



PROPELLER

ROYAL VICTORIAN MOTOR YACHT CLUB | ESTABLISHED 1904

INSIDE

Community Open Day

Centenary Trophy

RVMYC Christmas BBQ



Merry Christmas and a Happy New Year *and* safe boating



Fishing Comp

Saturday 25 November

What a great way to start of a weekend off, Fishing. Despite the South easterly chop which came out of nowhere we had 19 entrants involved in this year's Family and Friends fishing comp. By mid-morning the weather improved and the seas smoothed out which made it a rather enjoyable day out on the water... Continued Page 11



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Christmas Party on the Lawn Page 9

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Centenary Trophy

WINNER Cameron Simpson with Sponsor John Holland and Bridget Sebire... Continued Page 7



Founder Mrs Kate Lesser History of the Mariners

Story by Kathie Rindfleish

In 1993 Mark joined the RVMYC and I soon after. Women had only been permitted to become members of the club three years beforehand. The ladies remained in the dining area while the men sat at the bar.

As we joined there was a change of Commodore as Jim Gillespie died while in office. Vice Commodore David Jonas took over the role until the next AGM when he was voted in as Commodore.

Herb Lesser then became Commodore in 1995 and this is when his wife Kate wished to assist the club in forming the "Mariners". At that time the club organized its own functions as well as their own catering.

Ron Elliott, the Honorary Secretary, at the time and his partner Peg did much of the work. Peg would take the meal order, make conversation with a joke or two, and then return with the meal. No one complained from what I remember and Saturday lunches were busy with the "German Navy" being very well represented. Les Hubbard, the caretaker, and his wife lived in the house next to the clubhouse. Les was the barman, the cleaner and security all in one. His wife Jean kept to herself but enjoyed a chat. The dining room was very dark and dowdy in the 90s. The exposed timber was mission brown, the cork ceiling was smoke stained and drab. The carpet was

green and the green cafeteria chairs did not enhance the ambience. However, many good times were had by us all. The Mariners were responsible for decorating the room for many club functions. We had Irish Nights, a Moulin Rouge themed night, many fancy dress nights, Country and Western nights, music and dancing, Christmas parties, line dancing on Sunday nights as well as our Presentation nights and many Melbourne Cup calcuttas.

All these events the Mariners bought the decorations and spent many hours putting them up, then cleaning up afterwards. Generally we worked out the cost, and what was made went into a Mariners account (club funds).

Many weddings were held in the club and out on the lawn. These events were especially enjoyed by the members as we got a great view and by the end many of us had mingled with the guests and had made a few new friends. That was a great way of showcasing the club and building our membership, as long as we behaved ourselves! The Mariners have evolved but the essence of our beginnings is still there. Kate has just resigned her membership this year with the recent passing of her husband, Herb.



Left: Mariners and friends Christmas lunch. Right: Commodore John Zammit and the Mariners present a cheque to Look Good Feel Better Charity

EDITOR'S NOTE



We welcome contributions from members, Propeller will endeavour to publish articles as soon as possible, space permitting. Please contact the propeller sub committee for more information.

Kathie Rindfleish: markathie@optusnet.com.au
Alison Miles: milesalison@bigpond.com
Sandy Ellul: sandy@cityjetski.com.au

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From the Commodore's Deck



Dear Members,

The end of year is always a good time for reflection and as we approach the end of 2017 and I look back over the last seven months I think much has been achieved. And while we've managed to complete a few projects that have involved major expenditure, financially, the club is in good shape with our building debt reduced substantially from the same time last year and our operating profit up year to date.

While from a committee aspect we've got a lot done, one of the most pleasing aspects for me is the increased amount of member participation around the club. Our social and boating events including a Wine Makers Dinner, the Fashion Parade, a couple of Navrallies, our Opening Day, a Community Welcome Day, and, just last week, the Members Christmas BBQ, just to name a few, have all been well attended. The member involvement and participation around the club has been outstanding and has helped generate a great vibe around the club.

And while the all-important social and boating aspects of the club continue, behind the scenes the Committee is moving forward on a number of fronts. Ongoing negotiations with Parks Victoria, regarding our lease are continuing, although the Parks rep we are dealing with was involved in an accident and has been recuperating, meanwhile, we are

continuing with our 'homework' and having talks with other clubs, going through the same process in an effort to ensure we achieve the best outcome for RVMYC.

The plans and specifications for the Outdoor Shelter/Bin Storage Area/ Bike Rack have been completed and we are waiting for a planning permit. The Members Library and Committee Room plans and specs are complete with tenders being called and members being given priority in the tender process.

We are also working on revamping our website making it clearer, easier to navigate, more responsive and user-friendly with a dedicated member area. The new state-of-the-art camera system going in around the club, internally and externally, is almost complete with members now able to log in to cameras remotely from tablets and mobiles. If members would like instructions as to how to log in to the cameras, contact the office for detailed instructions and password.

On the waterfront, the remedial work on the marina is complete ensuring our marina remains serviceable until we are able to start on the replacement process and wiring is complete and ready for us to replace the key locks on the marina gates with fob access, which should happen very soon after the holidays.

Our Berth Holders Participation Program is working well with the admin staff making it easy for members to record their participation by sending forms out regularly, allowing Berth Holders to simply 'fick the boxes' to record participation.

And next April, the \$200 building levy paid by members annually (was originally a redeemable levy and was converted to a building levy to

help pay for our building approx. six years ago) will start to revert to members as a redeemable levy at the rate of \$50 per year over the next 4 years. Members will be able to use that money in the Bar/Bistro or to purchase club apparel.

On a personal note, I've thoroughly enjoyed the last, nearly seven months, as Commodore, I've been extremely fortunate and appreciative of wonderful support from the admin team led by Jarmila, so much help and support from members in general, including the Gibsons who maintain our gardens, John Marks looking after the yard, Frank Wilkes regularly attending to bits and pieces everywhere, Richard McKay and Rod Geard, our resident 'special projects men' and the countless other members who pitch in, quietly, unassumingly, but effectively. My thanks to you all.

Thanks also to Vice Commodore Paul Doherty, Hon Secretary Livio Andolfatto and all of my Committee, who have worked extremely hard and constantly put in so many hours and a very special thanks to Fiona, who works tirelessly behind the scenes, provides me with wonderful support and helps keep me on an even keel.

