



PROPELLER

ROYAL VICTORIAN MOTOR YACHT CLUB ESTABLISHED 1904

INSIDE

- Matthew Flinders 200yr anniversary
- Egret journey
- Sneek peek - Wyuna's return

The tide is very high

The club was fared well when the weather bomb hit in late June.

The water rose to lap over the wall but apart from minor electrical outage, we escaped fairly well.

Other areas around the bay didn't fair so well when parts of Melbourne were under water and RBYC sustained damage to its pier.

Victoria's mild start to winter came to an abrupt halt as the "winter weather bomb" caused destructive winds, rain, hail and blizzard conditions in the alpine areas.

The intensity of the weather system caused the pressure to drop, bring-

ing winds of up to 130 kilometres per hour and a storm surge along the coast.

While the destructive winds did not last long, the damage across the state was significant.

"In that time it saw many centres across the state register wind gusts of between 100 and 110kph," said Mr Parkyn from the Bureau of Meteorology.

"The highest or peak wind gust was recorded at Cape Otway, where 128kph gusts were recorded earlier this morning."

Melbourne's bayside suburbs were not spared, experiencing peak wind gusts of 110kph on land and 120kph over the water.

Ponyfish Island, a bar which normally floats on the Yarra River under the pedestrian bridge in the CBD, was swamped with knee-high water as the river swelled due to unexpectedly high tides combined with the bad weather.

Steven Michalás, of Melbourne River



Cruises, said it was the worst flooding he had seen in his 13 years working with the company.

He said they had been expecting a high tide but this one reached 1.75 metres.

"It was expected to be a 0.88 [metre] tide which isn't too bad, but the tide came up very early," he said.

Damage to the main electrical conduit to the Southern arm was the club's main issue, the water rose and flooding the main pipe which caused a shortage...repairs are currently underway.



Oslo Cup back in Willy

The race this year was hosted by the RVMYC and run on 21 June.

16 boats from RGYC and RVMYC contested the Oslo Cup, an annual team event between the two Royal Clubs

Conditions on the day could not have been better with just a slight breeze, sunny skies and slight seas

A great weekend all round as we hosted the team from RGYC many of whom made the trip from Geelong on Friday and joined us for some inter club camaraderie in the RVMYC clubrooms on Friday evening.

After the race on Saturday, contestants and guests met for the replaying of the race on the big screen in the clubrooms before 57 members and guests made their way to a private room

at the Customs House Hotel (in Williamstown) for dinner and the official presentations.

Individual winners and placegetters (Skippers and Navigators) received elegant glass trophies engraved with both club logos and their names and the Oslo Cup was presented to the RVMYC and accepted by Commodore Simon Mills

Next year the Oslo Cup will be hosted by RGYC.

The Oslo Cup is contested between RVMYC and RGYC (Lowest amount of points lost denotes the winner).

16 Boats from RVMYC and RGYC took part.

Oslo Cup Individual placings;

Casa Verde - Chris Ackerman
RVMYC - 14

Inspiration - Peter Cameron
RGYC - 20

Pookanah - Owen Smart
RVMYC - 23

Oslo Cup Team Results

RVMYC team

Casa Verde - Chris Ackerman - 14

Pookanah - Owen Smart - 23

Bold venture - Cameron Simpson - 26

RVMYC team total = 57 points

RGYC team

Inspiration - Peter Cameron - 20

Rojo - John Terracall - 31

Poseiden - Harry Clayton - 83

RGYC team total = 134 points



Flinders - 200yrs dead

Captain Matthew Flinders RN (16 March 1774 – 19 July 1814) was a distinguished English navigator and cartographer, who was the first to circumnavigate Australia and identify it as a continent.

This year marks the bicentennial of the death of Matthew Flinders.

To recognise this important event the Royal Society of Victoria is hosting The Royal Society Matthew Flinders Memorial Lecture, to be delivered by Flinders expert Dr Gillian Dooley here at the RSV Hall at 8 La Trobe Street, Melbourne 3000 at 7pm on Thursday 28th August.

