



PROPELLER

ROYAL VICTORIAN MOTOR YACHT CLUB ESTABLISHED 1904

INSIDE

- Great foundations
- Our blockbuster opening
- Fraser Island or Spain?

Opening Day 2013

A blustery wind, which caused the cancelation of fleet sail pasts of our kindred clubs, did nothing to hamper our 'celebration of the year'. We had a great day with Capt Jack Rush opening our 110th Season.



continued page 4

Building foundations of a great club

Building a robust club, isn't limited to the building.

Over the next few months the committee will oversee the implementation of the Clubs vision and five year plan. Initiated by Commodore Simon Mills and assisted by Jane McAloon, the need to discuss and ratify the Clubs position became relevant when we began amending our constitution, revising by-laws and establishing a new model that incorporates the new building and its larger facilities.

The club can only benefit from healthy discussion

We will require input from members, to gauge current opinion and some ideas for the Clubs future.

"We need to embrace the new clubhouse and create a solid foundation so that future committees and members are able to build a solid community of like-minded individuals, says Commodore Simon Mills.

A five year vision document is currently being prepared that covers membership and marina projections, thoughts and ideas. "The clubhouse building has brought up issues and statutory changes to the constitutions has crystallised the

need to include members in our on-going vision for the club."

"Many clubs of our size have failed to address contemporary issues and technology and have been left with very little choices, we want to give our members every opportunity to contribute and own their own destiny, recent behavior issues have divided the club and we see a need to address these so that we can focus out attention on advancing boating and community activities." he says.

Whatever the outcome the club can only benefit from healthy discussion. The club's website will soon host a member survey to gauge reaction and gather opinion.



The Club shows its wares

What a weekend! 4,000 visitors Saturday and 9,000 Sunday through the Seaworks shed. At the end of the weekend I felt as if I had spoken to each and every one of them!

A big thank you to Livio for the promo material and Richard McKay for his help on the stand.

Apart from the magnificent opportunity to present and profile the RVMYC redevelopment to the public, the occasion presented great research feedback as well.

What people are looking for in a club? (notwithstanding boating of course). A fairly consistent trend of Camaraderie, Feeling Of Belonging, The City And Waterways View, A Place To Bring Friends And Business Colleagues and Restaurant Dining were the resounding answers.

Is it what we already know? probably but, it was good to hear it from the horse's mouth! and gives us a clear guideline to our advertising campaign.

The club has benefited on being part of the wider local boating community and we have strengthened ties with other represented clubs and societies that were also exhibiting on the day and we hope to continue this in the future.

Dean Rule - Crewman
Chair Membership Subcommittee



RVMYC Centenary Cup



Sunday 20th October 2013

The Annual Centenary Trophy is now planned please visit the website:

www.rvmc.com.au to download details. We are also trialing our new online registration, please follow the instructions on the website to enter.

Any enquiries please contact the RVMYC office on:

03 9397 5036 or
John Zammit 0418 587 799
Chris Ackerman 0414 273 518

EDITOR'S NOTE



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

Please contact the propeller sub committee for more information.

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ADVERTISING RATES

Did you know that you can advertise in this newsletter from as little as \$25 an edition for a business card size ad?

Ten editions are published each year and circulated to our members and friends.
Business Card Size: \$277pa Half Page: \$831pa *Full Page: \$1,386pa

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



From the Commodore's Deck

Dear Members,

I'm extremely proud to be Commodore of this great club. Thirty-seven knot winds did nothing to dampen the spirit and seamanship of our members on Opening Day!

When most clubs in Williamstown cancelled their sail past, we stoically kept our cool and managed to get 24 boats out on the water, which impressed our Navy representative Captain Jack Rush. Although, I think the blessing we received from Rev. John Spring helped keep the boats steady and the skippers focussed.

The day is a credit to the Mariners Subcommittee, headed by Kathie Rindfliesh, and under some very trying circumstances; Bar till not functioning, blustery conditions and over 110 guests, she managed to keep things together. She even contributed 50% of the waiting staff with her daughters Sophie and Anna, so thank you Kathie and all the Mariners for a great Day.

A special mention to Gene and Simone Neill and Mark Folley (his great skill in the adverse

weather conditions was outstanding) for allowing the use of 'Missy B II', the use of such a palatial boat certainly heightened the importance of the

event and carried the official party and guests in safety in what could otherwise have been difficult conditions. We are very humbled by the generosity of our Club's friends and we have certainly expanded our influence on the local boating community.

The continuous support of the local groups is outstanding, the Williamstown Pipe Band, TS Voyager Naval Cadets and the Historical Re-enactment Society of Australia is always welcomed and gives our Club a uniqueness and warmth that rivals many opening days I have attended. The canon and gun salute always manages to surprise and enthrall our visitors, even when expecting it the sudden burst of canon fire tends to give me a jolt, and if that doesn't wake up most people, then the musket bursts certainly do the job.

