



PROPELLER

ROYAL VICTORIAN MOTOR YACHT CLUB ESTABLISHED 1904

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The annual Ian Dougall Memorial Trophy Interclub Fishing Challenge

The annual tournament, held in conjunction with the Williamstown Sportsfishing and Game Club once again proved a popular event, not only as a fishing comp, but also as a great social event and family day with over 120 people attending the BBQ and Award ceremony held in magnificent sunshine on Sunday.

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Leonardo? Is that you?



Not Chicken tonight?



*Merry Christmas,
and Happy New
Year to all. Stay safe
and get out on the water
over the Christmas
break.*

RVMYC Staff & Committee.

Sory: Steven Gill BIA

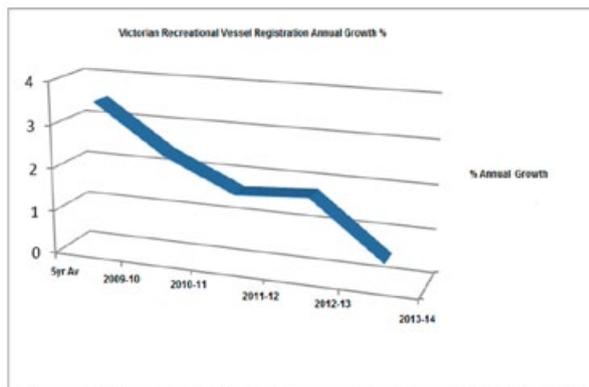
Victoria's boating industry in deep water

BIAV attended a Ministerial Roundtable with the Minister for Ports on Thursday 7th November to discuss the issue of recreational boating facilities and the negative impact our poor facilities currently have on the growth of our industry businesses.

The issue of poor boating infrastructure is not a high priority for the State Coalition Government because the Ports Minister was not reading about it in the media or hearing from BIAV members.

I draw your attention to the following graph (right) of annual boat registration % growth over the previous 5 years.

I believe that current overcrowding at boating facilities has led to the majority of the decline in annual vessel registration growth we are witnessing in Victoria as people are now boating less.



Source: Maritime safety incident and demographic statistics. TSV July-Sept 2013

After again presenting the BIAV's solid case for increased State Government investment in boating infrastructure I was told that the issue of poor boating infrastructure is not a high priority for the State Coalition Government because the Ports Minister was not reading about it in the media or hearing from BIAV members.

The unfortunate situation of poor Victorian boating facilities is amply demonstrated by the following 4 statistics:

- Number of boats currently registered in Victoria: 172,000
- Number of registered boats using Port Phillip Bay and Westernport: 120,000
- Number of registered trailer boats using PP Bay and Western Port: 117,600
- Number of boat trailer parking spaces at all metropolitan boat ramps: 3000

The majority of funding for Victorian boating facilities comes from the State Government. In fact, the State Government must spend some of the \$30+ million in regulated fees it collects each year from boaters (registration, licensing, etc.) on boating facilities by law. This includes \$10 million a year collected as the Boating Safety and Facilities Program fee which is attached to the back of recreational boat registration fees.

The Marine Safety Act 2010 is the law that governs the collection of regulated fees from recreational

boaters and is also the law that the State Government used to place \$700 fines on recreational boaters last year.

There is a section in the Marine Safety Act 2010 (s312) that requires the State Government to spend all of the \$10 million Boating Safety and Facilities fee it collects each year on recreational boating infrastructure. In fact, the law states that the State Government must spend it but they ignore this part of the law. The State Government spent \$2.64 million last year under the infrastructure category of the Boating Safety and

Facilities Program.

The only way to get the State Government to increase investment in recreational boating facilities is to email or write to the Victorian Premier Denis Napthine and ask that the State Government honour the election commitment given to our industry, the same commitment Dr Napthine personally gave at the BIAV marine awards breakfast.

Coalition's Plan for Stronger Industry and More Jobs policy (p14):

Support the recreational boating industry with special emphasis on the sufficiency, maintenance, design and management of boat-launching facilities and marinas.

I now ask that you write, email or call the Premier to lobby our cause. You could suggest that a good start to fixing the poor infrastructure problem is to fully return the Boating Safety and Facilities fee the government collects each year and for it to be fully spent on Victorian recreational boating infrastructure.

Send your correspondence to:

Hon Dr Denis Napthine
Premier of Victoria
Level 1, 1 Treasury Place, Melbourne, VIC 3002
Ph: (03) 9651 5000
Email: premier@dpc.vic.gov.au

Variety Splash



Now in its seventh year, the 2014 Variety Splash event

for sail and power boats will be held February 27 to March 1. The boating course departs Docklands on Thursday to RGYC Geelong, on Friday there will be on-water and land activities, and boats return to RMYS St Kilda on Saturday for the final dinner. Fundraising is an important component of the event to support Variety - the Children's Charity, to make a positive difference in the lives of special children around Victoria. Details are shown in a Variety Splash brochure – copies available in the RVMYC bar.



