



# PROPELLER

ROYAL VICTORIAN MOTOR YACHT CLUB ESTABLISHED 1904

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## Fashion on the waterfront

Our annual fashion parade dazzled the clubrooms of the Royal Yacht Club of Victoria, where coordinated gear was timed with music, slides and a very good atmosphere. Our club models sparkled, probably due to the champagne!



*Kylie Ackerman struts her stuff down the catwalk*



*Presenter Susan Mills keeps the models in check*

*continued page 4*

## Planning, construction and discussion

Consultation around our future is set to start, key issues are being formed and we will soon need member feedback.

A Five Year Plan that addresses key decisions needs to ensure:

- The Club remains vibrant and continues to prosper
- People want to become and remain members
- Members buy into the Club Vision and Purpose and commit to active participation
- Our Clubhouse is well patronised by members supplemented with successful external functions

**5 year plan:  
Have your  
say!**

- Our marinas are managed for the benefit of members and members use their boats participating in a range of Club activities
- We have the right people to plan, operate and manage all aspects of the Club
- Marina – what should be done in the next 5 years – how best to raise the required funding
- Membership – new members will want to join the Club because of the Clubhouse

**To self fund our future we need to take a longer term perspective on the current and future needs of the Club and members:**

- should we have a new category of membership.
  - Clubhouse – people will want to hold functions – we need professional and fit for purpose catering from which the Club earns a reasonable revenue source.
  - People – consider how we staff our new Clubhouse – form a view on how we build our business.
- A survey will be posted on the website within the next few weeks to gauge opinion to these and other issue, members will be notified by email.

# Canberra tour

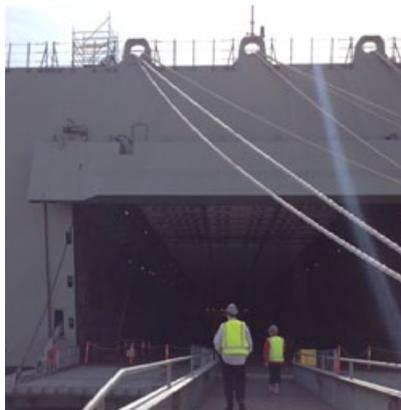
Last month we were privileged to have a tour of HMAS Canberra organised by Sandy Ellul after extensive negotiations, thank you Sandy, BAE Systems and the RAN.

The Canberra class is a ship class of two Landing Helicopter Dock (LHD) ships being built for the Royal Australian Navy (RAN). Construction of the first ship, HMAS Canberra, commenced in late 2008, and the hull was launched in early 2011.

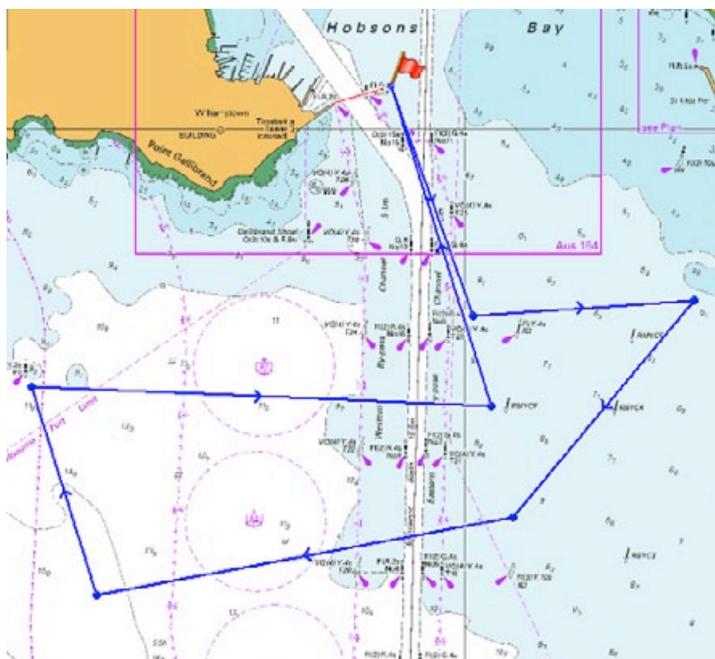
The Canberra class vessels are 230.82 metres (757.3 ft) long overall, with a maximum beam of 32 metres (105 ft), and a maximum draught of 7.08 metres (23.2 ft). Keeping the maximum draught low was an important factor during design, allowing the ships to operate in littoral waters and small harbours. At full load, each ship will displace 27,500 tonnes (30,300 short tons; 27,100 long tons), making them the largest vessels to serve in the RAN. The Canberras have the same physical dimensions as *Juan Carlos I*, but differ in the design of the island superstructure and the internal layout, in order to meet Australian conditions and requirements. Unlike the Spanish vessel, the Australian ships are built to meet Lloyd's Naval Rules.

