



Royal Brighton Yacht Club Inc.

2022 – SAMP

Strategic Asset Management Plan

DOCUMENT CONTROL

Version #	Date	Reason for Change	Comments
1.0	19 April 2020	First Version	Drafted by Commodore Peter Strain and reviewed by the Asset Management Subcommittee.

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1 INTRODUCTION

The RBYC Strategic Asset & Maintenance Plan (SAMP) guides major maintenance of Club assets. The plan anticipates requirements with a ten-year outlook though much of the expenditure will be an investment for years to come. It continues to be a 'living document' that is regularly reviewed in consultation with the Members' needs. It is a key component in the strategic management of the Club.

The RBYC assets comprise a 243-berth floating marina, attenuator, hardstand and OTB yard and undercroft storage, two level carpark, OTB rigging and boat storage areas and three building structures. These include the main clubhouse upgraded in 2007 and the Olympic Restaurant in 2015, the Jock Sturrock Centre for Junior and Youth sailing, Sailing Office, two leased offices and a maintenance shed (Porges Shed).

Operational assets include a fleet of club race management boats, Quest and Optimist Dinghies and associated equipment. The Clubhouse has three kitchens, Bayview Function Room, Members Bar, fully equipped gymnasium, steam room and sauna. Many of the assets are long lived, expensive to maintain and require careful planning to ensure they are kept in an acceptable level of service.

RBYC is based in a harsh, salt ridden environment. Storm activity inflicts unpredictable damage and inevitably fast tracks our maintenance requirements. The Club is accessible to Members all year round with some areas of the Club including the marina never closing. The clubhouse trades up to 90 hours per week. All Club assets are used heavily. Increased demand has been placed on our facilities in recent years as the Membership and stakeholders base has grown. The Club has 1500 Members, over 60 volunteers, and many contractors and staff using our assets. Tens of thousands of people visit our premises over the course of the year. Usage is consistent and increased demand is expected in the future.

The main assets of the Club are referenced in the following areas;

- Marina
- Breakwater - whilst not a Club owned asset, it is imperative for the protection of Club assets
- Seabed Depths (Dredging)
- Wave Attenuator
- Hardstand
- Start Tower
- Club Race Management and Rescue Boats
- Club dinghies
- OTB Boat Yard and Undercroft
- Clubhouse Olympic Restaurant, Bayview Room, Members Bar, Gym, Steam Room, Sauna, Offices.
- Buildings & Car Park, Jock Sturrock Centre, Sailing Office, leased offices, Maintenance Shed.
- Essential Services
- IT/ Other Capex

2 RBYC LEASES, TENURE & STAKEHOLDERS

The RBYC Clubhouse is located on freehold land owned by Bayside City Council. The Club has a 75-year lease expiring 31st December 2035. The Club also has a seabed lease for the marina and hardstand held with Parks Victoria under Crown Lease Volume 9859 Folio 912 expiring in April 2023. Within the leases the Club has various conditions including the obligation to keep all assets in good repair and well maintained.

The land component under Committee of Management comprises 21 hectares bordered by Brighton Pier to the South, the Breakwater to the West, MHWST to the East. The lease of the seabed under the Club Marina dated 26th April 2002 of approximately 50,000 square metres, for 21 years is due to expire 25th April 2023. Being Crown Allotment 1F3, Parish of Moorabbin – (Rs 37099). Application for the renewal of this lease was lodged with Parks Victoria 10th February 2020 for a further 21 years. As part of this Lease Renewal Application there is a real and pressing need to rationalize and redefine the boundaries of the new lease to consider changes to the existing leasehold area including accommodation of the Club's hardstand area which continues under an expired Land Act 1958 lease. The Race Start Tower on the Breakwater is also covered under the Lease with Parks Victoria. Maintenance of all assets is the responsibility of RBYC.

Our lease area, and hence our Club assets, are also afforded protection by the breakwater, a public asset administered by Parks Victoria.

The Clubhouse property is sited at 253 The Esplanade Brighton with access via the circular forecourt in front of the Brighton Baths. Access to the marina and hardstand on the seabed lease is via the Middle Brighton Pier.

RBYC is considered a responsible tenant and has professional working relationships with our landlords, Parks Victoria, DELWP (Department of Environment, Land, Water and Planning) and Bayside City Council.

RBYC has an impeccable planning track record with all these authorities. The day-to-day relationships with these authorities are managed by the General Manager and General Committee

RBYC resides on Bayside City Council Freehold land and at the conclusion of the Lease the assets revert to the Bayside City Council. During the lease period, the assets on the leasehold area belong to RBYC. The manner in which we present our Club, and the condition of our assets, is a direct reflection on our brand and how we are perceived and valued by our members and stakeholders.

