



PROPELLER

ROYAL VICTORIAN MOTOR YACHT CLUB ESTABLISHED 1904

INSIDE

- Miss Australia special
- New Police Vessel
- Members Survey results

A trophy event

The Miss Australia Trophy Nav rally had it all this year. On Sunday 6 April the club saw one of the largest fleets compete in this iconic event.

A team of volunteers transformed the Nav Rally into a show stopper event. Almost 40 people attended this rally and the enthusiasm was building from the early morning. The roar of engines echoed in the morning mist and the buzz from the rush of people getting to their stations completed the cacophony. Most crews were on time, yet some navigators were cutting it very fine (they know who they are).

The weather cleared so that many boats were starting in streaming sunshine, but the prevailing southerly was building some threatening seas. Watching the early boats take off you couldn't help wish for some odd luck to stall their engines, it is a competition after all - the back of the course off Altona offered some very challenging conditions with the chop and the currents duelling one another so that even the largest boat were getting thrown around, we were amazed then to discover that one of the smallest went on to win the rally - again.

As we crossed the finish, the race home was

bathed in sunshine, the prospect of a sumptuous lunch and an amber ale forced the throttle ever more forward. Several entries were quite jubilant and very optimistic in on their performance, the pre race training nights must have given us hope.



Continued page 6

Callisto's homecoming

The Christmas holidays had arrived and it was time to bring Callisto home from Brooklyn on the Hawsbury River where she has been for the past 8 months after her stay of 15 months in Port Stephens

We arrived at Sydney airport hired a car and drove to Brooklyn, on the way we stopped for supplies for our trip ahead.

The next day Darren returned the hire car and trained it back to Brooklyn, while he was away I readied the boat for sea making sure everything was in its place

We filled the water tanks, there was enough fuel for the trip and we left Brooklyn around 1.00pm. Unfortunately we hadn't even gone a nautical mile when she started to run very hot so the decision was made to return to the marina. We found the heat exchanger needed a clean so Darren set about cleaning it and we stayed the night at the marina with the plan to leave first thing in the morning.

We up early the next morning, started the engine to test the heat exchanger unfortunately water was leaking out of the radiator cap coops not good. Darren then pulled the heat exchanger apart and found a small hole in one of the tubes Oh No. Many phone calls later and having returned the car the day before Darren travelled by train, taxi

Continued page 8



Testing and Tagging Marina Leads

Scheduled for Thursday 8 May and Saturday 10 May at 9.00am start.

Part of the Duty of Care for the Club and each Boat Owner is the requirement to maintain power leads in a safe and serviceable condition. As part of this requirement, the Club undertakes a routine inspection, test and tagging for all leads on the marina, from the power outlet on the marina to the boat. These leads must comply with AS/NZ 3004.1:2008 Electrical Installations – Marina and Boats.

In short, the following minimum requirements are:

1. To have a core conductor area of at least 1.0mm²
2. To have a core conductor area of at least 1.5mm²
3. A maximum length of 25 metres.
4. Be connected to the power post with a weatherproof screw type fitting of IPX6 rating
5. To be laid from the power post to the vessel in a safe manner and not overly coiled or causing an obstruction on the marina, or on the vessel
6. Permit normal movement of the vessel at any

time without stress and not be submerged

7. To be checked annually and tagged for compliance by a certified electrical contractor.

We ask that you check your power leads and ensure that it complies with all of the above points (1 to 7). Once you have completed the “test and tag” compliance, you will need to contact the Office in writing or by email stating that this review has been completed. Should you require assistance with the above, please for 10 amp rated leads for 15 amp rated leads

This year the Club has modified the arrangement with our certified electrical contractor to review all power leads and the new process is as follows:

1. Members can drop their leads off to the office prior to one of the visits. We also suggest that members put their name on the leads somewhere so they can identify them.
2. The contractor will test and tag the leads and leave them at the office for pick up by the boat owners.
3. If a lead is found faulty it will be repaired immediately if the contractor has the required parts and charged to the boat owner's account.
4. After the testing and tagging, representatives of the Marina Subcommittee will check all marina leads for a current tag. Leads found without a valid tag will mean advice to the owner that they have one week to have the lead tagged.
5. The penalty for not having the lead tagged will mean that they will have their rights to connect to marina power revoked.



Don't miss...

RVMYC Annual Dinner and Awards night

Saturday May 24, at the Royal Yacht Club of Victoria.