Five year plan survey - Please participate in our club survey to input important member views and suggestions for our 5 year plan. It's a simple 20 question form to decide where the Club goes in the future. [An email directing you to the site will come shortly](#)

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.

Lorraine McKenzie: ranuii@bigpond.com
Frank Wilkes: ranuii@bigpond.com
Greg Miles: gmiles59@bigpond.net.au
Livio Andolfatto: livio@redmustard.com.au

ADVERTISING RATES

Did you know that you can advertise in this newsletter from as little as \$25 an edition for a business card size ad?

Ten editions are published each year and circulated to our members and friends.
Business Card Size: \$277pa Half Page: \$831pa *Full Page: \$1,386pa

We also offer a bonus *free b/card inclusion for any full page ads, where space available. Contact the Club for further details.



From the Commodore's Deck

I think you've all heard me gush about how I appreciate all the people that have helped at the Club this year, but now I have seen the special

way ALL members contribute in their unique way to the cultural fabric of the club. We have come a long way through a difficult period, and with the silhouette of the new clubhouse forming against the backdrop skyline of the city, I can only marvel at the resilience of the human spirit and the deep respect that we all have for one another at the club. It shone through at our last Quarterly General Meeting on the 4th of December where members overwhelmingly supported the committees recommendations and where I launched the 5 year plan direction.

We still have a long way to go in ratifying any real decisions as we have thrown it open to all members for their input. A survey is now ready to be released at publication of this newsletter. Remember, it's your club and your ideas are paramount to shaping its future. The survey encompasses 20 questions ranging from membership categories, fees and charges, the dining experience and social activities to member participation and funding suggestions for the club.

We have a great cross-section of experienced

professionals as members and we need all of you to input some real commercial advice.

Next year will be a challenging time in which the club will have a large debt and we will have increased operating costs, so we will require full member support and participation to embrace the challenges ahead. We can't afford to become complacent, as for the first time ever, the club won't have cash resources and a large stable income - as in the past. We must be imaginative, daring, yet frugal in our club management while keeping boating activities and members interests at heart.

Our committee is poised for the work needed next year in planning and strategising, with the help of members we can accomplish much but with the dedication of members we can do anything. I invite you all to be part of the RVMYC team of the future!

I wish you all a Merry and Safe Christmas and look forward to the seeing you in the New Year!!

Simon Mills
Commodore

Dear Members,

This Christmas is a very special one for me in a number of ways.

It marks the end of the old club and the beginnings of the new one, I'm humbled to be at the helm of this great club but I'm also reminded of how tenuous and important it is to have family and friends together at this time.

A month ago the Grim Reaper crossed my stern but failed to overtake me...Heart attacks are common in my family, it's the curse of the Mills, (along with some that I have created myself). Anyway, it was a month ago that the Mills curse grabbed me by the shoulders and starred me straight in the face, all I can say, is that being the youngest Commodore in Club history doesn't stop you from setting another record of being - 'the only Commodore to survive a heart attack in office'. At first I was a little angry, but now its an opportunity to really appreciate the good, and understand the not so good things that life serves up to you.

All ahead full...

Our Clubhouse is gaining height and is now starting to look like its drawings.

Lets face it, it was a long slow road getting the foundations in, and no matter how we tried to be positive, it looked like it will never get going. The endless changes and search for services and conduits was getting us down.

Finally we can now see the result of our patience. The weather wasn't kind on the day the trucks rolled up with all the concrete fabrications, they were nervously lined up all along Nelson Place until the word was given to go home, its something no one wanted, but, the next day the builders soldiered on to complete the very delicate task of lifting and bolting the tilt slabs in place.

more photos page 6



Seattle motor yacht visitors enjoy the bay



Chris Ackerman and Dick Jansen from Seattle

A Seattle couple visiting in Melbourne had a great day on the water courtesy of Chris and Kylie Ackerman.

As members of the Tyee Motor Yacht Club in Lake Union, Seattle, the Jansens were visiting a fellow Lions Club member in Melbourne, under tragic circumstances, as he became very ill and passed away just before their arrival. However, spirits were lifted when Chris Ackerman kindly offered them a passage on their boat 'Bonito', for a glorious day on the bay watching the sailing cadets going through their paces.

Burgees were exchanged as well as an offer to visit Seattle anytime for club members.

Story and photos: John Zammit

Catch us if you can

The annual Ian Dougall Memorial Trophy Interclub Fishing Challenge was held again in magnificent weather at RVMYC from Friday 15 - 18 November.

The annual tournament, held in conjunction with the Williamstown Sportsfishing and Game Club once again proved a popular event, not only as a fishing comp, but also as a great social event and family day with over 120 people attending the BBQ and Award ceremony held in magnificent sunshine on Sunday.

RVMYC members featured in the awards with Captain Chaos (Richard McKay) taking out the 'Champion Jointly Crewed Boat' award and Joanne Sutherland (Diesel) the 'N.A.F.A' (not a fishers ar#le) award.