There are various stakeholder commitments RBYC has contractually entered into:

- RBYC has currently a small number of small business tenants
- There are three containers for marina pen holders to store sailing equipment.
- One container is leased (*Note 1*).
- In June 2021, there were 175 pens in the Club rental pool and 57 under license to Members. Over time all pens transition into the rental pool with the next batch reverting in 2023, when the remainder 57 marina pens will transition into the rental pool

- RBYC is currently negotiating renewal of the seabed lease with Parks Victoria, the application for the renewal was lodged June 2019 and discussions are active. On renewal the Club will need to decide if longer term licenses are to be considered.

The following groups and agencies are stakeholders.

Group	Role
RBYC Members	Facility usage (& approval of major developments)
RBYC General Committee	Strategic policy and direction
Parks Victoria	Manager of Port Phillip Bay waterways and RBYC Seabed lease
Bayside City Council	Local Government Authority and administrator of Bayside Planning Scheme. Lease for Clubhouse property.
Department of Environment Lands Water and Planning	Manager of Coastal Crown Land and administrator of Coastal Management Act consent
RBYC Management & Staff	Manage day to day operation of RBYC including maintenance
Contractors	Engaged by RBYC and boat owners to undertake works within RBYC
Facility Users	Users of RBYC facilities including members and the public

3 CURRENT MAINTENANCE & ASSET REPLACEMENT

The Club manages maintenance currently as follows;

- **Budget** - Annual budgets provide for recurrent maintenance plus items identified in SAMP. This figure covers all areas of the Club and includes all service agreements with external parties, costs of materials, and covers both programmed and reactive maintenance. We have dozens of service agreements across the Club with a wide range of contractors including electrical, mechanical, hydraulic, landscapers, carpets, lifts, kitchen equipment, fire services, engine servicing and the list goes on. This figure gets reviewed annually and excludes employee wages.
- **Employees** - various employees deal with maintenance needs including;
 - Facilities & Operations Manager oversees the majority of land-based maintenance via specific focus on all buildings including the clubhouse.
 - Marina Manager deals with the Marina & Yard maintenance.
 - Club Boats Maintenance is managed by a volunteer team consisting of a General Committee Representative (*Note 2*), along with casual and external contractor assistance.

Maintenance Logs - The Club is based on 8.6 hectares, as we do not have eyes on all areas of the Club 24/7 so the importance of maintenance logs is understood. Manual maintenance logs will be supplemented with an Asset Maintenance and Management software program during 2022.

- **Insurance Policies** - An Industrial Special Risks (ISR) insurance policy is in place which covers costs (after deductibles) of damage and prevention of further damage caused by certain events e.g., blocked sewer pipe/ certain storm damage. The ISR policy also incorporates business interruption cover (48 hours waiting period for loss of utilities). Machinery breakdown insurance cover is in place e.g., covering events such as a cool room breakdown. Our generator provides automatic clubhouse power redundancy and continues to prove a worthwhile investment.
- **Special Projects** - from time to time the Club will embrace specific projects that are typically 'project financed'. Recent examples include the refurbishment of the showers in the men's changeroom, the Pacer Dinghy, and RHIB repairs.
- **Asset Register** - The Club's Asset register is maintained to keep track of the financial details of the club's assets. During 2022, an Asset Maintenance Management system will be implemented to enable proactive tracking of maintenance required and completed.

4 SAMP INVESTMENT & APPROVALS

The adoption of SAMP by General Committee does not constitute a decision to proceed with all related expenditure rather it provides a framework to guide decision-making and will be subject to funding considerations that will be ratified by General Committee on an annual basis. The Club's governance policy also clearly outlines levels of delegation for Management and General Committee.

The key asset assessments within the plan have been put together based on inspections, existing information, records, and historical knowledge. Numerous expert contractors have been consulted as have key management personnel.

This plan is used as a guideline for the annual budget process and is to be reviewed annually. It is anticipated the process of implementation of some works may need to be brought forward from time to time i.e. due to the need for urgent maintenance.

5 MARINA

In 2022 SAMP Refurbishment Plans include the following;

Overview - the marina houses approximately 234 boats and has about 1,100 lineal metres of walkways and six finger pontoons behind a rock breakwater and wave attenuator. The floating marina was installed in 2002-2003 with additions and modifications in 2015. The lifecycle for these recreational marine based structures is nominally 25 years. Marina maintenance is a top priority in that it houses Member vessels and is a major source of revenue to facilitate Club sailing activities.