Geelong Easter Cruise

Trivia nights
Friday 11 April

Education Seminars

Wednesday 09 April,
Doug King speaking on Preventative vessel maintenance.

Wednesday 30 April (to be confirmed)
MFB on Fire prevention on boats (note that the speaker has experience on Costa Concordia salvage and will touch on that)

Wednesday 07 May,
Doug King on Offshore Navigation.

Important...

We request all yard lockers be cleared by no later than 30 April 2014.



ROYAL VICTORIAN MOTOR YACHT CLUB 2014 ANNUAL DINNER & AWARDS NIGHT

COMMODORE SIMON MILLS

INVITES ALL MEMBERS TO THE
ANNUAL DINNER & AWARDS NIGHT ON

SATURDAY, MAY 24TH

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

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From the Commodore's Deck

Dear Members,

We are well into the year now with this edition of *Propeller* and I'm pleased to announce our club participation is on the increase.

I have been buoyed by the increase in number of members coming into the club, especially the fantastic participation of members in the Miss Australia Nav Rally this weekend 6 April. Arriving early at the club, I was taken aback by the level of activity - with supplies being transferred aboard and the general hubbub engaged with getting each vessel ready for the water. The only thing I was disappointed about was that the lack of sashes being worn by entrants, surely a 'Miss Australia' event was worthy of such a uniform?

My reservations were quickly dispelled at the NavRally lunch were the traditional club comradie bubbled to the surface. This will surely impact on the atmosphere once the building is completed, which according to the builders is still slated for the end of June.

The committee is still tied up with details of this project, we have been continually distracted by the minute details of the construction process, fortunately we had a week to decide on the members area carpet, which involved viewing several samples of insignia and marine iconography that were tabled to the carpet manufacturers, the final version will, hopefully, be a pleasant surprise to all members,

The hospitality sub-committee presented a very detailed and exhaustive review of existing and future catering requirements, which was well received by the committee. We had various experts in industry advising us and we had voted to outsource our immediate requirements for both bar and food. The process now will be to request a Expression of Interest from prospective suppliers on our requirements.

The committee is conscious of the Clubs finances at this stage, we are definitely a 'caretaker' committee - we are concerned with the substantial investment of the Club in the new club house, we have budgeted for an are keeping to all liabilities

so far and we need to be ever cautious of our exposure with embracing the future.

Our focus is definitely on expanding and improving our club, with reverence to our forebears, in a sustainable way.

With the current continued support of our members in attending functions and events I think our club can provide our community with the right formula in progressing the boating tradition of our founders.

Where ever the club is going - I want to be there.

Simon Mills
Commodore

Whalley Cup regatta

This year, the Whalley Cup NavRally regatta will celebrate its 90th year at SYC! TackTracker system will be used with results announced at a barbeque at the Ken King Centre following the event, meat and salads provided for skippers & navigator; all other guests are welcome at \$15 per head. Drinks will be at bar prices.

The Whalley Cup NavRally regatta is open to competitors from all Clubs; however the Cup itself has traditionally been fought out between Sandringham Yacht Club, Royal Victorian Motor Yacht Club and Mordialloc Motor Yacht Club.

Possibly the oldest Log Trailing event on Port Phillip, commenced in 1924 when SYC member A.J. (Bert) Whalley gave a Cup to an event between Sandringham Yacht Club, Royal Victorian Motor Yacht Club and Mordialloc Motor Yacht Club. Back in the day, between the three Clubs, would attract the biggest boating fleet of the season on Port Phillip!!

A.J. (Bert) Whalley and his son A.D. (Alan) Whalley, representatives of both Sandringham Yacht Club and Royal Victorian Motor Yacht Club, are fundamental to Power Boating on Port Phillip Bay as we know it today. Click here for an account of one man, HON. SEC. MMYC, Ross White - 1991.

Nowadays the Whalley Cup NavRally regatta is an annual motor race between Sandringham Yacht

Club, Mordialloc Motor Yacht Club, Royal Victorian Motor Yacht Club, Beaumaris Motor Yacht Squadron and Carrum Sailing and Motor Boat Club, hosted consecutively by SYC, RVMYC and MMYC conducted in the waters of Port Phillip adjacent to each of the host's Club however the Cup can be won by any Club!

Entries close Wednesday 9 April, get onto the SYC website to enter!

