



PROPELLER

ROYAL VICTORIAN MOTOR YACHT CLUB | ESTABLISHED 1904

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Fashion on the water

The Spring Fashion Parade kicked up its very high heels and was an outstanding success.



Photos page 8

RVMYC Centenary Trophy

The RVMYC CENTENARY TROPHY initially sponsored by EPM&C Pty Ltd, a company associated with Past Commodore John Holland and his partner Helen Lowery, was introduced in 2004 to commemorate the Centenary year of the RVMYC. John and Helen have continued to sponsor the Centenary Trophy to the present time.

The inaugural event in 2004 saw the sponsorship of 4 Canons, the trophy canon, a smaller brass canon and 2 smaller canons, all replica 30 pounders off Nelsons Victory and symbolic of the clubs centenary year. FunKE (Kevin Ezard) won the race with Capricorn "TOO" (John Holland) second and Glen Robert (Stephen Rogers Wilson) third.

Continued page 4





Photo: Simon Milligan

Club Notes

We started our Navrally season strongly with the Centenary Cup and Miss Australia rallies taking place in October and early November.

The atmosphere was electric on the Miss Australia afternoon with quite a few people staying for lunch and the entertainment afterwards with Shay Lisa. Great ballads and salads all day - with the club's first 'protest' over results in a long time.

Our race committee huddled for a few minutes then came up with new results. See page 6 for more details.

Fun with Flags Competition

Well done to all our budding vexillologists on entering the inaugural Fun with Flags competition! There were several correct entries. So it was names in the box for a draw.

The winner is: Sandy Ellul. Well done. A \$50.00 credit will be added to your club account.

The flag was the National Colonial Flag of 1823-24. Captain John Bingle, a former mariner, wrote his memoirs in 1881 in which he stated that Captain John Nicholson and he had designed a flag for use as a national colonial flag for Australia. He claimed that the flag had been approved by NSW Governor Sir Thomas Brisbane in 1823, though no other record of the flag or any approval has been found. The flag has been promoted as the earliest Australian flag and the first use of the Southern Cross on a flag. The image is of a reconstruction of the flag by Sydney vexillologist, John Vaughan, based on an interpretation of Bingle's written description.

Stand by for the next Fun with Flags that will be announced in the next couple of weeks via the Wednesday Wrap.

NOTICE TO MEMBERS

The Committee is currently involved in a review of the Club's By-Laws, specifically By-Laws numbered 57, 66 and 70.

To assist with this review, the Committee has determined that it will conduct a trial to allow members to take and consume BYO alcohol into and within the Club's designated BBQ Area. This trial will not include the consumption of BYO alcohol outside of the BBQ Area.

The trial will commence immediately and will cease on 31 January 2017, the results of the trial will be reviewed at the February 2017 meeting.

During this trial members are encouraged to let the Committee have their comments and opinions.

Don R Healy
Hon Secretary
6 November 2016



If the view across the Bay is bad now, what about when it looks like the photo I took in China recently!!
Paul Whiston



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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From the Commodore's Deck

Dear Members,

The boating season is up and running now and we've had two navrallies so far. The weather hasn't been great for either of them but that seems to be just the way this spring has been. Committee is trying to provide more for club members and as part of that we have live entertainment on the Sunday afternoons of club navrally days. The Sunday afternoon of the Miss Australia navrally turned out to be a great afternoon weatherwise and Shay Liza provided great entertainment for the bar patrons. So whether you participate in the navrallies or not the member's bar is a great place to be on navrally days to enjoy what your club has to offer.

Thank you to everyone who participated in the recent survey to provide member feedback in relation to our catering. The response was approximately twice what the statistics told us we could expect and this is testament to the engaged and interested membership we have. There was a broad range of responses and the Hospitality Subcommittee has identified areas that the feedback says is working well and also areas where there are opportunities to do things better. Thanks to our member Peter Skene of Camperdown Dairy for his generous donation of the prize draw for people who participated in the survey.

Several years ago before our new building was completed, Committee investigated a catering model that involved a Club or General Manager.

