



PROPELLER

ROYAL VICTORIAN MOTOR YACHT CLUB | ESTABLISHED 1904

ISSUE 77 DECEMBER 2015

Good fashion leads to good work.



Commodore Ackerman presents The Children’s Cancer Foundation with the cheque.

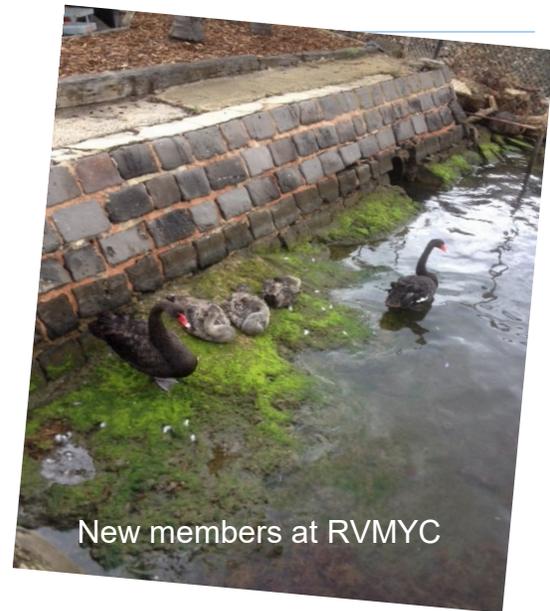
They say that giving is always better than receiving and Commodore Chris Ackerman had the pleasure of recently giving a cheque for \$1800 to The Children’s Cancer Foundation, the proceeds of the highly successful spring fashion parade.

Meg Kauthen from the foundation accepted the donation, thanking the members who not only organized such a high profile community event, but also all the members who gave their time and supported the charity.

Inside the new look

Propeller:

- *A maiden Voyage—Matt and Rochelle Wynne.*
- *Saving our wildlife on the bay, BIA and Vic Zoos*
- *New Members you need to say hi to.*
- *Lonsdale Cup history*



New members at RVMYC



Its official, Christmas is Here!

The RVMYC official Christmas BBQ was a great success, and just add authenticity, Father Christmas, or Santa as he is better known, made an appearance! Following negotiations with his people, our people arranged for him to be picked up by sea from a secret location, and brought to the club. The club sleigh was put into service and performed admirably, conveying Mr, Claus to our lawn

area. The BBQ was also a great success, thanks to the Mariners who organized the professional chef, and nitted out a suitable menu.

A great day was had by all, and although many of the outdoor activities were passed up in favor of games in the bar.





Top Of The Bay Fishing Challenge

Balboa Star—out and about on Cup Weekend.



Prize giving at RVMYC

Melbourne Cup Weekend

Not being very keen on fast women and slow race horses I decided a few days away on "Balboa Star" would be good and as "Ranui" was still missing it's turbo Tony and Lorraine were also aboard. After a top up of 250 liters at St Kilda Marina we headed for Symonds Channel because we heard from Koomooloo all the big fish were there waiting to be caught. Well they must have been at the Melbourne Cup as they weren't home. Down Symonds Channel across the Shallows and into Queenscliff Marina. Watched "Patriot" go into the water off the travel lift and hook a sling around a stabilizer as the skipper went aft. Not good, lots of shouting. Not the way to do it! Rain and lightening most of the night.

Saturday we were off at 0500hrs to catch the last of the flood at the heads. we had a couple of metres from the SE, pouring rain and forked lightening hitting the water so after an hour of rolling we turned and headed towards Cape Schank. Later in the lee of Phillip Island we motored around to Cowes for Brunch and a short nap. Ambled around to Rhyll and up the gutter checking out all the old boats and yachts, some of whom we had sailed to Tassie with many years ago. The off under the San Remo bridge with 6knots of tide and out to Cape Woolamai to wait for the tide to slacken, still pretty wet. As "Balboa Star" only draws a meter we managed to score a wee spot on the floating pontoon at San Remo where we had easy access to a Hotel. Next morning on the slack we moved the boat to the around to face the other way so we could get out when the tide started running. Had a talk to Stuart from "Sharon Marie 11 about all that was going on around town

(and Australia and the World), watched the Pelican feeding at mid-day with a crowd of about 150 together with the resident Sting-rays which come right into the shallows to flap around. (1 to.2 metres across). Still overcast and wet so we motored up to Hastings, checked out that "Solitaire" was looking good at Vicsail and then around to Hastings Yacht Club to see friends and all the yachties we had provided the weather forecasts to at the Prom over Christmas.

