



PROPELLER

ROYAL VICTORIAN MOTOR YACHT CLUB | ESTABLISHED 1904

ISSUE 78 February 2016

Cruise far from a 'red Herring'



Marina YE became a 'boat park' for RVMYC boats unable to get under the bridge.

The annual Herring Island cruise was held on February 14th, and was as always, well attended. Some larger boats went to Marina YE on Saturday night, in preparation for the cruise up the river on Sunday.

A fleet of the smaller boats ferried RVMYC members up the river for a BBQ lunch, and a nap for a few of the older members! A great day was had by all.

Inside Propeller:

- *A maiden Voyage—Matt and Rochelle Wynne.-Cont'*
- *Members wedding*
- *Lonsdale Cup*
- *Big Bay Swim*
- *Up-coming events*



A Right Royal Wedding



On January 22nd, the RVMYC was the venue of choice for 'Club royalty' Lorraine and Tony McKenzie's Daughter Michelle's wedding celebrations . . .

Continued page 5

The RVMYC took part in the annual Big Bay Swim, with Frank Wilks again organizing 16 boats to act as a safety cordon for swimmers

Big Bay Swim



CUB Cup Nav-Rally

Five boats travelled from RVMYC to Sandringham Yacht Club to defend and ultimately retain the CUB Cup. It was a fantastic day to do battle on the water, and From a total field of 18 boats we managed to get three of the top 4 placings.

These were 1st Bold Venture Skippered by Cameron Simpson, navigated by Will Simpson, 3rd High Tide Skippered by Bob Battye, navigator Tony Cessarello and 4th Pookanah with another Father Son team of Owen & Stuart Smart. Well done RVMYC and better luck next time SYC!!

Paul Doherty –Rear Commodore

The RVMYC CUB Cup team at Sandringham



Camron and Will Simpson with SYC Cup



SUNDAY 20 MARCH
All proceeds support The Williamstown Hospital 'New Heart' Appeal.

Member Entry
Suggested entry donation \$30, \$40 or \$50
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TWILIGHT ON THE QUAY

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One special autumn evening on the Quay at Williamstown.

Kate Ceberano and friends perform on a floating stage, hosted by our guest MC, Shaun Micallef.

Twilight on the Quay is the first bayside concert at The Royal Victorian Motor Yacht Club. Hear Kate Ceberano, with special guests, Sweethearts (award-winning soul big band) and the Royal Australian Navy Band. Experience magic by the sea!

Venue
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Concert starts at 7.30pm



the WESTERN HEALTH FOUNDATION



Twilight on the Quay
A RVMYC initiative for the community

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From the Commodore's Deck

Dear Members,

I hope everyone enjoyed the Christmas/New Year period and enjoyed family, friends and a good amount of boating. It was great to see many boats out and about at Geelong, Queenscliff and many other places around the bay.

The Membership Subcommittee and Committee have been working for some time now on a review of the membership structure at our club. Recently, we held a discussion meeting with members for the purpose of gaining the opinions of the broader membership. This was a very successful discussion with many members attending and a range of ideas put forward. It was heartening to see members take the time to attend and put forward their opinions. It was also interesting to observe that in a general sense most of the opinions expressed in relation to a new Clubhouse category of membership appeared to be similarly aligned. Committee have noted all ideas put forward via email and at this meeting and will over the coming weeks analyse the data and incorporate it into a workable model for a proposal to the membership to consider before the June QGM.

Those of us who work at construction or industrial sites will be well aware of the complexities and time required to comply with the workplace safety laws as they

stand today. Site safety is ever present in the minds of Committee and in line with this, soon after the beginning of this committee's term I asked one of our members who works in workplace compliance to review our WHS procedures. This review is progressing but coincidentally, WorkSafe Victoria has also recently begun a proactive initiative called Light Commercial Boat Builders Project. In the course of their project, WorkSafe inspectors visited our club. They issued several improvement notices to the Club which are being addressed by Committee. This attention by WorkSafe has highlighted and reinforced the requirement for us to be continually improving our WHS processes and procedures. Over the coming months we will be reviewing and changing our compliance and WHS procedures and I urge everyone to support this and assist the Club to conform to the regulatory requirements and more importantly to maintain a safe site. It is important that all members understand that safety is everyone's responsibility.