The 'Heaviest snapper' award (and the Ian Dougall perpetual trophy) went to Ange Gerada from WSGFC with an 8.19kg big red.





Story: Seabreeze.com.au

Keeping tabs on Port Phillip Bay snapper

Researchers are hoping the acoustic tags they have been inserting into snapper this spring will provide in depth knowledge about snapper movement and their preferred habitats in Port Phillip Bay.

And anglers who catch the popular fish are important to the research. Fisheries Victoria Executive Director, Anthony Hurst said anglers' fishing licence fees were funding the \$180,000 project and their help was vital to its overall success.

"Our scientists will surgically insert acoustic tags inside about 100 snapper of various sizes in October and November," Mr Hurst said.

"We want anglers to report the capture of tagged snapper which may turn up in Port Phillip Bay, Western Port or coastal waters throughout the warmer months.

"Underwater listening stations around the Bay will monitor the movement of tagged snapper.

"Other listening stations will be mobile in charter boats, research vessels and with selected anglers." Most anglers are interested in learning about fish behaviour, and this project will provide them with new insights into key aspects of snapper behaviour including:

- broad and fine-scale movement habits;
- how movement habits change over time;
- how snapper utilise artificial reefs;
- patterns of habitat use and feeding.

"We hope to learn more about how long snapper

are spending in one place, how far they are traveling and over what timeframes," Mr Hurst said.

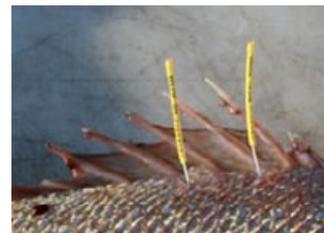
Researcher Paul Hamer said snapper used Port Phillip Bay as a spawning and nursery area so it was important to understand the key habitats and food sources they depend on.

"The study will also investigate the diets of spawning adult snapper in the Bay with stomach contents to be sourced from angler diarists and fishing clubs," Mr Hamer said.

Anglers will be able to recognise an acoustically tagged snapper because it will carry two yellow tags below its dorsal fin.

Anyone catching a tagged snapper should record the tag numbers, the location of capture, the time and date, and call the phone number on the tag as soon as possible.

If double tagged snapper are in good condition, anglers are encouraged to release the fish after recording its details.



Anglers who catch snapper carrying two yellow tags are encouraged to record the tag details, release the fish and ring the phone number on the tag. (Pic courtesy of DPI Vic)

Our sincere thanks for the support of our sponsors below, without whom this event would not be possible:

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- Dean Rule (RVMYC)
- Greg Miles (RVMYC)
- Paul & Judy Ringe (RVMYC)

Story: Sophie Aubrey Herald Sun

Fisherman tells of 3m shark circling in Port Phillip Bay to feed on salmon

A FISHERMAN has captured the moment a 3m shark circled the Port Phillip Bay foreshore for a feed.

Chelsea resident Ben Smith, 26, was at the local boatshed watching the sunset at about 8pm when he spotted a fin cruising amid a huge school of salmon near the shoreline.

The shark is believed to be a bronze whaler.

"It came 10m away from the shore, you could see it clearly in the water," Mr Smith said. "It was just circling the area for about an hour."

He said onlookers were surprised by the visitor.

"They're everywhere in the bay but I haven't seen

one this close before," he said. "It was pretty exciting."

Mr Smith said he had seen dolphins rounding up salmon in the area in the morning.

Ken Johnson, from the Victorian Branch of the Australian National Sportfishing Association, said 3m was big for a bronze whaler shark but added that it wasn't unusual for them to head to the shore.

Mr Smith said these sharks were not known to attack humans but it was best to stay away.

"We do get a lot of them at this time of the year, following the tide to catch some fish," Mr Johnson said.

Photos Loraine McKenzie

RVMYC rising...

Nelson Place became a truck stop for most of the day last week as the tilt slabs were delivered to site.

Unfortunately, rain caused delays - to the annoyance of the builders, at one stage erection was cancelled due to adverse conditions. Trucks had to leave and be delivered the next day, some things just can't be controlled!



From Cesar Aldea

Distress call #1

Across the Bay to Conquer Cancer was born in 2012 as a consequence of a personal family lost. At the end of October 2012 I lost my mum. She had a difficult battle with an aggressive cancer. It was the most horrifying experience we have ever lived as a family.

In her memory, and in support of other families who have lost loved ones to cancer and to those who are currently fighting this disease, we have decided to contribute the fight by raising money for research that one day will make it disappear.

This year, a group of 50 experienced kiteboarders followed by an squadron of 8-10 rescue boats, including Coast Guard Victoria, will kite-surf Across Port Phillip Bay. One group of 25 riders will do a Full crossing starting from Rosebud. The other 25 riders will do a Half crossing commencing in Aspendale joining the first group at Ricketts Point finishing all together in the same place, Port Melbourne besides the Yacht Club (PMYC).

