



PROPELLER

ROYAL VICTORIAN MOTOR YACHT CLUB | ESTABLISHED 1904

ISSUE 79 March 2016

Kate Ceberano Rocks the Boat

Or rather the barge! The recent 'Twilight on the Quay' concert starring Kate Ceberano and Shaun Micallef to raise funds for The Williamstown Hospital, was a stunning success!

Members and visitors alike enjoyed a night of great music, humor, food and wine, all for a great cause.

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Inside Propeller:

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- *Oslo Cup—Wooden Boat Festival*
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Lonsdale Cup

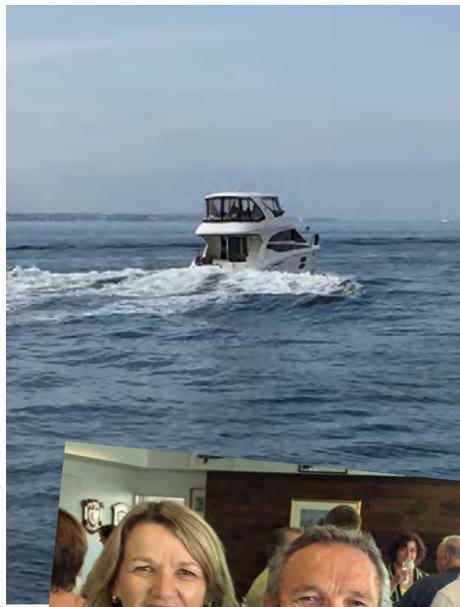
The reinstated Lonsdale Cup was run on Sunday March 6th, with representatives from the navy present. The Lonsdale Cup has a rich history dating back to 1947, and although the original trophy has been lost, the replacement perpetual trophy is a worthy replacement.

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Lonsdale Cup Nav-Rally

Bob Battye was the winner of the reinstated Lonsdale Cup, with help from navigator Tony Cessarello. Nominating 10 Knots High Tide accumulated only 10 Points! Bob and crew were presented the new cup by Captain Gary Hollgate, representing The Chief of Navy. Second place was taken By Cameron Simpson on Bold Venture, at 6 knots with a combined score of 49 points. Third place was Pookanah at 7.5 knots, captained by Owen Smart with a final score of 60 points! Representatives from the Navy enjoyed the ideal conditions, and getting out on the water in 'real' boats! Well done to all those who participated in this historic race and who made the event an outstanding success.





From the Commodore's Deck

Dear Members

We're now at the end of our boating season and looking forward to presentation night. This time of year is busy for Jarmila in the office and our Treasurer dealing with the accountant and the auditors while preparing the accounts for our annual report.

There has been a lot of boating happening since the last edition of Propeller. I'm sure there is an article to interest everyone in this edition. We've been busy with navrallies and it was great to see many boats out and about across Easter. A group went to Geelong while another group of boats did a circuit of the bay. While the sun may not have been out much it was good weather for boating.

As a Club we can all be proud of the recent concert held in conjunction with the Western Health Foundation to raise funds for the Williamstown Hospital's "New Heart" appeal. The night was a huge success with the floating stage carrying the acts such as the Navy Band, Sweethearts and Kate Ceberano and band. Patrons enjoyed the concert from rugs on the lawn, from the function room and from the deck in the member's area. Kate Ceberano was good enough to stay behind for a while afterwards for photos. Members are already asking when the next concert will be. This event was a great way to showcase our club while at the same time engaging with the local community for a worthwhile cause.

Earlier in March we hosted the inaugural running of the modern Lonsdale Cup navrally. While the Williamstown Hospital concert was a chance to engage with the local community, the Lonsdale Cup was a chance to honour and maintain our ties with the Navy. The day was fun for all, sponsored by the Navy League there were fifteen Navy sailors who were billeted onto the competing boats, we also had delegates from the Chief of Navy and the Senior Naval Officer of Victoria. At the lunch afterwards all competitors received a memento of the day donated by the Navy League and Cecilia Newman, great great granddaughter of CAPT William Lonsdale presented the Club with a book for our library which details the life of CAPT Lonsdale.

