



# PROPELLER

ROYAL VICTORIAN MOTOR YACHT CLUB | ESTABLISHED 1904

## INSIDE

Cruise to Lord Howe on Pelican

Fishing in Docklands

Spider Crabs take over Port Phillip

## New Committee starts unopposed

The Clubs AGM saw the reinstatement of seven of the clubs Committee with Chris Ackerman installed as Commodore for 2016. This is a tradition at the club that the Commodore and Flag Officers sit for a two year term.



Chris Ackerman thanked the members of the Committee for their hard work over the past year. In particular, he thanked outgoing members Greg Miles for his three years of service on the Committee and Jane McAloon for her commitment over the past year.

The Commodore advised the meeting that no election was necessary for the positions of the Commodore (Chris Ackerman), Vice Commodore (John Zammit), Rear Commodore (Paul Doherty), Hon. Treasurer (Livio Andolfatto), Committee Members (Greg O'Connell, David Collins, Ben Koutoukidis and Terry Lawless) as they were elected unopposed. New Committee members Ben



Koutoukidis and Terry Lawless were welcomed and thanked for their support.

At the meeting the Treasurer, Livio Andolfatto delivered the annual financial report for the previous financial year.

Although the club showed a positive balance sheet, with a surplus being shown, our current situation only provides the amount of \$20K lee way per month which would be considered still on the verge of working hard.

He also outlined that General building maintenance expenses counter the increase in revenue. Our cleaning costs are substantially higher than in the past.

The treasurer praised the committee for being responsible in the clubs expenditure.

Our recent visit by worksafe has alerted us to the fact that we may need to allocate costs to our OH&S requirements.

In a portfolio shake up, David Collins will take over Membership, Terry Lawless has been given Communications, Ben Koutoukidis will be looking after Hospitality, while Paul Doherty will still be in charge of Boating and John Zammit - looking after Works.



## Cannes Yacht Club to fly RVMYC Burgee

On a recent overseas holiday RVMYC members Greg and Alison Miles took time out to visit the Cannes Yacht Club.

The Yacht Club de Cannes is perched at the end of a beautiful boulevard named the Port Pointe Croisette. It hosts 400 members (with over 130 berths for both sailing and motor yachts) and has a proud history of over 150 years.

The clubs office manager Karine Grene proudly swapped burgees on behalf of their

Commodore Jean-Pierre Gailles.

The club has a friendly bar and bistro with delightful views. RVMYC members are welcomed at any time.



## Victoria Police to refund wrongly issued water flare breach fines

May 17 - Mark Buttler, Herald Sun

VICTORIA Police has been forced to withdraw a huge number of fines for marine flare breaches.

An internal review has found 1825 fines were wrongly issued to boat owners and other water craft operators since 2005.

The review found legislation stated the correct penalty for the charge is a summons to appear before court, not an infringement notice.

A Victoria Police statement said its officers and counterparts from Marine Safety Victoria became aware of the error in May last year.

Those who had received notices will be contacted and any fines already paid will be refunded.

Victoria Police and Maritime Safety Victoria



are in the process of contacting the 1825 people who had been incorrectly issued with these infringement notices since December 2005.

Police said flares had a "serviceable life" of three years and new ones must be obtained when they expired.

### Storage

Flares should always be readily accessible: stored in a waterproof container, in a place where they don't receive too much pounding in rough conditions, away from dampness and heat sources above 60 degrees Celsius.

### Expiry dates

Flares must be within the expiry date and maintained in serviceable condition at all times.

Check your flares regularly to ensure that they have not been rendered unserviceable by exposure to moisture.

Mildew or bubbling of paper coatings may indicate signs of moisture.

Flares have a very serious purpose. Falsely indicating distress rightly carries a severe penalty, but it also wastes a lot of time and resources - possibly weakening the ability to respond to a genuine emergency.

## Club Notes

The club has lost its old friend, CCA has removed the vending machine in the BBQ area.

We were notified by CCA that the reason for this is that the machine has not done enough sales in the

last 12 months and they, in fact, have thrown out more out of date stock than machine making sales.

Committee is reviewing an alternative that may be an honesty system as we do for our ice sales.