At the time it was decided that with the unknown operation of the new building, this model was too risky to commit funds too. Since that time the idea of a General Manager has been spoken about regularly and last year Committee made the decision to progress towards appointing a General Manager. The first step was to make sure the Club could afford the cost to employ an additional staff member, and while the finances were looking good at the time it was decided to look for additional revenue before committing to this additional expense.

The additional revenue came in the form of additional catering funds over and above the minimum guarantee from our catering services. In September a representative from Community Clubs Victoria came to speak with the Committee about Safety and Risk Management and advised about other services that they provide for their members.

Since then Hon. Secretary Don Healy has been liaising with CCV regarding our General Manager plans. CCV have provided the Club with details from several people who are interested and suitable for the position. Before we progress too much further I would like to hold a discussion session with members where we can listen to member's feedback regarding this important progression of our club. Details of this will be announced shortly, and would take place after Christmas.

This is a very important initiative for our club

and will affect our progress and future growth. Committee values the knowledge and feedback we receive from the membership so please provide us with your comments.

Due to other commitments I was only able to witness the tail end of this year's Fashion Parade. What a day it was. The Mariners have taken the day to new heights over the past few years and this year the event was a sell out. It was great for me to walk in and see the buzz in the air, many of the patrons stayed on afterwards in the upstairs bar and enjoyed themselves into the night. Congratulations to Kylie and the Mariners, I was able to witness much of the hard work put in by Kylie and her team and the dedication they have shown in providing a professional, quality event is a credit to them all.

I'm sure all the people who attended are eagerly looking forward to next year's event.

Safe boating, see you out on the water.

Chris Ackerman
Commodore

Maintaining links with Navy

Commodore Chris Ackerman was recently a guest of the Navy League - Victorian branch to welcome CAPT Paul K Mandziy CSC RAN- CO HMAS Adelaide and CMDR David Tietze RAN- XO HMAS Adelaide for HMAS Adelaide visit to Melbourne.

The Navy League was established in Australia in 1900, initially in the form of small branches of the United Kingdom Navy League (established in 1897) and since 1950 as an autonomous national body headed by a Federal Council consisting of a Federal President and representatives of the six States, the Australian Capital Territory and the Northern Territory. The Navy League of Australia (ACN 008 451063) is now one of a number of

independent Navy Leagues formed in countries of the free world to influence public thinking on maritime matters and create interest in the sea.

The principal objective of the Navy League of Australia is 'The maintenance of the maritime wellbeing of the Nation' by:

- Keeping before the Australian people the fact that we are a maritime nation and that a strong Navy and a sound maritime industry are indispensable elements of our national wellbeing and vital to the freedom of Australia
- Promoting defence self reliance by actively supporting manufacturing, shipping and transport industries
- Promoting, sponsoring and encouraging the interest of Australian youth in the sea and sea-services, and supporting practical sea-training

measures

- Co-operating with other Navy Leagues and sponsoring the exchange of cadets for training purposes.

Our association with the Navy League is a long one where and well valued with our own member CMDR Graeme Furlonger RANR in attendance to welcome guests. As part of Chris' duties as Commodore attendance at these events are seen as establishing good community and stakeholder ties that forge respect and understanding amongst like minded groups.



...from page 1

RVMYC Centenary Trophy cont.

The RVMYC Centenary Trophy is conducted on an annual basis by the RVMYC. This event was introduced with two aims mind:

- To encourage members and others to compete in club events where they can enjoy the company of like-minded people.
- To promote and advance the skill of navigation, seamanship and safe boating amongst the boating members of the RVMYC, and others.
- The race is open to all. However, the Centenary Trophy itself will not be presented to non-member participants.

Event Conduct

The RVMYC Centenary Trophy is conducted within the RVMYC once every 12 months between the annual RVMYC Presentation Nights. It is a Club Event open to members of other clubs. Race trophies are presented to the skippers of the first three place getters currently on the day of the race. From the inaugural event it became practice

to present the navigators of the first 3 boats with a bottle of red wine, usually John's favourite red wine Penfold's St. Henri.

