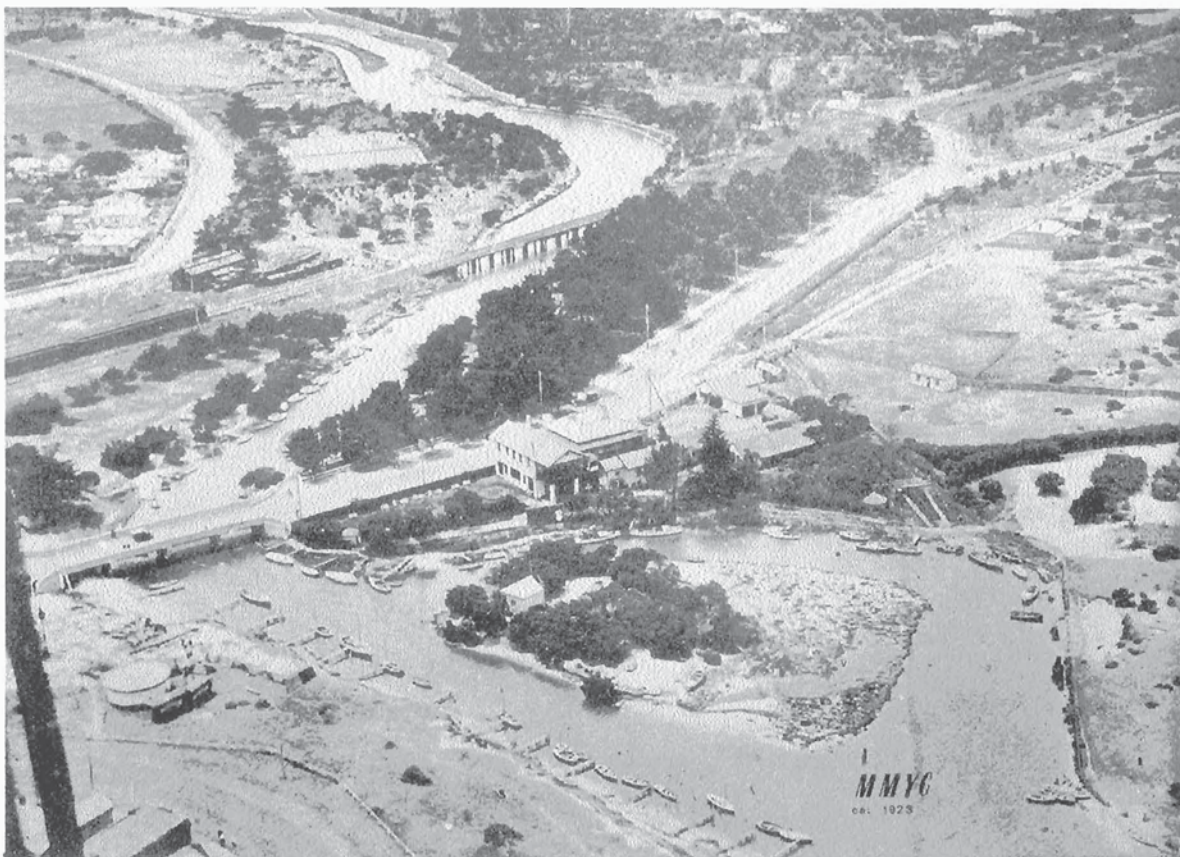


1925 — 1986



HISTORY OF THE
MORDIALLOC
MOTOR
YACHT
CLUB



The Island 1923



B.F. O'Shannessy

*With great pleasure I dedicate this
history of the Foundation Members,
Past and Present Members who committed
their several skills, time and effort
to the establishment of the
MORDIALLOC MOTOR YACHT CLUB*

Commodore

B.F. O'Shannessy



Renee Woods

The Author, Renee Woods, is the mother of three daughters, one son, nine grandchildren, four great grandchildren and was educated at Toorak College and Oakwood Private School, Mornington, Victoria.

A full Member of the Mordialloc Motor Yacht Club since 1976 her present boat is a 9 metre Cabin Cruiser, 'Helen-B'.

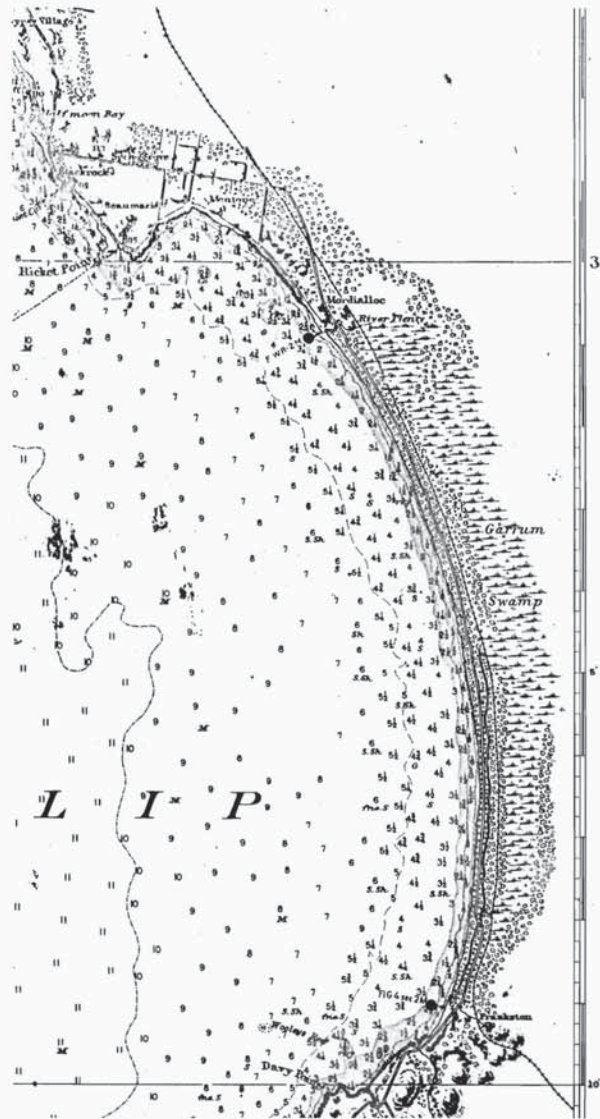
A former journalist and writer of a number of books she has had an active interest since a child in Yachts and Motor Boats and has stimulated the research of the past history of the M.M.Y.C.

ACKNOWLEDGEMENTS

State Library of Victoria
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Mr. R. Nicholson, Mordialloc Carnival Committee
Mr. Graham Coward. Photography
Mrs. Dorothy Blades
Mrs. E. Bowden
Mr. Clyde Austin, Foundation Member
Late B.G. Shelley's Daughter, Mrs. Nana Smith
Late W. Foulsum records.

ABBREVIATIONS

V.M.B.C.	Victorian Motor Boat Club
M.B.C.	Mordialloc Boat Club
St. K.Y.C.	St. Kilda Yacht Club Now Royal Melbourne Yacht Squadron
P.P.Y.C.	Port Phillip Yacht Club Now Sandringham Yacht Club
P.W.D.	Public Works Dept.
S.Y.C.	Sandringham Yacht Club
S.R. & W.S.	State Rivers & Water Supply Commission
M.L.A.	Member of the Legislative Assembly
J.P.	Justice of the Peace
R.V.M.Y.C.	Royal Victorian Motor Yacht Club
M.M.Y.C.	Mordialloc Motor Yacht Club
A.I.F.	Australian Imperial Forces
C.U.B.	Carlton & United Breweries
T.R.B.	Transport Regulation Board
B.A.	Bachelor of Arts
M.P.	Member of Parliament
B.M.Y.S.	Beaumaris Motor Yacht Squadron



Mordialloc Creek, or according to an old chart, "Plenty River", which calls to mind a well-stocked stream of quiet dignity, has seen many changes with the advent of white settlers.

The original course of the creek is clearly visible by following the moorings on the southern bank along to what is now the main stream. Between John Allnutt's property and the end of the catwalk can be seen where another arm joined the stream. It ran from across the highway through what is now the Bridge Hotel car park. An early painting of the Hotel hanging in the club house clearly shows the waterway. At low water it was possible to walk across the entrance of the creek during the dry season. Native scrub, trees and undergrowth were lush; wild birds and native animals abounded. Fishing was good in both the Bay and the creek. Originally a small island lay midstream off the South wall and the entrance.

In 1856 Mr Hayward owned the land on the northern side of the creek, and is reported to be the first boat owner in the area. In 1886 the Public Works Department cut a channel through from where the road bridge now stands to where the original

course of the creek now joins the main stream, thereby leaving an island which the Mordialloc Motor Yacht Club now occupies. Years later Mr Hayward's daughter, Mrs Lambert, took up residence on the island where she conducted a hire rowing boat business for many years. Time and the change of direction in the stream's flow eroded away the small downstream island.

The crest of the sand dune ridge which guarded the swamp from the bay, was in time to become the site of both the road and the railway line.

The following extract from the MELBOURNE PUNCH, dated Oct. 31, 1872, headed "MORDIALLOC", is just another point of view.

"This favourite watering hole is not quite equal to Herne Bay, it is not up to Hastings, cannot cope with Worthing, or surpass Broadstairs. It is, nevertheless, a pleasant place in its own way. It boasts two hotels, and an eating-house; a store where needles, anchors, bales of cotton, flatirons, and clothes pegs can be purchased at market rates. It has a beach, sandy of course, and a scrubby background chiefly famous for broken bottles and other remains of bygone picnics. It has a creek dangerous of navigation, being awfully snaggy. It possesses four remnants of aboriginal existence, dirty and very fragrant."

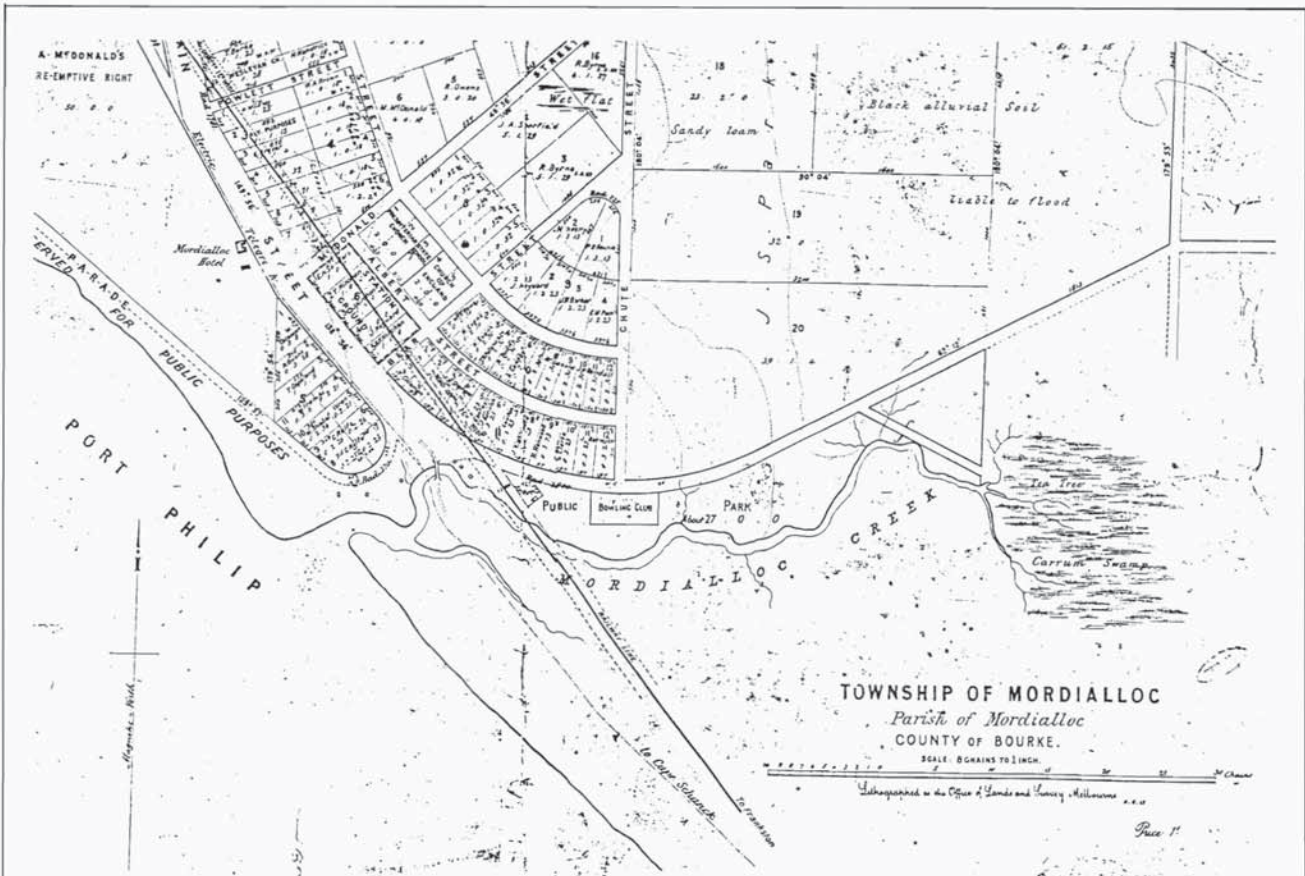
Mordialloc, like Williamstown, is a fishing village. A few fishermen with nets catch a small number of schnapper and flatheads but their nett profits are not large, therefore the place is not financially a piscatorial success. The visitors supply the loaves and the fishes as well. It is also the correct thing to hire a boat and paddle serenely about the creek. Some deluded folk essay fishing with a rod and line, but in the memory of the oldest inhabitant a capture has never been made".

One would gather from the above that the writer responsible for these remarks either had a chip on his shoulder or was very ill-informed on what was later to become a harbour for both commercial and private boats.

Originally Dandenong, Eumemmerring and other small creeks discharged their water into a swamp (Carrum Swamp), which extended from Mordialloc to Frankston, with a maximum distance of three miles inland; a total area of approximately 11,000 acres. The swamp was separated from the Bay by a broad sand ridge. The outflow of water from the swamp to the Bay was confined to two outlets at Mordialloc and Frankston, now known as Mordialloc and Kananook Creeks.

After a survey by the Lands Department in 1866 (Plan 1) reclamation work started and included the construction of the Mordialloc Main Drain by the Dandenong Shire Council in 1870, connecting the Mordialloc Creek with the Dandenong Creek.

This followed in 1879 by the cutting of the Patterson River outlet to drain the swamps. The Carrum Irrigation Trust was formed in 1889. In 1910 the State Rivers and Water Supply Commission took over control of the Trusts' Property and undertook a programme of further improvement which included



Showing creek before main channel cut through



Members of the Mordialloc Carnival Committee who were also members of the Mordialloc Boat Club: from left to right: Top Row—C. Austin, 2nd C. Fraser; 3rd Row—3rd H. Fox, 18th H. Patterson; 2nd Row—J. Harrison r.h. end, W. Green J.P. l.h. end; Front Row—5th G. Farrow, 10th Bob Hogg, end Bob Green.

the diversion of the Dandenong Creek into the Carrum Outfall in 1934, and the construction of a take-off regulator on the Mordialloc Creek and Dandenong Creek to restrict flows entering the Mordialloc Main Drain from Dandenong Creek.

In 1934 the Mordialloc Council was appointed the Committee of Management under the Lands Act for all the section of waterway downstream from the railway bridge. In 1958 the Council control was extended upstream to approximately the J. Grutt Reserve.