Propulsion is provided by two Siemens 11-megawatt (15,000 hp) azimuth thrusters, each with an onboard electric motor, driving two 4.5-metre (15 ft) diameter propellers. The electricity is provided by a Combined diesel and gas system, with a single General Electric

LM2500 turbine producing 19,160 kilowatts (25,690 hp), supported by two MAN 16V32/40 diesel generators providing 7,448 kilowatts (9,988 hp). The main thrusters are supplemented by two 1,500 kilowatts (2,000 hp) bow thrusters, and a 1,350-kilowatt (1,810 hp) Progener-Mitsubishi S16MPTA diesel generator is fitted as an emergency backup.[16] The vessels will have a maximum speed of over 20 knots (37 km/h; 23 mph), a maximum sustainable full-load speed of 19 knots (35 km/h; 22 mph), and an economical cruising speed of 15 knots (28 km/h; 17 mph), with a corresponding range of 9,000 nautical miles (17,000 km; 10,000 mi). The LHDs can maintain full directional control while reversing at up to 8 knots (15 km/h; 9.2 mph).



# RVMYC Marconi Trophy



## Sunday 10th November 2013

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

[www.rvmyc.com.au](http://www.rvmyc.com.au) to download details. The online registration system seems to be popular so it's a keeper, thanks for your support, 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

Leg	Comments	Course (T)	Distance (NM)	Total (NM)
1	Start – Leave No.15 to Starboard, leave No.70 to Port, leave T25 Port, leave 11 to Starboard	160	1.39	1.39
2	Turn to Port	86	1.25	2.64
3	Turn to Starboard	219	1.61	4.25
4	Turn to Starboard	259	2.41	6.66
5	Turn to Starboard	342	1.24	7.90
6	Turn to Starboard	92	2.61	10.51
7	Turn to Port, Head to finish. Leave No.11 to Port, leave T25 to Starboard, leave No.70 to Starboard, leave No.15 to Port.	343	1.927	12.437

## 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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# From the Commodore's Deck

Our boating calendar has started with the Centenary Cup Nav Rally.

It was encouraging to see 12 boats out on the water in somewhat challenging weather, a 30 knot breeze whipped up the bay and in some stages it was difficult staying on course, or, it could have been my navigator being distracted!

Congratulations to Mark Rindfleish who took out the honours and his navigator, Greg Miles. Second was Owen Smart with Pookanah and third Bold Venture. A huge thank you to Fiona Zammit who managed to feed 20+ people with the most delicious spread of baked potatoes, fresh salad, chilli con carne, fruit and cheese platters. The boating sub-committee did a great job coordinating and presenting a wonderful day. It was great to see past members Sunny and Andrew Broadway, who helped Kevin Ezard on FunKe!

Our next NavRally is the ever popular Marconi Trophy on November 10, we already have a number of entries, but lets try and get the biggest fleet out there, just to test the resolve of the sub-committee.

With my house keeping hat on, the committee is currently reviewing contracts that were in place

for our catering in the new building, after much research and consultation with other clubs and function venues, we found that the club needs to open up submissions from a number of hospitality operators, so that the club can maximise its options in this area. When the new clubhouse is finished we will have effectively the best waterside function facility in Williamstown. We would like to ask members permission to approach a number of organisations to tender a solution to our catering needs. A questionnaire/survey will be available on the website to gauge your requirements.

It's important that we start to plan our transition in the new building now, we are in the process of analysing our 5 year plan; The clubs purpose and vision, the members expectations and the future of our marina is all under review and in need of debate. I ask members to attend our next quarterly meeting for more information and support.

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

**Simon Mills**  
Commodore

Dear Members,

**They're off and racing! (apologies to Greg Miles). I am, of course, referring to the building progress.**

The building footings are now in place and we are going to see a flurry of activity in the next few months to get out of the ground. The building sub-committee have had a visit to inspect the tilt slabs and steel work.

