



MORDIALLOC MOTOR YACHT CLUB

APRIL

1972

EDITOR:

RON BUTLER

ANCHOR

PRICE:

FIVE CENTS.

Registered at the G.P.O. Melbourne for
transmission by post as a Periodical.

CATEGORY B.

EDITORIAL: The end of this month will see the end of an era, approx. 46 years in fact, for this is the length of time the old Clubhouse has been in existence. Many alterations have been made in this time, the biggest being the lifting of the Clubhouse to its present position. As most members know, there have been plans in hand to rebuild and enlarge the Clubhouse. Well this month the builders start work and this will take approx. 10 weeks. I know a lot of members will be sad to see the old building go and will recall many fond memories of good times gone by. But I am sure there will be fond memories in store for all the members present and those to come. The next General Meeting on 2nd May has been cancelled owing to work in progress. Future General Meetings will be notified in the "Anchor". Also, the next Social has been cancelled. Further Socials will once again be notified in the "Anchor".

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THE WHALLEY CUP was once again run in perfect weather conditions, and as our Commodore Charles Arthur quoted during his speech - "Somebody up there must like him" (referring to Allen Whalley) - for these conditions seem to prevail every cup day. One sad point on the day was that M.M.Y.C. did not take any places this year. Still there is always next year. Owing to the fact that the result sheet with all placegetters was not available at the time the "Anchor" went to print, the results of this event will be published in our next edition.

A WORKING BEE will be held every Sunday until the end of this month. It would be appreciated if any member who has a couple of hours to spare on these Sundays could lend a hand at the Club, as there are a lot of things to be shifted and work to be done before the new building is started. Thank you.

LETTER FROM A FRIEND: I received a letter from a friend of mine (Tom Sawyer) a short time ago. As quite a few members know him and the boat he intended to sail to Queensland in, I thought they and other members might be interested in reading of his exploits from Port Albert to Lakes Entrance, where he ended up by transporting the boat the rest of the way. It read as follows:-

"We left Port Albert at about 5.45 a.m. The weather was perfect as we went out over the Kate Kerney bar and up along the Lakes Entrance shore line. About 25 to 30 miles from Lakes Entrance, the weather broke and we were in for it. The sea was running pretty hard by this time. We lost our forward deck hatch, and the big anchor mounted on the same deck went over the side, but luckily no damage was done bar this. I saw some professional fishing boats in the distance and hoped they were heading for the entrance, because by this time I could not pick up any land marks, for from 10 to 15 miles out to sea and in these conditions the coast just looked flat with nothing to get a fix on. So I said to Suzanne (his wife) - "Here goes" - and we followed the trawler in over the bar. We stayed at Lakes Entrance for New Year's day with Bill Wright and family. Thank them for me Ron, for they were very good to us. Well we decided to have another go at getting to Gabo Island. As we went out across the bar at the entrance, all of a sudden this big wave came up. I got the boat up on top of the wave which was about 30' high and breaking, when all of a sudden it dumped us down with one mighty crunch. I could have sworn the boat had broken in two, and no fooling I know boats and how much they can take, but this one's for the book. I had Suzanne running around looking for damage which seemed nil. Anyway, about seven miles out, we decided to turn around and head back to the Lakes as it was getting rougher, and also in case there was damage that we could not see. It was getting rougher by

the minute and we were being pushed by heavy seas. Just as we were starting to enter the Lakes and line up the bar once again, I happened to glance aft and there was what looked like Mt. Everest bearing down on us. I looked at the sum log thinking of increasing speed which was showing 8 knots and thought better of it. Instead I swung to port to get the wave square behind me as it was so big, and believe me it was big. It picked us up like a match stick and when I next glanced at the sum log it was registering 27 knots. That was the size and the power of that wave. Well it took us across the bar and into the Lakes for the third time, but this was for the last time."

That was how it went. I hope the members have found a bit of interest in the account. By the way it was found out later he had done damage to his bow, so perhaps it was lucky they turned back.

NAUTICAL QUIZ CONTINUED FROM LAST MONTH: Well, no doubt those of you who were interested, have since looked up the "Drill" about "Boxing the Compass". For those who have not done so, here are the 32 compass points. Starting from North and reading clockwise, they are :-

North	East
North-By-East	East-By-South
North-North-East	East-South-East
North-East-By-North	South-East-By-East
North-East	South-East
North-East-By-East	South-East-By-South
East-North-East	South-South-East
East-By-North.	South-By-East.
South	West
South-By-West	West-By-North
South-South-West	West-North-West
South-West-By-South	North-West-By-West
South-West	North-West
South-West-By-West	North-West-By-North
West-South-West	North-North-West
West-By-South.	North-By-West.

(Continued on next page)

Ships' Officers sitting for the Board of Trade exams get just three minutes to jot down on paper from memory all 32 compass points, but are allowed to abbreviate with capital letters such as N.E. by E. for North-East-By-East, etc.....SHELLBACK.

ON THE ISLAND:

Last month at our Party Night, Bill Lipscombe came up with quite a novel idea. For the want of a name it was christened "Swifty's Swindle". If you want to find out more about it, you will have to be at the next Party Night.

Judy Moate took her husband's boat Lisa-Ann to victory in the crew member's trophy. They tell me poor Dave has been demoted now.

Good news for the ladies who have been wanting a toilet in the downstairs shower room. Work is now in hand.

THOUGHT FOR THE MONTH:

Swallow your pride once in a while. It is guaranteed to be non-fattening.

PHONE NUMBERS:

<u>COMMODORE:</u>	Mr. Charles Arthur	306-6853
<u>SECRETARY:</u>	Mr. Ross White	337-5632
<u>SLIPWAY MASTER:</u>	Mr. Bert Bowden	93-3284
<u>SOCIAL SECRETARY</u>	Mr. Don Jones	90-4583
<u>RACE SECRETARY</u>	Mr. Ken Clayton	551-1769
<u>EDITOR OF ANCHOR:</u>	Mr. Ron Butler	92-6387
<u>CLUBHOUSE:</u>		90-1203

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MOBILE MOTON YACHT CLUB

MAY 1972.

A N C H O R

EDITOR: RON BUTLER.

PRICE: FIVE CENTS

Registered at the G.P.O. Melbourne for
transmission by post as a Periodical. CATEGORY B.

Excuse our Anchor. Owing to the rebuilding and having used up all our Anchor blanks, we are making do for the time being. The reason for this is that when the new building is completed, we will be having a new block made up which will display the new Clubhouse, so bear with us. While on the subject of the Clubhouse which seems to be the popular topic of conversation at the moment, I was given a letter for the Anchor in regard to the good old days of the Club, and I thought it warranted an editorial. I think I could even go so far as to say that this will be the first time an editorial will have been written by the wife of one of our members. Thanks Marge, I enjoyed it. (Editor)

EDITORIAL: THE GOOD OLD DAYS! I see by last month's editorial that the Club has been in existence for 46 years. Have you ever wondered what it was like way back in the Thirties just before World War Two?

The Clubhouse was a wooden shed, from the front looking very like it does now, but about one quarter the size, set fairly low on the ground reached in front by three or four steps. Inside, the back wall was covered with floor to ceiling lockers. In the lockers was all the usual junk mariners keep in lockers and members were sometimes known to get out the paint pot, take off the lid and squat on the floor to mix up the paint. There was no covered sliveway, and when you brought your boat up for maintenance (by a winch worked by manpower), it was side-slipped off the cradle on to the Island and you prayed for fine weather so that the painting would be finished in time for the start of the new season. Under the front of the Clubhouse was the biggest heap of "empties" this side of the Black Stump. In fact I understand M.M.Y.C's claim to fame was the size of its bottle heap and the number of dead marines found floating in the creek after a good weekend.

The Club and the Island in those days was the sole preserve of the male of the species. No female was allowed to set foot in the place until there came a time when some of us girls wanted to sail and the Club very reluctantly gave permission for three females only to come on to the Island for the sole purpose of rigging and de-rigging the sailing boats. That was the thin edge of the wedge. Soon others were bringing down their sisters, girlfriends and wives, and in a very short time women's lib. had taken over and we were an accented part of the Island scene.

