



Snapper Snippets

Between Beaconsfield Parade & The Sand, Kerferd Road Pier, Albert Park.



Thanks to visiting Emirates Pilot and top international drone photographer, **Giro La Pira** we have a new perspective on our club from 300 feet up. See story on page 3.



Vale Brian Kane

By Peter Taylor

It is with great sadness we acknowledge the passing of Brian Kane after a battle with cancer.

Brian was a dedicated club member for over 20 years and, as a retired diesel mechanic, spent countless hours in the boat house, assisting young and old. He always had the time to listen, think and fix.

Brian was a keen angler attending most, if not all, club events and was a regular at the see page 2

We have a new pier

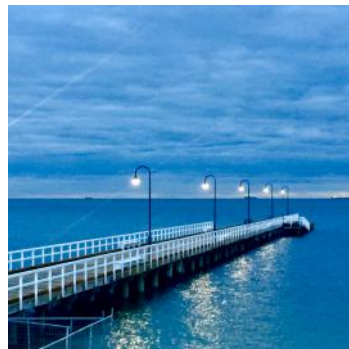
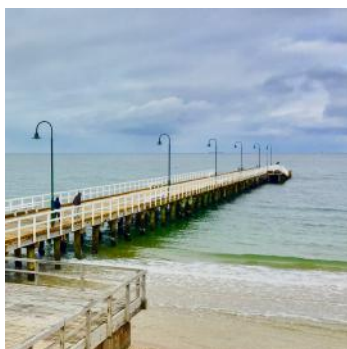
One hundred and thirty-eight days is all it took for Tom Simpson and the team from Simpson Constructions to restore Kerferd Road Pier to its former glory.

The pier was erected in 1887-9 by the Emerald Hill Council following ten

years protracted negotiations with the Melbourne Harbour Trust Commissioners.

Its significance was recognised when it was classified by the National Trust in 1973.

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Past President **TREVOR MORGAN**
Awarded Life Membership - page 10

New Pier

- from page one.

Heritage Victoria also noted the pier's historical and architectural significance, "*... as a rare example of a substantially intact nineteenth century pier in Port Phillip Bay. It retains important elements of its original construction and is a rare example of a pier built predominantly for recreational purposes.*"

As well as the pier itself, Heritage Victoria recognise: "*... the seabed beneath and surrounding it are of archaeological significance for their potential to reveal artefacts scattered by users of the pier and adjacent beach facilities since the 1880s. It is significant that the seabed surrounding the pier has not been dredged therefore increasing the archaeological potential of the site.*"

In urgent need of work, the pier was closed for a long time whilst funding was raised, much to the chagrin of the wedding photographers. One afternoon we saw a wedding party arrive to find the fence in place.

Work commenced on the 9th of January, replacing:

- 96 piles, with piles driven three to four metres underground,
- 34 crossheads,
- over 100 joists,
- the entire decking,
- handrails,

- capping,
- the lower landing (with wheelchair access).

The lights were removed and powder-coated for protection against the elements. New L.E.D. globes have been fitted.

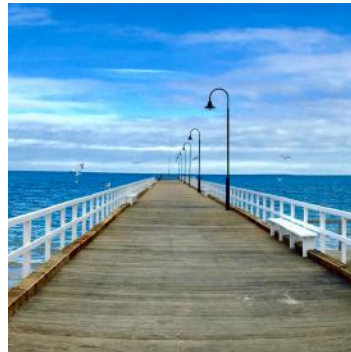
The seating has been refurbished.

Working sustainably, the old pylons and woodwork were repurposed, and the team's diver had to clean the sea floor of any evidence of the restoration.

On Thursday 25th July the Club bought the restoration team lunch, as a thank you for their work, which will ensure the pier stands another 140 years.

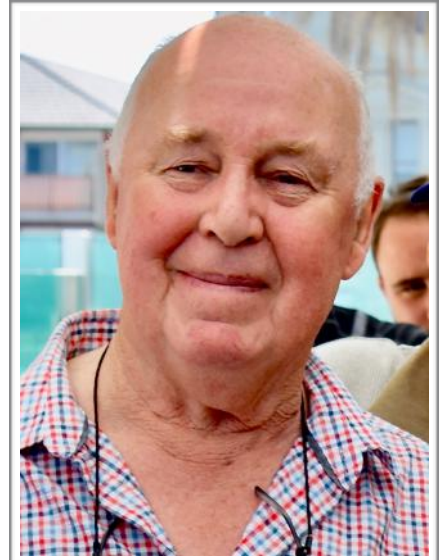
The Club was called to order while one of the members gave an impromptu speech to the assembled workers, who were soundly applauded by the lunchtime crowd.

Three of the crew live locally and added their names to our waiting list. In years to come they'll be able to sit on the deck and gaze at the structure they brought back from the dead; giving future fishers, swimmers and wedding parties the old pier they know and love.



Vale Brian Kane

- from page one.



annual Lake Purrumbete weekend. He was part-owner of PA 09, a beautifully restored clinker with an impeccable motor.

The friendship between Brian and our Boat House Captain, Eddy Bernobich, has spanned decades with their can-do attitude, combined with skills, has ensured we have a well-run and safe environment for all boat owners including members hiring club boats.

My son and I found Brian to be approachable, always greeting us with a smile. He helped many a Saturday on the "sand" duty without complaint. We have and will continue to miss his conversations over a beer afterwards.



The team celebrate after completing the restoration of Kerferd Road Pier (L to R) Jason Speed, Andrew Tait, Ciaran Hearn, Dave Gannon (front) Sean Beams & Will Peters.