Flinders made three voyages to the southern ocean (August 1791 – August 1793, February 1795 – August 1800 and July 1801 – October 1810). In the second voyage, George Bass and Flinders confirmed that Van Diemen's Land now Tasmania was an island. In the third voyage, Flinders circumnavigated the mainland of what was to be called Australia.

Flinders' first voyage to New South Wales, and first trip to Port Jackson, was in 1795 as a midshipman aboard HMS Reliance, carrying the newly appointed governor of New South Wales Captain John Hunter. On this voyage he quickly established himself as a fine navigator and cartographer, and became friends with the ship's surgeon George Bass who was three years his senior and had been born 11 miles (18 km) from Donington. Not long after their arrival in Port Jackson, Bass and Flinders made two expeditions in small open boats, both named Tom Thumb: the first to Botany Bay and Georges River, the second, in a larger Tom Thumb, south from Port Jackson to Lake Illawarra during which expedition, they had to seek shelter at Wattamolla.

In 1798, Matthew Flinders, who was now a

Please join us for this free lecture and pre-lecture light meal available for \$5.00

Where: The Royal Society of Victoria, 8 La Trobe St, Melbourne
 Date: Thursday 28th August
 When: 7pm sharp

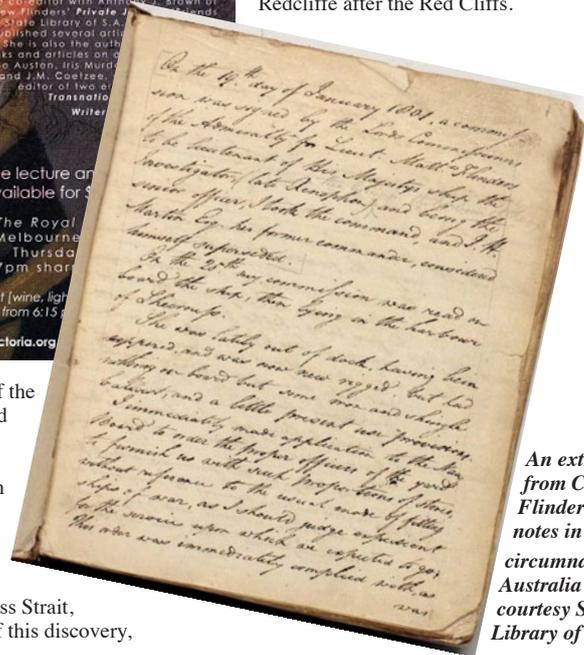
Pre-lecture refreshment (wine, light meal) per head from 6:15pm

RSVP to (03) 96635259 or rsyv@science.vic.gov.au

lieutenant, was given command of the Norfolk and orders "to sail beyond Furneaux's Islands, and, should a strait be found, pass through it, and return by the south end of Van Diemen's Land". The passage between the Australian mainland and Tasmania enabled savings of several days on the journey from England, and was named Bass Strait, after his close friend. In honour of this discovery,

the largest island in Bass Strait would later be named Flinders Island. The town of Flinders near the mouth of Western Port also commemorates Bass' discovery of that bay and port on 4 January 1798. Flinders never entered Western Port, and only passed Cape Schanck on 3 May 1802.[4]

Flinders once more sailed the Norfolk, this time north on 17 July 1799, he arrived in Moreton Bay between modern day Redcliffe and Brighton. He touched down at Pumicestone Passage, Redcliffe and Coochiemudlo Island and also rowed ashore at Clontarf. During this visit he named Redcliffe after the Red Cliffs.



An extract from Capt Flinders notes in circumnavigating Australia - courtesy State Library of NSW

Advertising in 'Propeller'

The current financial year is concluding with this issue of 'Propeller', if you want to be a part of this great publication please contact the office or the communications sub-committee. In addition to being featured in these pages, you will also have a

rotating advert on the Club's website, featured on the home page. Our website is consistently receiving 400 visits per month, with a click rate of 70%. Its certainly becoming a point of reference for many boating organisations and boat club members around the Bay. Fees have remained the same, so get in and get your company recognised.

Don't miss...

Education Night

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

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.

