



MORDIALLOC MOTOR YACHT CLUB

FEBRUARY

1971

EDITOR:

Ken Clayton.

Page 1.

# ANCHOR

Price: Five Cents.

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

EDITORIAL: The January issue of the Australian Boating Industry Journal reported that Mr. Max Eise, chairman of the water safety division of the National Safety Council is trying to persuade the Victorian Government to introduce licensing of power boat operators.

Previous attempts to introduce similar legislation have been rejected on the basis that no great benefit would result unless there was a physical boat handling test of all applicants.

I wonder if Mr. Eise has really given serious thought to his proposals. If he is advocating practical boat handling tests who does he imagine will conduct them? With a police force already seriously undermanned it is highly unlikely that staff would be diverted from more pressing duties to carry out tests, the overall value of which must be considered somewhat dubious. Furthermore, if these tests were somehow arranged, on what basis should they be conducted? The handling of a fifteen foot outboard powered runabout, a twentyfive foot single screw inboard cruiser and a forty foot twin screwed cruiser require vastly different techniques of handling. Who, in fact, should be licensed? Experience would seem to indicate that it is the lower powered vessel or sail boat that gets into difficulties. Would it be fair that the skipper of a high powered seaworthy boat should have to be licensed to legally go to the aid of a sail boat in distress?

I am of the opinion that all the licensing in the world would not stop people doing foolhardy acts, as instanced on our roads. Does Mr. Eise honestly believe that licensing of the drivers would have prevented two major boating accidents that have been reported in recent weeks; the first when a party of five left St. Kilda Marina in a fifteen foot runabout in the

face of a severe thunder storm for the purpose of a "pleasure cruise" and the second instance when six men left in a twenty foot cruiser to cross the bay when it was already blowing **very** hard and gale warnings had been issued. Only experience, and I am afraid often only bitter experience will teach these types of people.

There are many people and organisations who will quote facts and figures relating to deaths and near deaths on the bay. They will argue that these accidents may have been prevented by enforcing licensing and driver education. But where does it all end? Boating remains essentially a sporting activity and I think that we all accept that every sport carries some element of risk. The onus is on the individual to eliminate this risk as far as possible by thoughtful and sensible behaviour. Unfortunately, as far as boating is concerned the elimination of this risk can only be gained through experience, something that cannot be bought or gained through a text book. By Mr. Eise's standards it would appear that we should have to be licensed to gain that experience, so which came first, the chicken or the egg.

Figures can be quoted for deaths and injuries in all sports. If we carry Mr. Eise's arguments to their full extreme then we would require a license to participate in all our leisure activities. Isn't it about time that the individual asserted his rights and retained a little of the freedom that remains to him in this so called "enlightened age".

LOCKERS: A further batch of lockers installed under the club rooms have already been taken up. Any other member wishing to have a locker should contact Secretary Ross White so that future numbers can be determined.

REGISTRATION NUMBERS: Some adhesive type registration numbers have been donated to the club. Members requiring these numbers should contact slipway master Bert Bowden. Proceeds go to the club.

SOME REQUESTS: Every once in a while members seem to become a little lax in doing the right thing. For the ultimate benefit of yourself, the club and our neighbours, you are reminded to:

1. Shut the gate on the bridge when leaving the Island.  
Don't leave it to the other fellow. Remember that it is your property it is protecting.
2. Members occupying the south wall behind the Mordialloc

- Sailing Club premises should remember to lock the access gate at all times when they enter or leave the area.
3. The legal speed limit in the creek is three (3) MPH.
  4. What about cleaning up the clubhouse after you. It is not a pleasant task for others to have to clean up the crumbs and scraps that are left lying under or on the tables. And it does not take long to wash and dry your own cups and put them away. You might be a bit slapdash at home but you should remember that others have to live at the club as well.
  5. There are still some thoughtless individuals who will insist on parking their cars right in front of the gate way to the Island. How do they honestly expect others to get past their cars? Cars should and must be parked only in the parking lanes provided. No cars should be parked in front of the garages.

B.P. INVESTIGATOR TROPHY: This is an annual event conducted by Sandringham Yacht Club in conjunction with B.P. Australia Ltd. It takes the form of a predicted log event and is run over three days, the first leg being Friday night, from Sandringham to Williamstown where supper and refreshments are provided along with safe overnight moorings. The second leg gets away from Williamstown on Saturday morning and will probably run this year down the east side of the bay to Mornington, then across to St. Leonards. Overnight moorings are made in Swan Bay and a barbeque is generally held. The Sunday leg runs up the west side of the bay to Williamstown and then to Sandringham. Dates of the event: 26th, 27th & 28th of March.

In the past, this event has proved very popular, with those of our members taking part having a very enjoyable weekend. There are numerous trophies for the various legs of the race, as well as for the varying speed groups, so there is a fair chance that you would not come away empty handed. Entry forms and further details can be obtained from Sandringham Yacht Club.

