



PROPELLER

ROYAL VICTORIAN MOTOR YACHT CLUB | ESTABLISHED 1904

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Committee commence 2020-2021 term unopposed

Paul Doherty - Commodore



*Livio Andolfatto
Vice Commodore*



*Simon Mills
Rear Commodore*



*Steve Warner
Hon. Secretary*



*Greg O'Connell
Committee*



*Kathie Rindfleish
Committee*



*Ann Przybyz
Crewman*



*Joe Borg
Committee*



*Peter Skene
Hon. Treasurer*

ESTABLISHED 1904

Club News

A warm welcome to our new Club members.



Frank Andronaco



Karen Barclay



William Folley



Harry Psarras

Notice to Members - Sub-Committees

Here's your opportunity to get more involved in how our club runs and have an impact on our progress and direction. All Members are encouraged to consider joining a Sub-Committee that reflects their expertise and interests in any of the following :

Finance & Admin

Hospitality

Boating

Marina

Works

Mariners

Membership

Communications

Please advise the office on admin@rvmyc.com.au of your interest in any,one or more of the above.

**Current Covid-19 restrictions relating to recreational activities including boating, as per DHHS website.
NB. Please check regularly for updates.**

If you live in metropolitan Melbourne and Mitchell Shire, you can leave home for permitted exercise and recreation activities that are outdoors and can be done by yourself, members of your household, or with one other person.

This includes, fishing, hunting, **boating**, surfing, recreational diving, learning to drive, or reading in a park. Exercise and recreational activities should be undertaken at the closest available locations to your home.

You must be able to maintain a 1.5 metre distance and no equipment should be shared.

You cannot leave Metropolitan Melbourne and Mitchell Shire for exercise or recreational activities

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.

Ann Przybysz: shezgame24@gmail.com

ADVERTISING RATES

Did you know that you can advertise in this newsletter from as little as \$30.45 an edition for a business card size ad?

Ten editions are published each year and circulated to our members and friends.

Business Card Size: \$180pa Quarter Page: \$387 Half Page: \$554pa.

We also offer a bonus free ad placement on our website for advertisers, where space is available. Contact the Club for further details.



From the Commodore's Deck

Hello RVMYC'ers,

When I last wrote to you via the Annual Report, I indicated that we were preparing to re-open the Member's Bistro, which occurred and just as numbers were about to be lifted from 20 persons to 50, Stage 3 restrictions were re-imposed and we were back to square minus one. Needless to say that the Clubhouse is now back in lock down and access to the building, including the office has been suspended once more. I also expressed the hope that we were seeing light at the end of the tunnel and whilst it may not be the dreaded oncoming train, the tunnel has become somewhat longer.

Meanwhile ordinary club business is being attended to by extraordinary means. Last week the Annual General Meeting was held virtually for the first time in the club's history and save for a couple of technical glitches went off very well. Your new committee was installed and I am

pleased to report that it remains the same as last year. We have also had our first committee meeting (also virtually) for this new club year and matters have been carried over from last year which includes preparation for the implementation of the Panel System of caterers for the downstairs function area and there are several exciting new projects on the drawing board that will be presented to the membership as soon as the finer details are worked out. I'd like to take this opportunity to thank each of the committee members for stepping forward for another year. It does involve a lot of time and energy and I know you as members are cognisant of the effort and commitment your committee puts in.

Before I close I would like to encourage that we take a flexible approach, to not just in our own lives but club life also. We will do the best we can to be

prepared for the resumption of club amenities and services so that they are accessible to you as soon as is practically possible. I also ask you be mindful of the measures we must undertake and keep consideration top of mind when interacting with other members, staff and committee. Let's all pull together and be positive influencers by wearing our face masks, observing social distancing and maintaining strict personal hygiene. The sooner we all do this and get the message out there, the sooner this will be over.

Remember, whether on water or ashore, stay safe and have fun.

Paul F Doherty
RVMYC Commodore

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Club By-Law of the Month

35. Where marina berths are not available for immediate allocation, applications which have been correctly lodged as above will be recorded, in date received order on the Club Marina Waiting List and displayed on the Club Notice Board

Surge and Wash Report

By John Marks

Recent discussion on fast moving ships and ferries in the Yarra mouth, prompted my memory on the subject. A year or two after purchasing MV Pelican from owner-builder John Settree, and before



departing the marina for a bit of fishing, the dipstick was pulled, as a routine check. What the? The stick was clean, shiny and dry. A quick reconnoitre revealed 25 litres of the good stuff floating atop the water in the bilge.