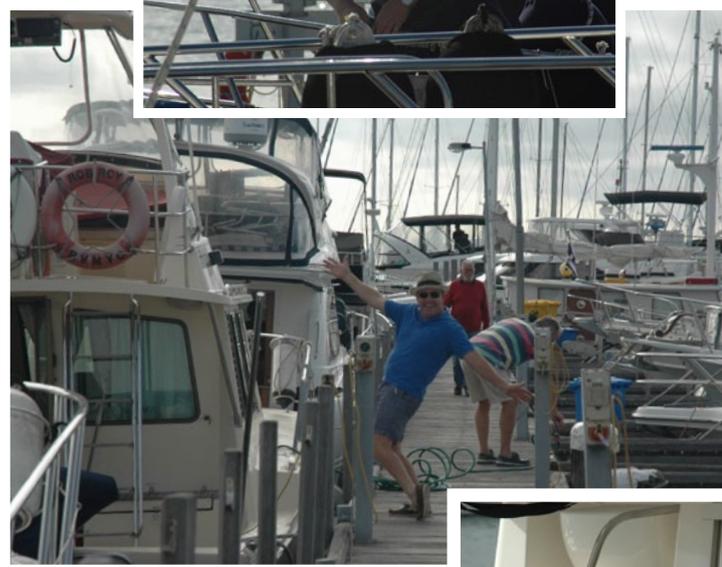
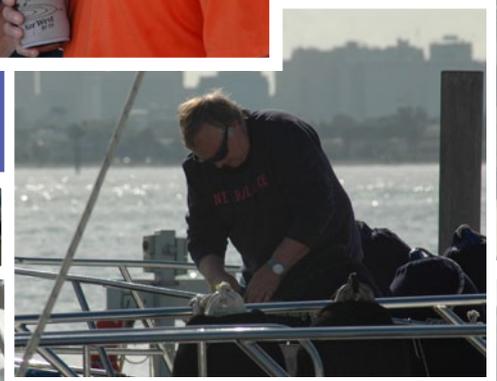


Photos Livio Andolfatto

A trophy event

Miss Australia NavRally Results

- 1. *Bold Venture* - Cameron Simpson - 13
- 2. *Bonito Chris* - Ackerman - 14
- 3. *Cool Change* - Ed Keane - 16
- Pookanah - Owen Smart - 23
- Rob Roy - Mark Rindfleish - 40
- Funke - Kevin Ezzard - 50
- Eventide Bob Battye - 51
- First Lady - Greg Miles
- PZ Pete - Peter Farley
- Callisto - Darren Keast
- Cally-Hi - Mick Shaw
- Blue Tango - John Zammit
- Stingray - Ray Lopez
- Rippa - Ron Clark
- Nereid - John Emmins
- Clarebella - Peter Coffee
- Capitella - Jeff Cozens





New police cat

The Victoria Water Police have a new weapon in their arsenal - a 14 meter twin hull.

The vessel was built by Q-West, a boat building company based in Wanganui, on the North Island, New Zealand. The tender was opened up to builders of both twin hull and mono-hull boats from Australia and overseas and Q-West came up with the best package. The design is based on existing boats built for the New Zealand Water Police, although theirs are slightly larger at around 18 metres in length.

We elected to go with a smaller boat to maintain performance but still fit in with our crewing requirements. We only have a total of 6 staff at the Gippsland office and usually have 2 members rostered on for most days. If we are going to offshore jobs or are rostered for extended patrols offshore we will call in a third person where possible for

fatigue management.

Our vessel is of aluminium construction, twin hull with an adjustable foil which assists with speed and sea keeping abilities. It is 14.8 metres long overall, 5.6 metres beam and has a draft of 0.8 metres.

It has sleeping accommodation for 5 and has a fully equipped galley, allowing for extended offshore patrols of five days duration. It is powered by twin Scania Di 13, six cylinder motors, which are each rated at 750Hp. By keeping to this size and motor configuration we can run it with a crew of 2, a Master V and MED II. These motors drive Hamilton Jet units, which provide amazing manoeuvrability, they allow us to operate in shallow areas and cross coastal bars without worrying about damaging props and rudders.

Top speed is just over 45 knots in light ship state. Cruise speed of around 36 knots fully loaded, depending on the sea state of course.

Impressive for a boat that weighs in at a bit over 23 tonnes fully loaded. Fuel burn is just over 200 lph total, which at that cruise speed gives us a range of around 600 nautical miles.

Our area of operation typically covers from Inverloch to the NSW border and down to Flinders island although at times we end up at Eden to drop off broken down vessels which we have towed in, or as in last Sunday/Monday's job, drop off 4 survivors who were sailing their 50' yacht from Hobart back to Sydney when it sank around 30 miles south of Gabo Island.