Our Landlord Parks Victoria has recently been in discussions with the local Hobson's Bay yacht clubs and marine businesses regarding future planning for seabed leases. Parks engaged a consultant to deal with the clubs and businesses on their behalf. We worked collaboratively and co-operatively with the consultant to outline what our future requirements may be and also discussed what may be appropriate for a viable development of the old Knights site next door, now operated by Nelson Place Marina. We have also had some informal discussions with NPM regarding their plans for the Knights site. We have made Parks and NPM aware of concerns we have for access to our marina by the larger boats on the northern side of the northern marina if a jetty development was to be approved. While there

has been no formal outcome or notice from Parks regarding a proposed seabed lease for next door it is our understanding that Parks are negotiating with NPM on this issue. We are also currently in the process of exercising our option for a further 21 years of our current lease as the current lease period expires at the end of this year.

If you haven't already done so, over the coming weeks as you visit the club you will get to meet the newest member of our staff, Kirsten. Kirsten has been employed to assist with administrative duties, look after social media and member communications and meet and greet members and their guests. Kirsten has a great personality and has so far shown herself to be very capable in performing her duties. So please make yourself known to Kirsten and assist her to get to know our great club which she will over the coming period become an integral part of.

Safe boating, see you out on the water.

Chris Ackerman
Commodore

Twilight On The Quay



Members and VIP guests enjoy a great view of the concert with stunning food and wine, from the upstairs members bar

Multi-talented performer Kate Ceberano has been described as Australia's high priestess of pop, an award winning jazz singer, artistic director, songwriter and the first Australian woman to be inducted into the Australian Songwriters Association (ASA) Hall of Fame. Joining such luminaries as Don Walker, The Easybeats, LRB and The Angels.

Kate is also known for her charity work, so convincing her to perform at 'Twilight on the Quay', a charity concert held at the Royal Victorian Motor Yacht Club (RVMYC), to launch the Williamstown Hospital 'New Heart' Appeal, was not a difficult task.

Kate was certainly the star of the show, but along with celebrity compare Shaun Micallef and other acts, including the Royal Australian Navy Band and the Sweethearts, a celebrated 30 piece, all-girl soul/swing

group, they put on a spectacular outdoor concert for over 400 people who spread themselves across the lawn, patios and every other available vantage point at the club.

Twilight on the Quay, held in the evening on Sunday 20 March, was the first bayside concert held at the RVMYC and with the performers located on a spectacular 120sm floating stage brought in especially for the evening and with the lights of Melbourne's CBD providing a sparkling backdrop, the charity concert turned out to be a night to remember

Commodore Chris Ackerman said, "We see community engagement as an important facet of the RVMYC and opening up our club to the community, especially when it's in aid of a good cause, ticks all the boxes"

David Jones, Director of the Western Health Foundation, an organisation dedicat-

ed to raising funds to assist Western Health and the people of Melbourne's west (and co-hosts of the evening), said that the RVMYC was the perfect location for an event like this. "Discussions are continuing with a number of prospective donors introduced to the Williamstown 'New Heart' appeal' he said. "We are hopeful that the final tally of donations generated by the evening will be in excess of \$200,000."

Jones, summed up the event as; "A spectacular evening, in a magnificent setting, with the Melbourne skyline as the backdrop, was the perfect way to host the public launch of a very worthy appeal that will help transform our much loved Williamstown Hospital – and provide great benefits for the local community.

John Zammit





Marina Fee Review

Over the last twelve months the Finance and Administration team has been reviewing all aspects of the club's operation, expenditure and charges, so that members receive fair and reasonable returns for the club's assets, especially the new clubhouse.

One recent audit of marina berth accounts highlighted a discrepancy between the charging of small to large boats. Currently, a 17ft vessel is charged \$2,500 per year on an annual non-alongside basis, a 40ft pays \$4,000 and a 60ft boat is charged \$6,000 per year. That equates to \$147/ft for the smaller vessel and \$100/ft for the larger vessels. As a sub-committee we set ourselves to address this issue, first by understanding the charging method and then researching berth fees of clubs around the bay.

In the past, let's even say ages ago, there was no system in place when it came to charging for a marina pen. It was common for boat owners to negotiate directly with committee on the amount being charged. In 2001 the treasurer at the time worked on a standardising system where a base rate and a per foot charge is applied, a model now frequently in use by utility companies, the base charge represents the infrastructure needed to supply a berth and the per foot rate is the rent amount for each vessel.

Our research into marina berthing charges was also problematic, in that most clubs have floating marinas. We concentrated on clubs similar to ours, The Royal Yacht Club of Victoria (Royals) and Royal Geelong Yacht Club (Geelong).