We have also been revising our constitution and by-laws, as an ex jockey and master plumber, I've given this task to Jane McAloon! If anything I know my limitations. Jane has been doing an outstanding job revising paragraphs with very small type and comparing them to other paragraphs with even smaller type...then combining revising and debating the subsequent paragraphs. We have now a document that can be distributed to members for their input/reference. Remember the purpose for this revision was to bring it in-line with statutory changes to Club's constitution guidelines, it's not meant to mean our constitution was flawed or incorrect.

## The foundations of a good start

**The new Clubhouse has finally come out of the ground!**

Progress on the building might have seemed to be slow, but the opposite has been the case. We have had a few obstacles in completing the footings of the clubhouse, but all of these have been resolved and the builders can now start construction.

A few of issues were encountered, the first of which was the excess rubble found during excavations, we then had to re align and divert

critical cable installations and re trace our sewage pipe. We have had continual issues with organising our power requirements with Jemena, but we have now come to an agreeable outcome.

Phone services also had to be worked out to adequately ensure future data requirements; Chris Ackerman and David Collins have again sorted this issue out. We have an great team of professionals always willing to help the cause, if any member thinks they can contribute to the process with advice feel free to contact someone on the implementation committee.



## Variety Splash



Now in its seventh year, the 2014 Variety Splash event

for sail and power boats will be held February 27 to March 1. The boating course departs Docklands on Thursday to RGYC Geelong, on Friday there will be on-water and land activities, and boats return to RMYS St Kilda on Saturday for the final dinner. Fundraising is an important component of the event to support Variety - the Children's Charity, to make a positive difference in the lives of special children around Victoria. Details are shown in a Variety Splash brochure – copies available in the RVMYC bar.

Photos: John Zammit

# Waterfront Fashionistas

The RYCV played host to our annual Fashion Parade. Susan Mills, the *First Lady* of the club, conducted a parade of beauties and a couple of very odd blokes. Williamstown's retail strip warmly supported our event with many outlets donating time, expertise and wardrobes for the day. Our models were outstanding, as was the turn-out; 92 people attended the function. Thank you to the staff and management of Royals - the canapes, 2 course meal and dessert were marvellous, the service was exemplary and everyone thoroughly enjoyed themselves.





Story and photos: Doug Bews

# Ise tour

Because I had been reading a translation of the ancient book `Tales of Ise` we had agreed to visit this town before our stay in Nagoya for the Japan Masters Swimming Competition. So after taking the Shikansen (Bullet train) to Nagoya we took the Kintetsu local railway to the resort town of Tabo which is about 45minutes further on from Ise. Ise was sure to be crowded with visitors and the Tabo Grand Hotel was certainly a good choice for our two nights stay. It sits on a hill overlooking the harbor with its many oyster bed floats and further out to the islands fronting the Pacific Ocean.



Our Japanese style room had a magnificent view of the harbor and sea-scape. On the lowest floor were the men and womens' Onsens (hot spring baths) both looking out onto the harbor from indoor and outdoor pools. Then after our evening Onsen we were provided with free coffee and flavoured shaved ice in the foyer/saloon.

Dinner was served in our room by a very friendly waitress giving us the full Kaiseki (traditional small dish serves of many courses) service, after which

our room was quickly converted into a bedroom with two futons.

The following morning after a large buffet breakfast the hotel provided a car to take us to Ise and Jingu. Jingu is comprised of Kotaijingu (Naiku) and Toyoukedaijingu (Geku) and is the holiest place in the Shinto Religion. It is considered



to be the spiritual home of the Japanese people who each wish to make a pilgrimage there in their lifetime.

Both Naiku and Geku are wooded hills containing many shrines dedicated to various Kami (deities). However at the peak of these areas are shrines dedicated to Ameratsu Omikami the supreme deity (Naiku) and Toyouke Omikami the kami of clothing, food and housing and the provider of sacred food for Ameratsu Omiokani (Geku).

We chose to visit Naiku, which is commonly known as Jingu. The deity was enshrined in Naiku on the upper Isuzu river in 4BC when the August Mirror, symbol of the diety was moved from the Imperial Palace on divine command to find a more appropriate sanctuary. (Geku was established in AD478 by divine decree.)

Our car dropped us at a large assembly area comprising an information booth, refreshment shops, seats under trees and a bus parking station.

