



PROPELLER

ROYAL VICTORIAN MOTOR YACHT CLUB | ESTABLISHED 1904

INSIDE

- Touring with Callisto
- Underwater boating
- The Castlemaine

Melbourne Regatta and Blessing of the Fleet

The weekend of 29th – 30th August saw Melbourne celebrate its 180th birthday and as part of the celebrations the Melbourne Regatta took place at Docklands. Boating and non-boating members alike attended the day with RVMYC being very well represented among the fleet of pleasure and commercial boats.

For some the event started on the Friday night when they took their boats to Melbourne City Marina to stay the night and view the final Friday night fireworks at Docklands for this winter. On Saturday there was supposed to be a Poker Run event to provide a bit of fun and social interaction for the

recreational boating community leading up to the Regatta on Sunday. Unfortunately the Poker Run was cancelled however this did not prevent a number of the RVMYC boats cruising to Docklands for the Saturday evening. Seven RVMYC boats stayed the night at Melbourne City Marina in what was maybe the final blast of winter being cold, wet and windy. Some braved the cold and went up to the city for dinner, others made use of the new and lavish landside facilities at Melbourne City Marina, others cooked a barbeque in the rain and cold onboard Capricious.

Sunday morning the boats gathered at Docklands for the Regatta and Blessing of the Fleet. The weather got better and better as the day went on. The shoreline was crowded but onboard our vessels we were comfortable with our cheese and crackers and had a great view of the action. The two large commercial hire boats Victoria Star and Lady Nelson gently moved around the harbour as the smaller vessels moved to provide them space. The smaller hire boats such as Grower and Barcoona were crowded with eager onlookers, some dancing to the music from the shoreline. Historical vessels such as Alexander Stewart and Enterprise were tied alongside with their passengers dressed in the garb of the early settlers. Father Bob



Fr. Bob Maguire

Maguire blessed the fleet from onboard Ena which was looking fantastic with her varnished wood, polished brass and steam whistle adding to the atmosphere.

When the formal activities were finished there was a sail past to Appleton Dock where one of the Melbourne tugboats was stationed with her water canon blasting two jets high into the air. After the sail past the fleet of boats then went their own separate ways. Three of the RVMYC boats tied up to have some more nibbles and listen to the music and entertainment on shore. All in all a great way to spend the last Sunday of winter.



Maribrynong Daze

Sunday 20 September saw a perfect day to head down the Maribrynong to Canning St reserve for a BBQ lunch.

This year, again, the cruise coincided with a car show at the Canning Street Reserve. The beautiful spring day brought out five boats and around 50 of the clubs keen "river rats" to attend what was by all accounts a superb day.

BBQ's and picnics were the order of the day, and most took a wander around the classic and race cars exhibited at the Tea Gardens Car Show. Wyuna made the trip, and home again with "a little help" although we hasten to add she was in fact under her own power!



Above: A Passed Out Past Commodore (POPC) still recovering from his term.

Story: David Collins

What's in a name?

In the third installment of how boats get their names, we thought we would look at the etiquette and folklore of naming or renaming a boat.

One of the most popular items of nautical folklore is the notion that changing the name on a boat will somehow "anger" the Sea Gods, cursing the boat with bad luck.

For thousands of years, boats were built exclusively for commercial or military purposes. Commercial boats, fishing boats, cargo, utility and passenger vessels were owned and operated by businesses whose primary goal was to make a profit. Taxes, fees and assessments on these transactions were awkward to define and enforce. Unless a "change of ownership" was documented and provided to the taxing authorities it was difficult to collect taxes associated with these transactions. So changing the name on a vessel was perhaps the most obvious way to advertise that a large transaction had just taken place, attracting unwanted attention from taxing authorities and other opportunists. It was therefore considered "unlucky" to bring attention to the change of ownership. Keeping the vessels original name implied that all her documents and affairs were in order. To this day, most US ships are registered in foreign countries to avoid these "unlucky" taxes and regulations.

According to legend, each and every vessel is recorded by name in the Ledger of the Deep and is known personally to Poseidon, or Neptune, the god of the sea. It is logical therefore, if we wish to

change the name of our boat, the first thing we must do is to purge its name from the Ledger of the Deep and from Poseidon's memory.

This is an involved process beginning with the removal or obliteration of every trace of the boat's current identity. This is essential and must be done thoroughly.

Do not under any circumstances carry aboard any item bearing your boat's new name until the purging and renaming ceremonies have been completed!

Once you are certain every reference to her old name has been removed from her, all that is left to do is to prepare a metal tag with the old name written on it in water-soluble ink. You will also need a bottle of reasonably good Champagne. Plain old sparkling wine won't cut it. Since this is an auspicious occasion, it is a good time to invite your friends to witness and to party. Begin by invoking the name of the ruler of the deep as follows:

"Oh mighty and great ruler of the seas and oceans, to whom all ships and we who venture upon your vast domain are required to pay homage, implore you in your graciousness to expunge for all time from your records and recollection the name (here insert the old name of your vessel) which has ceased to be an entity in your kingdom. As proof thereof, we submit this ingot bearing her name to be corrupted through your powers and forever be purged from the sea." (At this point, the prepared metal tag is dropped from the bow of the boat into the sea.)