And how did we get to the Island in those far off days? Just ask anyone who was in the Club before the bridge was built. They can all tell you hair-raising stories of their adventures coming over to the Island in the punt. The punt was a flat bottomed wooden structure with a chain attached to each end. The idea was you climbed or jumped gracefully down into the punt, then went forward and pulled yourself across with the chain while the other end slid over the back into the murk at the bottom of the creek. It was quite an experience, with water sloshing around under the floorboards, and after rain, on top of the floorboards, and many a voyager didn't quite make it. Everything had to be taken to the Island on the punt, and you can imagine the great care taken when a "niner" had to go across on social nights. I don't think any "niners" finished up in ~~the drink,~~ but I do know that on one occasion after a social, several inebriated members had to walk home after the punt filled up with water.

Now we have grown too big for the old Clubhouse and it is to be pulled down and rebuilt, but that is just how everything changes over the years.....

M. E. UNDERDOWN.

PARKING OF CARS: It has been requested by the Hotel Proprietor that Club members only use the car park for loading and unloading of goods and not for parking, as it is interfering with his trade. This includes all week days plus Saturdays and Saturday night socials, but does not include Sundays or after 10 p.m. of any night. I know this will make things difficult, but this is his prerogative and we will have to abide by it.

RACING NEWS: With the season now drawing to a close and only seven more events to be run, the aggregate points score is showing some interesting results. John Daniel is heading the list but is being challenged by Eric Underdown and Dave Moate in second & third places. With the cancellation of three events because of work programs it looks as though the final results of the aggregate will not be decided until June. The final postponed races will be held on SUNDAY, 25TH JUNE. Briefing - 1 p.m.

Some events have been held lately that have challenged the skill of competing skippers. Perhaps one of the most interesting of these events was the Clayton Family Trophy night event held on April 8th. This event was held on an exceptionally dark night, with no moon to show any light. The object of the exercise was to find the duty boat, the position of which had been given to competitors. Nine boats took part in the event, but only one boat out of the nine found the duty boat in the allotted time. Dave Moate was the successful skipper. The judges were amazed as they sat out there in the darkness, with all lights out to find that, although boats passed reasonably close to them, they could not be detected. Even sometimes when searching boats shone powerful spotlights in the direction of the duty boat, its position still remained undetected. Here then is a lesson which we all should heed. Some means of illumination should be carried in our boats. It is very obvious that without any means of showing a light, rescue in the case of a breakdown at night, would prove very difficult.

An unscheduled inter-club event to be run by the Victorian Yachting Council is to be held off Port Melbourne on 21ST MAY. This event is a predicted log type of event and boats with speeds from 2 - 50 knots are eligible to enter. Entry forms are available and interested skippers should contact Race Sec., Ken Clayton, direct (551-1769). He will arrange to send them the required entry form. Again it is stressed that this event is open to any vessel under power and even auxiliary powered sail craft may enter.

For the more venturesome, it is understood that Sandringham Yacht Club will be running their annual cruise to Apollo Bay on Queen's Birthday weekend. Interested members could contact Ken Clayton or SYC direct.

On the safety side, a transceiver has been loaned to our Club and application for a base station licence has been made.

THE ANCHOR

With its granting, all radio equipped boats will be able to communicate direct with MMYC and vice versa.

Yes there are still a few capable seamen in the Club. A recent severe squall sent boats from the Parkdale Yacht Club scattering, and Ken Clayton in Javelin, with Bill Anscombe and Don Jones as crew, went out to see if they could be of assistance. The seas were really big and at times Ken wished Javelin had a first gear to climb the real "big uns". To Bill and Don - thanks fellers.

..... KEN CLAYTON, RACING SEC.

SANDRINGHAM YACHT CLUB will conduct its 1972 Navigation School at their Clubhouse each Wednesday night at 8 p.m., commencing May 17th. M.M.Y.C. members are cordially invited to participate. There will be sixteen sessions covering coastal and celestial navigation techniques suitable for yacht navigation. A charge of 20 cents per session will be made at the door. Participating yachtsmen will require the following:- Chart of Port Phillip Bay 1171; Course plotting instrument (optional type); pencil, rubber, dividers; Nautical almanac 1972; Light reduction tables A P. 3270, Vol. 2; Note book, quarto size or larger. Sessions will commence at 8 p.m. sharp, please be seated earlier.

NOTICE TO MARINERS: Port Phillip Light Altered.

Date: On or about 6th April, 1972. Position: ~~Mordialloc~~
Jetty Light Lat. 38° 01' S., Long. 145° 05' E. (approx.).

Details: The above light will be altered to flashing green. Character: Isophase Green; Flash 1 second, Eclipse 1 second. Elevation: 35 feet (10m7).

Visibility: 2 miles.

THOUGHT FOR THE MONTH: The only people who never make mistakes are those who do nothing.

PHONE NUMBERS:

<u>Commodore:</u>	Mr. Charles Arthur	306-6853
<u>Secretary:</u>	Mr. Ross White	337-5632
<u>Slipway Master:</u>	Mr. Bert Bowden	93-3284
<u>Social Secretary:</u>	Mr. Don Jones	90-4583
<u>Race Secretary:</u>	Mr. Ken Clayton	551-1769
<u>Editor of Anchor:</u>	Mr. Ron Butler	92-6387
<u>Clubhouse:</u>		90-1203

MORDIALLOC MOTOR YACHT CLUB.

JUNE 1972.

A N C H O R

EDITOR: RON BUTLER

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G E N E R A L M E E T I N G

^ GENERAL MEETING WILL BE HELD ON WEDNESDAY, 7TH JUNE, AT
5 P.M. THE MEETING WILL BE HELD IN THE CHURCH OF ENGLAND
HALL ON THE CORNER OF ALBERT AND BEAR STREETS, MORDIALLOC

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EDITORIAL: This racing season will come to a close with the running of our three cancelled events on 25th June. The aggregate trophy looks as if it will go to one of the first four place-getters in the aggregate points (check Racing News), with Hatarri II as red hot favourite. With Winter just around the corner and not being the best time for boating, many boats will spend the next few months layed up in their moorings. I would say a few reminders are warranted on this topic. Check your mooring posts to make sure they are secure. Check all mooring ropes and chains to see they are not worn. If you do not disconnect your battery when your boat is not in use, now is the time to start. If you are not planning to use your boat for some period of time, it is a good idea to empty your fuel tanks, fuel lines and carburettor, for if the petrol is in contact with copper, the oxidation which occurs forms a "gum". This is not only destructive to moving parts, but is highly explosive.

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WORKING BEE: 9 A.M., SATURDAY, 10TH JUNE.

It is requested that as many members as possible be present at a Working Bee which will be held at 9 a.m. on Saturday 10th June. This will entail the shifting of timber for the new building from the car park on to the Island.

The more members that turn up, the shorter the time the job will take.

FOLLOWING THE ARTICLE BY M.E. UNDERDOWN, it has been discovered that the ladies referred to are Marj. Underdown, her sister Dorothy and Estie White. They owned a Cat Sail Boat named COOEE. They used to slip it on the Island where the Scout Building is now. The rent for the slipway was paid to a Mr. Stowe who at that time rented that section of the Island, hired and repaired boats.

Access to the Island was down the stairs near the road bridge, then along the Hotel wall to the bank referred to in the recent edition.

WELCOME HOME Barry and Glenda Glenister after your three months in the Philippines. We are all looking forward to seeing you around the Island once again.

NEW MEMBERS: Last month two new members were accepted into the Club. As there was no General Meeting to welcome them, on behalf of the Commodore, Mr. Charles Arthur, I would like to welcome firstly Mr. Fredrick Perssons to the Club, and secondly Mr. Michael Murphy who is a crew member to John Daniel.

RACING NEWS: The Club program is rapidly drawing to a close, however three events remain to be run, namely the Stirrer, G. Imlach Memorial and the Daniel Family Trophies. Bad weather on the scheduled day prevented their running, but due to the hotly contested aggregate points score, skippers decided to set aside one more day. This will be June 25th with a briefing at 1 p.m. sharp. Unsuited tides made it impossible to make this day any earlier.

The first four places in the aggregate points are :-

Hatarri II	1555
Naiad	1289
Lisa Ann	1080
Knap	1062

NOTE: If bad weather occurs on the 25th June, there will be no other day set aside for events this season and the

SOCIAL NEWS: DINNER DANCE - SATURDAY, 24TH JUNE,
 7 P.M. - MIDNIGHT.

EXCERPTS FROM THE PAST:

From records it appears that the Club was founded about 1926 under the name Mordialloc Boat Squadron. The original Secretary was a Mr. A. Shelley who was employed by the Mordialloc City Council. He was instrumental in obtaining the larger of two buildings on the Island for Club use, the other small shed was occupied by a Mrs. Lambert, hence the name Lambert's Island.