As the Club was hosting a big multi-hull Sailing Regatta there was plenty of action going on. We had 2x45ft catamarans from Melb and Geelong rafted up behind us. Peter Donaldson whom a lot of you would know from his education nights at RVMYC a few years ago is Club Captain. Had a beautiful meal at Westernport Hotel. Still wet. Got up at 0500 hrs to watch Formula One.

Had to stand in selected spots in the cabin to stop the TV pixilating! Weather was pretty crap so we ambled down to Cowes and waited about 4 hrs until the weather dropped off a bit. It was pretty roly out to the Schank but got better once we got it on the stern quarter. Went into Queenscliff Harbour and had fish, chips and scallops for tea. Cup Day we ambled around past Portsea and into Blairgowrie. Heaps of work going on as they are extending the Marina to the North. At Martha Cove we met Neil and Marg Hawker and had a look over their beautiful 42 Bavaria. Saw a nice new floating marina on a corner block so tied for a photo. (Thanks Mark and Lynda). Looked in at Mornington Harbour and the home with a nice sou-easter surfing us to 13knots at times. Great week-end. Cant report on the other club boats who went away as we didn't see any but we look forward to their reports in Propeller.

The Top Of The Bay fishing challenge took place recently, in conjunction with the Williamstown Sport Fishing and Game Club (WSFYC) The clubs honor was saved by Joe Borg who won the best combined boat, and young Charlie Ackerman who came fourth in the junior angler section! Well done to all who gave it a go!





From the Commodore's Deck

Dear Members, Recently, Kylie and I were lucky enough to be invited to a dinner celebrating 100 years of the Navy League in Victoria. The Navy League has made the effort to re-establish the relationship with our club and to resurrect the running of the Lonsdale Cup navrally. This is to a large extent is thanks to our member Graeme Furlonger who is also a member of the Navy League. The Lonsdale Cup navrally was an event started post world war II by the Little Ship Club, which was itself incorporated into the RVMYC in 1954. Unfortunately, the original Lonsdale Cup has long since been misplaced, however the Navy League has kindly managed to source a replacement cup, circa 1910 which will take its place in the RVMYC trophy cabinet. The Lonsdale Cup navrally will be run on March 6th 2016 to celebrate the foundation of the Australian Navy in 1901. There will be more information as the date approaches. I encourage all members whether they own a boat or not, to be part of this fantastic day.

One thing I see as essential to the long term viability of our club, is to engage with, and support the local community. This Saturday there are a number of Club boats assisting the Williamstown Swimming and Lifesaving Club as marshal

boats, for their Williamstown Open Water swim challenge. We are also currently involved with the Western Health Foundation in an effort to raise funds for the Williamstown Hospital refurbishment. This will take the form of a twilight concert on our lawn area with the bands playing from a barge in the fairway.

In house, it's been great to see the change Helen has made to the bar/bistro area, with a new menu, Wednesday door prize, table settings and inclusions, raffle table setup, and always smiling, ready to help. Helen is proving herself to be a real asset to the club. Wednesday and Friday nights now see the bar/bistro area buzzing with activity. If you haven't already, make sure to drop in to the club and introduce yourself to Helen.

Part of our charter as a club is to promote boating activities as well as to promote social relationships between members. I have seen several good examples of this lately from our progressive dinner on the marina to the highly successful Christmas barbeque. At both of these events there was a broad range of members from boat owners to non-boat owners, new and old members, including lots of families, which is great. Last Sunday being a fabulous day for boating, saw a number of boats

go out for the day. Rumour got around that some were heading over to St.Kilda for a barbeque and before long there were seven boats at anchor socializing and watching some of the ISAF sailing events.