We picked them up from their life raft cold and wet but happy to see us, at around 1:30 in the morning. Eden was the closest port for medical aid, so that is where we went.

Below: A stop motion series of photos illustrating the cats' stopping power from 40 Knts to 0 Knts.



Photos Loraine McKenzie

RVMYC building

It's taking shape and slowly being fitted out with another milestone being completed as we go to press - the roof!

Currently the club has spent \$1.5 million and has not yet drawn down

all members fees are paid up early as this will effect our cash-flow position. The committee is tasked with creating a healthy balance sheet and its goal is to implement the terrific work done by Cameron Simpson in planning for this extensive re-build.



its approved loan facility. We estimate that by June we will be officially in debt to the bank for up to \$1.6 million its therefore extremely important that

Our financial position is going to plan and we are constantly monitoring our progress.



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Callisto's homecoming cont.



and bus to Merrylands where we found a radiator place still open and they carried out the repairs, so again another night at the marina.

We arrived on Boxing Day and 4 days later we were still there, the heat exchanger tested well but this time the weather was against us so we caught the train to Gosford where we had lunch and spent the remainder of the day. For dinner that night was at the Mooney Mooney club they have a courtesy bus that picks you up and takes you back

Finally the morning of December 30 we left Brooklyn at 5.30am and made our way to Wollongong, there were a lot of boats heading to Sydney for New Years Eve, the beaches were full of people. We arrived in Wollongong at 3.30 in the afternoon after 10 hours on the water. We rafted up to a small fishing vessel call Aquilla and stayed on board for the remainder of the night

We said goodbye to Wollongong at 5.30am with about 13 hours of motoring ahead of us. Around mid morning we were escorted for a short time by some dolphins. The weather was changing so we called and arranged for a berth in Batemans Bay at a local marina. It was New Years Eve and we took our chances at being able to get in for dinner at the local club, yes we could for the second seating at a seafood buffet. Due to a long days travel, for the first time we didn't see the New Year in.

The weather wasn't looking favorable for the next few days so we explored Batemans Bay found some great places for a meal and a drink. Re freshed our supplies ready to leave when the weather improved.

On January 3 we left Batemans Bay at 5.30am Darren taking first watch we were going to head to Merrimbula. We did 3 hour shifts each, I was lucky on my shift the dolphins were with us again. By mid morning the weather had changed and so did our plans. Now instead of going to Merrimbula we changed course and headed for Bermagui.

We arrived at 1.00pm and rafted up to a trawler called Salvatore V and stayed on board for the afternoon. The wind started to really blow outside and other boats were seeking shelter as well. A fellow club member John Raff on his yacht 'Kate' rafted up to us and it was welcome drinks all round.

The weather wasn't on the improve, so we went on a very long walk and explored Bermagui. When we got back to the marina another

2 yachts had arrived they were from Royals, 'Biddy Hu II' and Sea Wafer.

Biddy Hu II had rafted up on John and Sea Wafer had rafted up on a trawler behind us, it was a well know vessel call Muff Diver, she's usually at Ulladulla.

So it was welcome drinks all over again with us all going Chinese for dinner a total of 20 including 3 children



The following morning Darren managed to get a game of golf in and on his return the wind had picked up getting up around 50 knots and



with 2 yachts rafted up on Callisto it was all hands to put on extra ropes and relocate fenders so we weren't squashed up on the trawler. A fourth yacht arrived and rafted up on Sea Wafer, we weren't going anywhere at the moment.

Next day we refueled, did some washing and wandered up the street. Peter and Pete Coffey drove up from Merrimbula and spent the afternoon with us. We had a quite evening on board after they left

The weather still not right to leave, but around lunch time Biddy Hu II left, they were going to be punching all the way to Eden. Darren changed over the impellor he also found a piece of blade in a connection not from this impellor but a past one. Lucky it hadn't caused any problems for us along the way. Dinner with John and his crew that night and we were all leaving in the morning

Up at 4.00am the trawler we were rafted up to was leaving around 5.00am, the weather was better so we let go John's ropes and release ourselves from the trawler leaving Bermagui at 4.50am after spending 5 days weathered in.

We were heading for Lakes Entrance this was going to be an all nighter, so our 3 hour shifts started again. John Raff on Kate was sailing straight through to Melbourne, we wished him well. Biddy Hu II hailed us when we were just off Eden they were heading to Lakes as well and we would keep in contact through the night Tracey's first watch was 6.00pm to 9.00pm the Darren took over until 12.00 midnight. Tracey's next watch was from midnight to 3.00am, but there was some not so good news, the auto pilot had stopped working there was a bit of a sea and we had to steer for about another 3 hours. Darren's advice, keep the moon's reflection on the starboard side, he didn't day what to do when it disappeared.

