



PROPELLER

ROYAL VICTORIAN MOTOR YACHT CLUB ESTABLISHED 1904

INSIDE

- Back to 1970
- Re-fuelling tips
- Award night
- Pelican at Robe

Priceless Princes pier

The recent refurbishment of Princess pier is a milestone in the 100 year plus icon.

Built between 1912 and 1915, Princes Pier was the third major pier constructed at Port Melbourne. Together with the adjacent Station Pier, it served as a major passenger and cargo terminal in the Port of Melbourne for much of the twentieth century until its closure in 1989.

Restored and modified to allow safe public access, Princes Pier reopened as a public space in December 2011.

The Victorian Government recognised Princes Pier as an important part of Victoria's maritime history and committed \$34 million to its restoration, securing the future of this historic landmark.

Princes Pier is included in the Victorian Heritage Register as a site of historical and architectural significance to the State of Victoria. It is one of Melbourne's most important waterfront locations, playing a key role in Australia's wartime and multicultural history.

The redevelopment of Princes Pier is part of the broader plan to bring the entire foreshore precinct in Port Melbourne back to life and is the final stage of the Beacon Cove revitalisation.

From 1947 until 1969 more than 1 million people, mainly Europeans and British, disembarked there, and at Station Pier, to start new lives here. Before that the pier, completed in 1915, had also served as a major embarkation

point for Australian troops in the two wars and as an arrival point for American troops in the Second World War.

It was decommissioned in 1985 and then fell prey to vandals who variously burnt much of



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Story: John Marks; Photos: Peter Tantau.

Pelican Brief Pt.I

PELICAN BRIEF,
KANGAROO ISLAND,
MARCH 2014.

After a couple of successful trips to Hobart, Pelican and crew felt qualified to try something a little more adventurous. Kangaroo Island in South Australia looked like a good option.

A few more miles than Hobart, with a little more real ocean running, particularly considering prevailing westerly winds. The harbors along the way made for interesting cruising, and entry could be a challenge for us rookies, particularly at night.

The wild sea and landscapes, and the wildlife appealed. I had been to KI many years ago, with family, on a land based trip, just enough to whet the appetite. Those days, the

smaller ferry was still expensive, and your (new?) car got covered with salt spray.

This year's crew consisted of skipper John, and 2IC Ron Ellis, with many sea miles on most oceans to his credit. Ron recently sailed his Roberts Norfolk to Fiji. As last year, Peter Tantau was aboard, a retired pharmacist with a bent for adventure, and the time to do it. Our new young adventurer is Blake Jobson, who pinched a few days from a busy work schedule as a carpenter and joiner. Blake had to be back after 12 days, so he was picked up at Cape Jervis, on the mainland, for a quick ride home to Wyndhamvale. Blake brought along the keenness of youth, and a very handy back up navigation system on his Apple Ipad. He is a wiz with the barbecue, and a keen fisherman.

Preparing an old boat for a long cruise has its moments. Will it or won't it? Will I or won't I? The

Continued page 6





Remember to pack some sausages...

Vessels with inboard petrol engines

Special care is needed when operating vessels with inboard petrol engines. Equipment including fuel tanks and lines should be checked regularly by a suitably qualified person.

Inboard petrol engines (particularly older ones or those using converted auto engines) pose particular hazards due to the potential for petrol fumes to gather in spaces and explode if there are any ignition sources present.

Petrol fumes are denser than air, therefore they migrate downward into the bilge area. In order to reduce the likelihood of explosion the following points should be noted:

- do not smoke near the engine.
- carry an intrinsically safe* torch for the inspection of engine spaces.
- inspect the fuel system regularly, looking for any sources of leaking fuel. Pay particular attention to flexible hoses and any place where there is a connection.
- if leaks are found, fix the leak source prior to any further operation of the vessel.
- before starting the engines or operating the vessel, inspect the bilges in order to 'sniff out' any pockets of petrol vapour. If found, fully

vent the space and then look for leaks in the fuel system.