In both cases we were the most economical of all these clubs but we learnt more about methods of charging that we could apply. Royals have incremental charging for each meter length of boat, so they were able to



The marina is the club's best performing asset with an annual income of \$340K.

flatten out the charging curve. Geelong also had the same system, but they also had uniform berth sizes. Our club has a mix of alongside berths, pens and pens with alongside access. Some pens are long but can only manage narrow vessels, some pens are

wide but ultimately can only accommodate smaller boats. Our solution was to maintain our current system, but divide the base rate into categories at different rates.

In the next round of billing for marinas, each vessel will be sorted into one of eight categories, based on their length. Each category will have a different base rate, so that a larger vessel will have a higher base rate.

This system will maintain infrastructure needed to house these larger vessels. The cost of the smaller boats will not change, while the midsize boats incur a modest increase of around \$200-\$400 per year, the larger vessels - 50ft and greater, will incur the biggest increase of around \$800-\$1,000 per year.

Although there may be increases, the average per foot charge for any vessel will now be within 20% of each other rather than the 50% at the moment. In most cases, boat owners will be looking at a \$1.00/day increase, we will still remain the most economical club/marina on the bay and we still have a lot to offer both boat owner members and non-boating members. With plans in the future to redevelop the marina area, we think more services will be added for all members and we will continue to be a popular and exciting club.

Livio Andolfatto - Treasurer

Honeymoon Cruise! Phil and Anita Taylor

For those that don't know Phil & I got married on the 6th Feb at the Anchorage Restaurant and what better way to spend your honeymoon than on a cruise. 'That's what Phil told me anyway...'

With the boat & safety gear checked and cross checked, and our animals at home looked after we were ready. So on the 18th February Phil and I set off on our trip to Portland in our Steber 33 taking one of our dogs 'Marlin the Brittany spaniel'



along for the ride. I had always wanted to go fishing in Portland but to do it in our own boat would be a dream come true!

We arrived in Queenscliff the first day intending to stay and wait for a suitable weather window to make the first leg to Apollo bay. We are fair weather travelers and very conservative so if MetEye is predicting more than 15 knots we don't go anywhere. After a lovely three night stay we left for Apollo Bay which would take us about 5 hours. It was too windy early in the day so we didn't leave until 10am. Making our way through the Rip & into bass strait is always little nerve racking but our planning and waiting for the weather paid off, we had calm seas all the way. Averaging about 15 knots we made Apollo bay in about 4 hours. When we arrived we tied up to a free spot on the jetty and rang the harbor office. A man came down and allocated us a secure berth on a floating jetty which cost us \$25 for the night.. We put Marlin's lead on and wandered over to the pub beer garden for dinner.

Next morning with breakfast came the mandatory weather check, MetEye, BOM, Bass Strait wind & wave height and many other sites that Phil googles at breakfast, we were good to go. We pushed off just before 9am with a plan to go to Port Fairy but if the weather allowed we'd go straight to Portland which is about 2 hours further on. Rounding Cape Otway we ran into some unpredictable water but after that the sea was like glass which allowed us to make cups off coffee and surf the net (we had internet service along the entire coast.) This allowed us to keep the Facebook posts coming.



We called ahead to the Portland Marina and Scott the marina manager said he would be waiting on the jetty for us to arrive. We tied up at 5pm on a floating jetty which cost us \$130 for 6 nights.

Coincidentally another Steber pulled up behind us at the wharf about an hour later. They had made their way from Hastings Western Port that day and were there for the fishing as well. They were locals who bring their boat to Portland for the winter tuna season every year, a couple of friendly guys who were very happy to help us out with local fishing tips.

In the morning we were very keen to get refuelled and get fishing until we were informed of the procedure for getting fuel. You ring a guy with a truck who tells you what time he will show up. On this particular day he was coming at 5pm. I couldn't believe it here we are finally in Portland itching to wet a line and we can't get fuel! The marina offered us some jerry cans and our Steber pals offered us a few more and Scott drove Phil to the service station to get diesel. So Scott & Phil return with 6 jerries & 2 slabs of Carlton Draught. All is not lost...

Finally by mid afternoon we were fishing in Portland Bay just off Narrawong about 15 minute drive north east from the marina where we caught a few fish which we put back. One of the things that surprised us was that Portland Bay Area is very well protected from all weather except a south easterly, so getting out fishing was pretty straight forward.