A drone's view of the club



Prior to arriving in Australia, drone photographer **Gio La Pira** contacted CASA to get the rules on drone flying. Each country's rules are different.

Drones are on sale everywhere. They take great photos of your boat at sea. The Civil Aviation Safety Authority has special rules, and it's worth reviewing them.

You can never fly your drone over anyone. This includes places like festivals, sporting events, populated beaches, busy roads and pedestrians on footpaths. When there are people around, your drone has to be at least 30 metres away from them, unless the other person is helping control or navigate the drone.

You can only fly one drone at a time, and that drone can't go any higher than 120 metres — that's 400 feet.

You must fly at least 5.5 kilometres away from a controlled airport, which generally have a control tower at them.

If you're near a helicopter landing site, or smaller aerodrome without a

control tower, you can fly your drone within 5.5 kilometres, but only if manned aircraft are not operating in the area.

If you become aware of manned aircraft nearby, you have to manoeuvre away and land your drone as quickly, and safely, as possible.

You can only fly your drone during daylight hours, and you mustn't fly in cloud or fog.

You must keep it within your visual line of sight. This means being able to navigate, orientate and see your drone with your own eyes at all times — not through a device like a video screen, or goggles.

And you can't fly your drone over or near an area affecting public safety or where emergency operations are underway. This applies to situations like road accidents, bushfires, firefighting efforts, police activity, and search and rescue.

Check the rules here:

<https://tinyurl.com/CASA-DroneRules>

Pier Restoration Team



The Boss: **Tom Simpson**, from Simpson Constructions. They have been in the pier rebuilding business for over 30 years.

Project Manager **Tim Garrecht** brought the job to completion in **138** days.



It's A Club ... Not The Hilton.

We keep prices low because **YOU** are clearing the tables! After eating, please clean your plates and place them in the area provided. Glasses go back to the bar. Please wipe down your table for the next members.

Message from the Minister for Fishing & Boating, Jaala Pulford

So far, we've hit the ground running with the State Government's \$35 million Target One Million phase two election commitments.

We've continued to stock big numbers of fish including 32,000 catchable size rainbow trout for the recent winter school holidays. We've also released 60 large golden perch, trout and Murray cod into Quarry Lake at Ferntree Gully for the first time, followed by hundreds more rainbow trout for the holidays. It's now a fantastic new urban fishery with a mix of trout and native fish for every season!

In an exciting Australian first, 1600 Cheetah Trout leapt their way into Lake Purrumbete, near Camperdown, in July. This species is a cross between a Rainbow Trout and a Brook Trout, adding even more diversity to the Purrumbete fishery, which is annually stocked with Brown, Rainbow and Brook Trout, as well as Chinook Salmon. We're well on track to better on-water access to several reservoirs, with kayaks, canoes and small watercraft carrying electric motors already permitted at Barkers Creek and Tullaroop reservoirs. To celebrate, we stocked these waterways with more fish, including catchable-size Murray cod into Barkers Creek for the first time, and lots of Brown and Rainbow trout into Tullaroop, which had also received native fish fingerlings last summer. Since opening up Tullaroop, we've seen fishers with great bags of 50cm+ Redfin and huge trout. It's already a form winter hot-spot!

What about the rest?

There's not long to go now. Kayak, canoe and small craft access arrangements for Lauriston, Upper Coliban and Malmsbury reservoirs are on track to be ready by publication of this edition of Snapper Snippets, so watch this space. Larger boats with electric motors will be permitted there, once appropriate launching facilities are in place.



Minister Pulford and crew after diving on Margaret's Reef

We're aiming for the first of August next year.

This week, I announced, at Snobs Creek, a suite of 12 new projects funded by your recreational fishing licence fees. Check them out here www.vfa.vic.gov.au/feesatwork2019.

Oh, and I can report that Rainbow trout at Snobs are currently hatching by the thousands. Exciting times!

In the salt, Margaret Reef off St Kilda is thriving and full of life, with thousands of pinkie snapper schooling around rejuvenated shellfish reef beds full of Australian flat oysters. As you know, your fishing licence fees and the Albert Park Yachting & Angling Club played a pivotal role in getting this project off the ground, in partnership with The Nature Conservancy. I'd like to again thank all who were involved and can't wait to see how these reefs look in a couple more years!

What's more, Victorian Fisheries' latest snapper research shows stocks will continue to grow in Port Phillip Bay.

Coupled with the rejuvenated shellfish reefs, the future is looking bright for snapper fishing. In other news, plans for Fisheries' new native fish hatchery continue to develop. After my Snobs visit, I visited Shepparton to announce the future employment of up to 50 percent Indigenous staff when the new hatchery is complete. It will allow us to grow millions of extra native fish annually in a climate ideally suited to growing warm-water fin-fish.

Lastly, and hot off the press! We've just launched fishing-themed number plates. The winning slogan was 'Hooked on Victoria' suggested by Wayne Felmingham from Maffra. I've popped in a few photos for you to have a look.

I'd like to thank every member of the Albert Park Yachting and Angling Club for their continued support and contribution to recreational fishing over the years. Myself and the Victorian Fisheries Authority will continue to stay in touch and provide you with further updates as we grow recreational fishing in Victoria.



Shellfish Reefs Project



Bob Pearce

Our Mussel and Oyster shellfish reefs keep going from strength-to-strength. A number of dives on site over recent months have demonstrated the success of our project. Every time we check, it's teeming with fish, mainly Pinkie Snapper, but several other species as well. More recently we have seen schools of Pike and Yellowtail Scad, along with many other marine species.