Rules

The events are to be conducted under the Navigation Rally Rules (as adopted by the RVMYC, and published on the RVMYC website).

Eligibility

Any boat on the RVMYC, Kindred Club Boat Registers and their crews are eligible to compete.

Scoring and Points

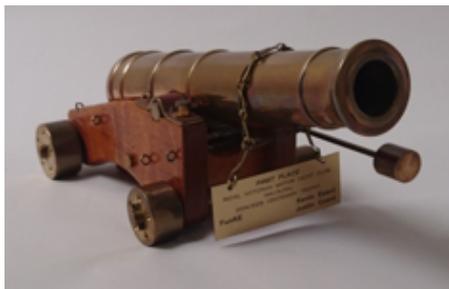
Scoring will be done as described for normal events in the Navigation Rally Rules. The race results of all competing RVMYC vessels count towards the annual RVMYC Aggregate Award.

Results and Progressive Totals

After each Navigation Rally when the results of the event are known, the RVMYC will announce the results of the event, and post the results on the



notice board at RVMYC. The Centenary Canon is protected by Deed of Gift and cannot be sold or disposed of, other than in accordance with the club constitution. It will always belong to the Members of the RVMYC.



Funky (First)



Capricorn "TOO" (Second)



Glen Roberts (Third)

Stuff we might need on board

TINNIE 10 BOAT

Featuring a sharp, triangular design formed from powder-coated aluminum, the Tinnie 10 Boat is a small if impressive way to cross the water. It measures ten feet in length with a weight of just 173 lbs, and can carry two adults side-by-side on the Xorel-upholstered seat. Other features include a floor made from planks of white oak, either a 6hp, 4-stroke or electric motor, and a transom height of just 15 inches.



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MOTION SICKNESS GLASSES

Motion sickness is common on boats and occurs when the inner ear, the eyes, and other areas of the body that detect motion, send unexpected or conflicting messages to the brain. This leads to a conflict between the senses and results in motion sickness. so these glasses help enable your eye to receive this missing 'movement' information.

The blue liquid inside the ringed frame follows the movement of your body. The brain received the information it needs and the sickness is avoided.

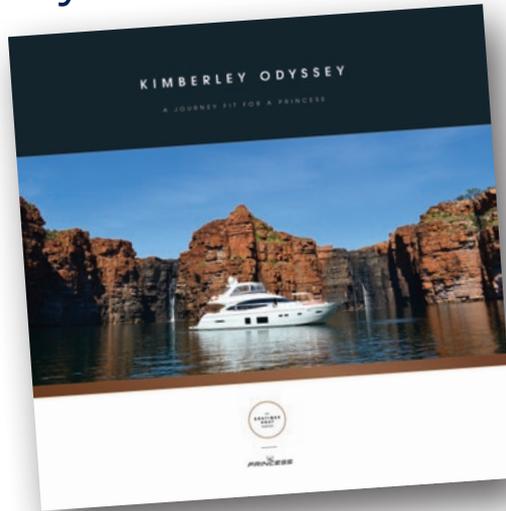


Kimberly Odyssey

Rob & Rose's summary of our Kimberley Odyssey - A journey fit for a Princess.

After several trips to Broome over the past 30 years, from celebrating family events, our anniversaries, or caravanning, three times, we have always loved The Kimberley's. I have always said, one day we will have a boat big enough to visit this region.

We carried out a reconnaissance mission in 2012 by booking a cruise on "True North", an excellent quality cruising vessel which operates from Broome - Wyndham, Wyndham - Broome, and other places. After this trip we set about the planning to bring our beautiful 72" Princess, R&R (Rob & Rose) to the Kimberley's. We had set the boat up, partly for long range cruising when we purchased the boat, but we had to do a lot more. With our trusty skipper, Mike Percy, of 16 years, we worked out the additional items needed for such a trip which included shade blinds on rear deck, forward seating area (Portuguese Deck) and fly bridge, aluminum tender (no RIBs for the crocs to snap), long range cruising tanks (turtle Packs), night vision camera, Satellite phone with internet capabilities, larger satellite dome to ensure we had Foxtel/Vast reception at all times (weather & entertainment), new and stronger anchor chain to ensure strength during the fast tidal conditions, plenty of spares for the C 32 Caterpillar engines (1620 H.P.each), generator, water maker, hot water service and pumps. In addition to Skipper Mike, we also hired a local skipper, who had years of experience in the Kimberley area.