The upper reaches remained under the control of the S.R. & W.S. until 1964 when this section was transferred to the control and management of the Dandenong Valley Authority. In 1976 it was resolved that the control and management of the Mordialloc Creek be placed under the control of Dandenong Valley Authority with the provision that the Council is to be the Committee of Management responsible for developing the area adjacent to the Creek for community purposes.

The small community grew, a toll bridge was built over the creek; some of the original piles are still visible under the existing road bridge at low water. As time passed Mordialloc became a popular holiday resort. The pretty little creek was fast becoming unsightly as was the foreshore. A public spirited group of local business men formed a committee and decided to run a carnival to raise funds to restore and upgrade the beach and creek surroundings. The effort was so successful they voted to hold the carnival annually over the summer period.

Over 100 voluntary workers manned the carnival each year. The Carnival Committee had raised well over £100,000 by 1945, big money at that time, and the carnival was to run for many more years. It also donated £25,000 to the Mordialloc—Cheltenham Hospital.

Cr. C.G. Imes, a member of the Carnival Committee had been complaining to the P.W.D. about the entrance to the creek. He was told if he formed a boat club the complaint would carry more clout. He immediately called a meeting of boat-owners to be held on the creek bank on Sunday morning at 11 a.m., April 11th 1925. A number of interested owners and others attended, and it was decided to hold a meeting at the Pier View Cafe on April 17, and the following to form a committee:—Messrs C. Fraser, T. Farnsworth, J. Petherbridge, J. McCarthy, C. Hogan, G. Paterson, J. Watkins, C.G. Imes, J.P., W.H. Bradshaw, Cr. H.C. Edwards, J.P., J. Breakwell, J. Jamieson, with B.G. Shelley Hon. Sec. pro tem.

A public meeting was held at the Caledonian Hall, Beach Road, on May 7th, from which a deputation followed to the Minister of Public Works re the entrance of the creek. The deputation had a successful issue.

During a meeting held on May 17, it was decided to form a boat club from thereon to be known as the Mordialloc Boat Club. Mr. G. Paterson was elected first chairman. On May 27th ex. Cr. C.G. Imes was elected Commodore. The Club then undertook to raise £335 towards the improvement of the creek



Cr. C.G. Imes J.P., Foundation Commodore

entrance. This amount was raised during the Club's first Christmas Carnival. Club members had always assisted with the carnival and had also helped raise a large amount of money which had been spent on improvements to the creek and island. These men had more in mind than the formation of a club when they had their first meeting. They were aware that a better port for boats was needed and were determined to achieve that end.

An application to the Mordialloc Council for permission to use part of the island as headquarters for the Club was received in April. On May 23, Mr. Twyerould applied to the Council for permission to build a slipway, annual rental to be £2.2. It was also passed that Mr. B.G. Shelley be made Secretary Treasurer, with Officers to be elected at a later date. Members subscriptions were to be 10/6 a year.



B.G. Shelley, Foundation Secretary

On July 11 the Motor Boat Club met at the Pier Cafe, Mr. G. Paterson was elected Vice Commodore. To the great delight of members it was announced that the Club had been granted permission to use portion of the island. To help towards building up funds for improvements 12½ per cent of Carnival takings were allocated to the Boat Club.

The Carnival Committee was planning to hold a Regatta to attract visitors. This was quite a challenge to the Boat Club which was anxious to join and help in the organising of the event. Mr. Hogg and Mr. Twyerould visited St. Kilda Yacht Club to arrange a Boating Carnival and to also inspect their slipway. All in all a very ambitious undertaking for a new Club. A well attended meeting was held at the Pier Cafe on December 19. A Flag and Flag Pole were donated by Messrs Hogg and Twyerould. A pennant was donated by Mr. W. Green.

On a lighter note a successful Fancy Dress Ball was held by the Boat Club on April 3rd. at the Jazz Palais.

A boat was wrecked during a strong westerly in the entrance on March 26th 1926. This brought the total to five craft wrecked in five months despite the work that had been done to the entrance to make it safer. It was obvious a greater effort was called for to overcome the problem.

The Club Secretary, Mr. Shelley received a promise from Mr. Frank Groves MLA of £1000 on May 14th towards creek sheet piling, this was also enhanced by a further five hundred pounds each from the Boat Club and the Carnival Committee. Club members had been granted approval from the Council for the Boat Club to run the Carnival from A.N.A. weekend to Easter. An application to the Council for permission to erect a Clubhouse on the island was granted in June. One month later the building was in course of erection.

August election 1926—Cr. C.G. Imes, Commodore; Mr. W. Green, Vice Commodore; Mr. B.G. Shelley, Secretary Treasurer....the following Balance Sheet was presented:—

Friday August 11. 1926.

ASSETS

10 set Trolley Wheels	£ 3— 0—0
Winch	£ 5— 0—0
22 Badges	£ 3— 6—0
Pennant	£ —12—6
Cradle	£ 26— 0—0
Slipway	£ 20— 0—0
Clubhouse	£180— 0—0
Punt	£175—12—6-2½%
Ropes	£ 10— 0—0
Chain	£ 1— 0—0
Vice	£ 2— 7—6
M/L and Sleepers	£ 12— 5—0
	£254—16—6
Bank Balance	£116—17—2
	£371—14—8



M.M.Y.C. Clubhouse 1938

Building of the Club House being well advanced, an application to the Council to erect two poles to carry electricity to the island was sought and granted. Permission was also granted to run a water pipe from the Carnival side across the creek bed to the island. The second week in December was set aside to conduct a huge Working Bee under the direction of C. Fraser to clean up an ugly and dirty spot between the pier and the breakwater. It is more than obvious that the Boat Club had got off to a fine start, and for quite a few years the same drive was well to the fore.

In an effort to overcome the entrance silting up, the Club installed a sand pump in the creek on the 9th April 1927. Mr. Kermode, on behalf of the Public Works Department, promised donations towards running expenses. There is no record as to the effectiveness of the pump.

1927 was another successful year. The Committee remained unchanged. Receipts £770.10.0; Jazz Palais £284.3.0; Fees accounted for £17.16.6 at 10/6 per member; Donation Carnival £417.9.0, a total of £1449.18.6. Looking at this figure fifteen pounds in fees would account for membership of approx. 28, how those men must have worked both day and night at the Carnival and running the Jazz Palais, not to mention the restoration work on their part of the island.

The Club House was completed; compared to today's standards, not palatial, with a very primitive toilet and shower under a very large evergreen tree (gentlemen only). A blacksmiths vice bolted to an old bench on the south side of the building was the only workshop facility. The building was sound and served its purpose for many years. Women were not permitted on the island. The site where Peter Allnutt's business now stands was a very pretty small sandy beach, and became the embarking and disembarking point for lady passengers and children. Shallow draft and sailing boats were the popular craft in the creek at that period.

The Committee remained unchanged during 1928, the fund raising still continued—the Jazz Palais

receipts were £186.11.0, quite good considering the depression was affecting the entire country. The Carnival was still making a good profit so work was still continuing around the foreshore and the creek.

News 25.1.29

MORDIALLOC BOAT CLUB REGATTA

Headlines from the "News" to quote: "A splendid entry has been received for the motor boat race over six miles. Handicaps show that the event is a very open one. Hiawatha on scratch stands an excellent chance, whilst Corio 2 min., Ibis 16 min., should also finish well. Other entries are; Penguin 2 min., Bennett 4 min., On We Go 19 min. 23 sec., Leisure Hour 24 min., Aziel 24 min., Jeanette 4 min., Tiger 24 min., Atalanta 24 min., and Even 24 min. There is also a sailing dinghy race over a course of three miles".

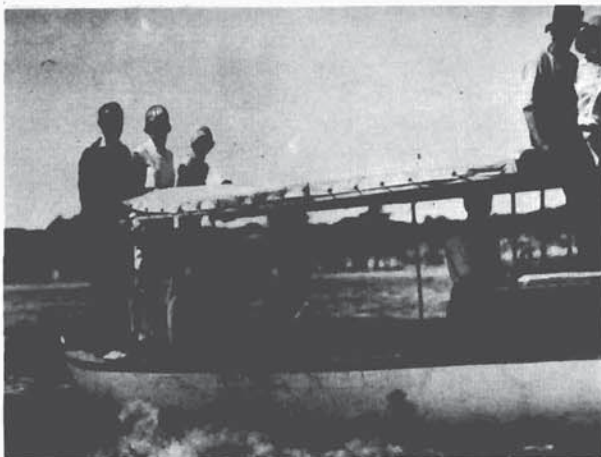
News 1.2.29

MORDIALLOC BOAT CLUB SUCCESSFUL REGATTA

"The M.B.C. seemed to be dogged by bad luck in its first Regatta. For some weeks the event had to be cancelled owing to bad weather. The event was then to be run on Jan 23—again a gale stepped in and cancelled the event. The event was finally run on Monday A.N.A. day in perfect weather. A large gathering lined the pier and thoroughly enjoyed the exciting finish of the Club race when 'Tiger' and 'Even' finished a dead heat, with the more powerful 'Nyora' coming next.

In the dinghy races, whilst the competitors got well over, the absence of wind prevented them from doing their best and only 'Sunbeam' was able to reach the finishing post.

The competitors in the club race had some difficulty in finding the buoys, and each of them probably went a mile off their course. The last half mile was most exciting with 'Nyora' (steered by W. Green) gradually making up the leeway on 'Even' (piloted by W. Trippet) as they passed the winning flag. The judges were unable to separate them and declared the race a dead heat. W. Robertson, 'Ibis' finished third, and may have won but for her engine conking out twice. 'Penguin' driven by W. Berger was fourth".



"Nyora" Commodore W. Green J.P. 1932

For the benefit of today's competitors, log trials were unknown, first over the line won, which made for some most spectacular finishes, particularly in a large field. Mention of lost buoys has a familiar ring!

The Club was still running the Carnival, from A.N.A. Day to Easter, all monies raised were for the improvement of the creek and to give as much work as possible to the local unemployed.

Mordialloc Boat Club Carnival

Jazz Palais Open Next Week

Wednesday, February 20

Friday 22nd

Saturday 23rd.

Old Time Dancing Wednesday Night

All other shows open at night.

We cater for picnics.

B.G. Shelley, Hon. Sec.

(Advert)

During the winter months dance and euchre nights were held and picture nights arranged. The Social Committee Hon. Sec., Andy Melville, provided supper, entertainment and good cash prizes all for the entry fee of 1/6 and managed to make a profit!

The 1930 season opened with a fine programme of events for sailing boats, motor boats and hydraplane races held over a course off the Mordialloc Pier, again creating considerable spectator interest.

MOTOR BOAT RACE

The following boats faced the starter for a six mile triangular race. Jean Mavis, 38 min., Kia Ora, 34 min., Valance, 29 min. 30 sec., Jean 24 min. 30 sec., Nyora 28 min., Viking 28 min. 30 sec., Penguin 14 min., and Elsie Jean scr. The limit boat (Jean Mavis) got away at 11. A hard southerly made conditions unpleasant, several boats being forced to retire early. Nyora and Penguin, out 3 miles had a slight advantage. The scratch boat, Elsie Jean was sent along and treated spectators to some very thrilling racing. Skimming along at about 25 m.p.h., when victory seemed certain she struck an object and tore her rudder off. Mr. W. Green, skipper of Nyora had the pleasure again of steering his boat to victory, followed by Mr. A. Fraser (Jean Mavis) and Mr. W. Day (Penguin).

For the sailing boat race over the same course the following started: Sunbeam, Nancy, Egret, Elsie May and Alma. A good start was made at 10.54 in a southerly breeze. Sunbeam early established a handy lead and was followed by Egret, then coming Nancy and Elsie May. At the completion of the second round Sunbeam, Alma and Elsie May withdrew, leaving Egret and Nancy to fight it out. After a close finish the honors went to Mr. A. Rouse, skipper of Egret with Mrs. H. Ward, Nancy, second.

After being cancelled twice the Motor Boat Championship was run over a triangular course off the Mordialloc Pier on April 12. Originally the event attracted 15 starters but owing to previous bad weather only eight craft lined up for the start. The handicapper complained that he found his task most difficult having to deal with craft of various dim-

ensions, a sign that the Club was attracting larger boats. Placings were:—Yvonne 1st, Jean 2nd, Rover 3rd. Several boats had to spend the night tied up to the Pier as they were unable to get over the bar”.

The Carnival gave £500 to the Council towards an extension to the breakwater after which they voted £1,000 to be used to dredge the creek entrance.

Mordialloc became the centre of attraction on the day the Rt. Hon. J.H. Scullin, Prime Minister of Australia opened the 29—30 Carnival season. This was not to be the only time a Prime Minister performed this duty.

Work on the sheet piling on the North Bank was in progress, it was found that £2,000 would not cover the cost of the project, a further £500 was promised at the end of the Carnival, made up of £188, the balance of profits in hand, the remainder loaned by the Mordialloc Boat Club.

FIRST ANNUAL SMOKE NIGHT

Presentation of Trophies by H.M. Cremean M.L.A.

The function was held in the supper room of the Masonic Hall and presided over by His Worship the Mayor of Mordialloc, Cr. C.G. Imes, who was also Commodore of the Boat Club. A distinguished number of honored guests were present, which included Messrs. Tondon and Peverill; Dr. F.J. Bennett, P.P.Y.C.; Messrs. H. Moore and Grey, V.M.B.C.; Messrs. W. Osborne, Commodore, and V. Hunter, St. K.Y.C.; Mr. H.M. Cremean M.L.A. and Cr. D. White. The Mayor proposed the toast to “*The King*” which was duly honored, and to the accompaniment of Mr. E. Brine, some exceptionally fine songs were rendered by Mr. D. Thorpe. *Federal and State Parliaments*. Cr. D. White ably rose to this toast. As can be imagined this was more than a little political and was quite lengthy. Mr. H.M. Cremean M.L.A., responding, said he was pleased to have the opportunity of meeting members and friends of the Mordialloc Boat Club, then proceeded to indulge in a follow-up political speech. “*Mayor and Councillors of Mordialloc*”. Mr. G. Paterson rose to honor this toast. Following a talk on deep sea yachting by Dr. F.J. Bennell, skipper of “Oimara”, which successfully weathered Bass Strait in the recent Melbourne to Tasmania race, Mr. Cremean distributed the trophies.

The winners were as follows:

‘Kia-Ora’, Mr. E. Lambert, 1st; ‘Even’, Mr. W. Triplett, 2nd Sealed Handicap; ‘Nyora’, Mr. W. Green, 1st Six Mile Handicap, 3rd 8 Mile Handicap; ‘Jean’, Mr. C. Fraser, 2nd Six Mile Handicap, 1st Club Aggregate; ‘Elsie-Jean’, Messrs. Jenjins and Cheatham, 1st Ladies Nomination; ‘Air-Em’, Mr. G. Cleg, 2nd Ladies Nomination; ‘On-We-Go’, Mr. J. Thompson, 1st 8 Mile Handicap; ‘Rover’, Mr. R. Tovey, 2nd 8 Mile Handicap; ‘Penguin’, Mr. W. Day, 1st 4 Mile Handicap; ‘Idle-Time’, Mr. R. Ballantyne, 2nd 4 Mile Handicap; ‘Yvonne’, Mr. H. Fox, Club Championship.

Sailing Boats: ‘Meteor’, Mr. E. Munns, 1st Club Handicap, 1st Ladies Nomination; 1st Club Championship, 1st Club Aggregate; ‘Sunbeam’, Mr. C. Austin, 2nd Club Handicap, 2nd Ladies Nomination, 2nd Club Handicap; ‘Egret’, Mr. A. Rouse, 1st Club

Handicap; ‘Nancy’, Mrs. H. Ward, 2nd Club Handicap.