As I write this message we have just finished a huge weekend at the club. The weather was fine all weekend and great for boating or just hanging around the club. Saturday a group of boats went to see the opening of the new Wyndham Harbour marina, some came home that evening while others stayed the night.

Sunday saw the running of the RVMYC Regatta navrally as well as the Big Bay Swim where member's boats are used to help mark the course between Sandridge Lifesaving Club and Gem Pier. After these events there was lunch and live entertainment in the member's area and the Gellibrand Rotary Club, who share several members with our club, held a post race BBQ in the BBQ area. All this activity combines to create a great vibe around the club.

This is the busy time of year for our club, there is something happening nearly every weekend, new member welcome evening, navrallies, Twilight on the Quay concert, live entertainment on Friday evenings and navrally Sundays and don't forget the Wednesday member's draw and Helen's lucky door prizes. There's something for everyone so keep your eye out for the Friday wrap email and I look forward to seeing you at the club.

Safe boating, see you out on the water.

Chris Ackerman
Commodore

A maiden Voyage—Matt and Rochelle Wynne -Continued

Up at 5.30 for a quick chat with some amateur 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. We had made it through by 11.30 and after a quick chat to the Tin Can Bay Coastguard and a slightly longer effort to plug the coordinates into the GPS we headed into a 1.5 to 2 metre swell around Inskip Point but moved out around the breakers with no incident. Seeing Noosa from the better side of Hastings Street was sweet as were the numerous Whales that were accompanying us back down the coast. The mid to late afternoon whales shows were sensational and plentiful. Fuelling up at Browns next door to the Mooloolaba Marina was our first experience with tying up to pylons and Rochelle was very happy to see Mr Brown catching the ropes. The marina is in a great location and would be an excellent place for a stopover for a couple of days but it was cheese and biscuits then bed for us with a plan to set off for the Gold Coast in the morning. Our maximum speed for the day was 27 knots; average of 16 and we had covered more than 250 nm in the 2 days since leaving Yeppoon.

After a 7am start we reached Southport Marina at 1pm. Moreton Bay looked a popular spot for fishing and Brisbane was easy to see despite the light showers and overcast day. The Broad Water was dotted with little shanty communities that got more elaborate the closer we got to the action. The marina was lovely and lunch at the yacht club memorable. There was not a lot of time for relaxing

though after losing 3 days waiting for the weather so on Friday we were up early for a 6.30 start.

Leaving the Gold Coast through the Southport exit at Porpoise Point was easy work and the 1.5-2 metres swell bearable in the setting of lights winds. We planned to head to the Yamba for our fuel stop at morning tea time after smooth sailing down past all the



beaches Rochelle visited as a teenager; Mermaid, Coolangatta and Tweed Heads. When we got to Yamba the tide was just starting to turn and the thought of crossing the underwater stone wall in shallower water on the way out was a bit too daunting so we headed up to the boatshed at Iluka and filled up at the Yamaha dealers instead. Excellent café at the boatshed and a great looking caravan park too. Yamba really looked like a bit of a hidden gem. We had our first encounter with a following sea on this leg, as well as a North-Easterly wind and all things combined meant arriving at Coffs Harbour at 4.15 having done just over 160nm in a very pleasant day. The marina at Coffs could do with some handy work and the tie up for fuel was a challenge in the gusty evening wind. The hamburgers made up for it though and after a quick review of the trip for Saturday it was off to bed nice and early.

Cruising Yacht Club Marina at 4pm covering 187nm at an average speed of 19 knots. Our fuel stop for the day was to be Laurieton but as we approached we called to discover they had stopped selling diesel some time ago. We were about an hour past Port Macquarie so some quick calls were made and we continued on toward Foster-Tuncurry. The Tuncurry fish co-op was just inside the mouth of the river with a tie up to pylons in quite a fast

flowing current as the tide was coming in. Lovely spot on the water with a couple of nice protected beaches for families and plenty of people enjoying the perfect weather. Once we left we had a following sea for most of the day but just after passing Port Stephens as we got to Anna Bay the sea changed and the swell picked up and we found ourselves cruising over some nice rollers for the last 3 to 4 hours of the trip. Rochelle