This turned out to be a great decision as we saw many hidden treasures that we might not have seen, i.e. non crocodile infested water holes, Aboriginal Art, and many beautiful sites.

For more details, with sensational color photos of the trip, we have produced a beautiful hardcover gift book, which is now available. To purchase your limited edition copy, visit Sandringham Yacht Club, 32 Jetty Road Sandringham 3191 or phone on 03 95987444. Cost is \$40 for one copy, \$75 for two, and \$100 for three, ALL proceeds are donated to facilities for the junior sailors at S.Y.C.

*Thanks for your interest and support.
Rob & Rose Ungar.*

Club matters

The Club has been robbed and ransacked on the weekend....

This could be a headline in the next newsletter if members don't lock the sliding doors to the balcony. We constantly have reports from security that they need to lock doors leading to the Members Bar. Remember, if bar staff have left and you are the last to leave lock the sliding doors and exit from the bottom door.



RVMYC
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RVMYC Miss Australia NavRally Results

Sunday 5 November 2016

After postponing our popular Miss Australia NavRally we again got a bit of wind, but had a beautiful sunny day and afternoon. It was good to see a 'protest' at this running of the cup. Rear Commodore Paul Doherty was on the back foot and referred to race stewards for a correction to results.

For those that are interested, the issues were:

Due to a software update, gates were deleted in the final race plot. Gates were then re installed, but in an effort to get a result quickly, the race organiser did NOT check the gates thoroughly, and had in fact placed several incorrectly - one gate was just beyond the end of the leg. Thus, any boat that turned late actually went through the gate, while those that turned slightly before the turn, did NOT go through the gate. The race committee then failed to put in the gate for the FINISH. As soon as this was corrected, the finish times came up and appear to be correct. Likewise, the MISSED GATE issue disappeared. Any MISSED gates remaining in the results are valid.

Fortunately, the perpetrator was "bumped" down to 5th place. So, justice seems to be done! High Tide wins..... again. Interestingly, a dead heat for second on 51 points each, so 2nd place goes to Casa Verde ahead of Cool Change as Casa Verde zero'd the finish line.

RVMYC Navrally progressive results 2016-2017

BOAT	Centenary Cup		Miss Australia Cup		SYC Cup		RVMYC Regatta		Lonsdale Cup		Oslo Cup		AGGREGATE POINTS TOTAL
	Club	Open 3 Clubs	Club	Open 3 Clubs	Club	Open 3 Clubs	Club	Open 3 Clubs	Club	Open 3 Clubs	Club	Open 3 Clubs	
Aggregate Event	Yes		Yes		Yes		Yes		Yes		Yes		
Date of Event	October 23, 2015		November 8, 2016		February 19, 2017		February 26, 2017		March 5, 2017		March 12, 2017		
	Score	Points	Score	Points	Score	Points	Score	Points	Score	Points	Score	Points	
Blue Tango	630	80	99	50									130
Bold Venture	DNS		57	70									70
Casa Verde	57	100	51	90									190
Capitella													0
Capricious													0
Cool Change	DNS		51	80									80
High Tide			18	100									100
Maine Road													0
Manu Kai													0
Pookanah	216	90	61	60									150
Raphael	DNS												0
Rob Roy													0
Sasa Olysey	DNF		60										60
Sting Ray	Scratched		767	30									30
Kewarra			70	269	40								110
First Lady													0

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Top of the Bay Fishing Challenge

Top of the Bay Fishing Challenge will run between 6pm Friday 25th November to midday Sunday 27th November. Biggest fish per category will be determined by length. There will be 2 catch entry times, first at 6-7pm Saturday and the final at 11-12 noon Sunday. Categories for prizes: Best Snapper (Open) – Ian Dougall Memorial Trophy, Best Flat head (Open), Largest Fish (Open), Best Junior Fish, Best Ladies, Best Male, Biggest Bag & Most Unusual. FREE to enter! A BBQ lunch will follow after the final measurements and presentation.