I wish all of you and your families, a very Merry Christmas, a Happy and Prosperous New Year, I hope you have a pleasant and relaxing break and most importantly stay safe.

Regards,

John Zammit
Commodore

portarlington
MUSSEL
festival

Portarlington Mussel Festival
Weekend Cruise to Portarlington

13-14 January 2018

Members are invited to participate in a weekend cruise to Portarlington to coincide with the annual Portarlington Mussel Festival. Members are to make own arrangements.

Saturday
13th January 2018

Lilly Andolfatto



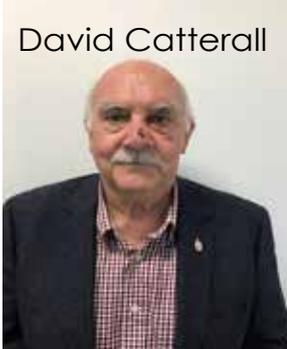
Susan Staples



Who's New to the club

We extend a warm welcome to our new club members

David Catterall



Sarah Chibnall



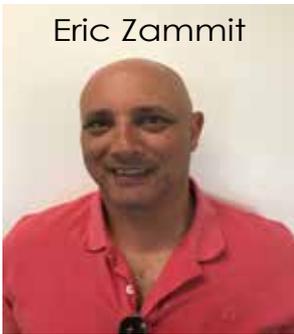
Jeremy Smith



Liam Jacobs



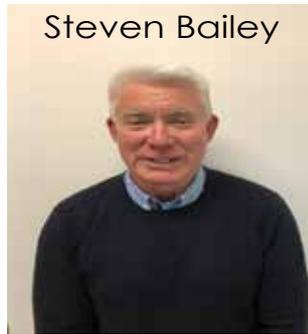
Eric Zammit



Roger Taylor



Steven Bailey



Vilma Keenan



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Community Welcome Day

Continued from front page

On Sunday November 26th, the club held its first Community Welcome day. We really had no idea what to expect, and after several weeks of organisation and hard work by the membership subcommittee, the day arrived, and we awoke to the sound of crashing thunder and rain!

Mercifully, other than making sure things were under cover, and a few things not taking place, the rain did not unduly ruin what was a very successful



and pleasant day. There was a strong turn out from the

community, and around 350 people popped their head in to find out what we are all about. Visitors were issued an invitation with a lucky number, so they could win BBQ sausages, lamb burgers, cakes or an hour's trip on Greg Pearce's beautiful boat! This cruise



hard work as always, is essential to anything the club does. Thanks also to our sponsors Camperdown Dairy and Get Farmed, who generously donated product to help us give back to the community we are a part of. It was

had to be rescheduled to the following Saturday, due in no small part to the weather and a minor technical issue with the transport! All the visitors got Muesli Bars and yoghurts thanks to Get Farmed and Camperdown Dairy respectively. Vocalist Stephanie Angelini did a great job in creating a warm atmosphere and everyone



supposed to be a local Community day, however, the members also got so much out of the day and everyone worked together to show off our fantastic club.

So now everyone is asking when we are having the next one, no doubt bigger, better and weather permitting more of the displays we planned!

David Collins



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thoroughly enjoyed her choice of songs. Stephanie gave us two free hours of beautiful music and I'm sure that she will soon be entertaining us again. Universally our visitors were surprised and delighted with what they saw, and the friendly welcome they received from members. From the Club history display, a pictorial of our modern events and activities, to the BBQ, bar, bistro and live entertainment, people were entertained. We received six new member applications on the day, and with the promise of further applications in the coming weeks, whatever shortcomings the day had, it achieved what we set out to do.

A huge thank you to all the helpers on the day, be it on the BBQ, serving, showing people the displays, handing out show bags, talking about membership, getting people in the gate, showing their boats, and so many other things and with whose help, support and



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Centenary Trophy Nav Rally

18 November 2017
 Story by Owen Smart

Excellent weather greeted the 17 contestants for the 2017 CENTENARY TROPHY Nav Rally. Most crews returned improved scores except those that reported the usual mishaps or things that went wrong. High Tide (Bob & Nola Battye) came 3rd losing only 37 points, Pookanah (Owen Smart) came in 2nd losing 25 points, while bold Venture (Cameron Simpson) returned to winning form losing only 20 points after passing through about 40 gates. The Sponsor, John Holland, was on hand to present the great trophies. 1st, 2nd & 3rd skippers received silver pitchers and navigators all received a lovely bottle of red. Participation prizes were awarded to Mark Bettiol and Marco Sampaio. Terry Lawless donated 2 bottles of wine.