As our holiday season approaches there will be many boats getting out and about which is great to see. I encourage all members to get together where they can to promote our great club and enjoy each other's company. Above all, please stay safe and well. I wish everyone and their families a safe, merry Christmas and a happy, healthy new year.

Safe boating, see you out on the water.

**Chris Ackerman-
Commodore**





BIA and Zoos Victoria staff gather on the lawn at RVMYC

Help protect our marine wildlife

A sprinkling of RVMYC members were on hand recently to see members of the marine and mainstream media, including from Channels 10, 9 and 7, descend on the RVMYC to hear representatives of the Boating Industry Association (BIA) and Zoos Victoria launch 'Operation Baywatch'.

After a welcome by RVMYC Vice Commodore John Zammit, Steven Potts from the BIA and Mark Keenan from the Zoo's Marine response Unit outlined the program, an initiative aimed at lifting the surveillance for injured marine life on Port Phillip and Western Port Bays. According to Melbourne Zoo, 1,400 seals die every year as a result of entanglement injuries, along with sea birds, whales, dolphins and turtles. Operation Baywatch aims to engage the boating community to keep a watch out for injured marine wildlife.

After the official launch on the RVMYC waterfront, the media and guests boarded Bob Battye's High Tide and RVMYC Rear Commodore Paul Doherty's Raphael, for a short cruise out on the bay which resulted in the media scrambling to get shots of the dolphins that joined us, along with a couple of penguins and a seal.

68% of Victoria's 172,000 registered watercraft operate on the Bays, which means that boaters are in a perfect position to assist. Plastic rubbish and discarded fishing line is responsible for killing or maiming sea birds and other marine wildlife, especially seals, which are often entangled in fishing line, netting or even packing tape.

Boaters are encouraged to join Operation Baywatch by following these four simple steps:

- Add the Melbourne Zoo Marine Response Unit phone number 1300 245 678 to your mobile phone.
- If you see injured or distressed marine wildlife contact the Zoo's AGL Marine Response Unit.
- Take a photo on your mobile phone of the injured marine wildlife and text it to the ZOO's AGL Marine Response Unit on 0447 158 676 with a description of the location.
- Follow up with a phone call to 1300 245 678.



Media frenzy at RVMYC



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Our maiden voyage

On the 7th of June Rochelle and I became the proud owners of our first boat a Meridian 341 (2006) with twin Cummins 380s named Finale. She was a little bigger than we anticipated but Rochelle gets seasick when she can't see the horizon and I needed very little convincing that a boat with a cabin that had wide windows was a better option. It was also my birthday; you couldn't get a better present than a boat!



The fact that she was in Townsville and how it would be best to get her back to the RVMYC was discussed in a lot of detail, Rochelle likes to do the \$\$\$ math. We finally agreed that having a go at bringing her down on the water would be worth the effort, cost about the same as trucking her down, and a great way to learn at the same time. The plan was to get her to Sydney over 6 months and then think about getting some help for the Sydney to Melbourne leg. We had two long weekends in Townsville doing day trips to Magnetic Island and mapped out the first leg, Townsville to Airlie beach.



On the 31st of July we left Townsville at 7am to head to Shark Bay, Cape Upstart for the night. Conditions were perfect until we headed past Red Rock Point where the wind picked up.

Rochelle was seasick by 10am that wasn't a good start. As we got to the Bowling Green Sandbanks the gusty South Easterly made for very lump seas that looked like a washing machine and reducing our speed to 5 knots and put Rochelle into a mild coma. We did however see our first whale at about 3 in the afternoon, who popped up right next to the boat, improved the coma and gave us something to look out for until we reached Shark Bay at 5pm. The anchorage looked calm, the sunset was spectacular and the not so 'Blue Moon' rose brilliantly as we finished dinner.