The event has been designed logistically to give the opportunity for spectators to watch "the pack" as they are moving along from different points of Port Phillip Bay. Also, live updated will be given via Facebook and Twitter from one of the boats. Meanwhile, at the arrival point, the spectators will have the opportunity to enjoy music and a BBQ allowing

people to donate on the spot (Cancer Council collecting tins).

At the end of the journey, when the group arrived in Port Melbourne, a ceremony will be thanking the sponsors and all other participants involved in making the event happen. All officials will be invited to join the party at the Pier Hotel (in front of PMYC).

WHEN?

The event has been planned this year for the second or third weekend of January 2014 offering 4 possible dates: Sat 11th, Sun 12th, Sat 18th or Sun 19th. A professional forecaster will be used to decide the most appropriate day.

Wind condition needed: 18-28knots S-SW. Typical Melbourne summer day.

WE NEED YOU

We strongly believe that the spirit of this now tradition aligns perfectly with your Club. The level of exposure will be great considering media and the number of spectators watching the riders and boats moving along Port Philip Bay. We are expecting a great deal of Media coverage as it happened in our last event.

BOAT SUPPORT

Our event is growing very fast and we want to keep it going that way. We are sure, this is just the beginning of a great tradition. However, as any process of growth, different needs become more evident. That's the reason we wanted to approach you since we are aiming to improve every single



aspect of our event and the most important of all, is SAFETY.

Although, this is a BIG challenge, the risks are minimal when a well designed plan is put into action. Based on our past experiences, this being our 3rd event, we have very strict rules.

Based on all the above, we would like to invite you to participate actively in our upcoming event, helping us to take care of the boat support matter.

Boaters interested in taking part in this event or anyone wanting more information should contact Cesar Aldea on

Email: cesaraldeaw@gmail.com or Phone: 0425 694 763.



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Story and photos: David Collins

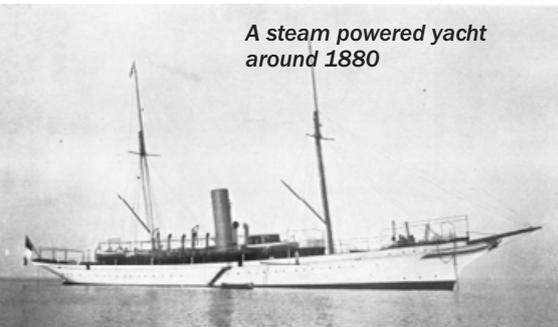
Super yachts, Australian by design

In every discipline of design, be it cars architecture or boats, there is very often a seminal period of revolutionary change, sometimes driven by a single person. In Yacht design it was one man, who is often referred to as the father of the modern yacht. What makes this story of a

and his wife started an antique and interior design business, and this, as legend has it, was when he was exposed to the world of yacht design. Jon was asked by a client what he thought of designs for a new motor boat the client was about to have built, and in his direct way said he "didn't think much of it at all" so the owner dared him to do better, he did, and the rest as they say is history!

War II, nothing much changed for some time, as had always been the case yachts were "styled" by the shipyard's naval architect, design was more about seaworthiness and practicality cost and ease of build and the formula was always the same, little thought was given to aesthetics, or more importantly how design could influence the lifestyle aboard.

A steam powered yacht around 1880



Shemara – 1938



Enter stage left, Jon Bannenberg the rule changer, the man who questioned everything, and who was responsible for creating the occupation of "stylist" a term he hated, but his belief was that yacht styling and layout required a specialist who was as driven by aesthetics as practicality. He would liken his job to that of a conductor of an orchestra, and through the sixties, seventies eighties and nineties JB orchestrated most of the iconic yachts of our times.

revolutionary even more interesting, is that he was an Australian. This then is the story of how one man changed for ever the world of yacht design.

Now's probably a good time to have a quick look at yacht design in the beginning. In the late 1800's Royalty and the wealthy went power yachting in sailing vessels without masts, instead they had large dirty coal fired steam engines. By the 1930's steam yachts had progressed, with more luxury and comfort, they were larger and had begun to look like a statement of wealth rather than a utilitarian work vessel. The popularity of the diesel engine saw further advances in the evolution of the yacht, but this progress was interrupted yet again by another war. Post World

I still remember my first visit to the Bannenberg studio at No 6 Burnshall Street, just of the Kings Rd in London. It was a hive of activity, and had a real atmosphere of excitement and energy. Jon was considered by all who met him as a gentleman, and although I only met him a few times, I always found him to be extremely generous with his time and knowledge. He had an energy and enthusiasm that inspired, was able to coax others to go outside their comfort zone or at least never took their no for an answer. He was also inclusive, and calm despite his energetic and forthright manner.