The Donors were then thanked by Mr. Cremean.

“*Our Guests and Kindred Clubs*”. In extending a welcoming toast towards the visitors, Commodore C.G. Imes outlined the history of the Club and incidents leading up to it, the Club having been formed on a demand from the Minister of Public Works for proof that works at the entrance to the creek were needed. Although his, the speakers, yachting days were over at the time, he had been appointed Commodore, and in their Secretary, Mr. Shelley, they had a tower of strength. He thanked those public spirited gentlemen, Mr. Green and Mr. Day, who had come to their assistance when sorely needed. He was pleased to state that their membership was now 89. There were hopes of seeing the creek completed during the year.

Mr. Harrison toasted the Carnival Committee whose interests, he said were mutual with those of the Boat Club. A large number of members were on both committees, he said, and the work put in was not altogether unselfish, as they looked to the improvements to improve their own interests.

December 6th marked the official opening of the 1930-31 season. Cr. C.G. Imes was again Commodore, Mr. G. Farrow taking the position of Vice Commodore and Mr. B. Shelley Secretary/Treasurer. There were now 19 motor boats and 6 sailing boats on the Club register. Keen competition was evident in both motor and sailing events. The first Lady Skippers race was held on March 6th, attracting 13 entries. The Public Works Department granted £300 which was matched with £300 by the Club to continue work to the creek.

Eighty five members and visitors attended the 2nd Annual Smoke Night held in the Masonic Hall on 25th October. The Commodore ex. Cr. C.G. Imes presided and among those present were: Mr. M. Cremean M.L.A.; Crs. White, Brine, Woods and Blanche representing the City Council; Messrs. G.H. Stringer, H.H. Moore and W. Halling, Victoria Motor Boat Club; Messrs. W. Green, President, R. Nicholson, Treasurer, W. Atkins, Secretary and H.C. Phillips, Trustee, Mordialloc Carnival Committee.

Commodore Imes proposed the toast to ‘*The King*’. A toast to *Federal and State Parliaments* was then proposed by Cr. D. White. Mr. Cremean replied and wished the Club every success in the coming season. The Commodore in proposing the toast to ‘*Our Guests and Kindred Clubs*’, mentioned the various visitors present. He spoke of the trouble Mr. Shelley went to in order to convince Mr. Kermode P.W.D., by taking soundings etc. that there had never been a navigable entrance to the creek. He also pointed out that the bulk of the members of the Carnival Committee were members of the Boat Club. The Council was not in a position to assist them financially so they must assist themselves. The Club, in 1925, comprised 14 members; there were now 85 full members. The following work had been carried out; creek entrance £500, creek sheeting £195, sand pump £125, sand pumping £85, sheet piling entrance £300, unemployment relief £30, advance for landings £35, erection of crane £7, total £1277. The money raised by the Boat

Club and subsidised by the government during its brief career was £4742—a remarkable performance. Mr. Halling, M.M.B.C., in reply, said he was pleased to be present and thanked the mover for the able manner in which he proposed the toast.

Presentation of Trophies. Mr. Cremean presented trophies to the following members:

'Kia-Ora', E. Lambert, 1st 6 Mile Handicap; 'Nyora', Mr. W. Green, 1st 6 Mile Handicap, 1st Paramount Cup, 1st Club Aggregate; 'Jean', Mr. C. Fraser, 2nd 6 Mile Handicap, 2nd 4 Mile Handicap; 'Rover', Mr. R. Tovey, 1st 4 Mile Handicap; 'Idle-Time', Mr. J.R. Ballantyne, 1st 6 Mile Handicap; 'Ibis', Mr. A. Meishell, 2nd Paramount Cup, 2nd Ladies Nomination; 'Corio', Mr. J. Starkey, 1st Commodore's Cup; 'On-We-Go', Mr. J. Thompson, 2nd Commodore's Cup.

Sailing Boats: 'Alma', Mr. Leader, 1st 3 Mile Handicap, 1st Six Mile Handicap; 'Iluka' Commodore C.G. Imes, skippered by B.G. Shelley, 2nd 3 Mile Handicap; 'Elsie-May', Mr. J. Harrison, 2nd Six Mile Handicap, February—1st Six Mile Handicap; 'Margaret', Mr. H. Whalton, 1st 4 Mile Handicap; 'Meteor', Mr. E. Munns, 2nd 4 Mile Handicap, 1st Ladies Nomination, 2nd Commodore's Cup; 'Sunbeam' Mr. C. Austin, 2nd Six Mile Handicap, 2nd Ladies Nomination, 1st Commodore's Cup, 1st Club Aggregate.

"*The Press*". In toasting the News, Mr. Harrison, coupled with the name Cr. Blanche, said they had to admit that much of the success of the Club in raising over £400 had been due to the publicity given them in all their activities by the Mordialloc City News. He desired to sincerely thank the directors and Cr. Blanche.

Prior to the 1931 Annual Meeting, Commodore Imes informed members he wished to step down. In due course Mr. W. Green J.P. became Commodore, Mr. Stephens Vice Commodore, Mr. H. Royal Rear Commodore and Mr. Shelley Secretary/Treasurer.

The supper room at the Masonic Hall was again the venue for the 3rd Annual Smoke Night, October 31, 1932. The Commodore, Mr. W. Green J.P. presided over a large gathering of members and distinguished guests. Among the visitors were Cr. E. Brine, B.A., Mr. Stevens, V.M.B.C., Mr. Griffiths, V.M.B.C., and Rear Commodore H. Royal, the new owner of 'Penguin' who added to the hilarity and enjoyment of the evening by rendering his famous laughing song. After the Royal Toast, the Commodore proposed the toast to 'Our Guests', coupled with the names of Messrs. Stevens and Griffiths of the V.M.B.C. he, the Commodore was also a member of the V.M.B.C. In reply Vice Commodore Griffiths, V.M.B.C. said that inter club visits tended to create a brotherhood between the boating fraternity.

Mr. Jim Harrison proposed the toast to the 'Founders of our Club'. Mr. C. Fraser, in responding, said the Club had had a hard struggle in its early days. When he first brought his boat to Mordialloc, he was told he could never get it in or out of the creek and he had seen the time when dinghys had to be lifted over the sand bar. All this had changed. They

had a channel which allowed a three or four foot draft boat to enter at any time.

The Commodore then presented Trophies to the competitors in the seasons racing programme and moved a hearty vote of thanks to the Club's handicapper, Cr. E. Brine, who had always been most fair. He hoped to see that gentleman sailing his own boat and winning races soon.

During the evening a little excitement arose when Mr. Le Page, on behalf of 'Corio', issued a challenge to Mr. H. Royal, the new owner of 'Penguin' to decide the supremacy of the two boats over any distance. Mr. Royal immediately accepted the challenge and left it entirely in the hands of the committee to decide the conditions of the race or races.

Annual Meetings did not follow a set pattern in the early history of the Club, no particular month was set aside in the year in which to hold them. Nineteen months were to lapse between the 1932 and 1933 meetings in which Mr. Green was returned as Commodore, Mr. C. Fraser, Vice Commodore, Mr. F. Hoffman, Rear Commodore and Mr. H. Fox Treasurer. During the past season 13 senior and 4 junior members had joined the Club. The Smoke Night and Presentation of Trophies had been held at the Jazz Palais.

After eight years of loyal and continuous service Mr. Shelley retired as Secretary on October 13. He was responsible for the now famous advertisements in the local paper calling interested boat owners to a Sunday morning meeting on the creek bank to discuss the formation of a Boat Club.

Mr. K. Child, who lived in Malvern, became the new Secretary.

The 1933-34 season was opened on December 3rd. Changes were afoot. One January 26, the new committee discarded the title of Mordialloc Boat Club, in favour of Mordialloc Motor Yacht Squadron, by which name the Club was known for the ensuing three years.

The Annual Smoke Night was held on October 27. The attendance was not as large as anticipated. Among those present were the Hon. Frank Groves M.L.A., The Mayor Cr. J. Blanche, Cr. David White, Mr. A. Hill, Past President of the Carnival Committee, Messrs. Nicholson and Downing, Sandringham Yacht Club, Messrs. Moore, Whalley and Griffiths, V.M.B.C., Mr. Fletcher, Hobsons Bay.

'The Royal Toast' was proposed by Commodore Hanks. Cr. Dave White proposed the toast to 'Federal and State Parliaments'. Mr. Groves in reply congratulated the Motor Yacht Squadron on its continued progress. The Mayor in responding expressed the Councils' appreciation of the great work done by the Club and Carnival Committee. Rear Commodore G. Farrow said it was his great pleasure to propose the toast of the Carnival Committee, of which Cr. Dave White was President. Eleven years ago the creek was an evil smelling scene, something to be ashamed of. They had formed a Boat Club on a Sunday morning, and immediately sought to secure improvement. It was a question of funds and the Carnival had come to the assistance of the Boat Club by loaning the plant. Cr. White said the history of the Carnival Committee

in raising £48,000 for creek and foreshore improvements spoke for itself.

During the evening the Hon. Frank Groves presented the Trophies won during the past season.

Sheet piling on the island had been completed, the Club having given £57 towards the cost. Mr. A. Cluney, who was a local resident, replaced Mr. Child as Secretary. The retiring Rear Commodore, Mr. F. Hoffman was succeeded by Mr. Farrow.

December 1934, black sky all around the horizon, then it came, not rain, but a deluge, that went on and on for several days, there seemed no end to it. Roads were impassable, trains came to a standstill in low lying areas, drains, creeks and rivers could not contain the water. Mr. Dave Allnutt was trapped on the island for several days. A flying fox was rigged by which means food was sent across to him. Miss House, of the Bridge Hotel, still remembers the roar of the water coming down the creek, she and her sister were terrified. Many boats were damaged, torn from their moorings and washed into the bay. Mr. Harrison's 'Elsie May' was washed up on Aspendale Beach. 'Scud' which belonged to Mr. Newman was another casualty. Mr. Allnutt managed to save some boats from being swept away from their moorings. December 1934 was to be remembered for many years.

1935 saw little change, maybe the flood had slowed progress, there is no doubt a lot of repairs would be necessary. In 1936 Mr. C.P. Kelley was elected Commodore. Mr. Charles Hyde Parker Kelley was a member of a firm of solicitors, McPherson and Kelley, Melbourne and Dandenong. Mr. Kelley acted as the Club's solicitor for many years. The Club received a Government grant of £300 on a two to one basis, the Club and Mordialloc Council each contributing £150. The creek was to be dredged as soon as possible.

Mr. W. Green J.P. and Mr. G. Anstee joined in a search for Mr. C.F. Swan who was reported missing on the Bay. Mr. Swan's empty dinghy was located by a light plane four miles off shore. The pilot directed Mr. Green to the dinghy which he towed back to the creek, sadly Mr. Swan had drowned. Another boating accident occurred later in the year. 'Dolphin', a large commercial boat owned by Mr. T. Harris, Park Street, Mordialloc, was returning from a fishing trip with fifteen passengers on board when the craft smashed against the breakwater at the entrance to the creek, cutting through a nine inch by four inch beam.

Flag Officers and members were deeply grieved when advised of the death of Councillor Charles Imes J.P. on July 10th, 1937. Founder of the Club, Cr. Imes had lived in Parkdale since 1919. He was actively interested in yachting, also finding the time to become a Councillor, an active member of the Mordialloc Carnival Committee and founding Commodore of a Boat Club. Cr. Imes was a chemist conducting his business in South Melbourne, all of which, under his guidance, were extremely successful. The Club was indeed fortunate to have a man of such drive at the helm during the formative years.

A strip of land 10 feet wide extending from the foreshore to what is now Peter Allnutt's fuel jetty

was leased to the Council for ninety nine years at an annual rental of one shilling per annum, thus allowing entry to all boats moored along the South Wall.

In 1936 Mr. P. Lovell became Secretary, he was the owner of a large boat, named 'Lois', on which Mr. and Mrs. Lovell together with their two children lived, until 1939 Mr. C. Taylor took over as Secretary.

Australia was now at war, Mr. H.W. Jones had been Commodore from 1936 to 1940, over a period of time activities had slowed down considerably, many members had joined the Forces including the Commodore who was presented with a fine gold watch as a token of appreciation. Mr. B. Robertson was then made Commodore and Lady members were admitted —Dorothy and Marj Jung, Estie Clark, Rene Melen and Gwen Renton. The Jung girls father and brother were members, as was Estie Clark's father. Marj married Eric Underdown, Estie married Ross White and Gwen Renton became Mrs. Jack Pompei.

After the death of Cr. Imes, the Club seemed to lose a lot of drive, the Clubhouse was used mainly as a workshop, for removing and replacing engines etc. and a place to store junk. The surroundings were no better. The lockers, at the rear of the building, were full of rubbish and no-one knew who owned many of them. A few of the members organised a huge clean up and it was made to look like a clubroom. According to Doug Jung who had been proposed by his father Mr. Fred Jung and Ross White who had just been proposed for membership by Estie's father, Mr. Fred Clark, the old building was pretty dilapidated. Old forms without backs to sit on, one old table for the Commodore and Secretary to sit at, no kitchen or toilet facilities, one light hanging from the ceiling.



Mordialloc Creek with Club Boats. Circa 1940

Meetings were held on the first Tuesday in the month. Members attending meetings had to park their cars in Nepean Highway in front of the hotel and on one occasion someone let all the tyres down. In place of the present stairway leading from the road bridge to the catwalk, one had to climb down a ladder to a footpath, often partly submerged in water, and walk to a punt where the Club bridge now stands. Later a light was erected on the island side, last one over had to cross in the dark. There were many lucky escapes, but the punt never lost a customer!

Mr. Russ Whiting was elected Commodore with Clarrie Taylor acting as Secretary. Mr. Whiting owned "Halcyon" which he used on patrol during the war years. These small craft, with a young naval rating on board, patrolled from the mouth of the river around the docks, as far as Hawthorn Bridge, and was known as the Volunteer Naval Patrol. The men wore uniforms and were under navy discipline. The young ratings were armed with a rifle and were usually stationed in the cockpit, in all weather. After the war the group was known as "The Little Ships Club" later to be incorporated with the R.V.M.Y.C. There were other boats from the Club to join the Patrol, the entrance to the creek being in such a poor condition they had to find moorings elsewhere.

During 1940 the Club dropped the title 'Motor Boat Squadron' in favour of the more descriptive 'Mordialloc Motor Yacht Club', which clearly embraced the activities of motor powered and sailing members. Petrol being severely rationed, wind-power was the order of the day. The lady members were doing a fine job and on January 5th Misses Jung and Clark were victorious in the Lady Skippers Race. To their credit the girls sailed as a complete female crew. The sail boat "Cooee" was built by the Clark and Jung families for the Misses Dorothy and Marjorie Jung and Estie Clark. Rene Melen was the owner-skipper of "Cape Cod". Marjorie Jung also crewed for her brother, Doug, and Gwen Renton crewed for Rene Melen.



"Cooee" Dot & Marj Jung, Estie Clark

The creek entrance was becoming a nightmare. "Valuable Racing Yacht Wrecked, State of Mordialloc Creek the Cause", screamed the local newspaper in banner headlines. Unable to enter the creek because of shallow water, she was broken up and sunk when a storm arose later. Formerly one of the best craft on the Bay, she raced under the name of "Fancy". The yacht was purchased six weeks previous to the storm by Mr. Peter Griffiths, a Club member, and re-named "Susan". Returning from a sail with two friends at about 4 p.m., the yacht was unable to cross the bar at the creek mouth. Anchoring the boat at the end of the pier, it was thought safe to leave her until high tide at 10 p.m. The wind got up to gale force, the anchor dragged and the boat was smashed against the pier. She became a total wreck.