- ensure that there are no sources of ignition low in the vessel. In particular, move batteries and other electrical items out of enclosed spaces containing any part of the fuel system. Low voltage bilge pumps improperly wired can cause sparks.
- remember that engine starter motors are a cause of sparks and a potential source of ignition.
- it is recommended that any electrical systems within a space containing inboard petrol engines or their fuel system should be intrinsically safe* to avoid sparks.

* 'Intrinsically safe' means designed for use in hazardous areas and so designed that it does not introduce sparks into the space.

During refuelling

Ensure that no-one is onboard the vessel when refuelling at a wharf or jetty.

If using a petrol engine, ensure it is properly grounded to prevent the build up of static electricity.

Ensure the hose nozzle is in the tank before starting the dispenser.

Operate the fuel dispenser by hand only – do not lock or jam the dispenser in the open position.

Don't overfill the tank: fuel expands in high temperatures and may overflow.

Maintain contact between the hose nozzle and the filler neck to avoid static sparks.

Ensure the dispenser is off before removing the hose nozzle from the tank.

Transferring fuel between containers when at sea is not recommended and should only be done if

it is unavoidable. You should ensure that your chosen vessel has adequate fuel capacity for the voyage that you are undertaking.

After refuelling

If fuel has spilled into the bilges, manually pump the bilges out into a container or an onshore tank and vent the bilges to the stage where there has been a complete change of air.

Only start the engine when you are satisfied that the boat is free of fumes – use your sense of smell and consider using vapour detectors that are designed to detect petrol fumes.

Only allow passengers to board the vessel after you have started the engine and allowed it to run for an adequate time.*

* 'Adequate time' means after there has been a complete change of air in the space and there are no fumes detected by either sense of smell or by use of vapour detectors.

Portable tanks

Portable fuel tanks should be filled on the ground away from the boat.

If using portable petrol tanks to supplement onboard fuel tanks, they should be kept in a position where they can be ejected quickly from the boat. Always use fuel lines to transfer fuel from portable tanks to inboard tanks or direct to the engine, in preference to pouring fuel through a funnel or spout.

Acknowledgements to the members of the Transport Safety Victoria Refuelling Working Group for assistance in the development of this guidance material.

Where to get more information
Phone: 1800 223 022
www.transportsafety.vic.gov.au

Don't miss...

RVMYC Annual Dinner and Awards night - Book Now at the office to avoid disappointment.

Saturday May 24,
Royal Yacht Club of Victoria.

Oslo Cup
Saturday 21 June 2014

Education Seminars

Wednesday, 7 May 2014
Doug King speaking on Preparation for Offshore Cruising and Navigation
At 7.30pm after the Members Draw.

Important...

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

Nomination Forms for the 2014-2015 Committee must be in by Wednesday 21 May. See the office if you have not received your forms.



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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CLUB PERSON OF THE YEAR

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BOOKINGS ESSENTIAL

EMAIL: RVMYC@OPTUSNET.COM.AU

OR CALL JARMILA ON 9397 5036

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,

As this year draws to its finality I start to consider my first year as Commodore. The re-development of the new club house has been an all-embracing project of which I am deeply committed to and proud of the team work it represents.

Last Friday night, May 2, Simon Greenwood kindly took a handful of members through the new uncompleted clubhouse and all were very positive with what they saw. Its a credit to the building subcommittee to have the planning foresight and experience to have this magnificent building to the stage its now at. Those that have missed out, we hope to have a similar event closer to the completion time.

Meanwhile, our temporary clubhouse still keeps us warm and dry especially in the cold snap that we've had, thanks again to all those who spent time with the erection of our 'little cubby'.

This month (May) also marks the time for members to nominate those who would like to run for a committee position. The current committee worked well this year, we have strived to provide club services and events, a sustainable bar service

and a dry roof over our heads, even if many rolls of flashing were required. Our boating year was also spectacular - memorable navigation rallies culminated in a great turn-out of 16 boats for the Miss Australia event. Our knowledge and experience has increased, so much so, that the club has topped the ladder in inter-club events throughout the year.