SILTATION IN THE CREEK: Siltation is again becoming noticeable in parts of the creek, especially at low tide. It would appear that periodic maintenance dredging will be required if the creek is not to become as it was a few years ago. A letter has been sent from this club to the Mordialloc City Council drawing their attention to this fact.

ISLE OF MORDIALLOC: Forty-eight boats took part in the annual

Isle of Mordialloc event this year. First three placings in the event were:

Equal 1st. Colin Clayton (Invader) MMYC.  
Norm Westerman (Hunter) SYC.  
2nd. Ken Clayton (Javelin) MMYC.

Again the ladies of the club maintained the tradition of the club by supplying catering of a very high standard. The flag officers and committee are appreciative of their efforts and sincerely thank all who assisted on the day.

RACING NEWS: There has been a larger number of boats taking part in events recently and this is certainly encouraging for the donors of trophies and the handicapper and his assistants. A cruise has been listed for the 7th of March. Details of this cruise will be determined on the day, depending on weather conditions. If the weather is adverse a day trip and barbeque will be held in lieu, departing from the club at 10.30 a.m. Further details from handicapper Dave Moate.

The Banyandah Trophy will be held on March 14th in combination with the Mavric Trophy. As with a previous event that proved popular the instructions for this event are detailed hereunder:-

The PPPBA chart of the Mordialloc area will be used. These charts are available from the clubhouse. All vessels will start at a time calculated at three times their nominated speed in minutes plus the last number of their racing number after 1-45 pm. (official time from 6074). The starting line is a line from the end of the Mordialloc pier at 200 degrees magnetic.

Cross the starting line and proceed to grid reference I-19 then to the B.M.Y.S. jetty. Tie up to the jetty where further instructions will be given. For the purpose of the exercise the end of the B.M.Y.S. jetty will be taken as .5 cables 135 degrees magnetic from the Beaumaris clubhouse. All vessels taking part in this event must show racing numbers.

The Annual Whalley cup will be held on March 13th at Sandringham. This club has always mustered a good fleet for this event. Entry forms are now available at the clubhouse.

SECRETARY: ROSS WHITE  
EDITOR: KEN CLAYTON  
HANDICAPPER DAVID MOATE

337-5632.  
91-9769.  
93-9944.



MORDIALLOC MOTOR YACHT CLUB

MARCH

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EDITOR: KEN CLAYTON.

# ANCHOR

PRICE: FIVE CENTS.

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EDITORIAL: Pollution of the air we breathe and of the water we drink and in which we play has become a major topic of conversation in every quarter these past few months. Indeed, who could be more aware of the fact than we at the Mordialloc Motor Yacht Club, for we are literally surrounded by it. Already, the creek that was dredged only a couple of years ago, is rapidly silting again, and the foul-smelling water or rather liquid is little better than a slow-moving mass of raw sewage. Frankston council have seen fit to place notices on the beach near the mouth of the Frankston Creek warning bathers of the potential danger of swimming in the polluted water there and it is strange that the Mordialloc or Chelsea Council have not done likewise in their areas.

But the problem is world wide and not only confined to our immediate locality. How strange it is that all the prophets of doom in the past, be they religious fanatics or science fiction writers, have failed to capitalise on the great catastrophe that is really threatening mankind; not earthquakes or fire or invasions from outer space but the waste materials from civilization itself. This decade of the 70's should show whether the world will win or lose the struggle for environment protection. Pessimists believe that damage already done is near the point of no return, but it does not require a starry-eyed optimist to believe that our technology can surmount this global problem.

A first step in pollution control and eradication is to recognise that man is a born polluter who for thousands of years has been despoiling his environs by careless discard of his rubbish. Archeologists frequently excavate cities literally buried under their own refuse. An index of developing civilisation has always been the constant increase in the

volume of materials we have to discard. Nobody can overcome this fact and it would appear up to present times, nobody wanted to.

Each and every one of us must realise that we are equally to blame. We should all be prepared to share the costs in solving the problem just as we are eager to share the bounties and comforts of this technological age. We should stop and think before we do anything that could needlessly increase pollution. Do we use bio-degradable detergents for washing? What do we do with out empty bottles and cans? If we take time out to think we might realise that there are alternatives, not necessarily easier for us, but at least guaranteeing that this world will still be habitable and enjoyable for our children and their children.

FIRST PRIZE: Margaret Allnutt, wife of Peter Allnutt of Blue Line Boats won first prize in Tatts a few days ago. Both she and Peter are planning a trip to Holland, her home country. Maybe, with luck running so close, this club may be lucky in the tickets bought from money put in the kitty by members after each general meeting.

ACCESS TO SOUTH WALL: Following discussions with the Chelsea council and the Mordialloc Sailing Club it has now been resolved that there shall be one key only to the access gate on the laneway leading to the beach and parking area. Members who desire a key should contact Ross White. Co-operation in keeping the gate locked at all times is of utmost necessity to preserve amicable relationship between the two clubs.