The oysters that were bred at Queenscliff Shellfish Hatchery are thriving, and we are now seeing baby oysters through natural recruitment.

Shellfish are great for the Bay's marine ecology;

they attract all sorts of marine species, increasing biodiversity. They are also filter-feeders, greatly improving the water quality in the Bay. The more shellfish, the greater the improvement in water quality.

The Nature Conservancy recently arranged to take Minister Jaala Pulford, and some of her colleagues, to Margaret's Reef, off St.Kilda, to see the new reef first hand. The Minister is a qualified scuba diver, as are two of her colleagues. Whilst the visibility on the bottom wasn't the best, all who dived managed to get an understanding as to the success of the new reef.

The Minister and her Advisor, Heidi Flower, have also joined us for lunch at the Club.

The latest video can be accessed via the following link: <https://tinyurl.com/MargaretsWINTER2019>



Port Phillip Bay Shellfish Reef Restoration Project

Simon Branigan

The Nature Conservancy
simon.branigan@tnc.org

The Port Phillip Bay Shellfish Reef Restoration Project is a foundation partnership between The Nature Conservancy (TNC), Albert Park Yachting and Angling Club, and the Victorian Government. This partnership has expanded to include many other organisations, including VRFish, OZFish Unlimited, and many grass roots fishing, dive and marine care groups.

The project started in 2014 and reached the milestone of rebuilding 2.5 hectares of shellfish reefs by late 2018. These reefs will take up to eight years to recover to a near natural

state, but already the diversity of new marine life is outstanding.

Margaret's Reef, Hobsons Bay

There are two shellfish reefs at Margaret's Reef, one oyster reef and one mussel reef. These reefs have been monitored every six months to gather information about fish species (both bigger mobile species, and smaller cryptics), flora and survival and growth of the shellfish that have been seeded onto the reefs. The key outcomes from the monitoring includes over 600, two-year old pinkie snapper, being observed, as well as other species such as goat fish, pike, yellowtail scad and grass whiting.



Fishing Report

Tony Spinelli

The Big Red Tide has come and gone, once more. The usual suspects have done well, being the fisherman who are really keen, and love to get out on the water in all sorts of weather.

Don't forget: *"You won't catch Mr. or Mrs. Red sitting on the couch."*

I would like to take this opportunity to congratulate all the winners in the different categories: In-house, Out-house (open) and the Juniors.

The Tom Kells trophy, (heaviest fish), was won by Anthony Osborne, a fish of 7.795kg; Manny Hiotis a very respectable 8.10kg. Ladies awards went to Olga Harradine and Chantal Meehan who both caught fish over 5kg; John Cali took out the In-house club champion's awards for the 2nd year in a row; a great effort, and also winning the Jack Pompei award for the most snapper caught in-house.

A special mention to D.Rudd, and J.Eagleton, for the most trips in a club boat, and also catching the last fish for the season.

In-house Junior Club Champion was Tristan Sass, Jack Mercieca was second, and Cody McLeod third.

Cody also took out the Encouragement Award. Great effort,

Cody, and we hope to see your name high-up on the leader board next season.

Snapper season started off slowly this year, the big breeders swam up the Western Channel for a change.

Normally they come up the middle or eastern side, past Mt Martha, Frankston via the 18 metre line, until they hit the top end.

My first seven trips caught doughnuts, never lost a bait! In the end I had to bite the Pilchard head and go on the hunt, landing fish from P2 to Point Cook.

Point Cook held a lot of good reds of 4-6kg, bait was silver whiting. Was using squid heads, but was hard to get a good hook-up. Seemed like every man and his gold fish was getting a good feed. Unfortunately the fish didn't hang around long, so on with the hunt. The southern end fired-up again, but I refused to travel that far.

I started to fish the inshore reefs and drop-offs, BINGO! Not big fish like down South, but Pinkies up to 3kg. I was having a great time; light rods (whiting / bream rods), light line, no lead, pillies, 3 / 0 hooks. Burley is a must.

I fished the inshore reefs from Willy to Avalon and had a ball. Thanks for coming Mr Red.

to improve its growth, while at the same time build on its traditions and history.

Our main historic activity has been and, continues to be, recreational fishing. Over the last few years the committee has noted a significant drop off in the use of of boats stored at club. The committee asked all boat owners to come to a meeting at the club on Wednesday evening, June 26th at 7.30pm.

The meeting was called expressly to seek input from all boat owners on how the club can increase the use of all stored boats to help generate and increase fishing participation. Also, there were a number of boat lockers, the majority of which are padlocked, the committee is wanting to identify, and record, so the club knows which locker belongs to which boat owner.

The committee handed out a survey for boat owners to complete and return back to the club so it can effectively plan further development of its boating facilities and, associated fishing and boating activities.

The committee would welcome any ideas members may also have on increasing boat usage and, general member fishing involvement.

Through the ongoing work of Committee member Bob Pearce, I had the pleasure, along with members of our Fishing Committee, of hosting a lunch at the Club for the Minister for Fishing and Boating, Jaala Pulford together with members from

President's Message

Philip Langdon

As a matter of personal regret, I advise that our much-loved vice president Patrick Hutchinson will step down from the Committee at the conclusion of his term.