Immediate action was called for. It was felt Mordialloc should be made a safe port, able to shelter much larger craft than were at present able to enter the creek. Sir George Goudie then minister of Public Works, had inspected the creek two years earlier, improvements had followed, with paralytic slowness, and were not thorough enough to remain permanent. The Department was urged by those who knew the seriousness of the position to make another inspection and to take steps to make the creek a more accessible shelter in the Bay. The cry was taken up by Mr. Dave Allnutt who declared the state of the creek was getting worse and worse, with about 150 boats in the creek paying mooring fees, it was up to the Council to do something about it. Then "Ratepayer" voiced his opinion and "Fisherman" had his say. Mr. F. McSweeney said the creek was stagnate, and the health authorities should have their attention drawn to it. "Amateur Fisherman" said there was only a few inches of water over the bar at low tide, and he did not think much of sitting out in the rain in an open boat waiting for the tide to come in.

On February 7th, a letter to the Editor signed by F.C. Jung, stated that the necessity to remedy the state of the Mordialloc Creek had been widely discussed by members of the Mordialloc Motor Yacht Club over the weekend, and unless action was taken without delay the creek, in a very few months, will be practically useless and further work would be very costly.

The work done the previous year by the P.W.D. was wasted effort. The sand dredged out simply poured in again. Money must be made available. Yacht Club members and boat owners pay annual mooring fees to the Council, the M.M.B.W. had collected hundred of pounds annually as a so-called River Improvement Rate from Mordialloc property owners for years past, but expends nothing in improvements. The monies should be expended right where they came from in the first instance.

In other suburbs every endeavour is made to attract visitors. The Carnival Committee is doing a great job with foreshore improvements, a big push can be given to their efforts by improvement to the added attraction that would be provided by a navigable creek.

One week later the Council requested the Minister for Public Works and the Minister for Lands to

receive a deputation on the condition of the Mordialloc Creek, which had been causing concern among the boat owners and fishermen who use it. Many mishaps and at least one tragedy was attributed to the shallow mouth of the creek, caused partly by diversion of water to Carrum and siltation. A letter from the Hon. Sec. of the Mordialloc Motor Yacht Club appealed for dredging to be undertaken. He directed attention to the foul condition of the creek generally and said it was understood that arrangements could be made with the State Rivers Department to have the creek flushed by opening flood gates and allowing a large volume of water to flow through the channel during the next general rain.

At the next general meeting the Council received a deputation to discuss mooring fees. In February 1929 an important conference was held to determine ways and means of gaining municipal control of Mordialloc Creek with a right to charge mooring fees. Years before in the redistribution of boundaries the southern bank of the creek became the border between Chelsea and Mordialloc, and was regarded as part of Attenborough Park under the jurisdiction of Chelsea. It was decided that Mordialloc be given the right to collect mooring fees from the South Wall on the condition they be spent on improvements to the south bank east of the railway bridge.

Meanwhile the battle still raged over the state of the creek. Mr. C. Taylor called it the Municipal tip, said it was a graveyard for old boats and immediate steps should be taken to improve it. Mooring fees from the number of boats in the creek should cover the cost of maintenance. The Club offered to install its own dredging plant to deal with the sand. It proposed a four inch pump powered by a Dodge motor and capable of removing one ton of sand per gallon of petrol. Mr. Galt, City Engineer, said that maintenance funds were insufficient without incurring additional expense, the offer of the sand pump was rejected.

Not to be beaten, Clarrie Taylor called upon Club members, Boat Owners, and interested citizens to subscribe to a fund to cover the cost of dredging. A sum of £161 was raised.



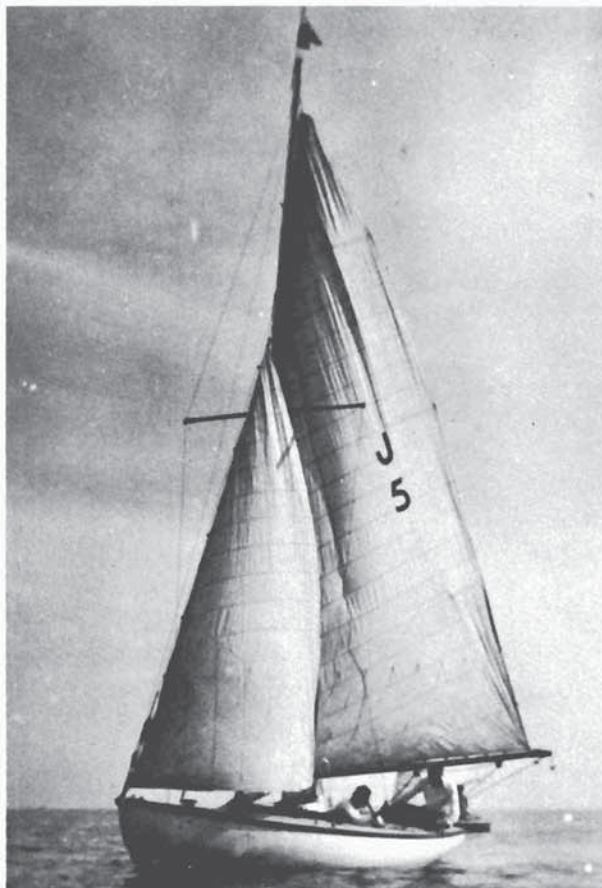
Side slipping and Slipway early 1946



Jubilee "Glaslyn" A.J. Mitchelson



12 Sq. Metre Sharpies, Doug Jung & Bill Bates



Bert Bowden "Fulmar"



"Cape Cod" Rene Melen

Forty years pass and the battle still continues. The only winners—the wind and the sand.

Many sailing races were held during this season. The Blower Cup, donated by Mr. J.A. Blower, (who at the time was serving with A.I.F. overseas), attracted many entries and was run over a series of six heats. "Ah", G. Anstee, was the winner.

Members were delighted when Commodore Whiting gained 3rd place in the Whalley Cup, the three leading boats over the line being separated by less than 20 yards. Mr. Bert Whalley, a leading manufacturing jeweller and also a well known yachtsman, initiated the race to promote fellowship among power boat skippers from the V.M.B.C. and those of the S.Y.C. A few years later when the M.B.C. was formed, Mr. Whalley extended an invitation for them to join in the race with the other two Clubs. Apart from the principle trophy, until 1975 the skipper of each boat entered received a handsome silver tankard on which the pennants of the three Clubs were emblazoned. The Cup, a perpetual trophy, if won three times by the same skipper, became his property. Harry Brewer, R.V.M.Y.C. in "Orion" became outright winner. Bert Whalley had an exact replica made which the elated winner was pleased to receive. After Mr. Bert Whalley's death, his son, Alan, kept the race alive in memory of his father. The race is now sponsored by Marine Hull Insurance and conducted by the three Clubs alternately.



Old Sandringham Yacht Club. Whalley Cup Presentation: A.J. Whalley, A.D. McKenzie, G. Palmer, N. Paterson. Circa 1950



Whalley Cup



Alan D. Whalley—son of A.J. Whalley, Founder of Whalley Cup

The Annual Meeting reviewed the Club's activities for the year, which was the most favourable for some time. A sail room had been added to the building, the area outside the Club had been levelled off and set with grass, and the winch and slipway had been repaired. The Commodore, Mr. Whiting, announced that Warrant Officer Stenning, a club member, had been awarded the Distinguished Service Medal for his excellent work with the A.I.F. in Cyrenaica.

The sand pump eventually built by the Club was now being operated by members in an attempt to keep the channel open. It was later dismantled and sold when the P.W.D. took over the entrance. A slipway facing the Carnival, was operated by Mr. Stow who also hired out boats, some members used

the slipway and also rented space to store their craft. This land is now occupied by the Boy Scouts. The back of the island was taken over by a boat builder some years before, a Mr. Stewart, and later his son, Ron ran the business. "Lantani" a well known large cruising yacht was built by Mr. P. Payne in the boatyard for Mr. W. Wakefield.



Barge to carry sand pump—1945

On July 11 1943, Commodore S.H. Fitzsimmons, presiding, the Secretary Mr. C. Taylor stated that the meeting had been called for the purpose of amending the constitution to enable the Club to acquire land to provide a passage for a private sand company to remove sand from the entrance of the creek. It was also moved that the Trustees be empowered to purchase the land between the northern end of William Street, now Bowman Street, and Mordialloc Creek if the land became available. Carried unanimously. Both of these projects were to come to nothing.

A strong social committee had been formed, which included the Misses E. Clark, M. Jung and E. Taylor. The greatest asset for Socials was the piano. Legend has it that the Club piano was purchased one Friday night during late shopping for the sum of £10, carted to Mordialloc, thence across The Island on Commodore Harry Jones motor boat 'Glenoras'....a rather remarkable feat considering the reputed condition of the gentleman concerned. The story continues that it was with great relief they found it all intact and in position the following morning. That same piano is still doing a mighty fine job.

Owing to the lack of toilet facilities, two pre-fab toilets were constructed and delivered. A septic tank was installed, the effluent pipes running across the island. The introduction of Ladies and Gentlemen's toilets was a vast improvement. It was now possible to run monthly social events. Extensions to the building were taken in hand. Two rooms were erected, one either side of the entrance, a much needed kitchen, the other an office; the kitchen was later fitted with a stainless steel sink, and steel lockers to store crockery etc. In time to come a small hot water service and electric urn appeared. A large boiler over an open fire in the Club grounds was used for cooking mussels from the reef and many a good night was enjoyed with the aid of the piano. The greatest joy was the purchase of forms with backs. Try sitting on an old

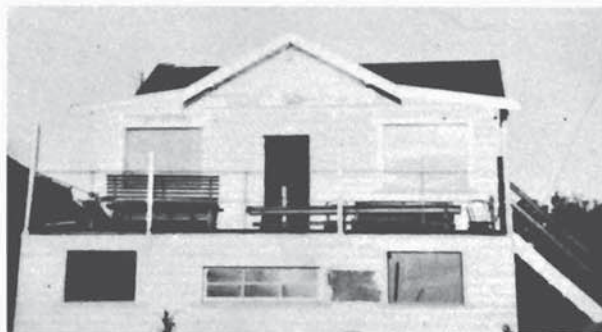
fashioned backless form for hours during a long winded meeting, and compare the bliss those new forms bestowed upon the earlier hapless members. A light railway was constructed to side slip boats, it was not a success and had to be demolished.



Opening Day—1947

Due to dissatisfaction among sailing and motor boat members representation to the Council resulted in the island being subdivided and the Sailing Section, known as the Mordialloc 12 Square Meter Sailing Club was formed. A fourth section of the island was allocated to the Boat Owners Association, but due to lack of funds, on their part, M.M.Y.C. paid the back rental owing and took over that section.

Repeated requests for more working space resulted in a quote being accepted to raise the building to its present level; this being the brain child of Mr. F. Clark. The area beneath the building was sheeted with weatherboards and became a large locker room, storage space and a workshop. The old lockers were dismantled. The sail room had been lifted to the same level and new flooring was fitted to the sailroom and extended over the entire floor space of the old building, making a much larger Club House. A new chimney and fire place were constructed, additional lights and power points added, and a front verandah and access stairway were erected. The Club had sailed out of the doldrums and it was again "full steam ahead".



The Clubhouse—approx. 1954



The Island—approx. 1950

What was a barren waste was slowly being pulled into shape, lawns, shrubs, paths and seats a pleasant background to the building. Two new punts were bought from disposals, constructed of red pine and both copper sheathed, one was later stolen, the other remaining in service until the bridge was built. Social events on the last Saturday of the month were a regular event. A limited racing programme was organised. The 1949 Whalley Cup was won by K. Kirby in 'Vendetta', a great victory for the Club which was now making a name as a worthy competitor among other clubs. An agreement with the 12 Metre Sailing Club to use the water line running from the northern bank was arranged.

Transfer from Trustees to Company agreement was drawn up and duly signed. Victorian Gazette November 2nd, 1949.

COMPANIES ACT 1938 MORDIALLOC MOTOR YACHT CLUB

Notice Of Intention To Apply To Attorney General For Licence Pursuant To Section 18(1).

I, Richard Edmond Blades, on behalf of Mordialloc Motor Yacht Club, being an Association formed for the purpose of recreation, hereby give Notice of Intention to apply to the Attorney General for a licence directing that the said Association be registered as a company with limited liability without the addition of the word "Limited" to its name.

Dated the second day of November, 1949.

R.E. Blades, Secretary.

The Club was incorporated under the Companies Act 1938 and was limited by guarantee. Registered No. 27562. 4th day of August 1950. Memorandum and Articles of Association were printed in a booklet.

An electric Lathe, drilling machine and emery wheel were donated by members for use in the work shop. A large winch and drum were purchased from Williamstown and fitted with an electric motor and gear box. A concrete base was poured and three phase current was brought across to the island. The job of hand winching was a thing of the past, the order of the push button had arrived.

1950 heralded the inauguration of the "Isle of Mordialloc Cup" to be open to all major Boat Clubs on Port Phillip, second only to the Whalley Cup. It was an instant success. G. Nicholson 'Winsome' S.Y.C. was the first to win the Cup which had attracted up to 70 entrants to front the line.

The Club Aggregate Trophy was renamed the G.C. Carmichael Cup in his memory. At the time of his death he was Rear Commodore and a register of the company being formed to take over the Club's assets. George Carmichael was unfortunately one of the passengers on the ill-fated passenger plane 'Kyeema' which crashed in Western Australia. G.F. Ennis "Ian" was the first to win the Carmichael Cup. Miss R. Melen was to win it in 1950-51 with 'Cape Cod'.

1951-52 Season was the first printed official programme for all racing and social fixtures. There were

still sailing boat events. The format of the card has changed very little.

The main slipway was showing the weight of its years and had to be relaid. This time the telegraph poles were laid under and parallel to the rails instead of across. A heavy, dirty and daunting job, willingly carried out by dedicated members.



Isle of Mordialloc Cup left, G. Carmichael Aggregate Cup right.

More members were attending the Club at weekends most bringing their meals along, picnic fashion. The only two trestles had lining board top and were used for painting etc. Sufficient masonite and steel legs were donated to make six long folding tables.



The Island—showing Clubhouse & 12 sq. Metre building

'At the height of a storm in December, observers from Mordialloc Motor Yacht Club noticed a distress signal on a boat drifting helplessly out to sea. Immediately the alarm was raised. Bert Bowden, skipper of Stella Maris, quickly organised a crew consisting of Keith Glenister, A. Chapple, Joe Mather,

Mark Ryan and the Club Secretary, Dick Blades, and put out to the assistance of the stricken craft. After passing a line on board and hastily rigging a sea anchor to retard progress, the boat was skilfully manoeuvred through the rough seas at the creek entrance and towed to safety through the narrow entrance between the dredge and the creek wall. When the boat was safely moored the rescued crew were taken to the M.M.Y.C. and given warm refreshments. An interesting extract from an old daily paper.

Father Christmas had been passing the Island by, James Smith and Ross White saw fit to point out to the old gentleman his oversight. Donations from G. Maxwell, S. Fitzsimmons and F. Clark were given to help the poor old chap defray expenses, parents thought it a good idea to limit gifts to the value of 5/- In due course he turned up by boat, whiskers and all. He has continued to do so for the last 35 years, sometimes he has lost weight and shrunk a little, other times he has put on weight, he also seems to suffer a little with his throat, last Christmas he seemed to have lost his voice, no Ho Ho's, but come rain or shine he always turns up, much to the delight of the children; it is sad very few see him off, though there is a big crowd to welcome him. The children have a wonderful party, soft drinks, ice-cream, sweets, and fairy floss, usually a magician and every now and again, Punch and Judy. The grown up's have a wonderful time also. The Christmas hamper and the huge Christmas Stocking raffle is drawn, during the social held on the previous night which helps defray the cost of all the goodies.