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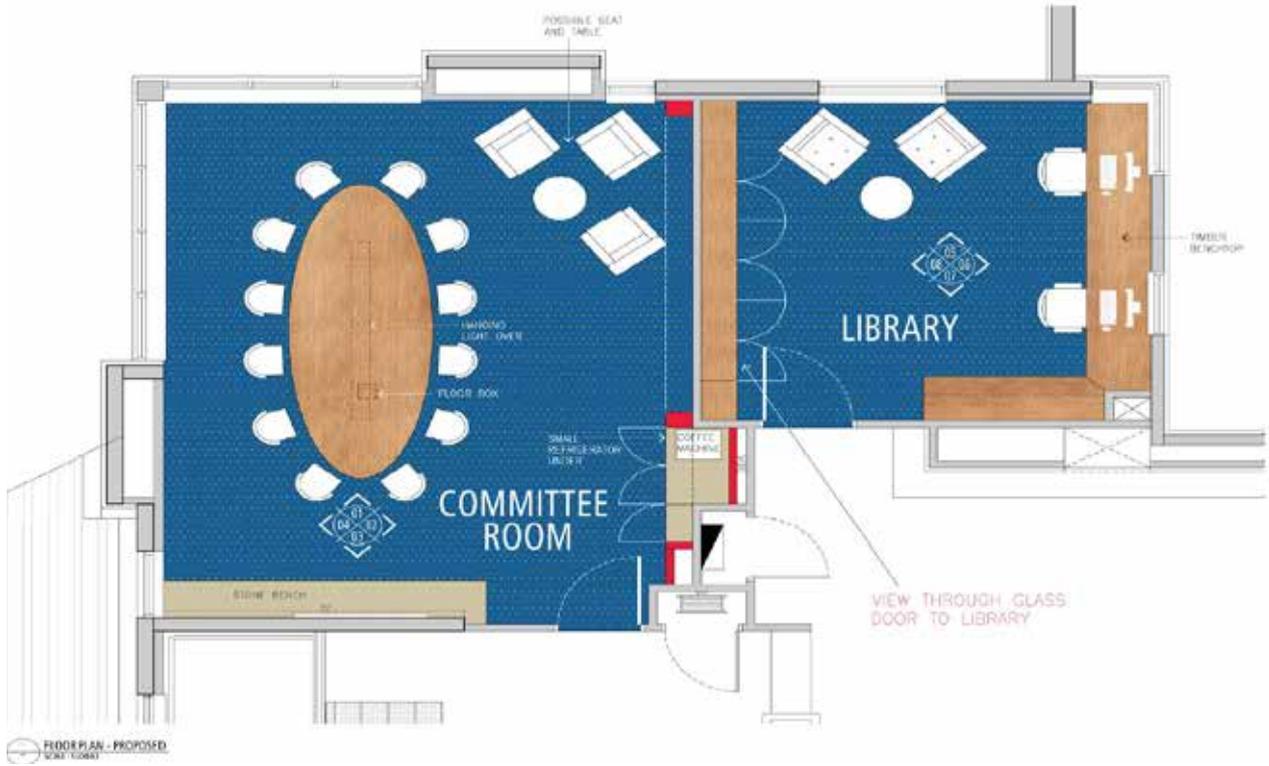
Call for tenders from RVMYC Members

Members' Library & Committee Room fit-out

The RVMYC Members Library and Committee Room fit-out project has now moved to phase 2 with the preparation of detailed plans and specifications completed by our Architect Simon Greenwood.

We are now in the process of calling for tenders to complete the work and are looking for expressions of interest from suitably qualified RVMYC members who would like to submit a tender to complete the work.

We would like to have all tenders in by mid February 2018 and suitably qualified members can arrange to receive all the necessary documents by contacting the RVMYC office on 9393 2888 or email admin@rvmc.com.au



TS VOYAGER Saturday 25 November



VALE Kevin Guinane From the 'German Navy'

It is with great sadness that we note the passing of Mr. Kevin Guinane on Tuesday 5th December, 2017 after a short illness.

Kevin joined the club in the early sixties with Robert Gunst (life member) and will be remembered by long-standing members when he was on committee in charge of catering in the days when the club operated the kitchen and dining room as "Peg's Pantry". He will be sadly missed.

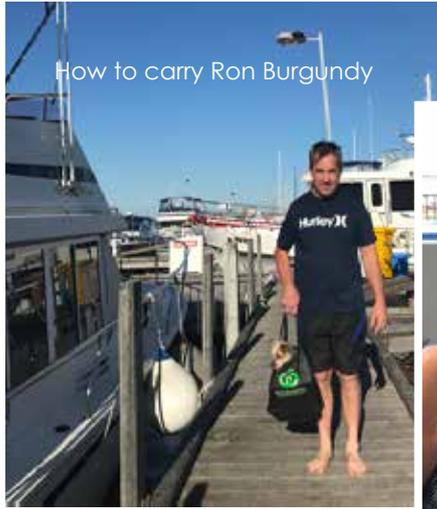
Ray Lopez



Members Christmas BBQ

Sunday 10 December
Pictures Kathie Rindfleisch

Our Christmas party this year took the form of a gourmet BBQ, 63 members enjoyed the fine weather and great food to make it a casual, relaxed and very social day. The entry charge of \$35 per adult and \$10 per child fully covered the cost of the plentiful food (main course and dessert). We were entertained by singer Alyson Murray and accompanying guitarist.



RVMYCHAT!

Peter Rodger

RVMYC: What is your connection to RVMYC and Williamstown?

I've been a member for about 5 years, born locally, in fact, in Ferguson street, too many years ago. Lived here all my life excluding the middle 50s when I was in Port Moresby with my parents and later on in the 70s when I was working overseas for a few years. I've been building all my life, carpenter by trade, and have run a reasonably successful building business in Williamstown.

RVMYC: I did notice a Rodger Lane in Williamstown, can you tell us a bit about that?

In the 1880s my grandfather David Rodger and his brother Peter Rodger came out from Scotland as builders and in 1904 were the biggest builders in Australia. They started doing small state government jobs and ended up getting bigger and bigger, Camperdown Clocktower, Hobart Post Office, Ballarat High School, Adelaide State Savings Bank, Adelaide Power station, St John's Cathedral in Brisbane and their last large project was Flinders St Station here in Melbourne. The Lane was an unnamed lane. I'd repeatedly asked council to name the lane. The Hobsons Bay Council asked for submissions for naming the lane, everyone got a submission except for me. A neighbour gave me his and I suggested Rodger Lane given our history for 130 years and they said yes. This was about 10-12 years ago.

RVMYC: Flinders St Station is a grand building with a grand ballroom. Yes, it started in 1904, the tender was for 93,500 pounds. They were successful but about two-thirds of the way through the project, which was run by about 20 Railway Commissioners, they said to my grandfather and his brother that the project was not on time. They replied with 'how can we keep the project on time if you can't make a decision'. So, this went on and on and in the end they said the project is not on time so we are going to sack you. My grandfather said, 'if you sack us, we'll take you to court'. Their reply was, 'well if you take us to court, we are the Victorian government, we will take you through every due process of law known to man and break you'. At that stage, there were approx. 1000 people working for them and they were sacked. They took them to court and won, the government then appealed. It went on and on, there was a royal commission and when the government couldn't go any further the judge said, 'due to the incompetency of 20 bumbling bureaucrats, you have successfully destroyed the best building company in Australia'. So, they were awarded in compensation more than the amount of the tender. Unfortunately, the brothers could no longer get work as they were so big and all the big jobs came from the Victorian government. The company was wiped out.

