

M. M. Y. C.

Anchor

JANUARY EDITION

1953

Edited by
"RAZOR"

EDITORIAL . . .

WOMEN AT SEA

Many times we have heard that yachting is a "He" man's sport, best enjoyed stag, also the hoary old tale oft repeated, that women aboard ship are bad luck.

Regarding the story of women being ~~bad luck aboard ship; that, of course,~~ goes back to the days of long hungry passages in commercial sailing vessels.

The men were rough and ready and a woman aboard would no doubt cause friction, making all hands harder to handle. Hence, this fairy tale conveniently invented by the skippers.

In the case of yachtsmen, who sail for pleasure and at will, the woman aboard is definitely a good influence. The ship is neater, the food is better, the language is purer and behaviour of all hands definitely better.

Exclusion of women from his favorite

pastime would be inconceivable to the average yachtsman, and so we see his mother, wife and daughters participating with various degrees of enthusiasm. That it is good for women to go cruising, that it makes men better every day in every way, is proven by the fact that they never complain about household jobs ashore, as no matter what they have to do at home, it is easier than aboard.

Regarding the rumour that some women don't like boats, that's slightly exaggerated; there are few and far between, and all women eventually if gently led through the early period become addicts and in skill frequently surpass the lord and master.

The conclusion, that the gentle sex is indispensable to yachting, must be considered as established to our, and we hope, to your, satisfaction. It is a woman who makes a man. Just because he likes boats makes him no exception.

GENERAL . . .

Well the Kid's Party at Xmas was a wonderful turn, and everyone enjoyed themselves immensely. Father Xmas, seated on the cabin top of 'Seasprite,' made a brave sight as they steamed up the creek, and did you see the people come rushing off the pier, no doubt thinking there was a show somewhere along the creek bank. The Kids had the time of their young lives and some of them nearly busted with the amount of ice-cream, soft drinks and lollies which they managed to stow away, down south. Our thanks are due, not only to Jimmie Smith, Ross White and Reg Richardson for organising the show, but also to the following gentlemen, who in addition to those mentioned in our last "Anchor," very generously donated the cost of staging this wonderful party: Joe Mather, Bert Whalley, George Ennis, Keith Glenister, Arthur Chapple, Bert Wells and Gordon Margetts. Many thanks to these fellows.



During the Xmas holidays, several of the Club's boats went cruising around Port Phillip Bay and at one period, the anchorage at Swan Bay harbored Stan Fitzsimmons, "Florinboy," George Ennis, "Seasprite," Tom Macknamara, "Corinthian," Bon Rodgers, "Falcon," Roy Johnson, "Nombre" and Dick Blades, "Lorelei," a fleet which you must agree is really a fine effort for such a small club as ours. Some very fine fish were caught by the various crew and of course, the weather was wonderful. On New Year's Eve, a presentation of a silver tray with almost a dozen tankards was made to Commander Saunders of the Swan Island

Naval Depot, by Commodore Ern Digby of Royal Yacht Club of Victoria, on behalf of the various Yacht Clubs around the bay.

The Commander, who is due to retire in a few weeks time, was totally un-awares and was visibly affected by the presentation and the accompanying speeches. Each tankard was engraved and carried the colored embossed flag of the Club represented, and collectively, they made a magnificent setting. From memory, the clubs concerned were: Royal Yacht Club of Victoria, Royal Geelong Yacht Club, Royal Brighton Yacht Club, Royal St. Kilda Yacht Club, Royal Victorian Motor Yacht Club, Hobsons Bay Yacht Club, Little Ship Club, Sandringham Yacht Club, Swan Bay Yacht Club, and of course, Mordialloc Motor Yacht Club. If you can visualise that number of tankards, each with its own richly colored flag in bold outline, and the whole number clustered together on a beautiful, deeply engraved silver tray, you will have some idea of the sight which met Commander Saunders' eyes when the presentation was made. All in all, it was a marvellous night—and one which will linger in the memory for a considerable time. Ernie Digby, the Commander of the Royal Yacht Club of Victoria, who made the presentation, voiced the opinion, of all yachtsmen when he pointed out how wonderfully we had been treated by the Commander of Swan Island over the years, and he expressed the hope that such courtesy would still be extended in the future. Commander Saunders suitably responded, and after some items of harmony and a bountiful supper, the crews of the various boats joined hands and greeted the New Year, and then

retired to their respective ships after the singing of Auld Lang Syne. It was a wonderful night and splendidly organised by Alan Taylor, Commodore of Royal Geelong Yacht Club.

Next month is certainly going to be a busy one for our Club when the following items will claim your attention: Sunday, February 1st is our Sailing Regatta; Sunday, February 8th is the Adale Cup, run off St. Kilda and sponsored by the Little Ship Club; Sunday, February 15th is our Club Fishing Competition and Devon Tea; Sunday, February 22nd, our own Annual Isle of Mordialloc Gift for which entries close on February 15th; then on Saturday, February 28th is our first Social of the year at the Club House.



One thing that was noticeable when doing the Xmas cruise: Although a lot of money has been spent by the authorities on repairs to piers, breakwaters, etc., at the various ports, it still has not occurred to any one that it would be a real boon to boat users if there was a fresh water tap at the seaward end of the jetties.

Mornington and Sorrento are two places which have received favorable attention from the Ports and Harbours Branch of the Public Works Department, but the water tap is still at the wrong end of the pier at both places. Sorrento, by the way, is an excellent harbor for shallow draught boats, like most of ours, and would be a suitable spot for a long week-end cruise some time, if a few of you were interested.

Regarding our Annual Isle of Mordialloc Gift. There are entry forms at the Club House and we would like you to obtain one and enter your craft for this event. Speed does not enter

into it, as the handicapping is so arranged that slow boats have an equal chance with faster craft to bring home the bacon. We DO want to build this event up and therefore we want to see as many entries as possible from our own Club. There is NO entry fee.



We have been handed the following, with a suggestion that it be printed in the Club Paper, so here goes:—

TEN WAYS TO KILL A CLUB

1. Don't come to meetings.
2. But, if you do, come late.
3. If the weather doesn't suit you, don't think of coming.
4. If you attend a meeting, find fault with the work of the officers and members.
5. Never accept office, as it is easier to criticise than to do things.
6. Nevertheless, get sore should you not be appointed on a Committee, but if you are appointed, do not attend the Committee meetings.
7. If asked by the Commodore to give an opinion regarding some important matter, tell him you have nothing to say. After the meeting tell everyone how things ought to be done.
8. Do nothing more than is absolutely necessary, but when others roll up their sleeves and do it all, howl about how the Club is run by a clique.
9. When the Commodore asks are you prepared to vote, never bother to say "Aye" or "Nay."
10. Never bother to get new members let someone else do it.



On Saturday, December 20th, Commodore's Night was celebrated at the Club, when Mr. and Mrs. Bates entertained approximately seventy members

and friends. During the evening, trophies were presented to those members who had been successful in last season's sporting events. For the occasion the Club House was decorated by the Social Secretary, Mr. Harry Wharton and Mrs. Wharton, and presented a lovely sight. The new curtains for the Club House were hung just prior to the Social, were made by Mrs. Bates herself from material supplied by Ron Rodger, colored blue and edged with red plastic they are most tasteful and give just that finishing touch to the appearance of the club room. A beautiful Xmas cake, another product from the home of Mrs. Bates, was out and passed around during the evening. To the many wishes for a happy Xmas and a happy New Year, and the singing of the time honored Lang Syne, another jolly evening came to a close.

THOUGHT FOR THE MONTH

Musio is the sound which ones own children make as they romp through the house. Noise is the sound which other peoples' children make under the same circumstances.

DATES TO REMEMBER . .

Sunday, February 1st.— M.M.Y.C. Sailing Regatta. Club Race 11 a.m. Visitors 2 p.m.

Sunday, February 8th.— Lonsdale Cup.

Sunday, February 15th.— Fishing Competition. Devon Tea.

Sunday, February 22nd.— Isle of Man dialloc Annual Gift.

Saturday, February 28th.— SOCIAL, at the Club House.