ROYAL VICTORIAN MOTOR YACHT CLUB

Important stuff around the club

Sub Committee roles

The Committee are seeking interest from the membership to join our subcommittees, so please register per return email and I'll forward this to the relevant Chairman. [Listed on page 7. Club News.](#)

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: ranuinz05@gmail.com
 Frank Wilkes: ranuinz05@gmail.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.



From the Commodore's Deck

Dear Members,

Visitors to the Club will now see the fruits of a lot of planning, and sweat.

Yes, the clubhouse is in its final phase with a completion date of 7 September, so we'll have the mother of all working bees planned for September. We'll have a month of toil to complete any landscaping, moving, shifting and general tidy-up - ready for our Opening Day. I ask again for member involvement in putting the spit and polish onto our lasting monument...I hope to see all our faithful workaholics, Sam Catajar, Ron Clark, Darren Keast and all subsequent people too numerous to mention, in fact, I probably shouldn't have started listing them.

Remember, the hard work here is recognised later at our Awards night...a personalised plaque and lots of cash awaits the most outstanding contributor, (OK, minus the cash).

Speaking of cash, the building sub-committee has managed to save a few dollars and hence we are

able to purchase new furniture for the new building. We are currently reviewing options but we are seeing new tables, chairs, stools and lounges for both upstairs and downstairs, we are of course, keeping the old timber members chairs and will be completing the restoration of those. Some chairs are still available for sponsorship, you get a name plate and many, many thanks.

On the boating front we have won back the Oslo Cup from the RGYC in a spirited Nav Rally with Chris Ackerman taking out the individual honours, results are posted in the story on the front page.

The hospitality committee is underway in exploring expressions of interest from catering companies, we have had a great response from the advert that appeared in *The Age Epicure*, with over 20 applications, we now have a review panel that will sift through the recommendations and come up with a short list.

The imminent completion of the building heralds a new era for the club, I certainly can't wait to get into it and make it our home for the next generations of

boaters.

We have had a great response to new membership, with Dean Rule signing up 10 new members this month. If you see anyone new at the bar or around the marina, please put your friendly hat on and welcome them. In fact as club members I ask you to be ambassadors where ever you are, on the water, at work or interacting with friends - as a united group we can have a great impact in the community and strengthen our standing as a peak boating club worthy of our Royal credentials.

Happy boating till next month,

Simon Mills
Commodore

Courtesy of the Herald Sun

Whale spotted swimming close to shore in Port Phillip

A whale has come within metres of Victoria's shore as it swam along the coast.

The southern right whale, with distinct white markings on its head, was travelling from west to east through Port Phillip Bay.

It was spotted within 200m of Bonbeach, Chelsea and Aspendale, and whale researcher David Donnelly said it came within 15m of Frankston Pier.

Mr Donnelly, from the Dolphin Research Institute, said endangered southern right whales were only spotted in the bay once or twice a year.

Humpback whales were more commonly sighted and he said the southern right's trip into the "very shallow, sandy-bottomed bay" was "quite unusual".

"It stayed fairly close to shore, making its way slowly south. These guys are rarely in a hurry," Mr Donnelly said.

The whale was seen throwing sand up as it frolicked in the shallows.

June is generally calving season for whales but Mr Donnelly said the subadult southern right appeared to be too young to give birth.

He said another whale sighting was reported in Corio Bay on Monday and it could be the same creature.

"They come into the bay for perhaps a day or two, and who knows where from there," Mr Donnelly said.

Department of Primary Industry and Environment spokeswoman Sally Bateman said another southern right whale was also spotted near Aspendale and Frankston this morning.

Southern right whales were thought to head into the Southern Ocean and towards the sub-Antarctic islands after calving season.

"It is great to see a whale in its natural environment, but important to remember there are rules and regulations in place to protect them," Ms Bateman said.

"Recreational boats must remain 100m away from dolphins and 200m from whales, except if approached. High impact vessels like jet skis must remain 300m away from whales and dolphins."

Up she rises..

With the cold weather and the gusty winds its a bonus for builders to have the roof and walls up.