I continue to have discussions and meetings with our brethren in other clubs, I have noticed an increased respect for our activities and our capacity to reinvigorate the club culture under these construction conditions, we are so lucky to have good friends in our community - Royals have helped throughout the year with their yard and function facilities and the Naval Cadets who always give the club their time and energy when required.

Our next years mission will be to capitalise on the foundation already setup and invigorate the club with more members, more events and more boating.

Our club website is still under improvement, with new functionality being implemented in the next few months, we have tried to include members requests and this task is a 'work in progress' being driven at no cost to the club.

It is, at the very least, a huge improvement on the previous version, our restyle of the club newsletter now reflects the increasing professionalism and heritage of our club and its members.

The club has been very mindful of our financial position with both the building and revenue and we are currently at the predicted level and are running as well as expected - with a project of this size. Our projected contingencies in the building re-development are as foreseen to date and the committee is constantly monitoring the progress.

I hope to see you all at the next General meeting on June 4 where we will welcome the new committee.

Happy boating till next month,

Simon Mills
Commodore

Step back to 1970

The Club has had a few years under its belt, one recently uncovered archive is a newspaper clipping from the 1970 Advertiser reporting on our Opening Day, attended by The Hon Andrew Peacock the then Minister for the Army.

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The article goes on to say "The Minister for the Army was guest speaker at the Opening Day of the Royal Victorian Yacht Club, Williamstown, on Saturday.

He is pictured standing beside Commodore G L Sheraton, who is taking the salute during the 'sail past'.

Mr Peacock's late father was a prominent member of the club.

The picture was taken from the deck of the flagship, Ottawa III, by Jack Lawrence, of Maidstone."

The clipping on the right is from the 1970 The Age, when it was still OK to advertise for 'attractive' clerks, accountants were paid \$4,000 per year and their spelling wasn't up to scratch.



Priceless princes pier

Continued

it down - there were 15 fires in the years from the late 1990s to 2004 - including all or parts of the terminal building, amenities rooms, goods lockers, toilets, railway sidings and passenger gangways. Demolition saw to the rest until only the gatehouse and iron barriers remained and the pier was closed off entirely.

The pier extends 580 metres, and only the landward 196 metres have been retained and restored by architects and heritage consultants Lovell Chen, whose design strategy was to create a series of public outdoor "rooms" down the centre of the pier in those areas previously occupied by terminal buildings and structures. These include a plaza and a permeable interactive kiosk in rusted corten steel, with touch screens on which you can read stories of the pier's history; a raised timber deck, a patch of green synthetic grass, flanked by trees planted in concrete tubs, new lighting and a small car park. The gatehouse and iron barrier gates have been conserved, refurbished and repainted in heritage colours. At night reflective blue decals applied to the concrete plaza appear to shimmer as a reflection on water of the pier's name etched into free-standing, backlit rusted steel "totems" assembled as a sculptural grouping.

But it is what's been left undone that is, the masterstroke of the project. Inspired in part by the restoration of the Hudson River piers on the westside of Manhattan some years ago, the seaward end of the pier, all 384 metres of it, has been left unrestored; the decking removed so that what remains are more than 3000 turpentine timber piles embedded into the sea floor, lined precisely like soldiers in parade. Freed of their stabilising crosshead timbers the piles now sway gently in the water. The net effect is sculptural, and to stand there, looking to the end of the pier is a moving and poignant reminder of its past and the migrant experience.

The problem for the moment is that the site and redevelopment, funded with \$34 million of Victorian state government money, stands without an operator or tenant. The restored gatehouse in this spectacular location, with views over the

water and across to Williamstown and the West Gate Bridge, is bound to attract interest from commercial operators. What should happen is for Princes Pier to remain in public hands for all to enjoy as an adjunct to the Immigration Museum or under the control of the Ministry of Immigration and Ethnic Affairs as our own, albeit small, version of New York's terrific Ellis Island Immigration Museum.