NEXT GENERAL MEETING.— Tuesday, February 3rd.

Commodore: Mr. G. Bates,
16 Riviera St.,
MENTONE, S.11.

Hon. Secretary: Mr. R. E. Blades,
16 Hamilton St.,
BENTLEIGH, S.E.14

Phones: XU3189.
MJ1051 (Bus. Hrs.).

CLUB HOUSE Phone No.: XY1203.

M. M. Y. C.

Anchor

FEBRUARY
JANUARY EDITION

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Edited by
"RAZOR"

EDITORIAL . . . VALUE OF THE POUND

For many moons now we have listened to warring politicians put forth rivalling claims as to what they could do to the value of the pound, but those of us who know the cost of running a Yacht Club are facing a severe headache if the price, of practically everything we use, don't cease soaring upwards.

To quote a few items, electricity, telephone, postage, printing, etc., have all about doubled and improvements and additions to our Club-house have, of course, dictated a much higher insurance cover, which in turn means higher premiums. Costs everywhere have increased, and in fact are still increasing. On the other hand, Club subscription fees have remained stationary at £3/3/- for many years. This works out at 1/3d. per week. In the opinion of some officials, this could very well be increased to about 2/-

per week, which would mean £25/5/- per annum.

YOU, the member, might well be excused for asking what extra benefits would be forthcoming for the increased fees, or would the increased subscription simply ensure retaining the status quo. Actually, the answer is that extra funds have to be found not only to retain our present set-up but to provide a little working capital with which to carry on the work of equipping the club work-shop to that stage where it can be used for doing minor repairs efficiently and quickly. Further, we would like to increase the amenities which we can at present offer. Everybody knows that we have some members who hardly ever come into the Club-house and who see their Club membership solely as a means to acquire a cheap, safe mooring. They would be the greatest growlers at any increase in fees.

Do YOU think we should risk offending them?

GENERAL . . .

George Ennis will have to order a new and bigger side-board before this season is over. Already he has to find room for the Loasdale Cup, the Whalley Cup and a trophy for a place in the Isle of Mordialloc Annual Gift. No doubt, a very successful year you might say, and certainly a nice way to break in a new boat.

The thing we like about it is the way George goes about the job. No stop watch, no slide-rule or protractor, just pull the throttle open and make her go. Pays dividends too, apparently. Congratulations from all, George.



This year, our Annual Ball will be held at Coconut Grove Ballroom, South Yarra, and will give member an opportunity to show, by their attendance, whether they prefer cabaret style or otherwise at these functions.

In the past there have been numerous complaints, that one could not invite a party of guests to our Ball and then have them stand around like lost sheep with no tables to sit at and no opportunity for a quiet smoke or drink.

This year, of course, there will be tables for all, and what is more there will be none of that hustle and bustle with a lot of extra work for the ladies who, in years gone by, have had to attend at the hall during the afternoon to prepare supper and do the numerous jobs associated with such affairs. The orchestra too, in days gone by, has not always been what it was cracked up to be and only last year you will remember the dirge like music that was dished up to dancers.

Such things do not happen at places

like Coconut Grove, where they have a reputation to live up to, and the only concern of ours will be whether we can bring along the numbers. 300 tickets must be disposed of if we are to get out of it financially and this should not be an impossibility with a club like ours. Friday night, August 28th, is the night selected, so you have ample time to organise your party. In the near future the Social Committee will meet to decide charges, etc., and these will be advertised in forthcoming issues of the "Anchor."



The very nice ash trays at present being used in the Club house are a gift from Ron Rodger, who helps out in many similar ways and is a keen member as well.

Recently, too, Ron astounded many members by his ability to discuss and educate would-be navigators on the intricacies of the compass, taking a sight and taking a fix. Some of his pupils trying themselves out in the Whalley Cup, found that they were up near the Eastern Market, so decided to rev to dead reckoning forthwith. Still, that was not the fault of Ron or his teaching.



Don't you hear a lot of hooey from boat owners who claim they will not run their engines "flat-out" to win a race, in case this happens or something else happens? The same folk think nothing of getting into their motor cars on a blistering hot day and running the innards out of them for a hundred miles or more. The truth, of course, is that if your boat engine is properly installed, correctly fuelled and cooled, and sufficiently lubricated, high revs will not hurt it. The home of the in.

ternal combustion engine is on the water. Change your oil at regular intervals, warm your engine up slowly before casting off and pump sufficient water through your exhaust pipe and you have not much to fear. In the case of Diesel engines, this advice is doubly true. More than half the trouble encountered with diesel jobs is caused through under work rather than over work.



What did you think of the starting "arrangements" at Williamstown for the Whalley Cup? Why those guys don't don some overalls and get down to the job in hand beats us. It makes you mad to think that such incompetence goes unchecked. As one Sandringham member was heard to say: "Why don't these birds go down to Mordialloe and see the Isle of Mordialloe Gift started by experts."

We have heard whispers of discontent regarding the handicaps given to some of our members in the Whalley Cup. But, first of all, please just read the following facts:—

At the meetings held in Mr. Bert Whalley's office prior to the race, it was solemnly agreed by all club representatives, that boats would be entered at a speed which was very close to their known full speed. This was agreed to so that we would have no more of the instances where boats raced almost to the line and then practically stopped, waiting until their skippers thought it was close to the finishing time. In the case of boats whose true speed was not known, an estimate had to be made and this estimate was in some cases arrived at by what skippers had been heard to

say their craft could do, plus the general knowledge of the handicapper and plus the apparent capabilities of the boat.

Bearing in mind that some akippers are as secretive about the speed of their boats as most old maids are about their age, you will readily see that the making up of the handicaps was not an easy matter. Now, let us take a look at the result. Our Club entered twenty-three boats, sixteen of which faced the starter. Firstly, one of our boats, George Ennis' "Seasprite," won the event. Three of our boats busted their time, two of them by seconds only. The other twelve boats from Mordialloe came in just behind the winner; again, some of them only seconds after. Now compare our handicapping with that of another Club up the Bay, where out of twenty-eight boats which started, no less than sixteen busted their time, and this from an organisation which boasts of its way of doing things. Now, we ask you, which type of handicapping do you prefer?



The two Fishing Competitions held so far this year, have proved very disappointing from the point of view of the weight of the catch. On Sunday, February 15th, a very rough and unpleasant day saw the crew of "Lorelei" successful, thanks mainly to the piscatorial ability of Reggie Richardson who was a guest for the day on this boat. Prize for the largest edible fish went to Bert Wells with a nice whiting caught off Mornington. Then on Sunday, March 22nd, although the weather was lovely, fish were not too plentiful. Harry Allen and Stan Williams took the honors with 28½ lbs. all flathead,

while second place went to Roy Read and Ken Johnson with 23½ lbs. Heaviest edible fish, a 1½ lb. flathead, was also caught by Roy Read. Looking at some "bags," one is tempted to suggest that the Fisheries and Games Dept. should detail some of their paid inspectors to inspect the catch of some of their "honorary" inspectors who apparently measure fish with a rule that has the first three inches missing. No names mentioned, of course. No one can say we are not fair. (Fair what?)



What a pity that an organisation like the Victorian Yachting Association cannot arrange its functions so that they do not clash with a Power Boat event like the Whalley Cup. This year we held the 29th Annual Whalley Cup, a really classic event so far as power boating is concerned, on Port Phillip Bay, yet we find that our windy friends have stuck some round-the-bay race into their program for this day. So what, you may ask. Well, just this. We finished the Power Boat race and looked around for certain friendly faces, only to learn the owners were away, somewhere down the bay chasing an elusive wind-puff.



On Saturday, March 21st, young Bill Bates, son of Commodore George and Mrs. Bates, led his fiancée, Beverley Eastman, to the altar and there swore to be true and all that kind of stuff, and so away goes another of our sailboat skippers, surely a dwindling race. However, Bill and his bride are to take up residence at Seaford, at least still near the beach and we wish them all the best from the Club.

THOUGHT FOR THE MONTH

To see what is right, and not to do it, is want of courage.