*The Frew family enjoyed celebrating Kerry's Birthday at the club on Sunday 26/6/16*

*There's no place like home - It's hard work being a Past Commodore. Simon Mills 'watching' the footy.*



## 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.

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## ADVERTISING RATES

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

**Business Card Size: \$285pa Quarter Page: \$599 Half Page: \$855pa.**

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



# From the Commodore's Deck

Dear Members,

The new Committee is settling in to another year working for the Club. My thanks go to all the members of the Committee for making the commitment to participate in the running of the Club. It is a significant commitment to sit on Committee and Committee members need the support of family, friends and the Club as a whole. Welcome to Terry Lawless and Ben Koutoukidis being the two newest members of the Committee. Ben and Terry both bring a wealth of experience from very different backgrounds and I know that their time on Committee will be very beneficial to our Club.

Committee hasn't been resting since our Annual Meeting, current agenda items such as the appointment of a General Manager, lease negotiations with Parks, current legal proceedings, developing and maintaining our budget, finding a suitable Administration Assistant, developing and implementing a strategic plan for the future, completing the furnishing and fitout of the building, maintaining the regulatory maintenance

schedule on our building, understanding and developing our OH&S obligations, maintaining and developing our catering services in conjunction with Artistic, completing our membership and constitution review, these are all foremost in the thoughts and processes of Committee at this time. We are just completing the annual events calendar and this should be available in print and on the website in the near future.

In early July I was happy to be able to welcome our newest members to the Club when we held an informal new member welcome evening in the bar. The Club put on drinks and nibbles for old and new members alike and a good time was had by all. Helen put on a Christmas in July dinner a few weeks ago, this was a fantastic opportunity for members to dine with other members and their family and friends. For myself and my family the night provided the opportunity to dine with one of our more senior members and chat and discover the interesting and diverse life he has led. These are the opportunities our Club provides, to mix with

people from varying backgrounds that you wouldn't meet in your normal life away from RVMYC.

The social and boating activities are starting with our Winemakers Dinner this Saturday, a Yum Cha cruise to Docklands in August, the Progressive Dinner between clubs in August, an overnight stay at Melbourne City Marina before the Melbourne Regatta in late August, Father's Day lunch and a Maribyrnong River cruise. All this leading up to our 113th Season opening Day on 8th October so there's plenty on to keep us occupied in our boating lives.

Safe boating, see you out on the water.

Chris Ackerman  
Commodore



Vale  
Past Commodore  
Herb Lesser  
1938 - 2016

## We received the sad news of the passing of Past Commodore Herb Lesser. Herb passed away on Saturday 21st May 2016 aged 78.

Herb served as Commodore in 1995-96 after joining the Royal Victorian Motor Yacht Club in 1978. There were several achievements during his term as Commodore, no smoking policy for the Club, extension to the northern marina and formation of the Lady Mariners under his wife Kate.

With his wife Kate, Herb moved to Queensland soon after his term as Commodore but always remained a member of RVMYC.



## Club welcomes new members

Commodore Chris Ackerman, Committee and members welcome; Janet and Ross Lapworth, Maureen Dawes and Malcolm Gill, Michele Breed and Mick Trezise, Daniel Saddik and Meaghan Saddik, and Angelo Lomacchio and his partner Natasha.

June 16 2016 - The Age - Darren Gray

# Army of Great Spider Crabs is on the march across Port Phillip Bay

It's an annual spectacular underwater show that occurs in the shallow waters off the beaches of Port Phillip Bay.

Great Spider Crabs move en-masse across the bay's sandy bottom, walking, feeding, clambering over one another with long legs and forming a living pyramid of up to 10 crabs deep. And it's happening now in the waters off Blairgowrie.

The event, which occurs around May and June, has attracted the interest of the naturalist David Attenborough and the BBC, but for a large number of Melbournians it's an underwater secret.

Underwater video taken just days ago by diving enthusiast and aquatic scientist Sheree Marris reveals the mass gathering.

"I think it's one of the most spectacular events that happens in the bay," she said. "And the thing that really excites me is that it's readily accessible, you don't necessarily have to be a scuba diver, you can be a snorkeller, you can even see them by grabbing a pair of swimming goggles."

Miss Marris, the author of the book *Melbourne Down Under*, said the Great Spider Crabs were in bigger numbers this year than she had ever witnessed.

"When I was swimming the other day and filming them, I swam for four minutes and they just kept going," she said.



*Great Spider Crabs on the floor of Port Phillip Bay. Picture supplied by Sheree Marris.*

"What they do is they actually come into the shallows to moult. Like other crustaceans, in order for them to grow they need to get out of their hard shell and grow a new and bigger one."