Pat has served me, and the club, with distinction, undying energy and, loyalty. He has devoted so much of his personal time in representing the club at the numerous fishing related industry, council, and government meetings, and kept

the Albert Park Yachting & Angling Club name at the forefront of peoples' minds. Pat has been a driving force on the fishing committee for many, many years. We thank him for the great contribution he has made to this club to guarantee its future success, and extend our best wishes to both he and his wife Jan.

With the continued strong trading of the club, the committee and I have looked at how, and where, the club needs

the Nature Conservancy and Melbourne University. The lunch was part of the Club's ongoing involvement and commitment to the Shellfish Reef Restoration Project. At the conclusion of our lunch the Minister was given a tour of our boathouse and shown our collection of vintage clinker fishing boats.

In respect to further club improvements, I am happy to advise that the installation of the Pat Hutchinson Wing gas heaters is now complete. When wind conditions allow, we look forward to members enjoying a warm and cozy lunch or dinner for the remaining winter months.

This year's AGM date has been set down for Wednesday evening October 2nd. As is required under our Constitution, three Committee positions will come up for re-election. All full, paid-up members, are eligible to nominate. Election notices will go out in early September.

Look forward to seeing and meeting you at the club.

Regards
Philip Langdon



**STEER
CLEAR**

Shuck Don't Chuck

Simon Branigan - The Nature Conservancy
simon.branigan@tnc.org

The Shuck Don't Chuck Project is now established in Melbourne, with South Melbourne Market, Vue de monde, Collins Quarter and IL Nostro Posto recycling shells. These shells are picked up on a fortnightly basis, weathered and cured to kill off any marine pathogens for at least six months, then used to build reef bases. If anyone knows any restaurants that would be interested in recycling shells, ideally in and around the central business district, tell The Nature Conservancy (TNC) as we are currently recruiting.

For something different, TNC also teamed up with Barking Spider Visual Theatre on an 'oyster art' installation at Geelong After Dark this year. The installation illustrated the shifting baseline of plentiful shellfish reefs in the 1800's to near extinction in the late 1900's and was viewed by hundreds of festival goers.

Future reef building plans

Planning is underway to scale up the rebuilding of shellfish reefs in Port Phillip Bay, expanding the footprint of reefs at Geelong, Margaret's Reef and further around the bay towards Carrum and beyond. This will bring huge benefits to Melbourne: cleaner water, more fish and jobs.

In addition, the next monitoring session for the shellfish reefs is scheduled for the first two weeks of September. We need volunteers to help measure oysters and mussels, both at Warmies boat ramp and Clifton Springs. It's a great way to learn more about the project and lunch is catered. If you're interested, please contact me.



Nearly four tonnes of mussel shells from South Melbourne Market have become part of The Nature Conservancy's Shuck Don't Chuck scheme that uses them to create new reefs in Port Phillip Bay.

If you can't see the bridge of that ship ... **they can't see you!**
Keep outa the channels. You don't need the drama.

Club Manager's Report

Paul Davies

Summer attendance proved to be a record for the club with the added capacity provided by the Pat Hutchinson and Bayside decks proving popular. Friday nights and Sunday lunches were full on most days. Thursday nights were also very strong and have maintained a good level of support right through Autumn.

Saturday evening function bookings were popular in the first five months of the year but have now entered the quiet winter period. To deal with the downturn we offered members a winter discount from June to August — \$100.00 off hall hire and 10% off beverages. If you are having a birthday, anniversary, reunion, engagement, wedding, or any other sort of celebration, think about having it at your club.

If you are planning for a pre-Christmas function or group get-together, please contact our Functions Manager, Glenn Smith, as early as possible to secure your preferred date.

We have started sending out the invoices for the 2019 / 2020 membership fees. Members will have until 30th of September to pay. Beyond this date a late fee will apply.

On the social side, our Saturday Seafood Night, Mother's Day, and Christmas In July lunch functions were all successful. We will also look at holding a few more themed Saturday evening special members dinner nights in the coming few months.

Soon it's Father's Day, the Footy Tipping dinner, Grand Final lunch and, before you know it, our Melbourne Cup lunch celebration.

The monthly Sunday band afternoons continue to be popular with our members and their friends. Based on positive feedback, we will look at increasing their frequency to fortnightly towards Christmas and for summer into 2020.

Look forward to seeing you down at the club.

Paul Davies
Club Manager

Although Port Phillip Bay fishing is in very good shape with popular species like Snapper, Whiting, Salmon and Squid appearing in good numbers, it is not the case for the humble Flathead, which has been under pressure for various reasons and environmental changes for the past few seasons.



It is worth noting that unlike the Snapper, Whiting and Salmon which annually enter the bay in vast numbers from Bass Strait, the three bay species of Sand, Rock and Southern Blue Spotted (Yank) flaties are residential to the bay and do not receive any yearly increase from southern waters.

With the decrease in numbers it is hard to expect a return to the massive catches of past years as all the future stock has to come from within the bay itself.

Most anglers cannot get near the bag limit of 20 Flathead these days, and are happy to target 10 fish which allows 20 fillets to take home of the once common Sand Flathead.

The Rock Flathead are not caught in great numbers by anglers and their stocks do not appear to be under threat.

The Southern Blue Spotted (Yank) Flathead is a different story. These fish average 34 to 44 centimetres with odd larger ones taken over 50 (see attached photo) and even longer than 60 centimetres. The Blue Spot is a prized catch with excellent table qualities and surely anglers need not take 20 of these, even though allowed by the current bag limit.

As the VRFISH motto says "*Limit Your Catch ... Don't Catch Your Limit*" and we may enjoy Flathead fishing in Port Phillip Bay for future years.