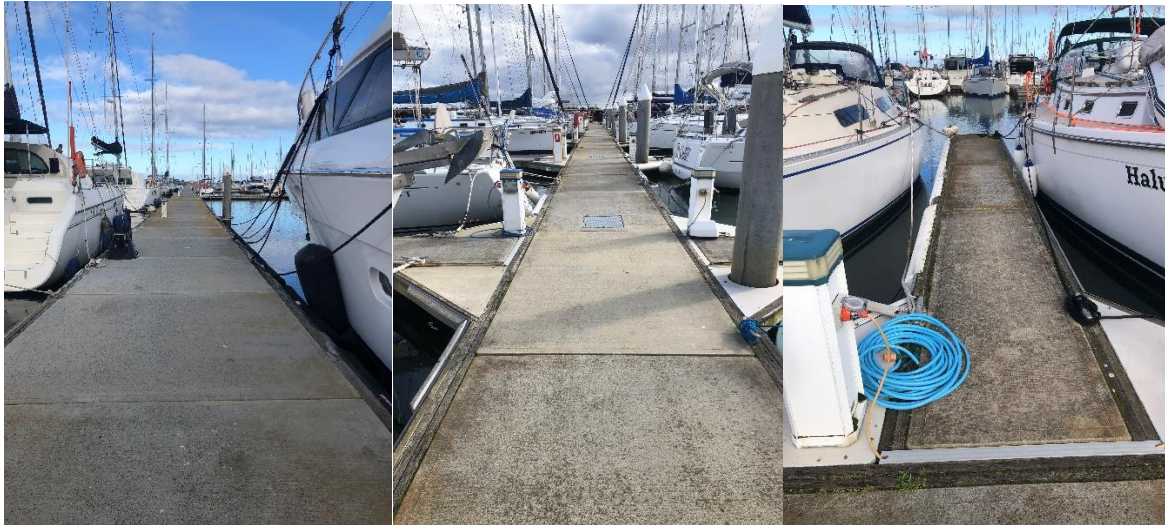
The pontoons are manufactured from closed cell styrene foam encased in a concrete skin. Typically, a freeboard of 300 to 400mm is provided and a below water depth of approximately 500mm. Individual pontoon units are joined together with a continuous timber waler system. Currently the pontoon walking deck is in serviceable condition. Routine through bolt tightening and attenuator maintenance is required annually. The entire waler system is progressively being renewed and it forms a key part of our maintenance program.

162 driven concrete piles cantilever from the seabed and anchor the marina against wave and wind action and vessel dynamics. Pile guides mounted into structural steel or aluminum collars over the piles allow vertical tidal and wave movement. Infill platforms cover the guide frames and pile collars.

The marina maintenance is broken into key 'major' sections;

- **Pedestal Maintenance** -Electrical check of wiring, circuit breakers and lighting., Water supply.
- **Fire Systems**- Annual inspection and maintenance.

- **Through Bolt Tightening.**
- **Cleat Replacement and line inspection.**
- **Timber Waler Replacement**
- **Rub Strip Maintenance and replacement**
- **Check corner plates and secure.**
- **Weed Treatment**
- **Seagull dropping cleaning**



Pictured - The finger pontoon maintenance includes new walers, cleats, pile roller guide bracket and guides.

Service pedestals - there are 126 service pedestals, providing a combination of power, water, and lighting to the Marina. Typically, one pedestal is shared between 2 marina pens. All pedestals are inspected, lighting, circuit breakers, electrical circuits checked and where necessary replaced in April /May of each year by the Electrical Contractors (*Note 3*).