The Gardner 6LX is a favourite of boaties, as it is super reliable and long-lived, and not too heavy. Originally designed as a bus engine, Gardner's weight saving exercise included a sump of magnesium alloy, which has a serious aversion to salt water. After 10,500 hours over

29 years, the sump had corroded through.

With good height in the engine room, it looked like we could change the sump by raising the engine enough to access the bolts, and to allow the change-over. I chased a sump around the truck wreckers, but the answer was: no, the truckies don't have Gardners anymore, they're too slow on the highway. Someone offered to import one from the UK, at \$1500AUD plus air freight. Finally a used but serviceable item was sourced from Dandenong for \$250. Now for the tricky bit. A local drum merchant loaned 4 x 200ltr drums. By deploying two heavy angle irons (still laying around the yard), and some of our pine blocks, together with a couple of borrowed one-ton chain blocks, we had the big engine and Twin Disc 506 raised about 50cm. The old sump came off fairly easily, but we were warned to not damage the church door. (Only the initiated will understand this. It's an aluminium casting with a rounded top, which holds the front seal). Suddenly all hell broke loose. A pilot with his next job in mind, drove a

full-sized container ship up the Yarra, at a fair margin over five knots, and soon the marina was surrounded by 60cm waves. The Gardner was swinging through a 45degree arc, and, after jumping out of its way, I ran aft for some rope. In retrospect, this situation could have been foreseen, with restraining rope in place.

Soon, all was quiet, and the repair concluded with relative ease. Later, retired Gardner mechanic Jim Ryan advised: you should have sourced a 6LW sump, which fits, and is made of cast iron. We live and learn. Hopefully this one will see me out. My ashes could be scattered on Hobsons Bay from Pelican's deck, with the Gardner still running smoothly?



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Photo Calendar Submissions



A Whale of a Time at Flinders

Story by Greg Miles

Photos by Greg Miles & Kathie Rindfleish

“Let’s go for a cruise to Flinders. We might see a whale or two”. So said RVMYC’s in house jeweller Matt Wynne one recent Wednesday night as we dined at the club. (Remember when we could do that?)

I thought it a touch optimistic to go whale hunting but I did want to cruise through The Heads again and to go with an experienced skipper was tempting. “Yes, we’re in” was our quick response and the planning began.



First Lady needed some remedial exhaust work done before we could depart. Fortunately club “everything man” Marco Sampaio was on the job on Thursday evening ably assisted



by Rick Lyons and Mark Smundin as I expertly held the torch in the correct place. Three hours later First Lady was ship shape again and ready for our voyage.

By now Matt had posted our trip on the RVMYC WhatsApp page and Narrabeen (Simon and Susan Mills) and Rob Roy (Mark and Kathie Rindfleish) had elected to join Finale (Matt and Rochelle Wynne) and First Lady (Greg and Alison Miles).

On Saturday 27th June we were up bright and early for our great adventure. The bay was as calm as a mill pond and the four boats made good time to meet the slack water at The Heads, and we cruised through uneventfully (save for a fast approaching car carrier that got a little too close for First Lady’s liking).

A little bit messy getting clear of The Heads but then the seas settled into a lovely rolling swell and then the magical dolphins that reside just outside The Heads came to visit. It was wonderful as the dolphins changed from boat to boat and swam with us for a considerable time. At one stage First Lady had a group of 8 playing on the bow all occasionally doing tumbles and 360’s to ensure we were still watching and being

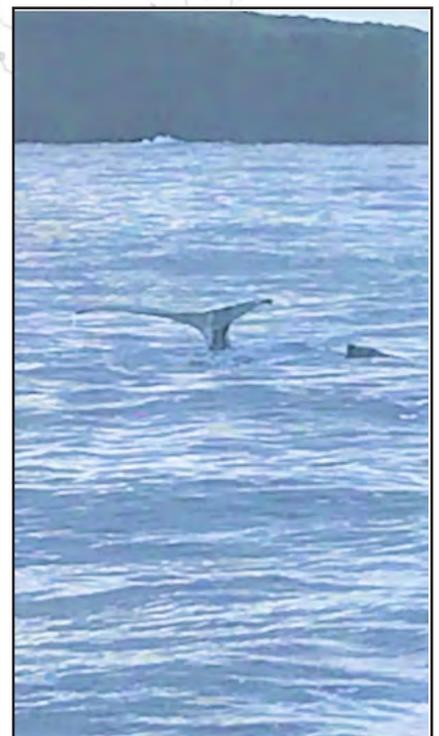


entertained.

Our group had decided to cruise at 8 knots to enjoy the journey and that we certainly did.