Flathead for the Future

Brian Wright

With the Victorian Fisheries Authority 10 year review of Bag and Size Limits underway it is significant that APYAC Angling committee and members have pushed for a bag limit of 10 bay Flathead per angler per day, and a minimum length of 30 cm. This change, if adopted, would replace the current bag of 20 fish and 27cms minimum as it stands today for Port Phillip Bay Flathead.

Ozfish Unlimited

By Ben Cleveland



Fishers in Port Phillip Bay have been getting an in-depth look at their local fishing spots through a citizen science project. Using a Baited Remote Underwater Video (BRUV) monitoring approach, the “Reccys Restoring the Bay” project is being led by OzFish Unlimited, in partnership with VRFish and The Nature Conservancy, and aims to involve more recreational fishers in restoration activities.

Fishers in the newly formed Indented Head OzFish chapter have already got a fish-eye view of some of their local spots, collecting some great footage of highly sought-after species including Calamari, Snapper and King George Whiting.

While a fascinating insight into the lives of the finned residents of our Bay, the project also intends to use video data to monitor fish use of habitats and identify other aquatic habitat issues. Funded by the Port Phillip Bay Fund, BCF (national partner of OzFish Unlimited) and the Urquhart Charitable Fund; the project builds upon the leadership shown by APYAC that instigated the restoration of the Bay’s lost living shellfish reefs

with The Nature Conservancy and the Victorian Fisheries Authority.

Working on a chapter model, OzFish is a not-for-profit organisation dedicated to helping the millions of Aussie recreational fishers to take control of the health of their rivers, bays and estuaries and shore up the future of the sport they love. OzFish Unlimited partners with fishers and the broader community to invest time and money into the protection and restoration of our waterways, counteracting decades of degradation.

There are currently twenty-seven chapters of passionate fishers nationally, and APYAC is starting a chapter of its own. But we need you!

The project is an excellent opportunity for APYAC to continue to lead by example, showing the community the positive impacts fishers can have on their local waters. Additional to the great fundraising work already undertaken for the shellfish reef project, there are new opportunities for APYAC club members to get involved, including helping to monitor the progress to the current shellfish reefs at Margaret’s Reef, and also get a fish-eye view of their other favourite fishing spots.

Members will even be able to get their hands dirty undertaking small on-ground restoration works aimed at improving fish populations.

The club currently has a BRUV unit available for use downstairs, including logbook and equipment.

If you would like to know more about OzFish Unlimited, head to www.ozfish.org.au, and members who would like to be involved can contact Ben Cleveland at benclleveland@ozfish.org.au or at a club meeting.

Association, Goulburn Murray Water, Victorian Fishing Authority, Eildon Boat Club, and Regional Development Victoria.

The Boating Industry Association of Victoria represents its members and supports the state’s 200,000 registered boat owners, 400,000 marine licence holders, and 900,000 boating participants.

Boating is big business in Victoria and boasts a \$4.5b annual economic impact and over 17,000 jobs.

Lake Eildon is already a significant contributor toward this and boasts amazing waterways for all varieties of boating activity including, however not limited to, house boats, fishing boats, ski and other tow sport boats, cruising vessels, paddle and other canoes, and everything in between.

Whilst the boating industry in the region is already strong, it has great potential for further growth and development. The Lake Eildon Boating and Fishing Show will harness all of these positives and deliver a great event for exhibitors, industry, and the region, as well as everyone who comes along to enjoy the event and take in the Lake Eildon boating lifestyle. This will be a major boating event in Victoria and the first of its kind, conducted in the iconic boating precinct of the elevated Lake Eildon Dam Wall overlooking the spillway and the pondage below.

The event will extend into the outlook area, down to the boat ramp, onto Houseboat Harbour, and on-water through to the boat demonstration area. There will be boating demonstrations and displays, water-based activities, fishing opportunities, equipment displays and sales, entertainment, great catering, and a fully-stocked boat show bar.

Katrina Muir is the event Project Manager, katrina@biavic.com.au

Boating Industry Association Report

Amelia Kelly

The inaugural Lake Eildon Boating and Fishing Show will be held from Friday 11th to Sunday 13th October.

The show is being organised by the Boating Industry Association of Victoria (BIAV), with the valued support of Murrindindi Shire, Lake Eildon House Boat Industry



When it comes to lure fishing there's none better than the BIA Vic's **Ben Scullin**. Ben won the Cod Nationals championship this year at Mulwala.



Presentation Night 2019

Past President **Trevor Morgan** was awarded Life Membership.





Boating Tips from the RACV

By Neil James

Winterising a boat motor: fact or fiction?

Easter marks the end of the boating season for many Victorian bread-and-butter fishermen. Snapper season is ending, winter is just around the corner, gear goes into storage and those long-overdue maintenance tasks are (finally) about to get done.

All good boaters know that preventing corrosion is an essential part of boat ownership. Proper and regular maintenance stops things from breaking, or failing, which is why winterising your boat — and especially the motor — is such a vital part of your maintenance routine.

Or is it?

Who should winterise?

“The more you use your boat, the better it will be,” says Nick Purvis from Coastline Marine. “If your boat gets regular use during winter, then you don’t necessarily have to winterise it,” he says.

Nick certainly knows boat engines. A marine mechanic for 15 years, he operates near Patterson Lakes and Sandringham Yacht Club. The engines he sees each day range from portable recreational outboards to big commercial diesels — and he says the best way to prevent an engine from deteriorating is to keep using it.