A THANK YOU: The request to keep the kitchen of the club tidy has met with great success. A little bit done by every one in cleaning up after them makes the clubhouse a pleasure to be in. Just a reminder though. If the gar-bag downstairs is full, what about lifting it off the stand and fitting an empty one, which is always placed behind the stand. One of our members takes the bag away so what about helping him just a little bit.

PORT PHILLIP POWER BOAT ASSOCIATION: Delegates from the MMYC. attended the meeting of the PPPBA. on 11th of this month. Revised racing rules are now being distributed and will be available for contestants in the BP. Investigator trial. Delegates from Royal Victorian Motor Yacht Club and Hobson's Bay Yacht Club have intimated that any members from

our Club journeying to the northern end of the bay would be made most welcome. Handicapper Dave Moate is contemplating organising a cruise later in the year when we might take advantage of the offers made to us. Inter-club liaison has been sadly lacking in recent years, but with the re-activation of the PPPBA, it is to be expected that more overtures of the kind already extended will be made, leading to more pleasurable use of boating facilities around the bay. Remember, though, on all occasions when visiting to fly our club burgee.

THE WHALLEY CUP: Saturday 15th March dawned bright and clear and a large number of craft from our club journeyed to Sandringham to take part in the Annual No.1 classic of predicted log events on Port Phillip Bay, the Whalley Cup. Boats from the M.M.Y.C., Sandringham and Royal Victorian Motor Yacht Club are eligible to enter in this event. In all sixtythree boats finished the course and spectators on the shore must have been impressed to see this large number of boats pass the check point off St. Kilda. The boats were so thick at this point that it was mindful of the days when upwards of the same number used to group for the mass start as was then done.

This large number of boats seemed to result in most being late past the check point and some boats were pushed to the limit in an endeavour to make up time. The engine of Julie D. (Vern Dalton) is reported to have been very hot at the finish of the race.

Honours of the day went to Ken Clayton in Javelin who had a very convincing win over the next placed boat by some 25 points. The M.M.Y.C. also took off the teams prize with Ken Clayton, Colin Clayton and John Daniel being selected by our Club to represent M.M.Y.C. The boats driven by these three lost less points than those of teams from the other clubs, although it is interesting to note that Royal Vic. could not muster a full team.

On the return journey to Mordialloc, Bill Lipscombe had some nasty moments when the engine of Marlo failed just as he was about to enter the creek. A southerly breeze rapidly swept the boat towards the piling at the creek mouth and only swift work by the crew prevented any serious damage.

IT RUNS IN THE FAMILY: After her success in the Whalley Cup, Sue Clayton was thrilled when her father, Mr. Bill de Pelsen-

aire, formerly of this club won the Commodore's Trophy at Patterson River on Sunday 14th March. To cap it off, it was the first race he had ever entered. About fifteen boats took part in the event, including one from our club (Colin Clayton in Invader).

The Patterson River Motor Yacht Club has been revitalised since the 7th Flotilla of the Victorian Coast Guard Auxilliary have amalgamated with them. Mr. Cyril Tait is now Commodore.

The entrance to the Patterson River has been deepened and now affords good entry under most conditions. It certainly is deeper than the entrance to the Mordialloc Creek at the moment.

PARTY NIGHT: There is to be a party night at the Club on the 27th March. Persons wishing to attend please contact Vic Bromage (857-8793). New members who have not attended these social functions should come along and find out what they are missing. Vic promises a finger lickin good supper. Price \$4.00 per double and B.Y.O.

RACING NEWS: NORMA & STRADBROKE TROPHIES. To be held 4th April. This event will conclude the Season.

Port Phillip Power Boat Association charts will be used. These are available from the clubhouse. All boats must show their racing numbers. 6074 time will be used.

Starting time will be calculated as being three times your speed in minutes, plus the last number of your racing number in minutes, after 10.15 am. Proceed to grid reference J.20, then alter course to 300 degrees magnetic and proceed for 1.75 nautical miles, then alter course to 318 degrees mag. and proceed to grid line G., change course to 112 degrees starboard and pass to north of CEREBUS. Finish line is from the CEREBUS light, a line at 340 degrees magnetic. The start is the end of the Mordialloc pier. Total distance is 5.27 nautical miles.

Lunch will be served free to all skippers and their navigators who complete the event and produce their financial members card at the Black Rock sailing club. All others will be charged approx. \$1.20 per head with less for children. The bar will be open from 12 noon - 2.30 pm. Arrangements have been made for safe mooring of boats and ferrying of crews ashore. Car parking space is available beside the sailing club. The event will be cancelled if a strong wind warning is current at 8 am. on the day.

SECRETARY: Ross White, 337-5632: EDITOR: Ken Clayton, 91-9769;



APRIL1971EDITOR: Ken ClaytonPage 1.