Next day it rained and rained and rained.....non stop. We spent the day sourcing a battery starter cable. Phil rang a local truck mechanic in town who actually sent someone to pick him up, He then made

the cable and dropped him back at the boat. So it turned out to be maintenance day on the boat.

Awake bright and early with blue skies and a full day ahead and some discussions with the locals we headed back to Narrawong and trolled skirt lures. The first hit was an under size Kingfish.

The second hit was a tuna, not huge about 15kg but I was wrapped to have one in the boat. We filleted, bagged it up and put it in the freezer. After a great day fishing we headed back to the marina and on the way in we spotted a seal and to our surprise he was very interested in our catch. I thought I would keep the remnants of the tuna to use as berley for our next fishing trip. However he had other ideas. He looked



like a sad puppy dog so what could we do? We fed the leftovers to him and what a show he put on for us he kept us all entertained including Marlin for about an hour. We were to later discover he is a bit of a local fish thief and has been known to take whole fish out of peoples hands when they're not looking even chasing them down the marina when carrying their catch off.

After devouring the fish, the seal became intrigued with Marlin who was watching him over the transom. The cheeky bugger decided to hop up on the duck board for a closer look! A bit too close for our liking but a great experience. Back at the marina Tuna & chips for dinner, Who said there's no buffet on this cruise?

Next day it was time to find a Laundromat, and to organise the fuel truck, which arrived mid afternoon, It was good to know we now had fuel to get home We had been in Portland 5 days and it was time to start looking ahead for a weather window to get home. The weather in 2 days time looks perfect so we have 2 more days Fishing. So again we head to Narrawong this time we trolled hard body lures, Rapala X Raps. Phil hooked up to a nice kingfish another first for our boat, I've decided this is my favorite eating fish. I also hooked up a nice Kingfish but due to a technical malfunction this one was not landed. Anyway the little freezer on our boat was full by this stage and we had fish to eat for the way home so we decided we didn't need any more. Another great day fishing, Kingfish, Bake Potato & salad for dinner.

We checked the weather again and there was a cold front approaching which was about 36 hours away. MetEye showed we had gentle northerly winds for the next day this was our opportunity to get to Port Fairy.



Continued next page

Next day we left Portland at around 9am, to make the short trip to Port Fairy with a detour to Lady Julia Percy Island. The weather on the ocean was absolutely perfect so we spent 3 hours circumnavigating Lady Julia Percy island and watching the seals who were more than happy to play with the boat. We could back the boat to within 10 meters of the island. The water was crystal clear with hundreds of seals & pups everywhere.



Early afternoon we entered the Moyne River Port Fairy where we spent two nights. Phil was concerned we had picked up weed on the prop on our way in, so he went for a quick dip in the very cold river to check it out, it was all clear.

The facilities at Port Fairy were great we had power, water and a fuel bowser on the wharf. The river entrance and town are in such a great spot for a boating holiday I think we'll be back. Price for the Berth was \$30 night.

On the 1st March we headed back to Apollo bay, hugging the coast to take in The Bay of Islands and 12 Apostles. Again the sea was flat, making it very enjoyable, it was worth waiting for the good weather. An overnight stop in Apollo Bay with another trip to the local pub beer garden for drinks & dinner.

Awake nice an early to make Queenscliff before the wind picked up. It's a bit of a let down coming back through the heads because it's the end of the adventure. Our 14 night trip was wonderful,

Just a few Stats, Willy to Portland is about 350Km's, Queenscliff to Apollo Bay 100km's and Apollo Bay to Portland 200km's. We did about 850Km's, put about

45hours on the engines and used 1200 litres of fuel.

We had such a great time and I think through good planning we had calms seas most of



the way. We are hoping to have a lot more adventures on the water and Phil keeps looking at Kangaroo Island & the Streaky Bay Area so who knows what's next as we're always thinking about the next one.



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



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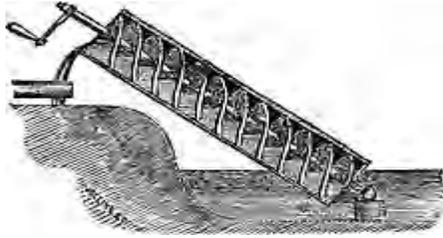
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What moves you? You're probably screwed!