Naiku is separated from here by the Isuzu river and to gain access one needs to cross the long and wide Uji Bridge. Like all the Main and auxiliary sanctuaries (shrines) this bridge is rebuilt every 20 years, to signify the ever renewing cycle of nature. The bridge of course is made of Japanese woods and a graceful curved structure, being 180m long.

Although there were many people in the assembly area, once across the bridge the air became tranquil, because of the wide roads and many trees there was no sense of a crowd.

Even at the purification stations there was little need to queue. Sometimes people go to the river to purify themselves and at other times there are these stations with troughs of cool water and dipping cups. One is required to take the cup in the right hand and drench the left hand, the hands and washing are then reversed. Taking the cup in the right hand again water is put into the left hand and this is placed in the mouth for rinsing. This routine is said to purify both the body and mind before confronting the deities.

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Ceremonies are held within the second outer fence. All the buildings are wooden in Japanese Cypress and are in the style of traditional rice

storehouses with thatched roofs. Worship takes the form of two deep bows followed by clapping the hands twice, praying followed by a deep bow and a final hand clap.

Descending through the forest past auxiliary shrines, and their duplicates under construction, one comes to a building housing a sacred white horse, two of which are held both at Naiku and Geku. He seemed very placid. On departing from Naiku we went by bus to the Ise Museum where scale models of Naiku and Geku are held along with many treasures, artifacts and artistic works



of previous centuries. After that, lunch in the bustling centre of Ise with its many shops restaurants and ice-cream booths, before being collected once again by a car from the hotel.

Back at the Grand Hotel Fumika went shopping via shuttle bus to the town of Tabo while I soaked myself in the Onsen. Dinner once again superb was served in our room.

On the third day after a hearty buffet breakfast we took the train back to Nagoya and after a long walk checked in to the Castle Plaza Hotel and dropped our bags before directly heading by local train to the swimming pool arriving there at 1140 for Fumika's



1230 and 1400 swims. We finally arrived back at the hotel at 6:00pm and had a picnic lunch in the room with beer and sake.

On the second day of the Japan Masters Swimming Competition I decided that I would sightsee around Nagoya. So after walking with Fumika to the Nagoya Station I bought myself a Sightseeing Bus day ticket for Y500.

The first stop was the Toyota Museum of Industry and Technology. It displayed initially the achievements of Sakichi Toyoda in designing, developing and exploiting machines for spinning and manufacturing cotton goods from 1906 on. All the major machines and process were present and in action, where possible, showing the evolution in techniques and technology. I used an audio tour guide provided in English for the entire tour



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Story and photos: David Collins

# No serious offer refused!



*Seagull Of Cayman, 40 meters, with Elle's slippers under your comfy bed!*

So, you've just won a 30 million dollar Tatts Lotto super draw, and you want to buy a yacht, but don't want to wait four years to build one? No problem, there are plenty of options on the second hand market, and if you are happy to buck the latest fashion trends and fads, there are some real bargains to be had, and it's not just because the global economy has flat-lined, although it helps, there are other reasons too.

for example Elle McPherson is still gorgeous, despite her vintage, versus the stunning Meagan Gail! As for Seagull, canoe sterns are out, people want flat transoms with large areas at sea level for access and toys. Open deck spaces are huge and uncluttered now, unlike her smaller cluttered areas, and the trend today is to stuff as much accommodation into the shortest hull possible (wedding cakes as they are known) thus reducing mooring charges per square meter of interior space. So, whilst I, would be very happy for Elle McPherson to park her slippers under my bed, the real players overlook her in preference of the latest, Megan Gail model. Where does that leave Seagull of Cayman, and her now desperate and disillusioned owner, well let's just say that although he is now asking \$4.49, he would very likely take

practically unsaleable. Islander a case in point, was originally built by Australian yacht builders as a motor sailor before having her masts removed and a small extension to her transom. In fact successive owners have spent the GDP of a small nation on her over the years, with an inverse effect on her ultimate value!

A quick look at the other end of the spectrum, that's the Megan Gail end, a new yacht that everyone wants, so the owner can name his price. That said, it's still impossible to work out how the owner of the fabulous Nirvana came up with his number of \$ 315m USD! Built by Oceanco, in 2012,



*Islander, 58 meters ex motor-sailor*

and measuring 88.5 meters she has won many design awards for her Australian designer, Sam Sorgiovanni, and is today's "it" yacht. I wonder how history will judge her, how her styling and detail will stand the test of time, how she will be viewed by tomorrow's market, and her resulting value?