# **ANCHOR**

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EDITORIAL: The seasonal low tides have served to highlight the sad state of the Mordialloc Creek. When it was dredged only two years ago it was confidently felt by everyone that, at the completion of the works, we would be free of mooring and navigational problems in the creek for many years to come. However, it is becoming increasingly apparent that such is not to be. A recent survey by engineers of the Mordialloc City Council has shown an accumulation of silt up to four feet deep in parts and this is rapidly increasing. It would be fair to state, that unless maintenance dredging is carried out within twelve months the Mordialloc Creek will become almost as un-navigable as it was a few short years ago.

While the blame for the siltation is attributed to varying causes, it remains, nevertheless, a classic example of Australian "buck passing" that none will accept responsibility. In a reply to a recent letter to the City Council being carried out on the creek in the foreseeable future. This seems hardly fair when we consider that mooring fees were raised so that creek work could be maintained; but with public money in tight supply, it is impossible to see the situation getting any better under the present system of management.

What is the answer? One does not have to travel far to see how private enterprise copes with similar situations. The St. Kilda Marina and the works at present being undertaken at Patterson River offer good examples of what can be done. The respective councils in those areas have realised the potential of certain natural assets and by allowing private enterprise to develop these assets along with some assistance, how have worthwhile projects that are bringing people and income to the district. Not so Mordialloc. Boasting a shopping centre that has remained dormant for the past thirty years (with the exception of the take-away chicken bar now being built), Mord-

ialloc must certainly be regarded as the Cinderella of Melbourne's seaside resorts. The Mordialloc City Council has been consistent in its negative thinking in regard to marine developments along its foreshores. Proposals for marinas and launching ramps have been rejected and dredging of the Mordialloc creek was only undertaken after insistent demands and then, because of lack of foresight and proper planning, the creek is once again degenerating into a sham-ble of stinking water, crooked posts and sunken engines and cement blocks.

The time has come, in the interests of the district in general and of the boating public to consider some overall management scheme for the Mordialloc Creek. Nothing can be achieved while the present system of control exists, whereby the Council, the State Rivers and Water Supply Commission and the Board of Works and the Public Works departments all have a say, yet ostensibly do nothing.

The answer would be for interested parties to form a development company, to pay the Mordialloc Council a fixed rate, on condition that the company then go ahead and develop marina and mooring facilities and keep the creek properly maintained, for which services they would make charges to those who wished to keep boats there. With the increase in boating that we have witnessed in recent years, and with the constant demands being made for boat storage space such a scheme could not fail to succeed, with ultimate benefits for all.

NEW ARRIVALS: A belated congratulations to Judith and Graham Coward on the arrival of a baby daughter, Andrea Judith, born on 19/2/1971.

NOTICE OF MOTION: To be put at an extra-ordinary meeting to be held at club house on May 4th, 1971 at 8 p.m. prior to the normal monthly meeting.

\*That the joining fee for new members be \$50 (fifty dollars)."

Moved by Ken Clayton. Seconded Don Jones.

This notice has been displayed on the club notice board for the required time.

FOR TRAILER BOAT OWNERS: A working bee will be held on the 2nd May at 10 a.m. to construct jetties suitable for mooring trailer boats alongside. Trailer boat owners have long complained that they are the forgotten members in the club. Lets see if they can prove that they should not be forgotten by turning up on the 2nd May to help themselves.

SOCIAL NEWS: Vic Bromage's new social Committee went into

action last month with a "Finger Lickin" party night at the clubhouse. It was a great success. Full compliments go to the band who really swung, so much so, that we are still trying out whether one member was just enjoying himself doing the stomp, or just suffering with an itchy foot.

Saturday, April 24th is our next social. New and old members should note that these nights are a must - good supper and good band. Children are welcome and usually have a ball, but most important, you get to know other members. So, especially to newer members, come along and a warm welcome will be extended to you and your family. Dress is casual.

RACING NEWS: The club racing season finished on Sunday 4th Apr with possibly the most enjoyable event of the year. Two events were run concurrently, John Ennis winning the Norma trophy and Ken Clayton the Stradbroke trophy. The Black Rock Sailing Club made us very welcome and the congenial surroundings ensured that all present had a pleasant time. Fiftysix meals were provided so a lot of boats must have completed the event without being seen by either check boat. Our Commodore, Charles Arthur presented the Aggregate Trophy for the 70-71 season to Ken Clayton. Ken was closely followed by Vic Bromage who had also been pushing hard throughout the season for the trophy. 1971 has been a very successful year for Ken. He won the coveted Whalley Cup after 14 tries and secondly he completed the hat trick by winning the BP. Investigator trophy for the third year running. There is no doubt that a lot of Ken's success is due to his wife Sue, with her meticulous attention to details and devotion to her job as navigator.

The past season has seen quite a few new faces on the racing scene with some quite outstanding performances. Take heed all you experienced racing men. With the scent of success these new members will be after blood next season.