EDITOR'S NOTE—

Regret is expressed at the non-appearance of the "Anchor" for the month of February; this was due to pressure of business plus a period of indisposition. It was most gratifying nevertheless, to hear of the keen disappointment expressed by a large number of members upon its non-arrival.



DATES TO REMEMBER . .

Saturday, March 28th.— Social at Club House at 8 p.m.

Sunday, March 29th.— Sailing Race at 2.30 p.m.

Sunday, April 12th.— Sailing Race at 2.30 p.m.

Sunday, April 12th.— Devon Tea at Club house.

Sunday, April 19th.— Power Boat Race at 11 a.m.

Commodore: Mr. G. Bates,
15 Riviera St.,
MENTONE, S.11.

Hon. Secretary: Mr. R. E. Blades,
16 Hamilton St.,
BENTLEIGH, S.E.1.

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APRIL EDITION

1953

Edited by
"RAZOR"

EDITORIAL . . .

WHITHER CLUB

It is the consensus of opinion among many decent members of the Club that the time is long overdue for a brake to be put on the verbosity of those individuals who are inclined to turn our General Meetings into little short of bear gardens. In our opinion, there is no room in the M.M.Y.C. for people who will not abide by the ordinary rules of debate and who descend to the language of the gutter snipe when vainly trying to score a victory during some verbal clash.

Our meetings should be a pleasure for all to attend, where our problems can be talked over in a quiet and purposeful way. The time is ripe for a show of firmness towards the disturbing, uncouth element. The vast majority of members would welcome it.

NEW MEMBERS

At the last meeting of the Club, the following gentlemen were admitted to membership and we take this opportunity of welcoming them to our ranks: Mr. G. F. Tevelein, of Ivanhoe, Full Member; Mr. J. Cordy, of Essendon, Full Member; Mr. T. B. Sundberg, of Aspendale, Crew Member; Mr. K. S. Johnston, of Mentone, Crew Member.

GENERAL . . .

At our next General Meeting, to be held on Tuesday, May 5th, nominations will be received for all positions in the Club, ranging from Commodore downwards, thus giving every member the democratic right of either nominating or being nominated to whatever position he might aspire. There is little point to members growling and kicking during the next twelve months about

the type of person who is holding office if they are not prepared to come along and back their fancy at our next meeting.

As in the business life of the world to-day, where you get and expect the type of goods you pay for, here in the Yacht Club you get the type of official you vote for. Although all the jobs are honorary, they, nevertheless, have to be done and it is no good anyone nominating or allowing themselves to be nominated for any position to which they cannot give the appropriate time. People who allow themselves to be voted into a position which they will not, or cannot, fulfill, only make more work for other officials who only too often are flat-out attending to their own duties.



With a view to giving some of our members a little knowledge regarding the ravages of galvanic action on wooden motor vessels, we propose to print extracts from a report prepared by a leading metallurgist in one of the largest, non-ferrous foundries in Australia; but, before doing so, we invite you to read the history of a boat known as the "Sea Call."

The example of the "Sea Call"

One of the most notable and expensive examples of localised corrosion on record, as a result of dissimilar metals in contact, is that of the yacht "Sea Call." The hull of this vessel was made of monel metal plates with the exception of the stem, keel, stern post and rudder frame, which to facilitate construction work were made of steel. Both monel and iron rivets were used. After a few weeks, while on trial trip, many of the iron rivets failed, allow-

ing the water to enter. An inspection of the hull, in dry dock, revealed the serious corrosion suffered by the steel parts which had been exposed to the water. As a result of this, the danger of similar action in the bilge, between steel structural parts and the monel metal hull, the vessel was scrapped. Due to the high conductivity of the sea water, a large part of the monel metal area acted as a cathode for oxygen, depolarisation, and the corrosion was localised on the relatively small anodic rivet heads.

Preliminary laboratory tests on plates of monel and steel, connected together, in sea water for several months had not shown excessive corrosion of the steel, evidently due to the fact that in the experimental tests the relative areas exposed were of a different ratio from those on the vessel.

There is an account of the above happening in Engineering News, Vol. 74, 1915, approximately 38 years ago. The foregoing is sufficient to illustrate the importance of galvanic action, but in spite of it occurring, thirty-eight years ago, one cannot help but infer from recent observation that its full importance is not yet fully realised, or, if it is, sufficient care is not taken in its prevention.

(More of this next month.)



One of the drawbacks to fresh water cooling, is the fact that some alternative method of cooling the exhaust gases as they pass into the exhaust pipe must be found. With the usual installation of sea water cooling, after the salt water has done its job of cooling the engine it is then ejected overboard via the exhaust pipe, thus keeping this very necessary fitting in a fairly cool

condition. If the engine of your boat is fresh water cooled, a simple and inexpensive method of cooling your exhaust pipe can be had by fitting a small, all bronze, gear pump somewhere below the floor boards, and drive same with a round leather belt from your tail-shaft, onto, say, a 3" or 4" dia. vee grooved pulley on the pump. By this method you are always assured of an adequate supply of cooling water into your exhaust line at all speeds, because the faster the tail-shaft spins the greater the volume of water that is pumped through the exhaust. As a small gear pump takes less than one cat power to drive it, the ordinary type of round leather belt found on a sewing machine is sufficient for the job and this will be found to have quite a long life. Anyhow, a spare belt is no weight to carry.

The fact that no water is going into your exhaust pipe when your engine is running but your clutch is in neutral, need not worry you, for if you are right in the head you would only have your engine idling under those circumstances, in any case.

In many cases where owners rely on a scotch pump to supply water to the exhaust pipe, the stream of water will sometimes dwindle to nothing at high speed due to the increased exhaust gas pressure in the exhaust pipe overtaking the intake pressure of the scotch pump. This, of course, only occurs when the area of the exhaust pipe is not ample. With a gear driven pump, this will not happen. Don't be kidded into removing your under water cooling pipes to give your boat more speed, because at anything less than 50 mph, the effect of drag from such fittings is negligible.

What a remarkable difference in the speed of Joe Mather's new boat since he fitted a different propellor. Even now the boat can still be improved on if she were fitted with, say, slightly less pitch and more diameter. We have also heard rumours of even more h.p., being put into her. (Handicappers please note.)



On Sunday, 12th April, another highly successful Devon Tea was staged at the Club House by the Ladies Committee. Although not so well attended as some of our previous "docs," this event was none the less very popular with those who were present.



Another of our members, in the person of Fred Paterson, son of Norm and Mrs. Paterson, was married on Easter Saturday to Joan Laity, of Sunshine. The happy couple are now holidaying in Queensland, and on their return will be taking up residence at Horsham, where Fred is in charge of a fairly large industrial undertaking. At our last General Meeting the opportunity was taken to wish the couple all the best from the Club and to present to them, as a token of our esteem, a very nice electric universal jug. This was handed over by Commodore Bates to Norm Paterson who received it on behalf of Fred and suitably responded to the good wishes. At the same time, a beautiful crystal bowl was handed over to Commodore George Bates, who accepted this gift on behalf of his son Bill, who was married just previously.



Two slices of misfortune came the way of a couple of our members during the Easter vacation. In the sharp

blow that occurred on Good Friday night, Bob Turner of "Willowbank," had the misfortune to smash his mast against the pier at Rosebud, whilst at the same time, Tom Macknamara in "Coriuthean," was blown up onto the beach at Dromana. In neither case, we understand, was much damage done, but no doubt Tom would have some anxious moments until his boat was afloat again.



We have been handed the following cutting which seems to have more than an atom of truth in it:—

THE SECRETARY

- If the secretary writes a letter, it's too long,
 - If he sends a postcard it is too short;
 - If he doesn't send a notice, he's lazy;
 - If he attends a meeting, he is butting in,
 - If he stays away, he's a shirker;
 - If he duns a member for his dues, he's moaning,
 - If he doesn't, he's slipping;
 - If he asks for help, he is incompetent,
 - If he does not, he is bull headed;
 - If he writes his reports complete, they are too long,
 - If he condenses them, they are incomplete;
 - If he takes part in a debate, he is trying to run things,
 - If he remains quiet, he has lost interests;
 - If he helps with the handicapping, he is an interested party and must be watched.
- Ashes to ashes, dust to dust, if others won't do it, the secretary must,

THOUGHT FOR THE MONTH

The final test of a man's breeding, is the way he behaves in a quarrel.

