



PROPELLER

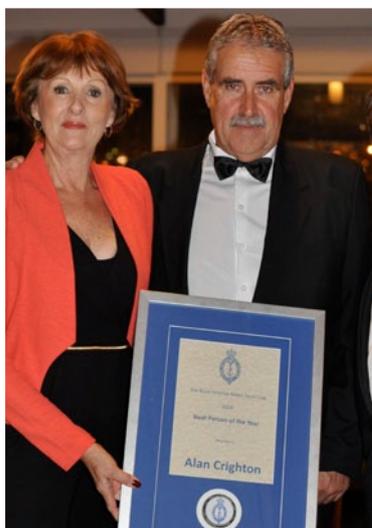
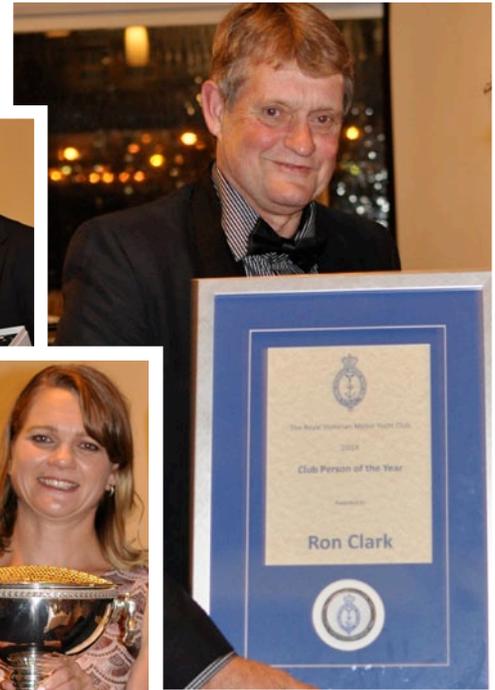
ROYAL VICTORIAN MOTOR YACHT CLUB ESTABLISHED 1904

INSIDE

- Steamboat ENA
- Building Progress
- Award night
- Pelican return

Award night and high glam

The RVMYC Awards Night took place amid a the glamour and atmosphere of the Royal Yacht Club of Victoria.



Congratulations to our 25 year members:
 Tony McKenzie
 Ron Mullholland
 Kevin Wickham
 Robin Davies

Awards and results for the year

The winner of the RVMYC Club Aggregate was:

- 1st - Casa Verde (Chris and Kylie Ackerman)
- 2nd - Pookanah (Owen and Stuart Smart)
- 3rd - Eventide (Bob Battye and Alan Crighton)

Club Person of the Year:

Ron Clark

Boating Person of the Year:

Alan Crighton

Centenary Trophy

Winner: Rob Roy Mark Rindfleish Kathie Rindfleish
 2nd: Pookanah Owen Smart Erin Smart
 3rd: Bold Venture Cameron Simpson Will Simpson
 1st Displ Pookanah Owen Smart Erin Smart.

Marconi Trophy

Winner: Bold Venture Cameron Simpson Will Simpson
 2nd: Rob Roy Mark Rindfleish Kathie Rindfleish
 3rd: Pookanah Owen Smart Erin Smart
 1st Displ: Bold Venture Cameron Simpson Will Simpson.

Henley Cup

Winner: Eventide Bob Battye Alan Crighton
 2nd: Casa Verde Chris Ackerman Kylie Ackerman
 3rd: Pookanah Owen Smart Stuart Smart.

SYC Cup

Winner: Pookanah Owen Smart Stuart Smart
 2nd: Bold Venture Cameron Simpson Will Simpson
 3rd: Casa Verde Chris Ackerman Kylie Ackerman.

CUB Trophy

Winner: RVMYC.

RVMYC Regatta

Winner: Bold Venture Cameron Simpson Will Simpson
 2nd: Casa Verde Chris Ackerman Kylie Ackerman
 3rd: Eventide Bob Battye Alan Crighton
 1st Displ: Bold Venture Cameron Simpson Will Simpson.

Isle of Mordiallic

Winner: Eventide Bob Battye Alan Crighton
 2nd: Casa Verde Chris Ackerman Kylie Ackerman
 3rd: Pookanah Owen Smart Stuart Smart.