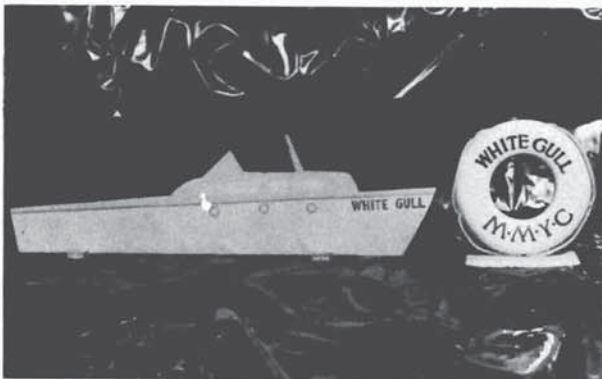


Christmas Party—John Ennis centre front

The monthly Saturday night socials were very popular, the ladies taking over the catering. The music was supplied by the Stephens Brothers, there were occasions when members were known to assist. On one occasion a crayfish supper was arranged, live crays were procured. Whether some kind-hearted person let them out of the bag, or the crustaceans managed it themselves, it resulted in a wild hunt over the island by members intent on catching their supper and introducing it to the old boiler over the outside open fire.

Ladies were now admitted to all Club functions, the Smoke Night had now become the Presentation Night. Vic and Enid Bromage introduced dinner dances at the Club House, no more sitting around

the walls balancing a glass and small plate on shelving built for that use. The Annual Ball had become the main social event of the year, and has always been held in larger halls owing to the number of members and friends attending.



Dinner Dance Decorations 1958

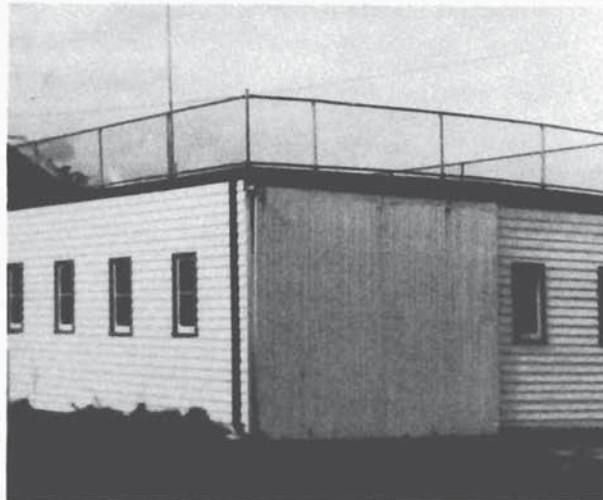
Opening Days are usually quite an event, one in particular is outstanding. The punt, designed to take 16 passengers, had the ladies aboard, beautifully dressed for the occasion. It had just started to pull out, when two members running late jumped from the landing, the added weight proved the passengers undoing, majestically the over burdened punt sank, with all hands on board, including the Commodore's Mother. On another occasion a lady had one foot on board, the other on land, slowly the punt moved out, the lady gracefully executing the splits until gravity took over as the punt moved across the creek, and the lady descended into the water.



Old wooden punt between Bowman Street and the Island

'Razor', later to become known under the title of 'Anchor' is the Club's newsletter. The 'Razor' referred to its founder, Dick Blades, who early in his term of office as Secretary was aware of the importance of members being kept up to date with events both past, present and future. The little publication has been kept going over the years by a band of willing editors. The 'Anchor' is registered by Post as a Periodical. It serves a very useful role in Club affairs, keeping absentee members in touch, alerting others who do not attend meetings regularly of change in policies and so on.

A growing membership with larger boats joining the register necessitated the building of a much bigger cradle for the main slipway. Plans were prepared and approved for erection of a roof over the slipway measuring 48' x 30'. The building was designed to form a promenade deck surrounded by railing and chain wire. The roof was sealed with malthoid. A beam, with block and tackle capable of lifting three tons was installed. This had to be a first among Clubs—an all-weather slipway.



Slipway cover completed 1956

Melbourne in 1956 was hosting the Olympics, craft from M.M.Y.C. patrolled for all sailing boat races. Commodore George Ennis made "Seasprite" available for the entire series. The various crews, all members, enjoyed being involved in the Games and were more than proud that they were given the opportunity to take part in such an important event.



Seasprite & Snapdragon 1956

Motor Boat Regulations were gazetted in 1962. Power Boats including dinghy's used as tenders propelled by small outboards were required to be registered with the Transport Regulation Board. Block of numbers with a distinguishing prefix were allocated to various Boat Clubs. The Regulations contain strict requirements for safety equipment to be carried on all craft. The person in charge must at all times observe The Rules of the Road. Failure to adhere to the regulations can incur heavy fines. The initial fee was \$20 for boats and \$4 for dinghys.

Numbers of a given size are to be visible at all times on the exterior of the craft. A small registration plate is issued annually and must be screwed on to an exterior bulkhead.

Another safety measure was the introduction of 27 kHz N.C. 310 two-way radios within the reach of Club Members. Prior to this several members had HF Radio with a base station in the Club. Application to the Department of Sport & Recreation for a grant was successful and the present aerial was purchased and erected. Due to complaints from members of the steady increase in licence fees, following a letter to the M.P. for Isaacs a meeting was arranged at B.M.Y.S. with the Hon. Mr. Staley, Minister for Posts and Telegraphs to discuss the matter of costs. The meeting was well attended and brought to light many anomalies, which we are happy to say were remedied, and the fee reduced to \$15. Club radio has been the hobby of David Moate and to him must go all credit for our present system.

Discussions between M.M.Y.C., S.Y.C., and R.V.M.Y.C. took place to draw up a set of rules to apply to all Power Boat Clubs engaged in Club or inter Club events. Three representatives of each Club were to meet each month. Originally known as the Port Phillip Power Boat Association and later as the Power Boat Association of Victoria, it drew up a set of rules to promote power boating between Clubs and to co-operate with Clubs to arrange event programmes. These representatives must be given the credit for the foundation on which the present rules are formed. The Association recently ceased to exist, Power Boat Club activities coming under the jurisdiction of the Victorian Yachting Council.

The Clubhouse was still growing, a few years previously it had been rewired, lined with caneite, additional windows and lights installed, crockery and utensils updated, the building painted inside and out and black rubber floor covering laid in the foyer. In 1960 a small annexe was added to the building, this formed a space for the piano and band and also served as an emergency exit. A refrigerator for the use of members and for social events was acquired. Acting on a suggestion from a member to deter vandalism, S.E.C. street lights were erected, these were operated by the Council in conjunction with the normal street lights.

Fire destroyed the boat building business at the rear of the Island, this section was then reallocated by the Council to the Club. There were two slipways running parallel to each other, the top one owned by Werner & Murfey Red and White Hire Boats, this was eventually purchased by the Club and became No. 2 slip. A new cradle and electric winch turned a slip used only for rowing boats into a modern facility capable of handling smaller power boats. The tin shed remained in Mr. Murfey's possession, and still is separate from the Club grounds. Eventually the Club was to control all Island moorings. The second slip was filled in and became part of what is now Bill Thorp's mooring.

A Working Bee dealt with the old boat building site. A large hulk was broken up and burnt, railway sleepers were used for sheet piling, the ground levelled

and sown in lawn. A double doorway was made in the back wall of the Clubhouse, stairs and handrail added giving additional access from outside to the Clubroom.



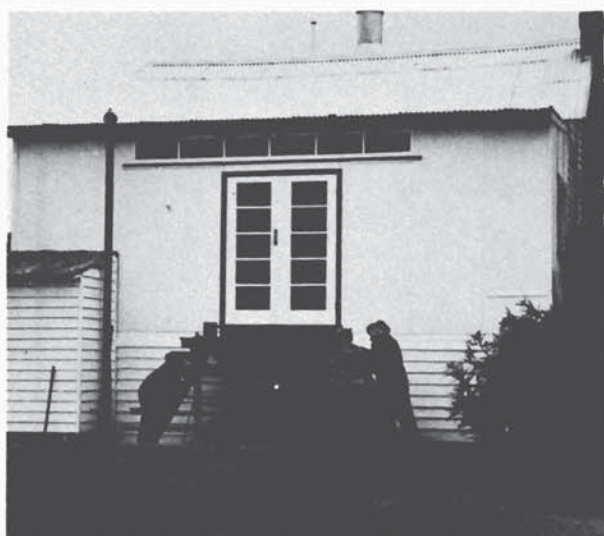
Clean-up after taking over rear of Island



Demolition of old boat, clearing back section of Island 1961



Sheet piling at rear of Island, 1961



Construction of rear stairway—old building 1962



Taking over rear of Island 1961



B.B.Q. on Island 1962

Application had been made to the Council following a deputation by R. Blades, J. Prince, J. Smith, R. White and A.D. Whalley that the Club be granted a 25 year lease on that portion of the island being rented. Important legal documents were drawn up on

both sides after much discussion. Eventually the lease was granted. Naturally the Club felt very secure, three years later they were informed by the Lands Department that the lease was null and void as the Island was Beach Park Reserve!

Serious consideration had for some time been given towards the viability of building a bridge across the creek. Both Eric Underdown and Dick Blades were certain that it was possible and further more with help from members it could be built.



Punt approx. 1960

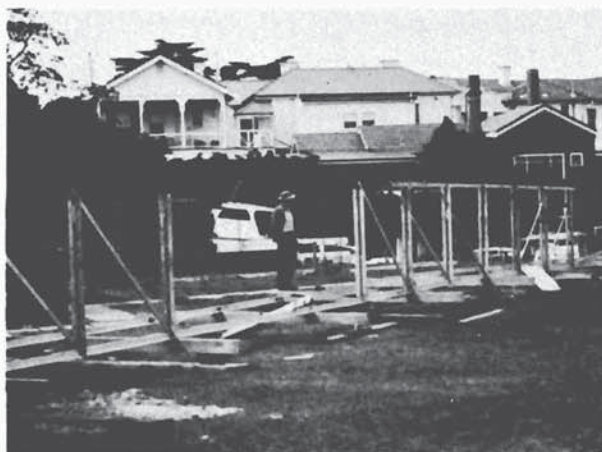
Firstly the Public Works Department and Council had to be convinced before permission was granted to build the bridge. Credit must be given to Commodore Blackmore and Ross White for the tenacity with which they stuck to the task of cutting through all the red tape. The design of the bridge and making up of the working drawings were all the work of Eric Underdown. Ted Dixon undertook the task of getting the ledger on top of the piles, and striking the levels on the Island. Two cubic yards of heavy concrete was transferred by an army of members from the hotel yard across the creek for the foundations.



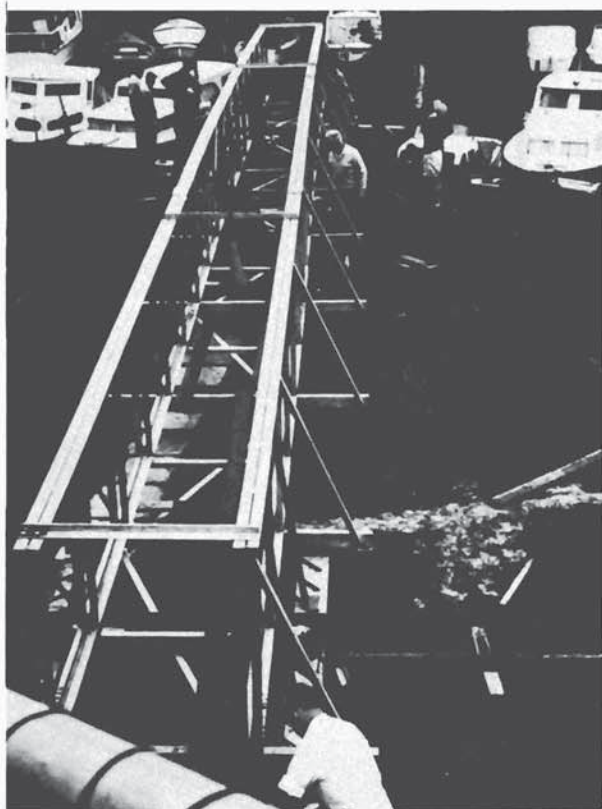
Steel for bridge ready for drilling 1964



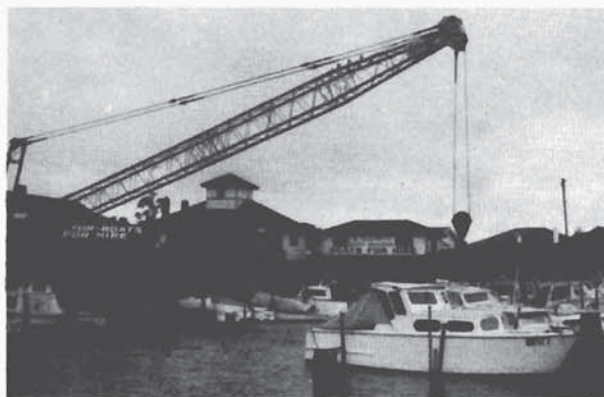
Construction of bridge 1964



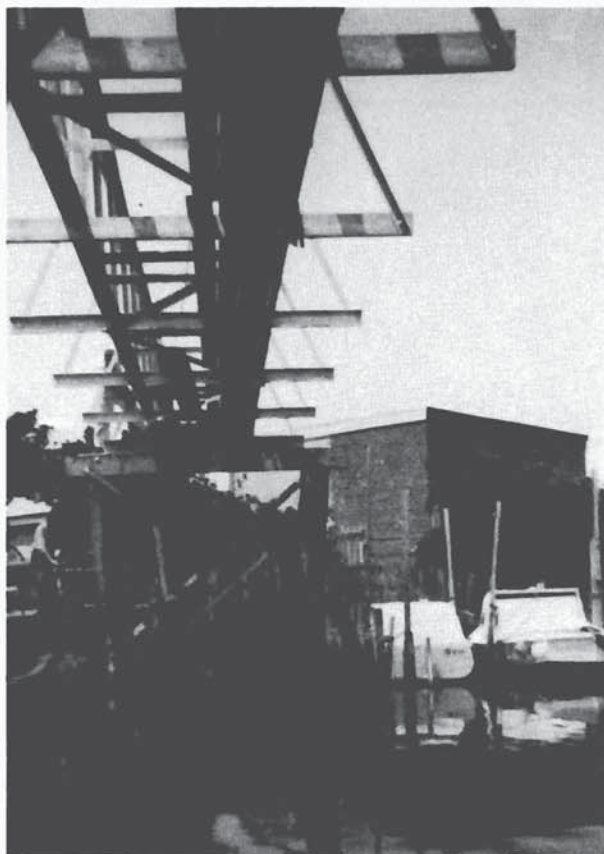
Bridge under construction 1964



Bridge ready to lift into position 1964



Bridge being erected—crane lifting from Island 1964



Bridge November 1964



Bridge lifted into position 1964

The structure was to be galvanised, of bolted construction, welding being out of the question. All materials were ferried across to Dick Blades who fabricated the actual steelwork assisted by George Bates, to whom near enough was definitely not good enough. Charlie Higginbotham and Brian Dawes spent many week days working on the job with Dick Blades. Jim Smith and Jack Prince worked like trojans on the wooden decking. Dave Sloss, Stan Kennedy, Bill Lipscombe, Charlie Watt, Charlie Lauder and Keith Glenister were always willing slaves to the project. Finally a large mobile crane arrived near the landing and the bridge lifted into position.