Biddy Hu II called us up around 3.00am they were going over the bar and would let us know what the conditions were like. Once inside the called us to say that it was good and did we need a berth for the night, we thanked them but we had a berth already organized

Dave Marshall and Karen (past members) came out to meet us, it looked like the sun was



rising as he approached us, his boat was well lit up. We followed him in over the bar. The leads are well lit and since dredging it is nice and wide and deep. We tide up in a berth at 3.30am. Drinks onboard Dave's boat, the sun had started to rise so we thought it would be a good time to get some sleep, what a night

It was decided to spend a few days in Lakes and with Joanne and Steve arriving it was time to refresh our supplies. They arrived around 2.00pm and as a tradition welcome drinks on board before heading to the pub for dinner. Where we came across the Biddy Hu II crew they were leaving for Melbourne in the morning so we said our good byes

After a walk this morning we arrived back at the marina to find Billy Sheppard had arrived

and the Coffey's would be there a little later. So of course more welcome drinks and dinner on board Dave's boat '2 Seas' saw the night out

There were a few sore heads this morning, we filled up our water tanks and headed out to explore The Lakes. We had hired a 34 'clipper Le Trec from Metung years ago and found she was still in service and we couldn't believe it but in a

belonged to a long liner anchored nearby. It has been the best sea day on board we've had so far this trip anchored in Refuge by 7.00pm

The wind today was going to be WSW 15 – 25 so after Darren carried out his engine checks we left Refuge around 5.30am and aimed straight for Port Phillip Heads. There was a little bit of wind at first and then the wind just stopped, the seas became flat and calm, great boating. As we got closer to Phillip Island we saw more marine life at last. The water was like glass for some 8 hours as we travelled along the coast to the heads. We arrived inside the Heads around 8.00pm and logged of our tracking sheet, Biddy Hu II heard us and welcomed us back to Melbourne. Some club members were still at Queenscliff so we berthed there for the night where we were met by our Commodore and Vice Commodore



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pen near her was Sea Moor the Fairways we had owned before Callisto

Stopped at the Metung pub for lunch then headed up the Nicholson River, had a drink at the pub there and stayed that night in the river. Seafood was on the menu that night that we had bought fresh off the trawlers that morning

The next morning we headed for Tambo River, we went up as far as Johnsonville before turning around and headed to Paynesville, berthed and went ashore for lunch. Steve and Joanne were also able to catch up with some friends who have a catamaran there. Later in the afternoon we cruised back to our berth at Lakes tying up around 6.00pm

Off the boat at 8.00 and bought more seafood from the trawlers, Darren and Steve changed the fuel filter and then we said goodbye to them. After they left it was time to sort out what was wrong with the auto pilot. Darren found that 2 internal fuses had blown so he changed them, everything was ready to leave the next day. We had to move pens for the night so great time to test the auto pilot, all fixed yeah

Today's heading is for Refuge outside the bar at 6.00am, seas are flat and calm there was just a gentle swell. Lots of floats with flags that