Jon Bannenberg was born in Perth in 1929, and studied piano at the conservatory of music in Sydney, with the intension of becoming a concert pianist. He also had a love of the theatre, and when he left for England in 1952, initially spent his time working in theatre set design also indulging his love of music playing in various Jazz bands in 60's London. After marrying, Jon

In the early days, ship yards would shudder when they got the call from Jon or a one of his prospective clients to talk about a new project, they knew it wasn't going to be easy. His designs challenged the way yards built yachts, as well as the materials and methods they used. He was however, practical too, unlike some of the latest generation of designers, he understood the limitations of physics and the overriding rules set by naval architecture.

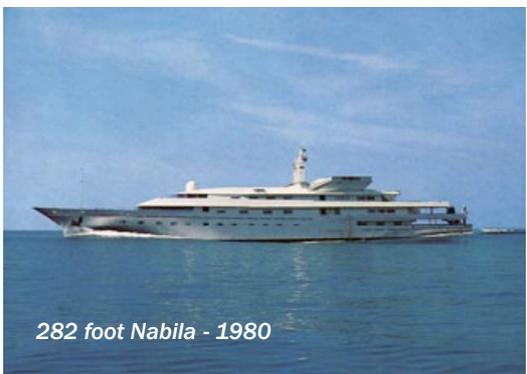


Carinthia VI 1969 / 72



Pegasus IV 1973

Not everything he did was brilliant or without fault, and he certainly had his detractors, some of their criticisms were on occasion valid. The modern requirement of an owner to stuff as much accommodation into any given sized yacht, was at odds with his "little accommodation in a large hull" stance he believed to be a true luxury, and this to some owners seemed wasteful. Stylistically too he pushed the envelope a little far sometimes, with form overtaking function. As a result, some of his yachts were so specific to an original client's requirements and brief, they didn't have a wide appeal to others when they went on the brokerage market.



282 foot Nabila - 1980



Acajou - 1984

But in my mind, his contribution and brilliance can't be overstated, his work speaks for itself, and early works like Carinthia V in 1969 (she hit a rock and was replaced by an identical yacht Carinthia VI in 1972) made everything else look antiquated, and is still considered a masterpiece of design. But He didn't just design yachts, he also



My Gail III - 1985



Limitless - 1997



The extraordinary 454 foot Rising Sun – 2004, launched after Jon’s death



My Gail III – 1985, main salon typifies JB’S light and airy interiors.

interpreting their ideas and finding a way to make those dreams come to fruition.

When In late May, 1992, Jon Passed away he not only left vacuum in the yachting world, he also left an enormous body of work as his legacy. Staggering also is the extraordinary number of people who owed their success to him. Almost every successful designer worked at one stage or another for JB, Terry Disdale / Don Starkey, Tim Heywood, Andrew Winch to name a few, all got their start working for Jon at “Burnsall street” as it is affectionately referred to by people in the industry.

I remember to this day where I was when I read about Jon’s passing, and the great sadness I felt.

created houses, some first class suites and public areas on the QE II, aircraft interiors, car interiors, the list goes on.

I have tried to distil a list of what in my mind are the most influential yachts from his incredible output of almost 200 yachts over 40 plus years. It’s not easy, but here are my picks:

Carinthia V – 1969, Pegasus III – 1973, Stilvi – 1973, Solitaire – 1976, Nabila – 1980, Paraiso & Azteca (sister ships) – 1983, Acajou – 1984, Never Say Never 1985, My Gail III – 1985, Southern Cross III – 1986, Stefaren – 1989, Siran – 1991, Limitless -1997, Rising Sun – 2004,

His brilliance was not just skin deep, the interiors and layout of the yachts he designed changed the way people used them. Interiors were opened up



Jon Bannenberg, with some of his creations. A model of each yacht was built by the in house model maker. The large one left of centre was the 404 foot Nabila II, replacement for the original Nabila, but Adnan Khashoggi fell on hard times and she was never built.

with more natural light, guest cabins were moved from the bowels of the yacht and placed away from machinery. Spaces became more flexible, and flowed together, moving from an exterior space to the interior was no longer through a small door with a step, but rather through large glass doors. The colour palettes used were non-traditional, and reflected the fashion of the day and clients desires, more resembling their homes.

His last yacht, Rising Sun, was yet another milestone, a statement of what a new generation of yacht owners wanted a yacht to look like. Distilled down, utilitarian with no excessive detailing or flamboyance, the use of full height structural glass panels, with clean lines and nothing superficial or surplus to its purpose. Again he polarised the yachting community, people either loved or hated it. But that’s really not the point, it was the owner’s (Larry Ellison) vision, JB simply interpreted it, put it on paper and made it work. That after all is the real talent of any designer, meeting a client’s brief,

In a profession inhabited by so many ego’s, praise of another designer is seen by some in the design fraternity as reducing their own standing, however, everyone in the industry came together and recognised the immense contribution Jon had made over the years. JB once commented to a reporter that “never in the history of mankind had so many owed their livelihood to so few” he was of course referencing Churchill’s speech, and referring to the few super wealthy individuals who commissioned big yachts. This one statement illustrated his humility, and goes a long way to explaining why he was so revered and respected by all he worked with.