The two upper concourses of Princes Pier and the entrance administrative building were outlined in festoons of lights, and the tall jibs of wharf cranes were also outlined in lights, to form a giant arch visible many miles down Port Phillip by night.

Description of festive decorations during Melbourne Olympic Games, Harbour Trust Annual Report, 1956



Above: The new-look Princes Pier.

Above: This photograph shows the departure of the 'SS Orontes' from Princes Pier, in 1952. When the Orontes departed, the photographer's family 'farewelled' their friend Mr McCrea with streamers from the pier. Traditionally, the person on board the ship would throw a roll of streamers over board to the people below. As the ship moved away from the pier, both sides would hold on to the streamers for as long as they could until they broke.

image
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Award night of nights

Time to dust off the penguin suits because our version of the Academy Awards is on again.

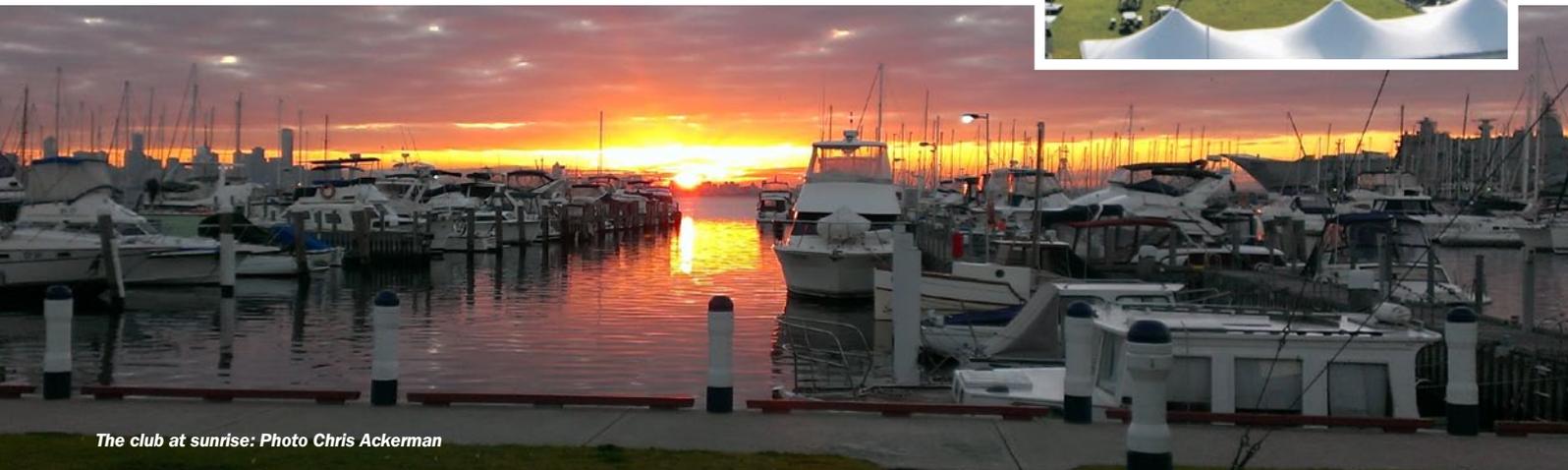
Don't mind the mothballs or the extra \$800 for the spouses new gown, it'll all be worth it - when you spend the evening at the RVMYC Awards.

We may even see someone other than Cameron Simpson be presented with a piece of 'bling', come and see who wins the coveted "Club person of the Year" - this year

we have a number of highly recommended members. It's been a year of toil and sweat and quite a few names have been thrown into the ring. Not that that's any clue -mind you - be sure to book early as seats at the Royal Yacht Club of Victoria are limited and very sort after.

Cost: \$70 per person, includes a 3 course meal at the Royal Yacht Club of Victoria. Drinks at Bar prices.