“On recreational boats, if you can use it once a week or fortnight, then you’ll certainly prolong its life,” he says. “Even something as simple as a quick run will do it a world of good.”

Of course, not everyone is able to keep going during the coldest and darkest months of the year. Work, weather, and a lack of holidays can get in the way, so unless you’re fortunate enough to head to Portland or some other game-fishing paradise, keeping your boat in working order by placing it in hibernation may be the best option.

Winterising a marine engine

The engine is the component of your boat that is arguably most at risk of deterioration over winter. After all, not only does it contain many moving and (often delicate) parts, it is also routinely subjected to salt water immersion and high temperatures. However, winterising can mean different things to different people, as Nick explains.

“It really depends on how in-depth you’re getting into it,” he says. “For some people, a winterise is just running the boat up on fresh water, packing it up, isolating the batteries and giving everything a bit of a spray with CRC. They’ll do the basics and call that winterising.”

Nick concedes that, when it comes to maintaining his personal boat, the lengths he goes to are considerable. “Most people probably wouldn’t do all the individual things that I would do for my own boat,” he says — but then again, he is a professional marine mechanic.

For the rest of us, here are some basic steps to get you started for winterising a recreational marine engines.

Always read the manual

Regardless of whether it’s an outboard or inboard or sterndrive, the key to winterising a boat motor is to *always* follow the manufacturer’s recommendations. If you think your mechanical aptitude isn’t quite up there, seriously consider enlisting a professional.

Run it with fresh water

“The engine needs to be run with fresh water, ideally with an additive like a neutralising agent,” says Nick. “You want to get rid of salt water or any salt build-up in the engine prior to it going into that layup period. It’s important to run it up to temperature, as this ensures that thermostats and other components have opened.”

Nick cautions that it’s important to do this thoroughly, even if the engine has received minimal use.

“We’ve had engines that have been very clean externally, but which have had severe internal corrosion because they weren’t flushed properly. This was despite the fact that they’d been used just two or three times over the summer,” he says. “Salt inside the water galleries will, over time, corrode the inside of the block.”

Fog the engine

Fogging, if you’re not familiar with it, is the process of creating a protective barrier inside an engine’s internal components by applying an oily layer. There are different kinds of fogging oil on the market and, depending on the engine, you would likely spray that into the throttle body to draw the fogging oil into the engine (again, read the instructions).

This coats a lot of the internal parts of the engine with a light oil, which acts as a barrier against moisture. It's a particularly important step for boats kept in open areas with a lot of salt in the air (e.g. near the beach).

"As you spray the fogging oil into the engine intake, you would try to stall it on that oil. The engine becomes 'choked' whereby the parts in the air intake system get coated, all the way through to the individual cylinders. Normally, the air intake system only has air passing through it. By adding fogging oil, you coat the internal parts, which protects the engine from cold and wet air," he says.

Spray it with corrosion protection

With the engine having been run, it's time to coat it with a corrosion protection spray. If it's an outboard, remove the cowl and spray the components with a protectant, like a water dispersant. Like the fogging oil, this creates a barrier that protects against rust.

The process is similar on an inboard or sterndrive. However, you should also coat the transmission and the sterndrive components. Once more, follow the procedures recommend by the manufacturer.

Grease cables and moving parts

Apply a grease to the cables and other moving components. "That puts a coating on all those parts which keeps everything lubricated if the engine isn't going to be moved during the layup period," says Nick. "Work the steering back and forth to make sure that those moving parts get a final check. Give it a final bit of grease and lube up those points."

Isolate boat batteries

Dead batteries and contaminated fuel (see below) are the two most common reasons for [Coast Guard callouts](#) immediately after winter.

Though not specifically an engine component, batteries are obviously vital to keeping your engine working, so look after them when

they're not in use. Isolate your battery switches. Turn them off or, if your boat doesn't have a battery switch, consider disconnecting your batteries. RACV Marine's guide to [marine battery maintenance](#) has many handy tips.

Fuel management

Several stabilisers and additives on the market can help preserve fuel quality over winter. Even so, the age-old question of whether to fill the tank to near-full capacity or drain it continues to divide people.

"Some people say you should always run your tanks full to avoid condensation. Some people say they should be run low," says Nick. "I recommend that if you treat the fuel that's in there then that fuel may be alright for the next use. However, I strongly recommend filling it up prior to the next use."

While you're at it, it's a good idea to inspect and drain any water-separating filter, if these are separate (or even consider installing them).

Oil change

As a general rule, oil tends to deteriorate only with use, so it's good practice to perform an oil change after a lay-up period. This way you will know whether you have fresh oil in the engine. Periodically noting the condition of engine oil is also good practice.

Obviously you should use the oil recommended by the manufacturer.

Pay less for your marine insurance

Last but not least, if you know your boat is going into hibernation, why not pay less for your boat insurance? One option is lay-up cover. Quite simply, nominate the period for which your boat does not get used. You then pay less on your monthly premium during this time. Visit RACV Marine to find out more about [lay-up insurance](#) or call [13 72 28](#).

This is a somewhat basic list and specific steps will vary between outboards and inboards, sterndrives and auxiliary engines. As mentioned,

if you're not entirely confident, consider taking your vessel to a qualified marine mechanic. Otherwise, have fun and look after your boat on — and off — the water.

5 guaranteed ways to destroy a boat battery

Batteries are a vital element on a boat, yet they're often neglected — right up until the moment they stop working. Suddenly the lighting, bilge pump, electronics and engine starting system won't work. You're stuck, hopefully not in the middle of the bay. What do you do now?