We were privileged to have Capt Jack Rush and his wife Sandy with us to officially open the season. When most Navy personnel were in Sydney for the Fleet Review, he made himself available for this important day. This reflects the deep relationship the club has with the Royal

Australian Navy, every effort was made to give us due consideration.

In retrospect, with the conditions at the club at the moment, we have managed to create a very special, memorable day with the help of many people. Thank you to Jarmila and Terri, who prevailed under difficult circumstances and Danny Brigham and his son for setting up - John Holland and Dean Rule who dismantled, and all who contributed to another successful club event.

Certainly, the dedication of members is inspiring. Building works is progressing fairly smoothly, pile driving will commence at publication of this newsletter and we'll update members in the next few weeks. The pace will quicken as the foundations are completed, in the meantime we have started a review of the Clubs vision and we are establishing a five year strategy, I invite members to participate when required to really propel us into our bright future.

Safe Boating and I hope to see you at the club!

Simon Mills
Commodore

The foundations of a good start

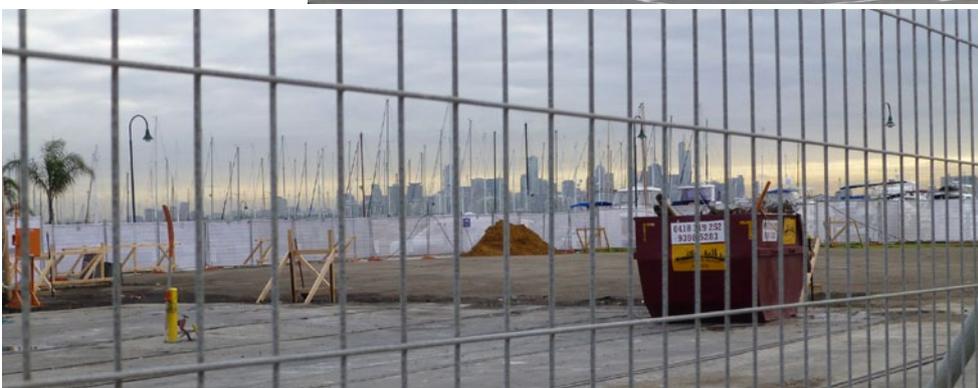
It still looks the same as it did last month, but behind the scenes there is a lot going on.

The building progress may appear to be stalled but there are a few things happening in the background. Last month has seen an issue with the building foundations, excavation came to a halt as builders found excessive amounts of concrete and quite a bit of discarded rubble including steel, boulders and building debris.

As expected, a variation has been negotiated, although this is always hard to bear, it represents only 14% of our contingency.

The variation includes a change to the way the foundations are made, as we go to print a 30 tonne drilling unit is being erected on site to drive foundation poles into position.

Foundations should proceed without any major problems. In the mean time, off site construction has progressed, tilt slabs have been made and structural steel fabrication is almost complete. The electrical meters have been moved and critical electrical conduit will be completed shortly.



Photos: Jane McAloon

Blockbuster opening

One of the largest fleets took part in our 110th sail past on opening day. Blustery winds and a chilly start to the day couldn't stop more than 20 boats taking part in one of the best opening day celebrations in recent years. We certainly had challenging elements, the wind caused havoc with tents and marquess, power outages and bar till issues made for one of the more memorable days. Everyone held their nerve and battled through any problems so that nothing was ever daunting. Kathie Rindfliesh held together the day to co-ordinate a truly great day.



Commodore Mills takes the sail past salute...not one water bomb thrown.



Even when expecting the gun salute, it still maages to make everyone jump.



Past Commodores seem to get a new lease of life when their term ends





One of many to go Pate!



A new male model emerges from club ranks



Photos: Jane McAloon

Blockbuster opening cont.





Story and photos: Len Dockrill

Another “Must Do” Boating Adventure

Another adventure that should be on every boaties' must-do list is a trip to Fraser Island during the whale season. Whales (mainly hump backs) travel

stopping frequently to watch numerous groups of whales. Passage over the Mooloolaba bar was uneventful, with barely a ripple of swell. A pleasant evening at the Mooloolaba Yacht Club was capped off with JZ winning the seafood raffle, so we were

because once through The Shallows you proceed through to Hervey Bay and the playground of the whales! There are so many whales that you have to navigate carefully to avoid them. Generally they appear to be lazing around enjoying some rest after the big trip north, however there a plenty of tail slaps and a few breaches to keep you excited. And then occasionally one will suddenly launch out of the water at the back of your boat and scare the hell out of you – and of course, by the time you get your camera working, they're gone!



up the east coast of Australia during June and July stopping in the Hervey Bay region to calve and then return down the coast during September and October on the way back to Antarctica. So August and September is a great time to visit Fraser Island to see the whales.

John Zammit and I had this opportunity recently using the annual Clipper Fraser Island Regatta as a shake-down cruise for a new Clipper Cordova 45.