RVMYC: What do you think about construction now, seems to be a lot of

'over development'? I think the government policies now of trying to centralise and bringing everyone to the major cities is destroying provincial Victoria. When caravanning we see lovely towns, but there's nobody there. They're all going to the big cities. There is no infrastructure, not enough trains going into the cities and the centre is becoming

a car park. They should encourage people to stay in country towns. A good example is Williamstown, there are only 3 roads out of Willi, our population is probably going to triple and we don't have the infrastructure to move people around. It's depressing, I don't know how we're the world's most liveable city.

RVMYC: Did you work in residential or commercial building? I did domestic and commercial but always tried to work



locally.

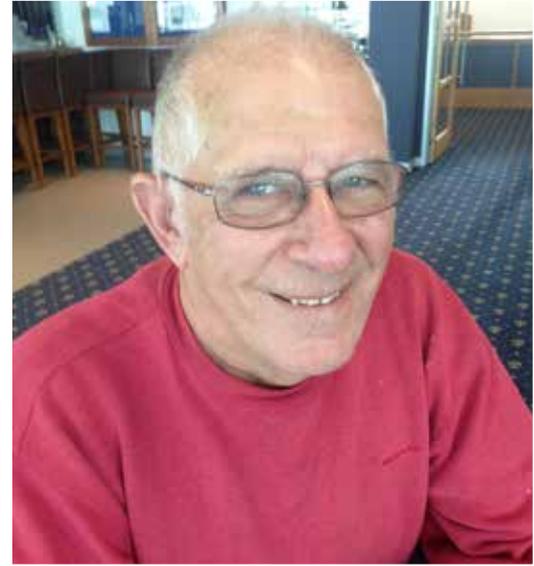
RVMYC: How and why did you become involved in boating?

I'd been sailing in Port Moresby as a young kid and when back in Melbourne I joined the sea scouts. Then I was in the Willi Sailing club and then to the Royal Yacht Club.

RVMYC: What's been your most unusual/unique experience? I worked in London for a couple of years, for a building company. I was on a working holiday, I was young, about 23 years of age. After about 4 or 5 months I was in charge of about 50-70 people, I don't think they appreciated an upstart in charge of so many staff, especially when on a working holiday. The boss said, 'we will take an Australian anytime over a local in London'. It was good.

RVMYC: Are you still in the construction business? I retired 7 years ago but I still do some work occasionally to stop me from being bored. Vanya and I spend about 6 months of the year in a caravan travelling Australia.

RVMYC: Favourite restaurant? We dine out a lot. I like the Vault here in Williamstown. There is a little cafe in North Melbourne, called True Track, which I like. They make the best eggs benedict in Australia. **RVMYC:**



I'm going! (laughs). It's in Leveson Street but I'm also a car nut and at the back of the cafe they do a lot of car restoration. Very impressive cars. I had the joy of sitting in a 1957, 250 Testarossa Ferrari worth \$15/16 million.

I love old British sports cars.

My first car was a 1947 XK 120 Jaguar sports car which I sold for 250 dollars. I thought they were all aluminium. There were only 39 aluminium cars made and I saw one sold in London for 500,000 pounds ... and I sold mine for 250 dollars (laughs). I sold it before they became collectibles to buy my ticket to go to work in London. I now drive a Chev Silverado, it's a big American 4WD, well if you've got a 24ft caravan you need something big to tow it.

RVMYC: Favourite holiday destination?

I've spent a lot of time in the Caribbean Islands. When I was in Port Moresby in the early 50s there were 3 of us, 3 boys. One has disappeared back to Scotland but the other lives on the Gold Coast, he had a helicopter company in the Virgin Islands, so we'd go everywhere in helicopters. Others would get off planes and get cabs to hotels, we'd have a waiting helicopter, that was a novelty. I like the Cook Islands, the Inside passage in Alaska and Canada. I've done about 29 cruises. I was a member of the Land Rover Club for 40 years and ran a few 4x4 trips mainly in the deserts. I also ran a 5-month trip east to west across Russia from Vladivostok to St Petersburg. Siberia and Mongolia were very interesting. We used our cars, had them loaded onto containers here in Melbourne to be transported to Russia and after the journey we loaded them back onto containers and had them transported back to Melbourne. I was on the committee of the Red Cross which ran the Murray River Marathon, the longest canoe race in the world for 40 years.

RVMYC: Favourite wine? I drink Campbells Robbie Burns shiraz.

RVMYC: High seas, bay, river or lake?

I spend time in the caravan nowadays.

RVMYC: Sports? I played A grade and State Grade squash for 25 years and represented Victoria in baseball.

RVMYC: Family? Vanya has 2 girls and 4 grandchildren. I've got 1 son and 2 grandchildren.

RVMYC: What motivates you? Stay healthy, enjoy life and there's always a light at the end of the tunnel. Always walk towards the light.

Family & Friends Fishing Competition

Story by K Koutoukidis

With boats spread out right across the bay and many phone calls to each other to see if anyone had come across fish, but the information that was coming through was pointing to a tough days fishing.

Well can I tell you Reely Hooked Reely struggled with no snapper on board, only a feed of flatties, so I was looking forward to the weigh in at 4.30pm.

As the boats were starting to return to the marina from about 4pm the excitement was building amongst anglers wanting to see, what to most of us was the elusive snapper. We started weigh in on time with only flathead being weighed in at this stage. As the last boat came in we all looked around as Steve and Joanne Sutherland wheeled their rather large esky down the marina. It looked heavy, as they opened it all you saw was the colour red, they had bagged out on snapper fishing the Port Arlington side of the spoil grounds, it was great to see.

These are the winners and place

getters. Congratulations to all.

In the category of Junior angler Lily Decker took out 1st prize with her cracker ½ kg flathead followed by Riley Skene in 2nd place (.35kg) and Olivia Koutoukidis taking out 3rd prize with a .25kg catch. In the category of fish other than snapper, 1st went to Joanne Sutherland 1.06kg, Joe Borg was 2nd, his catch weighing .97kg and Grant Blashki 3rd at .93kg. In the category of Snapper Adult, Steve Sutherland took out 1st prize with a 4.10kg snapper, Joanne Sutherland 2nd with a 3.85kg snapper and Steve Sutherland 3rd prize with a 3.60 kg snapper.