The key is to preventing battery failure is to look after them. Here are five of the most common ways that marine batteries meet their end — and how to avoid them.

1) Use the wrong kind of battery

The surest way to quickly kill a marine battery is to use the wrong kind. Marine batteries are manufactured in a variety of types and for different applications, so choosing the right one is vital.

Due to their lower cost, the most common type of marine batteries are the flooded lead acid type (e.g. wet cell batteries). There are also gel batteries, Absorbed Glass Mat (AGM) batteries and spiral-wound battery derivatives; and lithium-ion marine batteries, although they tend to be more expensive.

Marine batteries are made to meet two applications. Starting batteries, also known as cranking batteries, provide a large jolt of amperes. As the names implies, they are typically used to start a marine engine and are built to recharge quickly.

Deep cycle batteries are designed to provide fewer amperes but are intended to operate for longer. They run the various electronics components on a boat and are meant to recharge more slowly. 'Pure' deep cycle batteries aren't designed to be fully discharged. Instead, they have an ideal operating range (typically around 60 per cent) and shouldn't be discharged below this level.

Dual-purpose batteries are also very common. Sometimes referred to as just marine batteries, they provide a balance between starting and deep cycle use.

A cranking battery repeatedly used for deep cycling can degrade in a matter of weeks, and vice versa, so choose the right one.

2) Overcharge and undercharge

Batteries need to be properly maintained in order to last. Essential to marine battery maintenance is proper charging so always use a charger that meets the manufacturer's recommendations.

Regularly under-charging a battery erodes its performance and reduces its life due to a phenomenon called sulfation. This occurs when lead sulfate crystals form on the negative plates, impeding performance and reducing the battery's ability to charge. Eventually this can render it unusable.

Excessive or incorrect overcharging can be equally damaging, particularly with AGM and gel batteries. Doing so can 'cook' a battery so it is essential to follow the manufacturer's charging recommendations.

Thankfully, many readily available tools and accessories are available to keep your batteries in running order. For example, charging and maintaining a battery over long idle periods (like winter) using a

multistage charger like SmartCharge will prolong its life.

3) Don't maintain your battery

Marine battery maintenance means more than regular charging. Neglecting other forms of maintenance can also lead to deterioration.

Water loss, due to evaporation from heat and other chemical reactions, is common in wet cell batteries. It can rapidly shorten a wet cell battery's life if left unchecked, so ensure the water level remains topped up (but not to overflowing). Only use distilled water, as impurities in tap water will accumulate inside the battery. Note that deep cycle batteries tend to lose water faster than starters.

External components should also be inspected. Check that the lead posts don't show signs of coming off (they can be weekend if a terminal was forcefully connected). A gentle dose of grease, lanolin or Vaseline can stave off corrosion on exposed metal terminals. Once a year, clean out the battery box, check for signs of leaks and corrosion, check the vent is clear, and inspect the tie-downs.

4) Place the battery in the wrong spot

Marine batteries differ to car batteries in that they are meant to operate in an environment that will be subjected to strong vibrations.

Even so, a poorly installed setup can suffer from excessive vibrations,

which in turn loosens the internal workings, eventually weakening the battery.

The battery box (especially on smaller boats) should be located where it won't be adversely affected by wave pounding and engine vibrations. It should also be situated in a location where it won't get flooded by seawater. Wet cell batteries should also be situated in a location with adequate ventilation.

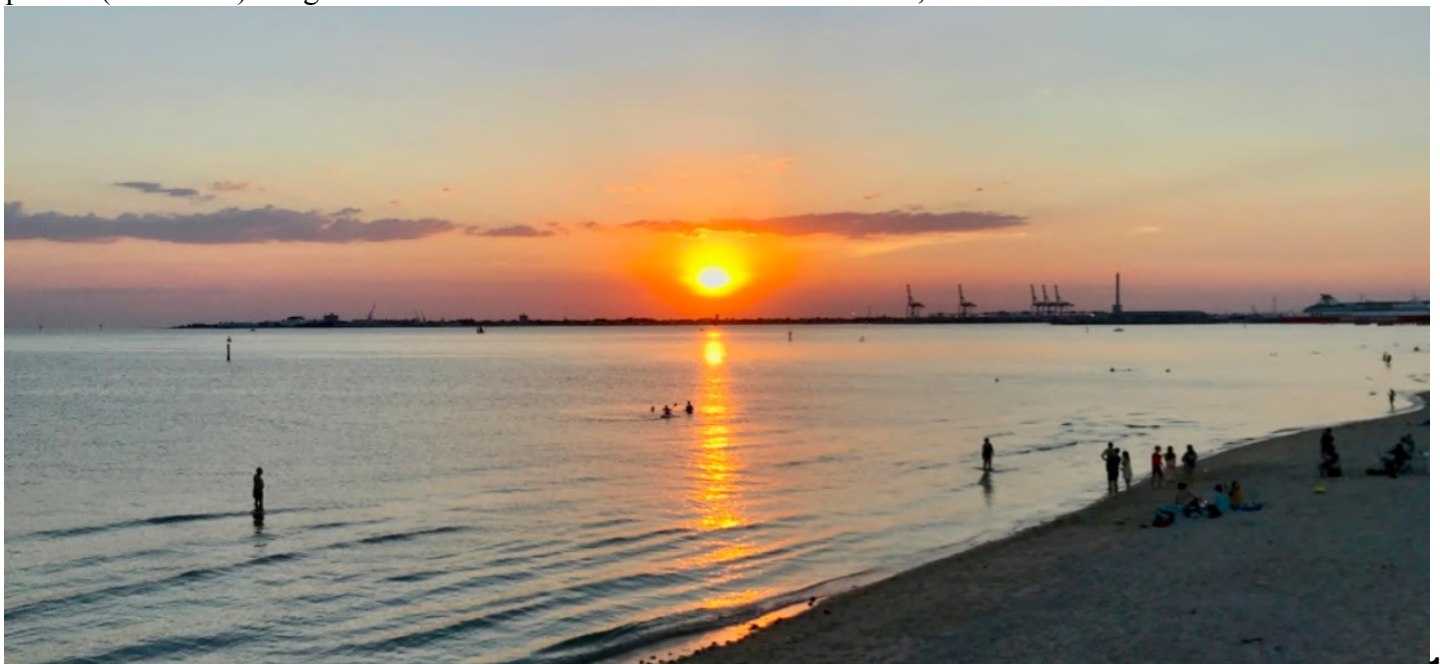
5) Buy the cheapest possible marine battery