DATES TO REMEMBER . .

Saturday, 25th April.— Social at Club House.

Sunday, 26th April.— Power Boat Race at 11 a.m. Sailing Race at 2.30 p.m.

Tuesday, 28th April.— Executive Meeting.

Tuesday, 5th May.— General Meeting and nomination of officers.

ANNUAL CABARET BALL.— 28th AUGUST, Coconut Grove.

Commodore: Mr. G. Bates,
15 Riviera St.,
MENTONE, S.11.

Hon. Secretary: Mr. R. E. Blades,
16 Hamilton St.,
BENTLEIGH. S.E.14.
Phones: XU3189.
MJ1051 (Bus. Hrs.).

CLUB HOUSE Phone No.: XY15

No parking in front of the Hotel —
ANY Saturday or Sunday.

M. M. Y. C.

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MAY EDITION

1953

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EDITORIAL . . .

ANNUAL MEETING

As our Annual Meeting would normally fall on the night of Coronation Day, which is a public holiday, it has been decided to postpone it until the following Tuesday which will be June 9th. At this meeting, Members have to elect their Officers for the forthcoming year and, also, they have to make certain decisions which could easily be the turning point in the Club's history.

For some time now, it has been known that if we are to progress or, indeed, keep our head above water, drastic increases in fees payable by Members

will be necessary. As has been pointed out in the past, charges for practically everything we buy have doubled and in some cases trebled; therefore it is only too apparent that fees must rise. You, the Member, are to be given the opportunity to say what you think on this matter, so why not come along on June 9th and have YOUR say.

NEW MEMBERS

At the last meeting of the Club, the following gentlemen were admitted to Full Membership and we take this opportunity of welcoming them to the Club: Mr. J. V. Hudson, of Highett; Mr. David Sloss, of Elsternwick.

GENERAL . . .

Jack Prince took his new boat out for her initial run the other Saturday afternoon, in the company of "Moa" and "Lorelei," whose Skippers went out just in case anything went amiss on the trial run. However, everything was up to expectations and the new boat moved very nicely through the water at $7\frac{1}{2}$ knots. She appears to be very steady and handles nicely. As a matter of fact, the three boats seemed to have very little between them and they made a good picture as they cruised along in the direction of Beanmaris.



It is rumoured that empty kerosene tins are in great demand by some of those Club Members who have been bitten by the "square dance" bug, but we are not prepared to vouch for this. Anyway, the tins would be most uncomfortable to sit on, especially after any one has had the pleasure of reclining in the splendid armchairs and settee of the lounge suite presented to the Club by Gordon Margetts. This was, indeed, a very nice gesture and the big cosy looking chairs parked around the fire give the place just that real club look, which we like to see. Many thanks Gordon, we think they are "beant."



The price of tickets for our Annual Cabaret Ball has been fixed at 21/- per ticket, and considering everything, this should be a remarkably entertaining night. Held at Coconut Grove, Chapel Street, South Yarra, everything but Guest's Liquor is supplied by the Grove Management. No less than three floor shows are presented during the

evening and the orchestra is of a particularly high standard. Members are reminded that no liquor is being supplied by the Club and those who desire a drink must bring their own. Finally, remember that "sugar-bags" are not a recognised receptacle for carrying purposes. To save embarrassment at the doors, we suggest that bottles of ale, etc., be transported in ordinary leather kit bag. Tickets will be available from the Social Secretary in the next few days and a plan of the booking will be on view at the Club House from now on. Tables are available for groups of four, six, eight and twelve people and if necessary two lots of sixteen may be seated together. Get YOUR party organised and then arrange for the necessary tickets.



Some suggestions have been made that we should do some night time cruising, and this is all to the good, but there are quite a few traps for young players and with the idea of helping those who have not indulged in this past time, we offer the following: Firstly check your navigation lights to see that they do not shine across the bow. Red must be visible only on the port side, green to starboard. If your compass is electrically lighted, be sure that the wires are twisted around each other. Current, flowing through straight wires, might be the source of a large compass error. If another boat approaches your course from any point in the area covered by your green light, that is from dead ahead to 2 points abaft the starboard beam, give way to her. She has the right of way. If you are making

a trip and relying on your compass, which has been corrected for deviation, make sure that all principal iron and steel objects are in the position they occupied when the deviation was calculated. Night running develops confidence, and tests your powers of observation. Limited range of vision alters the perspective. When making for a landing, or another boat in the creek, do not look directly at it but just to one side of it and you'll be surprised how much more clearly it shows up. Should you ever be out in a fog, without a compass, you can steer a perfectly straight course by towing a sinker on a light line made fast amidships. Any deviation from a straight line will show as the line moves away from a centre point on the stern deck.



At our last Meeting a motion was carried which discarded the preferential system of voting in Club Elections. At the same time it was decided to cast overboard the method by which candidates names were put on the ballot papers in alphabetical order. Whether these are wise moves, time alone will tell. In the meantime, we can only pray that any multiple vote does not result in a deadlock.



During the recent fine weather the opportunity was taken to bung in a couple of power boat events and thus try to catch up on our sporting program. On Sunday, April 26th, a bottle race was held with about ten boats competing and Keith Glenister was successful, being back at the finishing line with his bottle long before most

of the other competitors even had time to see theirs. Without returning to the Creek, a Shoot and Bang race was then organised and in this Bert Wells in his diminutive "W. Halling," was successful, due no doubt in no small measure to the very small turning circle of his boat. With winter nearly on us, there now only remains one more event to complete the power boat program.



CONTINUING GALVANIC ACTION ON WOODEN MOTOR VESSELS

Special attention has been directed to the fact that the action of sea water can enormously intensify the galvanic potential of a metal, indeed, the "Sea Call" disintegrated for the very reason that her builders had failed to take this affect of salt water into account, although they were aware of galvanic differences between monel metal and steel and actually conducted a number of experiments with the two metals, their main error had been to experiment with almost equal proportions of steel and monel, whereas, in the actual case of "Sea Call's" hull, the entire area of monel bottom plating was bathed in sea water while very little steel was immersed. The average yachtsman is inclined to apply the term electrolysis to all signs of metal disintegration below water level. We have all seen lying around the Island typical examples of this; bits of metal with pitted or scaling surfaces, feather edges, discoloration, etc., all this is due to some form of metal corrosion or erosion or a combination of both. A much more common cause of deteriora-

tion is galvanic cell action of the type that destroyed the "Sea Call."

Here is the list of the more popular metals used in boat construction, extracted from a tabulation called the Galvanic Series. Each metal is listed according to its electrical potential, those of greater potential being placed at the top and the potential of each metal decreasing as you go down the list:—

Monel Metal
Bronze
Copper—Nickel
Copper
Brass
Phosphor Bronze
Tobin Bronze
Muntz Metal
Tin

Lead
Stainless Steel
Cast Iron
Wrought Iron
Mild Steel
Aluminium
Galvanised Iron and Steel.
Zinc

You will notice a line dividing the tabulation in two. Strictly speaking, no metal on one side of the line should be used in conjunction with a metal from the other side of it. In practice, however, complete segregation can seldom be achieved and compromise solutions are usually reached by the designer, but we will come to that later on.

(To be continued)

With nowhere else to go, quite a big crowd of members turned up to our Social on Anzac Night, and incidentally, they brought along quite a few new faces with them. There is no doubt about the popularity of these socials and it is a safe bet that if more members knew of them we would soon be literally crowded out. For a night's entertainment you would go a long way to meet the equal of the socials and the price of three shillings is, in the opinion of quite a number of people, just too cheap for words. Where in the whole of Melbourne would you find similar entertainment to what is provided by our Club and with a similar supper for less than five shillings? It just simply isn't 'na.

THOUGHT FOR THE MONTH

When rattled, it is the empty vessel that makes the most sound.