Melbourne Snapper season has arrived, here are some awesome Fishing Spots to catch a early season red this season. When fishing these area's dusk & dawn are the best time's to catch a red. The water temperature is slightly higher up the at top end of the bay and a favorite fishing area for early season red . There is no magic GPS marks, but fishing the shallow reefs is a well known spot to catch a pinky.






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Arrivals

The McHargs are leaving behind a lifetime of wine growing and construction and starting a new adventure in bay boating!~ Their new baby 'SANUK', which is Taiwanese for 'FUN', has just moored at RVMYC, skipped down from Manly, Qld by our very own Frank Wilkes



Departures

Club member John Raff and his wife Olga have been on an amazing adventure aboard the luxurious 'The Seven Seas'. They enjoyed over 30 exquisite dives in the most exotic destinations around the islands of Komodo, Indonesia, they even got to swim with manta rays.



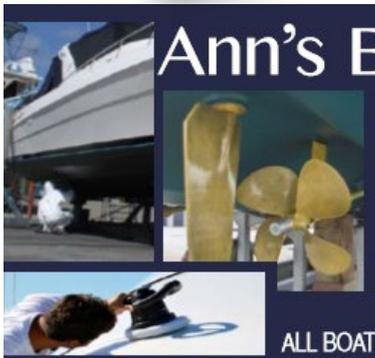


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Not this Cup Weekend - King Island Revisited

Where are you going over the four-day Cup Weekend? This was the question asked the previous week about the Club. "Ranui" was ready Friday night with enough fuel for 1500 miles and enough tucker for a few months.

We departed RV.MYC at 1900 hrs and chugged down the Bay at a steady 7 1/2 kts towing the paravanes. Had a nice lasagne for tea about West Channel Pile. Nice night with patches of rain but otherwise clear. On approaching Shortland Bluff, we saw dozens of navigation lights and heard on VHF that a yacht race to Burnie (Tas.) was about to begin just before slack water ebb. We did a wide arc to void the confusion and pushed the last of the flood thru the Heads. 2300 hrs and clear of the Rip. Laid a course of 190°(C) south. The motion was pleasant and easy in the one metre swell towing the 'fish'.



A little bouncy in the Rip

Watches were two on and four off except for the first hour when every ship seemed to be converging in or out of the Heads. We had mounted a paraflod light up at the top of the tower, so we only had to crank up the gen-set to floodlight the boat. The GPS had a bad case of moisture inversion and was at the Doctors in Perth so three hours out we managed to get a fix of Cape Schanck and Split Point lights. It puts us a couple of miles off the rhumb line, the next tide should bring us back.

Not much to report for the rest of the night except the little Yanmar chugging away. We watched telly until it couldn't pick anyone up anymore. Had a few hours' sleep on and off. The damn compass light went out and the helm windscreen wiper packed it in but it doesn't really matter. Nothing to see anyway except a couple of ships on the radar which are too far away to worry about.

Still an odd shower of rain. Chugged on. Daybreak and all's well, now 90 miles out of Williamstown. Spaghetti on toast for breakfast. Really good, I've been hungry since 0400. Cape Wickham lighthouse comes up as a blip at about 0830 standing 85 metres



Queenscliff marks

above sea level. At ten miles, the tower and lighthouse were visible. A big break ahead, Navarine Reef. We decided to stop and try to catch lunch.

Lorraine has three really good flathead before Tony and I even have a touch! A few reef fish later and Tony hooks into a nice Sergeant Major but we lose it right at the top when it breaks the line because we forgot the net!