Miss Australia Cup

Winner: Bold Venture Cameron Simpson Will Simpson
 2nd: Casa Verde Chris Ackerman Kylie Ackerman
 3rd: Cool Change Ed Keane Nick Findlay
 1st Displ: Bold Venture Cameron Simpson Will Simpson.

Whalley Cup

Winner: Bold Venture Cameron Simpson Will Simpson
 2nd: Casa Verde Chris Ackerman Kylie Ackerman
 4th: Eventide Bob Battye Alan Crighton

Steaming to Melbourne

After 113 years based in Sydney and Tasmania the Steam Yacht ENA is coming to Melbourne. Purchased by Capt. Jonathan Turner and backed by the Turner family ENA will arrive around the 10th June (subject to weather).

Described by the world register of historical vessel as "flawless and without equal. The 116 ft. Steam Yacht is regarded as among the worlds best.

The yacht is a magnificent and luxurious example of Edwardian style. The vessel represents the opulence and elegance of entertaining in a superb classical style. She accommodates distinguished and discerning guests who seek to entertain in an exquisite and refined manner.

The beautiful & gleaming steam engine silently propels her guests from one stunning vista to the next. The classic lines, clipper bow and counter stern, and an unbelievable

varnished woodwork, etched glass murals and opulent appointments. The gentlemen's saloon aft has the addition of day beds and folding card table. The main saloon features a beautifully detailed inlaid timber table that is complimented by period appointments.

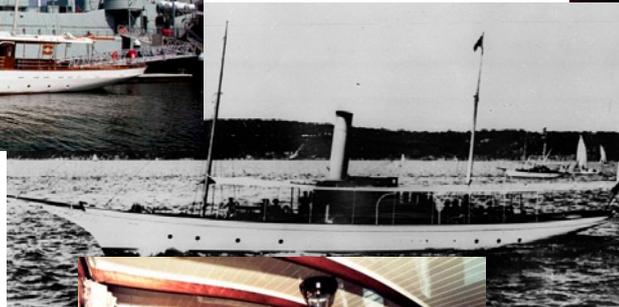
The expansive white beach deck invites guests to stroll comfortably while enjoying the changing foreshore views. First class waiters serve exceptional food and wine, while bespoke crystal, crockery and silverware complete the luxurious package.



ENA is a classic 1901 Edwardian steam yacht built for pleasure and leisure in an opulent style of a passed era. Her elegance is unsurpassed and she remains one of three surviving in the world today. She is part of Australia's National Estate and the International Register of Historic Ships considers ENA as "perhaps the finest vessel of her type in the world, her condition being described as immaculate and without flaw."

ENA is in survey for 49 passengers and she will be available for charter.

In the future ENA may be able to participate in heritage style events and become a member of the proposed Melbourne Heritage Fleet.



The aft deck can accommodate formal dining, with tables being positioned to take in the surrounding scenery.



varnish finish leave guests in wonderment.

Throughout the entire vessel, gleaming brass and gold compliment warm radiant varnished timber, luxurious fabrics and finely appointed fixtures and fittings. Below deck the elegant ladies' cabin has magnificent seating, stunning finely carved

Don't miss...

Education Night

23 July. Be captivated by a talk from Capt John Carrol from the Port Phillip Sea Pilots

Oslo Cup

Saturday 21 June 2014

Williamstown Cup

Sunday 29 June 2014

Docklands Fireworks

Friday 11 July - Non boat owners are welcome to join us as we have a couple of boats returning to the club after the fireworks so we will be able to get non boat owners up and back on the night.

Trivia Night

Saturday 28 June (Evening) we have a 'Get Smart' Trivia night at the club.

BMYS - WACKETT TROPHY

Nav Rally at Beaumaris Motor Yacht Squadron on June 15th 2014



ROYAL VICTORIAN MOTOR YACHT CLUB

Get into our Nav Rallies

The Oslo Cup Saturday 21 June

The Cup goes back with a history of more than 80 years and it's a team event between the RVMYC and RGYC. We will be hosting a dinner with members of Royal Geelong Yacht Club afterwards at the Customs House Hotel. [See details on the website.](#)

The Williamstown Cup Sunday 29 June

This is a special handicap event with handicaps based on the results of Navrallies held throughout the past year so, everyone has a chance at finishing 'on the podium' no matter how good (or bad) you are. [This is a fun event with a slightly seriously side \(and a very impressive trophy\). See details on the website.](#)

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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Livio Andolfatto: livio@redmustard.com.au

ADVERTISING RATES

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

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

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



From the Commodore's Deck

Dear Members,

The Club Annual General Meeting concluded the Club's 2013/2014 Boating Year with lots of active discussion.