Leaving Gold Coast City Marina at Coomera a little late, we arrived at the designated Broadwater rendezvous just in time to join the departing flotilla mid group. Travelling up the Broadwater through to Moreton Bay had all the usual concerns with shallow water, twisting channels and narrow passages, but eventually our little conga line of boats made it through to Horseshoe Bay at Peel Island, to anchor for the night. An evening beach barbeque had all the skippers and crew mingling and thereafter the camaraderie kept growing.

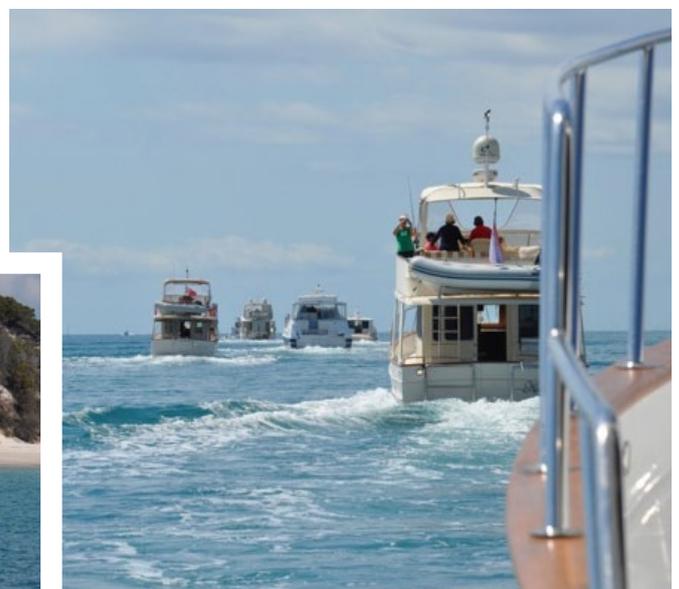
Next day we were off up the bay and out into the Coral Sea for a gentle trip up the coast to Mooloolaba,

well set up for lunch next day.

Our third day had us departing early and travelling north again past the amazing coloured sand cliffs of Rainbow Beach and on across the notorious Wide Bay bar which, again, provided barely a ripple.

Then things start to get a bit more interesting. As you pass up the western side of Fraser you travel through the very apply named “The Shallows”. At low tide these would be better known as “The Dries”. The channel is very narrow and at high tide we encountered an area where the sounder indicated only 1.5m, so you need to go with the tide. As the sand moves a lot in this area, you also need to watch the marks closely – these are relocated as the sand moves and even our new electronic chart was not up to date and had us travelling over dry land in a few places.

But it is worth the effort





though and the boat handled it with ease.

Mooloolaba bar also managed a bit of spirit that evening with a swell breaking right across, but we made it in and back to the club for another pleasant evening. Didn't manage to win the raffle this time, which might have been a good thing as there were a few disgruntled locals giving us the eye (or perhaps it was JZ's pink shirt?).

Off early next morning for the long trip home to the Gold Coast. Our plans for an early arrival were disrupted by some very friendly whales just off the entrance to Moreton Bay – we spent about an hour stopped, with them playing around and under the boat, and for a time we

thought they might finish up in the boat!

But we had to press on. A great trip back down the Broadwater. Saw one poor yachtie confused by the changed direction of bouyage who went the wrong side of a starboard mark and was beached on the sand waiting for the tide to come in.

We made it home without repeating this misadventure. Had a great time and hope to do it again. Make sure you put it on your "must-do" list too!



Australian Boating Survey

Members are encouraged to participate in a current survey on Boating Culture conducted by the Marina Industries Association and The BIA. Information gathered from this survey will be used to form policy and legislation on boating issues.

By registering and joining the panel of participating boaters, you will be asked to record information about your most recent boating activity on a monthly basis for 12 months. Information will be gathered, for example: about the

origin and destinations of boating trips; where boats are stored; and trip spending data. Modules may be added for a particular month to investigate a special interest topic.

You will be an important participant on the national boating panel that will contribute much needed information about boating activity. From analysis of the information, industry will be better informed to support and advocate for better boating services and facilities. Government will be in a better position to understand boater needs and therefore more effectively meet them.

See www.australiaboatingsurvey.com to register.



