

# PROPELLER

Royal Victorian Motor Yacht Club Inc

Established 1904



## Members approve go-ahead for clubhouse

The Special General Meeting held on the 25th of July approved the development of the new clubhouse. Work will begin almost immediately to lock away club items and setup temporary digs.

The night started with one of the final meals at the club, a double roast bonanza, with both pork and beef, all was tender and well accompanied with roast vegetables and a splendid glass of red.

history on the building planning and design. It began almost five years ago to the day, a number of set backs caused alterations such as; new OH&S laws concerning disabled access, engagement of local archaeologists and new liquor licensing regulations.

To date, his office has used 14 different consultants, created over 1000 detail construction drawings and 81 different design options.

The tender attracted 30 registrations from builders of which 6 became a short listed. These were within 10% of our anticipated budget.



the winning group was Lloyd Group who have experience with small and large scale projects.



Perspective of the new clubhouse

Cameron Simpson, then gave us a detailed description of the process involved with funding the re-development; he outlined the risks, problems, benefits and the club's financial position to facilitate a loan of \$1.6M.

Several members voiced their concern on the variation component and whether enough contingency was set aside to safely contain this, if anything arises.

Cameron assured the members that soil tests were done 12 months previously and that our estimation of contingencies for variation is within an acceptable range.

The club was also in a unique position by having a large cash reserve, good earning capacity and a stable membership.

We also have a long waiting list of members wanting a berth, therefore, our major earning item will remain healthy. Westpac also indicated that the club has been a close customer for many years and has a very good credit rating.

In the document circulated to members before the meeting, Cameron recommended the funding strategy should be a combination of internally sourced funds, with external funding providing the balance as required. Forecast cashflow requirements are based on many assumptions and the actual cashflow requirements



'You didn't see a thing', thanks to John Savage for allowing us access through his property.

The final two bidders were analysed and scrutinised for reputation and any history of charging variation. Both were outstanding submissions,

The mood in the room was electric, over 80 members ready to participate in another club milestone. Simon Greenwood began with a short





# From the Commodore's Desk

Dear Members,

**This month marks the start of an important period in the Club's history. I would like to thank all the members for their overwhelming support in the Committee's recommendation in moving forward with the club's redevelopment program and especially the funding approval.**

The current committee is barely a month old, yet we feel as though the next year will be an exciting period, I'm confident the depth of experience of each member will steer the club forward through our transition to a more vibrant, larger group.

I would especially like to thank Cameron Simpson, he was a valuable committee member and excellent treasurer and his commitment to the re-building process is evident in the work he is still continuing to do, the funding document distributed to members before the Special General Meeting was top-class, written with a meticulous understanding of club needs and economic conditions and stands as a testament to the good planning that has been endemic to this project.

I would like to stress that the re-development is still fraught with obstacles, we need the support of members to tackle contingencies that may arise and we must remember that any inconvenience caused by the re-development will be tempered with the spectacle of seeing the club grow.

Club members have always put their hand up whenever required, this weekend was no exception, we saw dozens of members donate time, equipment and materials to set up our temporary clubhouse. We will need a few more volunteers in the coming weeks to complete our comfortable abode, August will be our 'Labour of Love' month, so get behind the Club so we can get in front!

Behind the scenes the club has also been negotiating with some litigious members and contractors, please rest assured that we are protecting the club's interests with vigor and fairness, the committee is working to protect each member's rights and I have never experienced such loyalty and diligence from a standing committee, its strength is in its range of expertise from all areas of business, I'm confident the club will emerge stronger from this experience.

I also had the pleasure of attending presentation nights at Royals, Royal Brighton and Hobsons Bay Yacht Clubs, the level of anticipation and

excitement from people attending came through, I believe we stand to have a facility that is world-class, reflecting our prominent position within the Williamstown community and the Victorian boating community.

Again, thank you to everyone for their support and encouragement, it was my pleasure to work with many individuals this weekend but if I may single out Sam Cutajar for donating the semi-trailer time, Darren Keast who led the works and Doug from Rigcon Engineering who donated their time and equipment, it's only through the continued generosity of people that makes our club what is today.