The construction phase of our building is now on the last leg and as I recounted on the Awards night, "It's like I'm riding down the home straight with my last jump behind me and the finishing post coming into sight".

This doesn't mean everything is resolved, there was a need to re-trench an area close to the side fence and some other variations which were unforeseen, these situations were covered by the contingency amount set aside for such instances. So, even if the actual circumstance wasn't predicted rest assured the building sub-committee have it covered.

Our legal issues are now being overcome with a settlement in the action taken by ex members, we hope we can now move on from the past grievances and move into a new club culture that doesn't require such action. We have re-worked and revised our grievance procedures so that members and committee are protected from unnecessary stress and abuse that erodes member confidence.

Many organisations have been through rough times and the RVMYC is no exception - with a little more understanding - and with a little more patience we can overcome the obstacles.

We had a great turnout to the AGM on Wednesday night with lots of active participation and good discussion. The night ended with Rear Commodore John Zammit submitting a presentation on installing small berths in the north-western corner of the marina for the purpose of storing jet skis and dinghies.

As the club will not have room for trailer boat parking and no sheds for the immediate future, a new revenue source will be beneficial. There are always many views to any new ideas, at the moment its only discussion with a detailed proposal in the making outlining costs and capital return. As a 'motor' yacht club we should be advancing new technologies and imparting a responsible boating culture to the boating community.

If any members have any ideas or suggestions, please send an email to Jarmila in the office so it can be addressed at the next committee meeting.

All written correspondence is addressed by the committee and voted on, they always cause energetic discussion and can sometimes push meetings out past our 11pm cut-off, after starting at 7pm the concentration lags a little, but, its never dull.

Our temporary clubhouse has certainly impressed a few members with offers to purchase once we move out, to be completely

fair - if you are interested please put an offer into Jarmila in the office by COB 30 June.

We are now well underway with the Expression of Interest document for the Club's catering, with an imminent release to call for submissions. The sub-committee is poised to review and submit their recommendation to members.

This new year brings fresh blood into the committee ranks with Greg O'Connell being elected unopposed as committee member, Greg has been an active participant in all meetings and is always out on his boat 'Trugannini'. Thank you so much to Kathy Rindfleish who was a great asset with her wise input, knowledge of club history and fantastic work on Mariners. She wont be going far, as she will still help with Mariners and will probably always give her opinion freely.

Happy boating till next month,

Simon Mills
Commodore

A mission to improve lives

Ever wondered what the quasi Gothic building is on Flinders Street right on the Yarra?

The Victorian Mission was established on July 1, 1857 and began its work on an ex-prison hulk called the Emily anchored in Hudson Bay at Williamstown. The hulk was painted with the title "The Bethel Sailors' Church" but was known as the Bethel Floating Church. The Reverend Kerr Johnston conducted two services each Sunday until 1859 when a boathouse was acquired at Port Melbourne that was in use until 1878. At this time a new building was erected and became known as "Bethel of the Victorian Seamen's Union."

The changing nature of shipping in Melbourne meant that by the mid-1890's, there was a definite need to establish a new branch of the Mission in the central Melbourne area, as most ships at this stage were berthing along the Yarra River rather than at Port Melbourne.

A decade later, after much negotiation and under the impetus of the Reverend Alfred Gurney Goldsmith, a site was leased from the Melbourne Harbour Trust fronting Australia Wharf in Siddeley Street, near to



an existing Sailor's Rest. During 1905 the Victorian Mission to Seamen was created from the amalgamation of the London Seamen's Mission and the Victorian Seamen's Mission.

The Ladies Harbour Lights Guild was also formed in 1905 to assist the resident Chaplain in raising awareness and funds for the Mission, and were later responsible for raising money for both the Memorial Chapel of St Peter the Mariner and the domed

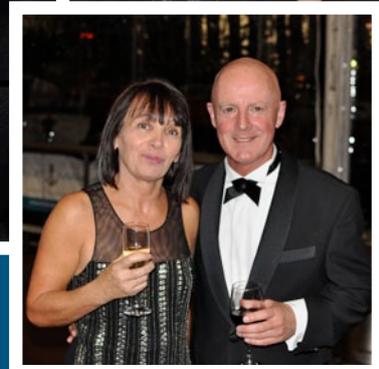
Norla Gymnasium. The Guild was well patronised by prominent members of Melbourne society and grew to be a substantial organisation.

