

PROPELLER

Royal Victorian Motor Yacht Club Inc

Established 1904



Members elect new committee at Club AGM

The Annual General Meeting on June 5 duly elected a new committee for the 2013-2014 boating season.

This year may prove to be the most memorable since the club's move to Williamstown in 1937. We will see our clubhouse demolished and a new one built, so it will prove to be a tough but exciting one for all of us.

At the helm this year is our new Commodore, Simon Mills, who after years of service on committee and as Rear and Vice Commodore, has become the man to steer us forward. The challenge is to maintain our boating and social culture while not having our usual facilities. The members are our key for this to happen. The committee is also currently establishing subcommittees, so if have any desire to be



Simon Mills - Commodore

Cameron Simpson, the out going treasurer, gave a revision of club finances and a run-down of the proposed financing of the new building which is still as budgeted. A huge thank you to Cameron for his dedication to the task, without his diligence and expertise we wouldn't be on budget with the new building.

Chris Ackerman detailed the club's marina situation, a question was asked regarding a boat in the marina



Chris Ackerman - Vice Commodore



John Zammit - Rear Commodore



Don Healy - Hon. Secretary



Paul Doherty - Treasurer



Livio Andolfatto - Committee



Greg Miles - Committee



Kathie Rindfleisch - Committee



Dean Rule - Crewman

who's owner was deceased, discussion about the rules and regulations of boats in the marina is healthy, discussion around this point highlighted that members are entitled to propose changes to the Rules that they believe would be appropriate and the committee is intent on creating the right culture with due consideration in some matters that fall outside normal process.

On the boating front, the club performed well in the season's

unappreciated and to multiply your workload please volunteer, the club needs you.

The meeting commenced with Simon Greenwood presenting his report on the new building. He noted that we are now into our fifth year of planning and that most obstacles have been overcome. One stumbling point was the clubs power requirements, which are stretched at the moment, that needed to be rectified by installing a power kiosk within the club grounds.

Most other requirements are resolving, with compliance of Town Planning directives being the most problematic.

Nav Rallies and we hope to continue our run of wins, both Bob Battye and Alan Crighton were lauded as club heroes.

The night ended with the traditional bar tab on the Commodores account, we thank all those who attended and those who nominated for committee, we had a great cross-section of quality candidates, good luck to those taking up their first position within the committee, the members appreciate your sacrifice, but, you wont hear it from us!





As this is my first report as Commodore, I would like to take this opportunity of acknowledging our past Commodore Mark Rindfleish for his contribution to the Club. With over 20 years service to the Club, Mark's experience, knowledge and commitment has been phenomenal and I thank him personally for his guidance whilst I have served with him on Committee.

I would also like to thank the members for their participation in the recent AGM and for voting in a Committee who is focussed, articulate and enthusiastic about their Club moving forward to a new stage.

As incoming Commodore, I have no doubt inherited a complex and unique period in the Club's history. The ensuing years will bring

From the Commodore's Desk

a new set of challenges and we all need to be patient and understanding of the complexity in the construction of the new building. With my experience in the building industry, I trust I can be of service in overseeing the construction, however, we would all benefit from member participation, an open positive dialogue and a united club to work together and facilitate a smooth transition.

I am pleased to advise that there have been some significant outstanding issues finalised over the past few weeks. Firstly, the new Liquor Licence has been approved for both the new building as well as for the temporary club house. This club house will be established shortly so that we can continue to carry on the numerous functions (albeit on a slightly small scale) and social events that we all enjoy. Also, the power supply issue with Jemena which we have been negotiating for the past 2½ years has finally had a positive outcome, in that Jemena has now agreed to construct the kiosk outside the property.

During the time of construction, I would encourage all members to participate in organised Club functions which will include boating events, social gatherings and tours so we don't lose sight of the bigger picture which is to enjoy our boating and member camaraderie.

I would like to thank my wife Susan for her continued encouragement, assistance and support over the past six years whilst I've been a member of the Committee. I am honoured to be entrusted with the position of Commodore and will lead our Committee and beloved Club with passion, purpose and a positive agenda.

Safe Boating!