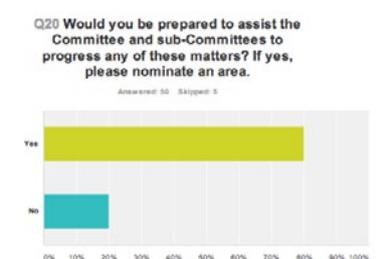
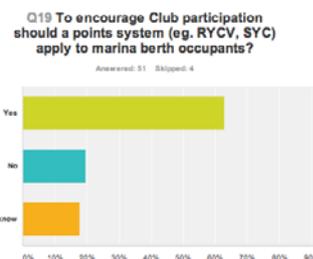
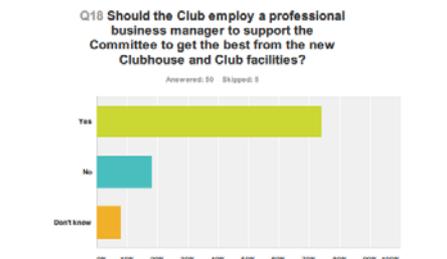
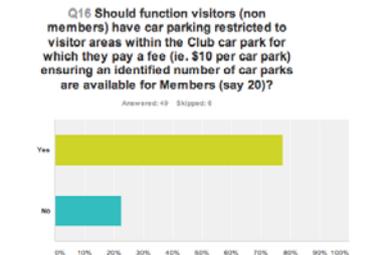
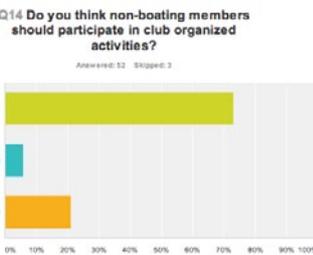
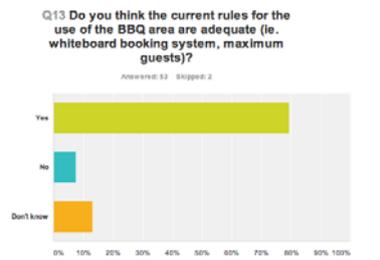
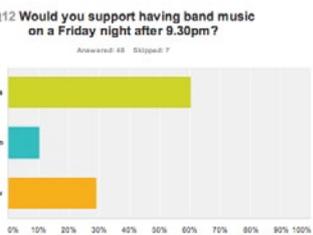
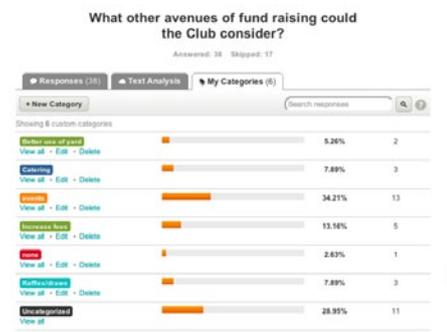
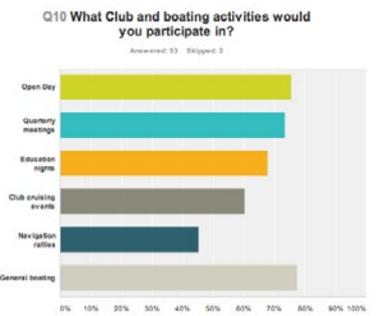
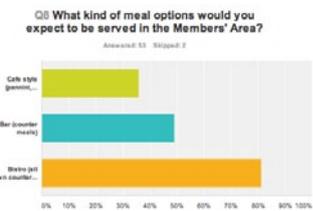
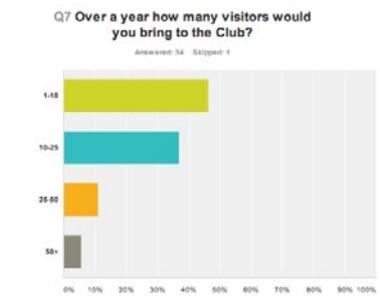
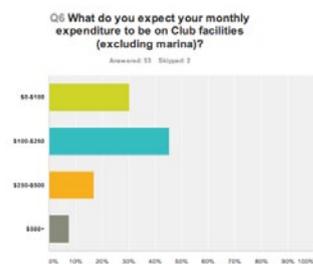
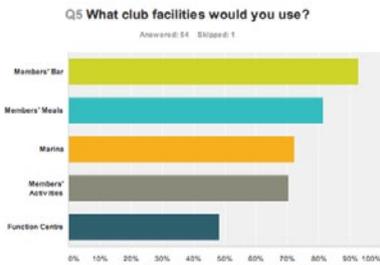
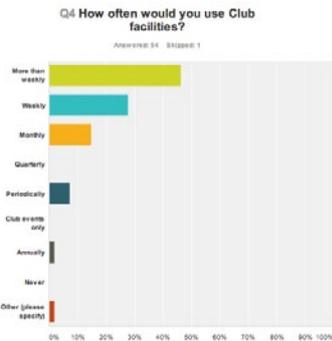
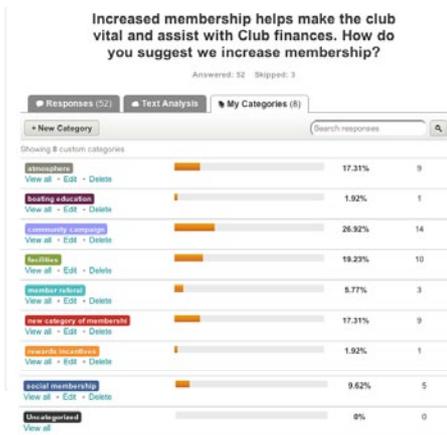
The next few days were spent at Queenscliff unwinding after our trip and catching up with everyone. We timed it well as we were in time to help celebrate Mark Rindfleish's special birthday

Left Queenscliff on January 19 heading to the RVMYC a little bumpy on the way, when we got closer to Williamstown, Balboa Star had come out to meet us on our return. Callisto arrived home at the RVMYC around 3.30pm after an absence of almost 25 months, where she will stay until her next adventure



What Club members want

Thank you to all the members who participated in the Members Survey for our 5 year plan discussion. We had 55 members participate which represents 20% of our membership. Although this may seem low it is statistically a healthy cross-section of opinion.