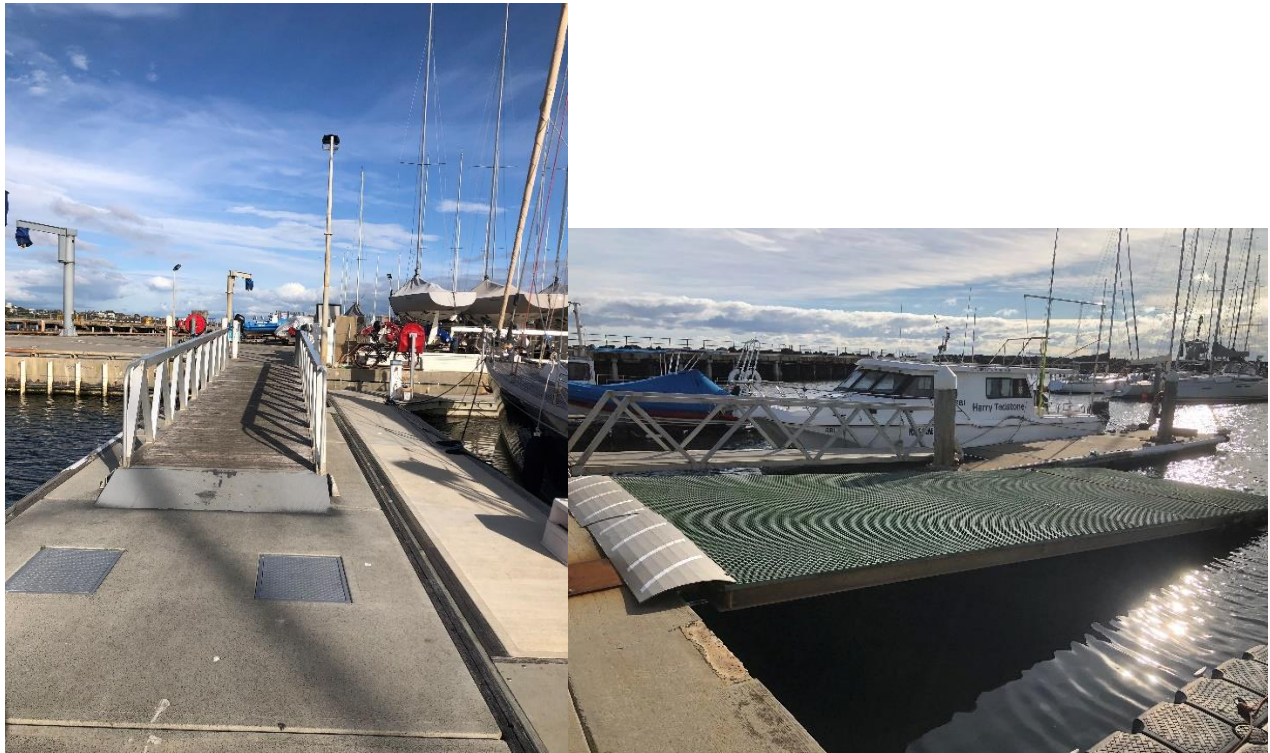
LED Lighting- the marina lighting comes from the top of the pedestals.

- **Fire Extinguishers** – 16 fire extinguishers are located on each marina arm evenly spaced around the marina.



Pictured- service pedestals. Progressive replacement throughout the marina needs to be programmed within the next marina lease. Corner knee brackets, require inspection and replacement if cracked or broken.

- **Fire Hose Reels** - RBYC has 32 hose reel points on the Marina and three on the hardstand. The current fire service consists of a single hydrant which is 80mm diameter at the shore side of the marina head. This then branches into a fire hose reel system located on each Marina Arm with hose reels located uniformly around the Marina. Hoses are provided as 25mm diameter rubber hose 36 meters long. This adequately covers all vessels in the Marina. The fire service complies with AS3962 - Guidelines for the Design of Marinas.
- **Day to Day Maintenance** - Addresses items such as small stage re-waling including finger pontoons, infillboards, gangway re-treading, pile brackets and roller guide replacement, fire hose stands and electrical servicing and repair. This work is performed by RBYC staff and contractors as appropriate.



Pictured - (above) RBYC has 3 gangways in total installed from the Hardstand to the marina. They are fitted with non-slip timber boards. Some wear will require surface replacement in the near future. (right) Floating ramp for dinghy launching.

Pump Out Station - Regularly serviced by the contractor (*Note 4*).



Above - in 2020, Main walkway were given a deep high-pressure water clean' to clear the seagull droppings

The objective of the marina maintenance investment is to prolong the life of the marina until at least 2035. The following information will be maintained as it is completed year on year.

Timing of Works	Waler, Cleat Refurbishment	Service Pedestals	Fire Hose Reels	Led Lights	Pump Out Station
E.g., April / May 2021	Marina Checked	111	32	25 replaced	Serviced

6 BREAKWATER & START TOWER

Our lease area, and hence our assets, are afforded protection by the breakwater, a public asset administered and maintained by Parks Victoria. There has been considerable consultation about the bend in the breakwater known as the 1938 section where rock wall was placed against the old section an earlier 1938 section of pier. This has now been condemned, deemed unsafe, and closed to all public. RBYC has installed scaffold stairs to enable access to the Start Tower by boats. The contractor (*Note 5*) inspect and will maintain this access monthly.



The breakwater plays a crucial role in protecting the RBYC marina from southwest wind and swell coming off Port Phillip. The breakwater provides some protection to Royal Brighton and members boats and its leased area, and it should continue do so for the next 5-10 years. Currently Parks Victoria are doing strategic planning for major rebuilding.



Pictures of the 1938 section of the Breakwater. Spalling concrete surface closed to all traffic.

7 SEABED DEPTHS (DREDGING)

RBYC needs to consider maintenance dredging from time to time to maintain and improve vessel navigation into and around the marina. Consideration also needs to be given to vessels requiring access to the hardstand and the beach.