Simon Mills
Commodore

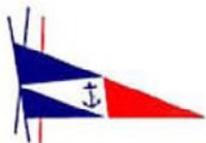
AROUND THE BAY....

The Commodores Nav Rally

The Commodores Nav Rally hosted by The Beaumaris Motor Yacht Squadron will be held on **Sunday 14th July 2013**. Members of all clubs are invited to attend this event to be held in the waters around the Beaumaris Yacht Squadron

Lunch follows this event starting at 12.30pm, free to all Skippers and Navigators and only \$10 per head for others. Entries close 7th July...so hurry.

Contact Brendan O'Donoghue on 0419 666 196 or Roger Hartley on 0425 838 357.



Presentation Breakfast

Come and enjoy the most important meal of the day and the warmth of an open fire place in the Members' Bar and Members' Lounge with the Recreational Boating community at their Annual Presentation Breakfast for some hot food, tea/coffee – or juice and shenanigans from 9:00am

Sunday 7 July!

There will be amazing raffle, lucky door prizes to be won, fun & games as well as the announcement of the Recreational Club-Person of the Year!

Open to all SYC members. Bookings essential, register with the Guest Relations desk, email reception@syc.com.au or call 9599 0999 and don't forget to mention any special dietary requirements... bookings close Thursday 4 July.



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 \$26 an edition for a business card size ad?

Ten editions are published each year and circulated to our members and friends.
Business Card Size: \$252pa Half Page: \$756pa *Full Page: \$1260pa

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

Story and photos: Richard Edwards

Boating in Belgium- A week on the inland waterways of Belgium

Although Belgium is a tiny country [smaller than Victoria], it has an extensive network of navigable rivers and man-made canals, dating from the 17th century. Most connect with the North sea or the British Channel. We spent a week in a hire boat exploring these waterways.

We had expected warm, sunny weather enabling us to spend our time top-side in the deck chairs provided. Instead we spent the week inside with the wipers and heater going constantly, dreading the moment when we would next have to venture outside and face the freezing winds, to tie up for locks or mooring.

We collected our boat in Eeklo, a small town in northern Belgium. It was a 32 foot purpose-built [internal and external helm] canal boat, shallow draft, tunnel shaft, a queen-sized cabin fore and aft, each with an en-suite, 50 HP diesel, max 7 knots, with hydronic heating to the whole boat. The main cabin was well-

equipped with gas fridge/freezer, stove and oven.

Over the week we travelled about 150 miles, which represented about 4 to 8 hours motoring each day. Our progress was slowed and interrupted by multiple opening bridges varying



from swing to lift both vertically and horizontally. These bridges were mostly operated from a remote location using information from road and river traffic cameras. We were a little embarrassed when our small boat held up a long line of peak hour road traffic on several occasions. We were also delayed by

about a dozen locks in total, which were mostly automated, but occasionally hand operated as they have been for centuries. Some of the lock gates were very narrow, which made life extremely difficult in the frequent gale force winds. Our boat had almost no keel and

in spite of a bow thruster, it was almost uncontrollable in high winds, hence the multiple standard fenders.

Most overnight stays were in regulated marinas within a town. Average cost was about \$20 per night with power through a meter costing about \$2 per kilowatt. We dined out in the town each night. A good meal cost a little less than we would pay in Australia and the Spanish reds won. On the first and last night we stayed at an

unofficial mooring which had been built by the entrepreneurial restaurateur. His establishment was just up the bank. His meals were among the most enjoyable and his conversation and stories of carp and cat fishing (100kg plus) in the polluted canals were really entertaining.



Story and photos: Richard Edwards

Boating in Belgium cont.