In grateful acknowledgment of your munificence and dispensation, we offer these libations to your majesty and your court. (Pour at least half of the bottle of Champagne into the sea from East to

West. The remainder may be passed among your guests.

It is usual for the renaming ceremony to be conducted immediately following the purging ceremony, although it may be done at any time after the purging ceremony. For this portion of the proceedings, you will need more Champagne. Much more because you have a few more gods to appease. Begin the renaming by again calling Poseidon as follows:

"Oh mighty and great ruler of the seas and oceans, to whom all ships and we who venture upon your vast domain are required to pay homage, implore you in your graciousness to take unto your records and recollection this worthy vessel hereafter and for all time known as (Here insert the new name you have chosen), guarding her with your mighty arm and trident and ensuring her of safe and rapid passage throughout her journeys within your realm.

In appreciation of your munificence, dispensation and in honor of your greatness, we offer these libations to your majesty and your court." (At this point, one bottle of Champagne, less one glass for the master and one glass for the mate are poured into the sea from West to East.)

Of course, any champagne remaining will be the beginnings of a suitable celebration in honor of the occasion.

Once the ceremony has been completed, you may bring aboard any and all items bearing the new name of your vessel. If you must schedule the painting of the new name on the transom before the ceremony is finished. It may be covered with bunting or some other suitable material.

Don't miss...

FRIDAY LUNCHES

Every Friday starting 9 October

Friday Live Music

Every Friday at Friday at 7.00pm just after the Raffle

Fashion Parade

Friday, 16 October 2015
From 11.30am

See dazzling fashions, sip champagne and devour great food in the clubrooms - always a great day. Prizes and entertainment. \$70 per person.

Centenary Trophy

Sunday, 18 October 2015

Our first Navrally for the season, if you have never joined in...this one is the one to do. Learn something and meet the glamour navrally skippers!



Poseidon, on his way to the RVMYC to sort out all boats that have been renamed!

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

Dear Members,

As I write this message I am sitting on board a Qantas A380 aircraft transiting Dubai, bound for London. Some would say I'm lucky but right at this point I don't feel very lucky in my 600 x 800mm space where I've been for the past 13 hours with 6 hours still to go. I'm telling myself how much I'll enjoy this holiday with the family when I get there but right at this point in time I'd rather be onboard Casa Verde bound for anywhere listening to the old Detroit scream as it does. Something to look forward to when we get home.

There's plenty happening around the Club at the moment. Our Wednesday night draw reached \$1600 before Angus Scott-Walker was lucky enough to have his name drawn out. With such a large win Angus generously donated some of the money back to the Club for the Kids Rib program.

Speaking of the Kids n Ribs program, our Vice Commodore John Zammit continues to work tirelessly to gain sponsorship and organize the logistics around this fabulous new initiative. The Club is currently running a raffle to raise money to purchase more equipment. Generally speaking this raffle involves selling 100 tickets at

\$100 per ticket. There will be two draws per week over a 5 week period for cash prizes and all tickets sold are eligible to win all draws. Tickets are selling fast so make sure you see John or contact Jarmila to reserve yours before they are all sold.

We currently have live music every Friday night in

the members bar area. We have an assortment of acoustic style bands providing background music which is making a great atmosphere for socializing and there were even a few members having a dance last Friday, not me though with my two left feet.

The Melbourne Day celebrations incorporating the Melbourne Regatta were held at Docklands a couple of weeks ago. This was a great chance for boating and non-boating members alike to get together for some fun socializing in boats. It was particularly good to see quite a number of non-boating members out on boats for the day. I did here it said though that RVMYC should run the sail past next year to ensure it runs as smoothly as our Opening Day sail past.

Now there's a perfect segway into my next point which is the Season Opening Day for our 112th boating season which takes place on 10th October. Arrangements for the day are being finalized at the moment. It promises to be a fantastic day as it is every year. This is the biggest day of the year for our Club so make sure you book for lunch, boating members make sure you are all in the sail past and non-boating members come along and join someone's boat for the sail past.

The Mariners are working very hard at present to organize the Fashion Parade which will be on Friday 16th October. This is always a great day with local fashion stores and businesses displaying their wares. Models are needed to display the clothing so anyone (no experience necessary)

can be involved. Please see Kylie or one of the Mariners or let Jarmila know if you are an aspiring model. All proceeds from the day will be donated to the charity for research into Child Brain Cancer.

With so many activities taking place around the Club it is appropriate to acknowledge all the hard work, time and expertise put in by many people to make these things possible.