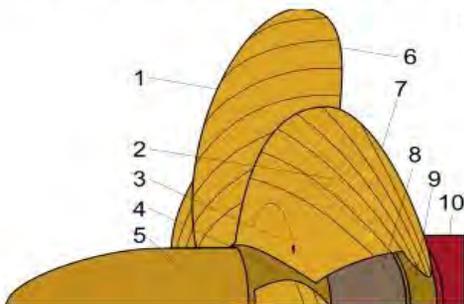
The origin of the screw propeller starts with **Archimedes**, who used a screw to lift water for irrigation and bailing boats, so famously that it became known as **Archimedes' screw**.



The modern screw propeller is simply the evolution of the original theory, and although there are many different types available, they all have to conform to the basic principles in one way or another. What is continuing theme around our boat club, and many like ours, is that of correct prop choice. Too big, too small, too much pitch, too little, three blades, four or even more. All questions that are pondered in the bar.

A marine propeller is made up of sections of

Marine propeller parts and their names



- | | |
|--------------------|-----------------------|
| 1) Trailing edge | 6) Leading edge |
| 2) Face | 7) Back |
| 3) Fillet area | 8) Propeller shaft |
| 4) Hub or Boss | 9) Stern tube bearing |
| 5) Hub or Boss Cap | 10) Stern tube |

helicoidal surfaces which act together 'screwing' through the water (hence the common reference to marine propellers as "**screws**"). Three, four, or five blades are most common in marine propellers, although designs which are intended to operate at reduced noise will have more blades. The blades are attached to a **boss** (hub), which should be as small as the needs of strength allow - with fixed-pitch propellers the blades and boss are usually a single casting.

An alternative design is the **controllable-pitch propeller** (CPP, or CRP for controllable-reversible pitch), where the blades are rotated normally to the drive shaft by additional machinery - usually **hydraulics** - at the hub and control linkages running down the shaft. This

allows the drive machinery to operate at a constant speed while the propeller loading is changed to match operating conditions. It also eliminates the need for a reversing gear and allows for more rapid change to thrust, as the revolutions are constant. This type of propeller is most common on ships such as **tugs** where there can be enormous differences in propeller loading when towing compared to running free, a change which could cause conventional propellers to lock up as insufficient torque is generated. The downsides of a CPP/CRP include: the large hub which decreases the torque required to cause **cavitation**, the mechanical complexity which limits transmission power and the extra blade shaping requirements forced upon the propeller designer.

Cavitation is the formation of vapor bubbles in water near a moving propeller blade in regions of low pressure due to **Bernoulli's principle**. It can occur if an attempt is made to transmit too much power through the screw, or if the propeller is operating at a very high speed. Cavitation can waste power, create vibration and wear, and cause damage to the propeller. It can occur in many ways on a propeller. The two most common types of propeller cavitation are suction side surface cavitation and tip vortex cavitation.

Suction side surface cavitation forms when the propeller is operating at high rotational speeds or under heavy load (high blade **lift coefficient**). The pressure on the upstream surface of the blade (the "suction side") can drop below the **vapor pressure** of the water, resulting in the formation of a vapor pocket. Under such conditions, the change in pressure between the downstream surface of the blade (the "pressure side") and the suction side is limited, and eventually reduced as the extent of cavitation is increased. When most of the blade surface is covered by cavitation, the pressure

difference between the pressure side and suction side of the blade drops considerably, as does the thrust produced by the propeller. This condition is called "thrust breakdown". Operating the propeller under these conditions wastes energy, generates considerable noise, and as the vapor bubbles collapse it rapidly erodes the screw's surface due to localized **shock waves** against the blade surface.

Tip vortex cavitation is caused by the extremely low pressures formed at the core of the tip vortex. The tip vortex is caused by fluid wrapping around the tip of the propeller; from the pressure side to the suction side. This **video** demonstrates tip vortex cavitation. Tip vortex cavitation typically occurs before suction side surface cavitation and is less damaging to the blade, since this type of cavitation doesn't collapse on the blade, but some distance downstream.

Cavitation can be used as an advantage in design of very high performance propellers, in form of the **super-cavitating propeller**. In this case, the blade section is designed such that the pressure side stays wetted while the suction side is completely covered by cavitation vapor. Because the suction side is covered with vapor instead of water it encounters very low viscous friction, making the super-cavitating (SC) propeller comparably efficient at high speed. Both effects can be mitigated by increasing the submerged depth of the propeller: cavitation is reduced because the **hydrostatic pressure** increases the margin to the vapor pressure, and ventilation because it is further from surface waves and other air pockets that might be drawn into the slipstream.