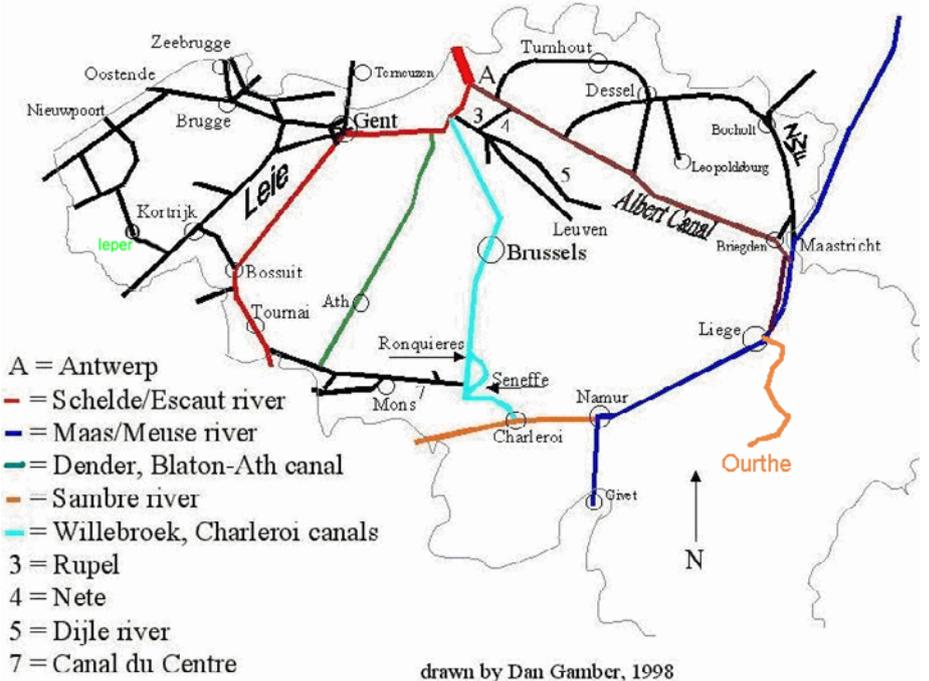
While chatting he was drinking Belgian beers, 10% plus alc/vol!

We met many very pleasant and interesting people along the way. At Diksmuide, we were moored next to an elderly English couple, owners of a 37 foot sea-going cruiser which they had previously brought across the channel each year. A few years ago they decided to leave the boat at Diksmuide marina all year, at a cost of about \$1000. They now drive there each summer. In



previous summers they have taken their boat as far as the Mediterranean, on canals and rivers and this year they plan a three week trip to Paris and back.

BELGIUM'S WATERWAYS



Along the canals, scenery varied from wind turbines to cottages, centuries old, and WW2 pill boxes. Even in the bad weather, we saw many carp fisherman huddled under umbrellas. We passed factories with entire roofs covered in solar panels. The bird life was rich and varied, but ducks of several species predominated. In the middle of nowhere rounding a corner we were often confronted by a 50 metre barge piled

high with shipping containers and the skipper's small car. All in all this was a wonderful week, in spite of the bad weather and certainly a unique way to see Belgium. The cost was equivalent to good accommodation for 2 people for the week but obviously half that if we had shared the boat with another couple.



Numbers down, quality up

Serious buyers support Melbourne boat show

Thousands of serious boaties braved Melbourne's winter weather to make some major purchases at the 2013 BIA Melbourne Boat Show last weekend.

The four-day show was the living embodiment of "quality over quantity," says organiser the Boating Industry Association, with exhibitors reporting sales similar to those of a good five-day show.

Total attendance was 27,261 for the four days. Last year's attendance was in the region of 34,000 which means that attendance was down by about 6700. However, last year's five-day Show had the Thursday included which attracted around 5000 people making up the bulk of the shortfall.

BIA general manager Steven Gill said the show turn-out was a testament to the resolve of Victoria's serious boaties.

"It really was the sort of weather when most people would rather snuggle up in front of the fire, but serious boaties were not deterred," he said.

"Our patron surveys showed a very strong presence of people who attend every year, and our exhibitor surveys showed they were there to shop."

Mr Gill said show patrons were just as interested in accessories, information and entertainment as they were in boats, berths and fishing gear.

"People responded really well to the entertainment on offer, with a constant crowd around the navigation simulators and non-stop entertainment on the stage," he said.

"Part of the attraction for serious shoppers was the wealth of new models this year, with dozens of new boats and plenty of new accessories and fishing gear.

"All up, we had 493 boats this year ranging [in price] up to \$380,000."