Unfortunately, the our restaurant team, Drew and Paul have decided to part company with Artistic at short notice but to their credit Artistic filled the void left without any interruption to their service. The new menu is now available so why not come down to the Club and try it. Bring your family and friends along but make sure you book, either on the website or with Jarmila.

Until next month, enjoy your Club and stay safe on the water.

Chris Ackerman
Commodore

Opening Day 2015

Often described as the best day of the year the club's 112th Opening Day is set for a great start on Saturday the 10th of October.

Please book with the office by **Wednesday 7th October** on 03 9393 2888.

- 11.30 Drinks on arrival and canapes
- 12.00 Official Opening Ceremony
- 12.30 Depart for Fleet Sail Past
- 13.30 Return to RVMYC for official lunch

Cost per person: \$80
Entertainment will be provided



Movements . .

The Castlemaine made a brief move from her dock across from the RVMYC, for some routine maintenance in dry-dock. Brad Teal took the following photos of her out of the water, before and after some TLC.

Castlemaine was docked at the BAE Systems shipyard, Williamstown, over the period 14-28 August 2015. While at BAE Systems the ship was dry docked in the Alfred Graving Dock and the hull was cleaned and painted.

When the opportunity came to assist with the docking, BAE Systems volunteered. The General Manager of BAE Systems Williamstown Operations Peter Leahy said "Even though our current environment is challenging, the team felt it was a great



Below: HMS Castlemaine in dry dock at Williamstown.



opportunity to give the ship a new lease on life so that she might continue her community service."

The crew of the Castlemaine thank BAE SYSTEMS, EPTEC (cleaning and painting), KOREVAAR Marine (tug services for the moves), Port Phillip Sea Pilots and International Paints for their assistance, which made the docking possible.

HMAS Castlemaine is one of the sixty Australian-built Bathurst Class corvettes to serve throughout World War II, and is the last such vessel still afloat, having been restored by volunteers over four decades.

HMAS Castlemaine is open to the public on weekends, public holidays and by arrangement. Visitors can see how crews lived and worked during the war years, witness the original main engines turning over, and view a wide range of artefacts documenting Australian maritime history.



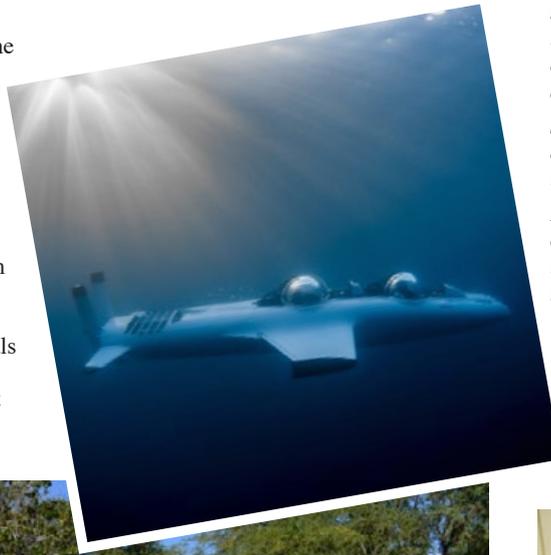
Boating...underwater

Ever thought it might be nice to be under the sea? Well now you can, thanks to those clever people at DeepFlight!

Forget everything you know about submarines: the Super Falcon Mark II leverages the principles and dynamics of flight by incorporating a patented inverted winged design. It is the underwater equivalent of an airplane. Diving the Super Falcon Mark II is a radically different experience from a conventional submarine, connecting you to the blue space around you like never before. At 1800 kg and only 5.9 m in length, the Super Falcon is able to fit on more yachts than any other submarine on the market.

With its high-efficiency brushless DC drivetrain and underwater lithium-iron-phosphate battery pack, the Super Falcon Mark II is fast, clean and quiet. A 40V system voltage and low electric signature make the Super Falcon Mark II safe to operate around swimmers, as well as any large marine animals you might encounter. Able to carry up to 250 KG and to a depth of 400 feet, the craft is not a toy.

The SEAWOLF Sport Version is ideal for carrying HD sports camera into underwater environments. Equips with large tri-fin vertical stabilizer, powerful brushless motor and high quality 5-blade propeller, the SEAWOLF Sport Version is capable for high speed agile maneuver without sacrifice any performance. The camera mount at the front is designed to house your favorite HD sports camera for still photos and videos.



Left: A Scripps V12 engine commonly found in the Century SeaMaid's (top) and Garwood boats.