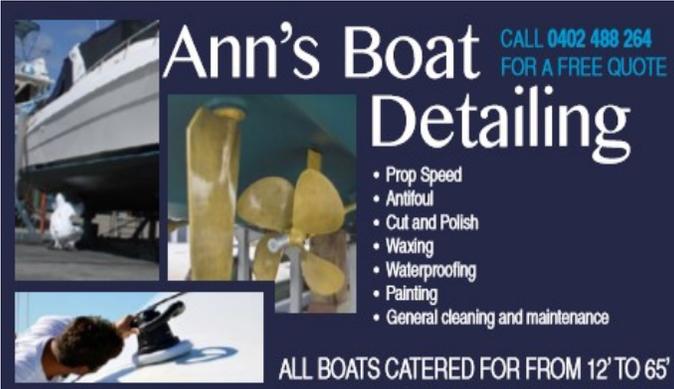
was so busy hanging on for dear life she was too busy to think about being seasick! We caught up with Rochelle's sister and her husband for dinner after a big clean up, both well aware that from here we had limited time to get to Sydney for New Year with work commitments. Overall though we had covered just over 840nm in the 6 days since leaving Mackay, over a 1000 since Townsville, which was a pretty good effort.

At the end of November we found a narrow window of good weather and took the chance to take Finale from Newcastle to Sydney setting off at 4.30am and arriving just before 9. The harbour is spectacular and we have left her berthed at Woolwich Marina where we should have an excellent view of the fireworks to welcome 2016. From there we will try to make the trip back to the RVMYC in January all going well.

Matt and Rochelle Wynne

We set off at 6am and arrived at Newcastle





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RVMYC Members Wedding



The happy couple Michelle and Adrian make it official !



On January 22nd our daughter Michelle married her partner Adrian at our club. The ceremony was to be held on the lawn with all of our family arriving in Ranui skippered by Frank. We were lucky enough to be able to use Blue Tangos pen right up in front of the lawn. As it was pouring with rain Helen had everything set up inside but luckily somebody was watching over us and as we come up the fairway the rain

stopped and out come the sun. It was a mad rush to get everyone out on the lawn in five minutes. Thanks Helen. After the ceremony and Michelle was then Mrs. McKenzie instead of Ms. McKenzie a Cocktail Party was held in the function Room with much entertainment, photo booth, clown, magician etc. I might add there were twenty children there who had a ball.

Everything was just great and a good time was had by all. In no time it was after twelve and time to go home, with quite a few staying at quest and coming back for a BBQ breakfast. What a great day, fantastic venue, and great service. Many thanks to Helen and her staff. If any members are looking for somewhere to celebrate an occasion please give Our club a try you will be pleasantly surprised.
Tony and Lorraine.



From the left, Tony, Lorraine, Michelle, Adrian and Frank

Fact Or Fiction?

- A Frenchwoman, Jeanne de Clisson, became a pirate in the 1300's to revenge her husband's death who was beheaded. She sold her land to buy 3 ships. They were painted black with red sails. She hunted French ships, caught nobles, whom she personally beheaded with an axe.
- In 1812, an American ship rescued a British crew stranded on an island. While the Americans went out to search for food for the extra crew, the British took over the ship and left the Americans stranded on the island
- The real crew on the 'Captain Phillips' ship say that he is a fraud, he endangered them, the film is a lie, and they sued for "willful, wanton and conscious disregard for their safety."
- In 2004, a study was published showing that retiring to a cruise ship was often as cost effective as retiring to a retirement home and was more effective in providing quality of life.
- Quarantine comes from the Latin word for 40, which was the number of a days a ship had to wait to dock because of the plague
- Edgar Allen Poe wrote a novel in 1838 about a shipwreck where the survivors ate one of their own, Richard Parker. About 46 years later, a yacht called the Mignonette sank, leaving 4 survivors. They too ate one of the survivors, a cabin boy named Richard Parker
- Frank Wilks actually owns a pair of long trousers, and was recently seen in them at the club.