"But during that time of growing a new bigger one, it's really soft and it takes time to harden. And it's during that time they're vulnerable to lots of different predators like seals and rays, dolphins and birds. So by coming together, it increases their chances of survival," she said.

Mark Norman, chief conservation scientist at Parks Victoria, has dived among the Great Spider Crabs in Port Phillip Bay on many occasions.

"It's one of the high points of diving in

Victoria," he said.

Dr Norman said the crabs could be found in Bass Strait and Port Phillip Bay "wandering around" alone.

"But every year they get together in a huge mass, to basically change clothes in safety. They have to moult.

"When you've got ten thousand of them there you satiate your predators very quickly," he said.

"We've seen stingrays swimming around that are two metres across, with a stomach bulging out like a basketball, because they just can't fit it all in," he said.

## Stuff we might need on board

### Doggy Ladder

Now your pups can take a dip and get back on the boat easily with this neat doggy ladder. You no longer have to lift them out of the water. This ladder is easy to attach and remove, and leaves everyone happy.



### Water Leak Detectors

Whether you have had an issue with leaks in the past or you just want to be sure that no water is getting where it's not supposed to, these handy little alarms will let you know the second they detect water with a loud whistle.



### Scrubba – the smallest washing machine

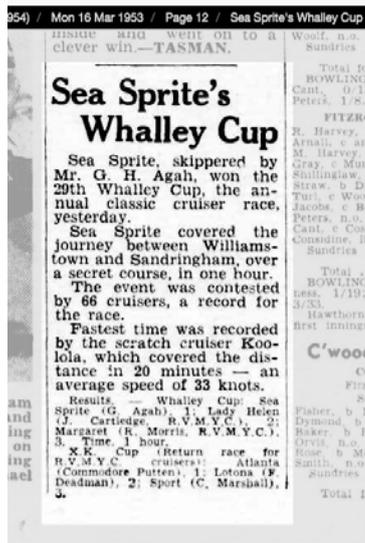
The Scrubba washbag is the perfect way to wash clothes on the go. Simply fill it with water, detergent, and clothes, and close the bag. Then rub the clothes against the internal washboard, and in minutes you're done. Just hang to dry. The bag is so small when it folds up, that it can fit in your back pocket, making it perfect for the boat.



# The Club in its Heyday

Do you remember a time when 66 boats competed in the Club's Nav Rally?

It was common for the club to host up to 70 boats in the early 50's, which is quite surprising as owning a motor boat in those days would only be in the realm of a few.



# Club manners

Members are reminded to sign-in any guest to the members area, this is due to our very strict licencing laws. We also appreciate if guests could park in the surrounding area if the club is busy.

We are also conducting an audit on marina installations around the club. Berth holders should obtain committee approval before installing any ladders, hose reels, cushion or power poles on the marina. These could prove a hazard and could be in breach of OH&S regulations.



*"You've been on our boat all weekend, eating, drinking and hanging out. Then it suddenly occurred to us...we have no idea who you are."*

# Get your boat fit for the water

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

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# Calendar of Events 2016-2017

**2016:**

Sunday 14th August	Docklands Cruise for Yum Cha
Saturday 20th August	Progressive Dinner between clubs
Saturday 27th August	Overnight at Melbourne City Marina on board BBQ's etc
Sunday 28th August	Blessing of the Fleet with possible lunch after.
Sunday 4th September	Father's Day lunch
Sunday 25th September	Maribyrnong River Cruise to Canning Street Res for BBQ and Car Show
Saturday 8th October	Opening Day 113th Season
Sunday 16th October	Navrally - Centenary Trophy – RVMYC Navrally
Friday 21st October	Ladies Lunch & Fashion Parade
Sunday 6th November	Navrally - Miss Australia Cup – RVMYC Navrally
November 11th – 13th	Top of the Bay Fishing Challenge, Inter Club with WGSC
Saturday 3rd December	RVMYC Christmas Party