Will she be another seagull, or still desired and converted, time will tell!



*Lionwind, 47 meters, 1983, 21 knots \$6.9 USD*

Take Seagull of Cayman, and the poor owner wishes you would! last year she was listed at \$7.5 million USD, which for a yacht of her pedigree and condition seems reasonable given the cost of replacing her, and if you have to ask you can't afford it! Hatched at the De Vries yard (Feardship) in Holland in 1980, she was "on trend" in every respect for her day, size, shape, designer, builder, style all the flavour of the moment and was / is as pretty as a basket full of puppies! But like a fashion supermodel, who ages but still looks hot, she still loses much of her desirability and value for no other reason than "fashion" has moved on,

your hand off at \$4.0 million USD!

Not your style? Well there are plenty of other bargains out there, cheap for different reasons, everything from draft too deep to get into new popular moorings or cruising grounds, to once ultra-modern design that has just ended up looking like a sea going Ford Taurus! Fashion trends are as fickle in yachting as they are in couture, what's in today may be considered a horror tomorrow, but the real disasters occur when an owner tries to "modernise" his yacht to make it more appealing, often making them unrecognisable, and not in a good way! This kind of "refit" can make a yacht



*The fabulous Nirvana!*



# The club and our racing link

With the Spring racing carnival in full swing its timely to reflect on the club's racing pedigree.

Our Commodore Simon Mills was a very successful jumps jockey until his now almost legendary fall.



*Mills gracefully dismounting after his ride*

The sight of Simon Mills being hung up in a stirrup iron and dragged over two steeple jumps remains vivid in the memory. The horrifying ordeal took place at the Oakbank jumping festival in South Australia in 1994. It seems like only yesterday.

Maybe that has something to do with the speed with which the shivers went through my body on the Easter weekend when Mills went on that nightmare-inducing ride. It won't be forgotten.

They're the same type of shivers that would surely have pulsed through rival jockeys and no doubt anyone who works with horses. For the spectators on course it was heart-in-mouth stuff.

The same goes with viewers of video footage, which was sent around the world. Mills was lucky to survive. As the grey horse Sir Sagamore leapt two steeples, Mills was flung around like a rag doll.

Miraculously he escaped with a broken arm and several smashed teeth. We should all be so lucky.

The fall was also a small blessing for Simon, as he was flown around the world to talk about his experience in the States and Europe.

Two other prominent members and committee members who are racing elite are Don Healy and Greg Miles.

Greg Miles is one of Australia's most respected race callers. Miles has called for 927 Sports Radio since 2005 and before that he called for SKY Racing.

With so much exposure to racing, it's little wonder that Miles has built a strong reputation in the industry.

Greg Miles must be pretty good because he calls the Melbourne Cup each year. Miles's got it all – the words, poise, accuracy and a 43 ft Clipper *First Lady!*

Our Hon. Secretary Don Healy is the stables racing manager for one of Australia's leading trainers, Robbie Griffiths. His role as manager is to organise and coordinate the multiple tasks for race day, from managing the jockeys to liaising with the owners.

The task is probably not as demanding as the one at RVMYC, where he is called upon to manage our recalcitrant members and committee.

We also have a number of members with skin in the game - Peter Coffey has an interest in Toorak Toff - a Group winner at 2, Group One winner at 3 and Group One winner again at 4, he is the most highly qualified Australian sprinter to go to stud in Victoria this year. The other members with interest in horses have asked to be anonymous, sorry Glen.

Our club's Madam Commodore, Susan Mills, is also HR Director for David Hayes stable at Lindsay Park, a role that gives her plenty of experience dealing with primadonnas and rogues. The pair seem well-matched.

As we enter the Spring Carnival, we are also aware that Fleminton is perched on the Maribrynong River and has



been a favorite destination for Club members for over a sixty years.

The Annual Melbourne Cup Cruise was one of the Club's boating Calendar highlights, but with the size of vessels increasing and bridges lowering, our annual get together is fading.