Touring with Callisto 2 Darren & Tracy Keast



We left Maryborough this morning travelling down the Mary River where you needed to keep a keen watch with sticks etc floating down the river. I sighted what appeared to be a dark buoy on a crab pot on our starboard side until it ducked down and reappeared for a breath it was the head of a large turtle. We crossed Hervey Bay, where we saw a lot of ferries both people and car, heading for Bundaberg with the intention to leave and go to Gladstone before the strong winds predicted in 2 days. Arriving at Bundaberg we decided to stay an extra couple of days and wait for the blow to pass and enjoy the local islands etc.

Bought a spectacular seafood platter for 2 from Ocean Pacific Seafood at the marina, chat with local off another boat and courtesy bus to pub for Friday night raffle (missing RVMYC raffle) didn't get to buy a ticket locals are quick and they only sell 4 books. Counter meal and bus back to marina standard Friday night really. 5 days later after 2 full days of torrential rain and we were champing at the bit to get going, we did a couple of days touring Bundaberg via the courtesy bus and local bus then hired a car and did the national lampoon tour of some sites through the car window with wipers on full bore. We cast off the lines and headed for Gladstone berthed late afternoon and a nice walk to the yacht club for a beer, wine and meal really looking forward to it, great menu etc. I had the medium rare fillet mignon and Tracey had the Thai beef salad both were crap and we left very disappointed should have anchored and cooked on Callisto. Everywhere else the meals have been fantastic.



Today is our big trip up the narrows and to the well known Cattle Crossing have to cross at high tide so timing is everything, plot a course (as per Navrally) need to cross at 9.00am high tide. Some areas dry as much as 2 metres allowing cattle to be driven across, the banks dry for a distance of 6 miles, the tide of 4.8 metres high then gives a depth of water at 2.8 metres. The GPS shows the boat crossing land with depths - 1.6m, have to be confident your times are right, crossed Cattle Crossing right on 9.00am our depth was 4.0m but did get down to 1.7 in other areas. Dropped the pick off Great Keppel Island at 1.25pm in Leeke's Beach with 10 other boats. Launched the tinny across to shore walked the beach had a swim downed a beer and enjoyed the weather.

Decided to go through to the Duke Islands, anchored off Hunter island for the night, hadn't seen a boat for 5 hours. Beautiful sunset in the west and full moon coming over the island to the east with a glass of wine in hand and BBQ sizzling away doesn't get much better than this. Heading for Mackay today with Joanne & Steve arriving tomorrow with the intention of cruising the Islands as we slowly progress up the coast. Can't wait for some company over the next week now Tracey is starting to win at cards, some of the fun disappearing. Joanne & Steve arrived around midday and a celebratory beer was in order, lunch on the boat then pre dinner drinks at the pub and dinner at the Steak House.

Next morning we cast off the lines with the intention to explore some of the Whitsunday Islands. Forecast was 15-20 knots, dropped the pick at Brampton Island went ashore to explore the Resort which was shut down in 2013. It looks like they got a phone call and left within the hour, sheets still on the beds, jet skis, catamarans, tractors lawnmowers all left, it was a sad sight as the buildings etc were all still in good order. The wind picked up overnight and we lost the esky lid. The anchor winch struggled once it was out of the water there was another chain hooked on, Steve and I released it and we were on our way. Goldsmith Island today Steve caught 3 fish all unidentifiable while Tracey cooked roast lamb. Shaw Island next and Steve catching fish again 14 but no keepers, I only got 2 but the Crimson Snapper (Nannygai) 50cm fed all 4 of us.

Hamilton Island was next on the agenda and once you berth at the marina you get the keys to the island, use of the pools at the resort, restaurants etc, we had so much fun in the first few hours we decided to stay another night. Went to the yacht club for pre dinner drinks and the building is very impressive. Next day we hired a golf buggy, standard mode of transport, swam in the resort pool, drinks at the swim up bar, trip up

the mountain (in the golf buggy) for pre dinner drinks at one tree hill café to watch the sunset, dinner at the Thai restaurant capped off another great day.