High Tides caused a small delay but we are scheduled to have the building completed by the end of August or the first week of September, giving us an opportunity to clean up any issues for opening day. Please stay tuned for dates and times.



Photos and story: John Marks

Egret, A Nordhavn 46, Takes The Ultimate Cruise: Ft Lauderdale-Turkey-Cape Horn.

This month, Propeller varies the cruising story format a little, our crew is a mature American couple, who cruised their boat, a Nordhavn 46, across the Atlantic Ocean, and then got the hots for a quick run to Cape Horn.

The Nordhavn boats are considered by some to be the ultimate passage makers. Not cheap, a good used example can be bought for as little as US\$400,000. The serious range commences with 43 and 46 footers, all GRP, and are usually powered by a single economical Lugger diesel, and a small wing mounted "get home" engine. The number of these boats here is unknown, but two can be found on the Australian boat sales sites at present.

Scott and Mary Flanders bought a sail boat cruising magazine in 1994, and soon found Passage Maker, a mag. for power boat types. Next, they out grew a modest trawler, and ordered a Nordhavn 46. They named her Egret, after a business they founded earlier. Egret became their only home.

Fast forward to May 2004, when the Flanders' joined the Nordhavn Atlantic Rally, Ft Lauderdale to Gibraltar. Serious east coast boaters yearn to cross the Atlantic. West coast cruisers usually



On the hard, getting a bit of TLC

go north to Alaska, and sometimes as far as the Aleutians. Scott and Mary loved the lifestyle, and spent the next three years travelling around the Mediterranean.

By this time, they had the seeds of a trip to Cape



The Egret in wild country

Horn, and gradually improved and modified Egret as they moved around. A paravane stabilizing kit now complemented the existing electronic installation. Heavier, better anchors and a diesel powered heater were obtained and fitted. Bamboo poles and new long ropes, for mooring and docking in the Chilean canals came aboard, along with a stack of suitable clothing.

The 7000nm trek to Ushuaia got off to a slow start, as they ran the gauntlet of the incoming tide through the Straits of Gibraltar, and fell for the same mistake made by the by Portuguese 500 years earlier, running too close to the African capes. A smoother passage off shore gave them a nice run to the Canary Islands.

Now for the big one, 2812 nm across the Atlantic to Brazil. The weather was beautiful. Firstly, they had the wind and the seas behind them, then they struck the south east trades, right on the nose. Running at an economical 1350rpm, Egret made a landfall in 20 days, at an average speed of a little over 6 knots. Fishing was great, they ate fish often, and filled the freezer.

The weather wasn't so nice on the next leg, 2000nm to Mar del Plata, in Argentina, or so they thought. It was nothing to what they encountered later. Here they waited for a parcel of spares and other parts, which was being held unnecessarily by the "white collar bandits", the local customs authority. Others helped them to free up the consignment, and also carried out extra local chores.

The tale continues, Egret dealing with strong currents, high winds to 80 knots, and tidal range up to 9 metres. They made it into Caleta Hornos, a "bullet proof" refuge, and anchored up securely until the next weather window. A little shore based R&R allowed a bit of hiking, and some fellowship with neighbouring crews.

Proceeding to Ushuaia, the only city and port in the far south, and the jumping off point for Cape Horn, Egret needed all the tricks of survival navigation. The tides were less noticeable 100nm offshore. Sometimes, they could not maintain the preferred track, and spent many hours and miles running off course, eventually re gaining their intended direction. They dropped anchor in Ushuaia on Dec.28, after 110 days and 7009nm from Gibraltar.

Next stop, Cape Horn. The route is controlled by the Chilean coast guard, and the weather. A couple of anchorages, both in the Wollaston Group, north



Nordhaven 46

of the Horn, see the boats gather for the final hop. Here is an excerpt from the log, for the final voyage, commencing at Puerto Toro:

"Egret raised anchor at 0600 local time..... With suspect electronic charting accuracy, we stood a vigilant watch, looking for the telltale kelp patches marking un charted rocks...we soon entered Paso Goree between Isla Navarino and Isla Lennox.....0715, a VHF call from the coast guard....0830, Egret entered Bahia Nassau, the most terrible open water stretch. Currents rip through here, plus there is enough fetch to raise large tight seas."