I have heard a whisper that the speed correction factor will be applied next season so there may be some 15 knot boats going cheap. Also for sale - one used banana box. Dave Moate Handicapper.

Javelin was not the only successful boat in the BP Investigator event. The other boat that was entered from the MMYC., namely Harbet skippered by Harold Almond and navigated by Des Darvel gained 1st place in the Williamstown to St. Leonards leg on the Saturday. Ed.

EASTER CRUISE: Bill Lipscombe, Dave Moate, Merve Brain and John Straunch with families aboard their respective boats left Mordialloc on Easter Sunday morning and journeyed to William-

stown where they were received by Mr. Ron Elliott of the Hobson's Bay Yacht Club who extended the hospitality of his club to those present. The journey up the bay was not without incident; Merve seemed to experience some steering difficulties and then the Bass Trader made some attempt to exert the right of way rule over the small vessels in its path.

The moorings and the wonderful hospitality experienced by our members were warmly appreciated, and it is hoped that we may be able to reciprocate the gesture in the future. The cruise was arranged by Dave Moate, the MMYC. delegate to the Port Phillip Power Boat Association and it was through meetings of that association that the necessary contacts were made, opening up the Hobson's Bay Club for our members.

The boats ventured up the Yarra as far as Prince's Bridge, where a high tide prevented them from going any further. Bill Lipscombe seemed to think that the Yarra was a good place to collect plastic bags on his propellor. With the success of this cruise in mind it is hoped that similar events can be arranged for later in the year.

ANOTHER TITANIC? There was nearly another disaster similar to that of that notorious incident many years ago when a seemingly unsinkable boat sank. This time the vessel in question was Dick Blades boat, "Lorelei". Dick had had the boat slipped recently during the current spell of dry weather. On placing it back in the water and moving only a few yards, he was horrified to find that the cabin floor was awash. The hot sun had dried the planks and water was coming in everywhere. Some anxious hours with the pumps allowed the planks to take up again and all is now well. However, it is a valuable lesson. Always keep a close eye on your boat, especially a planked one, if it has remained out of water for any period during warm weather.

Vern Dalton has also had some leak problems with his boat. He grounded rather badly at the creek mouth after returning from the Black Rock trip. The jarring also started a few planks. Again a point to be watched, considering present creek conditions.

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<u>EDITOR:</u>	KEN CLAYTON	91-9769.
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## SECRETARY'S REPORT - 1971-2

On this my 12th occasion it again gives me great pleasure to present the following report. This has been a momentous year in the Club's history.

The Balance Sheet and Statement of Receipts and Expenditure continues to reflect the stability of the Club, the third year of the levy gave a chance to build up the necessary finance required for part of the building programme, the subscriptions carrying the expenses incurred in running the Club.

In last year's report I stated that plans had been completed for alterations to the Clubhouse. A Co-op. was formed called M.M.Y.C. Co-operative Limited with five directors to obtain the necessary additional finance and fortunately for this Club, due to forward planning, the stability of the Club was such that a Government Grant was obtained, the A.N.Z. Bank arranged a loan and together with the amount held in a Savings Account earning interest this was considered sufficient finance.

Quotations were called and a Builder selected. However, like all the best laid plans, Council at the last moment called for alterations and it was necessary to delay things pending an application to the Building Appeals Board to vary the regulations to allow the replacement of weatherboards to the outside walls. With the subsequent delay the Builder chosen advised the Committee that he was not now in a position to carry on. Following a hurried meeting of the Committee, Ron Butler agreed to carry the job on a subcontract nature, and procured a framer prepared to carry out the contract with all material supplied. A wrecker was obtained and the balance of the building now demolished by members at a working bee was carried out. On Queen's Birthday weekend the job commenced. So members were faced with the mammoth job of cleaning up piles of old framing, burning all unwanted debris, cutting and stacking all firewood, and generally keeping pace with the builders. The job of cutting the framing timber across to the Island on a Saturday morning was in itself a feat. Various hitches occurred and plans were altered, hurried decisions were made and with the assistance of a dedicated group of members who gave their Saturdays, Sundays, nights, etc., the Clubhouse as you see it tonight was opened officially by the Commodore on August 20th. In thanking all the members for the assistance they gave I must not forget the wives who came down packed away all the crockery, etc., provided afternoon teas, prepared lunches in what was makeshift conditions, cleaned floors, made and hung curtains and a hundred and one jobs as they occurred. To one and all may I express my thanks for their assistance as I must admit there were times when I wondered why did we start such a mammoth task. I must admit that now I see it finished it was really worth the effort.

Again, due to the untiring efforts of the Slipway Master, Bert Bowden, the turnover for the slipway is a record. I hope the recent holiday up north will see Bert entering the year with renewed vigor.

Ken Clayton as Race Secretary provided an entertaining season of racing. In all fairness to him it was at the conclusion difficult due to the delay in the building programme, the urgent need to have the roof on before the dry spell broke and endangered the dance floor and all the furniture stored under the Clubhouse. However the array of trophies on presentation night was evidence of the successful year, despite inconveniences. Thanks Ken and not forgetting a special thanks to the trophy donors.