Safe Boating and I hope to see you at the club in the next few weeks!

Simon Mills  
Commodore

## SUB COMMITTEES

The final cut of members who have volunteered to join a sub committee is in, your involvement is greatly appreciated and warmly accepted.

If your not on any sub committee it doesn't mean your input is not required, any advice, feedback or help would be appreciated.

Contact anyone on the list with any questions or feedback.

## PROPELLER ADVERTISING RATES

Propeller advertising rates have increased as of this edition. Our continued improvement of this newsletter is important to keep our members informed. In addition to members this publication is sent to kindred clubs and other community organisations.

Ads placed in *Propeller* will also be featured on the upcoming new site due for launch in mid August, the print quality has also increased, let's hope the content keeps up.

**FINANCE & ADMINISTRATION:**  
Paul Doherty (Chair)  
C Simpson  
M Micic  
J Dakic

**CATERING:**  
Simon Mills (Chair)  
G Miles  
M Clark  
J McAloon  
D Healy

**MARINA:**  
Chris Ackerman (Chair)  
F Wilkes  
T Rau  
S Mills  
J Marks  
S Cutajar  
M Folley  
J Ringe  
J Dakic  
J Zammit  
J Borg  
P Farley

**CONSTITUTION:**  
Jane McAloon (Chair)  
D Healy  
G Miles  
M Rindfleish

**MARINERS:**  
Kathie Rindfleish (Chair)  
K Ackerman  
A Miles  
S Mills  
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W Healy

**BOATING:**  
John Zammit (Chair)  
C Ackerman  
S Mills  
P Ringe  
B Battye  
A Crighton  
O Smart  
L Dockrill  
L Joyner  
G Miles

**WORKS:**  
Chris Ackerman (Chair)  
T McKenzie  
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**COMMUNICATIONS:**  
Livio Andolfatto (Chair)  
L McKenzie  
F Wilkes  
G Miles  
J Dakic

**MEMBERSHIP:**  
Dean Rule (Chair)  
D Holmes  
G Miles  
D Bews  
M Micic

**BUILDING:**  
Implementation:  
Simon Mills (Chair)  
D. Keast  
C Simpson  
C Ackerman  
L Dockrill  
D Healy  
M Rindfleish  
P Doherty

## EDITOR'S NOTE



We welcome contributions from members, *Propeller* will endeavour to publish articles as soon as possible, space permitting.

Please contact the propeller sub committee for more information.

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

## ADVERTISING RATES

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

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

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

Story John Marks: photos Peter Tantau.

# Pelican Brief Part 2

Before the conclusion of the AWBF, Peter had other agenda, and flew home. Ron and I had extra days to kill; plenty more exhibits, including the Julie Burgess, (see May Propeller). Next morning, we managed a bit of laundry, (the port authority was trying to close the facilities). Ron spent the day harassing Hobart's bookshop owners, I looked on in amusement. Wednesday Feb 13 was our final day, we left Pelican on a swing mooring at RYCT, and spent the afternoon at the Mona museum. Sensational!

A month later, we were back in Hobart. Ron's home renovations, weather patterns, and the usual distractions of family etc., all conspired. Now we had a few extra days to visit all the good places missed previously.

Day one, left Hobart before dawn, a short run to Port Arthur, with great weather. We launched the RIB, and spent the afternoon clambering over the ruins of the penal settlement. Later, the flaties were biting, and we soon had our evening meal.

Another early start, now the weather was deteriorating, and we elected to tow the RIB around to Fortescue Bay- a mistake in hindsight.

The job: rounding Tasman Island. We could have dodged through the gap, but that was too easy. Seas were on the sloppy side, and the dinghy was dancing at the end of a 30 metre line, often with daylight between the RIB and the waves.