Club News

social/mariner

To get our brain cells exercising a Trivia Night is starting his Friday on 11 April. We'll kick off after the raffle at 8pm and the cost is \$10.00 per person and includes Pizza, so come down and have some fun!

A Murder Mystery Night is also being planned for May/June, which will be held in our very atmospheric club room, stay tuned or contact Denielle Cutajar if you have ideas or suggestions.

Our Annual Dinner and Awards night will be held in May, due to the popularity of this event we will be held at the Royal Yacht Club of Victoria on Saturday May 24.

works/marina

A Tag and Test inspection day for marina leads is scheduled for 8 and 10 May with a 9am start. Boat owners are in charge of the condition of their leads, please review the article on page 2 of this issue.

Other matters have arisen this month:

- Members attention is drawn to Bylaw 1. Persons who are not members are not entitled to admission to the Club premises, unless accompanied by and signed in by a member. Please ensure that this bylaw is complied with at all times.
- When carrying out works or maintenance on their boats members are reminded to be mindful of the impact this can have on other members. Excessive noise can be detrimental to the amenity enjoyed by others, and dust and debris can cause damage to other boats and the marina.

casual berthing

- In the event that a member requires a casual berth they must write to the Club stating that requirement.
- If a suitable berth is available at the time the club Administration Manager will advise them accordingly.
- Before placing their boat in the berth they must fill out and sign a casual berthing request form and submit a current copy of their boat's insurance certificate in line with the Club's Rules.
- The boat can then be berthed in the allotted space however must be removed from the marina at 24 hours notice.
- If there is no berth available at the time of the written request then that request will become void, i.e. no waiting list for casual berthing will be kept. It is effectively a "first in, best dressed" system.
- Occupation of a berth on a casual basis does not give the casual berth holder any inherent rights over the berth and does not obligate the Club to provide them with a berth on an ongoing basis.
- The committee has full discretion over who can occupy a berth and a vessel must be removed at the direction of the committee with no reason being necessary.

membership

Welcome to Luke Fegen a new ordinary member. Luke is a williamstown local and we hope to see him shortly at the club. Please extend a warm



New member
Luke Fegen

welcome to him if your paths cross.

Alf Matthews, John Wakeford, Noela Wakeford, Gary Chen, Doug Ray, Anne Ray and Vaia Chiotelis are all in the process for membership admission.

A marketing and media plan for advertising the club facilities and membership opportunities is currently in progress. We hope to roll out the program in the coming months to coincide with the clubhouse completion.

The club has also implemented a club sponsorship package for \$3,000 whereby organisations can nominate for 2 ordinary memberships and includes 2 seats to the RVMYC Club Opening Day lunch, a quarter page advert in *Propeller*, a logo on the homepage of the club website and a permanent plaque on a board in the club yard. This is great for anyone in the club who wants to use the club to promote their business.

hospitality

At a recent special committee meeting it was decided to outsource the food and beverage supply to the club for both the upstairs members area and the downstairs function room. This decision was taken after an exhaustive analysis of our own club's food&beverage history and a close look at what kindred clubs around the bay are doing. Having been given this direction the sub committee is preparing a brief to send to catering groups and to advertise for expressions of interest.

In the meantime please continue to enjoy "Tezza's Bar". Just a reminder of the new opening times on weekends, the bar now operates from 2pm (not 12.00) and also keep in mind that BYO alcohol is not permitted in the BBQ area when the bar is trading.

boating

The Miss Australia Trophy Nav rally was held on Sunday 6 April, in near perfect conditions. A healthy seventeen boats entered, the first six boats had a score of 50 or less with nineteen checks! All had fun for the afternoon afterwards with a beautiful banquet put on by Alison and Greg Miles and the BBQ manned by Don Healy. The navrally can be replayed by downloading the Tack Tracker software. To get this people will need to go to www.tacktracker.com.au and select the Download tab. They will then need to download the Tack Tracker software for the PC or Mac depending on their computer type. Once downloaded and installed, open the software and select the Home Pages tab. The RVMYC Miss Australia event should be near the top of the latest races list. If they need to search for the event they can search for user "RVMYC" which will list all the events published by the RVMYC this season.