Scott and Mary Flanders

image
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Ushuaia Harbour

circumnavigation with a call at Hobart. Egret completed the round trip at the Canary Islands, after 1596 days.

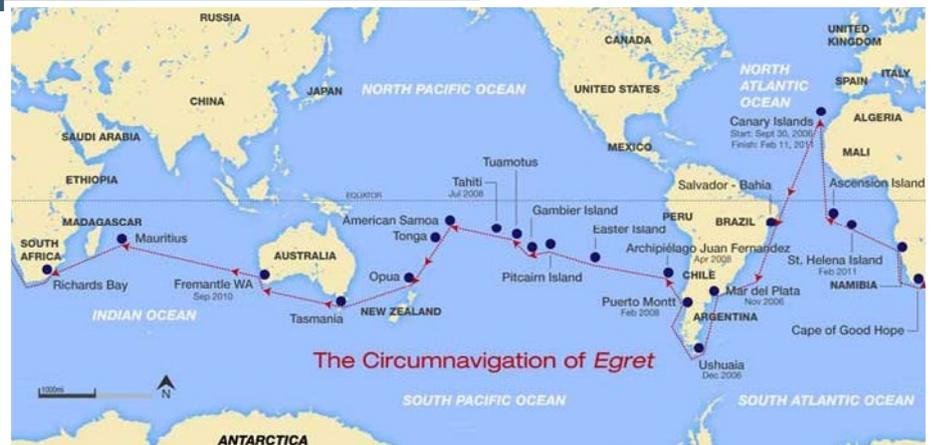
This amazing story can be read in back issues of Passage Maker, August 2007, and some more in August 2010. Also, you can search on the internet, for story and some superb pictures, if you persist.

The most recent item found is a short movie on face book, showing Egret in Baddeck Harbor, Nova Scotia, for sale in 2012. No details, speak to Scott if you are keen.

Seas were slight, but that soon changed, with the Naiads then deployed to stop the roll. Dodging fog banks, Egret entered Canal Bravo at 1145. "On the port side of the canal were the wind scrubbed hillsides of Isla Scourfield. On the starboard side, pockets of very tough trees hid behind outcrops, their tops exactly at wind height.....1230 entered Paso Mar del Sur.....At 1432, on 21/01/07, Egret passed south of Cape Horn at S56 00.00, W67 17.30.....east to west, every square rigger's nightmare."

The weather held next day, and they tried again, this time attempting to land, and visit the memorial, the tiny chapel, and the lighthouse keeper, but a strong westerly swell and common sense prevailed.

The Flanders' stayed on, and cruised the Chilean canals for the next 12 months. Then off across the Pacific to New Zealand, continuing their



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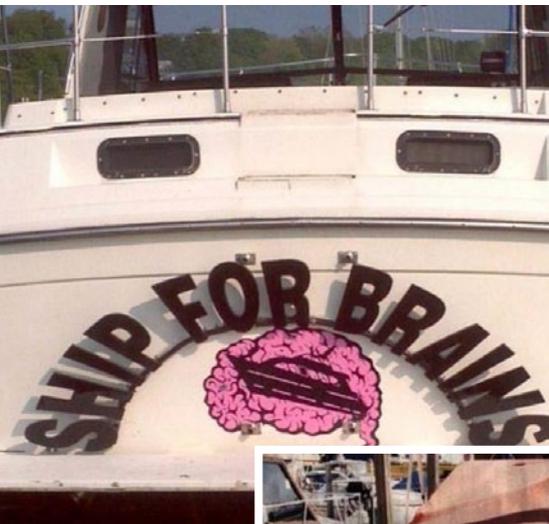
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Story and pictures Tony Gough

What's in a name

Picking a name for your boat can be difficult to say the least. Now for some, it's a 'piece of cake'. They know right away what she will be called. Had the boat name picked out for years. But for others, they've said it's harder than picking out their firstborn child's name.



decision, helping has been described as similar to picking out a man's girlfriend. Who is beautiful and perfect to one, looks like an old hag to another.