Despite the boat show being held at a heated indoor venue, and Melbourne boaters having a reputation for thick skins, Mr Gill said the weather had undoubtedly had an influence on the number of patrons.

"There's a sweet spot in terms of weather for any

show, and this weekend was a bit colder than ideal," he said.

"For an indoor boat show the ideal weather is cool and damp -- cold enough not to take the boat out, but mild enough for a nice day going to the show.

"With temperatures in the low teens, we had plenty of serious shoppers, but fewer casual visitors."

The BIA Melbourne Boat Show will return to the Melbourne Exhibition Centre on the weekend following the June long weekend for the next three years.



BR & SM WEBBER **BOAT BUILDERS & MARINE SERVICES**

**Timber, Fibreglass & composite work including
all repairs and maintenance
Spray painting, re-finishing & antifouling
Restoration work
Insurance work & Surveys**

**Electrical & electronics
Agents for Coursemaster, Navman and Simrad
Suppliers of Boat hardware & parts
Bow Thrusters & Maddox Anodes Protection System
full maintenance programs**

Factory 9 Orange Street Williamstown 3016
Email: webberbr@bigpond.net.au

(t) 9397 4003
(f) 9397 4446
(m) 0418 331 850

Story and photos: Mal Gill

Queen's Birthday bash

Following the usual checks, fuel, fresh water, food, refreshments, oil & coolant levels, Gypsy departed the Club on Saturday afternoon in company with Gary & Sue in Nor'West.

We headed to Point Cook to meet up with Ranui and Balboa Star. It was a perfect day with a light northerly and sunny skies and a temperature around 14 degrees. Nor'West rafts up to Ranui and then Frank signals me to raft up on his starboard. The fenders are out and



Solitaire arriving at Beaumaris

Gypsy is secured alongside Balboa with her transom level with the other three boats.

I see that Gary has the rod out and has hooked a very large flathead. This looks promising so I duly bait the hook and almost immediately catch a somewhat smaller relative to Gary's fish. Lorraine takes possession of both flathead for fish fritters and despite laying a berley trail that could be seen from the moon there was no further rod and reel action.

Frank announced that mooring at Point Cook was not an option so we headed across to anchor at Altona for the evening. Heeding Tony's advice about the reefs in the area we followed Ranui and Balboa Star like Brown's cows. Once again we were securely rafted up for the evening with our transoms level. Once again the rods are out but the fish



the handrail and into the water. I wind in the remaining rod and I feel that I have something. Turns out that whatever pulled my rod into the water snagged it across my second line. My rod is recovered but the bait is missing and the hook is

were keeping a safe distance despite another berley trail that generated a slick that rivalled the Exxon Valdez oil spill.

Happy hour commences aboard Ranui with a variety of nibbles and liquid refreshments and comments about media reports of a whale and calf in Port Phillip bay. Also questions about the dolphins that were around Williamstown earlier in the day.

Determined to catch more fish I set two rods on the back of Gypsy and joined the others on Ranui. Thirty minutes later I went back to Gypsy to check the rods. Aaargh my favourite rod is missing. Obviously a skate or something similar has pulled it over



bent almost straight. Lorraine suggests that the whale and calf were responsible.

Following a superb dinner and some more refreshments, Gary and Tony have rigged up a light on the stern of Ranui in the hope of attracting some fish. Once again another Berley trail was laid but our efforts were in vain. Several small toad fish and a lonely garfish visited Ranui's stern and then vanished.

On Sunday morning we head across the bay to Beaumaris and pass a Chinese



Rafting at Beaumaris

ship at anchor with two cranes destined for the Melbourne waterfront.

Upon reaching Beaumaris we raft up to Balboa again and I notice that happy hour has commenced. The rods are out and the hooks are baited and lines cast. Did I mention that all our transoms were level? Checked the rods but nothing happening.

At about 4pm Mark Folley aboard

Solitaire arrived and Frank directs him to raft alongside Nor'West. Soon we are all aboard Solitaire and enjoying coffee and cake.

Before it is dark, Frank organises for each of the boats to head off and anchor for the evening. It was a beautiful night: full moon, starry sky, water like glass. A perfect end to a perfect weekend.

