



# PROPELLER

ROYAL VICTORIAN MOTOR YACHT CLUB | ESTABLISHED 1904

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Commodore Paul Doherty



Vice Commodore Simon Mills



Rear Commodore Chris Ackerman



Hon. Secretary Mark Rindfleish



Hon. Treasurer Peter Skene



Committee Greg O'Connell



Committee Kathie Rindfleish



Committee Marco Sampaio



Committee Mark Bourke

**2021-2022 Committee**

# Club News

## A warm welcome to the Club.



Sam Abate



Michael Kennedy



Russell Marsh

### La Luna at the RVMYC

The RVMYC are pleased to introduce a new menu in the Bistro by Celebrity Chef Adrian Richardson.

For those who may not be familiar with Adrian's CV, he is the owner of two highly regarded Melbourne establishments being La Luna Bistro & Bouvier Bar.

Adrian will be responsible for directing the food and beverage offerings in the Member's Bar & Bistro.

Adrian's expertise, passion and enthusiasm will greatly enhance the Bar and Bistro experience for club members and their family & friends.

If you would like to make a booking in the Bistro, please go to the website and click on "Make a reservation".



### Honorary Life Member

Congratulations to Frank Wilkes and Max Menzies on their achievement of becoming Honorary Life Members of the RVMYC.



### New POS system

Things are looking a bit different in the Bar, with new tills. All account charging is facilitated by your fob - simply swipe your fob as requested by staff.

### Club By-Law of the Month

1. Persons who are not members are not entitled to admission to the Club premises, unless accompanied by and signed in by a member.

## 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.

## ADVERTISE IN THE PROPELLER

**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: \$182pa Quarter Page: \$392 Half Page: \$561pa.**

*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

Dear Members

In the last Propellor Report to you I expressed the hope that we were past the worst of COVID-19 and hopefully "back to normal". Of course within weeks Lockdown 4 was announced and we were back to home confinement and worse still no boating. As I write restrictions have been lifted to the point that we can operate normally in our Bar, Bistro & BBQ area, functions however will be curtailed due to the 1 person per 4 square metre rule and the fact that they can only be sit down.

The other major event has been our Annual General Meeting which was very well attended by members resulting in a full house. Before I get into the happenings of the AGM, I would firstly like to take this opportunity to sincerely thank all the members of the outgoing committee who did such outstanding work in extraordinary

circumstances. Each and every one of them did their best and are deserving of our thanks.

To the AGM. For the first time in many years elections were held and the positions at contest were Secretary, General Committee and Crew member. My thanks to our Treasurer Peter Skene who acted as Returns Officer and the volunteers who acted as scrutineers being Past Commodore Lawrie Nelson and long time member David Collins. After the voting and counting was done it was announced that the votes went to Mark Rindfleish as Secretary; Kathie Rindfleish, Marco Sampaio & Greg O'Connell on General Committee and finally Mark Bourke as Crew Member. They together with the unopposed positions which include myself, Simon Mills as Vice Commodore, Chris Ackerman as Rear Commodore, Peter Skene as Treasurer, make up the entire new committee. I look forward to

working with the new and not so new members of the Committee in taking the club forward.

In closing I would like to sincerely thank the outgoing members of the past Committee being Livio Andolfatto, Steve Warner, Joe Borg and Anne Fish for their dedication to the club.

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

Paul F Doherty  
Commodore

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## Can you help?

From July 1, the club will pay an increased government levy of 61% more, for dumping general waste. Recyclables do not attract any levy, so it is important for club finances, to practice recycling and reduce weekly waste. Correct bin use will reduce costs, and contribute to environmental considerations. Each week the club generates a massive 2-10 cubic metres of waste, a large proportion of which is cans, bottles and other recyclable material. (We DO have a separate collection for recycle).

### Impediments to correct bin use:

- \*Colours of bin tops at the club may differ from bin colours at home.
- \*For convenience, and with a compact galley, most members are using only one bag for waste.
- \*Correct bin use requires a little thought, effort and responsibility.

### You can help to reduce collection costs by practicing the following:

- \*Sort your waste into 2 bags ON THE BOAT, for easy disposal at the bins.
- \*Deposit recycle items (clean glass, hard plastic and metal containers, cardboard and newspapers) into the green top bin, without plastic bags. Flatten all cardboard cartons.
- \*Please do not bring waste from home or work to the club.

### Other waste:

The Club provides for the disposal of waste oil, anodes, and batteries. Soon, metal items, E waste (old tv's, appliances and electronics) and used oil filters will have a dedicated collection point. Yard waste generated during a haul-out should be placed in the small yard bins, or directly into the correct dumpster bin. Please observe correct recycling here, and separate the beer and

coke cans from the paint tins, trays, rollers, masking tape etc.

### We can improve:

RVMYC is a leading Victorian boat club, and membership is a privilege. The Club is always striving to improve facilities, management, finances and programs. Improved waste and resource management is a growing consideration, world-wide. Please do your bit.