Category Champion angler awarded to Steve Sutherland with a combined weight of 11.20 kg of fish.

I would like to thank Michael from Hooked On Tackle shop in Hoppers Crossing for being one of our sponsors and a big thanks to all who participated. I look forward to next year's competition
Ben Koutoukidis



LIBERTY II

Story by Tracey Keast

Well the day arrived and on 13th November 2017 we became the proud owners of a Fleming 55 named LIBERTY II

We picked her up in Cairns and spent our first night on board. It felt surreal "we now have a Fleming, "Darren's dreamboat". I have a 2-door fridge/ freezer plumbed with cold water and ice and I'm in heaven. I also have a dishwasher and washing machine, which I have used - bliss.

Due to the weather, we spent 4 days in Cairns. This gave us time to pick up the supplies, food, wine, tools etc. we

didn't have any silicone or sicalflex so chewing gum became our sealant. Mine was spearmint and Darren's peppermint. He makes a good "McGyver".

Our first stop was overnight anchored off Dunk Island; the anchor is massive and held really well. Next Port of call was Townsville where we caught up with my Uncle, Aunt and cousins for a BBQ lunch on board.

The weather is making this a slow trip south with us creeping along the coast putting in some long days before anchoring or tying up at a marina.

In Mackay we were given a berth right next to another Fleming 55 called Wandarra. The owners Trevor and Pam had bought her in Fremantle and are taking her home to Raby Bay. They



Liberty II.

He helped Darren take off the old chest freezer from the fly bridge, using the davit (crane) for the first time. From there we headed to the



would need for the trip back to

Melbourne, about 2000 nautical miles. We are hoping to be back for Christmas.

On a Friday Darren reversed her out of the pen, his very first time in charge of the helm, it all went very smoothly. He discovered that the wipers had washers and they also were intermittent, it doesn't get any better than this, then one broke. So he carried out repairs to the wiper, we



had travelled up the west coast and around the top of Australia when we met them.

Being really windy, we travelled on the inside of Curtis Island and over "The Cattle Crossing" through The Narrows and into Gladstone. The Cattle Crossing at low tide rises approx. 2m above the water.

The next challenge was crossing "The Wide Bay Bar" near Tin Can Bay. There is a part where you turn and are behind the breakers this is called The Mad Mile.

We spent a few days at Royal Queensland Yacht Squadron and Darren's Uncle Kevin came and met us. He was our first visitor to stay overnight on



Gold Coast and berthed at Southport Yacht Club where we caught up with John and Helen Holland. While in the marina I used the convection microwave for the first time and cooked roast pork - yummo. We are very happy with her; she's everything Darren thought she would be. At present she is at "The Boat Works" where the stabilisers are getting a service and Darren decided to redo the anti foul so for the next week. Hopefully it will be sooner as our home is on the hardstand.

We are hoping to have her back to the RVMYC before Christmas.



Arte Facts

Story by Andrew Broadway (past member)

After his return from Europe in 1907, McCubbin spent his last decade painting sparkling highly keyed canvases and panels, his work influenced by the painting of Turner, Whistler and the impressionists he had so recently seen and delivering work that counts, in its technique and effect, amongst the most impressionist-like of all Australian art. When he visited the outer suburb of Williamstown, McCubbin found it to be an exciting painting location. Over several years he painted a number of lively oil sketches capturing the immediate sensations of light and atmosphere, and the changing moods of sea and sky. He was fascinated by the ships, the piers along the shoreline, and the old slip. McCubbin's Williamstown panels show a new freedom and daring in his approach. He painted rapidly on the spot, using broad brush strokes his palette knife, and used high key colours to create the sense of flickering light on the water. (A. Grey, McCubbin Last Impressions 1907-17, Canberra, 2009, p50).

AUSTRALIAN ART
LONDON 14 DECEMBER 2017



CHRISTIE'S

I have been to Williamstown for a few postcards, my dear boy, just like Venice, lovely colour; water and sky, and an old ship. My dear boy, the older I get the wider my interest grows in all life colour, charm. My dear Tom in our past we have been too timid.

McCubbin to Roberts, 1909

When I received Christie's catalogue, I became quite excited when I found Lot 16, Fred McCubbin, oil on canvas of Williamstown, Knights Slipway, 1909. Note Holy Trinity upper right and chimneys of factories in Ferguson Street. Lots of changes to Knights over a long period but lining it up these slipways are close to what became club land on the left. He was an accurate painter and excellent draftsman so I think that the layout would be very close.
Andrew Broadway



FREDERICK McCUBBIN (1855-1917)

The Slipway, Williamstown, signed 'F McCubbin, with inscription '4 2 Boats on Slip' on the reverse. Oil on canvas-board

9½ x 13in (24.1 x 33cm)

£20,00-30,000 / AUD\$34,000-51,000 / €23,000-34,000

PROVENANCE

Golda Abrahams (1858-1945) widow of Louis Abrahams, and thence by descent to the present owners.

80s TRIVIA & KARAOKE

Saturday 24 February

RVMYC will host an

80s Trivia Quiz followed by Karaoke

in the members bar starting at 7.30pm on 24 February 2018. A small fee will be charged to those taking part to cover the cost of the Karaoke and prizes. Members are encouraged to book for dinner if they wish to eat before the fun starts. Come along in your best 80s attire and enjoy a fun filled night - bookings not essential.

DON'T MISS OUT

**THE
80s
ARE
BACK**

The time is February 1985 Cruising with Miranda

Story Frank (Wilkes) and Fay

We decided to take three weeks holidays this year mid-February to cash in on a bit of the good weather that usually prevails about that time of the year. Well Christmas wasn't that good so we thought 'beauty', we are going to strike it lucky. Our aim was to just take it real easy and not go too far away or do any enduro stuff. Maybe Portland or the Prom. or King Island; we will wait until we get outside the heads and see which way the wind is blowing (this was only to stop the fumes from the exhaust blowing back into the cockpit you must realise!)