RBYC has a current dredging permit for 10 years dated 25th October 2019. From Department of Environment, Land, Water and Planning. DELWP File 1205776 Land Tracts: CM135399

Crown Description: Crown Allotments 1F and 1F2 – Beach renourishment Site

Crown Allotment 1F3 – Dredge Site

Consent for: Initial Dredging of up to 8000M3 and future dredging of approx. 8000 – 10,000 M3 every 3 to 4 years from Brighton Harbour and Beach renourishment north of the harbour.

Each dredging event will require a work permit from Parks Victoria.

No permit is required from City of Bayside, but signage and notification of locals is required.

A hydrographic survey of the harbour is undertaken every 2 years. The most recent survey was taken in March 2021. The survey gives us seabed depth information and in doing so will reveal if siltation is making areas of the marina shallower.

The Club has two areas of focus with seabed levels – firstly areas external to our lease areas (predominantly around the eastern channel between the marina and dog beach) and secondly within our lease area focused on the marina entrance channel and internal fairways.

In 2021 agreement was reached with the State Government via Minister Horne's office for a joint financing to achieve the dredging of the public boating channel on the east side of the marina. Dredging Contractors (*Note 6*) were engaged by Parks Victoria and the channel was dredged in November 2021. Additionally, the marina entrance and the north side of the attenuator were cleared at the same time, all to 3.5 metres depth. Subsequent hydrographic survey confirmed depths achieved.

RBYC determines appropriate seabed depths (desired base maintenance levels) taking into consideration boats and their given position in the marina, future boat trends (and any draft impacts) and access to land-based services.

If dredging is required (based on the above), we procure dredging costs from the relevant contractors, determine affordability, set a budget and work with the contractor to enact the consent at the appropriate time.

As it stands, SAMP should make allowance of approximately \$50,000 per annum for overall maintenance dredging (*Note 7*).

8 WAVE ATTENUATOR

The wave attenuator is fundamental to the protection of the harbour and therefore the performance of the marina. The nominated design life cycle for recreational marinas is 25 years under the Australian Standard, similarly, the wave attenuator could be regarded as a 25-year asset if maintained properly.

Significant maintenance work has been carried out through 2019 -2022 by the contractor (*Note 8*) and is ongoing.

Through Bolt Replacement - Working from the east end, four bays have had all through bolts replaced and tightened. Steel I beams were added and welded to the waler beams to reinforce the structure holding the pontoons. Three bays to the west end were in sound condition and through bolts were checked.

Fysh Plate replacement – Newly designed Fysh Plates multiple times stronger than the original design will be used to replace broken or fatigued plates. The first has been installed.

Sacrificial Rub Collars – Newly customised designed rub collars around the piles are being manufactured. The first test collar has been installed and additional collars are in the process of being installed progressively.

Steel Piles – Corrosion testing of the steel piles have revealed they are still in serviceable condition. Original pile thickness of 20mm now where corrosion significant shown under 2mm lost so 18mm plus thickness.



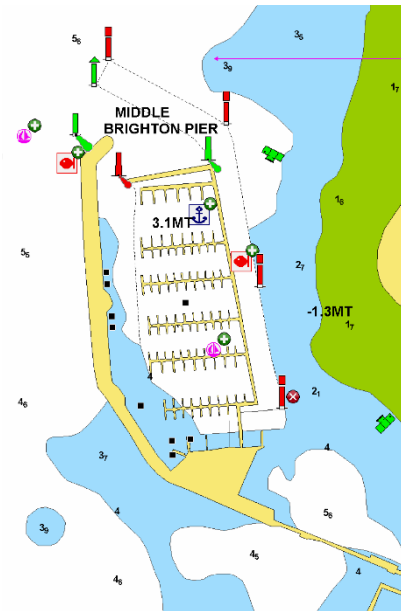
Pictured – Wave Attenuator. The pontoons are manufactured from closed cell styrene foam encased in a concrete skin. Typically, a freeboard of 300 to 400mm is provided and a below water depth of approximately 500mm. Individual pontoon units are joined together with a continuous steel I beams joined by Fysh Plates at the top and flat plates at the bottom.

The Wave Attenuator will need replacement or significant renewal within the time of the next 21year seabed lease. In recognition of this, a Marina and Attenuator Working Group has been established commencing Q2 2022. Repair of the broken steel south waler beam has been designed (*Note 9*) and is programmed for repair April 2022.



Navigation Lights and Piles

Port and Starboard lights are located on the attenuator.



BEWARE OF SWIMMERS

Under current lease navigation lights on the attenuator and channel piles to be maintained by RBYC. Signage on the piles needs upgrading, as it is too small and not being respected.

