

## "ANCHOR"

### MORDIALLOS MOTOR YACHT CLUB MAGAZINE

6th Edition

...

August 1948.

**EDITORIAL:** The Editors have no desire to write all the material for "Anchor" being naturally lazy, (which accounts for "Anchor's" late appearance in the month) so we hereby appoint each and every member to be a reporter, and only wish we could put you on the payroll too, because then we could say "Sacked" if you don't send us some copy!

**SOCIAL:** The next Social will be held in the Club Rooms on September 11th. As in previous Socials the gents supply the liquid refreshments (soft) and the ladies the eatables.

This night promises to be as good as the others, so make a note of the date. We no longer depend on the moon. Artificial daylight is turned on to the approaches.

**PERSONAL:** Airman Mac has been sneaking over to Adelaide a lot lately, it is rumoured he has shares in a feminine interest over there. Congratulations Mac.

Mrs. S. Fitzsimmons has presented our Commodore with a son. The Club extends to this popular couple their heartiest congratulations.

Judging by the amount of head and tail wetting, he will be a born sailor.

Mr. F.R. Smith's boat now sports a handsome cabin.

"Katya" must be high on the priority list, judging by the material Mr. F. A. Dale is using. This applies to "Kena" also.

Mr. J. Morris and K. Taylor think they will break all records next season with a plywood sharpie. We wonder.

We wish to acknowledge a donation of liquid refreshments for our next Social, from Mr. Child.

Mr. Rolph Fox who sailed in the "Lawana" last year has joined the R.A.A.F.

GENERAL: At a Special Meeting of the Club held on July 31st, the constitution was amended to permit the Club to purchase land, appoint Trustees, and borrow money. This action was taken with a view to commercializing the sand in the Creek entrance in the near future. The venture will be financed by members taking up £5. At the meeting subscriptions amounting to £520 were promised.

The following were elected permanent trustees of the Club:-

F. J. Clark, Timber Merchant, 9 Cliff St., Essendon.  
G. Child, Hotel Keeper, Lygon St., Carlton.  
G. Carmichael, Shire Sec., Warragul Rd., Oakleigh.  
R. A. Whiting, Furn. Mfg., Mascote Ave., Carrum.  
C. B. White, Mining Engineer, Queens Rd., Melb.

The Club is fortunate in securing the services of men of such character for their trustees.

OBITUARY:

It is with very deep regret that we announce the death of Mr. F. Hoffman. (June-Mary). Mr. Hoffman's membership of the Club extended over a great many years and he was well and favourably known among us. To his widow and family we extend our deepest sympathy.

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NEXT CLUB MEETING WILL BE HELD IN THE CLUB

ROOMS ON SEPTEMBER 7th, at 8 P.M. SHARP.

NEW MEMBERS:

Full Members	-	Mr. F. E. Hancock	of Parkdale.
		" C. F. Lund	" Oakleigh.
		" H. W. Hoffman	" Oakleigh.
Crew Members	-	" E. H. Groves	" Heidelberg.
		" R. N. Harrison	" Cheltenham.
		" D. E. Hancock	" Parkdale.
		" A. G. E. Moss	" Parkdale.

SAILING:

"YOTTING" - Cont'd.

All you have to do after this is to take your "Secundus" stove, play with it for three-quarters of an hour till it catches fire at every pore, throw it in the water, eat your cold beef, and go to bed.

In the morning get up at once and bale out the cabin. Then go on deck and see if you can tell what things have -

- (a) Been washed overboard during high tide,
- (b) Been commandeered by ships that pass in the night.
- (c) Been eaten by cows that ditto.

Next while you are waiting for the tide to rise again and float you off the expanse of mud which you do not remember noticing the night before, you may as well have breakfast and make shipshape--though I have never yet been able to discover exactly what the latter expression means. Every ship I have so far been on board has retained the same shape throughout the voyage--except one which got a little bent about the sharp end owing to my forgetting at a critical moment that the tiller and rudder worked opposite ways. By the time you have done this the tide will be ready to float you off and you may hoist sails again, untie the boat and repeat as before. Armed with this knowledge you should be able to enjoy a holiday that is both pleasant and full of incident; but for those who are really keen, I can dispense yet a few more hints. They deal with the more difficult operations such as lowering the mast, "quanting" reefing, anchoring, and so on. Now, lowering the mast is a particularly nasty thing which frequently has to be

done, owing to the culpable lack of foresight displayed by bridge builders on the Norfolk rivers. There are two ways of doing it--the hurried and the unhurried.

In the hurried method the main thing is to get the mast down before the bridge-arch does it for you; and owing to your miscalculation of the strength of the tide and wind, you generally have about one and a quarter minutes for it. Now at the sharp end of the boat, which may or may not be the front end at the time, there is a rope called the forestay which holds the mast up. Using either your fingers or a pocket knife, undo this within one and a quarter minutes and there you are. Have I made myself clear? The unhurried method aims at less expenditure of energy. Tie up near a lot of other yachts and let one of you take hold of your jib-halyard and say, "Is this the forestay"? To which the other will reply, "No, that's your main-brace." If you continue to say things like this often and loud enough, you will soon have, human nature being what it is, five or six people taking your mast down for you and explaining to you how to do it.

In putting the mast up again care should be taken not to stand on any of the ropes which are going up with it, nor should you let your belt or the slack of your braces get hitched up on the end of the mast itself--particularly if the fellow who is pulling on the fore-stay is rather deaf and very strong.

Quanting (when your mast is down) is like punting except that the pole is too heavy to lift quickly out of the water, the yacht is too unweildy to answer to your thrusts, and the river is too deep for the length of the pole. Hence it follows you should always quant with the tide. In the total absence of river bottom the pole may be used to fend yourself off other craft lying at anchor. Fend off, if possible, on good strong woodwork. Don't try and do it on a port-hole, the pole may go right through and out at the opposite one, which leads to a difficult situation, if not to your hurriedly changing yachts.

- CONTINUED IN OUR NEXT -