**2017:**

Sunday 29th January	Navrally - Henley Cup – PRMBC (TBC)
February 11th -12th	Weekend Cruise to Portarlington (TBC)
Sunday 19th February	Navrally - SYC Cup (CUB Trophy) – SYC Navrally
Sunday 19th February	Big Bay Swim (Point Gellibrand Rotary) TBC
Sunday 5th March	Navrally - Lonsdale Cup – RVMYC Navrally
Sunday 12th March	Navrally - Oslo Cup - RVMYC Hosting, Dinner Sunday Night TBC
Sunday 2nd April	Navrally - Williamstown Cup Handicap – RVMYC Navrally
Sunday 9th April	Navrally - Whalley Cup – MMYC Navrally TBC
Sunday 16th April	Navrally - Isle of Mordialloc – MMYC Navrally TBC
Sunday 23rd April	Navrally - Marconi Cup – RVMYC Navrally
Saturday 13th May	RVMYC Presentation Night
Sunday 14th May	Mother's Day lunch
Sunday 14th May	Navrally - Ricketts Point Regatta – BMYS Navrally

# Member resignations

The following members have formally resigned from the RVMYC.

- Graeme Smart
- Les Walsh
- Kevin Wickham
- Ian Gill
- Chris Littorin
- Theo Haass
- Michael & Jenny Hinton(P)
- Lindsay Grenfell (C)
- Aaron Hair
- James Tyrrell
- Angelo Catoggio
- Dennis Nilson
- David Lawson
- Bill Sheppard
- Sue Reynolds
- Russell Makinson (P)
- Kerrie Frew (P)
- Sandy Cresswell (C)
- Wendy Power (P)
- Harry Meilak
- Gary Clough
- Kate Scott (P)
- Shane Keating (C)



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## Club donation to voyager cadets

The committee has approved a donation to the TS VOYAGER SHIPS FUND.

Continuing our relationship with the Voyager cadets, we wish to advise members that the Club have purchased a Swift Kayak & paddles for the sum of \$364.00 for the Cadets, for their on-going training.



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# The Melbourne Regatta & Blessing of the Fleet Sunday 28th August 2016



This years Blessing of the Fleet and regatta is sure to be big, club members have been attending in droves since it was resurrected. The Melbourne Regatta was first held on August 30th 1838, making it the first Regatta in Australia.

In 2016 the Melbourne Passenger Boating Association will once again deliver a magnificent waterside spectacle to celebrate the connection between Melbourne and the sea. Born out of a river settlement, developed through trade and immigration, stabilised by gold and farming, this great city owes much to the ships who made that connection.

The rivers and the great bay have been bountiful, providing food, leisure, relaxation and a highway to the rest of the world.

Discover too, the land before it became Melbourne. Learn about the people and the natural landscape that existed long before and

why this made Melbourne a perfect place to build a village.

We invite everyone to join in the fun and excitement and come along on Sunday August 28 2016 to celebrate Melbourne's maritime and indigenous history.

- See a magnificent Spectacle of Cruising Boats, dressed especially for the occasion
- Hop aboard Free Ferry cruises around Victoria Harbour
- Be part of a Welcome to Country Ceremony
- Hear Father Bob Bless the Fleet
- Listen to live entertainment, walking tours and story telling
- Shop at the Sunday Market with many food stalls and local cafes open
- Be surprised by Roving Entertainment
- Sing along with the Mass Choirs
- And much much more

## Jaguar Car Club luncheon

Club enthusiasts enjoyed a luncheon organised by club member David Jonas assisted by Ray Lopez on Sunday 10 July.

### Conversations heard on the day:

What do you call a Jag with dual exhaust? *A Wheelbarrow!*  
 How do you double the value of a Jaguar? *Fill it up with petrol!*

“For those of you who have never had the pleasure of owning a Jag, but want to know what it’s like: Next big rainstorm, wait till dark, roll down all windows, leave off lights & heater & wipers and go for a drive. Stop at every intersection and throw out a fifty dollar bill. It’s not exactly the same, but it’s real close.”






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Story and Pics: John Marks

# To Lord Howe Island, 2016, in Pelican.



*The pass is somewhere in this*

## Part 1, Bermagui.

A book on my shelf, "The Amateurs", which traces the history of the Sydney Amateur Sailing Club, (SASC) has a chapter or two on the "Lucky" Clarks, George and William. In the early 1930's, the brothers left an outback agricultural property, joined the SASC, and learned to sail. The apprenticeship complete, they commissioned a new 28' motor sailor "Maluka", and set out to Cooktown, Queensland. Next on their bucket list was the 360 odd nautical mile trip to Lord Howe Island, a daring exploit in 1935.

Weather forecasting was then in its infancy, and their instrumentation was a barometer, a sextant, and some paper charts. Springing out from Port Stephens, they made the fabulous dot in the Tasman Sea in four days, a creditable effort considering the vagaries of weather and the East Australian current.