9 HARDSTAND

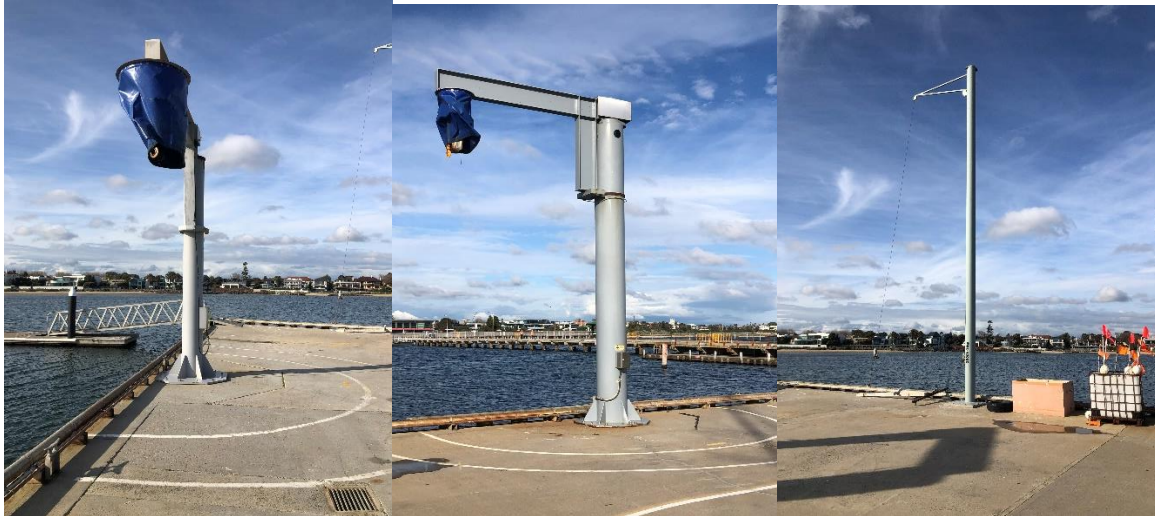
The Hardstand between the Brighton Pier and the RBYC Marina was constructed in 1988. Sand filled piled circumference constructed of a reinforced concrete ground slab. A Condition Report by Protecon Concrete Preservation Technology in 2014 confirmed the Hardstand was in serviceable condition. Some cracks were stitched in recent years. Five core samples were taken in various areas across the whole area. Conclusion: the concrete and reinforcing are in excellent condition with no deterioration due to the harsh marine environment evident at the soffit or within the concrete. There is some evidence of surface corrosion which is largely superficial.

Marina Gate – Badly corroded. Planned replacement with stainless steel gate.



Three Cranes - The north crane to the pond is new and replaced 2019. Of the two eastern cranes, the northern one has been fully reconditioned and the southern crane is closed and not operating. This is expected to be reconditioned or replaced by 2024.

Mast Crane – Replaced in 2019



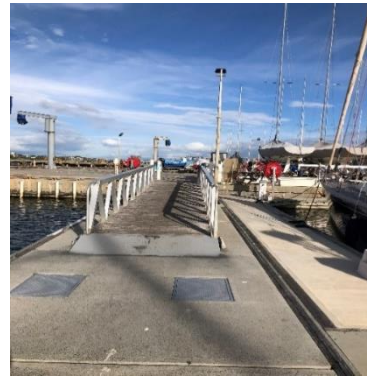
Toilets – Male and Female and Disabled Access– Sewerage connected via the Pier.



LED Flood Lighting – installed 2018



Ramps to Marina and Rescue Boats



Expected life cycle with rectification and maintenance

With regular inspection and maintenance on the components, the life cycle should be projected based on achieving its full design life of 50 years. This does not consider what happens with sea level rise but assumes the program is being kept active and in place.



- **Boat Stands** - additional boat stands are provided for in the boat yard annually from 2021/22 for 3 years at an estimated cost of \$15,000 per annum



Boat Hardstand: Anchor Rails for Etchells - Hardstand Fenders

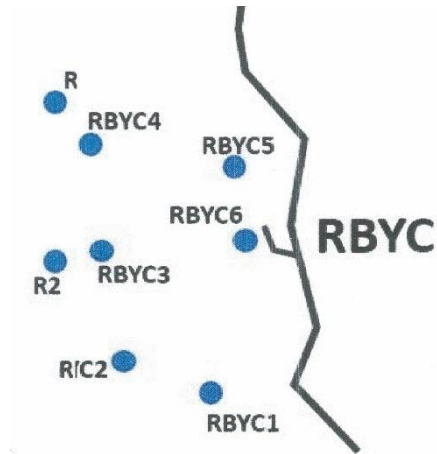
Containers



10 FIXED MARKS

Fixed Marks - RBYC has 6 fixed marks in Port Phillip.

SAMP synthetic mooring lines, concrete blocks, signage, and deployment.



Pictured - Mark 5 Typical

11 RACE TOWER



Start Tower Photo constructed in the early 1990's
Upgrade completed 1998.