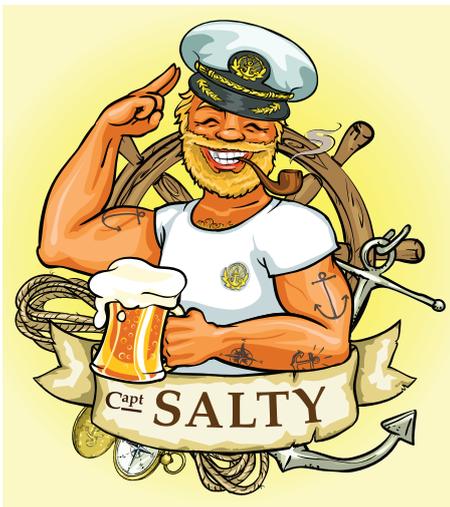
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Ahoy me mateys (members)..now as you know I've been a travellin' again. Did yer get me postcard I sent?

Had a grand time and caught up with an old buddy Captain Scott. He lives in Rubicon Florida these days and does a little bit o' writin' for a thingie on the internet called SaltySailors. Now this grabbed me attention immediately!

Captain Scott wrote the followin' piece and he had this Capt'n gigglin'. Hope it tickles yours too.....

"The Florida Marine Patrol bagged me the other night. It was like a simple traffic stop, only on the water.

About 9:30 p.m. I was making my nightly six-minute dinghy trek across the harbor back to my boat. I had dutifully stuck my little red/green split flashlight up on the front of my rubber inflatable. However, to the Marine Patrol approaching from the rear it appeared I was running without any lights at all. Technically, in addition to the red/green light shining forward, I should have had my a white light visible from the rear; either that or a single 3600 light on the boat's highest point. I knew of

Sucked in again...

this regulation, but didn't believe anyone would be that nit-picky. Acknowledging my forward lights showed at least an attempt to comply, they sent me on my way with a warning.

The following night I repeated my daily trek armed with a bright white suction mount 3600 flashlight. This new light is so bright it ruins my night vision. Holding it high above my head I ventured legally across the harbor. After only two minutes my arm was getting a bit tired and I figured there's got to be a better way, for I'm not about ready to do this every night. I tried sticking it to the dinghy, but being lower than the motor and my torso, the required 3600 coverage was blocked from several angles. It was then a brilliant idea - an idea 100 times more brilliant than my new light - struck.

There is, I said to myself, an advantage to being bald. It was dark enough, and I'm far enough from land that no one could see how stupid I looked as I wet the inside of the light's suction cup and squished it down upon my skinhead. It was perfect. I now had both hands free, the light was well above everything on the boat, and my night vision was unaffected, as I couldn't even tell the light was on.

Recalling the nightly parade of tired arms holding lights aloft as dinghies dash across the harbor, I wondered why no one else had thought of this grand idea. Granted, it did look rather stupid, and other boaters might tend to steer away, but it worked exceptionally well. That is until I spied a much faster boat departing the dock behind me.

I tried speeding up, but quickly realized this boat was easily going to overtake mine. Reaching to my head, I grabbed a hold of the flashlight in hopes of removing it until the other boat passed. I tugged, but the light didn't budge. I tried prying it off at an angle; it didn't budge. I tried raising one edge of the rubber lip; it didn't budge. I tried sliding the entire suction cup across my scalp and down over the edge of my head; it didn't budge. With the other boat quickly approaching the embarrassment zone, I altered course.

As the faster boat zipped by in the distance, I steered back toward my floating home. Nearing the stern of my boat the whole back end suddenly illuminated. I spun around expecting to see the bright lights of a Marine Patrol boat with three officers grabbing the rails in desperation of falling overboard from uncontrollable fits of laughter. Yet when I looked back no one was there. Spinning back around, the stern of my boat was still lit up brighter than I'd ever seen it at night. Again I looked behind me; again no one there. I suddenly realized I not only looked stupid but acted the part as well, for the bright light was coming from atop my head where absent any nearby objects I couldn't even tell it was on.

Still I couldn't break the light's suction firmly grasping my scalp. Fishing a dime from my pocket - a brief period of intellect suggesting the pocket knife my fingers first found would be a poor choice - I gently pried up an edge to the rubber cup. Near midnight, in a calm harbor, the loud Champagne-bottle-like pop probably aroused several slumbering alcoholic sailors.

The top of my head felt like a can of ravioli, for the suction cup had drawn up my scalp in circular ridges that held their shape. Undaunted and in the certain knowledge that these skin ripples would dissipate within an hour or so, I headed to the shower. The raised circles atop my head were already beginning to soften when I bent over to soap up my legs. On the way down I caught a glimpse of something strange in the mirror. Directly in the middle of my head was the world's largest, world's most perfect, most crimson hickey."

Laugh! Capt Scott reminds me of someone at yer club, but I'll leave you to sort that one out. Have a great Christmas everyone. Stay safe on the waters.