Thanks also to Ron Butler who in between handling the construction side of the building managed to edit a newsy "Anchor" necessary to keep members informed of various activities.

## Secretary's Report (Contd.)

This year saw a change of Social Secretaries, and I think anyone attending the social events, limited as they were, will join with me in extending thanks to Don and Faye Jones for a job well done.

During the year the Committee were well occupied with the building programme, although Club meetings were curtailed during rebuilding the Committee met regularly, including special and hurried conferences as the need arose. Attendance was good, with business reasons accounting for some absence.

In conclusion I again thank the Flag Officers and Committee for their assistance in the various projects and commitments, occurring during the year. To the Commodore Chas. Arthur, in my last year's report I expressed the wish that he and Alice would have a less exhausting year than previously, I am afraid my predictions were far, far out. I do not think any Commodore, and I say with all sincerity, has had to work as hard during his term as he did. In his speech on Opening Day he made mention to those members who assisted in the Club building, so I must make mention of his part. Firstly in introducing myself and Eric to other organizations who had formed and were working the Co-op. to be formed. For the bricklayer he brought down to construct the fireplace, to the angles supplied and fitted to the back stairs, to the foyer constructed downstairs and the other assistance too numerous to mention, to the nights discussing various alterations, preparing material and at the same time together with Alice attending Inter Club Functions. Thanks to you both for a second years work well done.

Finally, may I thank you all for your trust in again electing me your Secretary/Treasurer for another year, and I look forward to a bright and successful future for the Mordialloc Motor Yacht Club.

ROSS WHITE,

HON.SEC. M.M.Y.C.



MAY

1971

EDITOR: Ken Clayton

Page 1.

# ANCHOR

PRICE: FIVE CENTS.

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EDITORIAL: As evidence of the smooth running of our club, it is gratifying to report that the only dissention arising at the monthly general meeting this month was that caused by members trying to decide what color the new club ties should be. Those members who have contact with other yacht clubs around the bay all too frequently bring back reports of disharmony that raged within their ranks, and it therefore proves once more that the MMYC. is not a bad club to belong to.

As is now becoming increasingly apparent, our club seems to be one of the few on the Bay capable of organising a truly successful interclub event. Fine buildings do not a yacht club make.

From certain comments heard at the monthly meeting it would appear that some members, at least, read the Anchor. It should be noted, however, that the views expressed in the editorial are my views and do not necessarily reflect the views of the Club. As an editor, I exercise my prerogative in writing and publishing these views. If any person or persons think themselves wronged by these articles then they have the right to answer in a letter to the editor which will be welcomed and published.

At some inconvenient to myself and under instruction from the executive committee of the MMYC, I have been asked to attempt to get the Anchor to all members well in advance of the monthly social. The express purpose of this is so all members will be reminded of the social which forms an important part of our Club activities and fund raising means. The Social Secretary and his committee put a lot of work into these social activities and it does become somewhat disappointing if members are not interested. A special night is being organised for the last Saturday of this month. Let's see if we can have a record attendance.

INCREASE IN JOINING FEES: At an extraordinary general meeting held at the Clubhouse on Tuesday May 4th, voting was unanimous in increasing the joining fee for new members to \$50.

ACCESS TO MOORINGS ON SOUTH WALL: Following some trouble in the past with the operation of a dual locking system, the Mordialloc Sailing Club are now installing a single locking system on the gate of the laneway leading to their premises and the moorings on the south wall. This system will come into operation on Saturday 22nd May. Some new keys have already been distributed to our members requiring access but if any members have been missed in the distribution of keys then they should contact Secretary Ross White immediately. Remember, your co-operation in this matter ensures the maintenance of harmony between the two clubs.

NEW MEMBERS WELCOMED: At the general meeting this month, Commodore Charles Arthur welcomed two new members who were present. They were John Carter and Norman Hewitt. It is hoped that their faces will become familiar around the Island as time goes on.

OVERSEAS TRIP: Mr. & Mrs. Charles Higginbotham are departing on the 16th of this month for a trip to the UK, and the Continent. Members of MMYC, wish them a safe journey and have issued instructions that some more yacht club burgees to add to our collection would be welcome.

CREEK MAINTENANCE: Mr. Jack Pompei, local boat hirer and boat builder is currently organising a petition protesting about the present state of the creek. Many signatures have already been collected to present to authorities. A sheet for further signatures is to be found in the foyer of the clubhouse.

Handicapper Dave Moate met with representatives of the Ports and Harbours at the creek recently. As a result a drag line excavator will be put to work shortly to dredge the entrance to the creek. The authorities indicated that \$600 had been allocated for the job.

SOCIAL NEWS: Saturday 29th May at 8 pm. is our next social which will be in the form of a "HIPPIE NIGHT". It is expected that this will create much amusement among those attending.