## "Not a Navrally" Time Trials

The new boating concept of time trials brought to the RVMYC by Justin Taylor took place for the first time on Saturday 19th June. It was a resounding success, with many members participating and then attending the club afterwards to enjoy charcuterie platters and some laughs.

This boating event was such a hit that the next one is already being planned.

Placegetters: 1st Jane Jensen & Ron Grimble, 2nd Justin & Helen Taylor and 3rd Ben Koutoukidis & Kylie Ackerman.  
Well done to all.



## Drachifinel and the HMVS Cerberus

Story by Cameron Simpson



Have you ever wondered about HMVS Cerberus and her career? "Cerberus" is the iron-clad monitor/breakwater sitting in Half Moon Bay. The fact she is still there is probably a testimony to her 8 inch belt of armour.

After many requests "Drachifinel",

probably the world's most notable and prolific Naval Historiographer, has finally produced a short video of her story – "HMVS Cerberus – Guide 232".

While you're looking for this guide, why not check out some of Drach's other great guides to

naval ships and historical events. It's a great winter pastime!

Copy this link into your browser:  
<https://www.youtube.com/watch?v=H7SYG8TMvXI>

# Get your boat fit for the water

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

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

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



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## Pushing Bass Strait in Pelican - A cautionary tale.

Story by John Marks

Traditional maritime folk law will tell you four things to avoid, if you want to stay lucky: leaving port on Friday, bananas, women, and whistling.

On a recent voyage to Bass Strait, two of these four were included; we left Wyndham Harbour on Good Friday April 2nd, and the fruit and veggie esky included a bunch of the bent Queensland items.

We had already aborted a trip to Macquarie Harbour in January, running the gauntlet of the historic wind rose published for that month. Arriving at Currie on King Island, we were unable to piece together a trip to the Gordon River and home again in two weeks, after consulting the forecast.

April looked better for our second cruise, we reckoned that a few days of westerlies could be well - spent alongside the jetty at Lady Barron, or behind Roydon Island, hooking a few of the giant flathead for which the extensive shallows are renowned. After a twenty-four run to the Kent Group, we anchored up in Murray Pass, just off the dis-used jetty on Deal Island, under ideal conditions. Launching the Zodiac next morning, we proceeded ashore for a climb to the lighthouse, with tame wallabies and Cape Barren geese moving off the path as you pass. Also of interest is the museum building, which displays much evidence of the hardships suffered when living here in the early days. The 178 y.o. lighthouse, the highest in the southern hemisphere, is suffering some deterioration, but recently volunteers have applied a coat of white paint.



Noticing a bit of weather coming in from the west, Pelican took shelter in Winter Cove, the most protected bay on Deal Island.

Fishing was not great, but we took the opportunity to go ashore and

inspect the remains of the Karitane wreck. There's very little to see in the water, but a large winch and bow section rest on the little beach. Blake Jobson took the skipper over to a bommie on the south east corner for a dive. No crays, but dozens of big black lip abalone are neatly arranged along the walls of an extensive gutter. Four of these became a luscious entrée a few days later.

There's a deep hole on the south side of Roydon Island, off Flinders Island's north west corner. Arriving here, schools of snapper showed on the Furuno, so Pelican was drifted across the drop-off a few times to produce a nice swag of pinkies, some even large enough to be classed as "real" snapper. In the shallows, fishing was disappointing compared to previous years, but big stingrays and checker-board sharks kept the boys busy.



We took the Zodiac over to Flinders to inspect the wreck of a 36' yacht, which had snapped its anchor line and drifted ashore a few days earlier. It looked rather sad, with the port side stove in on a large rock, the tide flowing in and out at will. With no access for a shore-based salvage, it could be stuck there for the duration? Maybe the fishing at Prime Seal would be better?

Peacock Bay on the east side is great shelter in a westerly, but holding can be a problem, due to extensive ribbon weed. Moving right along, we ran past East Kangaroo, Chappell and Badger Islands and into Franklin Sound. Here the marked channels take you through a myriad of sand bars, rocks and small islands up to the harbour at Lady Barron. In earlier days passengers and cargo were unloaded at the shallow and badly exposed jetty at Whitemark, the island's capital. Lately, visitors

and small items such as daily papers and fresh produce arrive by plane, and the roll-on-roll-off wharf at Lady Barron accommodates shallow draught ships regularly, which bring motor vehicles and heavy items, and take off sheep and cattle. During our stay at the jetty, hundreds of tonnes of gravel and crushed rock in big loop-handled bags were unloaded for a dam building project.



There's plenty of space at the wharf, which boasts power, water and a recently completed amenity block with a hot shower. During the 1980's and earlier, up to 40 cray boats worked out of Lady Barron, but predictably, all the crays have been taken. Only one crayboat is left, working out of Killiecrankie at the island's north. The general store is the local hot spot, where you meet interesting locals and other visitors. The staff are friendly, and have some expertise with the big coffee maker. The ships can only move at high tide, so the Tasports workers were often out at night, braving rain and wind as they unloaded with a fleet of fork trucks, or herded up to 500 head of cattle on board into hastily erected pens, with much shouting and mooing. Departing at night in high winds, the "Statesman" smashed off a pylon, which the port maintenance crew promptly replaced. By now, continuous strong westerlies were marching across the forecast wind map, accompanied by driving rain. Stuck at the wharf, the boys hired a car for a few days, and went touring. Mount Strezelecki at 2500' was a bit of a challenge for the old blokes, with Blake striding off ahead with his hands in his pockets. One day we drove to Palana, Killiecrankie and North West River, but the bleak conditions hardly inspired a further walk.