Whitehaven beach was next on the agenda, spotted a turtle then another at least 4 around the boat cameras were clicking away excitement in the air 2 hours later there's another turtle, anchored walked on the sand which was amazing swam at the beach, many charter boats from large rubber ducks with 2 & 4 outboards to 3 level Catamarans all going ashore for a swim etc. Pulled up a mooring at South Molle Island where J&S's daughter was married some 10 years earlier, went ashore and took photos of the unit they stayed in, heard it has closed down but seemed to have a few guests staying maybe trying to reopen. Steve caught another 6 fish all keepers, at night turned on the underwater lights and garfish swimming everywhere, then we heard and saw something amazing at least 4 dolphins having a feeding frenzy on the garfish it lasted at least an hour.

30-40 knots predicted for next 2 days Airlie Beach marina seemed a good idea on route we saw a sea snake. Met up with my Dad



who is on his way back from The Atherton Table Lands in his caravan. Pub for dinner \$15 meal deal T bone steak with a wine, walked along the boardwalk to Cannonvale very scenic to restock Callisto, Dad picked us up 6 slabs plus wine and we did buy some food. Bought some prawns and oysters to add to Steve's fish and the 5 of us had a seafood banquet. Explored Airlie the next few days girls had some retail therapy and Steve and I sampled the local beers. Our guests (BFF) had to leave and go back to work, after 11 days of the best fun it was hard to see them off, all the sea life, laughs, places we seen thanks for being part of Callisto's adventure. We had dinner with Dad the next night and also said our goodbyes as he was going south tomorrow and we were continuing north.

Cheers Darren & Tracey

What's in a name?

We often take a look at boat names around our club, and get the owners to explain how they came up with the name. Sometimes the boat's name just came with it, but sometimes owners give a lot of thought to the naming of their pride and joy. This month, we look at some of the stranger names for boats found on the internet, and can imagine the reasons why.

Thanks Owen Smart



I wonder what they 'Wood' or wouldn't do



Top: Better than getting a tattoo . . . Bottom: I get that!

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DEAL OR NO DEAL.

Bass Strait Feb- March 2015, Part Two.

The original itinerary for the 2015 cruise includes King Island, all possible stops along the Tasmanian north coast, and the Furneaux Group. The idea was to select some of these as weather, time, and interest dictated. Deal Island was an option, but Frank (Wilkes) warned of poor holding and surgy conditions in Murray Pass. The generous gesture of a new Rocna 40KG anchor by crew Peter and Ron, allowed us to anchor in marginal conditions with relative safety. The old 60lb CQR was never reliable, even during snapper fishing in Port Philip, and not even after 34lb of lead was added. It's now for sale!

We expected the wind to moderate in March, but conditions did not improve, for the return cruise. The crew of four, including 19 y.o. Robert Marks, arrived at Devonport early on March 11. Blake Jobson had received late notice for his Dip Ed, to be conducted during March, to achieve a trade teacher qualification, and was again unable to join the ship. The Club was deserted, but a phone call or two secured a lift out to Pelican. Once again, Mersey Club members showed the courtesy to which we had become accustomed. Some tight maneuvering in the swiftly flooding tide caused a minor collision as we docked on the visitor's marina.

We all took a cab into 'town, John and son Robert collected the dive cylinders, and swapped the gas tanks. The local tackle shop provided a couple of lures for the salmon, and a small bag of pilchards. Ron and Peter were distracted at a book shop before sorting out the tucker. This caused them a late return to the Argosy Hotel, while the evening meal cooled. No matter, the steaks were still great, the chips a bit soggy. Departure was 9.45 next am, riding the ebb. Beauty Point in the Tamar was achieved by 2.00pm. We called Claude, the caretaker manager, for permission to berth, and the possibility of purchasing some distillate. We had enough fuel to make Williamstown, but without a decent reserve. The Port Dalrymple Yacht Club is a small neat outfit, apparently well managed and maintained. They had the only dockside bowser we saw, with diesel at \$1.69 / ltr. Downstream is the commercial marina, flashy looking, but with no fuel facility. Peter again was the fishing champ,

with a feed of flathead caught right off the wharf. Skipper John enjoyed a small birthday celebration. Our neighbor on the marina offered a lift to Beaconsfield, the location of the trapped miners, nearby. No, we didn't see Bill Shorten!