DATES TO REMEMBER . .

Next Social.— ~~Sunday~~, May 30th.
Annual Meeting.— Tuesday, June 9th.
Next Devon Tea.— Sunday, June 14th.
Grand Cabaret Ball.— Friday, August 28th.

No parking in front of Hotel
ANY Saturday or Sunday

Commodore: Mr. G. Bates,
15 Riviera St.,
MENTONE, S.11.
Hon. Secretary: Mr. R. E. Blades,
16 Hamilton St.,
BENTLEIGH, S.E.14.
Phones: XU3189.
MJ1051 (Bus. Hrs.).
CLUB HOUSE Phone No.: XY1203.

M. M. Y. C.

Anchor

**JUNE EDITION
1953**

**Edited by
"RAZOR"**

EDITORIAL . . .

ANNUAL MEETING

At our Annual Meeting held on Tuesday, June 9th, the following officers were elected for the next twelve months: G. Bates, Commodore; K. Glenister, Vice-Commodore; G. Eanis, Rear Commodore; R. E. Bladea, Secretary and Treasurer; A. Chapple, Assistant Secretary; H. Whartou, Social Secretary; G. Margetts, Publicity Officer; A. Bowden, Slip-Way Master; A. Moss and N. Paterson, Handicappers; A. Bowden and R. White, Auditors; Committee: A. Bowden, N. Patersoo, J. Prince, R. Rodger, J. Smith, T. Sundberg and L. Wright.

Also, at this meeting, it was decided on an all round increase in Members' Subscriptions, Nomination Fees and Slip-way charges. As predicted in these pages, a month or two ago, it was imperative that these increases take place if we were to survive as a Club.

It is to the credit of the Members that there was not one dissentient voice when the subject was raised for discussion and the motion was carried unanimously. The new rates are:—

Nomination Fee £10/10/-.

Members' Annual Subscription £5/5/-.

Crew Members £2/12/6.

Slip-way Fees, 10/- each time a boat is hauled out.

GENERAL . . .

Everything comes to he who waits, and Sunday, June 7th, was the day a lot of members had waited for. Yes, folk, on that day at approximately

3.45 p.m., the Editor of this journal went the way of all flesh and fell head first into the Creek. Did he fall? or . . . was he pushed? Unfortunately, we do not know for sure just what the answer to the question is. All we know is that he came up covered with mud and looking as wet as the proverbial shag. A really good effort it was agreed, by all who witnessed the plunge.



Well, the tickets are out for our Annual Cabaret Ball, and Social Secretary, Harry Wharton, is busily engaged booking members for their respective tables. What about that party of YOURS? Have you decided who will be in it and where you will sit? Already, quite a number have decided where they wish to be placed and it will help considerably if you will indicate to officials your wishes in this matter. Reports have come in indicating the high standard of the entertainment offered by the Coconut Grove Management so it looks as though we are all set for a good night on August 28th, however it is mainly up to YOU and the number of friends you bring along that will decide the real success of the evening. Harry can supply you with any extra tickets you may require.



With this copy of the "Anchor," you will receive an account for contributions, etc., and we appeal to ALL members to pay these dues as soon as possible and save a colossal amount of book work. Receipts for any money paid will be sent out with the following "Anchor," thus saving a considerable amount in postage.

Full marks to Bill Foulsum for the splendid Notice Board, which he has erected on the outside wall of the Club House. Made after the style of the boards you see on railway platforms with removable placards denoting what events are next on our agenda. This is just the thing to give members a reminder of coming activities. Bill must be a keen student of human nature, we notice he did not make a placard notifying members about working bees. Probably did not want to embarrass officials with a big (?) roll-up of workers. Speaking of working bees, reminds us of the job which has just been done on the Club slip-way. The old sleepers under the rails have been removed and replaced with the heavy beams procured last year. Steel tie rods were welded in place and with a little packing here and there, everything is now ready for the usual busy season of painting and renovating on hauled-out boats. Just for good measure another load of iron swarf has been placed in position along the Hotel pathway and this, when well trodden down, will help to make a much smoother walk along to our punt.



We have had the opportunity of casting the figures issued by the Albert Park Angling Club, regarding the number of snapper caught by club members in the season just ended and these make very interesting reading. Number of snapper caught, 635; aggregate weight, 6378 lbs. 1 oz.; average, 10 lb. $\frac{1}{2}$ oz.; heaviest snapper caught, 19 lbs.; lightest snapper caught, 3 lb. This is a very fine result and shows that most of the fish were of very good

size, but how about that lightest fish, 3 lb.? Some of us would reckon we were pretty good if this was the weight of our heaviest fish. Looks as though they breed them bigger and better up the other end of the Bay.



The last Power Boat event of the season was held in heavy fog on Sunday, June 17th, when to the amazement of officials, no less than twelve boats turned up for the race to Mentone and back in conditions which were very truly described as "pea soupy." The following boats faced the starter: "Seasprite," G. Ennis; "Peter Pan," L. Wright; "Irene," K. Glenister; "Stella Maris," A. Bowden; "Ethel B," G. Bates; "Nombre," R. Johnson; "Marguerite," Jack Prince; "Marlow," J. Smith; "W Halling," B. Wells; "Moa," J. Mather; "Rhonda," Roy Read; and "Lorelei," R. Blades. The result was a win for "Peter Pan." This race terminated a very pleasant season and one which showed the consistent George Ennis with "Seasprite," to be the winner of the aggregate number of points for the season.



It says quite a lot for Power Boat skippers, in general, and our Club in particular, when they will turn up in such numbers on days like Sunday, 7th. when the fog at the start of the race reduced visibility to less than 200 yards. However, it did give skippers and crew an opportunity to try out simple navigation tests.



Here are a few facts, which might interest some of our members: The

approximate length of the coast line of Port Phillip Bay is 175 miles. The building of the Frankston Pier was commenced in 1857 and additions were made to it in 1862, 1864, 1866, 1868, 1890 and 1891. Our own pier at Mordialloc was commenced in 1869 and added to in 1870, 1873 and 1877. The Mentone Pier was built in 1891 and 1892.



New member, George Tevelein, can be thankful that there are sturdy boats and sturdy skippers ready and willing to help in times of stress. Recently, when his boat was beached at Edithvale during a howling northerly, it was only after a long battle that he found the safety of the Creek on the end of a long tow rope. When word reached the Club House telling of his plight, "Seasprite" put out and eventually hooked onto him just as night was falling. A half hour in front of a big fire in the Club House soon had George feeling fit again and with a kindly thought towards his rescuers.



One of the jobs sticking out like a sore toe, and which will have to be faced up to very shortly, is that buoy out off the end of the pier and which is looking a little the worse for wear. We are liable to go out and find it missing any time from now, as the metal in the drums must be getting very close to being rusted through and once she sinks, then its going to be a problem.



£2/14/4 was the amount cleared from the last Devon Tea, and what a par-

ticularly pleasant afternoon it was. It does one good to see the roll up to these functions and when you consider that some of the members have to make a round trip of just on 40 miles to attend, it speaks wonders for their tenacity. The next Devon Tea will be held on Sunday, July 12th, and this should give members an opportunity to contact the Social Secretary and indicate their desires regarding tables at Coconut Grove, already mentioned earlier in this issue.

THOUGHT FOR THE MONTH

A woman's dearest wish is to be weighed and found wanting.

DATES TO REMEMBER . .

Next GENERAL MEETING.— Tuesday, 7th July.

Next DEVON TEA.— Sunday, 12th July.

Next SOCIAL.— Saturday, July 25th.

**No parking in front of Hotel
ANY SATURDAY or SUNDAY**

Commodore: Mr. G. Bates,
15 Riviera St.,
MENTONE, S.11.

Hon. Secretary: Mr. R. E. Blades,
16 Hamilton St.,
BENTLEIGH, S.E.14.

Phones: XU3189.
MJ1061 (Bus. Hrs.).

CLUB HOUSE Phone No.: XY1203.

M. M. Y. C.

ANCHOR

AUGUST EDITION 1953.

Edited by
"RAZOR".

EDITORIAL . . .