- Race Tower Repairs 2019
 - Roof leaks. Flashing repair
 - New roof guttering needed east side of roof
 - Joists rotting. Piggyback new joists
 - New lining boards to west wall upstairs
 - New lining boards to entry downstairs
- Further work needed
 - Windows need bearings replaced as they are very difficult to open

- Upstairs floor sanded and sealed
- Sandblast and repaint structural steel poles.

New door and lock

Estimate to finish works

\$8,000.00



Start Tower 2020. Scaffold stairs boat access – Monthly inspection by Scaffold Solutions.

12 RACE MANAGEMENT & RESCUE BOATS

The Club's Race Management Boats consist of Committee boat Harry Tedstone 38ft Cougar Cat with twin 300HP Suzuki Outboard engines, Redeemer 28ft Mark Boat with reconditioned inboard and RB9 with an engine that needs replacement (115 HP).

The Club has 9 Rhib's as the rescue fleet. All boats working in the pond are fitted with prop guards.

Two other boats are Club assets these are Rattler and African Queen work boats.

The Club has an agreement (*Note 10*) for rollover of the outboard engines every 3 years with a guaranteed by-back. This has been running since 2013 and has achieved both savings and a very reliable fleet of rescue boats.

Details of Rhib's as spreadsheet below:



Harry Tedstone – Committee Start Boat



Redeemer – Mark Boat

Rhib's Rescue Boats

All Outboard Motors are serviced (*Note 11*) every 50 hours. Redeemer is serviced regularly by a separate service provider (*Note 12*). All boats are audited for safety equipment every 3 months by volunteers. The strategy into the future is to only purchase Zodiac Rhib's as the tubes are replaceable and the servicing consistent.



Rattler



African Queen

RBVC RHIB	RB9	RB61 - Peter Reid	RB21 - Avon Patter	RB22 - George Ma	RB23 - Sue Leaper	RB20 - Admiral Gr	RB10 - Jay Kay	RB41 - Terry M	RB42 - Andrew	RB19 - VSSA	Murray Cowdell	Peter Austin
LOA	6.0m	5.0m	4.7m	4.7m	4.7m	4.2m	4.2m	3.0m	3.0m	4.2m	Ling 5.8m	USA 5.8m
Purchase Date	1987	2009	2004	2004	2004	2004	2000	9-Dec-97	9-Dec-97	13-Aug-15	1-May-18	1-May-18
Hull Registration	RB9	RB61	RB21	RB22	RB23	RB20	RB10	RB41	RB42	RB19	?	?
Registration Expiry Date	22-Oct-13	22-Oct-13	20-Apr-14	20-Apr-14	20-Apr-14	20-Apr-14	22-Oct-13	13-Nov-13	13-Nov-13	?	?	?
Hull Make	Big	Zodiac	Zodiac	Zodiac	Zodiac	Zodiac						
Hull Manufacture Year												
Hull Condition	7/10	8/10	3/10	3/10	3/10	7/10						
Pontoon Condition	6/10	8/10	3/10	3/10	3/10	6/10						
Trailer Registration												
Trailer Condition	5/10	9/10	4/10	4/10	4/10	4/10	4/10					
Outboard Make	115hp Suzuki	60hp Suzuki	60hp Suzuki	60hp Suzuki	60hp Suzuki	40hp Suzuki	40hp Suzuki	15hp Suzuki	15hp Suzuki	40hp Suzuki	70hp Suzuki	70hp Suzuki
Outboard Model	DF115ATX	DF60ATL	DF60ATL	DF60ATL	DF60ATL	DF60ATL	DF60ATL	DF15AS	DF15AS	?	?	?
Outboard Serial Number	11503F-31307A-M	06002F-311712-M	06002F-311532	06002F-311535	06002F-311535	04003F-310928-M	04003F-310675	0104F-311815	0104F-311816	?	?	?
Key Number	941	934	937	934	934	937	937	2013	2013	941	933	941
Outboard Manufacture Year	2013	2013	2013	2013	2013	2013	2013	2013	2013	19/09/2019	15/05/2018	1/09/2018
Prop Guard Make / Type												
Prop Guard Date	Sep-13	Sep-13	Sep-13	Sep-13	Sep-13	Sep-13	Sep-13	Sep-13	Sep-13	Sep-19		
Engine Hours at ?????	913	1426	1688	1378	1378							
Engine Hours at Date												
Last Service Date	Feb-13	1-Jan	Feb-13	May-13	May-13	May-13	May-13	Apr-13	Apr-13			
Repair Log		Fly Wheel/May	Fly Wheel/Mar 13	Fly Wheel/Mar 13	Fly Wheel/Mar 13							
Fuel per hour estimates	25L/Hr	15L/Hr	15L/Hr	15L/Hr	15L/Hr	15L/Hr	10L/Hr	6L/Hr	6L/Hr	6L/Hr	6L/Hr	6L/Hr
Safety Equipment	Required	Counted	Required	Counted	Required	Counted	Required	Counted	Required	Counted	Required	Counted
Cars	2	2	2	2	2	2	2	2	2	3	4	5
Anchor and line	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Foot pumps	1	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Boat cover	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Bailer	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Crew Safe Buoy	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Rego Label	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Radio	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Safety Equipment Barrel												