Photos and story: Livio Andolfatto

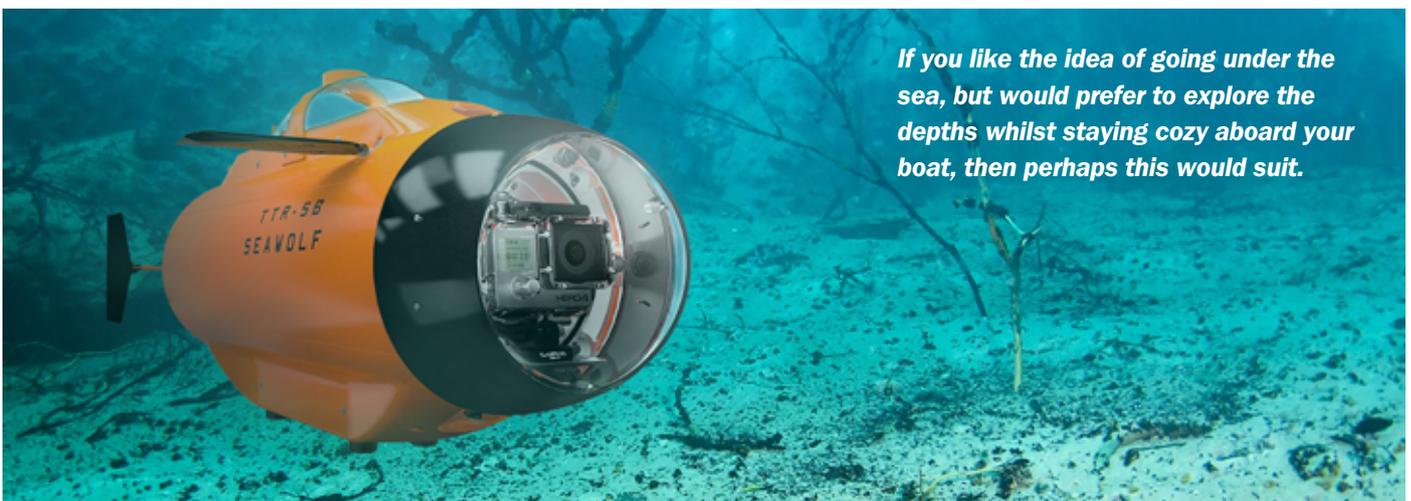
Antique wooden boat heaven

On the Shores of the St Lawrence River in upstate New York in a town called Clayton, lies a piece of heaven for boating enthusiasts.

You don't really see so many of these very beautiful boats here, the museum was very large and well organised and presented a collection of hundreds of boats from dug out canoes to mahogany speed boats.

Six hours at the Museum sped away and I could have spent more but wanted to take in some of the Thousand Islands scenery.

For \$25 you get a 2hr ride in a triple cockpit Garwood zipping around granite islands with large houses perched on the waters edge - all with picturesque boathouses - just as we would have garages. This area of the States is wonderful, ship traffic passing within an half mile or so with restaurants and cafes spaced along many miles of shoreline, with ample docking for large or small boats.



If you like the idea of going under the sea, but would prefer to explore the depths whilst staying cozy aboard your boat, then perhaps this would suit.

Photos and story: Darren and Tracey Keast

Touring with Callisto:

After finally getting all our works completed Callisto went into the water on Friday 27th March now all we had to do was pack the boat with food & clothes (sounds easy) and whatever else we needed. We were hoping to leave

RVMYC tomorrow at 7.00am to get slack water at the heads, at 11.00 pm the night before with

only half our gear stowed this was not going to happen, crack a beer finish it in the morning and we'll leave about midday.

Up early stowed our gear drop off cars back home, more gear loaded onto boat where are we going to put all this Stuff? 80 litres of petrol for the dingy, sea anchor, 3 types of spare anchors, tow ropes & bridle, 15m of chain for second anchor etc etc. Callisto now weighs 1 tonne more than we hoped for.

Start the engine throw off the lines the adventure begins, we set out past breakwater hoping to be away for 6 months or longer if where lucky, as we round breakwater we see 2 vary familiar boats in Ranui and Balboa Star who weren't going to let us get away without a send off, wipe a small tear from the corner of the eye and wave Tony & Lorraine, Frank and Garry goodbye and set

the autopilot for West Channel Pile.

Out Port Phillip heads at 3.00pm, pull up a mooring at San Remo at 8.15pm, refuge next day, then 34.8 hours to Bermagui, 3 days later to Ulladulla, 2 days later anchored in Port

Hacking, next day beautiful trip to Port Stephens flat calm until we heard a storm hit Sydney, look out back and storm clouds

following not looking good to say the least. ½ hour from Point Stephens the storm hits 40 plus knots heading to the heads Callisto is leaning from the wind strength and the spray is going like bullets across the deck, as we pass Mount Tomaree there is a wall of water, Rain absolutely bucketing down, even though it is only 5.00pm it is getting dark and visibility is now only 50 metres.

We decide to pull up mooring till the storm passes and then go into our pen later, Mark Rindfleish calls to say storm has blown over and it is calm in the marina, we berth 20 minutes later with Mark taking the bow line in the rain always good to see a friendly face. A celebratory beer is in order or maybe 2, the 3 of us then join Kathie, Bridget, Eliza and Will for dinner at the local pub. Friday night raffle at Wests with Shane & Phillys 1 meat tray each, roast dinners all round in the dining room.