*Greg Miles poised for accuracy, but dreaming of the water*

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## Education Seminars



Our Education seminars have started and are continuing with Ken Alonso finishing off 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. A big thank you to Owen Smart for his in-depth run down of diesel systems and Pier 35 gave a brief summary of their fuel offer and services, if you missed out don't despair the website will feature the information and speak to Jarmila to receive the Club discount card for Pier 35. Our next seminar will be on:

**Wednesday 20 November**  
PFD maintenance:  
Ken Alonso

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

Story: John Zammit

# Let's keep our river open

What in the world are Melbourne's city planners thinking with the call to build yet another another low level bridge across the Yarra.

Places Victoria, along with a project control group consisting of members from the City of Melbourne, City of Port Phillip, Port of Melbourne and the Department of Transport, Planning and Local Infrastructure, have released the Fishermans Bend Urban Renewal Area, Draft Vision.

This is the urban renewal plan to convert approximately 250 hectares, of what is currently the mainly industrial suburb of Fishermans Bend, into a prime residential area that within 50 years will comprise homes for more than 80,000 residents and a new workplace for up to 40,000 people. The plan is to incorporate a variety of residential developments from warehouse lofts, to townhouses and high rise towers, while encouraging the operation of businesses to provide local employment opportunities.

With the area being around one kilometre from Melbourne's CBD, the plan sounds very commendable, but, part of the plan is to extend the Collins Street tram line to service the area and the proposal calls for a new pedestrian, cycle and tram, river crossing over the Yarra River, just west of, and down river, of Marina YE.

This low level bridge (or bridges) will have a significant impact for boaters, to say nothing of the devastation it will cause Marina YE. It is anticipated that should the bridge/s go ahead, Marina YE would cease to exist given that it is estimated that as few as two of the vessels currently

Boat Show, promoting the Docklands boating attributes interstate and overseas. It now seems that the same organization is supporting the bridge and the removal of a large part of the very thing they are promoting, the opportunity to visit and stay on your boat in Melbourne's CBD.

Points 1 and 2 of the 'Key Moves' on page 3 of the draft plan state; 1. Grow central Melbourne around the Yarra River, and 2. Link the city to the bay. Seems to me that putting a low bridge over the river and excluding boats from getting into the city, speak directly against both of those points. Melbourne's city planners should take a leaf out of Sydney's book and do everything they can to encourage boats to come into the city.

There is much talk about opening up the city to the bay and the Yarra and yet it appears our city planners are talking the talk but not quite walking the walk. Have we learned nothing from the past? There are so many ridiculously low bridges on the Yarra as it is. Even our ferries need to be specially constructed with an incredibly low air draft. This

There is much talk about opening up the city to the bay and the Yarra and yet it appears our city planners are talking the talk but not quite walking the walk.

by the 22 November deadline.

Boat owners are also encouraged to lodge objections; after all, we have a vested interest in keeping Melbourne's waterways accessible to boats. Boaters are also encouraged, where they have the opportunity, to voice their concerns with politicians and others of

influence to make them aware of the detrimental impact these bridges will have on boating for Victorians.

The Spring Racing Carnival could very well be an ideal opportunity to approach these people. Anyone interested in supporting the cause or wanting more information can contact Allan Cayzer at Marina YE on Phone; 03 9681 8394 Mob: 0412 841 985 or Email: coutaboat@bigpond.com



Proposed route of tram bridge, which would effectively close off the Yarra to all but small craft

berthed in the marina would be able to fit under the bridge. Not only would the current marina residents be denied access, those many local boaters (and those visiting from interstate and overseas) who travel up river by boat to visit Marina YE, South Wharf or the Exhibition Centre, would no longer be able to berth anywhere on the south side of Docklands.

Ironically, the City of Melbourne has spent a great deal of resources promoting the CBD as a boating destination, even attending the Sanctuary Cove International Boat Show and the Sydney

latest proposal seems to me like very short term thinking.

If these bridges were to go ahead the likely timetable is in the next 5-10 years. The deadline for objections to the Draft Plan is 22 November 2013. Already residents at Marina YE and the owners corporation for the apartment towers at Yarras Edge, have joined forces and engaged Professional Planners and legal experts to lodge a formal objection. Marina YE and Yarras Edge apartment residents have also been urged to lodge their own personal objections, in their own words,

Captain Salty is on holiday in an unknown destination, although the postcard we got is probably a giveaway.



...good to see you having fruit, Salty!

# Club News

In this issue of 'Propeller', we look at the broader picture for the Club. Who we are, where we are going and how we get there. All members are encouraged to join in the discussion. Our primary message is to build upon the strengths and develop the assets of the Club for members. Detailed below are some of the areas of discussion.