A few boat name points to consider:

Not to long, not to short

You don't want the boat name to be so long your out of breath by the time your done. Especially if you have to hale your boat's name over and over again on the radio during an emergency, you don't want the name to long. The same goes for short names. The boat's name need to be longer and more distinguished than a grunt.



"What was that Again?"

Is the boat name hard to pronounce? Or is it a play on words that could be written another way? Will it just cause confusion and have to be explained over and over again? It's kind of like that saying about jokes, "If you have to explain it, it wasn't funny". The same is true of boat names. Do you really want to spend more time explaining than boating?

What to do? How can you find a name you love... or at least can live with? Well maybe we can help - a little. Because this is such a personal



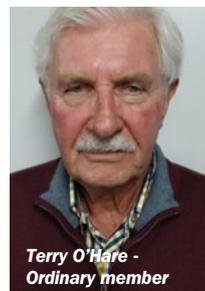
Not to Proud

"Always Winds" for a racing boat is a bit boastful. But of course, if it is true, and your are really proud, go for it! On the other hand naming your racing boat "Snail" may be cute. Nothing like a little irony to make the girls smile.



A flood of support from our new members in June!

We welcome a swag of new members this month, joining a new club is sometimes a daunting task and especially at the RVMYC at the moment with works underway. If you don't know someone, introduce yourself and perhaps you'll learn something, a club is really just the sum of its members, so if you see one of these new faces in the bar or on the water, say hello.



Alan Latta - Ordinary member



Gerard Sursock - Ordinary member



John Wakeford - Ordinary member

Craig Munroe - Ordinary member



Mick Trezise - Ordinary member

Dumb struck at Get Smart trivia night

The RVMYC clubhouse turned into the Australian headquarters of 'CONTROL' on Saturday night.

Greg Miles, our MC, was in fine form with brain squeezing questions and a quick quip or two. A great performance, considering he was calling races at Flemington only a few hours before. Congratulations to Mark Micic who took out 'costume of the night' with his nicely tailored rendition of 'Zigfried'



Club News

The wet and woolly conditions mark the clubs almost hibernation. Building works are ramping up and our last boating event is on July 6 which is the inaugural Williamstown Cup.

committee

The end of this month marks the beginning of the new committee year. The Committee are seeking interest from the membership to join our subcommittees, so please register per return email and I'll forward this to the relevant Chairman.

Paul Doherty, Finance & Administration
Simon Mills, Building Implementation
Greg O'Connell, Marina
Greg Miles, Hospitality
John Zammit, Boating
Chris Ackerman, Works
Dean Rule, Membership
Livio Andolfatto, Communications
Don Healy, Constitution
Kathie Rindfleish, Mariners

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 6 July.

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.

legal

Royal Victorian Motor Yacht Club Inc. at 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.

We have also received undisclosed payments into the Clubs account, if you are using direct deposit, please give your details an amount of \$689 was deposited on the 30 June without a reference.

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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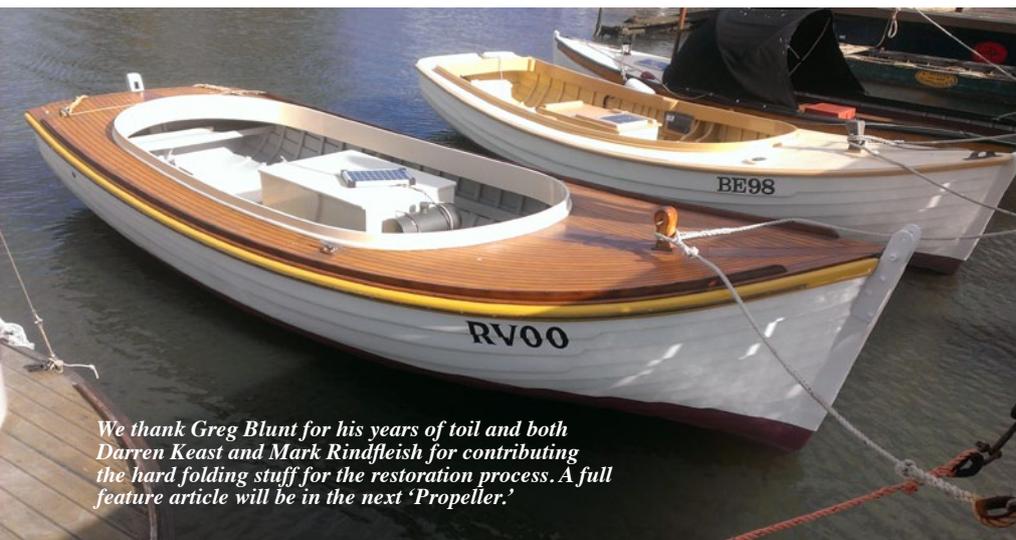
Contact