The trawler men had already hung the scalps of Hobart and Kangaroo Island on their collective belt. The logical next island, Lord Howe, looked daunting but doable. For the longer voyage, the idea was to stage the boat to a couple of practical locations, with reasonable storage facilities, and an easy trip home between hops. With inspiration from the Clarks firmly in mind, the die was set. If they could do it in a relative cockle shell in 1935, with the weather a virtual Russian roulette, we should manage OK, with our hardy ship and modern aids.



*Mt Lidgbird and Mt Gower*

A fair bit of preparation preceded the departure date of mid day, on Saturday 27th of February. The last of the good old Gardner mechanics, Jim Ryan, took the cylinder heads home to Bonnie Doon, for a spring clean, solving a lot of oil leaks along the way. Ron's 40ltr Engel found its way into the aft cabin, duly wired to the 12 volt house system, as a second 'fridge. A touch up for the fresh (cold) water system allowed us to access all 300 ltrs in S/S tanks under the bunks. Two new 100w solar panels on the cab roof would help the 12 volt system to cope, if we were blessed with sunshine. Ron devised a handy storage arrangement for the nine 25 litre drums of spare fuel, behind the starboard main tank. An oil change and filter service for the Twin Disc transmission had the engine room all OK.

Everything else could probably last the job.

The first run, to Bermagui, NSW was routine, except for some huge swells off Gabo Island. (We thought these to be the aftermath of Fiji's recent cyclone?) Blake had the rods deployed as we passed Tathra, one with a small purple skirt tied straight to the 20lb mono, "just for the stripies". A fair sized marlin thought otherwise, but was soon gone, taking the prized little skirt with it.

Blake's dad Alan came up from Wyndhamvale in the Rodeo twin cab to try his luck, with mum Lyn shore based. Fishing Co-op manager Rocky organized a space on the main jetty, for four days, while we sampled the hectic marlin fishing scene. The professional crew on "Head Hunter" helped us rookies get started, with some sage advice: Just drop a five-hook bait fishing rig in the right spot, and bingo! Five slimy mackerel for the live bait tank at your command. A few more of these, and we were trolling. As the first slimy went back into the briny, carrying the obligatory No 10 circle hook, skipper John prophesied: "that'll go off in five minutes". Sure enough, a mid-sized Black was soon dancing at the pointy end of Blake's 15 kg outfit. The contest lasted thirty minutes, until the 100lb mono trace chopped through. This set pattern for four days of action, and luckily the marlin were prolific, as we could not raise a tuna or a bandit (yellow tail kingfish).

Soon enough, it was time to leave Pelican, and set off by bus and train, back to Melbourne. Vicrail, although Victorian owned, sponsors a daily bus service which commences at Bateman's Bay, and terminates at Bairnsdale, timed to meet the train to Southern Cross. The ticket, which even includes two zones on the metro network, costs the princely sum of \$30, if you happen to carry a senior's card! Keith from the NSW Lands Department, obligingly found a marina pen for Pelican, and a key to the facilities, as the busy main jetty does not cater for long term storage.

Crew consisted of skipper John Marks, a grumpy old bugger who prefers Pelican's interior to an old folk's home. Ron Ellis, a seasoned ocean sailor and board game freak, did the navigating, provisioning, and organized the entertainment. Ron's other hobby is collecting books, but after a couple of run ins with the skipper, the edict was out: no more books on board. Williamstown identity Peter Tantau made himself generally useful, and cooked wicked scrambled eggs. Blake Jobson was the young Turk, and fishing master.

## Part two: Pelican to Lord Howe Island, 2016. Port Stephens.

*Pelican and the lagoon from the ridge*



After doing the usual domestics for a month, and keeping one eye on the weather, the boys were back to it. Blake was busy at work, and was replaced by Peter, who had missed the first stage, staying home to support his brother Ian.

Fuel was topped up prior to the departure to Melbourne, but we needed the odd supermarket trolley of groceries to keep the wolf from the door. The lines went out immediately we cleared Bermagui, but no action ensued until we passed Montagu Island. About three miles further north, the skipper was keeping an eye on the trailing lures, when I noticed some action on the 24 kg rig. It looked fishy with fins and tail visible, and the big rod was jerking. I lifted the rod from the holder just as a good sized black marlin grabbed the lure, and I was on. The fish looked huge as it leapt and porpoised two hundred metres out, but fifteen exciting minutes later the line parted, maybe a bit too much drag? After a late start, we anchored in Brulee Bay for the night.