## 5 year plan

### Our Purpose:

The purpose of the Club is to:

- To promote the use of all classes of powerboats
- To promote the sciences of seamanship and navigation
- To formulate rules to govern trials of speed and endurance
- To achieve equality on the water for all boats whether motorised or otherwise
- To generally take such steps as may be necessary from time to time to promote and further amateur aquatics
- To encourage social relationships between Members of the Club and to establish branches of the Club in Victoria

### Context:

Approximately 250 members – around 80 of whom are boat owners

- A high quality multi-purpose clubhouse is being built following demolition of the existing clubhouse
- Funded through the use of our own funds (\$2.1 million) and bank loan (maximum \$1.6 million)
- Westpac has reviewed our cash flow and budget over the next 5 years and is satisfied that we can meet our obligations under various scenarios.

### Key Issues:

We need a Five Year Plan that addresses the key decisions needed to ensure:

- The Club remains vibrant and continues to prosper
- People want to become and remain members
- Members buy into the Club Vision and Purpose and commit to active participation
- Our Clubhouse is well patronised by members supplemented with successful external functions
- Our marinas are managed for the benefit of members and members use their boats participating in a range of Club activities
- We have the right people to plan, operate and manage all aspects of the Club.

### Outcomes:

- Five Year Plan delivers on the Vision and Purpose
- Key assets are the Lease, Marinas, Clubhouse, Carpark and our people
- Key liabilities are expenditure on marinas, facilities management and employees

- Key Risks are material revenue loss, expenditure blow out, failure to get the benefit from the Clubhouse
- Five Year Plan aims to build a strong financial position for the Club and its members:
- Revenue: Marina, Membership, Clubhouse Functions
- Expenses: capital and operating expenditure including facilities management and upkeep
- Cash: source and use of funds
- Debt: pay down debt

### Future:

- Marinas – what we should do in 5 years – should we have a process for boat owners to contribute to the Club.
- Membership – new members will want to join the Club because of the Clubhouse – should we have a new category of membership.
- Clubhouse – people will want to hold functions – we need professional and fit for purpose catering from which the Club earns a reasonable revenue source.
- People – consider how we staff our new Clubhouse – form a view on how we build our business.

### Fees:

#### Around 60% of Club's operating revenue comes from the marina

- Fees have allowed us to fund the new Clubhouse and will be used in the future to pay off debt
- Major asset which requires ongoing maintenance (\$120K in 2009, forecast \$22K this year)
- The Marina Subcommittee is currently developing a plan for the future of the marina including replacement cost and timeframe.

### Boat Use

- Marina should not be a storage facility for unused boats and members who don't contribute to the Club
- The Marina Subcommittee is reviewing policies of other clubs regarding participation and marina berths.

### Membership:

Membership fees contribute around [20]% of revenue

- Constitution specifies Membership categories
- New clubhouse provides opportunity to revitalise membership and generate new revenue
- Opportunity to grow membership and be a good community participant and valued by local Williamstown people
- Potential new membership category Discussion and information gathering on member categories comparing the Clubs situation with other clubs.

### New Clubhouse:

State Government lease sets the boundaries for

- what we can do in the future

### Facilities Management

Other clubs on Port Phillip Bay with new facilities as large as ours have Strategic Planning and hospitality operational expertise

- New clubhouse requires qualified facilities management to safeguard club resources, satisfy members' needs and grow the revenue stream for the Club from external functions
- Priority is Member Services – exclusive use of upstairs facilities
- External functions able to be held downstairs
- Priority to Member Functions
- External Functions permissible
- Current catering arrangements are 5% of bar and function takings are provided to Club - other Club experience suggests this does not deliver the best benefit for members.

## Constitution

We are now ready to distribute the constitution draft to members. As already reported in Propeller, this latest draft of the Club's constitution incorporates changes made to legislation involving incorporated clubs. Ms McAloon and the Committee has spent considerable time and resources amending each clause of the old constitution.

This is a very important part of the Club's continued success, when you receive the email please take time to read and absorb the changes, which will be highlighted for easier reference.



Rigcon Engineering is one of Melbourne's most experienced crane contracting companies. With a family history in craneage dating back over 50 years we have the experience and expertise to provide any of your lifting solutions.