Other boats that we heard that were

about on the weekend were: Blue Tango, Suerina, Lady J, Kewarra, Calli Hi, Eventide, Sienna and Pookanah, most took up prime positions at Yarra's Edge marina at docklands or at Sandringham Yacht Club.

We also heard that even Livio's boat Lara took tthe opportunity to spend a quiet weekend at the club in using both Alf's and Sandy's pen position.



Photo courtesy of Marina YE

Docklands at night





MARINER ENGINEERING

...your local marine mechanic and dealer for




Service, sales and spare parts for all brands of marine engines, transmissions and all underwater gear.

Mariner Engineering
12/2 Burleigh Street, Spotswood 3015 Victoria
T: 03 9399 5888 E: info@mareng.com.au

Mariner is committed to providing the best boating experience possible. We are an authorized service center and supplier for Volvo Penta, Yanmar, Tohatsu, Gori propellers, Twin Disc, ZF transmissions and Glendinning Controls. We service all makes and models of boats, from twin engined cruisers to yachts.

For a free quote or advice ring
Keld Hansen 0414 744 651

We supply and are specialist service providers for:








www.mareng.com.au

Story and photos: John Zammit

Oslo Cup our ‘ashes’

This event re-established the inter club Navrally competition between RGYC & RVMYC. The Cup is awarded to the club with the lowest aggregate score over 3 boats.

In absolutely perfect conditions on Corio Bay at the weekend RGYC won the event by just 8 points. An outstanding performance was achieved by RGYC’s Peter Cameron on “Inspiration” with a score of just 30 pts over 40 checks. Next placings were RVMYC’s Bob Battye on “Eventide” 78 pts & Owen Smart on “Pookanah” 92 pts.

Oslo Cup Results June 22 2013

RGYC		RVMYC	
Boat Name	Score	Boat Name	Score
Inspiration	30	Eventide	78
Rojo	121	Pookanah	92
Orion	185	Blue Tange	174
Total	336	Total	344

The Club with the lowest Aggregate Score & Winner of The Oslo Cup for 2013

RGYC

Individual Lowest Score Winners

	Boat Name	Score
1.	Inspiration Peter Cameron	30
2.	Eventide Bob Battye	78
3.	Pookanah Owen Smart	92



Postcards from RVMYC

Last year, Shane Jacobson one of the RVMYC’s members did a spot for Channel 9’s Postcard program. This Sunday the episode will be aired.

In the Sunday episode, there will be a segment showcasing our club, we hope that on the day of filming everyone was behaving in a ‘Royal’ manner, the show will screen this Sunday, 30 June at 5.30pm on Channel 9.



Photo Courtesy of <http://www.shanejacobson.com.au/>

Building design takes shape

The AGM saw the revealing of the club's new look building, and what a great profile it will project to the waters of the bay.

Simon Greenwood unveiled perspective drawings (pictured) which takes the current club's floorplan from 800sqm (including house) to 1,400sqm. An effort has been made to conform to the unique style of the current building. Looking at photos taken of the club just after its completion in 1958, its clear that at that stage it was a compelling contemporary structure. The layered levels, flat sloping roof and its almost illusionary silhouette, borrowed from



View from the West

office a 6x12m unit to serve as the club house and a shower/toilet module for members only, a deck and bbq area will be built directly in front of the clubroom. All modules are lined, air conditioned and plumbed, after a trip to inspect the modules, the committee came away completely satisfied that it will serve well for the construction period.

A working bee may be required to help with the bbq setup, and any suggestions are most welcome.



View from the East

some of the famous architects of the era.

The proposed building does homage to that style, complementing its heritage but advancing its purpose. Large open plan balconies cradling clean verticals that embrace the surrounding space.

The rich colour of the corner projection gives focus to intersection of land and sky, particular attention was given to the way the building sits within the site, allowing access to all areas and allowing uninterrupted views from the road where possible.

The style is reminiscent of cruise liners of the past with projections breaking through strong horizontal lines leading to large, expansive views of the water. The outlook from the first floor will be breathtaking.