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Story and photos: Greg Miles

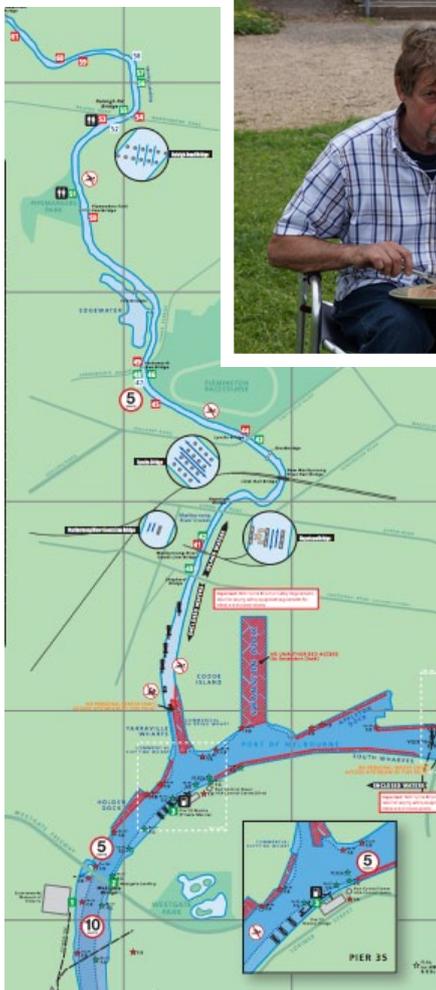
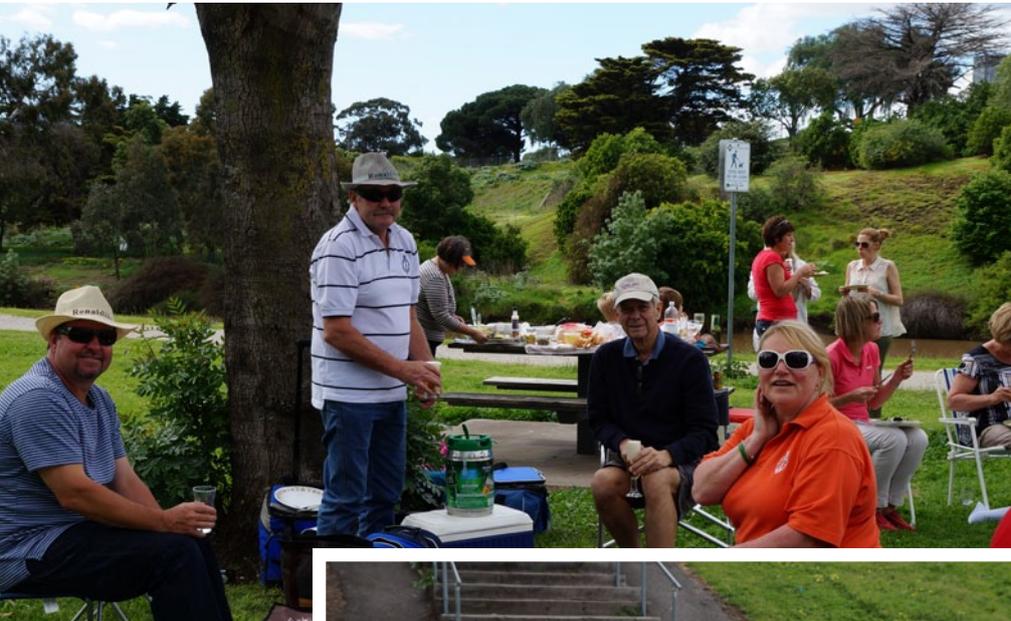
Dont ever miss the Maribrynong

We're on the mighty Maribyrnong River, and simply being at water level offers a completely new perspective on the river and its busy surrounds; calmer, quieter, and more beautiful than I'd imagined.

Within minutes of turning into the river from the Yarra, we're passing Newell's Paddock, Footscray Park and then Flemington Racecourse - who would have thought there was so much green open space in the western suburbs? Dog walkers and children on bikes wave as we chug past, with that special affinity that is reserved for people travelling in boats, wedding cars, or on carnival floats.

Further on we see a new side to Victoria University, and then get a glimpse into some private backyards of homes in Ascot Vale and Maidstone, and suddenly understand why house prices have skyrocketed along the river valley.

Captain Frank Wright is at the helm and his sidekick, Darren Keast, have been entertaining us



with ribald - and often scathing - commentary that should have a fair few city planners' ears burning.

"See how that stormwater pipe is facing upstream, instead of down?" he points out as we pass one development. "When the engineers came out, the tide was rising and they thought the river flowed the other way."

No-one is spared his scorn if they've done the wrong thing by his river, but he can't find enough praise for those who care for it as much as he does, and his knowledge of the waterway is legendary.

The river is tidal as far up as Sunshine, but it is already wild and narrow after passing the playing fields at Essendon and a cry goes up as a couple of wallabies are spotted just past the former sand quarry.





On the other side of the river here is the site of the former Munitions Factory, where bombs and bullets were made in WWII and there are now plans to build a whole new suburb - once the soil has been de-toxed.

As the boat reaches its upper limits - the former

Tea Gardens in Avondale Heights; a day-trip destination in Victorian times - we are told that dolphins and even a seal have been sighted here before, chasing the silver bream that also lures large number of fishermen and women to the river's banks.

who would have thought there was so much green open space in the western suburbs



Story and photos: David Collins

Now that's a boat!