Plus loads of entertainment...and a band!



The club at sunrise: Photo Chris Ackerman



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Story: John Marks; Photos: Peter Tantau.

Pelican Brief Pt.I cont.

major work entailed a modification to the front main oil seal on the Gardner 6LX. Oil pressure is normal, with very little oil burnt, but a persistent leak was eventually solved, using a lip seal mounted in a new holder, after a mod to the pulley flange. I received advice and a drawing from the Gardner forum in the UK. A nice little JRC radar appeared on ebay, and I had a stainless bracket welded up for the antenna on the mast. New rod holders and a bit of paint and

only need one around the prop to cause major problems. Generally we found none over the 50 metre line, which can be up to 5 miles offshore. The combination of new belts and a new 24v alternator was causing a few headaches. New belts stretch, and pulley width was also an issue. We didn't get this really sorted for a few days, and a bit of shore based charging, later. The weather was just beautiful, we were a few days at KI before any adverse stuff. Cape Otway, Moonlight Head, and Port Campbell rolled by in due course. At 3.30 pm we phoned Max, the Harbor Master at Port Fairy. The tide was

has the frames for Renaissance, if you need one. The Moyne waterfront is picture postcard stuff. It seemed like we could stay for the duration, but the brilliant weather would not last forever. We departed at 10.00 am next morning, for the short run to Portland. Pelican raised quite a bit of interest wherever we arrived.

The picturesque Lady Julia Percy Island intervened, and we had hopes of a fish, but to no avail, I think the seals got there first. The entrance to Portland is a no brainer, and we docked at the visitor's wharf on the yacht club marina. We were blessed with a sensational sunset display. The next leg was an overnighter to Beachport. so we delayed our departure until



The Apostles

deck oil, and Blake's new cedar head lining in the cabin nearly completed the picture. I had recently added a 12v water supply to the sink and basin. Frank kindly loaned the relevant charts, and some spare fuel drums. We refueled at Ann Street, using a handy mini tanker. Fuel was only 3 cents over pump price, but I had to pay wharfage to Parks for the pleasure.

Pelican departed the marina at 2 pm, Saturday 1st of March. The trip down the bay was a little sloppy, but we were lucky, we had a good weather window still to come. We made Queenscliff before dark, and strolled around the marina, before hopping into Linda's chicken stir fry and fruit salad.

A lazy late start next am, combined with a useful ebb tide, got us away through the Rip, and soon we were in a school of Yellowtail Kingfish. They grabbed at the lures, but most got a sensible reprieve, we kept only a couple for the table. Apollo Bay was raised after 8 or 9 hours at a lei-

ebbing, but Max said OK for a 2 metre draught. Just keep close to the red buoy, and line up the entrance with the boat ramp, was



Sunset at Portland marina



Pelican at Robe



Pelican at American River, Kangaroo Island

his advice. We docked at 5.00 pm, and Max soon appeared in his blue LHD Ford hottie, with the key for the showers. What a man! A quiet guy in overalls was hovering. He introduced himself as Gary Stewart, who built Renaissance in his nearby shed. We arranged to visit the shed next am, where Garry has a beautiful little 22 footer in progress. (See Pic.). He still

2.00pm next day.

This was too late in retrospect, as we took a long time to reach the continental slope off Port Macdonnell, in search of a blue fin tuna. A 15 knot sou'wester with 3 metre swells knocked a knot

surely 6.5-7 knots, and burning about 8 litres per hour. The harbor master advised the "Itinerant wharf", which was soon found and secured. We needed a good spring to beat the surge.

Exiting Apollo Bay at night (4.20 am EDST) requires a little concentration. Keep a good distance from Henty Reef if proceeding west, and watch out for craypot lines and buoys. The season is near ended, but a few were sighted. You



22 footer in Garry Stewarts shed, Port Fairy

Club News

or two off Pelican's SOG. We originally planned for Beachport as the next stop, but a night entry looked a bit shaky, so we ran on to Robe, and docked at 3.00 am. (central daylight saving time, subtract 30 minutes.) Robe has a modern floating marina, which is controlled by the Council, as the consortium went broke. About 9.00 am, the ranger Michael arrived to supervise our arrangements. For a few dollars, we shifted to a genuine vacancy next door, and received the key to a nearby shower and toilet block, and the security gate.