Eventually we broke free of an adverse current, and entered the calm of Fortescue. At the head of the bay, a tiny, perfect haven is found. Canoe Bay is almost closed by a mysterious wreck,

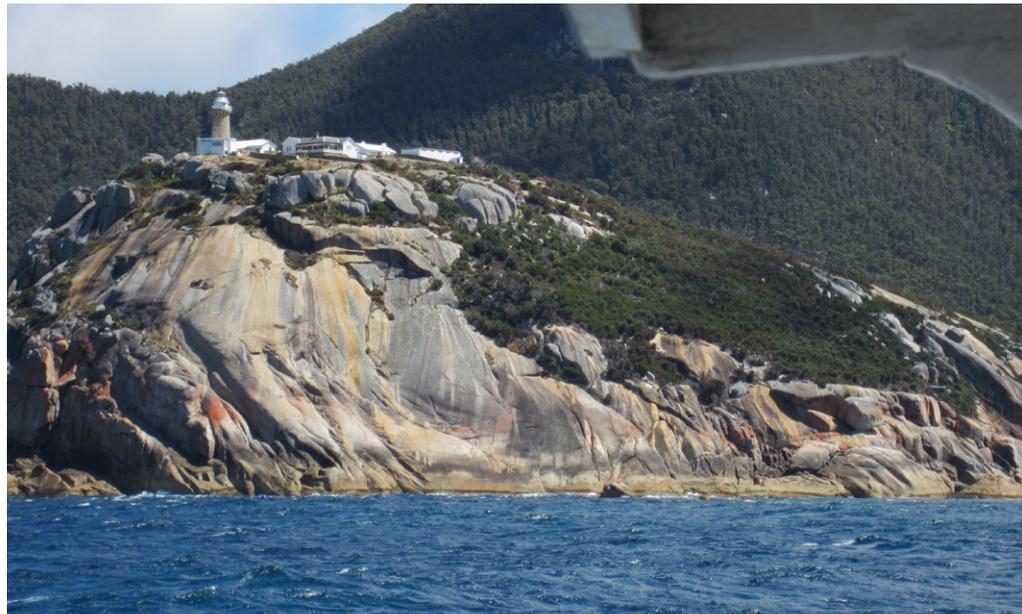


about 120', very rusty in the tide line. It's structure suggests a dumb hopper for dredge spoil. (dumb=no power, has to be towed).

Overnight here, then off to Wineglass Bay. Approached from the south, Wineglass is not revealed until you are almost there.

Happy to be out of the slop, we elected to anchor at the southern end, next to a couple of cray boats.

Soon a strong wind change to the north had the crayo's on the move. We had lots of chain out, but we were very close to the beach. Eventually we moved out, but nearly came to grief, when the dinghy painter got around the prop- desperation! We were nearly ashore with no power. With few alternatives, I selected reverse, and the rope neatly unwound, leaving the dinghy floating free. Divine intervention? Don't do that again, Johnny!



The Tassie boys had their pots out at the northern end of the bay. I slipped on the scuba gear, and the boys ferried me over to the rocks.

Still no crays, maybe I've used today's allocation of luck? The northerly dropped, and we spent a quiet night at anchor. Away again, dodging quite a few cray boats in the pitch black of pre dawn.

Now for the big one- how to enter St Helens. The bar is a huge shallow area, which breaks easily on marginal days. We called the coast guard, and the guys answered that they could see us on CCTV, from their office 6 miles up the bay. They offered to send an escort, but we cottoned onto a local cray boat, which had waited for the tide. Easy! The dock spaces are "first up best dressed", and we picked a good one at the end of a finger wharf, adjacent to a huge cruiser, crewed by a professional skipper and family. He soon offered to fill our scuba cylinders, as the dive shop in town was being ornery.

Some of the fishermen came over to inspect Pelican, and offered to guide us back out next AM.

We were busy thanking the lead boat on VHF, but the answer was "you're not out yet, keep following." This late start meant a late finish at Swan Island.

We spent the night in Telegraph bay, and were away again early, for a run up to Lady Barron. Banks Strait was achieved fairly easily, but passing

Clarke Is. and Cape Barren was tough, a strong westerly abeam and an adverse tide made for hard going. Later we turned into Franklin Sound, a relief, but a complicated channel through shallow

water leads up to the Lady. Damn, we were expecting a challenge, but a small dotted line on the screen took all the adventure out.