-SUBSCRIPTIONS DUE -

Thank you, all you good people who heeded our prayer for the early forwarding of subscriptions. It is indeed a great help and saves lots and lots of book keeping. So, those of you, who so far have not got around to paying we say just one word. PLEASE.

* * * * *

After many days and nights of waiting, during which he is reported to have slept in his clothes and kept his car engine ticking over, Keith Glenister was able to announce recently that, at long last, he had joined the sacred ranks of Grandpas. The irony of it all was that he was not on hand when he was finally required and to cap the lot had to announce to all and sundry, "It's a Girl". Nevertheless, our best wishes to Harold and Pat and the kiddie, Helen Patricia, and of course Grandma and andpa.

* * * * *

Writing of Grandparents, reminds us that Mr. & Mrs. Bowden, have also joined the ranks, their daughter Lois over in the Apple Isle, having played hostess to the Stork recently. Another girl too, Karen Lois, so again our good wishes to all concerned.

* * * * *

Friends of Arthur Starkey (and they are many) will be sorry to hear that he is not too good and is suffering a recurrence of his old trouble. We feel sure you will all join with us in wishing him a speedy recovery and a quick return to his old haunts. The island is not the same without him.

Some do it, and, some don't. Those who don't, reckon its silly; those who do, reckon it's beaut. If you are one of those who do it you can come along to the Club House on the second Saturday in each month and there disport yourselves to your hearts content. Square dancing, we are talking about and just to prove we are prepared to move with the times, the Club is giving it a "go". For a start we aim to do away with an ace caller and just dance to records amplified with a pick-up. Each lady attending, to bring a plate and the Club will supply you with a cuppa. If you have any genuine square dance records, please bring them along too; they will be well looked after. Saturday, August 8th., just twenty days before our Cabaret Ball, is the date of the first Square Dance and you may bring a visitor or two if you so desire. Jack Prince and Grandpa Bowden are the leading lights and are prepared to organize the various sets. In fact, we believe, that if some one is prepared to hold Grand Pa's walking sticks, he will show newcomers a few fancy steps and how to "Allemand left" without tripping over his own beard. Incidentally if any of you possess that record on the Kerrydale Dance, which mentions "FIRST LADY BOW, SECOND LADY PASS" etc., etc., - you can leave it at home.

* * * * *

One suggestion put forward at our last General Meeting, and which has quite a lot of merit in it, is that we should print in our Monthly "Anchor", the names and addresses of all intending applicants for Membership, thus enabling all readers to become part of, as it were, a scrutinizing committee. This should help, considerably, to keep the Membership confined to the type of very nice people we have been so fortunate getting, almost without exception, over the past ten years.

* * * * *

Any time now some of you will be getting ready to start spring cleaning and painting your boats, so when you get around to cussing about the amount of work involved, just remember what the same job means every time the "Queen Mary" is put into dry dock. Beneath her water line, the "Queen Mary" is given an application of seven tons of special anti-corrosive and anti-fouling paint. On the super structure funnels and masts goes another ton of paint.

Her four, thirty-two ton propellers are removed for over haul and her one hundred and forty ton rudder is inspected internally. Each, two hundred weight link of the three hundred and thirty fathoms of anchor chain is scaled and painted. The whole job takes two thousand men exactly one month to complete.

* * * * *

Being used to the roll of the sea, was a good thing for Davie Sloss recently, when he mistook part of Nepean Highway for the ocean and rolled his car over three or four times on the way down to the Club. Apart from a large bruise on the spot where his Mother never ~~ed~~ to kiss him, Dave was little the worse for his roll, but until last week had his meals standing up. Too sore to go to work, mind you, and almost so sore as to keep him away from his boat. We said, almost.

* * * * *

Rene Melen has forsaken power and is now returning to her first love, in the way of a sail boat and is cluttering up our end of the Bay with a cadet dinghy. A very useful accessory with this type of craft, is a pair of rowlocks and two oars, so a little exercise might be the order of the day any time from now on for our Rene.

* * * * *

Another splendidly attended Devon Tea was held on Sunday July 12th., and no doubt the delightful weather on the day did much to lure flock down to the Island. Several skippers took advantage of the calm sea to belt out for a quick run when afternoon tea was over and although a keen look-out was kept, no sign of the two whales, earlier reported, was seen.

* * * * *

The new Orient Liner, "ORSOVA", of 28,000 tons which was launched recently, is intended for the England-Australia run. Her hull is of all welded construction, giving a smooth finish without any of the usual overlapping of plates, thus cutting resistance to the water down to an absolute minimum and enabling her 42,500 HP engines to push her through the water at 22½ knots. Her designers claim the smooth finish of the hull gives her an additional half knot. Not much is it? when you bear in mind some of the extravagant claims made by folk who say that the fresh water cooling pipes under your hull slow your boat up to the tune of about 2 knots.

Now, don't make yourself tired out at the Square Dancing next Saturday night, because we would like to see you turn up to the Devon Tea the next day! By the way, let your Ladies come along on Devon Tea day and lend a hand with the leis which we are preparing for the annual Ball. Incidentally, we are holding our usual monthly Social one week ahead of time this month as we felt it would be unwise to expect many to be fit on the last Saturday, which is the very next night after our ball. Tickets for this function are going like hot cakes and we are assured of a bumper night. Would you please return any unsold ball tickets quickly. They are in great demand and those not returned by the 18th will be charged for. We would also appreciate your cheques for tickets sold as the expenses for this event are considerable. * * * * *

No parking in front of Hotel ANY Sat. or Sunday.
NEW MEMBERS

The following gentlemen have been admitted to full membership, and we take this opportunity of extending to them a hearty welcome to the Club. Mr. Frederick Lethbridge of Glenhuntly and Mr. Jack H. Marsh of East Prahran. At our next Meeting, the names of Mr. Edward Alfred Dorward of Springvale and Mr. John Armstrong Dorward of Mentone will be read out as intending Candidates. * * * * *

THOUGHT FOR THE MONTH

A minor operation, is one that the other fellow has. * * * * *

DATES TO REMEMBER

Saturday August 8th.,	SQUARE DANCE at Club House. 8 P.M.
Sunday, August 9th	DEVON TEA 3.30 - 4 P.M.
Saturday " 22nd	MONTHLY SOCIAL at Club House 8 P.M.

FRIDAY AUGUST 28th ANNUAL CABARET BALL COCONUT GROVE
8.30 - 1 A.M.

* * * * *

Commodore Mr. G. Bates, 15 Riviera St., <u>MENTONE.</u>	Hon. Sec. Mr. R.E. Blades 16 Hamilton St. BENTLEIGH. Phones: XU3189: MJ1051 (Bus. Hrs.)
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CLUB HOUSE Phone No. XY1203.

ANCHOR

OCTOBER EDITION 1953.

EDITED BY
"RAZOR".

EDITORIAL:-

POWER BOATING.

Power boat enthusiasts will be pleased to learn that one of the larger yacht clubs, situated between Black Rock and Brighton Beach, and which has previously confined itself to sailing races, almost exclusively, is now considering power boat racing as well and has asked a few of the members of the M.M.Y.C., to lend them the benefit of their years of experience in both running and handicapping power boat events. This, of course, our members will be glad to do, because they recognise that the results in the handicapping of our own boats in the last Whalley Cup have given us a reputation which few could better and many would aspire to.

The knowledge that more and more clubs are showing interest in power boat events is very encouraging, indeed; and once this kind of interest becomes more general the sooner we will have more inter-club events instead of the one or two annual get-togethers which are the order of the day at the present moment. Our own program for the coming Season looks like being the best for years with a list of trophies that would make any Club envious.

* * * * *

NEW MEMBERS:

At our last General Meeting the following Candidates were admitted to membership and we take this opportunity of welcoming them. Mr. I.C. Hick of Pascoe Vale, Full Member; Mr. R. Fryer of Beaumaris, Full Member; Mr. W.A. Withers of Beaumaris, Full Member; Mr. D. Shelton of Mordialloc, Crew Member.