Overnight the wind picked up and very little sleep was to be had. Rochelle was still semi-comatose so woke at 5.30 to me on the couch looking like a haggard pirate. One of our many weather Apps recorded 20-25 knots overnight but in hindsight, I think we experienced our first 'Whitsunday bullet'. 1000 Magic Miles describes these as strong, gusty winds usually about 40 knots that get caught between the island hills and accelerate. One of the sun pads from the bow disappeared and was seen headed for China but the anchor held fast and by 6.30 we were ready to head off to the Gloucester Passage in a much nicer 10-12 knot gusty breeze, 25 degree and no swell. We arrived at 2pm and not long after had the pleasure of the company of the Darren and Tracey Keast, Joanne and Steve Sutherland, John Holland and Len Dockrill.

Continued page 8



A Brief history of the Lonsdale Cup

Little Ships' Club – "LONSDALE CUP" era 1947 - 1954

The inauguration of the Lonsdale Cup appeared modestly in the following year 1947, instituted as an annual competition among motor cruisers within the Club and its sister clubs in Port Phillip Bay. The Little Ships' Club Lonsdale Cup was not a perpetual annual trophy being awarded to the winner each year, who retained it.

The Lonsdale Cup Race developed into the Melbourne Regatta when sixty Motor Cruisers afloat competed in the LSC Lonsdale Cup,

Australian Power Boat Association Championships (Victorian Section) Royal Australian Navy Whaler Race Shark boat Fishermen's Race.

LONSDALE CUP - 'Age' 22 March 1947

The Little Ship Club, sponsors of the Lonsdale Cup race for power boats, claimed the 83 entries for the event as an Australasian record. A handicap race, the Lonsdale Cup will be run over a triangular 33.44 sea mile course on Port Phillip Bay on March 30th starting off Breakwater Pier Williamstown. The finish, off St. Kilda pier, is expected to be close, and an exceptionally large crowd, is expected to see it. Brighton pier will also give spectators an excellent view of the race. The largest vessel entered is Mr. Viganos's 60ft. "Winnipeg." Smallest entry is Mr J. Morris's 10ft. 6in. "Vim" measuring only eight feet on the waterline. "Vim" is powered by a ten horsepower car engine, and can reach 36 knots. The winner will be presented with a cheque for £100 by The Herald and Weekly Times Ltd., in addition to receiving the cup. General Motors- Holden Ltd. have provided £60 as a prize for the vessel registering fastest time.

1948 HM King George VI and Admiralty, issued the members of the Victorian Little Ships Club (LSC), with a Warrant to fly a Blue Pennant with a white star emblem, honouring their NAP wartime dusk to dawn harbour patrol service.

This arose from a recommendation by Senior Naval Officers in Melbourne,

The LSC operated for nearly a decade running the very popular annual Lonsdale Cup race, named after HMAS Lonsdale, the HQ of the NAP.

Lonsdale Cup Entries "Age" Thurs 5 Feb 1948



The Lonsdale Cup, Victoria's power-boat classic, will be held off St Kilda on Sunday, February 29. Closing date for cup entries is Monday, February 16. The APBA Victorian championships will be held on the same day as the Lonsdale Cup, and entry forms for both events may be obtained from the secretary, Little Ships Club, 19 Brunswick St, Eastern Hill.

Lonsdale Cup Tomorrow AGE Sat 5 Mar 1949

The Lonsdale Cup race for power boats will be held on the Bay tomorrow. First prize of £100 is being donated by "The Age" and "The Leader." Total prize money is £350. The first event of the day, the Victorian State cruiser championship, will start at 9 a.m. Best vantage points for spectators are St. Kilda pier and the foreshore between Middle Brighton and St. Kilda pier. Point Ormond also affords an excellent vantage point.

Melbourne Regatta - Navy League Journal "The Navy" March 1950 p30-31

The Annual Melbourne Regatta of The Little Ship Club was held in good weather on Hobson's Bay on 12th February and attracted many entries. The weather was on the side of the Little Ship Club when it held its Fourth Annual Melbourne Regatta on Sunday, 12th February, in Hobson's Bay. The day was bright and sunny, quite warm on the water, and a brisk but not unpleasant breeze came away from the south soon after lunch, making conditions perfect for the various types of racing which took place.