AhoySalty

Hooked on boats?

The 2014 BIA Melbourne Boat Show will pack more boats, fishing gear, boating accessories and destinations at Docklands from 31st January to 2nd February 2014

but the best thing is the Yamaha Fish Tank: Get a fish-eye-view of angling thanks to this massive, 15-metre long, three-metre tall, 13000-litre fish tank on wheels. This unique tank lets you see all the underwater action as the fish are caught by lures cast by participants. Educational and fun, you'll learn

believed! This water-jet powered machine allows people to go flying through the air and underwater - it's like something out of a superhero movie! If you haven't already got one or maybe the kids or spouse needs one - at the show you can undergo a Boat Licence Course: Enjoy the best possible tuition from a group of highly trained and qualified volunteers. Please note: The course takes three hours to complete and you are required to supply suitable ID.

Where:
New Quay area
Docklands

When:
Friday 31st January: 10am - 8pm
Saturday 1st February: 10am - 6pm
Sunday 2nd February: 10am - 6pm

How Much:
Adults: \$12
Concession*: \$8
Kids under the age of 16: \$2
Kids under the age of 5: FREE

For the 53rd annual show, the Boating Industry With an amazing array of colourful yachts, power vessels, trailerable boats and personal watercraft on display, you can't afford to miss Melbourne's only on-water boat show. There's a boatload of fun activities for the whole family, on and off the water, including kayaking, fishing competitions, live demonstrations and come try sessions.

These shows are always on my boating calendar

lots of fishing tips and tricks.

Don't miss the Bream Classic: A professional fishing tournament, the Bream Classic promotes catch and release fishing where all fish caught by competing teams must be presented alive at the weigh in. Kids are welcome to come down and help release the fish.

You can also see the FlyboardX: The latest in extreme sports, this really has to be seen to be

BIA
Melbourne
Summer
Boat Show 2014



Club News

social/mariner

The highlight last month was the Fashion Parade held at Royals. The attendance was well over 90 members and non-members. The organisers did a great job, coordinating models, clothes, displays and music, we would like to thank the volunteers who made this a success.

The event was a financial success with a profit of \$1,176.00.

works/marina

We had some problems with the air conditioners in the bar during the hot weather over the weekend. We have arranged to have this rectified this week.

The upgrade to the power from Jemena is now in progress and Jemena have agreed to reimburse our legal fees for the negotiations over the past couple of years. (approx. \$26K).

There have been 4 new berth allocations in the past quarter.

We have had informal discussions with Bellingham Marine to establish a very early budget figure on replacement of our marina. They have given a figure of \$2.1m to replace what we currently have.

We are continuing with our ongoing marina maintenance works. Another 6 marina piles on the southern marina are to be repaired.

At our last meeting we discussed how to encourage berth holders to make use of the club. There have been several submissions from members and we have policies of other clubs in regard to this. Discussions will continue.

boating

We had a great boating year this year with more to follow next year, the Novice skippers rally has been held over till Saturday February 15, 2014, due to inclement weather, more details will follow as we get closer to the time. The Herring Island Cruise was a no starter due to time-poor members, we had a lot of interest but being so close to Christmas there was a number of people who had conflicts - next time will keep it to a weekend in January.

Just re-capping on our past Rallies: The Centenary Trophy Navrally held on 20 October, 9 boats took part on what was a very windy day. Results were 1. Rob Roy, 2. Pookanah, 3. Bold venture.

The Marconi Trophy Nav rally, sponsored by Andrew Baker and Tony Willis was held on 10 November, 9 boats took part. Results were 1. Bold venture, 2. Rob Roy, 3. Pookanah. 2nd and 3rd

were tied and the results were decided on a count back.

Many thanks to Fiona Zammit for all her work in organizing the lunches after each of the Nav rallies. Obviously we don't have caterers and she's put in a tremendous amount of work shopping, preparing, cooking, and then serving the lunches which to date has been exceptional.

Membership

With a membership of 258 and 4 new members in the last 2 months we are sitting fairly squarely with last months stats. The new year will launch a promotional program looking to recruit 20 new members by the new building completion.

Some incentives will be publicised for members if they introduce new members or sign-up and family or friends. Keep a look out for these in the next propeller and on the website.

catering

The current bar situation is continuing to pay its way and provide a service to members. In the Christmas break the bar will be closed wednesday Dec 25 and Jan 1

Normal trading hours will operate outside of these dates. With option to close early if we have insufficient trade.

We now have two Oyster Bay wines ranged by glass a Pinot Noir added for summer consumption along side the Sauvignon Blanc.

We have successfully terminated the contract with Granmur so that we can call for an 'Expression of Interest' in running the new facility.

Granmur will be asked to submit their proposal with new guidelines and benchmarks being set for the new clubhouse operations which are currently under review.

general meeting

The Quarterly General Meeting on December the 4th was a remarkably pleasant affair with lots of participation but especially thrilling was the Commodore Simon Mills outlining our 5 year plan strategy.