Lady Barron is a great spot, we rafted to a big steel cray boat, and later advised the owner, his wife runs the general store. We were there no time, when a big southerly came through. Never mind, we were snug and secure. Dinner at Furneaux Tavern was 5 star. No improvement in

the weather next day, so Ron hired an old limo, and we proceeded to the foot of Mt Strezelecki, a spectacular 2500' pile of granite. The boys were in climbing mode, and I was reluctantly persuaded to join them. It's a steep 3 hour hike for any Joe Blow, but the summit is sensational, with views of the entire Furneaux Group, from Deal to Tasmania, on this clear day, rewarding those brave enough to climb.

We woke early next morning to the urgent sounds of cattle loading nearby. All to do with the tide! The crayo slipped out, leaving us against the wharf.

Exiting, we took the northern route around Great Dog Island, exacting and extremely shallow for a 2 metre draught. Next stop Trousers Point,

with wonderful views of the mountain. Lots of good cray holes here, but no one at home. I had promised crays, and this was nearly last chance.

A bit of lunch, and we decided to run overnight to Cape Liptrap. All just time, diesel, and rolly polly.

Last chance for crays, on a quick dip at Cape Liptrap. Lots of brilliant underwater scenery, but the crustaceans were not cooperating. Oh well, maybe just a few abs. We ate again, and prepared for the long run to Port Philip. Fairly uneventful, but the big steady bearing on the intermediate shaft was becoming noisy. Lots of grease, and we might get home? Once again, we fluked the incoming tide, with a quick run up to West Channel Pile.

A great cruise in good company. A bit of drama to add spice. Nice.

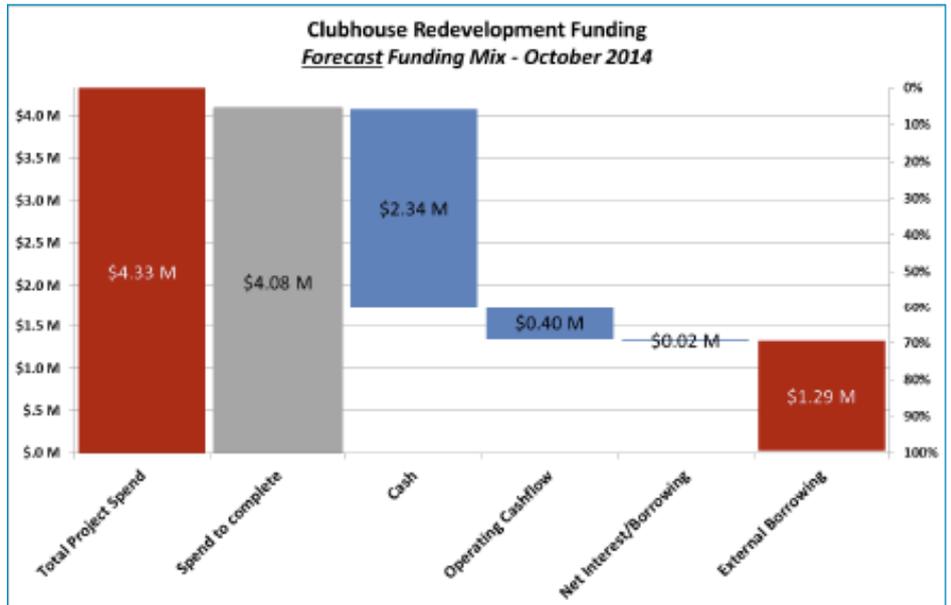


..from page 1

# Members approve go-ahead for clubhouse

will invariably differ in the future. The funding strategy must therefore be satisfactorily flexible and prudent to accommodate normal working capital requirements and reasonably expected variances. The recommended funding strategy is to:

- Apply operating cashflow (EBITDA), existing cash reserves and net interest to internally fund the redevelopment to the maximum extent possible;
- Negotiate a Bank loan facility of up to \$1.6 million using the Club lease as primary security (including lease extension beyond 2016);



- Draw down the Bank loan facility to satisfy the balance of building payments;
- Continue with internal fund raising activities that specifically target the rebuilding project;
- Continue with current Club fee structures indexed to CPI during redevelopment to lock in baseline revenue and cover similar increases in operating costs as much as possible;
- Repay Bank loan facility as a priority.