HMAS "Latrobe" (C.O.-Lieutenant R. J. Scrivenor, RAN) was Flagship of the Regat-

ta, anchored off Middle Park at 10 a.m. The First Naval Member and Chief of the Naval Staff, Rear-Admiral J. A. Collins, C.B., embarked in his barge at St. Kilda Pier, and boarded the Flagship at noon, being received on board by the Commanding Officer Lieutenant R. J. Scrivenor, RAN, and Commodore L.M. Walsh of the Little Ship Club (LSC), and members of the LSC Racing Committee.

The race programme included –

- Lonsdale Cup 1950;
- Naval Whaler Race;
- Shark Boat Race;
- Victorian Motor cruiser Championships, 1950;

The principal prize of the meeting being the Lonsdale Cup's £100, presented by "The Age" and "The Leader".

Racing was conducted under the auspices of the

Australian Power Boat Association; the total prize money amounting to £370, accompanied by Trophies. The races were over courses between Williamstown, Middle Brighton, St. Kilda and Port Melbourne.

The Cup Race has now developed into the Melbourne Regatta, which this year saw sixty Motor

Cruisers afloat and competing in the Lonsdale Cup and significant numbers in the Australian Power Boat Association Championships (Victorian Section); Royal Australian Navy Whaler Race and a Shark boat Fishermen's Race.

A feature of the Regatta was the Shark Boat sail past with HMAS "Latrobe" - wearing the flag of Rear Admiral Collins - their order of sailing being the order of race finish. A Service touch was added by

Navy League's Sea Cadets lining their decks.

The Navy League of Australia Victoria –Tasmania Division offered to provide an annual perpetual Lonsdale Cup for the RVMYC to annually celebrate the anniversary of the Foundation of the Australian Navy on 1st March 1901.

The inaugural “Lonsdale Cup” perpetual trophy event is planned for Sunday 6 March 2016.



Navy League of Australia’s’ ” Lonsdale Cup”



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Continued from page 5

Dinner was booked at Montey's on the beach with a quiet one or two afterwards sitting on the sand where Tracey found all manner of things buried including a torch that was very helpful when it came to getting in the tender. Bacon and eggs for breakfast and no sea-sickness on the trip from here to Airlie Beach that took just over 2 hours at an average speed of 11 knots.

Abel Point Marina was as busy as Bourke Street on Friday afternoon and a big change from the wide-open spaces in Townsville. We were lucky enough to leave Finale here until the last week of the September school holidays and have a few trips around the Whitsunday Islands with friends and family in that time. Highlights were the Blue Tiger Butterfly plague, snorkelling in Nara Inlet, sunset at Hamilton Island, hanging out with the Murdoch's (Sarissa) at Whitehaven beach, dodging Wild Oats during race week, a helicopter ride out to Heart Reef and of course whale and turtle spotting and the fishing!! The twins joined us for school holidays and we were all very comfortable in Finale who

checking forecast updates and cooking some great meals on board. On Sunday with only 7 days left we decided to brave ordinary weather for the next 24 hours and set of as the forecast was improving and condition were looking better the further south we could get. We left at 5.30am with 15 to 20 knot east-south-easterly winds, a 1 to 1.5-metre swell and plenty of travel-calm in Rochelle's tummy. The sea was lumpy and a little bit angry but over the next 9 and half hours we cov-

the middle. The scenery was spectacular and the timing was spot on.

There were a couple of moments of the depth sounder reading 0 metres in the shallowest parts that are usually 2 metres above sea level but no getting stuck. The entry to Targine Creek looked like a great spot for camping and The Narrows and the cattle crossings along the way were an amazing contrast to the Port of Gladstone at the other end. Dirty, smoggy and busy although smooth sailing through the port after a quick radio check-in.



We had planned to fuel up at Seventeen Seventy but the passage in was narrow, there were shifting sands and a turning tide meant it was a challenge we were not really up for. We bobbed around in the water for a bit to make sure we had enough fuel to get to Bundaberg and decided Hervey Bay before nightfall might still be possible. On arriving at Bundaberg Marina however, the fuel pump was out of action and the delay in getting fuel, the cheapest we had seen anywhere in our travels, meant staying the night there instead of continuing on. The manager assured us it wasn't a ploy and the facilities were fantastic at the marina,

we'd highly recommend it for a stop. After drinks with Barry, who was having engine issues, we pulled up stumps and were off to bed for an early night.