Nice run up to Port Macquarie, then onto

Coffs next day and caught up with some old friends, went to his new owner built house for a BBQ great night. Then straight to Gold Coast 21hours and in the seaway at 6.20am, anchored at tipplers for the night. Left the boat at Hope Island marina and caught up with my 2 uncles & aunty just out of Brisbane. My cousin joined us for a meal the local pub also, next day off to the Gabba to watch Brisbane v Richmond with my second cousins, great night had by all.

Back to Hope island on Callisto and Tracey cooked a spectacular meal for the original owners and builders of Callisto Jim & Margo. Jim showed us all the places north where they had taken Callisto, anchored and snorkeled their way right up the coast to Lizard Island, sometimes spending weeks off Great Keppel Island etc. The next day I had the Gardner expert check the engine mostly to adjust the governor on the engine, he commented that Steve had the timing absolutely perfect, repaired something I didn't know had a fault and we are now ready to go again (did I say works completed?).

A quick trip up the Broadwater and into Royal Queensland Yacht Squadron, walk up the street, I need to taste test the beer at the local pub, back to RQYS and catch up with Mark Folley, the standard trip to the engine room is in order to have a beer with the Gardner, then a walk over to check Bruce's boat where we

Club Marine congratulates the Royal Victorian Motor Yacht Club on the launch of the Club Marine RVMYC Youth RIB Programme



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have a great BBQ and a refreshing Red wine. Short trip across Moreton Bay and anchor off Tangalooma, dingy in and step ashore at the resort, very friendly staff and after visiting a couple of bars its time to head back onto Callisto for dinner.

Pulled up the pick and set off to Mooloolaba, tied up at marina and a walk down past the surf beach to a nice café for lunch (grilled Barra was hard to pass up). Back to marina checked in and a chance to see if the beer is cold at the yacht club (passed). Yacht club having live entertainment in there BBQ area (free) but we decide to go to the club for a meal, taste test the local wines and enjoy a great meal then they had live entertainment in the club, guitar soloist who also plays the

harmonica, very talented and put on a great show.

Left early big day crossing wide bay bar need to time on high water as not to get run out tide, once over bar you run behind the breakers and have to travel up the mad mile which is about 2 NM, we got over Ok with a small swell and no real sea to speak of, wouldn't want to do if it was rough or a big swell. Run down to Tin Can Bay checked marina but decided to stay on the pick, local boater came and gave us a run down of good anchorages etc. Had to leave early to beat the low tide, blowing a bit outside so traveled up Mary River to Maryborough picked up a mooring. Dingy in, still time to get a counter lunch at local pub. Open mike

was the entertainment, luckily for the locals I didn't have a go, walked to another pub and chattered with locals before heading back to Callisto. I put my culinary skills to the test with breakfast for Tracey consisting of raspberry conserve with champagne on toast & tea (Liptons jiggler).

Cheers Darren & Tracey



Centenary cup Coming up...

People have been asking "when is the first Nav-Rally of the year" and the answer is very soon!

Sunday October 18 to be precise! This is a great start to learning how to do a Nav-Rally, so why not contact Paul Doherty, put in the entry forms and learn the black art of time trials and navigation on water. It's a lot more fun than sitting on your boat and just drinking the afternoon away . . . well, It could be anyway, you won't know until you give it a try! Let's face it, if the club has been doing them for over 100 years, there has to be a good reason!

So pick up the phone, go on the web site to book, and see what it's all about.

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You've packed the esky, got the sunscreen, filled the tanks and finally got that sunny, still day - water shimmering on the hull.

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www.marinerengineering.com.au or call 03 9399 5888

Photos and story: Gary Rigby

Ever had that sinking feeling?

It all started around 3 years ago during annual slipping when we had to raise the antifoul waterline another 50mm for the second time in the last few years. I was accused of carrying around too much junk on the boat and advised that I should have a spring clean.



through the engine room floor into the hollow keel of the boat and exits the keel through a cutlass bearing. It's then attached to the propeller. This stern tube is open to the sea where it exits the keel and on top of that some of the engine cooling water is pumped through it to keep the shaft seal and bearings cooled and lubricated. In the case of Nor'West this stern tube was a relatively thin-walled stainless tube which was screwed into fittings at each end.

The whole assembly would have been put in place in the mould and the hull built around it. It was definitely never planned to be removable.

I obviously had a problem which would take some surgery to fix. I estimated we'd need a month but as the club yard was closed for the new clubhouse build I was going to have to wait a while and hope that the engine room floor was pretty thick!