At the wharf is a 60' steel ketch, which was found drifting and apparently abandoned off Deal Island. Later it was revealed that the 80 y.o. sole occupant was missing, after some extensive world cruising and a trip down from Cairns, its home port. Also of interest was a neat but neglected 30' cray boat, recently sold to Melbourne owners after years of hanging on a mooring behind Billy Goat Reef. We were offered a cash payment to tow it to Port Welshpool, a difficult tow under ocean conditions. Declined.

The 60' trading ketch Alcheringa also arrived at Lady Barron. Owned by the late Bass Strait legend Alf Stackhouse, she was purchased for a pittance from Alf's estate, for live-aboard cruising. Its hard to sell old wooden boats, even one as good as Alcheringa, which Alf salvaged as an insurance write-off many years earlier. On Thursday April 15th, the weather



*Trading Ketch*

moderated slightly, and the boys made a break for Port Phillip, but a problem with the raw water pump caused hours of delay, after which the window closed. The deck-wash

hose was re-directed through the cooling system, and Pelican limped back to Roydon Island, after a difficult exercise recalling the big parachute drogue in the dark. A bit of northerly slant in the gale-force wind brought some big seas through the northern gap, causing some discomfort. A 30 day Telstra connection on the Ipad expired, so no more news or games.

The tucker was holding out OK, and we ran the Honda generator a few times to keep the 24volt system up to speed, but when our second-last gas tank tanked, it was a five hour run back to Lady Barron. A hot shower, a coffee, and a read



of the daily papers improved the mood somewhat, but with the shocking weather, observing the trading ships coming and going was one of the few distractions. We celebrated Ron Ellis's birthday in the dining room at the Furneaux Tavern.



A replacement pump miraculously arrived within 48 hours, from Hamilton in western Victoria, and was soon fitted. With all systems go, it was only a matter of time waiting for a calm break, which arrived at 7:00am on April 27th. A 34 hour direct run placed Pelican alongside at Wyndham Harbour. Call all this bad luck? We actually had quite a good time, but the frustration mainly occurred when considering the forced restrictions. We also missed some lovely sheltered bays on Cape Barron and Clarke Islands.

Maybe another year?

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# Diary update & classifieds



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### MEMBERS BAR TRADING HOURS



Wednesday - Bar open 5.00pm  
Bistro open 6.00pm

Friday - Bar open 5.00pm  
Bistro open 5.30pm

Saturday - Bar open 12.00pm  
Bistro open 12.00pm to 2.30pm

Sunday - Bar open 12.00pm  
Bistro open 12.00pm to 2.30pm.

To view the weekly Bistro menu, visit the RVMYC website

### Members Draw!

Wednesdays at 7pm  
 5th May - Jason Egbers NIA  
 12th May - Nick Bombos NIA  
 19th May- Nick Warren NIA  
 26th May - 23rd June: Draw suspended  
 30th June - 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 contact the office or see Terri at the bar. Members can use their accounts to pay.

**NOTE: Seniors cardholders do not require a fishing licence**

### Calendar of Events

#### JULY

9th - Royal Trivia Night

24th - Gala Awards Night

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

### Duty Officers

#### July

3-4 Chris Ackerman  
 10-11 Mark Rindfleish  
 17-18 Peter Skene  
 24-25 Greg O'Connell  
 31-1 Kathie Rindfleish

#### August

7-8 Marco Sampaio  
 14-15 Mark Bourke  
 21-22 Paul Doherty  
 28-29 Simon Mills

#### JULY

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
				1	Bar & Bistro Open	Bar & Bistro Open
Bar & Bistro Open	5	6	Draw Resumes		Royal Trivia Night	Bar & Bistro Open
Bar & Bistro Open	12	13	Bar & Bistro Open	15	Bar & Bistro Open	Bar & Bistro Open
Bar & Bistro Open	19	20	Bar & Bistro Open	22	Bar & Bistro Open	Gala Awards Night
Bar & Bistro Open	26	27	Bar & Bistro Open	29	Bar & Bistro Open	Bar & Bistro Open

#### AUGUST

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
Bar & Bistro Open	2	3	Bar & Bistro Open	5	Bar & Bistro Open	Bar & Bistro Open
Bar & Bistro Open	9	10	Bar & Bistro Open	12	Bar & Bistro Open	Bar & Bistro Open
Bar & Bistro Open	16	17	Bar & Bistro Open	19	Bar & Bistro Open	Bar & Bistro Open
Bar & Bistro Open	23	24	Bar & Bistro Open	26	Bar & Bistro Open	Bar & Bistro Open
Bar & Bistro Open	30	31				