Well, all aboard Saturday, I think Fay put some food aboard but that's her department. I put 14 doz. blue bait in the fridge and thought actually at the time that it would see us right through the holiday. The first few days were really adventurous; we stayed up the Yarra on Sunday night, then onto Sandringham (our pipes had broken) and from there into a nasty sou'wester to Portarlington. Next day around to Queenscliff early before a fresh easterly set in. Boy, this was real hair-raising stuff. By this time, I was worn out and we had to have a siesta. Then into a few very important jobs like gluing rubber around the hatches as we had shipped a lot of water on the west coast of Tassie whilst playing submarines and being a little bit slack had still not got around to fixing same, and that was only a year and a half ago!! I tried to tell Fay about the old sailors who reckoned that you hadn't been to sea until, dog tired, you had, gone below and plonked into a nice wet cold bunk!

Wednesday morning saw us heading out of the creek behind 'Cherokee' who were bound for Apollo Bay. Talked to Fred and Shirley on VHF and then we turned east and motored towards the Schanck with the main up to stop the roll. Very Pleasant stuff until about two miles past the target buoys when the gunnery range asked a fishing boat to move away a bit as they are about to let go a salvo. That was all very well but we had just seen a yacht sail directly into the target area!! Strewth. I looked behind the ages expecting to see big 'Poofs' in the water or an almighty explosion as this yacht blew up but all to no avail.

Not long after this the southeaster set in at about 20 right on the nostril. To the layman this means that the wind was just off the bow as the nostril is just to one side of the nose. Also, it means that you have no trouble with diesel fumes in the cockpit as they are blowing away behind you. Around Cape Woolamai, rough as bags, and into our favourite spot behind Red Point but alas, a 25-knot southeaster backing a 4-knot ebb out of the western entrance and oh boy, not nice. Up to San Remo and tied up alongside a trawler, glad that the tide was on the ebb as our mast won't go under the bridge! 57.4 NM at an average speed of 7.65 knots. Not bad seeing as the wind and sea were right on the snog.

Slept in on Thursday, still very hot with still strong easterlies with all fishing boats in port. Went shopping in the big town of San Remo, buying some new flippers and with Fay buying a sun frock. Also ambled up the hill to the Police Station to fill out a Movement Report Form and

get one of the- new maps of West-ernport Bay put out by the Ports and Harbours. An excellent production.

Weather forecast not good for the Friday but thought that we could probably race a bad change fast approaching the west of the State. Left San Remo wharf at 0340 hrs., cleared the entrance and set a course for Cape Liptrap. Light winds and easterly swell but making good time, later on going up through the gears until we were creaming along in overdrive. This can also mean running up the main sail and Genoa (if you belong to a yacht club?) as the wind went around to the north. Approaching the Glennies wind died and just motored on with main only. We were hit by the change about two miles west of the Promontory Light with fifty knots pretty constant and with the flood making at two knots to the east together with wind and backing the sea from a week's easterlies across the paddock, the opposing forces were having quite a struggle with this little thing stuck in the middle and Frank not quite sure how to get the main down and Miranda not making things easier by being flattened on and off. By now we were flying with the wind up our ginger (from astern Wal) and into these big seas from ahead. No more delay, the main had to come down. Finally dropped the boom and all over the side on to the lifelines and struggled to secure the sail. By now we were out of gear to try and slow down while I lowered the sail and once this was done we were still making six knots. Motor back into gear, lay a course as near as possible to Wellington Head and off we go, the storm sheets stopping most of the waves from filling the cockpit. A trying hour or two and then into Refuge Cove, drop the pick, crack a can of Fosters and wander around the deck dripping wet smiling at everyone else anchored in there, as though nothing has happened.

A week spent in Refuge Cove with all the boats that came and went and the things that happened would fill a book. Had a couple of good nights with 'Jiamba'. Went out on a fishing boat to pull the net, and spent a great day with Marlene and John who came down from Port Welshpool to see us for the day. Abalone entrée followed by a nice sweep (fish), all barbecued of course with a few beers, very pleasant. The next day, whichever one it was, I saw a hiker arrive with a pushbike on his shoulders. He said that in places he had had a fast, bumpy ride but overall had carried it more than ridden it. I didn't envy his next bit of track over to Sealers Cove which is pretty rough and steep.

Departed Refuge Cove Friday morning after spending seven great days, the last morning the only time we were on our own the whole time. Calm conditions, cloudy and overcast sky were with us as we headed out bound for Port Albert. I've always had a hankering to go to Port Albert. Don't ask me why, but there it is, and we were finally on our way.

A short twenty-mile trip. I had the latest

updated chart of the bar and also an older one with different tide leads so felt that with the making tide we could negotiate the two miles across the bar until we were into the channel. We arrived at 1530 and as far as the eye could see there was white water breaking which didn't look too good. We motored up and down outside the break and couldn't find a hole anywhere to get through. I could see the water tower at Port Albert clearly through the entrance opening so took a bearing with the hand bearing compass and on applying it to the chart found that the pencil ran right through the middle of an island! From this I deduced that things had changed somewhat so after an hour we decided to head back to Port Welshpool as the day was wearing on.



Off we chugged and had done about seven miles when we heard a base station call a boat at the Clifly Islands to find out what time they would be back at Port Albert. Gripes, says Frank, that's just where we want to go. Call up on 27 meg to '922' and ask him if we could follow him into Port Albert across the bar. We arranged to meet off a big steel buoy at the entrance so about we go and head back for an hour to a spot from whence we had just come -about two hours earlier!

We waited for our fishing boat or trawler to turn up but, lo and behold, all that comes is a 15 foot runabout! Yep, it's '922'. They told us on the radio that they don't normally use the main leads but would show us the way. We slowly edged along outside the break when a voice said, "Stay back Miranda, we are running out of water" but I was already going about up and down again for some time when they told us that they couldn't find their way in on the main channel and that they would take us in through 'the cut' well I said not to worry we would head up to Welshpool. Don't worry says Bob, our mud pilot, it will be okay. We backtrack about a mile west and then turn and head in straight for the beach. I found the constant watch for rearing waves breaking (indicating shallow water) and taking back bearings in case we had to do a hasty retreat rather nerve-wracking. With about a metre and a half of swell on the bar I knew that even if we hit I would immediately get enough lift to get off and head back out. With great breaking waves one side and the beach about seventy feet the other and with the depth sounders two red dots joined together I would be telling a lie if I told you I was sitting there sunbaking, steering with my foot and enjoying a cold stubby!