In early July this year we slipped and by this time the trickle of water coming from the cutlass bearing had turned into a torrent as the water poured out of the keel. Frank and I started the investigation process. Was it going to be a quick fix? We hoped so. However our hopes were dashed when we pulled the shaft out and sent a camera up the stern tube only to find it had more holes in it than a piece of Swiss cheese. We cut three large access holes through

Next time we slipped we noticed that water was trickling out of the cutlass bearing (where the prop shaft exits the keel) for some time after the boat was lifted out of the water, more than probably should have been.

Then, a few weeks later when fitting a new sewage holding tank I drilled into the bottom of the bilge to fix a hold down point. Imagine my panic as water started leaking into the boat through the hole I just drilled!! I thought I must have drilled through the hull!! I plugged the hole with a screw and immediately (and embarrassingly) went to seek advice and help from Frank Wilkes.

"Did the water stink?" Frank asked, to which I replied "Yes". "Then it's coming from in the keel" he announced, going on to state "Bloody old Taiwanese Tug Boats. They forever flood in the keel. You're probably carrying a ton of stagnant water in there with the engine room floor being the only thing stopping you sinking!! Don't worry though, it'll be fine and we can fix it, I've done it before"!!

I started to research and found several stories in web chatrooms of similar age and style boats with leaking stern tubes. Some owners were even constantly getting water leaking through cupboards and lockers into the boat and there were stories of boats being scrapped as the cost of repairs were prohibitive. I started to worry a little more!

Nor'West was built in 1985 and is a single engined displacement boat with a full keel. After the gearbox the main prop shaft, which is around 3 metres long, passes through a mechanical dripless seal and a shaft bearing, then for the next 2.5 metres is encased in what is known as a 'stern tube'. This tube passes



the lazarette floor and through the engine room floor into the keel. We then cut out as much of the perforated stern tube as possible including the bulkhead inside the keel that it passed through. Then we had to work out how to fix it!!

We ended up leaving around 150mm of the old stern tube in place at each end to avoid damaging the boat's structure and shaft alignment. We had a new stern tube manufactured in fibreglass by Exel Composites on the Gold Coast. Their service, turnaround time and quality of product was unbelievably superb. This new tube was manufactured to be just the right diameter and thickness to act as a sleeve and slide inside the old sections of stern tube that remained. Another tube was also manufactured by Exel to telescope over the new

stern tube and effectively result in a new tube with 10mm of wall thickness once the two were epoxied together. We made a new water tight bulkhead in the keel between the lazarette and the engine room and this was glassed in place. The hollow keel below the lazarette was then flooded with epoxy resin to a height above the stern tube such that it became a solid block of resin. There was no way it was going to leak there.

The holes in the floors in the engine room and lazarette were repaired and painted with inspection plugs and hatches installed to allow for checking for any future problems.

Nor'West went back into the water after spending 10 weeks in the yard. The job has been big and taken much longer than expected, partly due to my overseas business travel commitments but mainly due to the very cold



The finished stern tube.

and miserable winter we've just had. The epoxy and glassing work couldn't be carried out below 15C or in damp conditions. A bit of a problem given Melbourne was going through the coldest winter in 40 years!

Sea trials were a great success and she's now sitting around 100mm higher out of the water at the stern than before (having lost that ton of ballast she was carrying around). Electrolysis was diagnosed as the culprit for the failed stainless stern tube and even though the work to repair the boat was extensive, the actual cost of the custom made replacement stern tube was only around \$130.

Our boat is now in better shape than when she was new and Sue and I are both yet again in debt to Frank Wilkes for his knowledge, patience, time and skill in ensuring Nor'West will be good for at least another 30 years.

Life's too short . . .

Friday Lunch at RVMYC, starts Oct 9th

Come and enjoy a fabulous meal from the Bisto, a drink or two, whilst soaking up the best view in Melbourne!

A great place to bring a client or business colleague, Please book on 9393 2888



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Monaco Yacht show

The 2015 Monaco yacht show has just been staged, and is unlike any boat show you have ever seen. It's not just about the boats, from the flashy cars and people, to the out of hours entertainment. Set in the iconic Port Hercules of the Principality of Monaco since 1991, the MYS is the only place to admire, visit and perhaps purchase around 120 extraordinary one-off superyachts built by the world's most respected shipyards. 40 new launches were unveiled in a world premiere.

On the docks, the MYS exhibits 500 world leading luxury yachting companies, amongst which the trendiest superyacht builders, yacht designers, luxury manufacturers and the most important brokerage houses. The Monaco Yacht Show is the one and only occasion in the year - and in the world - to discover the greatest of super yachting in the glamorous setting of Monaco.



Just like the boat shows we are used to, The Monaco Boat show is a place for builders to show off their latest work, brokers to advertise and sell their brokerage yachts, and the suppliers of almost everything else used in the industry, to network and be seen.



The principality of Monaco, wrapped around Port Hercules.

Parties are a major part of the Monaco Yacht Show, and Oppulence is the most important thing aspect to display.

image

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Stuff we might need on board

SUCTION KOOZIE

Six small suction cups on the bottom surface that keeps your drink on board without spilling, and is personalized with your boat name.