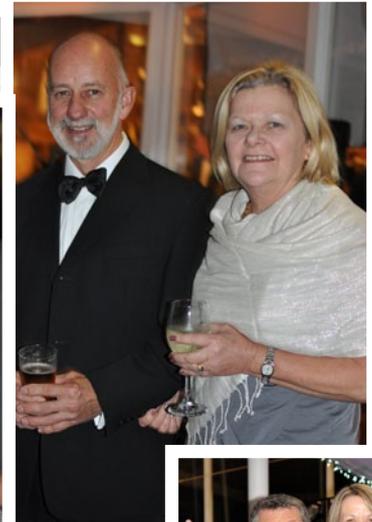
In 1917 the Mission moved to its current location a short distance away, as the Melbourne Harbour Trust required the use of the Siddeley Street site.



Photos: Jane Mcaloon, Owen Smart

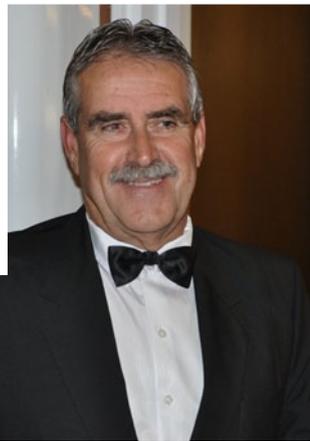
Award night and high glam





Photos: Jane Mcaloon, Owen Smart

Award night and high glam





Photos: Lorainne McKenzie

Building update



With the completion of the new club house approaching we are very pleased with the results so far. The emerging form seems to have more delicateness than the original renderings, the newly installed glass gives the structure an almost 'jewel-like' appearance and the lines from looking from the East are clean and elegant.

We are also fortunate in that our projected borrowings will certainly be less than expected, due in part to a better than average end of financial year performance. As seen in this years Annual Report, we have had only a \$5K dip in revenue, which, considering our lack of hard stand income and trailer boat income, is a fantastic result.

Our finance team must be congratulated for their outstanding stewardship of member's funds, we can now look at completing the building with less of a burden on club finances.

A change to the signage specifications is illustrated in the top rendering, where we had large metal letters on the sloping roof, we are now considering a large illuminated Club Crest on both the West and North elevation. This will give our club more visibility and correct branding viewed from the street.

Another walk through was organised on the 4th of June and was again well received, thank you to all who participated. Some members have been seen within the worksite, unsupervised, this is in breach of our insurance policy - so please wait until our organised tours if you require a viewing.



image
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Story: John Marks; Photos: Peter Tantau.

Pelican Brief Pt.II - Kangaroo Island and the way home

Access to KI is now concentrated either by air, from Adelaide, or more commonly, by roll on roll off ferry from Cape Jervis on the mainland, to Penneshaw. The 45 minute, 8 mile trip runs five times per day, on the Sea Lion, or the Spirit Of



The estuary at American River

Kangaroo Island. Supplies and primary industry freight such as wool, are carried on semi trailers or B-doubles, along with visiting cars.

The wharf used by the old Troubridge service at Kingscote, the capital, is largely abandoned and vacant. The surroundings contrast with the modern facilities at Penneshaw, where the terminal is located at the closest point to the mainland. A new purpose built wharf at Penneshaw welcomes visitors landed from cruise ships, who then enjoy the island by road. Small ships visiting KI are often found at American River,

where a large sheltered estuary accommodates swing moorings and a small loading wharf.

This facility is also somewhat neglected, although comfortable and picturesque. Visiting yachties can plug in to 240v on the wharf, but are not permitted to stay, although a sign threatening a \$1250 fine for vessels left unattended, can apparently be disregarded. A fair walk to toilets and a source of fresh water provides some welcome exercise. Us visitors probably don't contribute much to the local economy. There is also a tiny yacht basin at Penneshaw, Christmas Cove.