**The funding mix is illustrated above as at October 2014, which is forecasted to be the point when the maximum debt is drawn down.**

The members overwhelmingly supported the funding and then approved the commencement of building works.

This weekend saw the delivery of the storage containers and our temporary clubrooms, which required a semi-trailer and crane to lift into position, Sam Cutajar, Simon Mills, Darren Keast and Tony McKenzie toiled endlessly to get the portables - first disassembled for transport and then assembled at the club. (See building report on page 7)



# End-of-trade night



Friday 26th of July marked the end to the Old Club Bar, a great turnout of members saw the last hours of our beloved bar. Stories of past glories were swapped and compared while some wondered where the future will lie, as others didn't really care as long as they could get a drink.

Frank and the Granmur team helped to make it a great night for all.



Story Ian Carlile

# Older men Beware Bring 'em home

Women often receive warnings about protecting themselves at the shops and in dark parking lots, etc. This is the first warning I have seen for men. I wanted to pass it on in case you haven't heard about it. A 'heads up' for those men who may be regular customers at Bunnings, Aldi, or even K-Mart. This one caught me totally by surprise.

Last month... I became a victim of a clever scam while out shopping. Simply going out to get supplies has turned out to be quite traumatic. Don't be naive enough to think it couldn't happen to you or your friends.

Here's how the scam works: Two nice looking, college-age girls will come over to your car as you are loading your purchases into your vehicle. They both start wiping your windshield with a rag and Windex, with their breasts almost falling out of their skimpy T-shirts. (It's impossible not to look). When you thank them and offer them a tip, they say 'No' but instead

ask for a ride to McDonald's.

You agree and they climb into the vehicle. On the way, they start undressing. Then one of them starts crawling all over you, while the other one steals your wallet.

I had my wallet stolen on Apr. 4th, 9th, 10th, twice on the 15th, again on the 17th, 20th, 24th, and the 29th. Also May. 1st, 4th, 8th, twice on the 16th & 17th, and very likely again this upcoming weekend.

So tell your friends to be careful. What a horrible way to take advantage of us older men. Warn your friends to be vigilant. (The best times are just before lunch and around 4:30 in the afternoon.)

By the way, K-Mart has wallets on sale for \$2.99 each. I found even cheaper ones for 99c at the Two Dollar Shop.

Member Danny Brigham and his wife Sue have certainly been on the holiday of a lifetime. Just to make you green with envy here are a few snaps of their recent travels.

Propeller can't wait for Danny to return so he can regale us with his travel yarns. In the meantime just get a little bit jealous.

The Brigham's left in June and have so far travelled to Dubai, Greek Isles, Rome, Venice, Monte Carlo, Nice and Paris. Still to come Barcelona, London, Toronto, New York and Las Vegas!

## Donation to club



The RVMYC thanks Gavin Miles (brother of Greg) for his kind donation of a tinnie and trailer.

Frank Wilkes has gratefully accepted the vessel which he is currently restoring for use as a club boat.

It will be used by Frank and others to work on the marina and will be made available to club members for their recreational use as well.

Thanks Gavin, your tinnie will have many years of good service at the RVMYC



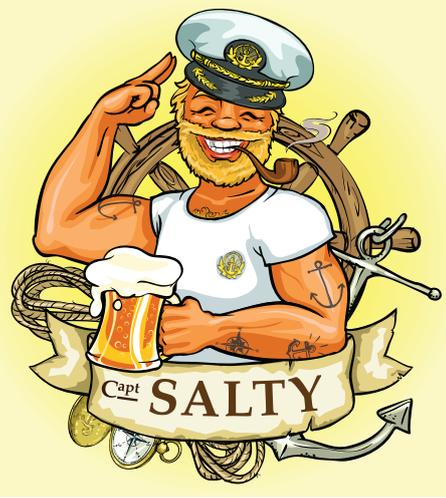
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# Ahoy me matey's (members)

Well Cap'n Salty has a different kind of yarn for yer .