The blade profile of propellers designed to operate in a ventilated condition is often not of an **aero foil** section and is a blunt ended taper instead. These are often known as "chopper" type propellers. These are typically surface drives made by Arneson, Levi and Sea Fury etc.



A cavitating propeller

If a propeller that turns clockwise to produce forward thrust, when viewed from aft, is called right-handed. One that turns anticlockwise is said to be left-handed. Larger vessels often have twin screws to reduce **heeling torque**, **counter-rotating propellers**, the starboard screw is usually right-handed and the port left-handed, this is called outward turning. The opposite case is called inward turning. Another possibility is **contra-rotating propellers**, where two propellers rotate in opposing directions on a single shaft, like many sterndrives.



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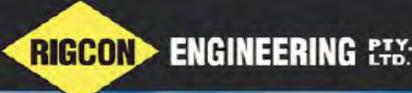


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Vale - Past Commodore

Richard P Trebilcock

1927-2016

Commodore 1999-2000

Richard Joined the RVMYC in 1987 and remained a member until his recent passing

Richard served on committees 1997 to 2000.

He was the proud owner of Merinda on which he entertained many members frequently.

Richard was passionate about the Club and passionately pursued the purchase of Knights Slipway next door which unfortunately was unsuccessful

RIP RICHARD

Monster!

It's official, project Omar has been officially delivered to her new owner, and is names Dilbar for a Russian man, to replace his old yacht of the same name. Interestingly, at 156 meters she may not be the longest yacht in the

world, but by volume she is confirmed as the largest ever yacht!



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Diary Update and Notices:

BBQ Area:

Members are reminded that the fridges in the BBQ area are to be kept clean at all times. Any spillages should be cleaned up, and perishable foods removed when you leave. Booking for the BBQ area should be done via the office.

Industrial waste in yard:

Members are again reminded to make sure that all industrial waste from the yard is bagged and sealed prior to disposal in the dumpster. This follows another 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. Winner—Rod Winfield

Friday Music

Friday music is still on!

Apr 8-Laura Rose
Apr 15-Laura Clarke
Apr 22-Emilia Schnall
Apr 29- Alyson Murray
May 6-Scott and Michelle
May 13- Laura Clarke

April 2016

| Sunday | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday |
|-------------------------------|--------|---------|----------------------------------|----------|--------|----------------------------|
| Bar & Bistro Open Lunch | | | | | 1 | 2 |
| 3 Williamstown handicap | 4 | 5 | 6 Bar & Bistro Open Diner | 7 | 8 | 9 Bar & Bistro open |
| 10 Whalley Cup | 11 | 12 | 13 Bar & Bistro Open Diner | 14 | 15 | 16 Bar & Bistro open |
| 17 Isle Of Mordialloc | 18 | 19 | 20 Bar & Bistro Open Diner | 21 | 22 | 23 Bar & Bistro open |
| 24 Miss Aust Cup | 25 | 26 | 27 Bar & Bistro Open Diner | 28 | 29 | 30 Bar & Bistro open |

May 2016

| Sunday | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday |
|----------------------------------|--------|---------|----------------------------------|----------|--------|----------------------------|
| 1 Bar & Bistro Open Lunch | 2 | 3 | 4 Bar & Bistro Open Diner | 5 | 6 | 7 Bar & Bistro open |
| 8 Bar & Bistro Open Lunch | 9 | 10 | 11 Bar & Bistro Open Diner | 12 | 13 | 14 Awards Diner |
| 15 Ricketts Point Regatta | 16 | 17 | 18 Bar & Bistro Open Diner | 19 | 20 | 21 Bar & Bistro open |
| 22 Bar & Bistro Open Lunch | 23 | 24 | 25 Bar & Bistro Open Diner | 26 | 27 | 28 Bar & Bistro open |
| 29 Bar & Bistro Open Lunch | 30 | 31 | | | | |

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 at home, and show them the ropes.

Mark McHenry
Janet Lapworth
Daniel Saddik
Gerard McHarg
Lauren Jones
Maureen Dawes
Lindsay Abdallah

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

May 7-8 John Zammit
May 14-15 Paul Doherty
May 21-22 Livio Andolfatto
May 28-29 Don Healey
June 4-5 Greg Miles
June 11-12 Greg O'Connell
June 18-19 David Collins

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.