After a lengthy overnight voyage from Robe, Pelican's crew needed a rest. We ran the gauntlet of the offending sign, with some success. A 15 minute stroll along the foreshore, brought us to some modest commercial facilities, plus a huge international resort, which was definitely not busy. Blake bought pippies for the whiting, and we enjoyed a leisurely lunch at a homely café. Fishing that afternoon produced a nice meal of plump whiting, and an Australian salmon for sashimi. (We had the wasabi and soy sauce.) Ron and Peter struggled along the road with a 20 litre drum of precious drinking water, until one of the locals took pity, and stopped to offer a lift.

Next morning, after some housekeeping, we set off around the north coast in search of some fishing and snorkeling. We overheard some muttering of tuna at Emu Bay. This proved incorrect, as there is no deep water to be found. We anchored close inshore in the perfect calm weather conditions, and soon lurched in for a look at the underwater scenery and wildlife. Later, Blake barbecued the whiting fillets to perfection, these washed down with a glass of white wine. The barometer was rock steady, and we elected to remain at anchor overnight. After a leisurely start, we trolled around, and tried to locate an historic

shipwreck, to no avail. We spent the night at Kingscote on the large wharf, which had water but no power. A day of windy weather was forecast for the following day, so a road tour was organised.

Hire cars are expensive at KI, and Ron set off early, hitch hiking to the airport, to collect a near new Nissan Xtrail. Shared 4 ways, it was still bloody expensive. We soon arrived at the conclusion, that

on Wednesday afternoon, and met the crew of the Sea Lion, and the skipper Matt Ward. They came on board Pelican after finishing for the day, and we enjoyed a few beers. Blake boarded the ferry at 5.30am for the first departure, and Matt kindly hosted him on the bridge. The weather sites on the web forecast some very ugly weather. It was time to depart, or we could be stuck at Penneshaw for days. The fishing at Threshold Bank seemed promising, but once again,

the blue fin were elusive. After giving it a good



Pelicans fighting over the whiting scraps

a trip to KI any way you looked at it, could persuade the average punter to consider Bali or Thailand.

Our first stop was



Emu Bay

Vivonne Bay, a beauty on the south coast. I fancied Pelican, moored with the cray boats, but you wouldn't be there in any serious southerly weather. Then tiny Hanson's Bay, with no real shelter, the local abalone divers were launching big trailer boats across the beach with an old tractor or two. Our next call is probably the jewel in the crown of fantastic locations on KI.

Cape Couedic, on the south west corner, has seal colonies, the magnificent natural Admiral's Arch, a picturesque light house, and off lying islands. The unique Remarkable Rocks is a wonder of eroded granite, perched high on a nearby headland. (see pic.). Later, we took an ill advised 25k corrugated road to West Bay, the site of the famous wreck of the Loch Vennacher. The day ended with a pub meal at Kingscote.

KI is not a small island, and a water based tour needed more days than we programmed. We were due to depart after 7 days, and Blake was to be collected on the Thursday morning at Cape Jervis, by parents Lyn and Alan, who enjoyed the coastal scenery and towns along the way there. We had docked at the small craft landing at Penneshaw

shot, we batted down for the long run to Robe. Now we had 3 days to kill, as a wild sou' westerly raged outside. A couple of visiting yachts sheltering in the marina provided interest and good company. We asked around for a hire or loan car, and our luck was good, a late model Falcon materialized as if by magic, free at our disposal.



Admirals Arch

First stop was Beachport, and in daylight, the entrance looked easy. Perhaps next time? Then Carpenter Rocks, with its cray fleet at swing moorings right on the beach, and no wharf facilities. Fueling is apparently done by barge, and the crews were ferrying cray pots ashore in dinghies, as it was season's end. The entrance was frighteningly narrow, between some serious rocks, not for the faint hearted. We lunched at Port Macdonnell, and snorkeled Ewen's Ponds. After a quick look at Nelson and Mt Gambier, we fueled up at Millicent, and rolled back to Robe for dinner at the local.