Our company has a vast fleet of mobile & tower cranes with a specialty in electric Wolffkran cranes.

Our focus is primarily on safety, quality and providing a personal service to our specialty clients.

### Contact

**Doug Williams**  
dougwilliams@rigcon.com.au  
**Jamie Williams 0417 334 271**  
jwilliams@rigcon.com.au

## Ian Dougall Memorial Trophy

**Fri 15 to Sun 17 November:** Inter-Club Fishing Competition.

Fishing licenses are available from the Club office or bar;  
3 yrs - \$66; 1 yr - \$24.50; 28 days - \$12; 48 hrs - \$6.  
Members can use their accounts to pay.

# Diary update & classifieds



## The Variety Splash 2014

### A Unique Experience

Why not add some variety to your summer by entering a team in the Variety Splash — a friendly paced fundraising boating event around Port Phillip Bay.

Be part of this unique experience that also makes a positive difference in the lives of special children around Victoria.

A three-day rally around Port Phillip Bay held annually on the last weekend of February. It is open to all power and sail boats, with the 2014 event travelling from the Docklands to Geelong and back to St Kilda.

*An exciting event not to be missed it is easy to be involved.*

For more information contact Janette at Variety—the Children's Charity  
P: 03 8698 3900 or E: JanetteConnolly@varietyvic.org.au

## 5 SHORT BLASTS

City of Melbourne invites you to be part of 5 Short Blasts, a nautical encounter to experience Melbourne as a waterfront city.

From Water Plaza in Victoria Harbour and Collins Landing at Docklands, audience members will board one of five electric boats to embark on a choreographed listening journey where attention shifts from the land to the water – ports, jetties and the people that use them every day.

5 Short Blasts is the audible maritime signal that vessels use to indicate: "I am not sure of your intentions and am concerned we are going to collide."

Friday, 22 November – Sunday, 15 December 2013  
**Boat Bookings**  
 trybooking.com/64695

You can experience 5 Short Blasts in the following ways:

<b>Floats by boat</b> Take a boat trip throughout the Harbour, River and Port.	<b>Tower Radio 85.5FM</b> Tune in to hear orchestrated water life.	<b>Shortblasts.com.au</b> Visit for a live online journey.	<b>#558Melbourne</b> Tweet after your journey.	<b>Join the free Melbourne Conversations event</b> Water Stories – Past and Present on Wednesday 27th November 5pm at Melbourne Town Hall.
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Boat journeys are free but bookings are essential as seating is strictly limited.

**FLDTILLA DEPARTING WATER PLAZA IN VICTORIA HARBOUR**  
**Friday 8am**  
 22 November / 29 November / 6 December / 13 December  
**Saturday 8am**  
 23 November / 30 November / 7 December / 14 December  
**Sunday 8am**  
 24 November / 1 December / 8 December / 15 December

**FLDTILLA DEPARTING COLLINS LANDING AT THE DOCKLANDS**  
**Friday 7.30am**  
 22 November / 29 November / 6 December / 13 December  
**Saturday 9.30am**  
 23 November / 30 November / 7 December / 14 December  
**Sunday 10.30am**  
 24 November / 1 December / 8 December / 15 December

All journeys are weather dependent.

5 Short Blasts is funded by Melbourne Ports and The Funding provided by the City of Melbourne's City Participation Program with support from Port of Melbourne Corporation. For more information, visit 5shortblasts.com.au



## Wednesday Members Draw Drawn 7.30pm. Jackpotted to \$750, so be there to WIN!

Wednesday 4/09/13 \$250  
Peter Pontikis NIA

Wednesday 11/09/13 \$300  
Sharon Boxshall NIA

Wednesday 18/09/13 \$350  
P Rivette NIA

Wednesday 25/09/13 \$400  
A Boxshall NIA

Wednesday 2/10/13 \$450  
Peter Farley NIA

Wednesday 9/10/13 \$500  
Bill Clark NIA

Wednesday 16/10/13 \$550  
John Savage NIA

Wednesday 23/10/13 \$600  
Graeme Snape NIA

Wednesday 30/10/13 \$650  
Bill Clark NIA

Wednesday 6/11/13 \$700  
Ivan Andolfatto NIA

## RVMYC Quarterly Meeting 4th December 2013

A very important one, the Club's Constitution will be discussed, an information package will be emailed shortly.

## RVMYC NOVEMBER EVENTS CALENDAR

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