As a child, I was fascinated by power boats in general and more specifically motor yachts, I knew every designer and they knew me as the pesky little kid in the antipodes who wrote to them asking a million questions, and wanting brochures plans and information.

It wasn't just a one way thing, I would send them drawings and designs photos of models I had built of designs I had created. So it was no surprise that I ended up working for one of those designers in my early 20's in London. In those days a 50 meter yacht was big project for us, and I could never have imagined what was to come. Yes there were big boats in those days too, Nabila, Atlantis, and of course the state yacht of Saudi, Abdul Aziz, but they were few and far between, nothing like the sheer number and scale of yachts being launched today.

I was asked by our long suffering editor to put together something on super yachts that I thought may be of interest to propeller readers, so I thought I would start with something new and staggering. Launched a few weeks ago into the north sea for sea trials, was the largest private yacht ever built, for Sheikh Khalifa bin Zayed al Nayan, president of the UAE, and at 180 meters it is hard to see anyone building anything larger any time soon (but no I won't take bets) let me introduce you to the new largest yacht in the world, Azzam.

Designed by Nauta Yacht Design of Italy, and built



by Lurssen in Bremen Germany, she measures 180meters by 21 meters beam. Unusually for a yacht of her size, she is powered by massive water jet units rather than the usual propellers. Coupled to two massive diesels for the outer jets which are steerable, and two gas turbines power the two central fixed booster jets. Power totalling 94,000 HP gives the vessel a reported top speed of 31.5 knots. By my calculations, at full power she would be burning around 16,500 litres of fuel an hour!

No pictures are available of the interior by designer Christophe Leoni, as owners tend not to share such personal information, so details are very sketchy at this stage. When she is finally handed over to her owner, we may get to hear a bit more. What I can tell you is that her main saloon is some 29 meters long by 18 meters wide, and decorated in the theme of "French Empire" so lots of black and gold. She has every imaginable facility, including swimming pools, helicopter pads, and of course as with any large project, the rumours of defensive missile

systems. If I haven't bored you by now, here are few more staggering numbers, 92 crew, gross tonnage 14,200 and a displacement approaching 11,000 tons she cost around US \$430 million to build, and will cost about \$ 40 a year to run.

Just before you rush off to place your order, to be delivered in four or so years' time, ask yourself would you really want this type of boating lifestyle? You can of course find out, we can all experience it, book a cruise on a cruise ship, and other than sharing it with a few more people, it would pretty much be the same!

Education Seminars



Our Education seminars have started and are continuing with Owen Smart and Ken Alonso finishing of with PDF maintenance

We are having a great reaction with the last seminars, with good attendance, the weather seminar was very enlightening with great hand outs and giveaways, which are on display and available at the club bar.

Wednesday Oct 16th:

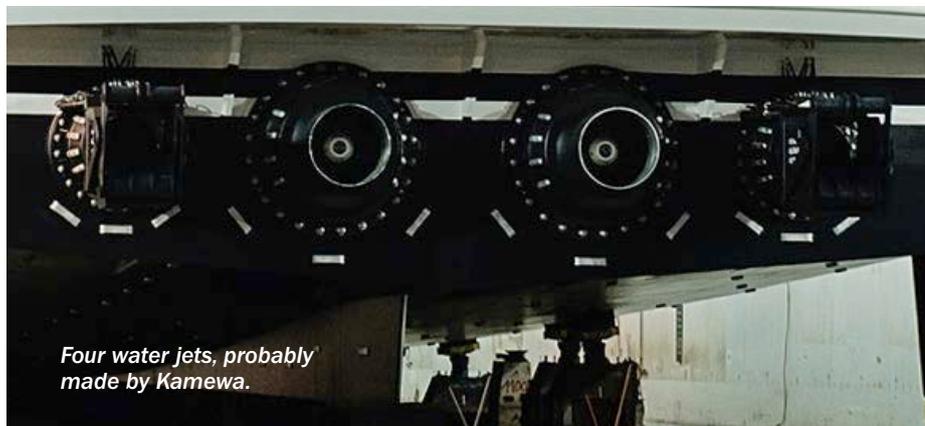
Marine Diesel Fuel Systems
Presenter Owen Smart

Specifically targeting RVMYC type of boats. i.e. NOT trailer boats, NOT yachts, NOT ferries, NOT big ships, and only covers DIESEL fuel systems.

Wednesday 20 November

PDF maintenance:
Ken Alonso

Please register with Jarmila in the office and remember its FREE, so bring a friend.



Four water jets, probably made by Kamewa.

Sunday 10 November Marconi Trophy

The ever popular and rich RVMYC Marconi NavRally is coming up soon. Watch this space or check our website.

Spain not very plain

Sailing (Motoring) along the west coast of Spain and Portugal in August 2013.

The main difference between a powerboat cruise and a yacht cruise is the fuel bill. On the yacht the fuel bill can be zero, but only if there's wind.