Next port of call was Jervis Bay, Pelican's original home. Owner builder John Settree was to inspect the handy work improving and modifying the boat. We took a public mooring off Huskisson, but John was out for the day, and was not well enough for the dinghy trip out to the boat, on his return.

Off again for an early start, as we hoped to make Port Jackson before last light. This was ambitious, and we



*Wahoo!*



Ball's Pyramid, 550 m.

we cruised up Cowan Creek to Bobbin Head. As a youngster, I had read of the Halvorsens and their operation at Bobbin Head, but little remained of this, as a modern marina fills every square metre of available space. The marina folk mentioned Halvorsen's clock as the only remaining relic.

Back down Cowan Creek to the Hawkesbury, and after some discussion about clearance under the steel railway bridge, I decided against. We anchored in the lower Hawkesbury for the night, but a bit too close to the bridge, as the loud rumble of trains every few minutes kept us awake. Pity the locals who cop this continually.

The final leg to Port Stephens, another 60 odd nm north, concluded our staging cruise. Our night passed at anchor off Nelson Bay, and next morning we proceeded the ten miles up to Lemon Tree Passage, our pre arranged storage location until the long step to Lord Howe. The Albatross Marina was fresh out of

distillate, so we doubled back to Soldier's Point for another 700 litres. The allotted fore and aft mooring in the Passage looked a little worse for wear, and the marina staff reassured? us with tales of last year's cyclone, when many boats in this sheltered spot were lost or damaged.

The marina arranged a lift to Newcastle airport, and we squeezed into a tiny four wheel drive with our bags, taking a quick lunch at Macca's along the way. We were to board with only cabin baggage, but a 15 kg Shimano reel caught the Xray operator's eye. This was coming home for a plaited double, as the rookies couldn't manage to tie one. Get rid of the line or pay \$50 to re-open the checked baggage? With a bit of swearing, I produced the necessary, and we were up and away to Tullamarine.

*Stay tuned to Propeller for the next exciting episode.*

approached the mooring area off Rose Bay in total darkness. A small moored sea plane loomed out of the black, so we backed off and dropped the Rocna. Suddenly a high speed ferry zoomed by at close quarters; Pelican was a tad too close to the fairway. Too tired to move, we trusted our luck and turned in. Sleep was slow to come though, as a noisy disco nearby kept full volume until midnight.

The sights of beautiful Sydney Harbor, and the busy activity on the water, had us riveted, as we sailed past the Opera House, and under the iconic Harbor Bridge. The main focus was the Maritime Museum at Darling Harbor. Unused to the protocols of berthing at Sydney, we expected to find a public wharf, but were met with total disillusionment. All the (vacant) wharf space at the museum and everywhere else was well signed to the contrary. We were directed to an area a little further north, which looked OK, so we moored up carefully and set off walking to the exhibits. My favorite is the Kathleen Gillett, a lovely 45' Colin Archer designed

ketch, restored and presented to Australia by the Norwegian government for the Bi-Centennial.

After a thorough going over of the water and land based exhibits, and a quick walk around Darling Harbor, Cockle Bay, and the old Pyrmont bridge, we ambled back to Pelican, only to find a couple of young NSW coppers on the foredeck. They had responded to a complaint by a nearby private marina, but we saw no signage prohibiting mooring, and had been careful to leave adequate access to their area, but of course this was Sydney. When the water police arrived, we pleaded our case, and were let off with a polite chat, and advised to not stay the night.

Never mind, we had our hearts set on a nice tour of Broken Bay and the Hawkesbury. We spent the night anchored off Palm Beach, in the entrance to Pittwater, and cruised up to the huge boating facilities after breakfast. Melbourne cannot boast such terrain and a boating paradise such as this. After a couple of circuits of Scotland Island,



Pelican at the wharf

## Club Marine congratulates the Royal Victorian Motor Yacht Club on the launch of the Club Marine RVMYC Youth RIB Program



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# Tender crashes into superyacht in Ibiza

A superyacht tender has crashed into a superyacht in Ibiza, according to images that surfaced on Facebook on July 14.



Reports claim the tender crashed into a 38 metre Custom Line yacht, suggesting the tender originated from Le Grand Bleu but this has not been verified.