The new building line will not encroach on the current grassed area, during construction a fence will divide this area but leave us with good access to berths and our temporary bbq and club rooms, which will be positioned between the sheds and bin area on the northern boundary.

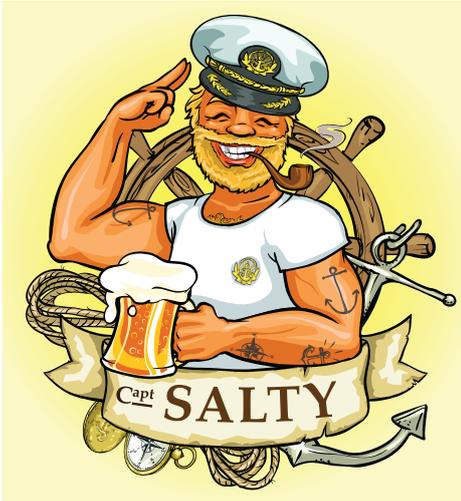
The temporary digs will consist of three portable site accommodation modules; a 6x6m unit as and



View from the North West



View from the South East



Ahoy me matey's (members)

It's yer old mate Cap'n Salty here. I hear you've missed me as much as I missed you. Well yer old capt been a travellin'. And I've got several yarns I can share and a couple I'll have to keep under me hat!

Well we get to drinkin and talkin and before long old Chainsaw gets all misty on me as we chat about an old boat we both loved. The Cutty Sark. Oh what a darlin' she was and you can visit her in the dry dock here in London!

So we both puts down our beers and head straight to the Thames. Up the river to Greenwich and in no time we standin' gapin' at the most beautiful and most famous tea clipper in the world! In fact she's the only one left apart from the "CityOfAdelaide" .. It's back in Australia being restored.

trip for ten years and broke speed records every time doin' her 17 knots!

We walked around her again. Two old sea dogs in awe of this mighty little boat. 280 feet overall with a 36 fit beam.

She had 30 years crossin' the North Atlantic from Lisbon to Rio when the Portuguese got hold of her before returning to British owners to train youngens for the war.

When the Second World War finished she went to dry dock at Greenwich where she sits proudly today.

Chainsaw suggested a couple of drinks at the nearby Cutty Sark pub. We washed down more stories of this lovely old ship as we drank til far too late.

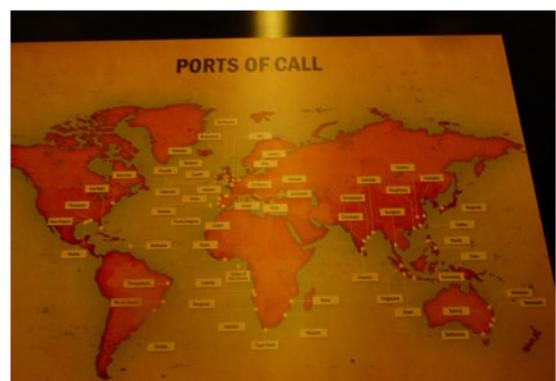
Now yer old Capt Salty might be feelin' a bit melancholy. But old ships get him every time. Do ya have a love affair with any old ships yerself? Would love to hear 'em.

Till next time Capn Salty wishing you calm seas!



But this old girl has already been polished right up and me and Chainsaw are in love again. We push right to the front of the queue and board the old darlin'. She was built in 1869 and plied the tea trade to China. But bugger me the owners must have been as lucky as yer old capt because no sooner was she launched than the Suez Canal opened and the bloomin' steam ships were cutting through and old Cutty Sark was being beaten to the punch.

She then started doing the wool trade to Australia. And as Chainsaw reflected (his old grandpa was a deck hand on the Sark in those days.) That's where she became most famous.. She sailed the London to Sydney



Well Cap'n has been in the old dart on a wonderful trip down memory lane. Not quite like the trip me old mate and club stalwart Danny Brigham and Sue are up to at present mind. No five star hoity toity for yer captain.

We was ruffin' it in old pubs and workin' at the docks to get a few bob together for the next leg... wherever that may be. Well I was havin' a small snifter in a little old English pub named "The Pig, Whistle, Castle, Horse and Cart" I think it was summit like that anyway.