Penguins were spotted after Cape Shank and then just before arrival at Flinders we spied what appeared to be a giant tree trunk floating in the water. Except this trunk was moving elegantly and had barnacles over its body. And then Simon Mills snapped a rare pic.

The whale dived and left us with a splendid shot of his tail as he disappeared.





As we dropped anchor a short time later at Flinders a member of the local boat club came to welcome us to his waters. He was incredulous that we'd seen a whale. He'd been around those waters for many years and had never sighted one.

We certainly felt lucky. A great night of typical RVMYC bonhomie was enjoyed by all. Next morning we took our tenders across to the small landing jetty at Flinders and headed into town for some lunch. After another night of fun we had a pre-dawn departure for our return.

Again the dolphins came out to play along the way. The tide was running a bit and although we didn't alter our revs we slowed

from 8 knots down to almost 2 knots as we entered Port Phillip.



Safely tied up back at the club we could reflect on a fabulous

weekend boating experience.

It might well be true that two members fell out of their dinghies and had an unscheduled night time swim. And it might be true one member had his entire chain out and was forced to hand retrieve hundreds of feet of chain and anchor in the dark. But you know....what goes on the trip stays on the trip.

And as one old salt Richard McKay observed on RVMYC's WhatsApp site, "Over a long time boating and sailing I have never seen a weather window like last weekend with 0 to 5 knots all the time. Really enjoyed the pics and reports but must admit with some jealousy". Well said Richard.

We really did know we were lucky.



Exploring the Beautiful Clarence

By Len Dockrill

One of the best river cruises in Australia would have to be along the Clarence River in northern NSW. The Clarence has a long history of boating and in the early years of white settlement the river was the primary transport route, plied by large sailing ships with cargoes of timber and farm produce for delivery to Sydney, or as far away as England. In later years sail was replaced by steam and large steamers traversed the Clarence upstream 40nm as far as Grafton where extensive wharves and warehouses lined both the north and south banks. The shallow water beyond Grafton meant that cargo was carried either by bullock cart or shallow draft lighters and barges. After the north coast rail line was extended to South Grafton in 1915, railway freight gradually replaced the river and coastal steamers. However considerable river traffic remained, with numerous barges used to carry both sugar cane and milk from the farms along the fertile river banks to large processing factories at various locations along the river. Today road transport has replaced these barges, but despite this there still remains considerable traffic along the river in the form of both pleasure and fishing boats, plus a few commercial vessels.

A consequence of the river being the "main road" for so many years was that a number of towns and villages were established along the river's banks and these remain today with fascinating histories and lots to explore.

The river enters the Coral Sea about 300nm north of Sydney and about 90nm south of Southport. The river mouth is protected by extensive breakwalls, beyond which a substantial entry shoal necessitates careful negotiation. The primary approach is along the NE leads and it is wise to talk to VMR (Channel 16) for some local knowledge. The bar can be quite treacherous and has been the site of many tragedies and some spectacular passages such as the notorious "Fleetwing" crossing in the floods of 2009.

The town of Yamba is located on the southern bank at the river's entrance and it provides a large marina with fuel (accessed via a narrow and shallow passage through the mangroves) together with supermarkets, shops, clubs and a large hotel overlooking the river mouth and beach.



Sunset at Brushgrove

On the northern side of the river entrance is the pretty little town of Iluka. There is a large anchorage at Iluka protected by a breakwall, plus an inner harbour that accommodates the fishing fleet and fishermen's co-operative. Nearby, a floating jetty provides easy access for thirsty sailors to tie up their tenders and wander up to the infamous Sedgers Reef Hotel which overlooks the bay. There are a great many lovely walks around Iluka including to Iluka Beach and another trail through the rainforest to Iluka Bluff. There are a number of shops and a supermarket in easy walking distance, making Iluka the perfect spot to prepare for your trip up-river.

Departing Iluka and heading upstream, the Clarence will take you first to Harwood, a distance of about 10nm. This section of the river is fully marked with port and starboard lateral marks and leads, and still sees some significant commercial vessels.

Downstream from Harwood village is a commercial slipway which builds, maintains and refurbishes large commercial vessels from around Australia and New Zealand. A sugar cane processing factory remains operational just downstream from the Harwood bridge. Until relatively recently cargo ships travelled up river to the Harwood mill to ship processed raw sugar to Sydney. As the river is quite wide at this point, traffic on the Pacific Highway was transported across the river on large ferries until 1966 when the first bridge was opened. The extensive traffic delays caused by the ferries, together with the large number of workers at the nearby sugar mill, meant that the hotel located on the northern bank was extremely popular. Known locally as "The Harwood Hilton", the hotel (rebuilt after a fire following cessation of the ferry service) still provides good fare for river sailors. A second bridge was opened recently and its greater height allows yachts to pass beneath, however yachties still have to book an opening of the old lift bridge in order to travel upstream.