The final cost of the bridge was £1200. Members were asked to help defray costs by taking out debentures of £5 which were available from the Club Secretary, interest at the rate of 5% per annum would be paid.

Sad to say the faithful old punt, by ferrying over all the materials for the bridge which was to replace her, wrote her own death warrant. On the completion of the project she was sawn up and burnt.

To quote the late Mr. Dick Blades: *"The Bridge was truly a community effort and the Club should be proud of including in its membership men of such sterling qualities as those who took part in this big job"*.

Membership was increasing rapidly and had eventually reached the stage that the Club had run out of moorings. Ross Blackmore considered that the South Wall, then a sand hill, would after the removal of the sand accommodate twenty eight moorings. He applied to the Council for permission to establish the moorings, which was granted in early 1966, on the condition that the members requiring the moorings paid for the work. A contractor with the necessary equipment was found and a price for the job was agreed upon. £1400, each of the twenty eight members contributing £50 plus a lot of physical effort. The Club was to pay another £200 to the Public Works Department to further deepen the moorings with a drag line.

A ramp had to be dug down to what had become a beach formed by the sand gradually building up against the old sheet piling, work could only proceed during low tide. Ross White knew of a building being demolished in the city and for a reasonable figure obtained all the timber to repair the sheet piling. The great day arrived, the moorings were completed, twenty eight happy members tied their boats up and proved the old adage that *"Virtue is its own reward"* was a lot of nonsense. The Council sent them their accounts for their mooring fees! The Club received a very stern letter regarding the dire results of any mess or rubbish not being cleaned up to the Council's satisfaction including the ramp. Four of those boat owners who worked so hard and also willingly paid for the project are still working for the betterment of the Club and their fellow members. This year 1986 Jack Brown, Vic Bromage, Bill Wright and Dave Moate are celebrating their twenty first anniversary as members of the Mordialloc Motor Yacht Club.

The Mordialloc Sea Scouts building, formerly the headquarters of the Mordialloc 12 Sq. Metre Sailing Club, was burnt to the ground one night during

February 1967. Mr. and Mrs. Peter Allnutt were quick to alert the Fire Brigade, the Club was only slightly damaged and was repaired within a month, in time for the next social at which function Mrs. Allnutt was presented with a Mikasa Dinner Service in appreciation for her part in calling the Brigade so promptly. Commodore J. Daniel Snr., when advised of the fire dashed from his home in Oakleigh to assist and managed to turn the hose on a Brigade Officer who had been in to put the toilet fire out!



Sea Scouts building after fire February 1966

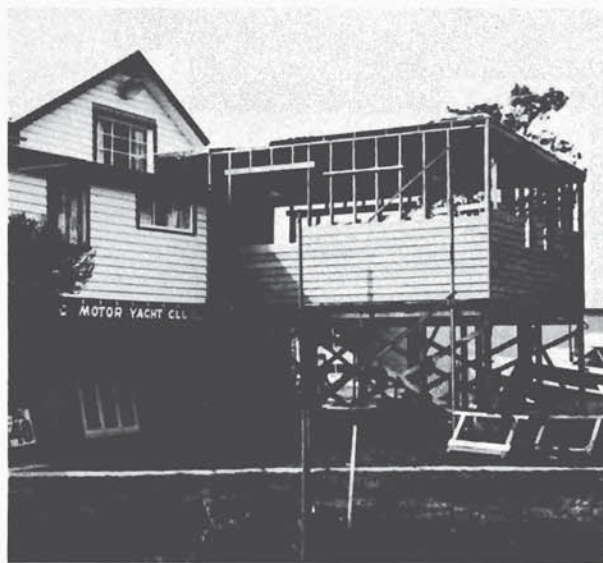


Sea Scouts building following fire



Fire destroys Sea Scouts building

Plans for extensions to house additional toilets and hot showers for Ladies and Gentlemen had been granted, construction had been under the supervision of Craig Bowman aided by Dick Blades, both being referred to as 'Huf' and 'Puf' by their assistant Keith Glenister with Bob Fraser installing the plumbing. The annexe was planned to incorporate a foyer on the ground floor. It was necessary to again ask members to take out debentures for multiples of ten dollars to raise the sum of \$2,000 to cover the cost of the building. The annexe was completed in 1969, shower rooms, toilets and change rooms both up and down stairs, with a hot water service operating on a night rate. A 12 monthly liquor permit was obtained. A large moveable counter for the storage of glasses was acquired, new chairs and crockery were purchased, concrete slabs were laid under the Clubhouse forming a new workshop and modern lockers were installed and leased to members and the workshop area was re-organised.



Construction of Toilet Block 1967



Clubhouse and bridge approx. 1970



Old Clubhouse before demolition 1970

Construction of a water service in partnership with the Sea Scouts and the Hire Boats was made possible by a Licence between the C.U.B. and the Club for the pipe line to go through the Hotel property and across the bridge. The Island now had the security of a Fire Service in addition to a General Service. The old pipe line was removed from the creek bed.

Neglected for years, not only had the creek silted up, the Health Authority reported that the creek was contaminated, raw sewage often observed in the creek, fish had long departed the scene and over the years it had become an outlet for all manner wastes. The moorings were in a terrible state, at low water on occasions even dinghy's had to be carried over the bar. Meetings were held with the various departments controlling the creek, all told there were six, it was proposed that the Government be asked to nominate the City of Mordialloc as the planning and controlling authority. These approaches were decided upon at a meeting called by and held at the Mordialloc Motor Yacht Club. About 45 boatment, councillors and Mr. P.E. Olsen, divisional engineer of the Rivers and Streams department of the State Rivers and Water Supply Commission and Mr. J. Waglan, chief engineer of the Public Works Department attended. The meeting was chaired by the Mayor of Mordialloc, Cr. G. Green and the secretary of the Club, Mr. Ross White, who was elected secretary of the meeting.



State of creek before dredging 1967



Dredge at work 1968



Mooring problems during dredging

Mr. Waglan said that it had always been his view that Council being the authority "on the spot", was the logical authority to arrange the work. He suggested the mooring fees at present being paid by boat owners could service a substantial loan towards creek development.

Cr. Denyer said the Council had carried out minor improvements from time to time; it had been working on a new type of walling on the south bank between the two bridges, and "it's quite unrealistic for the Council to stand the tremendous expense of dredging". The last report on dredging showed it would cost \$35,000 to provide all year around mooring from the mouth of the creek to the road bridge. Even if this work was done, the money would be wasted unless the entire creek was dredged, the siltation would build up again in three years. Mr. Waglan: Boat Owners should contribute a "fairly large part" of the funds. However the creek was maintained, the most important was the continual maintenance of it.

The State Rivers and Water Supply Commission advised the Council that it was prepared to recommend to the Minister of Water Supply that a grant of up to \$40,000 be made for improvements to the creek. The Commission had approved the plans drawn up by the City Engineer, Mr. D. Tatnell. These plans

included dredging and installation and renewing sections of the walling extending from the creek mouth to the rail bridge. The Commission recommended the grant on a basis of \$4 to \$1 provided the Council assured the local contribution of one fifth. Then the fun started, all boats and moorings including poles had to be moved otherwise a charge of \$20 per hour would be levied by the Council. Work started on the 26th of June 1968, the creek was closed to all traffic during operations, on completion boats were free to come and go at all times.

Slipway Master Bert Bowden, announced that the main slipway needed reconstructing, removal of the old rails, sleepers to be replaced and advised it was to become the next programme. Helpers were outnumbered by advisors by about three to one. The sleepers and rails were assembled and lashed onto 44 gallon drums which were then floated into position over the slipway. Working in water, Dave Deery and Bert Bowden cut the lashings holding the drums, allowing sleepers and rails to sink into place. To prove that all was in order, Bert was first up on the slips with Mavric.



Repair of main slipway—first time 1969

Plans to rebuild the Clubhouse had been finalised, the Mordialloc Motor Yacht Club Co-operative had been formed to finance the erection. June 9th, 1972, the top section of the building was demolished, leaving the myrtle flooring which had been laid when the original building had been lifted. Timber for the building was delivered on a Saturday, it was carried across the bridge by members and stacked ready for use. Building commenced on the 15th June. Walls were up by the 22nd, roof on by the 29th. The weather was kind, the rain held off until the lockup stage.



Old Clubhouse approx. 1970



Clubhouse 1970



Rear of old Clubhouse 1970



Inside old Clubhouse 1970



Inside old Clubhouse 1970

Commodore Charles Arthur said it all when he opened the new Clubhouse on August 20th in the presence of 150 members and friends. He pointed out briefly the growth of the Club and said, *"How fortunate we are in having such a fine crowd of blokes who hopped in and pulled their weight on the various jobs which could be left to the non expert"*. Modesty prevented Charlie mentioning the part he himself played in the workforce, but he was far from reticent in his praise of Secretary Ross White; Building Supervisor Ron Butler and Doug Jung the super tradesman who fitted out the dream kitchen; Bill Lipscombe and Robert Arthur's work on the fireplace; Don Jones and his plumbing; Roy Dalgeish, a new member, was an inspiration to all and worked like a demon; Mesdames White and Swift assisted by the ladies for their work on the window drapes, for the ladies who kept the workers supplied with food; the members who painted, laid the carpet and polished the floor, cleaned up all the old timber and removed all the rubbish and erected the entrance verandah. Downstairs the Committee Room, always a Cinderella, was completed, carpeted and furnished with a board-room table and comfortable chairs.



Demolition of building in preparation for reconstruction
9/6/72



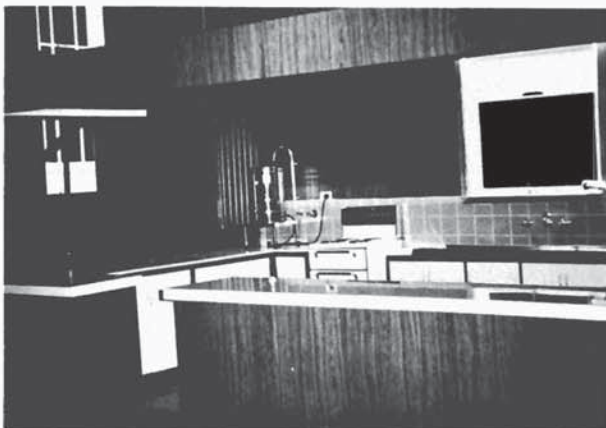
Construction of new building June 1972



Commodore G. Arthur declaring new Clubhouse open August 1972



Inside new Clubhouse August 1972



New Clubhouse kitchen

Bill Lipscombe, when Commodore, introduced an idea to collect pennants from all over the world and display them in the Clubhouse. The collection has grown by leaps and bounds and has attracted much attention from both visitors from overseas and members from kindred Clubs. The Pennants have created a fine feature wall. Within a short time additional chairs and tables improved the furnishings

in the Clubroom and a Bain Marie was added to the kitchen conveniences. Indeed a Clubhouse to be proud of.

Meanwhile members had built a wooden walkway for easy access to boats moored on the hotel side. Additional lights on main and No. 2 slipway which was also roofed over, power outlet on bridge. Traveling gantry capable of lifting engines to a maximum of 5 cwt mounted in the main slip. A busy term of office for Commodore Charles Arthur.

During January 1974, the Club lost two Life Members within a week of each other. Richard Edmund Blades and Frederick John Clark. Both men were renowned for the time and effort they put into the Club.



R.E. Blades

Richard Blades had come down to a general meeting to be introduced as a new member, he left that meeting having been voted in as the new Secretary. The retiring Secretary, Mr. E. Mason had tendered his resignation owing to business commitments, no-one wanted the post, and before Dick Blades knew what had happened, he was proposed, seconded and voted into office which he held for fifteen years.

He was a man big in stature, thoughts and ideals, who was to shape the Club's future in a thousand ways. He and his wife Dorothy with their two sons Arnold and Jefferson, were to come down each Saturday and Sunday by train, or sometimes in someone's car. It was not until after the War that Dick Blades owned a car. The Club was recovering from a series of set-backs which followed a strong foundation and was then just becoming re-established. There were many working bees, lawns and trees planted, the building raised and enlarged, redesigned and painted, winches installed. In all these things

Dick's practical knowledge and drive excelled. These are only a few of the many improvements to the Clubhouse and surroundings which surely must go to his credit. Very rarely he missed a meeting even when work involved him in overtime, he arranged for the late Jim Smith to pick him up at the Engine Works to bring him down to the meeting. His retirement as Secretary after 15 years did not mean his interest wavered, far from it. After retiring from the Commonwealth Engine Works, Dick Blades and the late George Bates constructed the bridge, which surely must stand as his greatest triumph. His achievements must place R.E. Blades on the records as one of the M.M.Y.C.'s most outstanding members.

Mr. Frederick John Clark joined the Club in 1938, when he purchased a boat named "Fortuna" which he sailed down from Williamstown to Mordialloc, crewed by his daughter Estie, Ross White, Doug Jung and his sister Marj Underdown. The boat was too large for the creek and was exchanged for a smaller boat "Rhythm" named by a Band Leader who was the previous owner. Commodore Harry Jones was in office at the time, the Island was a desolate place.



F.J. Clark

Fred became interested when Russ Whiting and later, Stan Fitzsimmons in turn became Commodore. The Clubhouse was being cleaned up, Fred being connected with timber, found any amount of construction to be done, building a dredge for the sand pump which maintained the mouth of the creek during the war years; later erecting extensions to the Clubhouse, constructing forms etc. It was his suggestion to raise the building and provide space for a workshop and lockers beneath. Fred in many ways earned his Life Membership. In later years he sold his boat. Despite other interests luring him away from the Club he never lost contact with his old friends.

The upper floor completed, attention was now directed to the ground floor and slipway. New rails were laid and concreted into position. The area not concreted was paved with concrete slabs. Battery cupboard and charger, ample power points and lighting were provided for members use. The spaces between the Committee room and outer wall became the Fishermans Bar which boasted a well equipped kitchen. The bar room itself was carpeted and comfortably furnished. The floor in the foyer was pebble coated. A base station to service a large number of boat radios, also a wind speed and direction indicator with visual panel were housed in the foyer. The mast head and navigation lights from the Royal Barge used to bring the Duke and Duchess of York up the Yarra to Princes Bridge in 1927 are to be seen in the entrance. Below the lights is a ships wheel made from the bollard of the "Uraalba" by Rex Cox who presented the historical lights and wheel to the Club. The "Uraalba" was scuttled and became part of the outer artificial reef in 1969.

Concrete blocks were laid around the Barb-b-q section. A number of garden seats, chairs and tables were made and placed around the lawns under the trees—a charming setting for an island Clubhouse.

Mordialloc Motor Yacht Club celebrated fifty years of effort and achievement during 1976. A Jubilee Anniversary Dinner Dance was held on February 28. The theme of the night being the Roaring Twenties, members and their guests voted it one of the best nights ever held. A badly timed working bee set for the following day was not well attended; a strange type of illness had affected many members, lethargy, bloodshot eyes and unbearable headaches were the symptoms.

Flag Officers and Committee hosted a Cocktail Party on 1st May to mark the Golden Jubilee. The official guest list included: Mr. T.W. Templeton M.L.A. and Mrs. Curnow; Councillors P. Scullin, and Mrs. Scullin, Cr. J. Davidson and Mrs Davidson; Mr & Mrs R.A. Whiting, D. Allnutt, J. Pompie, J. Daniel, K. Glennister, K. Clayton, D. Jung. A. Mitchelson, A. Bowden, F. Paterson, W. Liscombe, G. Arthur, D. Denyer; Mesdames N. Smith, L. Ennis, R. Prince, A. Withers and D. Blades....all of whom had contributed much to the Club during the early years. It was a most successful evening, bringing back a host of memories to many of those who had not seen each other for years.