I'm standin' at the bar and I hear a raspy old voice call out above the din. "Salty yer old ba...rd" It's a voice I couldn't mistake. Me old mate Captain Chainsaw!!! We call him chainsaw 'cause he's loud annoying and very dangerous. Hadn't seen him since he got locked up fer runnin' a crown and anchor game at the Royal yacht Club in Plymouth. (It's against the rules ... just like yer own club)



Club News

social/mariner boating

Sandy Ellul is organising a trip to the HMAS Canberra, the new Helicopter landing ship being fitted out in Williamstown by BAE Systems. There has been an overwhelming response to participate in the tour. Approximately 65 responses, 25 of those are Australian Naval Cadets from TS Voyager.

The Melbourne International Tall Ship Festival runs from 6th - 15th of September in Williamstown. Management at BAE Systems are suggesting to run our tour in conjunction with this event on a weekend. Its taking a fair amount of organisation and Sandy is wrapped in a lot of red tape. Please appreciate this tour is in the planning stages and we have all that red tape to cut through. Sandy will keep the club informed so please be patient. It should be a once in a lifetime opportunity so be on the list.

works

Works are always continuing on the remainder of the piles, we are still awaiting photos and other housekeeping issues from East West, once we have these we can consider additional works that may be required.

A recent development is the appointment of Terri Goodgame to conduct the cleaning of the club facilities until demolition. Thanks Terri for fitting us in.

Members are also to be aware that the yard is now closed for boat repairs and servicing. The current yard load will be the last before construction commences. So, once these are out there will be no new positions allocated in the yard.

The Queens birthday weekend saw quite a few boats leave the club. There was a big show a Docklands were Lady J, Calli Hi and Kewarra all took advantage of the glorious weather. There was a lot of good humour and even more good liquor consumed. Sandy Ellul did his best ambassador role entertaining a young South African female skipper just in from a 55 day cruise from Cape Town. I think there may be an Order of Australia waiting for you next Queens Birthday.

Some boats went to Beaumaris (see story page 6) and some of our new flag officers visited Sandringham Yacht Club.

2013 also marks a very disappointing year in which our club has lost the Oslo Cup. The first time in 30 years the cup is now in the hands of the RGYC. Although our boats were the most consistent, we were undone by RGYC's Peter Cameron on "Inspiration" with a score of just 30! It didn't help that the past Commodore Mark Rindfleish was working with one engine.

There is always next year.

catering

The bar is continuing to be open, with great success, although the Queens Birthday weekend was quiet since most of the bar flies were buzzing around Docklands. Two or three members helped prop up the takings thank you Paul Doherty and Livio.

Bar opening hours continue to be:

Friday 5:00 to 10:00 p.m.

Saturday 12:00 to 9:00 p.m.

**Sunday 12:00 to 8:00 p.m.
until further notice.**

A carvery lunch has started as of last Sunday with 20 or so people indulging in a very tender lamb. More people are required, but, please book. Some people had to share their potatoes!

annual meeting

Our 109th Annual was held on Wednesday June 5, 2013. We had a great turn out with 95 people attending and voting in a new committee.

New to the committee are Paul Doherty, Greg Miles, Dean Rule and Livio Andolfatto, Kathie Rindfleish and John Zammit are also making a comeback as well.

Thank you to all who were nominated: Dawn Holmes, Corinne Farley and Ian Carlile.

We hope the new committee carry out their duties with diligence, enthusiasm and represent us well.

bylaws update

An important issue arose on the weekend that needs attention. Complaints were received that the Duty Officer for the day was pictured with a club hat. It was noted that since the officer was not a flag officer that the hat should not be worn as the person in question was a committee member.

The by laws are very specific that the Club uniform, including the cap may be worn by any committee member, the only difference in the uniforms is the insignia on the sleeves or epaulets.

While we concur with this interpretation of the by-laws we would like to stress that fishnet stockings and high heels, is still not appropriate attire for duty officers.

building

Very good news on this front, all quotes are in and there is one outstanding submission. The criteria on a decision is based many factors. Due diligence has been done on every submission and the committee will present the best option to members. Emphasis was made on getting the correct price, but also on the builders' reputation, with particular concern to builders culture of cost variation and timing history. The final recommendation satisfies all of these issues.