As with so many things in life, you get what you pay for with boat batteries. As mentioned, marine batteries need to fulfil several functions so the temptation may be to buy an automotive battery. While not contrary to any regulations, using a battery that is less likely to resist vibrations or which can't handle steep discharge cycles puts you at risk.

Purchasing a second-hand battery is generally inadvisable. You don't know its history and it's probably not covered by the manufacturer's warranty.

What battery is right for you?

RACV Marine has a range of batteries to suit your boat or yacht. The mobile battery team can even deliver a new battery to your home, the boat ramp, or even straight to your docked boat in Melbourne or in Geelong. Call [13 72 28](tel:137228) for more information.





By Kris Leckie, Acting Office Manager

A NEW ERA OF INCLUSIVENESS

Since its inception in the late 90's, VRFish has long been regarded as the 'voice' of anglers across Victoria. Our wide membership base has included recreational fishing clubs and associations with both inland and marine fishery interests.

Historically, these clubs and associations have been the backbone of the organization, making up a vast majority of our members who have been relentless advocates for the sport that we all love. Interestingly though, the 2013 Ernst and Young survey into the economic benefits of recreational fishing in Victoria, found that only a small percentage of anglers were members of a club. The constitution that was adopted by VRFish in the early days recognised this and as such allowed for an 'unaffiliated' member category within the organisation. A category that has served us well over many years, with many of our passionate unaffiliated members still with us today.

Fast Forward 20 years, and here we are in this modern age where all the information we need is easily out our fingertips. The social media revolution has sparked a new breed of angler. An angler that is informed and engaged, and doesn't necessarily feel they need to be a member of a club to learn the skills that many of us did some decades ago. We

probably all know some of these guys and girls, and they are revolutionising the way anglers now communicate and share information.

As the peak body representing ALL anglers, the VRFish board sent a loud and clear directive to its membership base that modern times required a modern constitution, and a new and inclusive membership structure. So in early 2018, VRFish began the process of consultation with the broader angling community and a range of other industries and organisations to determine the best model for a modern, inclusive peak body.

So here we are more than 12 months on, July 2019. A new constitution, a new membership model. A model that will now allow any club, any association, any individual to become a member of YOUR peak body. A peak body that has a long history of advocating for change and making fishing better for everybody. In recent years, there has been a growing trend of anglers expecting us to run projects. With the ever-growing portfolio of work we are required to carry out as the peak body, this has been difficult with the limited resources we are currently funded for. However with new revenue streams from individual membership and corporate sponsorship, (a model which is now common amongst sporting organisations across Australia) facilitating projects that have direct benefits for anglers can now be realised.

We are yet to officially launch our new membership structure, but stay tuned in the coming weeks for the announcement. However for those who would like to learn more or sign up, you can do so now from our website. Club membership is FREE, and our aim is to have every fishing club in the state signed up so we can continue to be a strong and united voice across Victoria.



Your Club. Your Venue.

The best location for a wedding, party or anything.
Every Saturday night the club is available for functions.

Contact **Glenn Smith** for details on how we can host your event.
functions@apyac.org.au 9690 5530

Because, it's about the fish . . .





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Become A Sponsor

As well as obtaining the benefits to your business from being affiliated with our diverse membership base, the Committee is pleased to announce that any person taking-out a sponsorship package for three years will automatically become eligible for membership to the club.

Sponsorships packages range from **\$1,250 - \$5,000** annually.

Membership enables you to use one of the club boats at \$25 per day, or (subject to Committee approval), to purchase one of the boats stored underneath the clubhouse.

These boats, including classic clinker boats, range in price from \$2,750 to \$20,000.

Just think, owning your own boat just minutes from Melbourne's CBD, and utilising the club's amazing facilities, including a boat house with toilets, shower, bait and drink fridge.

Dining with world class views from our dining room, or from the enclosed deck.

If you would like to take advantage of this great offer while it lasts; contact our Sponsorship Manager, **Chris Stewart.**

cds081255@gmail.com

On the **first Wednesday** evening of every month the Club Meeting is held. The bar is open from 6:30 p.m. and the meeting starts at 7.30 p.m. The Manager and Committee Members quickly report the status of the club, then a guest speaker gives a talk. The great thing is that; as well as partaking in the free party pies and sausage rolls at the end of the night; you always leave smarter than when you arrived! All members are welcome.