GENERAL:

What a wonderful crowd we had at our last Social, just like old times again. Quite a number of new faces, too, and all seemed to enjoy themselves. At first there were a few misgivings because we did not have our usual orchestra but as things turned out, it made no difference, in fact, quite a few were heard to remark about the excellence of the music provided. For our own part, we have always preferred a squeeze-box ensemble to the usual piano and drums combination for an informal dance and after hearing the duo we had at our last social, perhaps there are many more like us. Newcomers to our socials were provided with an extra thrill when it came time to leave for home. Neap Tides, had made it appear as if someone had pulled the plug out of the Creek and both punts were high and dry, likewise, the atmosphere. A hasty bridge was formed over the narrowest stretch of mud and everyone was safely escorted to the mainland. When we say "every one" was safely escorted, we mean, nearly everyone. Social Secretary, Harry Wharton, who was last to leave, obligingly stepped into the only deep hole left in the creek bed, just to see if there was any water left behind. There was, and his was just nicely covered.

Mooring fees are due again, and those of you who have not yet paid are reminded by receiving an application form with this copy of the ANCHOR. Some times we ourselves have to blush at the way we keep asking for money, but of course, mooring fees are different. Please fill in the form and return it to the Secretary pronto, making cheques etc., payable to the M.M.Y.C., and we will arrange your receipt with the Mordialloc Council. The amount of mooring fee is clearly written on the top right hand corner of the form, so please do not delay. Moorings not applied for by the middle of October are re-allotted.

The Xmas party for kiddies will be held this year on Sunday, December 13th., but between now and then each Member will receive a letter from the organizers, telling you all about what. This par., is just to

keep the idea awake and to give you a bargaining point with young Bill or Topsy by telling them "You won't come to the Xmas Party at the Yacht Club etc., etc., if you are not good children".

* * * * *

Next Sunday, October 11th., another Devon Tea will be held. These functions are becoming more and more popular and with the weather showing that definite touch of summer, what could be nicer than finishing your afternoon car run at our Club House. The fact that you may have visitors with you need not make any difference, as all Club Members AND their friends are most welcome.

* * * * *

A few Club Members, intend spending the Xmas holidays at Sorrento where the harbour is now very well protected for shallow draft craft. Close to good fishing grounds and a splendid shopping centre, Sorrento offers the cruising yachtsman practically everything excepting fresh water, laid on. However, even this commodity is not more than a few yards from the shore end of the pier. One small matter for boats cruising at Xmas, or, in fact at any time, is the correct flying of flags. See that your boat is properly dressed. Club Burgee at the jack staff, forward, or the mast head, and the Australian red ensign at the stern. You only fly the Union Jack if you have Royalty aboard, and that is MOST unlikely. Never, never, fly the Club Burgee from your stern nor the Red Ensign forward. The Australian Blue Ensign is only flown at sea by Naval or Government Dept., ships such as Customs, Quarantine or Harbour Patrol vessels, and remember, if you intend hanging on to a pier, drop that stern anchor over as you approach.

* * * * *

Copies of our new Constitution and Articles of Association, have now been received from the Printer and are available from the Club Secretary. Please make application for yours when next on the Island.

* * * * *

GENERAL: (Cont.)

First item on our Syllabus for the Season is the Annual Smoke Night which will be held in the Club House, on Friday November 6th., when the trophies in connection with our last Isle of Mordialloc Gift will be presented. This night is always a Special, and Members will be well advised to reserve this date. It would be of great help to our Social Secretary, Mr. Harry Wharton, if those Members who intend coming would just give some indication of their intentions.

* * * * *

Vale Arthur Starkey.

Flags at the Club House, flew at half mast, on Friday Sept. 25th., in memory of the late Arthur Starkey who passed away a couple of days previously. Arthur had been in poor health for some weeks and at the time of his death was an inmate of the Masonic Hospital at East Melbourne. A foundation member of our club, Arthur was well liked and respected by all, and was an object lesson to those of us who would like to learn how to apply the Golden Rule. The community in general and the Club in particular is the poorer for his passing. Our deepest sympathy goes out to his sorrowing relatives.

* * * * *

THOUGHT FOR THE MONTH.

A Gentleman asks for himself no more than he is willing to concede to others.

* * * * *

DATES TO REMEMBER:

Sunday,	11th October	Devon Tea at 3.30 P.M.
Saturday,	17th October	Square Dance at Club House 7.30 P.M.
Saturday,	31st October	Social at Club House at 8 P.M.
Tuesday,	3rd November	Cup Day (No Meeting)
Friday,	6th November	Annual Smoke Night at Club House 8.30 P.M.
Tuesday,	10th November	Next General Meeting. (In lieu of Cup Day)

* * * * *

Club House 'Phone Number: XY1203. .

ANCHOR

NOVEMBER EDITION 1953

EDITED BY
"RAZOR".

EDITORIAL

- THANKS -

We would like to take this opportunity of thanking all those splendid folk who hopped in and helped at our recent "Working Bee", when a complete coat of paint was put on our Club House and roof. Ladders and paint brushes appeared on the scene like magic, and in no time there was a marvellous transformation. Whilst the painting was in progress another team was engaged in the very heavy job of transporting and spreading, no less than one hundred and twenty-five (125) kerosene tins of metal cuttings along the path-way leading to our punt, and what a wonderful difference they have made. Later in the afternoon, workers were rewarded with afternoon tea consisting of freshly baked hot scones, the work of another good scout, Mrs. George Ennis. All in all it was a very good example of good team work.

* * * * *

NEW MEMBERS:-

At the last Executive Committee Meeting the following gentlemen were admitted to Membership and we take this opportunity of welcoming them to our ranks. Mr. Maxwell Robison of Aspendale, Full Member; Mr. John Jonghie of Ballan, Full Member; Mr. William Lawrence of South Melbourne, Crew Member.

* * * * *

GENERAL:-

With this issue of the "Anchor", you will receive a letter from the organisers of our Xmas Party, telling

you of the few simple rules to follow if you want any of your own, or friends' kiddies, to be in this wonderful annual event. Last year, due to the generosity of a number of our Members, we were able to entertain the nips right royally, and we will bet, the day lived in their memories for a long time afterwards. We hope to do something similar again this year.

* * * * *

Mrs. Vera Kirkpatrick, one of our lady members, and sister of Jack Prince, made Club History the other Sunday when she pulled into Jack's boat a beautiful schnapper weighing no less than 9 lbs. 2 ozs., whilst her dejected brother could do no better than land undersized "frogs". Fishing with the much despised flathead for bait, Mrs. Kirkpatrick played her fish and landed it single handed on a hand line, at the same time cutting and bruising her fingers considerably. The following week, not to be out-done, George Ennis presented his wife with a 10 lb. 5 oz. Schnapper, which just about filled the family frig. Using twenty-seven silver deeners for bait, George got his fish quite close to home and had very little difficulty in landing it. In fact the fisherman, who sold it to him was glad to see it go, for he still had two bigger ones left on his barrow.

* * * * *

You will notice on the back of your Sporting Fixtures, that you must have your entry forms for any of our Club events, in the hands of the handicapper by 5 P.M., on the Sunday previous to the race. We hear that this rule is going to be rigidly enforced so don't say you were not told about it. Entry forms will be available at the Club house. The motive behind this idea is to enable plenty of time to be devoted to working out handicaps.

* * * * *

THOUGHT FOR THE MONTH.

Nobody grows old by merely living a number of years; People grow old, only by deserting their ideals.

"STORY OF A SHIRT" (Submitted by a Member)

There once was a Yachtsman named Len,
Who arrived at the dance about ten.
He had a patch on his shirt
And his wife was so hurt,
That she told him again and again.

* * * * *

Bert Moss should be doing some brisk business in the sale of smoked glasses, any time from now, when Members find themselves looking into the bright glare from the new uniform jackets being worn by some of our plumper officials. Navy blue double breasted, with a twin row of "gold" buttons up the front, and on the pocket a truly dazzling M.M.Y.C., Emblem, all helping to make the average pea-cock look as drab as the proverbial sparrow. Still, while we keep the piles of gold braid off the sleeves, these jackets will be acceptable to most folk and will give Members a just sufficient dressy appearance without making us look like a bunch of un-employed admirals. Anyhow the Sandringham pier, on Wholly Cup Day, could not stand the weight of any more gold braid, we think.