The committee is confident in approaching the members at a special general meeting to ratify their decision.

A notice, hopefully, will be sent out next week so as to allow sufficient time for a July 25 meeting date.

office

The members are reminded to update their details with Jarmila in the office, some members are not receiving notices because contact details are out of date.

We also need to inform members who pay their club fees via direct debit, either through internet banking or by visiting a bank branch, that they must notify the office a payment has been made.

Alternatively, please include your surname on all direct banking transactions, or do both to be safe.

As of this month one payment is still not reconciled, please notify the office if you have made a payment from Altona North.

RVMYC
SUNDAY ROAST

BOOK NOW

Pre-bookings only - to avoid disappointment all members wishing to dine MUST book no later than 2:00pm Saturday.

Ring or email Jarmila on 03 9397 5036 or let Frank or Paul know - do something to secure your place.

\$25:00 per person
1pm - 3pm

EVERY SUNDAY FROM JUNE 23 2013

Diary update & classifieds

Commodore's Nav Rally

Beumaris Yacht Club on Sunday 14th July 2013.

Contact Brendan O'Donoghue on 0419 666 196 or Roger Hartley on 0425 838 357.

FRIDAY NIGHT RAFFLE

On Friday the 7th of June, Bob Batte kindly ran the raffle as last minute fill-in. Thanks again Bob.

On Friday night 14th June, Peter Coffey was the lucky person to turn over the Joker on the Card Board thus was the winner of \$500.00 sponsored by RVMYC.

FRIDAY RAFFLE

MANY WINNERS EVERY NIGHT

DRAWN 7.30PM

MEAT TRAYS, WINE AND GREAT MEMBER SPONSOR PRIZES STILL TO BE WON

DUTY OFFICER ROSTER

A draft roster for Duty Officers is now posted and the committee is throwing it open to all members to contribute in some way.

Traditionally the Duty Officer is on call all weekend, but we are open to single days of service. Some of the officer's role is to:

- Oversee opening and closing of the bar
- Restrict access to members and their guests
- Ensure guests are signed in
- Assist or arrange assistance to staff when necessary
- Maintain a reasonable degree of decorum within the club
- Allocating berths to visitors
- Ensuring Club by-laws are observed
- Raising and lowering of colours
- General housekeeping duties

A training session for Duty Officers will be held in the next few weeks, the instructor will be Dawn Holmes who has put many hours into the role during her time as committee member.

Please notify Jarmila or Dawn if you are interested in enrolling in the Duty Officer position.

FOR SALE



CENTURY RESORTER 1963

One of only 80 built this 19' Mahogany speedboat is the only one in Australia. Completely original with a V8 flat head ford side valve, sliding vinyl top and complete with trailer.

The 1960s were a time of muscle cars & boats and the sound of a powerful inboard engines carried across the lakes and waterways. In today's world of white fiberglass sport boats a mahogany speedster still makes heads turn. Here's your chance to own a piece of Americana. \$22,000 ONO.

Phone Livio on 0418 199 689

Advertise your boat in Propeller - free to members and a small administrative fee for kindred club members. Get your message across to over 200 boat enthusiasts.

A fee chart will be published in next edition of Propeller.

RVMYC JULY EVENTS CALENDAR

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	1	2	3	4	5 BAR OPEN AND RAFFLE	6 BAR OPEN 12PM TILL 8PM
7 CLUB CARVERY & BAR OPEN	8	9	10	11	12 BAR OPEN AND RAFFLE	13 BAR OPEN 12PM TILL 8PM
14 ● BYC COMMODORES NAV RALLY	15	16	17	18	19 BAR OPEN AND RAFFLE	20 BAR OPEN 12PM TILL 8PM
21 CLUB CARVERY & BAR OPEN	22	23	24	25 ● PROPOSED SPECIAL GENERAL MEETING - TO BE CONFIRMED	26 BAR OPEN AND RAFFLE	27 BAR OPEN 12PM TILL 8PM
28 CLUB CARVERY & BAR OPEN	29	30	31			