comms

Our club website is doing quite well with over 400 visitors per month, of these some 65% are new visitors and they stay for up to 2-3 clicks per visit, with a bounce rate of less than 10% - according to Google analytical data. What does all this mean? Well, statistics are such that any data can be made to look favorable, Google tends to rank visitors to a site as at least a click into the website, which means they 'hang around' and get information. The 'Bounce rate' refers to those visitors who merely find the home page and then instantly depart.

As has already been promised, a members only section is in the planning, but requires a fundamental re-hash of the site, so, it will be completed with a re-design by June/July in line with the building completion and where a number of new sections will be added.

The club now has a twitter feed - if there is any club member or son/daughter of club member who has the time to help out with the club's social media, please let Jarmila know in the office. If members are waiting for the club DVD "A retrospective of the clubhouse" please be patient - a number of photos are being unearthed from the archives and inserted into the 95% complete video, it requires some historical knowledge and the mellow tones of Greg Miles as voice over, we expect it shortly.

RVMYC Corporate Sponsors Package

The annual cost is \$3,000 (plus GST) and includes:

- The right to put forward 2 individuals for nomination as ordinary members of the RVMYC
- Lunch provided at no charge for 2 at the official lunch on RVMYC Opening Day
- A quarter page ad in each edition of the RVMYC Propeller magazine
- A corporate logo on the RVMYC website linked to the sponsors website
- A permanent sign (approx. 80 x 20 cm) on a sponsor's panel within the RVMYC Yard
- *Free use of the RVMYC meeting room to conduct business meetings
- *Free use of the RVMYC function room for functions

*Subject to availability and in accordance with the current RVMYC rules for members booking rooms and functions

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

Diary update & classifieds

For Sale



Manson [NZ] Plough Anchor. 35lb galvanised. Ex Condition. \$150.00. Situated Williamstown, Phone 0419356656



10mm Chain Gypsy Muir Cougar 1200 Winch. Suitable for 12 metre boats, including Handle, Chain Pipe, 100AMP C/B Deckswitch. 12 Volt, still in box. \$2500. Situated in Williamstown. Phone 0419356656



Marinex Clear View Screen. 12volt Excellent condition. \$650.00 Situated Williamstown. Phone 0419356656.

The Whalley Cup Nav Rally

SUNDAY 13 APRIL 2014



This year, the Whalley Cup NavRally regatta will celebrate its 90th year at SYC! TackTracker system will be used with results announced at a barbeque at the Ken

King Centre following the event, meat and salads provided for skippers & navigator; all other guests are welcome at \$15 per head. Drinks will be at bar prices.

Fishing Licences

Fishing licences 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.**

NOTE: Seniors card holders do not require a fishing licence

Wednesday Members Draw
7.30pm.
Jackpotted to \$300, so be there to WIN!

Every Wednesday Night!

Draw results:

Wednesday 5/2/14 \$1,150
Richard Edwards NIA

Wednesday 12/2/14 \$1,200
John Camilleri NIA

Wednesday 19/2/14 \$1,250
Kerry Carter NIA

Wednesday 26/2/14 \$1,300
Rhonda Gibson NIA

Wednesday 5/3/14 \$1,350
Herb Lesser NIA

Wednesday 12/3/14 \$1,400
••WINNER••John Zammit

Wednesday 19/3/14 \$200
••WINNER••Greg O'Connell

Wednesday 26/3/14 \$200
Gary Clough NIA

Wednesday 2/4/14 \$250
Kathy Haynes NIA

RVMYC APRIL 2014 EVENTS CALENDAR

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
		1	2 BAR OPEN AND MEMBERS DRAW	3	4 BAR OPEN AND RAFFLE	5 CLUB BAR OPEN
6 CLUB BAR OPEN Miss Australia Nav Rally	7	8	9 BAR OPEN AND MEMBERS DRAW	10	11 BAR OPEN AND RAFFLE TRIVIA NIGHT	12 CLUB BAR OPEN
13 CLUB BAR OPEN Whalley Cup - SYC	14	15	16 BAR OPEN AND MEMBERS DRAW	17	18 BAR OPEN AND RAFFLE	19 CLUB BAR OPEN
20 CLUB BAR OPEN	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			