The Australian Predicted Log Championship was first held over the Queen's Birthday weekend 1978. This prestige event was promoted by Bill Wright. The Attunga Perpetual Trophy, a handsome gold cup, is presented to the skipper with the lowest number of points awarded over the three events, namely, one night and two day trials. Competition is open to any Club in Australia, qualification requires that only placegetters of interclub events, club aggregate leaders and other suitably qualified competitors are eligible.



Australian Predicted Log Championship Attunga Cup, Presented by W.A. Wright

Bill Wright not only donated the valuable gold cup but helps financially with expenses associated with the event. He also puts much time and effort into the actual running of the Championship. Each heat is divided into three placings, all of which are sponsored by various firms. Some of the sponsorships are of 12 months duration, others renew their support year after year:— All Safe Life Jackets, Dick Taylor Marine Services, Attunga Horticultural Products, Mordialloc Council who grant \$500 for running expenses.

The first winner of the Australia Predicted Log Championships was announced at a dinner held at the Bridge Hotel for competitors and friends. Dave Moate "Roviana" was the first to hold the Attunga Cup. It was a great night.



Display of Trophies. Second Australian Predicted Log Championship

Plans were again prepared to upgrade the main slipway; rails were removed from high water mark along with a large quantity of black mud. Members worked for eight weekends and some week days, and as on a previous occasion the rails and supporting wood work was lowered into position. The levelling operation was achieved by using a high pressure pump to sluice the clay from under the sleepers. The

design drawn up and submitted by John Ennis for the cradle in the main slipway was accepted. Eric Underdown and Rod Fulton were responsible for obtaining the steel; Ern Wells, Laurie Robinson and George Davies took over the shaping and welding; Reg Cox and John Dyer assisted with drilling the large steel plates; Horrie Melbourne modified the wheels and willing volunteers took over the tasks of fitting the wheels, fabrication of the uprights and painting and cleaning. It was the old story of a group of members taking on a man sized job and doing it well.



Reconstruction of main slipway 1977



Reconstruction of main slipway 1977

Maintenance to the slipway building included the removal of the original malthoid on the roof and replacing it with 5/16 fibro cement which after much trial and error was satisfactorily sealed. The huge door was replaced with one of steel and tempered masonite. A concrete cross-over and steps leading down to same on either side was constructed in front of No. 1 slip and extended several feet in order to halt erosion. Concrete was extended from No. 2 slipway to form a pathway to boats moored at the rear of the Island. A new steel cradle was built to replace the old wooden No. 2 cradle and three new security lights were placed to illuminate the Island. With the completion of sheet piling on the North East corner of the Island three moorings were gained.

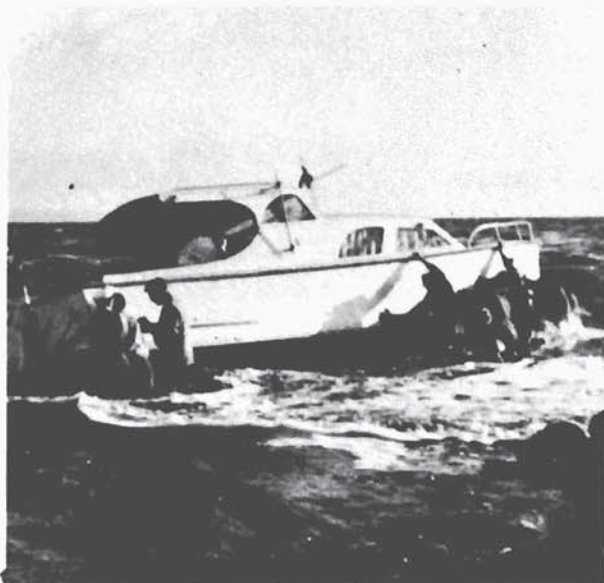
Sadly the member who had worked on, and served for many years as Slipway Master, Mr. Albert A. Bowden, fondly known as Bert, was unable to reap

the benefits of the up-graded slipway and cradles. Due to ill health he retired from the position, which was then taken over by Reg Cox. Bert Bowden joined the Club in 1936. When the Club was reformed in 1945 Bert was elected one of the Trustees. He eventually became Commodore and remained on the Committee for many years. Shortly after the completion of the slipway, Members were informed that Bert Bowden a Member for forty two years had passed away. To repeat a passage from the November Anchor 1978: "*Bert Bowden, a great Club Member and a fine Gentleman*".



Two past Commodores—Russ Whiting & Bert Bowden, 1976

Recent alterations to the mouth of the Creek were responsible for severe damage to craft in the creek. Winds up to 40 knots forced 2 feet high waves to roll up the creek. At high tide water was level with the lawns on the Island. Five boats sank on the North wall and two were damaged beyond repair. Ports and Harbours, being the accepted experts in the field, were approached to find a solution, after analysing the problem, a model of the creek mouth was constructed and tank tested, wave traps were designed and finally installed, they have proved most successful. Both the North and South Walls were sheet piled with steel, and capped with concrete from the entrance to the Road Bridge.



Boat owned by H. Bethell on rocks at creek entrance on way back from Whalley Cup



Seasprite on rocks outside creek entrance

Siltation was again causing grave concern, many meetings and consultations were held with the Council. Publicity was given to the problem by the media: Mr. J. Pompie continually brought attention to the state of the creek and had done so for many years, holding public meetings and writing to the press. Eventually Council announced they had arranged a loan from the bank over a ten year period and all boat owners would share the cost of repayment. Private mooring fees were on a sliding scale according to situation of mooring site and ranged from \$120 to \$200 per year. A dredge was brought in, boats and mooring poles were moved. Heavier poles were driven in, some with great difficulty and there were problems with poles not holding owing to the surge running up the creek. This was eventually overcome when the wave traps were in position. All this work vastly improved the appearance of the creek, the old hotch potch of mooring poles was an eyesore. The creek needs dredging again!!! that's right, it does. Maybe one day the cure will be found.

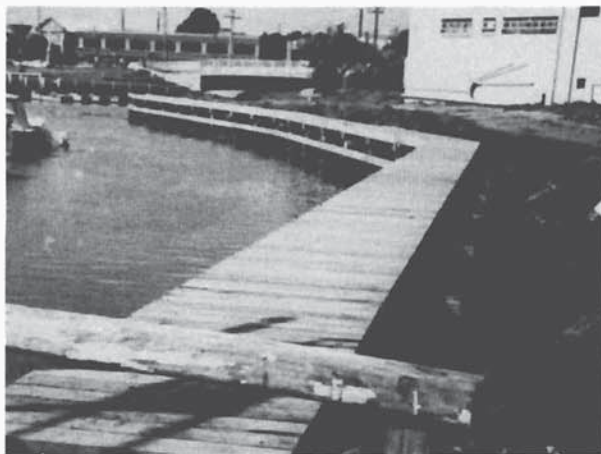


Rubbish dredged from creek 1983

Prior to the previous dredging saga, the Council decided to take over the allocation of all moorings in the creek, which meant non-members could be granted a mooring around the island in what was regarded as Club moorings. M.M.Y.C. objected to this ruling which fortunately was rescinded and the Club retained the power to allocate moorings under their control as they see fit.

Following a recommendation from the M.M.Y.C. Building Co-operative Directors a motion moved by David Moate and seconded by Rod Fulton "*A Special Building Loan Levy be implemented to repay money*

still owing by our Building Co-operative", was unanimously carried. By reducing the term of the Bank Loan by four years resulted in a saving of \$800 in interest. The M.M.Y.C. Building Co-op was then disbanded.



New Walk Way under construction—Hotel wall—1983

Again acting on a recommendation from the Club's Auditor, at a later meeting alterations to Rule 28 was carried, changing the format of the Committee. The Club shall be managed by a General Committee of Officers of which shall be nominated at the previous General Meeting and shall consist of:—

The Immediate Past Commodore; Commodore; Vice Commodore; Rear Commodore; Honorary Secretary; Honorary Treasurer; Assistant Secretary; and two Committee Members occupying the positions of Social Secretary, Boating Officer, Site and Building Officer, Moorings and Slipway Officer. Also nominated are the following Officers who are not members of the General Committee:—Slipway Master, editor of Anchor, Assistant Boating Officer, Master of Ceremonies.

The above members of the Board of Management formed their own sub-committees to assist in the performance of their several duties, creating a greater involvement among members in the smooth running of the Club.



Erecting new B.B.Q. Cover 1984

The family image of the Club has been further enhanced by the construction of three new barbecues, all are completely bricked in, the grilling bench is designed to allow ample room to hold plates, meat etc. Jack Baker and Bob Fraser were responsible for the brick laying and plumbing and Eric Underdown for the erection of the most attractive roofed all-weather shelter over the barbecues. A working bee carried buckets of concrete across the bridge and had finished pouring the concrete paths and floor by lunchtime. The new walkway around the back of the island extending to the road bridge and the removal of the weary old trees on the hotel side has brightened up the surroundings considerably.

In May 1985 at long last sewerage became a fact, no longer a phantom to rear its ugly head when funds were discussed as to how the cost was going to be met. The Mordialloc City Council advised the Club that sewerage was to be connected to the M.M.B.W. system. Plans were drawn up by John Ennis and submitted to the Board of Works and on approval being granted, a plumber was contracted. A submersible pump was installed and a line taken across the footbridge connected to the M.M.B.W. system met all requirements. The waste pipe from the Lower Bar was responsible for the flower garden being enlarged in order to camouflage and protect it.

Quite a lot had taken place since the days when, as a small boy, Keith Glennister remembers seeing Mrs. Lambert on the Island attending to the row boats she hired out. Both Keith and Bert Wells remember watching fish swimming in the clear creek water. A few years later part of the Island was to become the headquarters of a Boat Club and Mrs. Lambert's son, Edward, would become a member.

In the history of the Club it is only fair to give credit to the part the mothers, wives, daughters and sweethearts of members played in the growth of the Club. In the early days women were not permitted to set foot on the Island. In fact one lady said the members were regarded as chauvinist so and so's. The truth of the matter was the lack of suitable sanitary arrangements. In the late 30's when some of the girls became active sailing members, something had to be done about a toilet.

A portion of the Island had been sheet piled making access easier. From then onwards the Ladies took an interest in improving the Clubrooms and the surroundings. When the monthly Saturday Night Socials were introduced they took over the catering. To raise funds Devonshire Teas were available on Sunday afternoons and were a regular feature for many years. Each time the Clubhouse was altered or rebuilt the Ladies made curtains, table-cloths and attended to many details that would be overlooked by the men. As the Club grew, so their efforts increased, from catering for dinner parties and luncheons on interclub race days, setting tables, to large functions and arranging flowers. The Ladies have never refused support, when called upon, no matter how difficult the task.

After the War when petrol became available, family cruising during the summer months was very popular among members, Swan Bay, Port Arlington, Geelong,

Mornington, Lime Burners Creek, were all meeting places for the cruising boats. The numbers have fallen off over the years, no doubt due to the lack of facilities for visiting boats.

Mordialloc Motor Yacht Club has for many years been regarded as a worthy opponent in power boating circles. In interclub events the records of results over the years are more than satisfying. The seasons program extends from early October to late in June and there is usually a home event every fortnight (holidays excluded), seven fishing competitions attract many entrants. The Knox Fishing Club and the M.M.Y.C. Fishing Competition organised by Jack Brown on behalf of his son, Colin, and Maurice Irving, who not only supply the trophies, but also provide an excellent luncheon for all entrants. The contest between the Boat Owners Association and the Club, is not only notorious for the catch, but for the "Drinking Competition"...all entrants are lined up on either side of a long trestle, regulation size pots filled to the brim with beer in hand, at the sound of the ships bell pots are raised and in a matter of seconds, a winner stands—empty pot aloft. One year a Wee Lass won the coveted prize.

The Inter Club races and the Australian Predicted Log Championship call for expert navigation and seamanship, members of the M.M.Y.C. do not depend on luck to win, (though sometimes it helps). Determination often pays off:—The Winner of the 1962 Whalley Cup, Bert Wells, set off from Mordialloc early in the morning for Williamstown in his 12 foot bondwood runabout, 'This-el-do', powered by an old 10 h.p. Ford Prefect. His only aid to navigation was a watch; lining up for the start at Williamstown one of his Mordialloc mates remarked that he had left his watch behind. Bert Wells immediately handed his watch over to his friend. Crossing the finishing line at Sandringham, he continued on his way for home. Some hours later he was informed he had won the Whalley Cup!



"White Gull"—J. Prince; "Florenboy"—S. Fitzsimmons; "W. Halling"—A. Wells; "Falcon"—R. Rodger, at Black Rock

Eric Underdown, a most consistent competitor, was awarded the Inaugural Motor Yachtsman Of The Year AMPOL Perpetual Trophy in 1982. He was also presented with a gold watch. Ross White was also one of the finalists in 1984.

"Ballerina", owned and built by Mr. W. Foulsum has been on the Club's register for nearly 40 years, she was well-known around the Bay in the late 40's

and won more than a few small boat races. The Club has now swung full circle and "Ballerina" is again one of a fleet of yachts. Yachting events are now included in the 1985-86 program.



V.Y.C. Motor Yachtsman of the Year Cup won by E.E. Underdown

Fifty three years of dedicated service are shared by three men, who between them have moulded the character of this Club, namely a strong sporting family Club. They are:—

B.G. Shelley, Hon. Secretary, 11 years.
R.E. Blades, Hon. Secretary, 17 years
Ross White, Hon. Secretary & Treasurer, 25 years.

Mr. B.G. Shelley, known far and wide as Bert, was employed by the Council. He was a man of tremendous drive and energy, always well to the fore when help was required. Cr. Imes knew what he was about when he approached Bert to take on the position of Honorary Secretary for the new Boat Club. Bert had been involved in the initial Public Meeting to form a club, he had drawn up and inserted an advertisement in the local paper calling upon interested citizens to attend the meeting. He spent a lot of time working with the Carnival. Bert was also interested in and helped with the improvements to the foreshore, which with financial help from the Carnival Committee was transformed from a neglected wasteland to a charming recreation ground. Mr. and Mrs. Shelley had four children, two boys and two girls, unfortunately they were to lose a son in very tragic circumstances.

Bert's daughter, Nana, remembers her father riding his piebald pony through the streets in fund raising fancy dress parades. Though not owning a boat of his own, Bert skippered Commodore Imes sailing craft 'Iluka' to victory on many occasions.

Richard Blades, the instant Secretary, was an engineer in every day life. He regarded boating as a recreation that he could share with his family. His first boat "Desley" was named after his daughter. Dick Blades was extremely Club minded, directing much time and thought towards improvements. For some years he was both Secretary and Treasurer. Dick sold "Desley" and he and a friend became partners in a much larger boat "Richlieu", a cabin cruiser. When the partnership was later dissolved, Dick had the hull built of a fine cabin cruiser which he completed himself. Many family cruises were enjoyed in "Lorelie" crewed by Dorothy, Dick's wife, and the children. The boys grew up to become well-known in yachting circles. No job was too big for Dick Blades—not even building a bridge.