In April this year, Dreamcatcher 3, a 60 ft Swan which previously lived at our neighbouring RYCV was put on a shiplift to England the plan being to sail to Majorca, Spain where it will stay for the next few years.

Anne and I together with Bob Tanner from HBYC joined the yacht in A Coruna, NW Spain with our hosts Di and Greg Snowball.

Four weeks and about 700 n. miles of Atlantic Ocean later we disembarked in Gibraltar. What a fantastic trip and many cultural changes.

Mostly we sailed by day covering 60-80 miles between ports. A couple of times we travelled overnight with watches of 1 hr on, 2 hrs off which was our usual daytime roster.

Over the whole voyage we only sailed for about 15 hrs the rest being motoring or motor sailing as there was usually 0-5 kt wind, predominately NE and very flat seas.

Every village along the coast has a marina of sorts always very substantial rock walls and breakwaters, sometimes 6 metres high, clearly indicating the ferocious nature the Atlantic can have.

Marinas, some of which had 500 and even 1000 berths were usually fairly new and had good facilities. Clear evidence however that there had been a boom in marina development over the last 10 – 15 years and we noticed how the GFC had changed things. Even during the peak holiday season there were plenty of vacant berths.

General Local Data:

Tides usually 2-3 metres, currents 0.5 -1.0 kt. All marinas we stayed at were floating so tide not a consideration except for draft.

Lighthouses which are very frequent, beautiful and outstanding have on the chart a foghorn sequence in addition to elevation, range and light sequence.

West coast of Spain and Portugal has longitude 8 degrees W and Spain has 2 hrs of daylight saving.

This effectively provides two and a half hrs of daylight ie. still dark at 7.30 am and light till 11pm. This extended pm daylight commonly appears at high latitudes. Lisbon, Portugal is about same latitude as Melbourne.

NUMBER CRUNCH for Boaties and Navigators

Dreamcatcher 3 Data: length 18.7m, beam 5.0 m, draft 3.3 m, 60 HP Yanmar diesel

Cruise (reach) with 15-20 kt breeze, 9 kt, fuel nil.

Cruise 2800 rpm, 8 kt, fuel 8 lt per hr, therefore 1 lt per n. mile

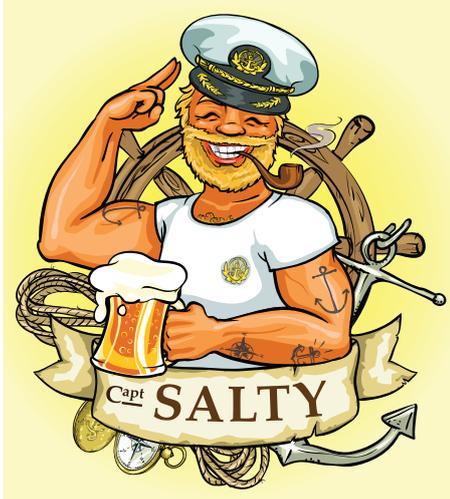
Radar, AIS, VHF and HF radio, Plotter at helm station and nav station, Nobeltec Nav package on laptop at nav station.



Only 2 days of travel were postponed – once because of sea fog from land to more than 10 nm offshore with visibility less than 100 metres and once with forecast wind of 30 kt.

Travelling in fog, even with radar and AIS is scary, particularly with the abundance of fishing vessels, most of which don't have AIS, let alone the large number of ships. Sea fog tended to clear by midday but we encountered it several times unexpectedly.





Cor! did you feel those winds the other night? Fair blew the head off me beer it did. Saw heaps a boats a rockin' and a rollin' but all lines was nice and tight. Gets yer a little bit concerned fer yer boat though.

I was tellin me old mate Capt Blowhard about it the other day. We calls him Capt Blowhard not cause he talks too much but cause he got caught in the biggest blow Australia ever got caught in. Darwin Christmas eve 1974. He says our little winds (40 knots) just blows his cake candles out and that's all.

Blowhard doesn't tell yer too much about it ... but his Darwin story fair makes yer skin crawl. His skin should've too but he was a "celebratin" type capt'n in them days.

Anyways it was Christmas eve and Blowhard has finished all Captain type duties for the year. As yer know there's a lot of celebratin' to be done. He's doin' his best holdin' up the bar fer a longish time at the Darwin Hotel. Just shoutin in his turn but

Ahoy me matey's

it's getting late and time to move on. So "Blowie" sets off home. However, there's another break-up to attend. You can't let Capt'n fans down you know.

So, it's now getting' real late.... And real windy. Fer the first time Blowhard reckons it's windy. But it don't stop him reckonin' on a little tipler with his good mate Capt Moth. We call him that coz if you leave yer light on he'll turn up fer sure

Anyhow Blowhard walks outside the Pub and the wind it just grabs him. He starts runnin to Moths house and UP he goes. Three summersaults in the air 6 feet off the ground. But he gets back runnin' ... but way too hard and he can't stop, straight into Moths front door and he knocks her clear off the hinges and Blowies on the deck in the hallway. He's knocked over the door and three cupboards that Moth has tried to secure the door wif!