A leisurely departure next am on the ebb, in flat calm conditions had us at anchor in Lighthouse cove on Waterhouse Island, by 4.00pm. The Muir winch was playing up, apparently seizing and tripping the circuit breaker. Now what?? We deployed manually, nearby a big school of salmon or tuna feeding was distracting. A fair swell came up overnight, so we moved south to the other anchorage, Sand Spit. This was better, but a sandbar surfaced on the ebb, just metres from the boat. John, assisted by Peter, stripped the Muir on the foredeck, and discovered the armature binding on one of the iron field shoes. This was filed back, re fitted, and assembled with success. The next leg required a tricky crossing of Banks Strait, in less than ideal condi-



tions. The southern end of the Furneaux Group is typical dramatic Bass Strait terrain, with granite boulders popping up everywhere, and shallow clear water, with a back drop of mountains on Cape Barren and Flinders Islands. Preservation Island is the site of the protected wreck of the Sydney Cove, lost while bringing a cargo of rum (then the local currency) from Calcutta to Sydney in 1797. The rum was salvaged and stored on the adjacent tiny islet, Rum Island. Some was apparently left when Matthew Flinders arrived to rescue the rest of the crew left on Preservation, as all but two of the others died while trying to make Sydney overland, after their small boat foundered on the Gippsland coast. Pelican departed Waterhouse Island at 4.20 am on Sunday 15th, taking care to skirt the massive sand bar on the east side. Banks Strait was standing up with a 25 knot sou'easterly and a contrary tide. We anchored up at 9.00 am, in the shallows of Kangaroo Bay

on Clark Island's north, happy to be out of the slop. The wind moderated, and we moved along to Maclaine's Bay, just missing a close look at the Dick Smith Explorer, a massive modern ketch. After lunch, we took the Zodiac ashore to greet the locals, who had the Indigenous red yellow and black flag flying. No-one was home, so we rambled around, finally taking a seat on their verandah, looking north. What a view!

Now for a close look at Preservation Island and its underwater terrain. The bugs were a bit scarce, I saw a couple of well placed individuals, quite at arm's length. A huge bull cray was less cautious, and I grabbed both his big front claws, only to have these break off in my hands. I had the wrong bits, the cray can grow a new claw, but the claw can't grow a cray! On surfacing, the boys were well away, snorkeling from the Zodiac, and I was down current. After a strenuous swim, I made the mermaid catcher, rigged on 60 metres of line behind the boat. We put the cray-pot out overnight, but still no action. Salmon were boiling on the surface, and we reeled in half a dozen, for sashimi and a couple of meals of fillets.

Next stop was a comfy anchorage on Cape Barren Island, just east of Key Island, with squid and cray coming aboard. Then a reasonable run around to Franklin Sound, docking in Lady Barron at 4.45 pm on Wednesday 18th. Dinner at the Tavern for a bit of variety, and we met people from HBYC at the wharf, then on to Prime Seal Island next day. Now we had a very fresh westerly, and the new anchor was doing a good job holding in the weed in Peacock Bay. We boated ashore, and walked over to the site of the G W Wolff, an iron ship wrecked in 1912.

Ron was keen to investigate the Killiecrankie diamonds, actually topaz, and occasionally found on the beach and in rock pools. We dug and sifted all afternoon, our only reward being a bit of sunburn and a sore back. I caught up with Alan Wheatley, the uncrowned king of Killiecrankie, whom I met on Flinders Island in 1984. Alan and wife Margaret were busy setting some stones in silver, after receiving them back from cutting and polishing in Sri Lanka. They look like the real thing; the largest specimen is pullet egg size! Alan directed us to a vacant mooring in the bay, and we set the cray-pot to advantage. We were also presented with a jar of homemade chutney, and some fresh silver beet.