Thankfully we stink-boaters can pass through without the need for a lift. As with other villages along the river, there is a deep-water floating jetty at the river's edge where you can secure your boat whilst enjoying the fare at the immediately adjacent hotel.

Continued overpage

Morning mist over the Clarence



Just a further 3nm upstream from Harwood is the pretty little town of Maclean. Here there are two floating jetties with space for at least four boats, plus water supply and pump-out facilities. There is also a very good anchorage on the western side of the river with a short tender trip across to the jetty. Maclean has a number of supermarkets, speciality shops, hardware store, bakery, butcher, etc. and you can get just about anything you need. Plus it has two classic old hotels know as the "bottom pub" (nearest the jetty) and the "top pub". Currently the bottom pub is closed for renovations. Despite levee banks and other mitigation works, Maclean is still affected by floods. At the bottom pub the local rule provides for drinkers to remain in the bar during a rising flood until such time that their change starts to float off the bar – at this time they must evacuate (usually to the top pub). There is still a significant fishing industry based on the river with a number of river prawners and crabbers based at Maclean. River prawning boats are relatively small at around 10m and have shallow freeboards. Often these prawners are operated by just one man. Clarence River prawns are particularly sweet and highly recommended (available from the fishermen's co-op at either Maclean or Iluka).



Prawning in the morning mist at Maclean

Whilst the navigational leads stop at Harwood, lateral marks are maintained upstream as far as Grafton, providing a very useful guide as there are a number of shoaling areas. Care needs to be taken and travel upstream on a rising tide is recommended.

A further 7nm upstream from Maclean is the village of Lawrence. On approaching Lawrence you have to negotiate a vehicular ferry that crosses the river regularly. The cables that operate the ferry are relatively shallow (about 2.5m) so you must wait until the ferry reaches the shore and stops and the warning light goes out, before you travel over the cables. I always put the engines into neutral and drift over the cables rather than risk disaster (I have been caught on ferry cables once before and it was quite alarming). Lawrence has a fixed jetty with a short walk up to a hotel, but there are few other facilities.

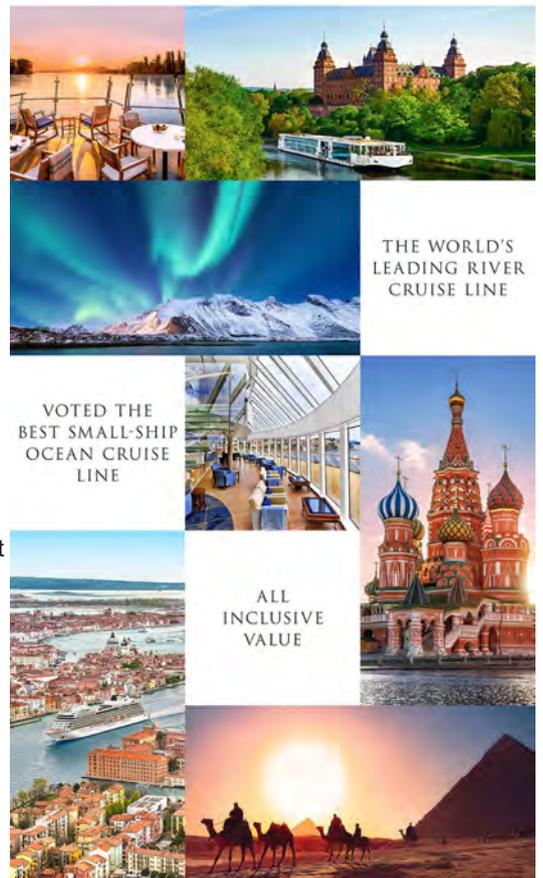
Upstream from Lawrence the river banks become lower and there are good views of the surrounding cattle farms and cane fields. There is a shallow area (around 2.5m) upstream of Lawrence and then an easy passage through to the next village. Brushgrove sits at the southern end of Woodford Island and boasts one of the best country hotels along the river. This classic 150 year plus, two storied timber pub is still pretty much in original condition and hosts some of the most interesting characters that you will find along the river. Tap beer, open fire in winter, great raffles on Friday night, fascinating people to talk to and a resident cat

(with bad attitude) that sprawls in front of the fire and makes access to the toilets a challenge. And you can actually have a counter lunch at the bar! There are no other shops or facilities, but, hey, that doesn't matter. Next upstream is Ulmarra – after another ferry crossing. Another floating jetty plus a very good anchorage along the western bank. Lots of interesting things to see here including a rambling antiques store in the old milk factory, a timber furniture maker, huge second hand book store with books stacked to

the ceilings, an art gallery and, of course, a great old pub with a beer garden overlooking the river (and your boat) with lizards running around your feet while the ibis try to steal your lunch – I even saw one take a sip out a bloke's beer when he went to get his lunch! More interesting characters here, including a guy with a bald rainbow lorikeet wandering over the bar. Lots of lovely old houses here too, along the river bank.