Doug Williams
dougwilliams@rigcon.com.au

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

RV00 - now a club feature

After a number of years being restored lovingly at Blunts Boat works, the club boat 'Wyuna' is coming home.



We thank Greg Blunt for his years of toil and both Darren Keast and Mark Rindfleish for contributing the hard folding stuff for the restoration process. A full feature article will be in the next 'Propeller.'

Diary update & classifieds

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.

RVMYC members special winter offer from RMYC new marina.

Royal Melbourne Yacht Squadron has structured a very special offer for RVMYC members who may wish to park their boats for a holding period in the safety of the brand new, brilliant new marina at St.Kilda and enjoy the local environment and destination.

Take a pen for 3 months and receive the fourth month free

We want to build our relationship with RMYCV and all destinations around the bay.

Prices include: utilities (power water wifi pump out, a security fob for unlimited access and a parking permit for unlimited parking in council facilities on the foreshore for 12 months You can use your lines subject to checking by the marina manager so no line cost for this period.

The Squadron also offers slipping and yard storage for that essential winter maintenance at RMYC member rates, however, space is limited so a prompt

turnaround is required.

Longer stays in the marina are subject to negotiation. Pens are available for boats 20 meters plus, and the slip at RMYC can handle yachts up to 8 tonnes.

Prices for RVMYC members only

Pen size meters to suit vessel 4 months for the price of 3 including GST, utilities and car parking

10	\$1668
12	\$2096
15	\$2620
18	\$3144
20 plus	\$3494

If you'd like to know more, contact Rod Austin at the Squadron on 9534 0227, email him at manager@rmys.com.au, or go to the website www.rmys.com.au

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Draw results:

Wednesday 11/6/14 \$200
Rhonda Gibson 'NIA'

Wednesday 18/6/14 \$250
Lawrie Nelson 'NIA'

Wednesday 25/6/14 \$300
Marcello Notarfrancesco 'NIA'

Wednesday 2/7/14 \$350
Dawn Holmes 'NIA'

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 JULY 2014 EVENTS CALENDAR

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			2 BAR OPEN AND MEMBERS DRAW	3	4 BAR OPEN AND RAFFLE	5 CLUB BAR OPEN
6 CLUB BAR OPEN WILLIAMSTOWN CUP NAV RALLY	<p>WINTER WARMERS IN DOCKLANDS! GET OUT OF THE COLD AND DINE INSIDE THIS WINTER AT SOME OF DOCKLANDS' BEST RESTAURANTS!</p> <p>Where to DINE IN DOCKLANDS THIS WINTER! For more info, visit www.destinationdocklands.com.au</p>		9 BAR OPEN AND MEMBERS DRAW	10	11 BAR OPEN AND RAFFLE DOCKLANDS FIREWORKS CRUISE	12 CLUB BAR OPEN
13 CLUB BAR OPEN		16 BAR OPEN AND MEMBERS DRAW	17	18 BAR OPEN AND RAFFLE	19 CLUB BAR OPEN	
20 CLUB BAR OPEN		23 BAR OPEN AND MEMBERS DRAW EDUCATION NIGHT	24	25 BAR OPEN AND RAFFLE	26 CLUB BAR OPEN	
27 CLUB BAR OPEN		REMINDER: EDUCATION NIGHT - JULY 23 CAPT. JOHN CARROL				