You've had one or two says Moth! "Yesh" ,says Blowie, "hic, but what an entrance, winds up a bit matey"!

After being patched up Blowhard was sent to bed in the the spare caravan to sleep it all off. Oh what a night!

Well it took some time but Capt'n Salty did get Capt'n Blowhard to tell me this story.

"Well actually I thought I was on a boat! The caravan was almost blown away but a giant mangrove tree had fallen on it and each time it lifted off the ground with the wind the tree grabbed it and sent it back. It felt like I was rocking up and down in the sea. I'd squeezed in between the bed base and the mattress for protection and actually

fell asleep as devastation was hitting all around. Next morning Cap Moth came to wake me and I couldn't get up. Would you believe a star picket had been picked up and slammed through the caravan walls right above my head. Missed me by just a coupla inches. I needed Capt'n Moth to pull me out by the feet to get out. Hell what a night! Lucky to be here to tell the story!"

Well that's a helluva story and Salty won't be whining about our little zephyrs down here again!

And if you don't believe this story just ask Ron Clarke. He's a good mate of the Moth too.....

image
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Displaying our Flags

With a club Burgee, the right to fly the Blue Ensign and displaying the National Flag, we have a unique situation to correctly display our flags.

Specifications to display the National Flag are quite specific..

When displayed on a flagpole fitted with a yardarm, with the flag of a sovereign nation or a State flag, the Australian National Flag is displayed with the National flag at topmost. As figure 1 and 2.

If the flagpole is fitted with a gaff the flag on the gaff has the position of honour, although the national flag is lower than another flag flying from the peak. This tradition originated in the days of sailing ships and was designed to keep the flag form the ship's rigging. Figure 3.

In our situation there is no criterea that decribes displaying the Blue Ensign with The Australian National Flag.

Prior to the reorganisation of the Royal Navy in 1864, the plain blue ensign had been the ensign of one of three squadrons of the Royal Navy, the Blue

Squadron. This changed in 1864, when an order in council provided that the Red Ensign was allocated to merchantmen, the Blue Ensign was to be the flag of ships in public service or commanded by an officer in the Royal Naval Reserve, and the White Ensign was allocated to the Navy. Its interesting to note that the Australian National Flag is the Blue Ensign defaced with the Commonwealth Star and Southern Cross.

To resolve our issue our National Flag flies from its own flagpole in a prominent position and the club burgee and Blue Esign fly together with the Blue Ensign in the position of honour.

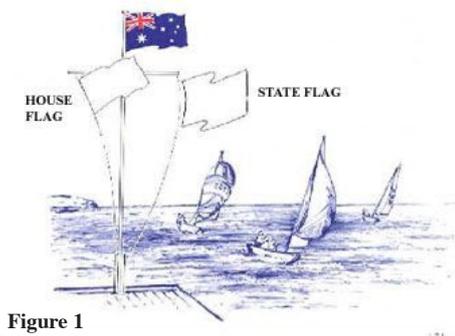


Figure 1

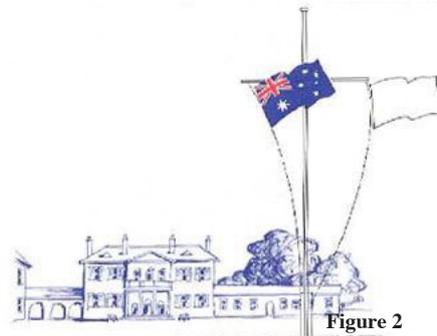


Figure 2

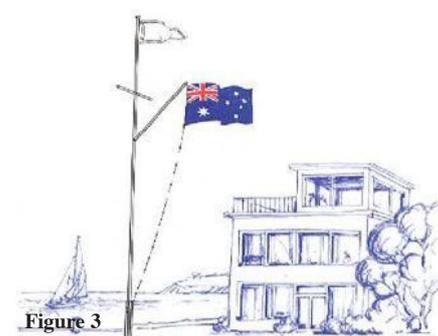


Figure 3

Club News

social/mariner

Thank you to everyone who helped with the Opening Day, it was a great success.

The Fashion Parade is organised for Friday October 18th, bring your 'A' game to the RVYC, we have great prizes, great wine and a fabulous show.

Mission to Seafarers is selling tickets to the charity preview of Captain Phillips. This is a great movie starring Tom Hanks about the hijacking of Maersk Alabama by Somali pirates. Every seafarer will empathise with this movie and it is worth seeing if you have any interest in the sea. On Wednesday October 23rd starting 6:45pm.