Up at 5.30 for a quick chat with some ama-

ered just over 70nm at an average speed of 9 knots and got to the Duke Islands, dropping anchor at Hunter Island just in time for sunset.

The wind dropped significantly overnight and at 5am we were able to set off toward Yeppoon in 6 to 10 knot winds and 0.5 to 1 metre swell. Our average speed was 8.8 knots and we travelled 85 nm in 9 hours reaching Keppel Bay Marina at around 4pm. About an hour out our new friend Barry from Mackay Marina steamed past us in



his 60ft Sunseeker doing about 25 knots having left Mackay that morning.

Times for high tide differed at either end of The Narrows between the mainland and Curtis Island, which was the plan for Tuesday. We left at 7am to meet the high tide in



didn't miss a beat.

On the 22nd of September we woke to no wind, no swell and a sunny 26 degrees and set off to Mackay Harbour Marina. At an average cruising speed of 20 knots it didn't take long to get there. The marina sits behind a huge stone wall that needed to be rebuilt after a cyclone earlier had badly damaged it and had just been re-opened. The shelter from it was exceptional for boats in the marina and the facilities were excellent. We got some excellent tips from Mike from Fishing Australia over the next couple of days who was trying to catch Barra in the marina and caught up with friends from Mackay before heading back to cold old Melbourne to plan the next leg.

On the 7th of October we came back to Mackay with 10 days to get to Newcastle, weather permitting. The day after arriving the wind picked up and we spent the next 3 days



teur fisherman heading out to Lady Elliot Island who shared there up to date coordinates to exit the Wide Bay Bar, which were very handy. We set off to Urangan at 7am and made a quick stop to top up with fuel at the Hervey Bay Marina at about 9am. Frazer Island looked tempting and will be a must stop when we buy our next boat hopefully in Cairns! For the majority of the trip the passage was wide and the water deep. It was well marked and plenty of boats were heading along the same route although most turned off at Garry's Anchorage or toward Tin Can Bay before reaching Wide Bay Harbour.

Continued next month . . .



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Christmas on a Super Yacht

and friends for long periods of time, and your fellow crew have pretty much become a surrogate family which is a brilliant support. However, there's something about being away from home over the Christmas period that does seem to strike a chord with many of us. There's nothing quite like sitting on the sofa with all of our loved ones, after eating lots of turkey and all the trimmings. Christmas on a super yacht is a different experience, but definitely one that you can take many positives from. For some, Christmas won't have ever been spent in a hot climate, and so opening the blinds to see the crystal blue waters of the Caribbean can be quite exciting. Claire Pearse gave an insight about her time working the Christmas season on a busy charter yacht. Claire has since hung up her stewardess uniform, but has fond memories about all of the preparations for Christmas.

'It takes a long time to get organised, but the process is really fun because you have all of the decorations to consider. Some crew tend to go for the traditional Christmas decorations, but on my last yacht, we decided to go for more of a 'location theme' and included shells and starfish. Planning the activities for the guests was also key, as there's usually children to consider and this means organising Christmas

games! We also organised presents for the children as we knew this would be well received by their parents. It's definitely worth mentioning that the chefs on board have to provision well in advance too, as it's quite difficult to find places that stock a turkey intended to feed 12 guests in the Caribbean! Christmas Day is very much like any normal working day on board a yacht.

You're up early as usual, and your focus is always on the guests and making sure they have a wonderful, memorable day. Our guests bought us a gift each too which was a really nice gesture. It would be easy to feel a bit down, but the crew keep each other going, along with the fact we know that we have our own celebrations to come. Once our guests had left the vessel, the owners allowed the crew to have their own Christmas Day with a big Christmas dinner and all the festivities. We decorated the crew mess, did Secret Santa and they let us use the vessel as if we were on charter for the day which was great fun and really kind. Missing family is inevitable at this time of year, but there is a lot of fun to be had. The ability to speak via the internet is a lifesaver, and along with this and a supportive crew, Christmas on board a super yacht is always going to be one to remember.'