The ferry at Clarence - Beware!



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Exploring the beautiful Clarence

Continued from page 9...

Leaving Ulmarra and heading up river, next stop is Grafton, about a further 12nm. This passage takes you around the west side of Elizabeth Island and then under the famous heritage listed bascule truss double decker bridge – trains on the lower level and road traffic above. There is good anchorage in the river on the east side of Susan Island upstream of the rowing club. There is a fixed jetty and a floating jetty nearby at the end of Prince Street but this is for dinghies only as the water is shallow and it's also the local lads' favourite swimming spot.

From here it is a short walk to large supermarkets and many other stores, plus numerous hotels.



Fleetwing crosses the Clarence River Bar

Some unusual sights here too, including a driver emerging from his car outside the Fitzroy Hotel with a snake wrapped around his head! And the 15m long table at Roche's Family Hotel made out of a single slab of tree about 1.5m wide (they had to pull out a section of wall to get it in).

There is very little remaining of the extensive timber wharves that lined the river banks when shipping was at its peak. However there remain a great number of beautiful old houses, churches and other public buildings. Many of these front the river with extensive gardens

extending down to the water's edge. Plus the many jacaranda and fig trees for which the city is famous. Early November is a good time to visit when the jacarandas are in full bloom and the Jacaranda Festival provides lots of fun events. Passage is possible further upstream from Grafton for about 10nm but great care is required as there are shallow areas and rocky



Sunset at Illuka with Sublime at anchor

outcrops. In some areas the grass comes right to the water's edge and the cattle stand and stare as you drift past. Good anchorage can be found upstream of Sealands and passage beyond

here is best undertaken in dinghies.

About 22nm upstream from Grafton is the village of Copmanhurst.

The river is contained within steep

rocky banks for most of the way between Sealands and Copmanhurst, providing for some spectacular scenery. Passage beyond Copmanhurst is only for the adventurous, equipped with kayaks.

So, following a nice

lunch at the Rest Point Family Hotel in downtown Copmanhurst, it's time to turn downstream and do it all over again in reverse!

Every time I travel up or down the NSW coast I always allow at least a week to explore the Clarence, and each time I discover something new and interesting. So put the Clarence on your bucket list, and there's a fair chance that you might happen to see me there too.

Clarence River reflections



A Little Piece of History

In October 2019, the Club was very lucky to be the recipient of some historical items donated by Suzanne Darley, the granddaughter of Henry Brewer, featured in the December 2019 Propeller.

Henry was a Past Commodore of the RVMYC in 1938, and again in 1948. He participated in a number of boating events at the Club, with the Lonsdale Cup being

one of the many. Mr Brewer was quite successful in his boating prowess, as attested to by the large collection of trophies that are now on display in the Club library.

When you are next at the RVMYC, be sure to pop into the library and have a look at these items. No entry fee required, it's all part of your membership!!



3rd Place, Lonsdale Cup Race, 1947




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MEMBERS BAR TRADING HOURS

Currently closed due to Covid-19 restrictions.

Re-opening date to be confirmed

Wednesday - Bar open 5pm. Bistro open 6.00pm

Friday - Bistro open 5.30pm

Saturday - Bistro open 12.00pm to 2.30pm

Sunday - Bistro open 12.00pm to 2.30pm.

To view the weekly Bistro menu, visit the RVMYC website

Members Draw!

- 10/06/20 \$1650 Terry O'Hare NIA
 - 17/06/20 \$1700 Bernie Webber NIA
 - 22/06/20 \$1750 Paul Rivette
 - 1/7/20 \$1800 Rochelle Wynne **Winner**
- Member's Draw suspended**

Fishing Licences

Fishing licences are available from the Club office or bar; 3 year licence \$100.70; 1 year licence \$37.20; 28 day licence \$21.20; 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

Calendar of Events

BE SURE TO CHECK THE WEDNESDAY WRAP, FACEBOOK & RVMYC WEBSITE FOR UPDATES

Duty Officers - N/A until further notice .

JULY

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	AGM QGM	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

AUGUST

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29