Next morning, the weather showed signs of abating, and the decision was made to go. As a final concession to the ailing 24v system, the new spare alternator was substituted. We got away at mid

Club News

day, but huge swells and a confused sea made the going uncomfortable. Twenty seven hours later, Pelican was alongside at Port Fairy. No rest for the wicked, and departure was 5.10am next day. This time, we had the weather. A five knot northerly on slight seas, much more amenable, however all the available information indicated another change, and the scheduled stopover at Apollo Bay was abandoned, in favor of a direct run to Port Philip. The standard plan, 5nm offshore, to avoid the cray pots etc, soon had us past Cape Otway, then Apollo Bay, and the other Great Ocean Road towns. The wind dropped to zero, and we proceeded under perfect pleasant conditions, with dolphins and a decent sun set. Shipping off the Heads kept us busy with the radar, but once inside, we zoomed up West Channel on a useful flood tide. Everyone was dead tired, so the thought of home kept the adrenalin flowing. We docked in N31, at 6.30am, now vacated by a casual user. The sunrise was sensational, heralding the change. Great to be home, a day early, with the whole day to clean up, unload, and get back into land lubber mode.



The light house, Cape Couedic

Alan Jobson arrived in time for bacon and eggs, and my son Robert brought the ute up from Werribee. After lunch, the bad weather hit with a vengeance. We have not had many consecutive good days since. (This report written 22nd April.)

Pelican's next cruise will probably be King Island, the Hunter Group, and ports along the Tasmanian north coast, then a stopover in the Tamar, with a couple of weeks at home. Back to it with Bay of Fires, the Furneaux Group, Refuge Cove, and Williamstown. Maybe Lord Howe Island, the following year, unless death or taxes intervene. Ron, Peter, Blake, and John.



Home again

The club now moves into its 2014/2015 boating year with renewed vigor and enthusiasm. If anyone has capacity to be part of a sub-committee, please contact the relevant chairs listed in the Club's Annual Report.

committee

The Committee welcomes our newest member, Greg O'Connell. Greg has been a member for 4 years and is a Williamstown local. He has a wealth of experience in both national and international organisations and will bring a vast amount of experience and know-how into the mix. Welcome Greg.

marina/works

Minor works are continuing on the marina with 3 fire boxes being fitted, thank you to John Marks for carrying this out. More work is being done by East West Dive with another 7 wraps being prepared. A new marina waiting list will be prepared that includes both beam and draft requirements.

After lengthy debate and discussion, agreement was reached to pursue a points system for all berth holders. This will ensure members who currently have berths are using their boats effectively. We will refer to the Constitution Sub committee if this is possible and ask for recommendations.

We also require all tripping hazards be removed from jetties. Last weekends audit on the 'junk' left around the club saw an inappropriate number of items left on the jetty, please be conscience of the fact that these items can lead to tripping.

mariners

Our next trivia night is our "Get Smart" extravaganza on Saturday 28 June. Trivia & Pizza at \$15 per person. 6pm for 6.45pm Start. Book your table now to avoid disappointment. Prizes provided by Greg Miles. Dress-up as your favorite 'Get Smart Agent'.

boating

Please note we have a new Nav Rally - The Williamstown Cup Sunday 29 June. This is a special handicap event with handicaps based on the results of Navrallys held throughout the past year so, everyone has a chance at finishing 'on the podium' no matter how good (or bad) you are at Navrallys.

This is a fun event with a slightly seriously side (and a very impressive trophy) The event is sponsored by Greg Miles and Darren Keast and should be a great day. See details on the website.

Also, don't forget the Oslo Cup - Saturday 21 June 2014, the Education Night on Wednesday 23 July. It's a talk from Capt John Carrol from the Port Philip Sea Pilots and Friday 11 July we have a cruise to Docklands to watch the fireworks and some are staying overnight. Non boat owners are welcome to join us as we have a couple of boats returning to the club after the fireworks so we will be able to get non boat owners up and back on the night. Could anyone intending to attend please register with the office as we need to book berths.

legal

Royal Victorian Motor Yacht Club Inc. ats Lawler & Bouchier.

The Club provides the following statement concerning the conduct of Michael Bouchier and Peter Lawler: Peter Lawler and Michael Bouchier acted at all times honestly and in good faith, as far as the Club is aware, in relation to transactions arising

from the sale and purchase of Joint Venture and Lady Beth.

Don Healy - Hon. Secretary

office

Members are reminded that club dues are payable by end June. This year we will again be producing a Members Directory, this time our communications sub-committee will be putting it together so we will need final paid-up members confirmed. So, don't miss out on being included. Alternatively if you don't want your details listed please let Jarmila know in the office.