13 CLUBHOUSE & BUILDING

The RBYC Clubhouse is situated on Bayside City Council Freehold land and has a lease for a term of 75 years dated from 1st January 1961, hence finishing 31st December 2036. There are effectively four buildings on the site, the Clubhouse, the Jock Sturrock Centre for youth sailing and the Sailing Office Workshop (Porge's Shed) and two rooms one rented (*Note 13*), the other untenanted, and a 60 car two level carpark.

Development of the site has been progressing over the last 20 years under the guidance of the Club architect (*Note 14*).

RBYC Master plan stages

2004 Stage 1 (Complete)

- Demolition of the Southern Sheds (junior sailing change room and Robstan workshop)
- Re-roof Jock Sturrock and Northern Sheds and transfers of Junior sailing and Robstan to the Northern Sheds

2005 Stage 2 (Complete)

- Replace fixed marina with floating pontoons and extend number of berths
- Excavate and build deck carpark
- Redevelop and extend Southern Clubhouse
- Male and Female changerooms
- Gym, sauna, and steam room
- Members bar lounge and deck
- Café kitchen and bar

2011 Stage 2.5 (complete)

- Administration offices refit, Bayview Room, balcony enclosure, and café kitchen upgrade

2016 Stage 3 (Complete)

- Olympic room redevelopment, new ground floor kitchen, and ground floor terrace extension with storage under
- Redevelop boat maintenance yard to OTB rigging lawn

2022/3 Stage 4a (in planning – see below)

- Forecourt redevelopment
- Porte Coshere and new front entrance



Future Stages:

Stage 4

- Redevelopment of the Bayview room first floor function kitchen extension over admin. Office
- New first floor female toilets facilities. Remove midfloor columns in Bayview room
- New Bayview room external terrace. Remove existing roof sky light

Stage 5

- Redevelop Jock Sturrock Building, with a new first floor addition with external balcony over the beach

Issues Under Consideration:

- Air-conditioning in the Members Bar and Bayview Room is now approximately 25 years old and, while in good working order, medium term planning is required for replacement. The path outside the gymnasium is degrading and costings have been obtained for repair.
- Carpark – The upper level has some drainage issues.
- Electrical Supply. New contracts have been entered into beginning 1st January 2022. Solar Panel generators were installed September 2021.
- Bayview Room – Carpet replacement.
- Members Bar – Upgraded 2020. Carpet and Air-Conditioning will need upgrading. The design plan from architect Kathleen Kopietz June 2020 included curtains not yet installed. Chairs may need upgrading.
- Gymnasium – Refitted in 2019. Air-conditioner not working.
- Men's Changeroom – Showers refitted March 2021. Ongoing demand for more lockers.
- Sauna – Refitted November 2020 and requires ongoing maintenance.

- Steam Room – ongoing maintenance.
- Kitchen – New cool room and Freezer to be considered.

14 JOCK STURROCK – DINGHY SHED & TRAINING CENTRE



Jock Sturrock building subject to Stage 5 of the Master Plan. Currently sound condition. Some cracking of the east wall to be monitored by Glenn Norton. Minor cracking of the lintel over the window on the west wall. Needs cosmetic repair.

East Wall



Window West Wall



15 OFF THE BEACH DINGHIES



Club owned training Dinghies

The Asset register maintains a list of club owned dinghies including Quests, Pacers, 29ers and Opti's. Ownership of these is reviewed periodically depending on the needs of the sailing program.

16 NOTES (AS REEFERENCED IN SAMP DOCUMENT)

The following are valid as at the latest update of the document.

1. to MB Marine shipwright.
2. Murray Cowdell
3. Darby Electrical and Stones Electrical
4. Marine Sanitation Pty Ltd.
5. Scaffold Solutions Pty Ltd
6. Birdon Dredging Contractors
7. Local Dredging Contractors:
 - Birdon: Justin Sayer Project Manager - Dredging 0403 222 650 Brenton Abbot.
 - Victorian Marine Services: Geoff Nicol. 16 - 24 Sun Street, Moolap, 3221 Mobile: 0418 520 483
8. Witt Marine
9. by ACOR Engineers
10. with Suzuki Australia and Leisure Sport Marine
11. by Leisure Sport Marine
12. by AM Marine
13. to K2 Health
14. Scott Shelton