December is finally getting to the end, and Christmas is here. Many yachts are now floating in the waters of the Caribbean or other warmer climes, and even though the festive season is upon us, work doesn't stop on board any vessel. Christmas and New Year can be one of the busiest times of the year for both charter and private yachts alike, with guests wanting to escape the cold weather in Europe or to celebrate in a rather unique and special way.

For many crew, it can be quite a bittersweet time. For the most part, being away from home is absolutely fine. The majority are used to being away from family

Diary Update and Notices:

BBQ Etiquette:

Demand for the BBQ area is at its peak at this time of year. Groups of up to 25 can be booked via the office but this is to ensure that larger groups do not clash, it does not reserve the area exclusively. Cleaning up after use is becoming an

issue. The club pays for cleaning once a week for the fridges and the BBQ's themselves. The rest is up to the members that use it. Simply hosing down the area does not cut it!! Nor does leaving the smaller green bin full of your rubbish, leaving it for somebody else to empty.

Clean up crockery, utensils, BBQ's & wiping down of tables, chairs and bench tops & emptying of bin after use is mandatory. The basic concept is quite simple, leave the area as you would expect to find it.

Secretary - Don Healey

Friday Music

Friday music starts again on February 6th

Feb 6 - Chris and Ian

Feb 12 - Shay Liza

Feb 19 - Essential

Calendars

Stunning calendars by renowned photographer Cas Bukor show-casing Williamstown at its very best, are available from the office.



THURSDAY 31ST DECEMBER 07:30PM - 12:30AM

MENU

COLD CANAPÉS

Whipped goat's cheese, truffled asparagus tartlet V
Vegetarian rice paper roll, Vietnamese dipping sauce GF, DF, V
Peking duck pancake triangle, hoisin dipping sauce DF
Chicken, chive, toasted almond sandwich on baby bread

HOT CANAPÉS

Corn croquettes, harissa aioli V
Pork belly, green apple slaw, chilli caramel GF, DF
Herbed lamb fillet, grilled polenta, roasted peppers GF
Beef and mushroom pie, tomato relish

BUNS

Pulled Pork roll with cucumber and apple slaw
Mini steak sandwich, sticky onions, cheese, rocket, tomato & beetroot relish

SUBSTANTIAL ITEMS

Jumbo pumpkin tortellini, tomato salsa, rocket pesto and shaved Parmesan V
Lightly battered fish, roasted garlic and rosemary salted chips, aioli DF

DESSERT CANAPÉS

Assorted dessert canapes V

BEVERAGES

Five - Hour Beverage Package inclusive of Beer, Sparkling, Red & White Wine, Soft Drinks
Cash bar available for spirits

ENTERTAINMENT

TEAMX DJ's will provide a night full of great music to dance your way into the New Year

December 2015

Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20 Bar / bistro open	21	22	23 Bar/ bistro open	24 Closed	25 Closed	26 Closed
27 Bar open	28	29	30 Bar open	31 Bar open		

January 2016

Sun	Mon	Tue	Wed	Thu	Fri	Sat
	Wednesday members draw re commences February 3rd				1 Closed	2 Bar Open
3 Bar open	Don't forget if you use the BBQ area, leave it all squared away and clean		6 Bar / bistro open	7 Bar Open	8 Bar / bistro open	9 Bar / bistro open
10 Bar / bistro open	11	12	13 Bar / bistro open	14 Bar Open	15 Bar / bistro open	16 Bar / bistro open
17 Bar / bistro open	18	19	20 Bar / bistro open	21 Bar Open	22 Bar / bistro open	23 Bar / bistro open
24 Bar /	25	26	27 Bar /	28 Bar	29 Bar /	30 Bar /
31 Bar /						

New Members

Welcome to our new members, Please make the following new members feel welcome, and show them the ropes.

Pat Matarazzo

Peter Roordink

Phil Taylor

Rochelle Wynne



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