Made from the finest materials, these coolers have been tested to hold up to the most rigorous of boating conditions. Insulated to keep your drink cold and safely where you need it most... in your boat, not all over it or overboard.



FLOATING ISLAND

FunAir have released another blow up toy specifically for boat owners. Called the island, it provides on water lounging in comfort, around a small pool, which is netted, to keep the sharks out!



C-POD SECURITY SYSTEM

C-pod is an advanced security system that not only displays your boat's position on your phone or computer but also feeds you live data about your on board gear - from battery voltage to speed, bearing, equipment malfunctions and flooding. You can even manage your boat remotely by activating (or deactivating) electronic equipment while at home or on holiday. You can get alerts sent to ten different recipients by email or text message and all data is saved on C-Pod's servers, enabling them to transfer information to authorities around the world. Contact Reliance Yachts.



Club News

Treasury notes

The clubs finances are a priority in these coming years as we now negotiate our loan account.

The Commodore and committee has given a mandate to reduce our loan and save for any needed improvements around the club and its marina. To this end the Finance and Admin sub-committee has embarked on some fiscal strategies where;

- the club is to adopt a budgeting system, where all club areas are to monitor and address revenue concerns detailed by the finance sub-committee and later addressed by a strategy review
- a budget forecast to be submitted for all expenditure where the club is exposed to a cash loss.

Our first loan payment went through on 30 July, with the draw down of the remainder loan amount and the transfer of \$140k from the interest bearing account the loan is now at: \$1,359,126.40.

On advice from our banking advisor all club funds have been transferred to Loan account to reduce interest and the Club will utilise Loan account for all revenue. This will save the club a NET \$244/month in interest fees. The club can use the redraw facility if required for a \$10 draw down fee.

The club's monthly overheads have now risen to \$40k from \$20k before the building re-development, we therefore ask all members to pay their clubs fees on time...or even perhaps before time, also now is the time to support our events and initiatives!

Livio Andolfatto
Treasurer

Housekeeping

Members are reminded that in the downstairs toilets, shutting the doors will turn off the lights. This 'magic' is due to the movement sensor which will turn off the lights when it does not detect movement, (no pun intended) as long as the door is closed. More clever than a fridge!

"Kids 'n Ribs" update.

An information evening took place at the RVMYC last month to rave reviews, and a further fundraising activity has been organized in the form of a clever raffle. Tickets cost \$100, and you have a one in ten chance of getting at least your money back. Here's how it works, Each week a ticket is drawn, and the winner gets their money back, or if not in attendance the money goes back into the pot, and your no goes back in the draw.

The second nightly draw is for \$900, if you are not in attendance you will receive \$700 and the rest goes back in the pool. After 5 weeks of this, all the tickets are still in play for the final draw of up to \$1,900 depending on previous draws. Limited to 100 tickets, \$5000 will be raised for additional equipment for the program, and \$5000 cash, cold hard cash, goes back as prizes for the raffle!



There are still a few more raffle tickets for purchase - help the club and get a 1 in 10 chance of winning!

Smoking Policy

(Bylaw 73 refers)

Members are reminded that the Club, in accord with the holding of a Liquor License, has a policy which bans smoking by members and visitors whilst in the Club's building, the BBQ area and the area of lawn covered by the Liquor License. Smoking is permitted in the designated smoking area, adjacent to the entrance gate to the marina on the north side of the Club building.

This ban relates to the smoking of all tobacco products, and, in line with the policies of the airlines, restaurants and hotels, all electronic and other devices which imitate smoking products.

Smoking on licensed premises is likely to place the Club's liquor license at risk and as such will not be tolerated.

Don R Healy
Hon Secretary

Sub-committee

Following the election of the committee, the following sub committees have been formed

Finance and administration:
Livio Andolfatto (chair)
Greg O'Connell
Jane McAloon
Owen Smart
Susan Mills
Jarmila Dakic

Don Healy
Terry Lawless
Kylie Ackerman

Works:
John Zammit (chair)
Peter Rodger
Ronnie Clark
Sam Cutajar

Boating:
Paul Doherty (chair)
Lee Joyner
Bob Batty
Owen Smart
Graeme Furlonger

Governance:
Jane McAloon (chair)
James Moreno
Mark Freudenstein
Owen Smart
Ben Koutoukidis
Don Healy

Membership:
Chris Ackerman (chair)
Sam Cutajar
Simon Mills
Mark Rindfleish
Melinda Taylor
Matt Wynn

Communications:
David Collins (chair)
Livio Andolfatto
Loraine McKenzie
Frank Wilkes

Marina:
Greg O'Connell (chair)
John Zammit
Sam Cutajar
Frank Wilkes
Mark Folley
Theo Rau
John Marks
Joe Borg

Mariners:
Kylie Ackerman (chair)
Fiona Zammit
Allison Miles
Nola Batty
Sue Mills
Kathy Rindfleish
Maureen Clark
Tracy Keast
Judy Ringe
Wilma Healy
Melinda Taylor
Deneille Cutajar

Hospitality:
Greg Miles (chair)
John Zammit

RIGCON ENGINEERING PTY. LTD.