Robe is another Port Fairy, with sandstone buildings and lots of history. The marina is built on a lake, originally land locked, but the enterprising locals soon organized a channel to Guichen Bay, with a suitable breakwater wall. Outlying reefs and shallow water nearby tend to break up the big swells, and the entrance is safe in all weather except strong north winds. Robe hosts about 30 big cray boats, but Michael told us that soon, there would be less, with each boat carrying more pots. All the crews seemed to be on the wharf when we refueled, checking us for being Victorians. They were a lot of fun. Fuel here cost no more than in Melbourne, courtesy of the fishing co-op. I foolishly overfilled the sump on the Gardner, and suffered oil leaks on the next leg.

After fueling, we departed Robe at 12.30 pm. We put out a couple of lures, still with the hope of a tuna. Around 6.00pm, a hungry gannet attacked, and was soon on the end of a line, with the hook through his blue webbed foot. Ron rigged a towel over it, while I reversed the hook.



Not happy, Jan, but not too much damage. We were running before a 20kt sou'easter, with a bit of help from the tide, and getting to KI too quickly to fish Backstairs Passage in daylight. It was a bit rough to hang about, so we ran on, passing Cape Willoughby at 6.30 am. American River is located at the head of a huge shallow estuary, reputed to be the home of huge hungry whiting. A channel up to the small wharf and swing mooring area is marked with red posts. We docked at the loading wharf, which is a little dilapidated, next to a sign threatening a \$1250 fine if a vessel is left unattended. The locals scoffed at this, and soon the harbor master appeared, with no comment. We even found 240v power nearby, but no water. There was quite a rise and fall of tide, so we were kept busy with the fenders. So, here we were, at the fabled island destination. Watch the next edition of Propeller, for the time spent at KI, and the return cruise.



The club is saddened at the passing of former RVMYC Member Alan Wood who passed away on Friday 18th April. Alan was returning to his boat at new quay marina when he stumbled, fell in to the water and drowned. Our best wishes to his family.

Last week also saw the passing of Hans Du Jung (MMYC), who had been a long-time club visitor, many members would remember him fondly.

committee

As we approach the end of this Committee's term, you are no doubt aware, the elections for the Club's Officers and General Committee will be held at the Annual General Meeting on Wednesday, 4 June 2014. The notice for this meeting should be with you shortly. The deadline for submission of nominations is 8:00pm, Wednesday 21 May 2014 - so get in quick. People with page layout skills and a sense of humour will be most appreciated.

marina/works

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.

There were three new berth allocations last month, we were also treated to a special site visit conducted by Simon Greenwood on Friday afternoon - he patiently took 22 members through the whole site detailing where all the relevant rooms are - the reaction to the view from the first floor was awe inspiring for all who attended. If you missed out there will be another opportunity next month.

Please be advised that our builder has requested no parking in front of the lockers on the evening of Sunday 4 May. The demolition will commence very early Monday morning. Parking will still be available in front of the site office and along the front fence.

mariners

The Awards Night is set to be a great event with drinks on arrival and Canapes on the deck entree, Main and Cheese platter to follow,

Our Progressive Dinner was a great success tho' the weather was a bit on the cool side. Thanks to all the fabulous cooks with Barry's scallop kebabs being the surprise of the night!

A great night! - look forward to an article in the next Propeller with all the highlights.

boating



Ed Keene (photo) and Bob Batye were the Clubs representatives at The Royal Geelong Yacht Club over the Easter break. Lets hope the bunnies had their water wings on.

legal

Royal Victorian Motor Yacht Club Inc. ats Lawler & Bourchier.