Ross White

Ross White, 45 years a member, 25 years Honorary Secretary/Treasurer, handicapper for five years and for twenty years assisted Alan Whalley to run the Whalley Cup. When Ross joined the Club it was at a very low ebb, through lack of interest mostly. It was sad that the Boat Club had been allowed to reach this state when it had got away to such a strong start. Ross was interested in sailing which was his main reason for joining. He sailed "Little Audrey" and "Audrey 2". He built "Tawarri", which he launched in 1960. According to Estie, there was a spot of bother, fences and trees and such like. The

tree in question was a Lav-er-tree!. "Tawarri" is still in the Club but under another name. There are two others in the Club all built from the same plan. Two prized possessions are the Silver Tray presented by competitors of 56-57 season, and a telescope presented by members for Services Rendered. Ross is noted for being an expert trouble shooter, no matter the size and nature of the problem, Ross will solve it. His rapport with people in high places and the right places is unbelievable, he invariably comes up with the answer and the problem is dealt with. His interest in the Club and its welfare is unwavering, as is his kindness and courtesy. It is evident that B.G. Shelley, R.E. Blades and Ross White, apart from sharing fifty three years of service, also share the same qualities—foresight, drive, application and leadership.

1925 to 1986 encompasses sixty years of establishing, growing and achievement, all contributed to a Club that has grown in maturity through the efforts of its members.

Mr. Jim Harrison, when proposing a toast to The Founders, at the first Smoke Night held by the Club ended his speech by saying: *"These men had more in mind than the formation of a Club when they held their first meeting, for they knew a better port for boats was needed, and they set out to achieve that end and all knew that they had succeeded and succeeded well"*.



Clubhouse 1986

HONORARY LIFE MEMBERS M.M.Y.C.

F.J. Clark
 S.H. Fitzsimmons
 A. Starkey
 J. Harrison
 R.E. Blades
 A.D. Whalley
 R. White
 A.A. Bowden
 K.P. Glenister
 E.E. Underdown
 R.T. Cox
 D.E. Jung
 A.J. Mitchelson
 J. O-Brown

LIST OF MEMBERS 1985—86

Joined	Name	Joined	Name	Joined	Name	Joined	Name
1972	Atkinson L.A.	1984	Delahaye P.	1984	Kell D.	1983	Rowland N.W.
1975	Allen C.J.	1985	Donadia L.E.	1962	Lipscombe W.	1984	Ross J.
1985	Allitt G.F.	1986	Darvell D.G.	1974	Law S.B.	1984	Ridley L.
1986	Arnold G.R.	1963	J. Ennis	1979	Linden R.K.	1985	Rhodes P.A.
1965	Brown J.O.	1983	Edwards T.D.	1986	Lang D.S.	1986	Robinson R.C.
1965	Bromage V.H.	1983	Eborn T.C.	1949	Mitchelson A.J.	1951	Swift H.R.
1970	Bakker J.	1948	Foulsum J.	1962	Melbourne H.J.	1969	Smith A.E.
1970	Bloomfield K.D.	1964	Fraser R.B.	1966	Moate D.J.	1969	Smith C.R.
1972	Bloomfield A.L.	1969	Faulkner L.	1974	Martin R.	1969	Studd W.C.
1978	Beacham J.W.	1974	Foster K.R.	1980	Matulick B.R.	1970	Strauch J.
1978	Beacham B.J.	1975	Fulton R.W.	1983	Morrison L.W.	1974	Smith G.W.
1978	Bradbury L.V.	1981	Fearon D.N.	1984	Martin S.B.	1975	Sievers G.R.
1981	Bell R.F.	1982	Foster W.W.	1984	Martello J.	1977	Spicer A.H.
1982	Boltwood G.E.	1983	Fisher L.L.	1984	Moran A.	1979	Symons D.W.
1982	Byrne P.M.J.	1985	Frederick A.K.	1985	Macguffie D.J.	1982	Stevens W.
1983	Broomhall R.C.	1985	Glenister K.P.	1962	Macguffie D.J.	1983	Simpson P.J.
1983	Burke D.	1948	Glenister W.L.	1981	McDonald K.D.	1984	Scorer M.W.
1983	Brennan P.F.	1955	Glenister W.L.	1982	McConalogue W.	1984	Swift R.
1983	Brewer D.L.	1969	Glenister B.K.	1983	McConalogue C.P.	1985	Schwarze M.
1984	Burgess R.	1976	Gregson K.R.	1985	McAdam A.L.	1985	Studd W.A.
1984	Bamford D.J.	1981	Griffett B.	1984	McCreddan A.E.	1986	Sheridan A.
1985	Burt G.	1981	Guidara M.	1985	McCallum E.	1966	Troisi V.
1957	Clayton K.R.	1984	Graham R.J.	1985	Nock B.J.	1985	Thorpe W.R.
1967	Cox R.T.	1985	Griffett R.	1980	Nixon J.B.	1960	Underdown E.E.
1971	Coyle D.S.	1985	Gendron P.	1981	O'Donnell J.	1938	White R.
1977	Conklin B.I.	1970	Hadanich S.B.	1965	O'Shannessy B.J.	1965	Wright W.A.
1978	Cossich M.	1977	Hanson T.	1978	Oakman J.F.	1969	White G.
1979	Chamberlain J.	1979	Hammond G.R.	1980	O'Shannessy M.G.	1976	White Gil J.
1981	Coustley J.E.	1981	Hargreaves B.J.	1984	Oates B.G.	1976	Woods R. Mrs.
1983	Carter E.G.	1981	Hebard G.W.	1985	O'Toole G.M.	1977	Walton N.H.
1984	Croom T.G.	1982	Hill E.A.	1973	Price L.M.	1977	Woolnough J.H.
1985	Corben D.A.	1983	Hall N.H.	1976	Powrie C.A.	1980	White S.
1985	Cannings K.D.	1983	Hammersley D.R.	1976	Penn S.D.	1981	Wilson A.
1963	Davies G.J.	1984	Howard K.	1980	Pearton R.M.	1981	Williams A.E.
1964	Dalton V.	1985	Henman N.H.	1980	Perry R.	1981	Williams I.R.
1973	de Jong H.J.A.	1985	Hopp S.	1984	Perry J.W.	1982	Westbury R.
1976	Druitt J.	1985	Hay P. McA.	1984	Pingo A.	1984	Wright A.H.
1977	Dennis B.E.	1985	Hay J.A.	1985	Pouloudis M.C.	1984	Wilson J.F.
1979	Dawes I.R.	1986	Holter M.	1985	Pattman G.D.	1985	Williams E.L.
1980	Dexter R.	1938	Jung D.E.	1969	Rabl M.	1985	Walker B.F.
1980	Dacy S.W.	1972	Jeuniewicz N.	1973	Russell K.J.	1985	Wilkin C.J.
1981	Dexter D.J.	1974	Jones L.E.	1979	Rawlinson A.G.	1985	Wright H.A.
1982	De Santos D.	1982	Jackson R.D.	1979	Ramsey J.	1986	Whitehead R.D.
1982	Damianidis J.	1982	Jones N.L.	1982	Rafferty J.	1986	Westley R.
		1983	Kent J.V.	1983	Runge R.C.	1986	Watson J.

COMMODORES

1925 — 31	Cr. C.G. Imes J.P.
1931 — 34	W. Green J.P.
1934 — 35	A.E. Hanks
1935 — 36	C.H.P. Kelley
1936 — 40	H.W. Jones
1940 — 41	B. Robertson
1941 — 43	R.A. Whiting
1943 — 46	S.H. Fitzsimmons
1946 — 49	A.A. Bowden
1949 — 52	N.L. Paterson
1952 — 55	G.R. Bates
1955 — 56	K.P. Glenister
1956 — 57	G.F. Ennis
1957 — 60	J.P. Smith
1960 — 62	J.A. Prince
1962 — 65	R. Blackmore
1965 — 67	J. Daniel
1967 — 68	K.R. Clayton
1968 — 70	W.J. Lipscombe
1970 — 73	C.W. Arthur
1973 — 75	V.H. Bromage
1975 — 77	D.J. Moate
1977 — 78	B.K. Glenister
1978 — 79	J.E. Daniel
1979 — 81	J. Strauch
1981 — 82	J.D. Ennis
1982 — 83	R.W. Fulton
1983 — 85	H.J.A. de Jong
1985 —	B.F. O'Shannessy

SECRETARIES

1925 — 33	B.G. Shelley
1933 — 34	K. Child
1934 — 36	A.G. Cluney
1936 — 39	P. Lovell
1939 — 42	K. Taylor
1942 — 43	E. Mason
1943 — 60	R.E. Blades
1960 —	R. White

BOARD OF DIRECTORS 1985—1986

B.F. O'Shannessy	Commodore
D.W. Symons	Vice Commodore
R.K. Linden	Rear Commodore
R. White	Secretary/Treasurer
E.E. Underdown	Asst. Secretary
D.J. Moate	Sailing
R. Dexter	Social
J. Oliver-Brown	Moorings
H.J.A. de Jong	Immediate Past Commodore

OFFICE BEARERS 1985—1986

H.R. Swift	Master of Ceremonies
W. McConalogue	Slipway Master
T. Eborn	Editor 'The Anchor'
K.J. Russell	Hon. Auditor

COMMODORE'S SHIELD PRESENTED BY W.J. LIPSCOMBE

1968—69	C. Clayton	"Combat"
1969—70	J.E. Daniel	"Hatari"
	K.R. Clayton	"Javelin"
1970—71	H. Swift	"Swiftly"
1971—72	J.E. Daniel	"Hatari"
1972—73	B. Glenister	"Glen"
1973—74	J.E. Daniel	"Hatari III"
1974—75	J. Brown	"Peppi"
	E. Underdown	"Naiad II"
1975—76	K. Foster	"Tide Song"
1976—77	W.A. Wright	"Tambo"
1977—78	H. Swift	"Swiftly II"
1978—79	W. Studd	"Balboa Star"
1979—80	No Race	
1980—81	R. Perry	"Aries"
1981—82	R. White	"Tawarri"
1982—83	E.E. Underdown	"Naiad III"
1983—84	W.A. Wright	"Tambo"
1984—85	E.E. Underdown	"Naiad III"

AUSTRALIAN PREDICTED LOG CHAMPIONSHIP—ATTUNGA CUP

1978	D. Moate	"Roviana"
1979	K.R. Clayton	"Marauder"
1981	E.E. Underdown	"Naiad III"
1983	D. Moate	"Roviana"
1984	E.E. Underdown	"Naiad III"

VICTORIAN MOTOR YACHTSMAN OF YEAR

1982	E.E. Underdown	M.M.Y.C.
1984	R. White—Finalist	M.M.Y.C.

WHALLEY CUP. M.M.Y.C. WINNERS

1949	K. Kirkby	"Venette"
1953	G. Ennis	"Seasprite"
1955	R. Rodger	"Falcon"
1956	A.A. Bowden	"Mavric"
1957	E. Parsons	"Rosafe"
1958	J. Prince	"Psyche"
1962	A. Wells	"This-el-do"
1968	D. Darvell	"Spray"
1971	K.R. Clayton	"Javelin"
1974	A. Smith	"Sea Drift"
1975	W.A. Wright	"Tambo"
1976	E.E. Underdown	"Naiad II"
1978	E.E. Underdown	"Naiad III"
1982	J. Ennis	"Big Apoot"

WHALLEY CUP TEAMS CUP—M.M.Y.C.

1964, 1967, 1969, 1971, 1973, 1974, 1976, 1978, 1982.

WAKEFIELD CUP PRESENTED BY W. WAKEFIELD

1957	J. Daniel	"Kooringa"
1958	J. Daniel	"Kooringa"
1959	K.R. Clayton	"White Gull"
1960	W. Withers	"Diana"
1961	W. Withers	"Diana"
1962	J. Daniel	"Kooringa"
1963	K. Glenister	"K Gee"
1964	R. White	"Tawarri"
1965	K.R. Clayton	"Dart"
1966	W.J. Lipscombe	"Alert"

**GEORGE CARMICHAEL MEMORIAL CUP
POWER BOAT AGGREGATE
COLSELMA CUP PRESENTED BY
MRS. G. CARMICHAEL**

1949—50	G. Ennis	"Ian"
1950—51	R. Melen	"Cape Cod"
1951—52	J. Smith—G. Maxwell	"Marlo"
1952—53	G. Ennis	"Seasprite"
1953—54	K. Glenister	"Irene"
1954—55	W. Withers	"Diana"
1955—56	A. Bowden	"Mavric"
1956—57	W. Withers	"Diana"
1957—58	J. Daniel	"Kooringa"
1958—59	W. Withers	"Diana"
1959—60	W. Withers	"Diana"
1960—61	W. Withers	"Diana"
1961—62	J. Daniel	"Kooringa"
1962—63	K.R. Clayton	"Dart"
1963—64	J. Daniel	"Kooringa"
1964—65	K.R. Clayton	"Dart"
1965—66	J. Daniel	"Kooringa"
1966—67	C. Clayton	"Combat"
1967—68	K.R. Clayton	"Javelin"
1968—69	J. Daniel	"Wairuna"
1969—70	K.R. Clayton	"Javelin"
1970—71	K.R. Clayton	"Javelin"
1971—72	J.E. Daniel	"Hatari II"
1972—73	K.R. Clayton	"Javelin"
1973—74	W.A. Wright	"Tambo"
1974—75	B. Glenister	"Glen II"
1975—76	E.E. Underdown	"Naiad II"
1976—77	D. Moate	"Roviana"
1977—78	D. Moate	"Roviana"
1978—79	D. Moate	"Roviana"
1979—80	E.E. Underdown	"Naiad III"
1980—81	J. Ennis	"Big Apoot"
1981—82	D. Moate	"Roviana"
1982—83	E.E. Underdown	"Naiad III"
1983—84	W. McConalogue	"Norden"
1984—85	J. Brown	"Peppi"

**PETER PAN CUP
PRESENTED BY L.J. WRIGHT**

1951	L. Seaborne	"Snapdragon"
1952	A.A. Bowden	"Stella Maris"
1953	G. Bates	"Ethel B"

**JAMES SMITH MEMORIAL TROPHY
WINNERS**

1967	A.A. Bowden	"Mavric"
1968	K.R. Clayton	"UR 31"
1969	J.E. Daniel	"Hatari"
1970	K.R. Clayton	"Javelin"
1971	F. Dixon	"Warrain"
1972	J.E. Daniel	"Hatari II"
1973	K.R. Clayton	"Javelin"
1974	W.A. Wright	"Tambo"
1975	A. Smith	"Sea Drift"
1976	E.E. Underdown	"Naiad II"
1977	D. Moate	"Roviana"
1978	B. Glenister	"Glen IV"
1979	K.R. Clayton	"Marauder"
1980	J. Ennis	"Big Apoot"
	G. Smith	"Challenger"
1981	K.R. Clayton	"Big Red"
1982	J. Ennis	"Big Apoot"
1983	J. Ennis	"Big Apoot"
1984	W. McConalogue	"Norden"
1985	E.E. Underdown	"Naiad III"

ISLE OF MORDIALLOC WINNERS

1956	E. Parsons	"Bonnie Marie"
1957	R. Blackmore	"Araluen"
1958	C. Rouse	"Penguin"
1959	D. Darvell	"Sea Wasp"
1961	R. Blackmore	"Araluen"
1963	G. Bates	"Norma"
1967	K. Clayton	"Javelin"
1969	H. Almond	"Harbet"=1st
1970	C. Clayton	"Invader"
1971	C. Clayton	"Invader"=1st
1973	E. Underdown	"Naiad II"
1974	W.A. Wright	"Tambo"
1975	J.E. Daniel	"Hatari III"
1978	E. Underdown	"Naiad III"
1979	E. Underdown	"Naiad III"
1981	J. Ennis	"Big Apoot"
1982	D. Moate	"Roviana"