Now Cap'n has always been almost always truthful with yer. And this is me story. I'm a traveller as yer know and the trade winds blew me a fair way this time. I've been in the far north mateys and spent time at the Royal Amsterdam yacht club. Oh what a place!

They love their boats there just as much as we do. They are all in the canals. It's wet and dirty there. And hard work keepin' them lovely boats lookin lovely.

So I'm spending time in the bar after working with the lads on their flat bottom boats. Them boats were made to work in the old days. Low sides and made of steel. Good for carrying bricks, vegetables, cows and now people... as you do.

So...much beer has gone down me own canal (you

know) and I'm sitting happily on a stool, pushing me cap back with a laugh after every schooner. I'm hearin' them ringin' the club bell every time I push me cap back after every schooner and every time I push me cap back I have a schooner and hear a bell ring....are yer with me?

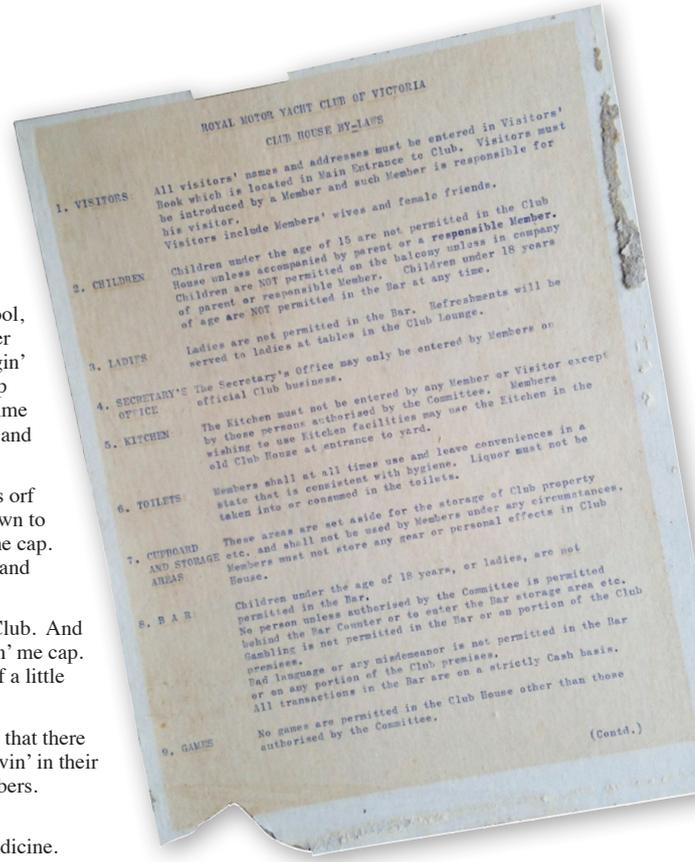
Well, I pushes me cap back and it falls orf the back of me head and as I reach down to pick her up I fall right down next to me cap. ...And the bar goes completely black and quiet!

Well folks did yer know it's a Royal Club. And as it happens they didn't take a to likin' me cap. Or for that matter the fact I had meself a little sleep next to me cap!

They spent a little time tellin yer capn that there are rules and a proper manner of behavin' in their Royal club that was expected of members. Did I understand they asked me?

I nodded, I sat there and I took me medicine. But I didn't tell 'em that I was never a member anyway!!!

Captain reckons you'd best keep yer guests on a tight leash!



**A copy of the club's by-laws retrieved from storage in the old radio room of the clubhouse.**



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# Club News

## social/mariner boating

The HMAS Canberra trip, the new Helicopter landing ship being fitted out in Williamstown by BAE Systems will now coincide with the Tall Ships Festival.

