM TILL 9PM	3	4	5 ● ANNUAL GENERAL MEETING	6	7 BAR OPEN AND RAFFLE	8 BAR OPEN 12PM TILL 8PM
9 BAR OPEN 12PM TILL 9PM	10	11	12	13	14 BAR OPEN AND RAFFLE	15 BAR OPEN 12PM TILL 8PM
16 BAR OPEN 12PM TILL 9PM	17	18	19	20	21 BAR OPEN AND RAFFLE	22 BAR OPEN 12PM TILL 8PM
23 BAR OPEN 12PM TILL 9PM	24	25	26	27	28 BAR OPEN AND RAFFLE	29 BAR OPEN 12PM TILL 8PM
30 BAR OPEN 12PM TILL 9PM						