In the Mordialloc Carnival Souvenir Programme of 1934 it is stated - "It was decided to assist the continuance of improvements to the Creek. 10 per cent of the nett profit to be spent under the direction of the Mordialloc Boat Club for this purpose".

During the 1934 floods, Mr. D. Alnutt was marooned on the Island in the Clubhouse for approx. 2 days being unable to get back to his home. Flood waters completely covered the Island.

1936-39 Commodore : H. W. Jones.
 Hon. Secretary : P. Lovell.

Building was constructed of wood, galv. iron roof with a look-out platform constructed on the roof. Lockers were installed across the rear wall, no one knows who owned some of them as when they were finally emptied many years later the contents were amazing. There was an entrance foyer

and the only furniture consisted of forms without backs. The building was on ground floor with a small entrance and verandah, no washing or toilet facilities, no provision for hot water. But there was no nomination fee and payment of 10/- made you a member.

There are no early records of the Club, the information has been gathered from various sources.

More excerpts from the past next month.

..... HISTORIAN.

CONGRATULATIONS PHYLLIS & JOHN DANIEL on the birth of your son, Rodney Charles, who was born at 11 p.m. on Tuesday, 30th May, weighing in at 9 lb. 7 oz.

THOUGHT FOR THE MONTH:

History repeats itself, but nobody listens.

PHONE NUMBERS:

<u>COMMODORE:</u>	Mr. Charles Arthur	306-6853
<u>SECRETARY:</u>	Mr. Ross White	337-5632
<u>SLIPWAY MASTER</u>	Mr. Bert Bowden	23-3284
<u>SOCIAL SECRETARY:</u>	Mr. Don Jones	90-4583
<u>RACE SECRETARY:</u>	Mr. Ken Clayton	551-1769
<u>EDITOR OF ANCHOR</u>	Mr. Ron Butler	92-6387
<u>CLUBHOUSE:</u>		90-1203

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CATEGORY B.

GENERAL MEETING - TUESDAY, 1ST AUGUST.

☞ A General Meeting will be held at the Clubhouse on 1st August. From now on there will be a General Meeting held on the first Tuesday of every month bringing us back to normal once again. As the August Meeting is Nomination Night and the first in the new Clubhouse, I am hoping to see a big turn-up.

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EDITORIAL: Congratulations to skipper John Daniel and his crew member Mike Murphy on winning the Club aggregate, with 2nd place going to Eric Underdown, 3rd place to Ken Bloomfield and 4th place to Dave Moate. Weather wise we have had a perfect racing season this year with only one day extra being needed for cancelled events. Also to all those skippers who raced but were not so lucky to be in the first four placings, better luck next season.

After many hold-ups, we finally saw the commencement of our building program last month. We are now well underway with the building at lock-up stage. While on this subject, I would like to thank all those members who turned up for the working bee last month when we shifted the timber to the island. I have never seen so many members ready to help. Thanks, fellows.

Another subject we are trying to get action on is the condition of the creek and the way it is silting up. Come this time next year I doubt if we will have a creek, just a strip of oozing mud. Until they stop the earth works further up the creek, the silt will just keep pouring down, and by the quantity of silt in the drains past Boundary Road, the first decent downpour of rain could cause the creek bottom to rise by about 6". It is fair enough for the authorities to do their work up stream, but by the way things are going nobody wants to accept responsibility for our end

and are happy to leave it to the boat owners to get out of it the best way they can. Getting anything done is like getting blood out of a stone. It makes you wonder where the money from our mooring fees is being spent. Instead of some of these fools protesting about the pipeline across the bay and the pollution it is causing, they want to start protesting about the creek and the pollution it is causing.

NEW MEMBER: The Commodore and members gave a welcome at the last General Meeting to new member, Glen Williams, who is now the owner of "Stradbroke".

RACING NEWS: The 1971-72 season is now finished, with the Club aggregate being hotly contested right up to the last event. John Daniel proved the eventual victor but he was challenged all the way by Eric Underdown who gained second place. Dave Moate looked like gaining third place for a while although Ken Bloomfield in Knao was pressing him for the position. Unfortunately, for Dave, his work has taken him to New Guinea for a few months and he missed the last event day. This enabled Ken Bloomfield to slip comfortably into third place in the aggregate. The first ten places in the Club aggregate were :-

1st	1743	points	Hatari II	(John Daniel)
2nd	1528	"	Naiad	(Eric Underdown)
3rd	1272	"	Knao	(Ken Bloomfield)
4th	1080	"	Lisa Ann	(Dave Moate)
5th	1029	"	Tambo	(Bill Wright)
6th	887	"	Stirrer	(Harold Almond)
7th	817	"	Sea Drift	(A. Smith)
8th	731	"	Mavric	(Bert Bowden)
9th	730	"	Cretward	(John Strauch)
10th	678	"	Peopi	(Jack Brown)

Its a funny thing about our Club events, we always manage to start the season with quite a few boats racing. This year the Commodore's trophy had twenty six boats start, yet by the end of the season we always seem to be down to about ten boats. I know there are various reasons for this, amongst which we must count the current work program at the Club. Nevertheless, we must realise that we are primarily a boating club (?).

At least we see fit every year to base the Club program around boating events. Why should the Club go to all the expense of printing Club programs then for only a dozen boats. Something is wrong somewhere, yet I personally believe that some active encouragement from the officers of this Club in promoting the boating side of activities would change the picture. Is it too much to hope for for next season?

However, as evidence to the keenness of some of our members and to the honour of the MMYC this year, the first three places in the Port Phillip Power Boat Association Regatta for best points in all inter-club events went to Mordialloc boats. They were :-

1st	376 points	Javelin	(Ken Clayton)
2nd	344 "	Hatari II	(John Daniel)
3rd	294 "	Stirrer	(Harold Almond).

..... KEN CLAYTON, RACING SECRETARY.

WORKING BEE - 10 A.M., SUNDAY, 16TH JULY: It is requested that as many members as possible be present at this working bee. Also, help is required from members on ANY WEEKEND between now and the completion of the new building, as there are many jobs that need to be done.

EXCERPTS FROM THE PAST - PART 2.

Commodore H.W. Jones.

Hon. Sec. P. Lovell.

Commodore Jones was the owner of a motor cruiser approx. 25' long, called "Glenoras". The design was a high stem with the cabin starting at the stem finishing with a flying bridge and round cruiser stern. It must have had a rather powerful engine for that time, for, as we have now, there was always trouble at the creek entrance with sand, and Glenoras used to cross the bar at low tide without much difficulty. Not much is known of Phil Lovell except his boat "Lois" used to moor where the bridge is now and for some time he and his wife and family lived on board.

The main association with this era is the piano. It is said to have been purchased from Maples for the sum of ten pounds, carted down on a Friday night, following which the members having built up Dutch courage on Glenoras, proceeded to ferry it across to the island. A feat, according to the story, that could never have been successfully completed had they been sober. Commodore Jones on joining the Armed

Forces at the outbreak of the 1939-45 War was duly presented with a gold watch.

1940-41 Commodore Baden Robertson. Hon. Sec. C. Taylor

This was the commencement of improvements, with regular monthly meetings held on the first Tuesday of each month. The club fleet consisted of both sail and motor boats. One or two races for both classes were held. Commodore Baden Robertson was the owner of a small 18' cabin cruiser, and Clarrie Taylor an 18' open motor boat. Regular races did not commence for many years. The island was a barren area with an old pile driver standing in the corner by the clubhouse as it was left by the P.W.D. when they sheet piled the front of the island. Many years later the P.W.D. contacted the club to obtain the 'Monkey' from the pile driver which was still there half buried in the sand. The workshop consisted of a bench along side the building with an old blacksmith's vice at one end completely out in the weather. THE HISTORIAN.

SOCIAL NEWS: What a terrific night the dinner dance was at the Benthleigh Club last month. Many thanks to our host Joe Large. Among those who attended were our Cdr. Charles Arthur and his wife Alice, Vice Cdr. Cliff Waymouth and his wife Pauline, and Rear Cdr. Vic Bromage and his wife Enid.

THE VYC 25TH ANNIVERSARY GRAND DINNER DANCE will be held on Friday, 14th July. Charge: \$21 per double all incl. Contact John Carter, 97-6837.

THOUGHT FOR THE MONTH: The man who sings his own praises is usually a soloist.

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CATEGORY B.