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

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ALL BOATS CATERED FOR FROM 12' TO 65'

Diary update & classifieds

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. Please see Terri at the bar. **Members can use their accounts to pay.**

NOTE: Seniors card holders do not require a fishing licence

Members Draw!

Wednesday nights - 7.30pm.

DRAW RESULTS:

Wednesday 2 September \$300
Simone Dowie 'NIA'

Wednesday 9 September \$350
Ken Hopely 'NIA'

Wednesday 16 September \$400
Prue Dale 'NIA'

Wednesday 23 September \$450
Chris Ackerman 'NIA'

Friday Music

Our Friday music nights are gathering a good following...this time we plan to add lunches to the day, commencing Friday the 9th of October...



MEMBERS BAR TRADING HOURS

Our normal trading hours are;

Wednesday - Bar open 5pm. Dinner from 6.30 to 9.00 bar snacks also available until closing time (approx 10.00pm)

Friday - Bar open 5pm. Dinner from 6.30 to 9.00 bar snacks also available until closing time (approx 10.00pm)

Saturday - Lunch and dinner 12.00 till 9.00 bar snacks available all day until closing (approx 10.00pm)

Sunday - Breakfast (delivered) and lunch 8.30am to 2.30 pm bar snacks available all day until closing (approx 8.30pm)

RVMYC EVENTS CALENDAR

OCTOBER						
SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
				1	2	3
	MEMBERS DRAW Our Members Draw will always pay-out... you just have to be here. 7.30pm every Wednesday.				BAR/BISTRO OPEN RAFFLE & MUSIC	BAR / BISTRO OPEN
4		FRIDAY LUNCHESES Our Friday Lunches start on October 9 - sit by the water with clients and friends!		7	8	9
			BAR / BISTRO OPEN - MEMBERS DRAW -		OPEN LUNCH & DINNER RAFFLE & MUSIC	OPENING DAY
11			14	15	16	17
			BAR / BISTRO OPEN - MEMBERS DRAW -		FASHION PARADE RAFFLE & MUSIC	BAR / BISTRO OPEN
18	19	20	21	22	23	24
BAR / BISTRO OPEN Centenary Trophy			BAR / BISTRO OPEN - MEMBERS DRAW -		OPEN LUNCH & DINNER RAFFLE & MUSIC	BAR / BISTRO OPEN TRIVIA NIGHT
25	26	27	28	29	30	31
BAR / BISTRO OPEN			BAR / BISTRO OPEN - MEMBERS DRAW -		OPEN LUNCH & DINNER RAFFLE & MUSIC	BAR / BISTRO OPEN MELB REGATTA
NOVEMBER						
SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
1	2	3	4	5	6	7
			BAR / BISTRO OPEN - MEMBERS DRAW -		OPEN LUNCH & DINNER RAFFLE & MUSIC	BAR / BISTRO OPEN
8	9	10	11	12	8	14
BAR / BISTRO OPEN MARCONI TROPHY			BAR / BISTRO OPEN - MEMBERS DRAW -		BAR / BISTRO OPEN LUNCH & DINNER IAN DOUGALL MEMORIAL TROPHY	
15	16	17	18	19	20	21
IAN DOUGALL MEMORIAL TROPHY			BAR / BISTRO OPEN - MEMBERS DRAW -		OPEN LUNCH & DINNER RAFFLE & MUSIC	BAR / BISTRO OPEN
22	23	24	25	26	27	28
BAR / BISTRO OPEN MARIBYONG RIVER CRUISE			BAR / BISTRO OPEN - MEMBERS DRAW -		OPEN LUNCH & DINNER RAFFLE & MUSIC	BAR / BISTRO OPEN RAFT
29	30					
BAR / BISTRO OPEN						

RVMYC Fashion Parade

Bookings filling fast, places remain, so get some friends together, book now to avoid disappointment!

SPRING FASHION PARADE

"Canapés, Couture and Catwalk"

Includes:
A glass of Champagne on arrival
Fashion Parade displaying the latest fashions from our Williamstown boutiques.
Presentation by personal stylist and wardrobe consultant Sally Mackinnon from Styled By Sally
A selection of hot & cold savory food, dessert and cheese platters, drinks and live music.

Raffles and door prize on the day, with a Goodie Bag to take away

Friday October 16
11.30 For 12 PM

\$70.00 PP
Proceeds donated to Children's Brain Cancer Foundation
RVMYC 260 Nelson Place Williamstown

Bookings essential - Call 9393-2888 Email: admin@rvmyc.com.au