After drifting close to the reef and having to leave the motor running to hold station in the two knot current we decide to leave for Victoria Cove where we dropped the anchor at 1000 hrs. It's nice to be out of the swell. Put the rods back over and had barbeque fish fillets in batter (Mauri style!) The sun came out and we all went to sleep in the cockpit until Tony's rod screamed out. He caught a small shark. At 1300 hours, we left and rounded Cape Farewell and ambled down

into Phoques Bay just off a long magnificent beach. Ambled out to New Year Island and anchored in four metres. Had to watch out for the rock that lies in the middle of the bay. Launched the dinghy and went ashore with the 2 hp on the back as you have to anchor a long way out.

Once ashore we cut some good sticks because a fisho told me about all the snakes on the island. Poked out around the rocks and had a look in the old hut. It's not really the Ritz! Back to Ranui to listen to the weather on VIM. It's not good with east to sou-east gales forecast. We did anchor watch and moved at first light across in the pouring rain behind Elizabeth rock by radar. When it cleared a bit, we could see the old boiler, or part of a wreck anyway. It could be from the paddle steamer 'Shannon' which was beached at Yellow Rock beach in 1906 after springing a leak when travelling from Launceston to Melbourne. This west coast of King Island is littered with

wrecks. We didn't try fishing again as the weather was deteriorating fast but the locals reckon that the flathead are so big that you only get two fillets in a large frypan. It's now pouring with rain, no visibility and 30/40 knots of E/SE wind. We are as snug as bugs in a rug with 180ft chain out and two picks in tandem. I don't know when we are going to get back to Melbourne as the forecast for tomorrow (Mon) is not good and we have a 15-hour steam home. A few crays would be nice. Had bacon and eggs and hash browns instead for breakfast and read most of the day.

Not much boat traffic down this way, we haven't seen a sole! Hell, it's blowing 40 knots and gusting 50. The cow pads are blowing out to sea from the paddocks and making a shit of a mess in our rigging! I hope this doesn't last too long, I told Les I would lock the Club gates Tuesday night. Blow, that's a funny word because it's screaming. The waters being lifted straight up and causing complete white-outs. I think the

25mm rope snubber on the anchor chain will probably break soon. Anchor watch again of course. No reference points out here but the alarm is on the depth sounder and we can only go out to sea if we drag. Another nice fish breakfast and then listened to the radio as the yachts were returning from Burnie in atrocious conditions.

Ian Anderson (Chief of the Police) warned, via Melb radio, that any yachts that left

Burnie did so at their own risk. Some went to Stanley but most ignored the warning and headed across the Strait. The wind shrieked all day and it bucketed down. Spume and spray hitting the windows like bullets and incredibly noisy. As the day wore on some of the yachts were in trouble. Bacardi had steering trouble, Vega lost its motor and



altered for Westernport along with several others as conditions at the Heads were really crook.

We also heard on the radio several yachts aground at Flinders and two charter boats smashed under the wharf. I don't think I'll be back to lock the gates for Les. Hell, it's blowing. I stuck the little handheld wind gauge above the back of the cabin and it blew the pea right out the top!

The willi willi's and cowpads are still plastering the boat. Glad we can't get TV, probably be frightened by the weather forecast. It's about 50 knots as the wind is whipping up waterspouts.

Apache reports it's in trouble but still going and Bacardi is still coming on with another yacht as escort. Water Police ask Apache if they want anyone winched off by helicopter whilst it's still daylight. Negative, they are still coming on even after several knockdowns. Blow you bugger. We are snatching on the snubber and going up and down a few metres in the swell but quite snug.

If the wind gets much stronger I think we will be having a leg of lamb for tea, surely the sheep can't keep traction in the paddocks in this wind.

Mayday! Mayday! Apache's in trouble, poor

Hell, it's blowing 40 knots and gusting 50. The cow pads are blowing out to sea from the paddocks and making a shit of a mess in our rigging!

stupid bastards. Glued to the radio while the drama unfolds. The Pilot boat is asked to go out in marginal conditions from Queenscliff and takes 45 minutes to do 5 miles.