Two crew members were allegedly driving the tender and fell off, according to the original poster of the photos. He claimed they weren't wearing a kill cord and reported that it circled for 15 minutes whilst doing 30 knots.

The tender hit another yacht twice before it smashed through the hull of the Custom Line superyacht.

"Very lucky that nobody was hurt," said Matt Cole. "Very scary thing to witness."

The post on Facebook racked up 50 comments within the first few hours, with many questioning the behaviour of the crew driving the tender.

It's not known which yacht the tender crashed into, but some have suggested it is Lady Dia, a 37.81m Ferretti Custom Line superyacht that was delivered in 2011.

# Fishing at Docklands

In the heart of Melbourne lies the mighty Yarra River.

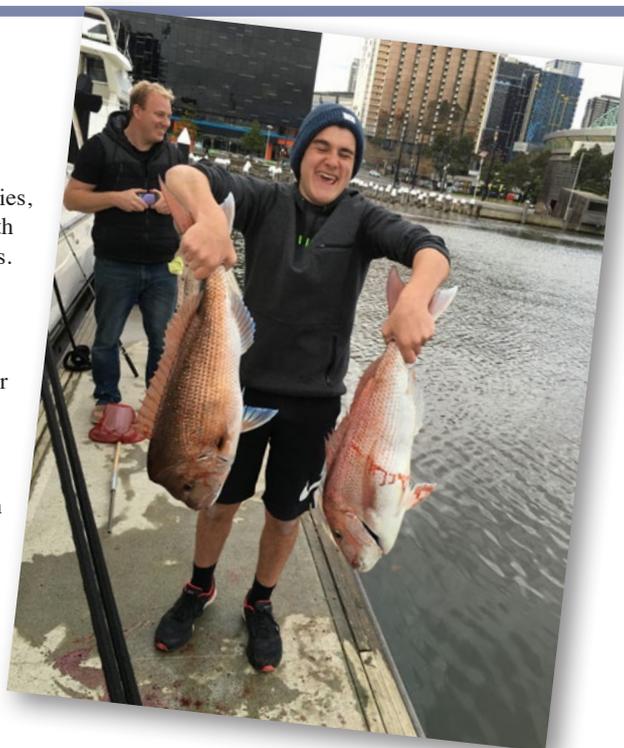
Starting in the hills of the Yarra Rangers with trout and cod being the target species, it winds its way through the hills, before turning to salt and into Port Phillip. With abundant life that lurks beneath with bream and mullet being the main targets. This beautiful river is full of surprises and big fish.

In the warmer months bream become active feeding high in water column and can be seen mooching on rockwalls and the abundant pylons. As the bait pushes up the river, (including salmon and mullet) this is always a good time to test your patience on the ever elusive mullet that lurk in the shadows.

Make sure you check the rules and regulations and no fishing zones. Port security is right onto anyone who is doing the wrong thing, so to enjoy this fishery and keep it going for years to come do the right thing and do the research before entering the water.

### HOT TIP

Cast way up in the shadows of the pylons and watch your line. Most bites occur when fishing micro vibes and plastics and you won't even feel the bite. You will see it in your line as your lure presentation is sinking. Watch for the tick and pay close attention to your braid.



**James Matarazzo catching 2 x 6 kg Snapper on the 21/6/16 from Dads Boat (Pat Matarazzo) while it was docked. No need to go out into the Bay. Well done James, looks like your running the Fishing Comp this year.**



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# Diary update & classifieds

## 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. Please see Terri at the bar. **Members can use their accounts to pay.**

*NOTE: Seniors card holders do not require a fishing licence*

## Members Draw!

Wednesday nights - 7.30pm.

### DRAW RESULTS:

**Wednesday 22 June**  
\$350 Colin Marks -NIA

**Wednesday 29 June**  
\$400 Ian Field - NIA

**Wednesday 6 June**  
\$450 Gary Rigby - WINNER

**Wednesday 13 July**  
Ray Farquhar as - NIA

## Friday Night Footy!!

Our 'Friday footy Nights' are continuing throughout the footy season, so be sure to come down and enjoy Friday night football with a drink, complimentary nibbles, and of course great company.



Come to the RVMYC to watch Friday Night Footy, enjoy a beer in the bar, a chat with friends and some real footy food! Dinner is also available in the bistro, so if pies and sausage rolls aren't your thing, make a booking.