Members are asked to provide the Committee with their thoughts and suggestions in relation to the future operation, growth and development of the Club. Please submit these in writing so they can be considered by the Committee during its deliberations on this matter.

The constitutional amendments were presented

by Jane McAloon where she explained that the changes proposed were necessary to bring the Club's Constitution into line with the Associations Incorporation Reform Act 2012. In her address Jane tabled the amendments and will present to the committee any members concerns or suggestions.

building

Some stumbling blocks or hurdles have let to some difficulties which led to time loss and variations in the first stage, but completion of foundations and erection of the tilt slabs have certainly pushed this along.

Although we are now 26 days behind schedule due to weather and variations due to rock and other foundation problems. It is expected that most of this time will be made up, and the building have been making noises about a July completion date, Lets see!.

website

The website is being consolidated and revised, with the implementation of online Nav Rally entry forms. Future update will include the member login to access member details, with a boat register and survey mechanisms.

Some members have noticed that we are now on twitter, but due to a lack of resources this isn't updated or used regularly, if any members are familiar with this and would like to contribute to the clubs twittershpere please contact the communications sub-committee.



Rigcon Engineering is one of Melbourne's most experienced crane contracting companies. With a family history in cranes dating back over 50 years we have the experience and expertise to provide any of your lifting solutions.

Our company has a vast fleet of mobile & tower cranes with a specialty in electric Wolffkran cranes.

Our focus is primarily on safety, quality and providing a personal service to our specialty clients.

Contact

Doug Williams
dougwilliams@rigcon.com.au

Jamie Williams 0417 334 271
jwilliams@rigcon.com.au

NavRally rules revision

The club has reviewed and revised the Navrally Rules over the past 18 months so that they allow the use of the Tack Tracker system, which has proved to very popular and easy to use. It has also facilitated more participant scrutiny, allowing each entrant to closely review thier performance.

Download the latest rules from the website:
www.rvmyc.com.au/boating-at-the-rvmyc.html

Diary update & classifieds



The Variety Splash 2014

A Unique Experience

Why not add some variety to your summer by entering a team in the Variety Splash— a friendly paced fundraising boating event around Port Phillip Bay.

Be part of this unique experience that also makes a positive difference in the lives of special children around Victoria.

A three-day rally around Port Phillip Bay held annually on the last weekend of February. It is open to all power and sail boats, with the 2014 event travelling from the Docklands to Geelong and back to St Kilda.

An exciting event not to be missed it is easy to be involved.

For more information contact Janette at Variety—the Children's Charity
P: 03 8698 3900 or E: JanetteConnolly@varietyvic.org.au

Xmas break opening times

Bar will be Closed Christmas and New Year Day, then reverts to normal hours...

Opening hours:

Wednesday 5pm - 9pm

Friday 5pm - 10pm

Saturday 12pm - 10pm

Sunday 12pm - 7pm

If there is no one around... Terri gets a break and we'll close up.

The office will close this Friday the 20th December and re-opens Monday 20 January 2014, any urgent club matters contact the Duty officer.

Wednesday Members Draw 7.30pm.

Jackpotted to \$1050, so be there to WIN!

Next draw 8 January 2014

Wednesday 16/10/13 \$550
John Savage NIA

Wednesday 23/10/13 \$600
Graeme Snape NIA

Wednesday 30/10/13 \$650
Bill Clark NIA

Wednesday 6/11/13 \$700
Ivan Andolfatto NIA

Wednesday 13/11/13 \$750
Ian Carlile NIA

Wednesday 20/11/13 \$800
Perry Whiston NIA

Wednesday 27/11/13 \$850
Sue Webber NIA

Wednesday 4/12/13 \$900
Brad Teal NIA

Wednesday 11/12/13 \$950
Corinne Farley NIA

Wednesday 18/12/13 \$1000
Ian Gill NIA

Fishing Licences

Fishing licences are available from the Club office or bar; 3 yrs - \$66; 1 yr - \$24.50; 28 days - \$12; 48 hrs - \$6. **Members can use their accounts to pay.**

RVMYC DECEMBER EVENTS CALENDAR

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1	2	3	4 BAR OPEN AND MEMBERS DRAW	5	6 BAR OPEN AND RAFFLE	7 CLUB BAR OPEN
8 CLUB BAR OPEN	9	10	11 BAR OPEN AND MEMBERS DRAW	12	13 BAR OPEN AND RAFFLE	14 CLUB BAR OPEN
15 CLUB BAR OPEN	16	17	18 BAR OPEN AND MEMBERS DRAW	19	20 BAR OPEN	21 CLUB BAR OPEN
22 CLUB BAR OPEN	23	24	25	26	27 BAR OPEN	28 CLUB BAR OPEN
29 CLUB BAR OPEN	30	31	<p>Great News! Our Friday night raffles have generated YTD \$7,680.00 for the Club! Well done Dean Rule, great effort and very generous host of the Friday Raffles.</p>			