RVMYC Corporate Sponsors Package

The annual cost is \$3,000 (plus GST) and includes:

- The right to put forward 2 individuals for nomination as ordinary members of the RVMYC
- Lunch provided at no charge for 2 at the official lunch on RVMYC Opening Day
- A quarter page ad in each edition of the RVMYC Propeller magazine
- A corporate logo on the RVMYC website linked to the sponsors website
- A permanent sign (approx. 80 x 20 cm) on a sponsor's panel within the RVMYC Yard
- *Free use of the RVMYC meeting room to conduct business meetings
- *Free use of the RVMYC function room for functions

*Subject to availability and in accordance with the current RVMYC rules for members booking rooms and functions





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

Diary update & classifieds

Pier 35 Fuel works

Pier 35 are doing some work to their fuel wharf, and they will have no fuel from 16 June through to and including 20 June. They have asked if we could please advise our members that fuel will not be available between those dates.

Docklands Fireworks cruise

Friday 11 July we have a cruise to Docklands to watch the fireworks and some are staying overnight. Non boat owners are welcome to join us as we have a couple of boats returning to the club after the fireworks so we will be able to get non boat owners up and back on the night. Could anyone intending to attend please register with the office as we need to book berths.

BIA Melbourne Boat Show

Luxury yachts, prestige boats and ... embarrassing B-grade celebrities. The three are a perfect mix in a new campaign for the BIA Melbourne Boat Show. The tagline? 'B-grade celebrities. A-grade deals'.

Captain Wizza Capper and busty blonde tabloid topper Brynne have never been more proud to be B-grade celebrities.

They are the stars of the campaign and even get to taste A-list glory, if just for one day, when they host a Q&A session at the boat show.

Former Sydney Swans player Warwick Capper dons skimpy animal print shorts to tell people not to mention him to get a great deal on tickets for the boat show.

And actress and socialite Brynne Edelsten is shown stuffing up her simple lines for an ad for the show,

aboard a luxury boat.

Paul Benjamin, BIA president, stated that "This year the boat show is shifting to a more retail focus. With this in mind we needed to establish it as the best place to get unprecedented deals on boats and boating gear – and do it in a way that captures attention. We're confident this campaign will do just that, while also reflecting the fun nature of the BIA Melbourne Boat Show itself."

"The great thing about celebrities like Brynne and Warwick is they turn heads wherever they go, making it easy for us to generate plenty of opportunities for PR and social media activation."




BOATING EVENTS
ROYAL VICTORIAN MOTOR YACHT CLUB
OSLO CUP SATURDAY 21 JUNE
WILLIAMSTOWN CUP 29 JUNE

Every Wednesday Night!
Members Draw - 7.30pm.
Starts again at \$200, so be there to WIN!

Draw results:
 Wednesday 7/5/14 \$500
 G MacDonald 'NIA'
 Wednesday 14/5/14 \$550
 George Karabinas 'NIA'
 Wednesday 21/5/14 \$600
 Brett Blakemore 'NIA'
 Wednesday 28/5/14 \$650
 Greg Pearce 'NIA'
 Wednesday 4/6/14 \$700
****WINNER** Len Docktrill**

Fishing Licences

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

NOTE: Seniors card holders do not require a fishing licence

RVMYC JUNE 2014 EVENTS CALENDAR

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
1			4 BAR OPEN AND MEMBERS DRAW	5	6 BAR OPEN AND RAFFLE	7 CLUB BAR OPEN
8 CLUB BAR OPEN			11 BAR OPEN AND MEMBERS DRAW	12	13 BAR OPEN AND RAFFLE	14 CLUB BAR OPEN
15 CLUB BAR OPEN BMYS WACKETT TROPHY			18 BAR OPEN AND MEMBERS DRAW	19	20 BAR OPEN AND RAFFLE	21 CLUB BAR OPEN OSLO CUP
22 CLUB BAR OPEN			25 BAR OPEN AND MEMBERS DRAW	26	27 BAR OPEN AND RAFFLE	28 CLUB BAR OPEN 'GET SMART' TRIVIA NIGHT
29 CLUB BAR OPEN WILLIAMSTOWN CUP NAV RALLY	30	 REMINDER: CLUB DUES REQUIRED BY END JUNE 2014				