The Melbourne International Tall Ship Festival runs from 6th - 15th of September in Williamstown.

The Hering Island cruise is scheduled for December 15th with an overnight stay at Marina YE and will incorporate our Christmas function and Kris Kingle! Should be a great day, watch out for more details.

The Paella and Trivia night was a huge success with over 40 people joining Greg Miles, as he showed up everyone's knowledge on just about anything.

## works/marina

After the last repair of piles, 6 more are marked as in need of repair, this will occur once small incomplete works are rectified.

There are 2 new applications to the marina waiting list; Brad Teal (36') and Greg Pearce (62'). With the announcement of building works, owners of trailer boats and jet skis are advised to remove their boats urgently to allow good access to the site.

There may be power disruptions to the marina when the builder takes possession of the site. This will be due to demolition works, boat owners in the marina will be notified before this occurs.

Now that the club house redevelopment has begun, its intended to commence planning for a new marina. Discussions will commence with RYCV and Hobsons Bay, so that a plan exists for a future time. The committee foresees that in 10-15 years time a new marina may be a matter of urgency.

The safe storage and cataloguing of club items has commenced. Two large storage containers have been hired for most items, the clubs valuable items are to be housed in a secure storage facility for the duration of the build. It is important that these historic items are protected from humidity and fire.



more input from members as the construction and demolition proceeds. The club can only work with the members help.

## catering

The boating sub committee has completed the seasons boating activities calendar, this appears on the back page, a new calendar of events will be published and circulated to all members.

Of course, if any boating event is organised by members, please notify others so that they can join in. Non boat owners please stay in touch with the office and register your interest to participate.

Sunday 28th July marks the end of catering in the clubhouse. We appreciate the effort from the Granmur team for adding such a great atmosphere to the club.

You can see Frank and Paul every Friday night at the Nelson Hotel while building work is in progress. I'm sure all members will be warmly welcomed.

*We would like to thank all the members for your continued support and friendship over the last year and we look forward to meet up again once the new clubhouse is completed.*

*Kind regards  
Frank, Paul and the Breakwater team*

## general meeting

The special general meeting held on the 25th of July started well (see story page 1) and members heard from the architect Simon Greenwood and ex treasurer Cameron Simpson. The members approved the funding for the new clubhouse and voted to start the re-development.

The building development and implementation team was headed by Darren Keast and Mark Rindfleish, the Commodore, Simon Mills congratulated all the members who have shown their support but also stressed that we required

## bylaws update

At the Special General Meeting there was some discussion on whether a motion could be moved and voted on if it wasn't declared prior to the meeting. The constitution states that if the motion is related to the original motion then it can be introduced and passed. Alternatively the original motion could have been modified to include the new motion. The net result is the same. A motion to approve funds for the redevelopment of the club house necessitates a motion to start redevelopment of the clubhouse.

## building

The building implementation committee is pleased to announce the commencement of building the new clubhouse.

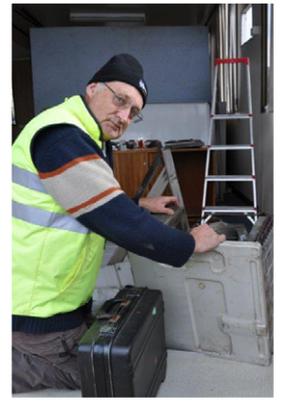
The first steps are well underway with the delivery of 2 shipping containers for storage and portables for temporary clubrooms, well done Simon Mills, Darren Keast, Tony McKenzie and Sam Cutajar for dismantling and delivering the portable and the army of helpers the next day at an impromptu working bee, to assemble the various pieces to lock-up!

At 7.30am Sunday morning, Ed Keane was waiting patiently in the carpark and one by one bleary-eyed workers arrived. Paul and Jude Ringe, Darren and Tracey Keast, Theo Rau, Ron and Maureen Clark, Lenny Haynes, Mark and Kathie Rinfleish, Simon and Susan Mills, John and Fiona Zammit, Bob Battye, Chris Ackerman and Daniel Keas. Frank Wilkes and Peter Coffey also came to lend their support to the fatigued crew.