EDITORIAL: This being my last editorial as Editor of the Anchor and being Club proud, I would like to remind all members nominated for positions in the Club of their responsibilities if elected in front of them. You are not elected for the glory alone, you are there to lead and control the internal complex of the Club. It makes you number one contender for all working bees that may arise from time to time, for members cannot be expected to join in if the officers do not lead the way. There are the times when you might have to stand alone for what you think is right. There are the meetings each month. There is the racing which forms the backbone of the Club calendar, but to be a keen racing man alone will not make the club function efficiently. And at all times remember you are an ambassador of your Club. Talking about things will not get them done, action is what is expected from a keen member. Finally, good luck to all members standing for election.

I would like to thank the people who have made life easier for me these past 12 months with their contributions to the Anchor. Firstly, the Race Secretary for his racing reports, Mr. Dave Moate for his P.P.P.B.A. news, Mrs. M. Underdown for her editorial in September, Mr. Richard Blades for the distribution of the Anchor, and the many other people for ideas contributed. Finally, two more thank yous. Firstly "Shellback" alias Richard Blades for his interesting "Nautical Quiz" articles, and secondly the "Historian" for his interesting "Excerpts from the Past", but alas on his name, you will have to keep on guessing. I hope these articles are carried on in future Anchors as it gives members an insight into the history of the Club.

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NOMINATIONS FOR OFFICE BEARERS were accepted at our last General Meeting for 1972-73 and are as follows:-

Commodore: C. Arthur, C. Waymouth.
Vice Commodore: C. Waymouth, V. Bromage.
Rear Commodore: R. Butler, V. Bromage, D. Moate,
J. Daniel.
Secretary/Treasurer: R. White.
Assist. Secretary: E. Underdown.
Social Secretary: D. Jones.
Race Secretary: Not filled.
Assist. Race. Secretary: Not filled.
Slipway Master: B. Bowden.
Master of Ceremonies: J. Daniel.
Editor of Anchor: R. Blades.
Auditors: R. Boyle, J. Straugh.
Crew Member to Committee: R. Arthur, B. Parry.
Committee: B. Glennister, J. Daniel, B. Smith,
R. Butler, V. Dalton, F. Dickson,
U. Lipscombe, J. Brown, J. Straugh,
C. Arthur, K. Clayton, D. Moate,
R. Boyle, B. Edge.
Scrutineers: W. Alteri, D. Jung.

NEW MEMBERS: The Commodore and members gave a welcome at the last General Meeting to two new members. They were Roy Dalglish and Len Stapleton.

OFFICIAL OPENING OF CLUB HOUSE - SUNDAY, 20TH AUGUST, AT 2.30 P.M. The opening of the new Clubhouse will officially be held on Sunday, 20th August at 2.30 p.m. I would suggest that all members and friends try to attend this function if possible as it is not very often we get a new Clubhouse, and if you have not seen it during construction you have a treat in store.

IT IS REQUESTED that members' wives bring a plate for afternoon tea (savouries, cakes or sandwiches). Our Commodore's wife, Mrs. Alice Arthur, would appreciate it if all ladies attending this function could ring her on 306-6853 with regard to the catering so as to avoid duplication of the one thing.

ANNUAL SUBSCRIPTIONS: Don't forget skippers and crew members, your annual subscriptions are NOW DUE.

PRESENTATION NIGHT AND DANCE - SATURDAY, 26TH AUGUST,
8 P.M. TILL MIDNIGHT.

Well at long last the night all those members who have won trophies over the past year have been waiting for - the night you collect them. There will be some proud faces around the old Clubhouse this night (Pardon me, the new Clubhouse). Also, don't forget this is our first social event in the new Clubhouse. On this point the Social Secretary tells me the band's ready to go and there will be plenty of refreshments, and here's the best part, all for the ridiculous sum of \$1.20 per head. children 25c.

EXTRACTS FROM THE PAST - PART 1

1941-43 Commodore R.A. Whiting. Hon. Sec. C. Taylor.

As this was war time the Little Ships Club was formed to assist in patrolling the River and Entrance. Commodore Whiting in "Halcyon" volunteered, and either during the day or night as rostered, he and his crew patrolled the Yarra and Victoria Dock. Russ made quite an impression as a Commodore helping to lead the Club. An attempt at social gatherings was made, although without a kitchen or means of heating water, it was primitive. A structure was built on to the rear of the Club to form a sail locker, and was fitted with pulleys, ropes and a batten floor. This later was raised together with the Clubhouse and became part of the Clubrooms. Even during this time the creek entrance was still a problem, and following much discussion a wooden punt was constructed. It was a fairly large job. A 4" sand pump was purchased and a Hubmobile car engine was donated to drive the pump. Petrol was granted by the Liquid Fuel Control Board and this method, using volunteer labour, was used to keep the creek open until the Public Works took over and the punt was dismantled, the pump sold. It is interesting to know that the bottom of the punt is now part of the platform in front of the lathe and drill.

To facilitate the painting of small motor boats and sail boats, another slipway was constructed to run at right angles with the main slip in the form of a railway across the Island. This did not prove satisfactory and was dismantled. During these years the Club was starting to gather strength and preparing to take a place amongst the

Yacht Clubs in Port Phillip Bay. HISTORIAN.

RACING NEWS: At this time of the year there is little to report, only to say that dates for interclub events have been finalised by the various clubs and that we could be in for a busy season for 72-73. For new members, let me say that these interclub events make for enjoyable use of your boat and a pleasant way to meet many fellow boating enthusiasts. It is also worth mentioning that these events are run under the rules of the Port Phillip Power Boat Association, of which our Club is a member. These rules are printed in booklet form and are obtainable from either myself or Ross White.

May I, at this time of the year, thank all those who assisted me throughout the season; Val & John Straugh early in the year when their own boat was laid up, Jack and Daphne Daniel and Colin & Christina Clayton for their assistance in the running of the Isle of Mordialloc event. A special thank you to Dave Moate. Dave, whose work has taken him away from club life until the end of September, has been a staunch supporter and backstop for me on the Port Phillip Power Boat Association, and it has been through Dave that many of our members have visited other clubs socially and likewise other clubs have visited us. Dave has obtained for this club a base radio station and with the assistance of John Carter the MMYC should be on the air for the forthcoming season.KEN CLAYTON, RACING SECRETARY.

THOUGHT FOR THE MONTH: Time is the most expensive commodity in life, you pay for it with your life.

PHONE NUMBERS:

<u>COMMODORE:</u>	Mr. Charles Arthur	306-6853
<u>SECRETARY:</u>	Mr. Ross White	337-5632
<u>SLIPWAY MASTER:</u>	Mr. Bert Bowden	93-3284
<u>SOCIAL SECRETARY:</u>	Mr. Don Jones	90-4583
<u>RACE SECRETARY:</u>	Mr. Ken Clayton	551-1769
<u>EDITOR OF ANCHOR:</u>	Mr. Ron Butler	92-6387
<u>CLUBHOUSE:</u>		90-1203

MORDIALLOC MOTOR YACHT CLUB.

SEPTEMBER 1972.

A N C H O R

EDITOR: "RAZOR"

PRICE: FIVE CENTS.

Registered at the G.P.O. Melbourne for
transmission by post as a Periodical.

CATEGORY B.

EDITORIAL: CLUB ELECTIONS.

Now that the dust has settled after our Club elections, may be a good idea to look back on events and perhaps consider creating a set of guidelines for future nominations. Traditionally, the office of Commodore has always been filled for a period of three years, unless the holder of that office decides otherwise, or unless he has shown that he is not fit, either physically, morally, or temperamentally suited to the job. Over the years the view has been accepted that three years is needed for a Commodore to fully bring to fruition, his obligations as a leader, and an inspiration to new members, and last but not least that he and his good lady may act as ambassadors to our Club when they may be called on to represent us at Interclub, Council, and possibly Governmental functions.

For the first time in our fairly long history, an incumbent Commodore was challenged for the position, notwithstanding the fact that he had completed only two years most satisfactorily, and had indicated that he was prepared to stand for another term. We all know that the "Winds of Change" have been blowing fairly hard over the Continent of Black Africa. Did they really have to be diverted up the Mordialloc Creek devouring Club etiquette as they rushed past? Let us hope this is not to be accepted as a fitting precedent for future elections. There should be no prize for "Jumping the Gun". Eager beavers straining at the leash to achieve No. 1 position in the Club should remember the saying of wise old Confucius who said - "The most virtuous virtue in a human being is perseverance plus patience".