Bob's voice came over the radio reassuring us that once we had covered the next 300 yards and reached the point, that we would have plenty of water. At this stage all thoughts of going back out to sea had vanished and I decided that if and when we hit I would open the old girl up (Miranda that is) and bounce her across into the deep water. We made it and then '922' led us at eight knots up the five-mile channel into Port Albert.

They went to recover their boat and we asked a fisherman whereabouts we could tie up. He indicated a berth and took our lines for us. Happened to ask us how the hell we found our way in over the bar. We told him that we couldn't work it out and followed a 'runabout' in the western entrance through the cut. Poor bugger nearly fell off the wharf when I told him we draw six feet. Later met Bob and crew at the Pub and he said we need not have worried as we never had less than 18" under the keel! It turns out they use the cut every weekend and know it very well.

We spent five very enjoyable days in the Port while the wind went from strong, to gale, to storm warnings, with rain and constant 45 knot winds. We heard from the stagecoach driver that the 'Alma Doepel' had been driven aground at Safety Beach in the same bad weather. We doubled our lines, put the fender boards in place and had our first counter tea in two weeks. Ordered medium steak and two eggs each. We received medium fish with two eggs on top! Next night determined to get our steak, we asked for steak and eggs. The old girl told us they didn't serve eggs with meals. On being told that we had had them the night before she told us that we shouldn't have, and that was that!

With the wharf being on one side of the main street and the Pub on the other it is an ideal place to ride out a gale. We were taken to visit the Rock Shop just out of town and then given a guided tour. All three houses are in bad need of repair!! No seriously in case one of those three people happen to be a friend or relation, I will start again. It's a quaint little place with lots of character.

One night on our way back to the boat quite late we were invited to a party on an old gaff rigger (this is not a drink but a boat with poles arranged differently from Miranda to hold up the sun awnings). It happened that Fay was rather worn out from all our sightseeing and decided to go to bed. Well I did sneak down for just a quick drink and of course stayed quite a while. Later on (I think) we all went back to Miranda for Port and coffee and the noise must have been quite incredible. Fortunately, they signed the Visitors book and the next morning I discovered that we had had aboard the night before Warren Curry, Victoria's or should I say Australia's foremost painter. Fay just happened to be awake when I sneaked into bed. I think I passed her getting up actually saying something about breakfast, but that's all a bad dream now!

I feel much more at home now doing this report as we are aboard 'Miranda' on anchor at Altona, having just moved up from near Point Cook where it was getting very hard to type in 30 knots of wind, from the north.

Well back to Port Albert. Also near us at the wharf was the new round bilge

steel 'Estreleta II', approx. 45 ft. long with a centreboard. It was launched at Port Welshpool and motored down inside Snake and Sunday Islands at high tide to Port Albert for final fitting out. A beautiful hull so good that you couldn't tell it from ferro! Powered by a 60 h.p. Isuzu diesel Dick said it motored really well and she only drew 4' 6" with the plate up. Some of you may remember a few years ago that Dick, in the first 52' Estreleta, left the Prom in atrocious conditions when no one else would venture out, to rescue the then Tasmanian boat, 'The Sting', which had lost its steering in the Melbourne-Devonport race, towing it to safety.

We were taken out to barbecues etc., and saw a reenactment of the landing of the first settlers in the gold rush days with a stagecoach coming to take the people dressed in period costume off to Walhalla or where ever gold was first discovered down that way. Originally the people were going to come up the channel in the old 'Sea Hawk', land, and then board the stage coach, but with the lousy weather of 45 knots they felt the vessel may have foundered and were worried that the stagecoach would have to go away empty! In its heyday (Port Albert), it rivalled Hobsons Bay as the busiest port on the Victorian coast and the old paintings and photographs in the Hotel are quite remarkable with the Port full of sailing ships. I looked really hard but couldn't see a R.P.A.M.Y.C. In any of the photos so can only assume that Hobsons Bay was in fact one step in front!

We thought that we may be able to get away on Tuesday as it was the last week of our holidays but it was still raining and blowing hard. Heard 'Jiamba' on the air waiting for a break also to leave Lakes Entrance. Wednesday dawned bright with a light wind, so after stocking up with some more cans and ice we left behind the 'Jupana', a 50' fishing boat. As we were approaching the entrance the 'Jupana' put out his flopper stoppers so I gathered that there might just be a bit of a roll on outside. Up with the main to stop the roll and away we went. A lot easier going out as the bar is like an upside-down letter Y with just a small gap through the break. We followed 'Jupana' into the funnel of the Y until it narrowed right down to the small hole where it was necessary to do a starboard turn and follow the leg break out to sea. Thanked our good pilots on VHF and set a course for Refuge.

Alone for the night in the Cove, a full moon, and very little wind, it looked good for our run up to Westernport next day. Departed at 0530 hours and saw the Wilsons Prom lighthouse and surroundings in a much better light than on the way down. Calm seas with a moderate roll from the southwest.

Ambléd up Bourke Street so as I could have my bacon and eggs in the relative lee of Great Glennie Island without having to chase them all around the cockpit. Laid for Cape Liptrap, with a freshening northeaster. Great for us so put up a bit of canvas and romped along trying to avoid the numerous fishing floats off the Liptrap. A couple of hours past the Cape we were greeted by hundreds of dolphins which were swimming towards us from all points of the compass and converging at the bow, each trying to have a turn at being 'lead' dolphin. I woke Fay to have a look and we remained watching them for a long time until most slowly disappeared

astern. Conditions again not good at Red Point with fairly fresh easterly winds so made the decision off Cape Woolamai to push on to Port Phillip and come in on the 2130 slack flood. A ship got quite friendly off Seal Rocks and when the name was standing out in four-foot letters over the davits I decided to call him on VHF. It was out of ballast and doing big slow rolls but at the crucial moment it veered away behind us and I watched the Pilot do a magic leap to the ladder, after it had approached the boarding area. Passed through the firing range but no worries as the guys would have been on overtime if they were still at work and I was pretty sure that Bob had cut all that extra expense out.