Now probably there will be a lot of people wondering what to wear. Well, here are some suggestions for the men.



If you have an old pair of working pants that are tattered and torn and generally beat up - perfect. Next find a colourful shirt, could suggest tearing the sleeves out, but otherwise will leave the shirt to your imagination. Then perhaps a chain around the neck - old chain off bath or maybe you are one of the lucky ones with an old cistern out the back. Shoes - only needed by those who like standing on his partners toes.

Look like a drongo? Who cares. This looks like being a swinging night, so any way out clothes you might have, wear them. Ladies, this means you too. Now don't forget the children. They are welcome and they will want to dress the part also. Music will be by Beryl and her Beatnicks and a good supper will be provided.

AN OLD HORSE REHARNESSED: News from the USA. in a recent trade journal disclosed that there is now available a steam powered engine for small craft. One unit tested in a thirty four foot fibreglass Bertram type hull, drove it at sixty miles per hour. Power was transmitted through two inboard/outboard type legs. The engine itself weighed six hundred pounds and produced six hundred horse power. This power weight ratio is superior to even the finest racing outboards. Fuel consumption was given as being equivalent to a normal diesel engine.

A CLOSE SHAVE: For one who has had a lifetime amongst machinery, Dick Blades certainly had a close shave the other week. While inspecting a newly aligned propellor shaft in his boat, Dick's trouser leg momentarily brushed against a spinning flange. In an instant his trouser leg was torn off together with half his sock. A nasty flesh wound was made to his leg extending from knee to ankle. By good fortune Dick's hand rested on the gear lever and he was able to stop the spinning shaft immediately. Had he not been able to do so it is certain that more serious injuries might have occurred. The lesson - keep all loose clothing away from spinning shafts and belts.

AN EMERGENCY PROCEDURE: Bill Wright relates an incident that may be of assistance to owners of other boats fitted with Volvo-Penta stern drive units. Bill had the misfortune to break the belt that drives the water pump. Consequently the engine overheated. He attempted to make port by running the engine slowly and stopping frequently but the overheating continued. He pondered on the problem and realised that the water intake was placed deep down in the water on the outboard leg. He took a chance and raced the boat at full throttle.

The force of the water against the water intake was then sufficient to force it up through the motor and the temperature dropped, thus allowing him to get home. Of course he was working on the principle of the old scotchman's pump whereby many exhaust systems in boats are cooled by the propellor forcing water up a pipe into the exhaust system.

RACING NEWS: The Rickett's Point Regatta was conducted by Beaumaris Motor Yacht Squadron on Sunday May 9th. Seven boats from our club took part in the event which was held in cold but calm conditions. A barbeque was held after the running of the event. Mordialloc was well represented in the place getters with Ken Clayton in Javean gaining second place and John Daniel in Hatari II. third.

TOURIST DEVELOPMENT FUNDS: Application for money from the Tourist Development Authority for dredging of the Mordialloc Creek has often been refused on the grounds that not sufficient people would benefit from the money spent. A large proportion of TDA. money is derived from motor boat registration and goes toward public amenities such as launching ramps and toilet blocks. Recently a large area on the top of Mount Dandenong was developed for a private Restaurant. Clearing of the site etc. was financed from TDA. funds. Further information in a magazine "Ski Australia" now reveals the following facts.

In 1968 the TDA. gave the committee of management of Mount Hotham a grant of \$30,000 for a comfort station. For reasons which the locals have never quite been able to fathom, the committee spent the entire money on a white two storeyed white elephant. This structure does have toilets on the ground floor (and these are needed) but the upper floor is a large area cryptically termed "Public Amenities Area". This section is only visited by a handful of people. It is held by the locals as being a classical example of a great Australian tendency to build elaborate structures in which the country's citizens might carry out simple but necessary natural functions. One Hotham identity has even gone so far as to do certain other calculations on the cost of the structure. Working out the number of tourist buses visiting the area each year during the winter and the average number of tourists using the amenities it has been calculated that it has cost the committee of management either \$35 or \$6 per tourist either upstairs or down. It seems as though if we as boat owners ever hope to reap the benefits of regis. fees, we should go climb a mountain.

JUNE

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EDITOR: Ken Clayton.Page 1.

# ANCHOR

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CATEGORY B.

EDITORIAL: June 30th represents the end of the financial year. It is then that we take stock of our finances and worry about budgets and taxation. The Executive Committee of the Mordialloc Motor Yacht Club is already concerning itself with finances, for preliminary estimates for the proposed building extensions have been received. These costs have been estimated at \$10,000 with every possibility of this figure going higher the longer the project is put off.

A building levy of \$5. per head was imposed this year and it will extend over the following four years. Members have the option of paying their \$25. in full immediately, and if this were done building finances would be enhanced considerably. However, this amount will not meet the entire demands of the project and the committee now has to consider ways to raise the necessary amount. Several methods lie open to them. A co-operative loan guaranteed by individual members is one way or the raising of a loan through debentures within our own ranks is another. Several large scale projects in the past have been financed through the latter arrangement.