Office Bearers for the ensuing twelve months are as follows:-

Commodore: C. Arthur
Vice Commodore: V. Bromage
Rear Commodore: D. Moate
Sec./Treasurer: R. White
Ass. Secretary: E. Underdown
Social Secretary: D. Jones
Race Secretary: J. Daniel
Ass. Race Sec.: M. Murphy
Slipway Master: A. Bowden
Master of Ceremonies: W. Lipscombe
Editor of Anchor: R. Blades
Crew member on
Committee: R. Arthur
Auditors: R. Boyle, J. Straugh.
Scrutineers: W. Alteri, D. Jung.
Committee: F. Dixon, W. Lipscombe, R. Butler,
V. Dalton, R. Boyle, J. Brown.

CLUBHOUSE OPENING: On Sunday afternoon, August 20th, at 3 p.m., Commodore Charles Arthur, in the presence of 150 members and friends, formally opened our new Clubhouse. Commodore Arthur briefly outlined the growth of the Club and pointed out how fortunate we were 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 no small part he himself played in the work force, but he had no choice as regards Secretary Ross White, Building Supervisor Ron Butler, and Doug Jung the super-tradesman who fitted out the dream kitchen. These three were no doubt outstanding, and Commodore Arthur would have had to speak for at least another hour to have mentioned all who took part in the work. Bill Lipscombe and Robert Arthur's work on the beaut fireplace and Don Jones with his plumbing would have all won a jersey in my team. No comments about the workers would be complete without some reference to new member Roy Dalgeish who, relatively speaking, has been in the Club about five minutes. He was an inspiration to all and worked like a Trojan. The ladies too, came in for some well earned praise, Mesdames White, Swift and Blades for their work on the window drapes, and all ladies for the wonderful food piled on the tables and for the floral "decor".

Any bygone old timers wandering into the Clubhouse these days would be stunned by the transformation that has taken place. Once, we had to hang our heads a little when entering some of the Yacht Clubs up the bay. Not now. In fact when entering our Club today, hold your head up high or you might disappear in the thick carpet.

A LETTER FROM THE COMMODORE: On the Sunday of the official opening of our new Clubhouse, I was disappointed to see that quite a few of the members who had helped were not able to be present, so I am taking this opportunity to express my thanks for their efforts.

I realized after I had given my speech that I had not included the fellows who did the painting. I hope they will excuse my lapse of memory at that time and accept my thanks for their part in a great achievement... C. Arthur.

BEHAVIOUR: Now that we have such a very nice Clubroom, it behoves all members to try and keep it in the same impeccable condition that it was on Opening Day. Unfortunately, however, already a few small marks are noticeable on the wall panelling. No longer can we tolerate members on hot days coming into the hall in bathers and with wet feet. In fact some rule should be enforced regarding dress generally. Overalls and uncovered singlets should be out. Smokers too, will need re-educating about where to park their cigarettes and their ash. Carpets at \$500 a pop are hard to come by, and this means all of us will have to be very careful about not spilling drinks. Users of the kitchen must see to it that switches are turned off, and equipment put back in place after use. All in all we have a very nice home to which we can all be proud to bring friends and visitors. Lets keep it that way. Maybe it will be necessary later on to form a small committee of say three senior members, whose job it will be to point out to any transgressors the error of their ways.

SOCIAL NEWS: Presentation Night on August 26th was quite a success with more than 80 members and offspring enjoying good music and dancing, with successful skippers lining up to receive the many trophies that had been won during the last season. John Daniel, winner of the aggregate points for the year, was last seen struggling across the bridge, loaded down with trophies, whilst Eric Underdown and Ken

Bloomfield who came first and second respectively had their fair share of the "goodies" to take home.

The next social event is scheduled for Sept. 17th, which is a Sunday, and on this day Social Secretary Don Jones has arranged for a Frypan Lunch at 1 p.m. to be followed at 2.30 p.m. by a Club Auction. Now for those of you who may not know the "drill regarding a Frypan Lunch, here are the clues. You bring along an electric frypan, casserole, or saucepan with suitable food which is then heated up and set out on plates on a long table "a la smorgasbord". At a given signal from our Commodore you march around the table helping yourself to a little bit of this, and a little bit of that, only of course if it happens to be something you can eat. Then for the Auction. You may have some small nick-nack about the house that you have no further use for. Bring it along and we will sell it to the highest bidder. The Club takes 10% of the sale which of course goes into general revenue. Come along, its good fun and you might be able to get rid of that white elephant you've got hidden in the attic.

PETTY THIEVING: A spate of petty thieving seems to have broken out in the precincts of the Club lately. John Carter had a propeller stolen from beneath the slivway cover on the weekend of 20th August. Since then a steering wheel and a battery have been taken from non-members' boats over on the old carnival wall side of the creek. This is disturbing to say the least, so much so that our Secretary is considering changing the locks with a view to frustrating any unauthorised person who may have one of our keys. Many times recently the gate on our bridge has been found wide open and with no one on the Island.

THOUGHT FOR THE MONTH: One of the greatest safety devices in the world is a careful man.

PHONE NUMBERS:

<u>COMMODORE:</u>	Mr. C. Arthur	306-6853
<u>SECRETARY:</u>	Mr. Ross White	337-5632
<u>SLIPWAY MASTER:</u>	Mr. Bert Bowden	93-3284
<u>SOCIAL SECRETARY:</u>	Mr. Don Jones	90-4583
<u>RACE SECRETARY:</u>	Mr. J. Daniel	546-4416
<u>EDITOR OF ANCHOR:</u>	Mr. Richard Blades	97-3189
<u>CLUBHOUSE:</u>		90-1203

MORDIALLOC MOTOR YACHT CLUB.

A N C H O R

OCTOBER 1972.

EDITOR: "RAZOR"

PRICE: FIVE CENTS.

Registered at the G.P.O. Melbourne for
transmission by post as a Periodical.

CATEGORY B.

EDITORIAL: RESCUE BREATHING MOUTH TO MOUTH METHOD.

With summer and the boating season almost upon us, it might be a good idea to brush up our knowledge about how to proceed in the case of people apparently drowned. The National Safety Council of Australia has issued an instruction on what to do in the case of Mouth to Mouth Resuscitation.

1. Lay patient on his back, but if this can't be done easily, commence rescue breathing where he is.
2. Have someone call a doctor and ambulance.
3. Quickly clear his mouth and throat.
4. Throat must be clear and tongue forward.
5. Tilt his head well back to open air passage and keep tongue out of throat.
6. Pinch patient's nose, open your mouth wide, take a deep breath, and breathe into patient, ensure air does not escape. With children breathe gently. With adults - breathe fully. Watch chest rise.
7. Turn your head away while patient exhales. Listen for gurgling, a sign of obstruction in throat, if no gurgling take another deep breath, then breathe into patient and continue with six quick deep breaths, then slow to twelve breaths per minute.

An illustrated card showing the above method is fixed to the door of our first aid cupboard situated under the clubhouse. In addition there is an approved "RESUSITUBE" on top of cabinet for inserting into patient's mouth, should you not desire to make physical contact.

SPORTING: A very successful car picnic was organised by Don Jones for the "Nombre" trophy and held on Sunday, September 10th. A total of 19 cars took part and grown-ups and kids made up a party of about 64 souls. Meeting place was corner of Springvale and Whitehorse Roads, Nunawading. Here a list of instructions was handed to each driver and

then you were off. Some clues were hard to come by, such as a jonquil, a plant which normally finishes flowering in mid July and here we were searching in September. Other clues to obtain were somewhat dangerous, such as finding the name of the Lessee of a certain pub which shall remain nameless. By the time the driver of the tenth car had arrived and invaded his sanctuary, and this, mind you, on a Sunday morning, this joker was hopping mad, and promised to punch the next enquirer right on the "snout". Unfortunately for him the next man in was Harold Swift and when "Mine Host" took Harold's bulk he suddenly decided fisticuffs were out. Anyway, we finished up at Badger-Creek Reserve, where Don and family were waiting for us. Only episode of note here, was when Alice Arthur and Ede Bowden proceeded to cook on a public barbeque which some old Jane tried to monopolise. However we all ate well and proceeded home at our leisure. Robert Arthur and wife Bonny won the trophy losing only one point. Altogether a good show.