The portables arrived in two sections, the crane required precise positioning before bolting the sections together. Then the refit started, walls were knocked out, moved, reshaped and cut to fit, soon the boxes started to look like a makeshift shed, then a portable, and slowly a club house.

The yard fence was removed and resurrected to fence in the BBQ area as a requirement for liquor licensing.

Finally at 5pm the whole structure was made weatherproof and stable, ready for more furnishing and more importantly, the addition of the bar.



**NOTE: You could be one of these people! Please register with Jarmila in the office, your intent to participate in the weekend's working bee. We'll start early and finish early. August 3-4 2013.**

Next weekend, August 3-4, will require another working bee, more tools, more hands and hopefully less time.

# Diary update & classifieds

## RVMYC Boating Events 2013-2014

September 2013

**Sunday 22**  
Maribyrnong River Lunch Cruise

October 2014

**Saturday 05**  
Opening Day – 110th Season

**Sunday 13**  
Rip Tour

**Sunday 20**  
Centenary Trophy – RVMYC Navrally  
(alternate Sun 24 November)

November 2013

**Sunday 10**  
Marconi Trophy – RVMYC Navrally  
(alternate Sun 17 Nov)

**Fri 15 to Sun 17**  
Ian Dougall Memorial Trophy Inter-Club Fishing Competition

December 2013

**Sunday 08**  
Novice Skippers Navrally / Quiz Rally – RVMYC Navrally

**Saturday 14**  
Herring Island Cruise / Xmas Picnic and Overnight at Marina YE

February 2014

**Sunday 09**  
Isle of Mordialloc – MMYC Navrally (alternate TBA)

**Sunday 16**  
Maribyrnong River Cruise – RVMYC Social Event

**Sunday 23**  
SYC Cup (CUB Trophy) – SYC Navrally (alternate TBA)

**Sunday 23**  
Big Bay Swim – Rotary Club of Point Gellibrand

**Henley Cup – PRMBC Navrally**  
(date TBA)

March 2014

**Sunday 02**  
RVMYC Regatta – RVMYC Navrally (alternate Sun 16 Mar)

**Sat 08 to Mon 10**  
Werribee River / Portarlington Cruise

**Investigator Navrally – SYC Navrally**  
(date TBA)

**Sunday 30**  
BMYS Commodores Navrally

April 2014

**Sunday 06**  
Miss Australia Cup – RVMYC Navrally  
(alternate Sun 04 May)

**Sunday 13**  
Whalley Cup – RVMYC Navrally  
(alternate Sun 04 May)

**Fri 18 – Mon 21**  
RVMYC Geelong Easter Cruise (Mariners to organise winery tour etc.)

May 2014

**Saturday 17**  
RVMYC Annual Dinner & Awards Night

**Sunday 18**  
Ricketts Point Regatta – BMYS Navrally

June 2014

**Sunday 15**  
BMYS Wackett Trophy Navrally  
(alternate date 29 June)

**Saturday 21**  
RVMYC / RGYC Oslo Cup



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**Doug Williams**  
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## RVMYC AUGUST EVENTS CALENDAR

SUN	MON	TUE	WED	THU	FRI	SAT
				<b>1</b>	<b>2</b>	<b>3</b> ● CLUB WORKING BEE
<b>4</b> ● CLUB WORKING BEE & BBQ	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>
<b>11</b> ● CLUB WORKING BEE & BBQ	<b>12</b> ● HAND-OVER TO BUILDERS	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>	<b>17</b>
<b>18</b> ● CLUB WORKING BEE & BBQ	<b>19</b>	<b>20</b>	<b>21</b>	<b>22</b>	<b>23</b>	<b>24</b>
<b>25</b> ● CLUB WORKING BEE & BBQ	<b>26</b>	<b>27</b>	<b>28</b>	<b>29</b>	<b>30</b>	<b>31</b>