Book at: <http://captainphillipsmissiontoseafarers-org.eventbrite.com.au/>
Ticket prices are \$18 and there is small booking fee of \$2.07

works/marina

- Latest round of pile repairs on the south marina is now complete
- There have been three berth allocations in the marina in the past month.
- The Marina subcommittee would like to remind berth holders that being allocated a berth is a privilege and berth holders are expected to contribute to the Club through use of their boat and participation at the Club.
- Members are reminded that the marina belongs to all members through the club. In respect of this, members should make sure that their boats are tied up correctly so as not to place undue strain on the marina. Marina fixtures and facilities should also be looked after so that they remain for the benefit of all members.

boating

Our Maribymong River Cruise on 22 of September was a good day with great weather.

The next event is The Annual Centenary Trophy on Sunday 20th October 2013. A new on-line entry system is now being used so please go to the website to register and download course and briefing instructions. If you have any questions please contact the RVMYC office on: 03 9397 5036 or the Rear Commodore: John Zammit on 0418 587 799 or the Vice Commodore: Chris Ackerman on 0414 273 518.

members

An exclusive offer has been negotiated by the club with David Osmond and Sarah Wetton from d'Albora marinas (Pier 35), who have offered a

discounted fuel rate for members. They can offer 8c/L off the bowser price for any purchases, and a 1500L bulk discount of 16c/L off. For bigger sales – 2000L+ they can give a better price which will be based on the buy price for the day so give them a call. The office has a number of cards that are pre-programmed and ready to hand out.

At our 16 October seminar Pier 35 will give a run down of services and how to take advantage of this generous offer.

catering

The temporary club house bar has proven to be popular with sales turnover exceeding our expectations. Wednesdays have proven to be very popular and we will continue to operate with the members draw and occasional information evenings.

With the weather on the improve we expect the BBQ area to be used more often. Please remember that if you plan to use this facility with a group to advise Jarmila. Any feedback on our wine list would be appreciated.

The committee has been working on planning our future within the structure of the Commodore's Five year plan. Members can expect some news on this front in the coming weeks.

committee meeting

The next committee meeting is being held on Tuesday 15 October, so if any member has concerns or input please send your feedback to Jarmila so they can be included and tabled for discussion.

building

Power supply issues are still being experienced on site and disruptions continue. Please be advised that this week and potentially next week, the power will be off from 7am till 4pm daily.

James our site manager from Lloyds, advises that this is a requirement from the piling contractor. We hope to see some progress on the building soon once the piles are completed.

website

Stage One of the website is now up. This is being updated fairly regularly, almost daily, members can now use this resource to update themselves on upcoming activities and downloading specific documents.

In the next few months we hope to publish an online boat register and member survey, so stay tuned, you'll be sent a email to advise you of any updates.

office

Could the members who have transferred funds of \$29 and \$30 into the club account, please contact Jarmila so she can allocate them to the right accounts. Please remember to place your name on the transfer to avoid embarrassment.



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Contact

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Jamie Williams 0417 334 271
jwilliams@rigcon.com.au



FOOTY TIPPING 2013 RESULTS

#	Tipper	Total
1	Jude Ringe	155 (649)
2	Frank Moretti	153 (690)
3	Mark R	151 (849)
4	Fiona Zammit	149 (617)
5	skier	146 (621)
6	Jane (Go Pies) McA	146 (680)
7	Gazz3	145 (633)
8	Keashy	144 (604)

Ian Dougall Memorial Trophy

Fri 15 to Sun 17 November

Ian Dougall Memorial Trophy, Inter-Club Fishing Competition. Enter now!

Diary update & classifieds

The Royal Victorian Motor Yacht Club presents the....



Spring Fashion Parade

Friday 18 October 2013
11.30am for 12pm Start

Held at our kindred club
Royal Victorian Yacht Club
120 Nelson Parade, Williamstown

\$65 Includes champagne and canapés on arrival, 2 course meal, drinks at bar prices
per person

To book call 03 9397 5036 or
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Essential

GAZ MAN

RVMYC OCTOBER EVENTS CALENDAR

SUN	MON	TUE	WED	THU	FRI	SAT
		1	2 BAR OPEN AND MEMBERS DRAW	3	4 BAR OPEN AND RAFFLE	5 CLUB BAR OPEN
6 CLUB BAR OPEN	7	8	9 BAR OPEN AND MEMBERS DRAW	10	11 BAR OPEN AND RAFFLE	12 CLUB BAR OPEN
13 CLUB BAR OPEN <small>RIPTOUR</small>	14	15	16 BAR OPEN AND DRAW <small>EDUCATION SEMINAR</small>	17	18 BAR OPEN AND RAFFLE <small>RVMYC FASHION PARADE</small>	19 CLUB BAR OPEN
20 CLUB BAR OPEN <small>CENTENARY CUP NAVRALLY</small>	21	22	23 BAR OPEN AND MEMBERS DRAW	24	25 BAR OPEN AND RAFFLE	26 CLUB BAR OPEN
27 CLUB BAR OPEN	28	29	30 BAR OPEN AND MEMBERS DRAW	31		