SOCIAL NEWS: Miss Dianne Collings, daughter of Geoff and Shirly Collings (Little Sport) has received her Diploma from the Mannequins Academy of Victoria for the year's outstanding graduate. Dianne was educated at Templestowe High and Box Hill Whitehorse College. She aims to make modelling her full time profession. Good luck, Dianne.

OUR ANNUAL DINNER DANCE is set for OCTOBER 21ST at the Alan McLean Hall, Mordialloc. Remember this is a Saturday night. Have you made a booking? Don Jones, 'phone 90-4583 is the man to contact, nine dollars a double and an excellent night is assured. Time: 7 p.m. till 11.30 p.m.

PARTY NIGHT AT NEW CLUBHOUSE, Saturday, Sept. 30th, saw a happy crowd of 89 club members and friends enjoying themselves at the first "Party Night" social in the new clubhouse. Excellent food, a lively band (even though a bit noisy) and very efficient table service from Don and Jennifer Jones, while Faye Jones held sway in the kitchen. Gee! what a lucky mob we are to have a dedicated Social Secretary with charming wife and family like Don. Hardly fair, when you come to think of it,

the Jones Family slaving like trojans while we sit down and enjoy ourselves, eh? Oh, and by the way, for those you who may be interested in knowing how we re-act to club appeals not to park cars in Hotel carpark on Saturday night at 12 midnight after our party there were only the bare 2 cars still parked. No names, no park drill. Nuff said.

NAUTICAL NEWS: Did you know that a 250,000 ton modern tanker takes up to two hours to reach its cruising speed of 16 knots from a dead stop, and will coast up to ten miles to a stop, even with the props reversed? This stopping distance can be shortened by a tactic called "Slaloming", turning in one direction and then in the other, like a racing skier. However in crowded shipping lanes like the English Channel this manoeuvre may be an invitation to disaster. The Hugh vessel needs vast stretches of open water for such turns. Naval architect Barry Steel of Great Britain's National Physical Laboratory, has come up with an idea which has been experimented with and found most satisfactory. This consists of a rotating cylinder around the rudder post. This cylinder is activated by its own motor and will rev in either direction. When the ship's rudder is swung to starboard (right) for instance, pressure on that side of rudder will increase, and lessen on the other, and the boat's stern will swing to port (left). When the rudder is turned to starboard the cylinder turns in an anti clockwise direction and directs a stream of water against the back of the rudder, smoothing out the turbulence there and making the rudder effective at angles much greater than 35%. With this equipment a 200 ton cargo boat swings on its own axis and it is estimated that a 250,000 tonner will swing in only 180 metres and come to stop in 600 metres. This information from "Time" magazine 18/9/72.

CLUB WATER EVENTS: It looks as though John Daniel, Race Secretary and his side kick Mike Murphy are going to be busy boys this coming season. A glance through the proposed sporting fixture shows that about twenty two events are listed for our waters alone. Besides these local doings there are the races at other clubs. A rather formidable task methinks. Good luck, fellows. To add to their worries we now have a flock of new speedy craft which will probably be up with the leaders this time around. More about the new boats later.

PAINTING OF CLUBHOUSE: There is still another coat of paint to go onto the clubhouse and Vic Bromage is anxious to hear from any volunteers who could give a few hours to this task to be undertaken on Saturday and Sunday 14th & 15th and 21st & 22nd October. The football will be finished by then (we hope). Vic suggests those who missed out previously on the main building job, might like to help on this occasion. Bring a brush.

SLIPWAY JOTTINGS: If you make a slipway booking and then find you cannot keep the appointment, please have the courtesy to notify Mr. Bowden, and also all slipway users. Clear up before you clear out.

THOUGHT FOR THE MONTH:

If people speak ill of thee, act so that no one will believe them.

DATES: Next General Meeting - NOT Cup night BUT
14/11/72.

Annual Dinner Dance - 21/10/72.

Annual Smoke Night - 3/11/72.

PHONE NUMBERS:

<u>COMMODORE:</u>	Mr. Charles Arthur	306-6853
<u>SECRETARY:</u>	Mr. Ross White	337-5632
<u>SLIPWAY MASTER:</u>	Mr. Bert Bowden	93-3284
<u>SOCIAL SECRETARY:</u>	Mr. Don Jones	90-4583
<u>RACE SECRETARY:</u>	Mr. John Daniel	546-4416
<u>EDITOR OF ANCHOR:</u>	Mr. Richard Blades	97-3189
<u>CLUBHOUSE:</u>		90-1203

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MORDIALLOC MOTOR YACHT CLUB

NOVEMBER 1972.

A N C H O R

EDITOR: "RAZOR"

PRICE: FIVE CENTS.

Registered at the G.P.O. Melbourne for
transmission by post as a Periodical. CATEGORY B.

EDITORIAL: THE QUEST FOR SPEED.

With a number of new and fast boats making their entry onto the club register for the coming sporting season, there is a buzz of expectant anticipation around the island these days. One hears questions like - What'll she do? How fast does it go? Etc., etc. Just as if the skippers would tell! Our experience of owners with fast boats, is that they are as secretive of their speed as an old maid is of her age. But this season there is a possibility that keen opposition will force true speed to show itself. New boats like Barry Glenister's, Ron Butler's, Vic Bromage's, (Jack Brown's when not fishing) and Vern Dalton's, are some of those that could show a clean pair of heels to winners of yesteryear. Vern's boat, though not new, is modern and has a sizzlerling record with its previous owner at another club. Last year's winner of the aggregate points, John Daniel, is no longer a menace to skippers, for this season at least. John is current Racing Secretary and will be "setting the traps" instead of winning them. However, speed is not the only essential in winning our type of event, its the consistent fellows like Eric Underdown and Ken Bloomfield who often "take home the bacon". Oh, and don't forget our canny Dave Moate, Rear Commodore, and who has just returned with wife Judy and two nibbers from New Guinea, where he did a stint with the Department of Civil Aviation. Dave's boat is not fast, but boy, is it pretty to watch cutting thru the water. And not only that, but moving from point "A" to point "B", Dave does not waste an inch. Keep an eye on this "Bird". He will need watching.

CLUB OPENING DAY: November 5th, which is a Sunday is Club Opening Day, and on this day with high tide at 1.47 p.m. E.S.T. we are looking forward to a good roll up of skippers

and crews to make this day a success. As usual there will be a sail past and salute to our Commadore, after which the trophy donated by him will be raced for. On returning to the clubhouse our ladies Committee will put on a Devon Tea with scones, jam and cream. This for a very moderate twenty cents per head, so here is an excellent opportunity for both old and new members to have an enjoyable afternoon, and meet new friends. Come along, we'll be pleased to meet you.

FISHING NEWS: Schnapper are on the run at last, and Bob Fraser is up to his usual tricks. On the weekend of the 14th and 15th October Bob brought in six beauties up to 13½ lbs., and on Wednesday the 18th Bernie Rawnsley boated a 7½ pounder which quickly grew to 12 lbs., as each member who saw it, passed the news around. However as it was Bernie's first ever, we can well imagine how thrilled he was.

PRESENTATIONS TO THE CLUB: Two very nice gifts appeared at our headquarters in recent weeks. Firstly the very appropriate sea-scape in elegant frame, donated by Commadore Chas. Arthur and Alice Arthur, which occupies pride of place over the fireplace in the main hall, and the handsome indoor plant situated in the foyer at the foot of the stairway. This was presented to us by Mrs. Glenda Glenister, wife of Barry G. Both very acceptable additions to our Home. Thank you folk.

GOOD NEWS: We are in receipt of information from the C.S.I.R.O. Division of Atmospheric Physics, Aspendale, regarding the mooring of a yellow conical buoy with a red spherical top mark, approximately one nautical mile offshore from Edithvale Railway Station. The position referred to the Mordialloc Pier light is 170° true, distance 1.98 nautical miles. The buoy is unlit and marks the position of the proposed C.S.I.R.O. meteorological research tower, and will remain in location until installation of the structure. This is going to provide us with a long felt want, of a permanent mark around which we can plan our time trials, and it should prove to be a boon to our Racing Secretary. With 30 feet of water at the spot no trouble will be encountered by fast boats

rounding the buoy at full speed.

NAUTICAL QUIZ: We all should know what a Cardinal Sin is, and ought to do our best to make sure we do not commit one. However if you are the skipper of a well found ship, somewhere on board you should have at least four half Cardinal points. What would be the most logical place to look for them?
TURN TO BACK PAGE FOR ANSWER.