Whatever scheme is finally decided upon by the committee it is sincerely hoped that all members will give it their full support. The facilities of this club are for the enjoyment of each and every one of its members.

NEW MEMBERS: At the general meeting on 1st June, Mr. Peter Theodore was welcomed by Commodore Charles Arthur. Peter has an Owen's Cruiser moored on the south wall behind the Mordialloc Sailing Club premises.

REGISTRATION NUMBERS: M.M.Y.C. Members should note that the registration number series " B M " is allocated by the transport registration board for boats owned only by M.M.Y.C.

members. Should the boat be sold and the seller does not intend purchasing another boat, he should remove the blue plate upon which the registration number is designated and return this to the transport regulation board. The small strip plate with the year designation should remain on the boat. If he intends to purchase another boat, likewise the larger plate should be taken off the old boat and retained for fixing to his new craft. The TRB. should be notified. This procedure is of utmost importance if the "B M" series is to continue to identify boats from the Mordialloc Motor Yacht Club. Members co-operation in this matter would be appreciated.

BURGEES AND LAPEL BADGES: The Club Secretary, Ross White, has a number of burgees and lapel badges for sale. The burgees are \$2. each and the lapel badges are 75 cents.

SICK LIST: Slipmaster, Bert Bowden is recovering after a recent stay in hospital.

SOCIAL NEWS: Last month's "Hippie Night" was an hilarious success, which even the inclement conditions could not mar. And for all those members who came dressed for the part; Hats off! Any Hippy would have been proud to welcome them into his tribe. If I were to tell you of all the strange and hilarious ways people dressed then, I am afraid, there would be no room left in this edition of Anchor (Pity you hadn't! Ed.), and then I would probably forget someone.

To give an example of how people changed their identity for the occasion, a dark haired flower girl came up to me and said "Hello Ron", and not knowing her from a bar of soap (soap - in hippy talk a forbidden word) I was about to ask "To whom am I speaking?" when she said, "It's Anne Lipscombe". Congratulations Anne, you certainly had me fooled.

Saturday 26th June is our next Party Night which is in the form of a Cabaret. This night is a must if you enjoy supper by candle light. Talking of supper, rumour has it that it could be one of those "finger lickin'" ones again. This was a great success last time it was held. For the dancing, we have engaged a band to play old time and modern. Sounds good? It is! Any member and friends wishing to come along should book with Social Secretary Vic. Bromage by phoning 857-8793. Tables are limited. Also please note that children are not permitted at these

Cabaret Nights. So start booking those baby sitters.

Ron Butler. Social Committee.

N.B. Charge for Cabaret Night. \$2.50 per head, all inclusive.

ALONG THE WATERFRONT: The weekend of 6th June saw Dick Blades on the Island again after an absence of some weeks. Dick has been recovering from a leg injury.

"MISS AMPOL", flagship of the Elwood Life Saving Club now lies on a trailer at the St. Kilda Marina. This craft, donated to the club only a couple of years ago to form the basis of a marine ambulance service has suffered serious damage and deterioration in its service to the public. A large section of the forward section of the keel has been ripped away and some damage is apparent on the port side and gunwhale.

Notice the number of boats equipped with radio that are now on the clubs register. Four years ago there was only one, now there are at least nine.

NAVIGATION LIGHTS: Competitors in this years BP. Investigator event will recall how poorly many of the competing craft were lit during the night section of the event. Many navigation lights did not work or were so feeble that they could not be seen from more than a few yards away. Undoubtedly, some confusion exists as to what is the correct lighting for small boats. Here then, briefly is a summary of lighting requirements for small power vessels.

Any vessel which is underway between sunset and sunrise must exhibit the recognised navigation lights.

Sidelights should be visible for at least two miles on a clear night. On the right hand side or starboard side a green light is shown while on the left hand side or port side a red light is shown. They should be visible from a point dead ahead to a position  $112\frac{1}{2}$  degrees from that point or as is generally termed "to two points abaft the beam" on the respective side. From the point dead ahead one colour should not overlap the other. Some combination lights do not meet this requirement. It is of utmost importance that the port light cannot be seen from the starboard side and vice versa when approaching the boat from a forward direction.

A white light must also be shown by the boat when underway at night. In boats as found in our club, generally one light will suffice. It must be mounted higher than the coloured navigation lights and must be visible 360 degrees. If it is found that the mounting of such a light interferes with the night vision of the helmsman two lights may be used so that

the required coverage is maintained. The forward steaming light should show from dead ahead to  $112\frac{1}{2}$  degrees on either side and a stern light or overtaking light can be mounted so that the remainder of the sector is covered. In practice this stern light should be at the same height as the side lights.

THOUGHT FOR THE MONTH:

A girl friend is delectable, but a wife is deductable.

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