The Club provides the following statement concerning the conduct of Michael Bourchier and Peter

Lawler: Peter Lawler and Michael Bourchier acted at all times honestly and in good faith, as far as the Club is aware, in relation to transactions arising from the sale and purchase of Joint Venture and Lady Beth.

Don Healy - Hon. Secretary

office

The club office has received unidentified direct debit payments. So far we have a payment made on 9 April for \$883 (assuming it's subs + other a/c) and another for \$60 on 15 April. If no name or member number is used these payments are impossible to allocate.

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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Diary update & classifieds

Boating Survey for State Government - BIA

The following link is for a survey to help us prioritise a list of recreational boating facility projects to the Minister for Ports, David Hodgett at the next meeting of the Ministerial Working Group on Recreational Boating Facilities. This is one of the most important lists we have generated and will help inform the State Government where extra investment is to be targeted to improve Victorian Boating Facilities. Please distribute this survey link as far and wide as you possibly can. Both industry members and recreational boaters need to have a say. The survey will take around 3 minutes to complete. Feedback can also be provided directly to Ben Scullin from the BIA ben@biavic.com.au.

The survey asks the following questions:

1. Which Victorian recreational boating facility do you use most often?
2. Which 3 Victorian recreational boating facilities should be priority projects for upgrading capacity?
3. Which 3 Victorian recreational boating facilities should be priority projects for improving current utilisation?
4. Do you have any ideas for combating congestion at boat ramps during peak periods?
5. Would you be interested in a web camera application that showed you the traffic and available parking at major boat ramps before you left home?

The Victorian Recreational Boating Facilities Priority Projects Survey can be found at: <https://www.surveymonkey.com/s/WN3NDVL>

The Club received some PR last month with a small article in the local paper. Dean Rule, chair of the membership sub-committee has been liaising with local media outlets to get some coverage, the reference to discounted membership was a misquote - the intention was to say that RVMYC members receive discounts from local businesses.

The sub-committee is in the process of implementing a media strategy across all channels, so that we can reach a wider community. We have found that there are many boating groups that don't know we exist or know what we have to offer. Spread the word, perhaps?




IMPORTANT - ALL MEMBERS
ROYAL VICTORIAN MOTOR YACHT CLUB
ANNUAL GENERAL MEETING
WEDNESDAY 4 JUNE 2014

Every Wednesday Night!
Members Draw - 7.30pm.
Jackpotted to \$500, so be there to WIN!

Draw results:
 Wednesday 26/3/14 \$200
 Gary Clough NIA
 Wednesday 2/4/14 \$250
 Kathy Haynes NIA
 Wednesday 16/4/14 \$350
 Dawn Holmes
 Wednesday 21/4/14 \$400
 Keld Hansen 'NIA'
 Wednesday 28/4/14 \$450
 Ed Keane 'NIA'

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

RVMYC MAY 2014 EVENTS CALENDAR

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			BAR OPEN AND MEMBERS DRAW	1	2 BAR OPEN AND RAFFLE	3 CLUB BAR OPEN
4 CLUB BAR OPEN	5	6	7 BAR OPEN AND MEMBERS DRAW EDUCATION NIGHT	8	9 BAR OPEN AND RAFFLE	10 CLUB BAR OPEN
11 CLUB BAR OPEN	12	13	14 BAR OPEN AND MEMBERS DRAW	15	16 BAR OPEN AND RAFFLE	17 CLUB BAR OPEN
18 CLUB BAR OPEN THE RICKETTS POINT REGATTA NAV RALLY BMYS	19	20	21 BAR OPEN AND MEMBERS DRAW	22	23 BAR OPEN AND RAFFLE	24 CLUB BAR OPEN RVMYC AWARD NIGHT- AT ROYALS (RYCV)
25 CLUB BAR OPEN	26	REMINDER: ANNUAL GENERAL MEETING WEDNESDAY 4 JUNE 2014			30 BAR OPEN AND RAFFLE	31 CLUB BAR OPEN