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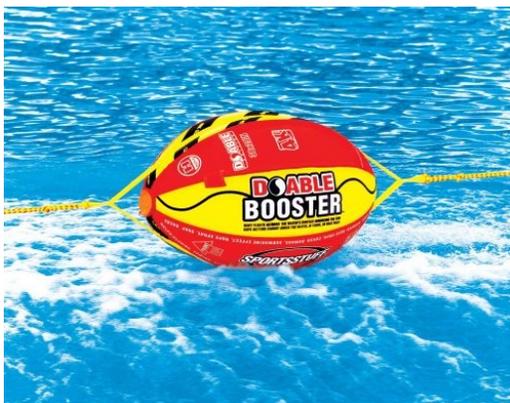


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When you are out boat tubing, does the tow line tend to dip into the water, especially on turns? Then you may want to check out the SportsStuff 4K Booster Ball for towables. This neat floatable helps to increase the thrill of the ride by keeping the tow rope out of the water. This reduces drag and increases the fun!



Hot Tug Hot Tub Boat!

Containing up to 2,000L of water and propelled either by an integrated electric motor, or an outboard one, the HTHTB can fit up to 6 passengers looking to sit in water... while sitting in water. The H2O is heated through a wood stove. Perfect for winter boating, or as a tender for your real boat!



Waterproof I-Pad case

We bring our electronics with us everywhere these days, and there's no reason to fear your expensive iPad getting damaged during a day of fun on the water. Bring it on the boat with the OverBoard iPad Case! The case floats, so no need to panic if your device gets knocked overboard.



Get your boat fit for the water

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

But did you check the oil, transmission or hydraulic fluid...did you book that service?

With summer now in full swing - don't wreck that perfect day with preventable mechanical problems, call Mariner Engineering to get your boat or yacht into shape.



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

Deal or no Deal cont.

Deal or no Deal? Running the gauntlet of Frank's warnings, we took the six hour trip to Murray pass, and anchored off the ruined jetty in East Bay, at 4.00pm on the 23rd. It's a steep one hour walk up to the lighthouse, which has been automated with 56 solar panels and a large battery bank. One building has been converted to a museum, and caretakers are present, keeping an eye on the visitors. Like the Wheatleys, they had a superb veggie patch.

Next day we set off around Deal, looking for a swell free cove. Winter Cove was surgy, but a calm spot was discovered in Squally Cove, on the Island's south east corner. Great snorkel and scuba diving, and the last chance for a fresh cray for Linda. Later we set a line baited with squid, and soon it took off, only for the hook to become detached. Rigged again, the next hook up was much bigger, but too much drag, with the resulting break off. Now curiosity was hammering. The third try produced a one metre gummy, so how big was number two?? Number four

also came in relatively easily, at 120 cm. Good tucker, filleted and packed for home.

The wind was rising from the south west, so we made a quick exit to West Bay, on Erith Island. Deal called on channel 16, warning us of poor holding. We thanked them, but the Rocna was apparently well set on 40 metres of chain, and we rode out the night. Next am, a light easterly, with the boat near the beach. A quick trip ashore before departing to Refuge Cove, to inspect the hut, and some wreckage in the tide line, an earlier victim of the poor holding? I noticed a Detroit 6-71 amongst the rusty steel. The wreck of the Karitane is further away from the beach.

The internet was out, and the Telstra service on the extension antenna was only OK, away from the Island. Channel 16 skeds were garbled, but strong westerly weather was on the way. We made Refuge by 6.00pm on the 24th, expecting to shelter for some days. I called Adrian Jobson for a weather report. He replied at nine next morning, reporting a calm day, with a possible 21 hours until the

big one. The starter button went down, and the anchor came up, immediately, with breakfast on the run. A couple of boats were about, a sailing cat "One Giant Leap" raced off to Port Philip under power, and a tidy looking Steber 43 was speeding around, apparently going everywhere and nowhere. Later, Mark Folley, who was aboard, phoned. They were maneuvering for a photo of Pelican, before setting off to Gabo Island, and points north.

The forecast nor'wester piped up 10 nm out from Port Philip Heads. An hour later, we lined up the leads, too early for the flood tide. Shipping was quiet, and we docked in N31 at 5.00 am, after a sloppy run up the Bay. All in all, 100 hours running over seven weeks, with three weeks at home in the interval. Great! Most plans and expectations were realized, in a very windy season.

Peter, Rob, Ron, and John.

Diary Update and Notices:

BBQ Etiquette:

Demand for the BBQ area is high at this time of year. Groups of up to 36 can be booked via the office but this is to ensure that larger groups do not clash, it does not reserve the area exclusively. Please clean up afterwards.