Seas chopping up a bit off the Schanck with the ebb flowing out of Westernport and plenty of floats to try and avoid again off the Schanck. When four miles off the Heads at 2100 hours Fay called Lonsdale, who advised only one ship out at 2130 at slack water so with quite a steep southwest roll coming in we put our harnesses on and the stormboards in the companionway. We approached on the four finger east of the lights to give the ship plenty of room as we passed right in the Rip. A few nasties as a 25-knot northeaster was blowing out the entrance against the southeast roll. We bashed up to Queenscliff and were glad to tie up in the Creek after averaging 8½ knots for the 130 miles.

Next day ambled up to Safety Beach in a flat calm to watch all the preparations for the refloating of the 'Alma Doepel'. With the help of 2000 experts on the beach she was refloated, sorry 2,001, Fay has just informed me. Stayed a couple of days, a day at Mornington to get some more beer (again) and then back to Safety Beach for a big barbecue with about eight other boats before head the next day in another flat calm to R.V.M.Y.C. to find a bloody yacht in my pen. Of all the cheek, didn't he know this was a Motor Yacht Club? Played musical boats (thanks for the hand Maurie) and were safely back in the pen.

In summary, a great trip, great crew and great time.

Good sailing, Frank and Fay.

image
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Diary update & classifieds



Buy Swap Sell

FREE ADVERTISING SPACE

Fishing Licences

Fishing licences are available from the Club office or bar; 3 year licence \$96.70; 1 year licence \$35.70; 28 day licence \$20.30; 3 day licence \$10 Please see Terri at the bar. Members can use their accounts to pay.

NOTE: Seniors cardholders do not require a fishing licence

Members Draw!

- 15/11/2017 \$550 **Frank Wilkes - WINNER**
- 22/11/2017 \$500 **Dianne Townsend NIA**
- 29/11/2017 \$550 **David Munro NIA**
- 6/12/2017 \$600 **Ike Ambrose - WINNER**
- 13/12/2017 \$500 **Jane Jensen - WINNER**

Calendar of Events

- Saturday/Sunday 13/14 January
- RVMYC Weekend Cruise to Portarlington
- Sunday 4 February
- Henley Cup Navrally
- Sunday 11 February
- SYC Cup/CUB Trophy Navrally
- Saturday 24 February
- 80s Trivia
- Sunday 25 February
- RVMYC Regatta Navrally
- Sunday 4 March
- RVMYC Lonsdale Cup Navrally
- Sunday 11 March
- RVMYC Oslo Cup Navrally
- Sunday 17/18 March
- Yarra's Edge Weekend Bowling
- Sunday 25 March
- Isle of Mordialloc Navrally
- Sunday 7 April
- RVMYC Commonwealth Games
- Sunday 8 April
- Whalley Cup - RVMYC/SYC/MMYC Navrally
- Sunday 15 April
- RVMYC Williamstown Cup Handicap Navrally
- Sunday 22 April
- RVMYC Marconi Cup Navrally
- Saturday 12 May
- RVMYC Gala Ball/Presentation Night
- Sunday 20 May
- Ricketts Point Regatta Navrally

RVMYC CHRISTMAS TRADING HOURS

Office will be CLOSED 25 Dec - 2 Jan

Bar and Bistro will be CLOSED Christmas Day, Boxing Day and New Years Day

Members' Bar RE-OPENS Wed 27 December
Bar snacks available
Bistro RE-OPENS Wednesday 10 January
(10-31 January limited menu)

RVMYC EVENTS CALENDAR						
DECEMBER						
SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
	Merry Christmas				1 OPEN LUNCH & DINNER HAPPY HOUR	2 BAR / BISTRO OPEN
3 BAR / BISTRO OPEN			6 BAR / BISTRO OPEN - MEMBERS DRAW & RAFFLE	7	8 OPEN LUNCH & DINNER HAPPY HOUR	9 BAR / BISTRO OPEN
10 Christmas Party			13 BAR / BISTRO OPEN - MEMBERS DRAW & RAFFLE	14	15 OPEN LUNCH & DINNER HAPPY HOUR	16 BAR / BISTRO OPEN
17 BAR / BISTRO OPEN			20 BAR / BISTRO OPEN - MEMBERS DRAW & RAFFLE	21	22 OPEN LUNCH & DINNER HAPPY HOUR	23 BAR / BISTRO OPEN
24 BAR / BISTRO OPEN	25 BAR / BISTRO CLOSED	26 BAR / BISTRO CLOSED	27 BAR OPEN / BISTRO CLOSED	28	29 BAR OPEN / BISTRO CLOSED	30 BAR OPEN / BISTRO CLOSED
31 BAR OPEN / BISTRO CLOSED						
JANUARY						
SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
	1 BAR / BISTRO CLOSED	2	3 BAR OPEN / BISTRO CLOSED	4	5 BAR OPEN / BISTRO CLOSED	6 BAR OPEN / BISTRO CLOSED
7 BAR OPEN / BISTRO CLOSED	8	9	10 BAR / BISTRO OPEN - MEMBERS DRAW & RAFFLE	11	12 OPEN LUNCH & DINNER HAPPY HOUR	13 Portarlington Cruise
14 Portarlington Cruise	RVMYC Portarlington Weekend Cruise		17 BAR / BISTRO OPEN - MEMBERS DRAW & RAFFLE	18	19 OPEN LUNCH & DINNER HAPPY HOUR	20 BAR / BISTRO OPEN
21 BAR / BISTRO OPEN			24 BAR / BISTRO OPEN - MEMBERS DRAW & RAFFLE	25	26 OPEN LUNCH & DINNER HAPPY HOUR	27 BAR / BISTRO OPEN
28 BAR / BISTRO OPEN			31 BAR / BISTRO OPEN - MEMBERS DRAW & RAFFLE			

Duty Officers

December 2017

- 2-3 T LAWLESS
- 9-10 L ANDOLFATTO
- 16-17 P SKENE
- 23-24 F WILKES
- 30-31 K RINDFLEISH

January 2018

- 6-7 T LAWLESS
- 13-14 D COLLINS
- 20-21 J ZAMMIT
- 27-28 P DOHERTY

BAR/BISTRO
10-31 January
LIMITED MENU