IMMERSION: One of our members has come up with a new and infallible method of finding the depth of water in the creek alongside his boat. He found that by just stepping off his port little cruiser and keeping in a strictly vertical position, when the surface of the water reached the third button of his waistcoat the depth was exactly 4 ft. 8½ inches, less the amount he had sunk into the mud. Up to date he has not patented the idea, so that means anyone can use it, and of course we will be pleased to hear about any other devotees of the method. Our member does admit however, that he felt a bit BROWNE off, after he clambered out.

WORLD'S BIGGEST SHIP: The 477,000 ton deadweight "GLOBTIC TOKYO" was launched at KURE, JAPAN, on Saturday, Oct. 14th. Just a bit too large for our creek!! She was the first of two ordered by GLOBTIC TANKER CO., LONDON. The ships are to carry 130 million gallons each, of oil from the MIDDLE EAST to TOKYO each voyage. Fill yer tank?

WELCOME HOME AND FAREWELL: Recent arrivals back home from holidays up north are Mr. and Mrs. Higginbotham and Mr. & Mrs. Lee Glenister, all of whom tell tales of sunny days and balmy seas whilst away. However what we "win on the swings" we lose on the "roundabouts" as the saying goes, because on Friday, Oct. 27th, Merv Brain's family will be leaving for Brisbane to join Merv who is already there settling down into his new position with his firm. Anyway, good luck, Merv, Ruth, and kids from all at M.M.Y.C.

TURN OFF THE LIGHTS: For the love of Mike will some of you guys please learn to turn off the lights when you have finished with them? Pretty well every day, lights have been found at the clubhouse still burning early in the morning, indicating they have been burning all night. Our bill for lighting last year was \$223 and the year before \$200, so what about a bit of care? And thank you, in advance.

ANSWER TO NAUTICAL QUIZ: The place to look for half Cardinal points, is on the compass card or rose. The four Cardinal points on the compass are North, East, South, and West. Therefore the half Cardinal points are North East, South East, South West and North West.

CORRECTION: You may remember in our last "Anchor" the little "dig" we had about the number of cars left in the pub car park after our last "Par'y Night". The item as read said two cars were still there at midnight. This was a misprint. The number of cars was twenty four.

NEW MEMBERS: The following members have been admitted to the club in the last month. Messrs. S.M. Price and R.E. Coates (full members), and C. Dixon, A.L. Bloomfield, R.J. Crompton, A. Nielson, and B.I. Longstreth, (Crew Members). Welcome aboard fellows. Here's hoping you enjoy your stay with us.

THOUGHT FOR THE MONTH: He who has a thousand friends, has not a friend to spare, but he who has one enemy, will meet him everywhere.

VITAL DATES TO REMEMBER:

Next General Meeting to be followed immediately by the Annual Meeting of the M.M.Y.C. Housing Co-op.

- November 14th.

Annual Smoke Night at Clubhouse - November 3rd.
(\$3 per head).

Christmas Social - December 9th

Kids Xmas Party on Island - December 10th

Next Committee Meeting (Wednesday) - November 22nd

FOR SALE: One 3 bladed bronze propeller 13" dia. x 10 1/2" pitch with No. 3 morse taper bore and 1/4" width of keyway. Left hand. This prop is as new and price is seven dollars. Any items advertised under this heading will be given free space in "Anchor", when space is available and sellers will not be identified unless they so desire. Club members only.

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DECEMBER 1972.

A N C H O R

EDITOR: "RAZOR"

PRICE: FIVE CENTS.

Registered at the G.P.O. Melbourne for
transmission by post as a Periodical.

CATEGORY B.

EDITORIAL: OPENING DAY AND COMMODORE'S TROPHY.

Pleasant weather conditions and a happy crowd of members and friends greeted our Opening Day celebrations on Sunday, November 5th. No less than twentynine of the Club boats sailed in line ahead past the Commodore's cruiser where our leader Mr. Charles Arthur and his lady, Mrs. Arthur, took the salute. Vice Commodore Mr. Vic. Bromage led the sail past, with Rear Commodore Mr. Dave Moate next in line, and with the rest of the fleet stretched out in excellent alignment for what must have been the best part of a mile in length. Not only that, it was a straight line, and constituted one of the best sail past's we have ever had. Next came the first nautical event for the season, viz the Commodore's Trophy. This took the form of one of our usual time trials, and the course was from the north of the pier down to the C.S.I.R.O. buoy off Edithvale and return, a total distance of four nautical miles. Weather and water were ideal even though a slight atmospheric haze was evident whilst the event was contested. However the haze in the atmosphere was nothing compared to the haziness in the minds of some of our skippers as to the location of the buoy, notwithstanding that our Race Secretary, John Daniel, gave the correct compass position of it at the briefing, before the start, and indeed the location was clearly given in last month's "Anchor". Another question presents itself here. Do all our skippers know port from starboard? Apparently not. John Daniel's instructions were to round the buoy on the starboard hand, yet some boats rounded it to port. Apart from these "wrong way" sea dogs, the only other hazards one had to contend with, were the 150 sail boats which seemed to congregate around our finish line just as our craft were making their final run. Pity some definite arrangement cannot be made with our local sailmen so that our respective opening days do not clash.

Well the only thing left to do was to return to the Clubhouse to await the sporting result, and imbibe in a well earned cup of tea and scones which the ladies (God bless em) had prepared. So ended a most enjoyable day and a credit to all concerned. If some small criticism is in order, we would suggest that a blackboard or some such item with instructions and diagram be included at future briefings to help "wrong way" captains and the like. Another small growl heard in the clubrooms on the day was the time taken to come up with the result, but we should remember this was the race officials first effort and it is bound to improve. In our events, points are allotted for the first ten placings, but it's our intention to print only the first four. First - Barry Glenister's "Glen" and a very popular win, too. Second - Colin Clayton's "Invader", and third - Ken Clayton's "Javelin", whilst fourth was Frank Dixon's "Worrane". Minor placings, including fourth, now differ considerably from those announced by the Race Secretary on the day of the event. The ammended result sheet is at time of writing (13/11/72), displayed on the notice board at top of stairs.

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CLUB SMOKE NIGHT: What a most disappointing turn up of Club members at our Annual Smoke Night. Fortunately someone had sufficient "housse" not to call for toasts, apart from the loyal toast. If members had been required to be upstanding to welcome our visitors the result would have looked really ludicrous. For those few members who did attend it was an excellent night, but for our Social Secretary it must have been a big let-down. Numerous suggestions have been advanced as to thereason for the dwindling numbers at these functions, but none of them very convincing. Maybe we should cut them out altogether. As it is at present we are just providing cheap food and drink to many folk not otherwise connected with the Club. However full marks are due to Don Jones, Bert Mitchelson, and Frank Dixon for their unfailing help and courtesy in attending visitors and members alike.

HOW IS YOUR COMPASS? Not too good we would think, judging by the course some boats steered en-route to the C.S.I.R.O. buoy on Opening Day. As one old-timer was heard to remark, if they were steering from outside the heads for New Zealand, with a bit of luck they might just hit the Nor-West tip of Tasmania. . . If you think your compass is not all it should be, and if you want to go in a straight line to the C.S.I.R.O. buoy, get the seaward end of "Mordi" pier plumb level with the stern of your boat and head for Oliver's Hill at Frankston, which can be seen with the naked eye on any reasonable day. If you are on a six knot boat, keep a sharp lookout after steaming for 19 minutes because then you should just about be due to run over the top of the buoy, and the C.S.I.R.O. wouldn't like that. No S.P.!

DINNER MUSIC: Have you been fortunate enough to be in the clubroom Sundays' lunchtime to hear the splendid music from Keith Higgs cassette? Played over our P.A. system this is really something; pleasant, subdued, and very easy on the ear. Surely this is something we ought to have for our very own. Keith has indicated that he would be prepared to transfer on to tape any good class records owned by Club members to enable us to build up a Club library. Blank tapes can be obtained, we understand, for about one dollar each, and the cassette itself does not cost a fortune. Who knows, we might even have some good samaritan in our midst who knows someone who knows someone in the music business. Well, you never can tell, can you?