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Friday, Nov. 6th., is the Annual Smoke night at the Club House, when trophies won in the last Isle of Mordialloc Gift will be presented to successful Skippers. This night is always a favourite with the Boys so don't forget to come along. The lucky Skippers will be Bob Terry and Sam Stewart of "SNOWGOOSE"; Alan Keefer of "TINKER BELLE", George Ennis of "SEASPRITE" and Alex Davidson and Ron Gillard of "SEAGOOSE" and "MAXINE", respectively, in the under 18' class. With the exception of visitors and our own Flag Officers no seats are being reserved, so, you had better get there early. Mr. V. Malthouse is acting as Toast Master.

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Small bottles of soft drink will be on sale at the Club House from now on, and this innovation should be popular with those who prefer not to drink Tea during the warmer weather. Only the best brands will be stocked and will be sold in 8 oz. bottles at the regular retail price. Empty bottles, of course, must be returned.

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We notice by the advertisements in the daily press that yet another Ship's Chandler has opened up in the City and is offering free delivery in all suburbs. This is a very good sign and should help to place Victorian Yachtsmen in the same happy position as their New South Wales Brethren who are much better catered for than we are, in ships' hardware.

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DATES TO REMEMBER.

Friday, Nov. 6th.,	ANNUAL SMOKE NIGHT
Sunday, Nov. 8th.,	The White Gull Trophy - Event for Power boats at 11 A.M.
" " "	DEVON TEA - 3.30 P.M.
Tuesday, Nov. 10th.	Next GENERAL MEETING at Club House - 8 P.M.
Sunday, Nov. 22nd.	Irene Trophy - Event for Power Boats at 11 A.M.
Sat. Nov. 28th.,	SOCIAL at Club House 8 P.M.
ANY Saturday or SUNDAY, No parking in front of Hot	

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Mr. G. Bates, Commodore,
15 Riviera St.,
MENTONE. S.11.

Mr. R. E. Blades,
Hon. Secretary,
16, Hamilton St.,
BENTLEIGH. S.3.14.

XU3189

MJ1051 (Bus.Hrs. only)

CLUB HOUSE 'Phone Number: XY 1203.

ANCHOR

DECEMBER 1953 EDITION

EDITED BY
"RAZOR".

EDITORIAL.

"DANGER AFLOAT"

On Saturday, November 28th, the Melbourne "ARGUS" printed a full page of warnings, about the dangers that be-t boat users who would go afloat on our bay. What a pity that the article concerned could not be printed and indelibly impressed into the minds of all boat owners. The very next day after the "Argus" article, Police were ringing our Club House telling of capsized boats off the Edithvale beach front. It makes one wonder if people will always insist on learning the "hard way". When the weather is bad the only thing to do is to stay in your anchorage and wait for fairer conditions. There is definitely no future for people who tempt fate.

P.S. Arrangements have been made to send the cutting from the "Argus" to two of our own Members.

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NEW MEMBERS.

The following Gentlemen have been admitted to Club Membership and we take this opportunity of welcoming them to our ranks. Mr. H.E. Bethell of Sandringham, Full Member; Mr. T. A. Bethell of East Hawthorn, Full Member; Mr. I.B. Mainwaring of Balwyn, Full Member; Mr. J.F. Richards, of Burwood, Crew Member; Mr. C. Tyers, of Hughesdale, Crew Member;

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GENERAL.

The new Bunting you see displayed from the Club Flag Pole, these weekends, is the gift of Bert Wells. Reading from top to bottom, the Flags read M.M.Y.C., and make a bright show.

For good measure, Bert threw in the flag which stands for the letter "N" and is also universally known as the Finishing Flag in races of all kinds, be they car, boat, aeroplane or scooter races. Thank you Bert for a very nice gift. The new Australian Blue Ensign was another gift, this time from Ron Rodger and it is certainly good to have club minded persons like these two gentlemen in our ranks. Thank you also, Ron..

* * * * *

The Xmas party for Kids, this year, looks like being another bumper day. Already the organizers have a few pounds in hand to help the ball along and our thanks are extended to the following gentlemen who have so kindly donated cheques. Bert Whalley, £5; George Maxwell, £5; George Ennis, £5; F. Clark, £2/2/0; J. Prince, £1; J. Harrison, £1; G. Margetts, 10/-; A. Davis (Non-Member) 10/-; K. Glenister, 10/-; I. Hick, 10/-; W. Lawrence, 5/-;

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On Sunday, November 22nd., Mrs. Dorothy Mather presented Joe with a bonny girl baby, Sandra Diane, and within a few hours Mrs. Gwen Pompei had done the trick with a boy baby. Both babes and their mothers are doing quite well and even the happy fathers, last time we saw them, appeared to be standing up to the strain without any visible ill effects. Congratulations all.

* * * * *

What a nice roll up we are getting to our Sporting events this Season, and what a big improvement having a Duty boat for the day. That first bottle race, proved a gift for K. Glenister's "Irene", who was home and dry before "Seasprite" romped in, in second place with "Lorelei" third. Then, the following week, in our six-mile handicap event, Bert Wells in the diminutive "W. Halling", never looked like losing and was half way home before some of the faster boats even got started. This only goes to prove that you don't need a fast boat to win these races, provided of course,

that the handicappers are not too harsh in their belief of what a boat can do. In the opinion of quite a number of Competitors the novelty events in our Sporting Fixture, wherein an element of luck is combined with a certain amount of skill, are to be preferred rather than a straight out speed contest where a lot of guessing has to be done to arrive at a boat's true speed.

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Now, regarding that Xmas Party for the nippers, do you all realise what is wanted of you? The rules are dead simple but we will repeat them just to be on the safe side. Bring a present suitably wrapped, for each kiddie in your party. When you arrive at the Island give the present to one of the officials but make sure the kiddies' name is clearly written on the outside and DON'T spend more than five bob on each present. We will fill the kids up with ice cream, soft drinks and lollies and we will even give the adults a beaut cup of tea, but PLEASE search the pantry before you leave home and see if you can find a buttered scone or a lump of cake for us to put on the Club table, in other words will each lady provide a "Plate"? Oh yes, the time for Santa to sail up the Creek is right on the dot of 3.30 P.M., so be sure to arrive early. Sunday December 13th is the Lucky Day.

* * * * *

At the Social to be held on Saturday, December 19th., Trophies won by Members over the last Season, will be presented to the various Skippers. As this is the last Social for the year, and Members are the guests of the Commodore and Mrs. Bates, we would like to see a good roll up of Members.

* * * * *

A limited number of cap badges, priced at £2 each, are obtainable from the Secretary, likewise some very nice black silk ties, (regulation wear to go with the

new club jackets) can be had for the sum of 7/6 ea. And, have YOU got your lapel badge? These sterling silver enamelled badges are definitely a good buy at 4/6 ea., and it goes without saying that this price must increase when the present stock of badges is exhausted.

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THOUGHT FOR THE MONTH.

If a man takes no thought about what is distant, he will presently find sorrow near at hand.

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SPECIAL NOTICES.

Owing to the Xmas Party for the Kiddies falling on the second Sunday in the month, there will be no Devon Tea until February, as the Xmas vacation period covers the ordinary January Devon Tea Day. Likewise, there will be no General Meeting in January and no issue of the "ANCHOR", therefore, we take this opportunity of wishing ALL of our readers a Merry Xmas and a Happy and Prosperous New Year.

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DATES TO REMEMBER.

Sunday, Dec. 13th ... Xmas Party for Kiddies
3.30 P.M.
-- -- Saturday, Dec. 19th ... Commodore's Night & Sports
at Club House.
Sunday, Dec. 20th ... "Lorelei" trophy for Power
Boats 11 A .M.
Sailing Race, 2.30 P.M.

* * * * *

PLEASE, DO NOT park your car in front of the Hotel,
ANY Saturday or Sunday.

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