## MEMBERS BAR TRADING HOURS

Our normal trading hours are;

**Wednesday** - Bar open 5pm. Dinner from 6.30 to 9.00 bar snacks also available until closing time (approx 10.00pm)

**Friday** - Lunch 12-2.30pm, Bar open from 12pm. Dinner from 6.30 to 9.00 bar snacks also available until closing time (approx 10.00pm)

**Saturday** - Lunch and dinner 12.00 till 9.00 bar snacks available all day until closing (approx 10.00pm)

**Sunday** - Lunch 12.00pm to 2.30 pm, Bar open till 7.30pm



## RVMYC EVENTS CALENDAR

### JULY

SUN	MON	TUE	WED	THU	FRI	SAT
	<b>REMINDER:</b>				<b>1</b> OPEN LUNCH & DINNER RAFFLE	<b>2</b> BAR / BISTRO OPEN
<b>3</b> BAR / BISTRO OPEN	See the Calendar of Events on page 6 of this newsletter		<b>6</b> BAR / BISTRO OPEN - MEMBERS DRAW -	<b>7</b>	<b>8</b> OPEN LUNCH & DINNER RAFFLE	<b>9</b> XMAS IN JULY
<b>10</b> BAR / BISTRO OPEN		<b>13</b> BAR / BISTRO OPEN - MEMBERS DRAW -	<b>14</b>	<b>15</b> OPEN LUNCH & DINNER RAFFLE	<b>16</b> BAR / BISTRO OPEN	
<b>17</b> BAR / BISTRO OPEN		<b>20</b> BAR / BISTRO OPEN - MEMBERS DRAW -	<b>21</b>	<b>22</b> OPEN LUNCH & DINNER RAFFLE	<b>23</b> WINE MAKERS DINNER	
<b>24</b> BAR / BISTRO OPEN		<b>27</b> BAR / BISTRO OPEN - MEMBERS DRAW -	<b>28</b>	<b>29</b> OPEN LUNCH & DINNER RAFFLE	<b>30</b> BAR / BISTRO OPEN	
<b>31</b> BAR / BISTRO OPEN						

### AUGUST

SUN	MON	TUE	WED	THU	FRI	SAT
	<b>SAVE THESE DATES:</b>		<b>3</b> BAR / BISTRO OPEN - MEMBERS DRAW -	<b>4</b>	<b>5</b> OPEN LUNCH & DINNER RAFFLE	<b>6</b> BAR / BISTRO OPEN
<b>7</b> BAR / BISTRO OPEN	July 23rd Winemakers Dinner		<b>10</b> BAR / BISTRO OPEN - MEMBERS DRAW -	<b>11</b>	<b>12</b> OPEN LUNCH & DINNER RAFFLE	<b>13</b> BAR / BISTRO OPEN
<b>14</b> BAR / BISTRO OPEN DOCKLANDS CRUISE	August 14th Docklands Cruise		<b>17</b> BAR / BISTRO OPEN - MEMBERS DRAW -	<b>18</b>	<b>19</b> OPEN LUNCH & DINNER RAFFLE	<b>20</b> PROGRESSIVE DINNER - SOLD OUT!
<b>21</b> BAR / BISTRO OPEN	August 20th Progressive Dinner		<b>24</b> BAR / BISTRO OPEN - MEMBERS DRAW -	<b>25</b>	<b>26</b>	<b>27</b> BAR / BISTRO OPEN
<b>28</b> BAR / BISTRO OPEN MELBOURNE REGATTA	August 28th Melbourne Regatta and Blessing of the Fleet		<b>31</b> BAR / BISTRO OPEN - MEMBERS DRAW -			

## Upcoming Games:

### Friday, Jul 22

Collingwood v North Melbourne 7:50pm

### Friday, Jul 29

Geelong Cats v Western Bulldogs 7:50pm

### Friday, Aug 5

Richmond v Collingwood 7:50pm

### Friday, Aug 12

Western Bulldogs v Collingwood 7:50pm

### Friday, Aug 19

West Coast Eagles v Hawthorn 6:10pm

## Duty Officers

### July 2016

2-3 C ACKERMAN  
9-10 J ZAMMIT  
16-17 P DOHERTY  
23-24 L ANDOLFATTO  
30-31 D HEALY

### August 2016

6-7 G O'CONNELL  
13-14 B KOUTOUKIDIS  
20-21 T LAWLESS  
27-28 D. COLLINS

Visit the Members Dining room and try the new menu