KIDS XMAS PARTY ON THE ISLAND: Sunday, December 10th, is the day set aside for this nerve wracking event, when ~~papers~~ from all over Melbourne converge on what turns out to be the most thickly populated piece of Australia for one brief afternoon. It is certainly very nice to see them come, but for tired, worn out officials, by jove its nice to see them go. However don't let these remarks of mine stop you. Bring along all you've got, we love 'em. Bring a small present for each of your nips, with name clearly marked on outside. We will supply soft drinks, lollies, icecream and fun. Santa will arrive by boat about 2.30 p.m. and distribute your gifts, calling out each kid's name in turn. Ladies generally bring a plate of "goodies" and we serve afternoon tea about 3.30 p.m. Proceeds from

the raffle of the monster Xmas stocking go to pay for this outing. Raffle is drawn at the Saturday night Xmas Party, December 9th. Books of five tickets each at 20 cents per book from Robert Arthur.

DID SHE FALL OR WAS SHE PUSHED? We refer of course to the young lady who "depthed" the creek alongside John Carter's boat on Sunday, October 29th, and only a few minutes after John had read in last month's "Anchor" about our previous "denether". John swears he had nothing to do with it, but he was the only one within pushing distance when she went in. We don't know how deep the water was because she was not wearing a wais coat, but judging by the location of the black patch of mud on the back of her clothes, she definitely hit BOTTOM.

KEEPING WITHIN THE LAW: Members and their friends should acquaint themselves with the terms of the Club's Liquor Licence. It is displayed in a small frame hanging on the foyer wall at the foot of the stairs leading up to the clubroom. This Licence permits members over the age of 18 to consume their own liquor in the clubroom and precincts, only in certain hours and on certain days. It does not permit the Club to sell liquor, nor do we wish to. The hours when you are allowed to consume your own liquor are as follows:- Hours: Monday to Saturday, 11 a.m. to 11.30 p.m. Sundays and Good Friday, 12 noon to 2.30 p.m. and 4.30 p.m. to 6.30 p.m. Anzac Day, 1 p.m. to 9 p.m. These hours apply to all of the island including under the slipway cover. On your boat, whilst it is in the water, it is "open slather". Recently some folk have been noticed drinking on the island, outside these hours. Please remind your friends and restrain them if necessary. We do not want to lose our Licence, restricted and all as it is, neither do we want the obnoxious publicity which would result from a raid by Licensing Police, as happened recently at another boating organization not very far from Mordialloc.

NEWS FROM OUR RADIO TECHNICIAN, DAVE MOATE: Our Club now operates its own Radio Base Station on a frequency of 2524 H.K.Z. The call sign is VM-3-MM. At present about 18 of our boats have two way radio and all are capable of using our Base Station. During day time hours our set would have a range of over 100 miles and at night it would be possible to work interstate. At present no listening times have been set, but the radio will be on during weekends and holidays. So if a boat is calling our Base he may not get through the first time and should call again. Any boat going away for a trip should arrange calling times with someone who will be at the Club. Our station is not confined to boats from our Club, so if a boat not equipped with radio wishes to pass a message back to our Clubhouse, any other boat's radio may be used. The station is only to be used for messages relating to the safety and operation of vessels, i.e. position, weather reports, tide times, radio tests, time of your expected return, etc., etc. Our station licence is a very valuable asset to the Club so do not abuse its privileges, because if we lose it we will never have another one issued to us. For further information on the use of the radio, please contact Rear Commodore, Dave Moate.

RACING NEWS BY J.E. DANIEL, RACE SECRETARY: Under perfect conditions the season opened with a very successful day for the Commodore's Trophy which was won by Barry Glenister in his new boat "Glen", closely contested by Colin and Ken Clayton respectively. It was very good on my first day as Race Secretary to also see quite a few new faces competing. Thanks very much fellows and keep trying. A few points to remember that in close finishes boats without their correct racing numbers displayed may be missed, also any member who wishes to compete in inter club events should obtain a copy of the P.P.P.B.A. Rules under which all races on Port Phillip are contested. These are available through Ross White or myself. Looking forward to seeing as many boats as possible at Patterson River on December 3rd. Entries close on November 28th. Followed up by events at M.M.Y.C. at 2 p.m. should prove to be an enjoyable day's boating. Best of luck.
..... Signed John E. Daniel, Race Secretary.

CLUB ENTRIES FOR TATTSLOTTO: The following numbers have been selected for our entries for the next four weeks of Tattslotto starting from 17/11/72:-

12	21	29	7	3	25
21	37	9	23	39	15
1	34	36	15	16	18
7	26	1	30	34	32

A NEW BABY: It is with great pleasure that we announce the birth of a lovely baby girl to Heather and John Ennis. Born on 12/11/72 at the Inverell Hospital, N.S.W., which is close to the site of the large new Copeton Dam being built by the firm for which John is a Constructional Engineer and who is at present on leave of absence from our Club. Congratulations John and Heather from all at M.M.Y.C.

SLIPWAY FEES: Some forgetful members are "dragging the chain" a bit when it comes to paying their slipway fees. Although these fees are ridiculously small, they take a lot of collecting, and with the present high cost of postage, it is not a paying proposition to keep sending out monthly accounts. So if you happen to be one of the defaulters, please attend to the matter right away and thus take some of the load from the shoulders of our already overworked Secretary.

CLASSIFIED ADVERTISEMENTS:

FOR SALE:

"Invincible" clutch, forward and reverse, complete and in good order, \$25.00. See Lee Glenister, M.M.Y.C.

"Lucas" magneto, four cylinder, brand new. Also, new 10 gallon steel petrol tank. See Fred Purcell, M.M.Y.C.

PROFESSIONAL ENGAGEMENTS:

A vacancy exists for a certified marine compass adjuster who would be prepared to work on Sundays during the summer season at the M.M.Y.C. for practically no pay. A fairly comprehensive clientele awaits the successful applicant. Apply on the Island, Mordialloc.

PROGRAM RESULTS 19/11/72:

Vixen Trophy - E. Underdown.

Julie D. - B. Glenister, 2nd No. 15, 3rd B. Mitchelson.

Tambo - postponed.

ENVIRONMENT PROTECTION AUTHORITY, VICTORIA: We are privileged to have a copy of the report of the above Authority on the condition of the water in the three streams that flow into our bay, and which come under the care of the Dandenong Valley Authority. We find that the Braeside and Heatherton Sewerage Works both discharge treated sewerage into Mordialloc Creek. Braeside contributes 20,500 cubic metres per day, whilst Heatherton's drop in the bucket is 2,300 cubic metres per day. To add to our distress there are no fewer than 2,400 premises with septic tanks which drain into our creek and 900 homes without septics, but which pour out sullage such as bath water, etc. The report states that "sometimes" on summer days the creek has an unpleasant odour. Sometimes! How's that? Braeside and Heatherton are not due to be connected to the south eastern sewerage purification plant before 1974. Page three of the report tells us that the surface waters in the creeks of this area are not used for drinking water purposes, and a jolly good job too. We can put up with only one cholera epidemic per year.

SMOKE IN YOUR EYES: No longer need we suffer this troublesome malady at our social functions. Eric Underdown on the occasion of our Smoke Night brought along a 24 inch exhaust fan which was fitted into an aperture in a false door which had been erected at the exit to the slipway of. Result, no watery eyes, and no coughing. Very good

COMMODORE'S XMAS GOOD WISHES: This being the last "Anchor" before the festive season, our Commodore sends greetings to all members and especially those of you who because of other commitments will be unable to attend our Xmas Social which is always a "ding dong" night, and at which he passes on his felicitations personally. The Xmas Social is on Saturday night, December 9th at the Clubrooms.

THOUGHT FOR THE YEAR:

All young people want to be where the action is,
so long as it is not in front of the kitchen sink
when mum is doing the washing up.

DATES TO REMEMBER:

- December 3rd - Henley Cup at Patterson River, 11 a.m.,
Swift Trophy, 2 p.m., and Blue Line
Trophy, 2.45 p.m. at M.M.Y.C.
- December 5th - General Meeting at Clubhouse.
- December 9th - Xmas Social.
- December 10th - Kiddies Xmas Party.
- December 25th - Xmas Day. Hang up your socks the night
before.

PHONE NUMBERS:

<u>COMMODORE:</u>	Mr. Charles Arthur	306-6853
<u>SECRETARY:</u>	Mr. Ross White	337-5632
<u>SLIPWAY MASTER:</u>	Mr. Bert Bowden	93-3284
<u>SOCIAL SECRETARY:</u>	Mr. Don Jones	90-4583
<u>RACE SECRETARY:</u>	Mr. John Daniel	546-4416
<u>EDITOR OF ANCHOR:</u>	Mr. Richard Blades	97-3189
<u>CLUBHOUSE:</u>		90-1203

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