Brambles ship tries to give a lee to the yacht as the helmsman is trapped in the cockpit for 5 minutes while its upside down until it miraculously rights itself. The containers on the Brambles ship are moving in the seas so it has to abort. The bigger ANL ship then makes a lee while Pilot boat gets the people off although the helmsman gets his legs crushed between the yacht and the pilot boat. He is winched by helicopter and roared off to hospital. It's all a bit awe inspiring and lets us know just how vulnerable we are in the Strait in our little plastic bath-tubs.

A couple of years ago in an inter Club event Tony, Lorraine, myself and Ron Elliot as Skipper sailed JLW Chutzpah in a yacht race at Royals and this was the same boat, now renamed Apache, left abandoned minus its keel, in Bass Strait.

There's no way we are poking our nose out from behind this big piece of dirt known as King Island while it's blowing like this. Only a couple of problems. Tony will be a bit late for work and the Club gates probably left open.

At last, Melbourne Radio says that it's going to slowly abate. Anchor watch not now warranted. If we were going to drag, we would have done it by

now. Next day spent just reading and trying to fix the compass light.

The odd sleep is in there somewhere as we are going to pull out at midnight. A beautiful roast for dinner and a kip before trying to lift the picks. They have gone in a long way.

Eventually all aboard and all gear well tried down. We give the Harbinger reefs a wide berth and laid a course for the Heads. The tide was flooding so we shot out around the top at a good rate of knots. The swells were still fairly big but by daylight things were on the improve and the paravanes were doing a marvellous job. As we got closer to Heads we kept a good lookout for Apache drifting around but didn't see hide not hare of it.

When the mobile came back into range Tony rang his work and said he would be a bit late getting into work, about 24 hrs late! We fluked the Rip on the flood and proceeded up West channel. The sun came out and the wind died right down and we said ... Hey, what's the rush so pulled the revs back until we were doing about four knots and cracked a tinnie.

It was heavenly after the last couple of days. Pulled into the Club late afternoon after a great four days away. Next time the weather could be a little bit kinder so we can get hose big flathead.

That's it for now, cheers.
"RANUI"

SHIPWRECKS & SAFE HAVENS
Shannon 1906

"Captain Johnson has been very unfortunate with his commands of late." LAUNCESTON EXAMINER 17 September 1906

1906 was not going well for Captain Johnson. His previous vessel had been driven ashore on King Island and wrecked. Now he was commissioned to deliver an ageing paddle steamer across the wild waters of Bass Strait.

The seven crew knew the risks. The Shannon's previous trip across the strait had taken 15 days. The captain hugged the Tasmanian coastline as long as he could, putting in to Stanley for a load of coal before setting course for Melbourne.

As is usually the case in accounts of shipwrecks, the fair weather quickly turned foul, degenerating into gale force wind and driving rain. It was just too much for the 21 horsepower vessel.

"Tossing and twisting as the rode the storm, her redgan planks began to spring and she began to take in water at an alarming rate."

With the pumps going and all hands bailing furiously, she made it to shelter under New Year Island. The crew spent a sleepless night pumping and bailing, and in the morning things looked even worse.

Inspection showed that some of the boiler tubes had burst, leaving the Shannon helpless. Captain Johnson decided he had to beach the vessel to save his crew. What you can see on the beach today are the remains of the boiler, the engine and the drive shafts.

And Captain Johnson? The local newspaper may have made some remarks, but the inquiry into the loss of the ship cleared him of all blame.

The riverboat that went down to the sea

The Shannon had a colourful career:

- Built in Goobies in South Australia in 1877 for trading on the lower reaches of the Murray.
- Caught fire in 1885 and work to prevent the fire spreading.
- Rained out and converted to a two-deck passenger and cargo vessel that could carry 300 tons of wool.
- Ran successfully between Swan Hill and Mildura.
- Visited across the Murray to get a new boiler fitted in Port Adelaide.
- Straggled and sank near Mildura.
- Raised (again) and sold to Captain Henry Mitchell for trading on the Tamar.
- Back over the bar and across Bass Strait to her new home, about 1000 miles away.
- With the public being making it difficult to load alongside the narrow Tamar gorges, spent a year tied up without work.
- Sold for conversion to a six gunned boat in Melbourne, requiring another trip across Bass Strait.
- Beached on King Island.