Industrial waste in yard:

Members are asked to make sure that all industrial waste from the yard is bagged and sealed prior to disposal in the dumpster. This follows an incident recently when dust blew all over the yard when the dumpster was emptied.

Sign-In Competition

Members are reminded that all guests must be signed in, and should be accompanied by a member at all times. The member who signs in the most guests using their fob, each month will win a free main meal in the bistro.

Friday Music

Friday music is on again!

Feb 26 - Scott and Michelle
 Mar 4 - Emilia Schnall
 Mar 11 - Trent Jansz
 Mar 18 - Scott and Michelle
 Mar 25 - Bar Closed

2016

FEBRUARY

SUN	MON	TUE	WED	THU	FRI	SAT
31 Bistro open for Lunch	1	2	3 Bistro open for Dinner	4	5 Bistro open for Lunch and Dinner	6 Bistro open for Lunch and Dinner
7 Bistro open for Lunch	8	9	10 Bistro open for Dinner	11	12 Bistro open for Lunch and Dinner	13 Bistro open for Lunch and Dinner
14 Bistro open for Lunch Herring Island Cruise	15	16	17 Bistro open for Dinner	18	19 Bistro open for Lunch and Dinner	20 Bistro open for Lunch and Dinner
21 Bistro open for Lunch SYC Cup	22	23	24 Bistro open for Dinner	25	26 Bistro open for Lunch and Dinner	27 Bistro open for Lunch and Dinner
28 Bistro open for Lunch Big Bay Swim RVMYC Regatta	29	1	2 Bistro open for Dinner	3	4 Bistro open for Lunch and Dinner	5 Bistro open for Lunch and Dinner
6	7	NOTES:				

2016

MARCH

SUN	MON	TUE	WED	THU	FRI	SAT
28	29	1	2 Bistro open for Dinner	3	4 Bistro open for Lunch and dinner	5 Bistro open for Lunch and dinner
6 Bistro open for Lunch Lonsdale Cup	7	8	9 Bistro open for Dinner	10	11 Bistro open for Lunch and dinner	12 Bistro open for Lunch and dinner
13 Bistro open for Lunch Oslo Cup	14	15	16 Bistro open for Dinner	17	18 Bistro open for Lunch and dinner	19 Bistro open for Lunch and dinner
20 Bistro open for Lunch Twilight on the Quay	21	22	23 Bistro open for Dinner	24	25 Bar / Bistro Closed	26 Bar / Bistro Closed
27 Bar / Bistro Closed	28	29	30 Bistro open for Dinner	31	1	2
3	4	Club bar and bistro closed over Easter NOTES:				

Old Propellers Wanted

And no, we don't mean those old ones you had to finally replace on your boat, we want the newsletter type! Club Historian Mark Rindfleish, has put out a call to all 'old members' who may have old copies of propeller they may wish to donate to the club archives. Give mark a call, or have a chat to him when you next see him at the club,

Birthday Vouchers

With the renewal of subs this coming year, members will be entitled to one main meal free in the bistro to celebrate their birthday. Members will remember this was only discontinued when we were in temporary accommodation, and is now back, so why not bring your friends down, and make a real celebration of it!

Editors Note

Now that we have a new format, and the bugs have been ironed out, you can expect Propeller in your in-boxes in the first week of each month. That means that we look to all members to provide content and feedback on what they want to see in the club newsletter. Any boating related story, or even an idea of a story is most welcome, send to david@cordless.com.au

Remember you can advertise your business here too,

New Members A quick welcome to our new members. Please make them feel welcome, and show them the ropes. We had a meet and greet with a few drinks recently, to get to know them,



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

Duty Officers

March 5-6 John Zammit
 March 12-13 Paul Doherty
 March 19-20 Livio Andolfatto
 March 26-27 Don Healey
 April 2-3 Greg Miles
 April 9-10 Greg O'Connell

Lost John Marks has reported that we are missing one of the large galvanized mobile baskets on the marina. Theft, or overboard the jetty? Information leading to the recovery of same. Much appreciated (could be anonymous). These are very useful items.
 John Marks. 0407 546 235.