Name of Ship Shannon

Whether a Steamer or Schooner, or other vessel, name, date, location, tonnage, etc.

Name	Date	Location	Tonnage
Shannon	9 Sep 1906	Melton Rock Bk	122
Big	Paddle steamer	Constructive	Composite
Year built	1877	Place built	Goobies, SA
Length	105.2'	Breadth	18.2'
Other	W&A, W&A's	Master	Shannon
Departure	Launceston, Tas	Destination	Melbourne, Vic
Crew	7	Passengers	0
		Casualties	0

The best looking boat on the river

When Murray River steamer Shannon was built with three funnels for better performance. By the time he was finished with her "Shannon was spruce and fine she could do fifteen miles an hour downstream. Maintained in top condition and painted sparkling white, she was the best looking boat on the river."

But after she was engaged and work, Shannon her master and sold her beginning a downward spiral that ended in her sale for conversion to a six gunned barge. What a sad fate for a once great paddle steamer. Perhaps this beach is not such a bad final resting place after all.

KING ISLAND MARITIME TRAIL
KING ISLAND REGIONAL DEVELOPMENT ORGANISATION

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:

- 5.10.16 \$350 Tony Willis NIA
- 13.10.16 Ron Mulholland WIN \$400
Thanks for ringing the Bell!!
- 20.10.16 Kylie Ackerman WIN \$250.00
Thanks for ringing the Bell!!
- 27.10.16 \$250 Brian Noordenne NIA
- 2.11.16 \$300 Milton Hammond NIA
- 10.11.16 \$350 Diana Keenan NIA

Calendar of Events 2016-2017

2016:

- November 25th – 27th
Top of the Bay Fishing Challenge, Inter Club with WGSC
- November 26th
RVMYC Progressive Dinner on Club boats.
- 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



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

NOVEMBER

SUN	MON	TUE	WED	THU	FRI	SAT
	REMINDER: Friday 25th - 27th November Our Interclub Fishing Challenge is on...get in and win for our Club!!!		2	3	4	5
6 MISS AUSTRALIA CUP			9	10	11	12
13 BAR / BISTRO OPEN	Saturday 26th November Our Progressive Dinner on Club Boats - All Welcome		16	17	18	19
20 BAR / BISTRO OPEN			23	24	25	26
27 OPEN LUNCH & DINNER INTER CLUB FISHING CHALLENGE	28	29	30			

DECEMBER

SUN	MON	TUE	WED	THU	FRI	SAT
	REMINDER: Saturday 3 December RVMYC Christmas Party with movie night, BBQ and Santa!			1	2	3
4 BAR / BISTRO OPEN	Friday 7 December The Club Christmas lunch - Booking essential - filling fast.		7	8	7	10
11 BAR / BISTRO OPEN			14	15	16	17
18 BAR / BISTRO OPEN			21	22	23	24
25 XMAS DAY CLOSED	26 BOXING DAY CLOSED	27	28	29	30	31

Duty Officers

November 2016

- 5-6 C ACKERMAN
- 12-13 J ZAMMIT
- 19-20 P DOHERTY
- 26-27 L LANDOLFATTO

December 2016

- 3-4 D HEALY
- 10-11 G O'CONNELL
- 17-18 B KOUTOUKIDIS
- 24-25 T LAWLESS

Christmas Lunch
Friday, 9 December
12:00pm – 3:00pm.
3 course + beverages for \$90 per person, minimum booking of 10 pax.

Progressive Boat Dinner 26 November 2016

Members will be boat hopping and enjoying Christmas cheer in the marina. Keep this evening free - you won't want to miss it!

Visit the Members Dining room and try the new menu

