



MORDIALLOC MOTOR YACHT CLUB

FEBRUARY • 1968

Editor: "WEE TOO"

ANCHOR

EDITORIAL: For the past few months, Chairman A. Malloy of the Port Phillip Authority has been considering a scheme to extend Bowman Street along the creek in front of Peter Allnutt's house and slipway, and on around the corner to provide access to the Mordialloc Sailing Club's premises.

Consideration of this scheme arose when Mr. David Allnutt decided to dis-allow the use of the lane at the side of his property to vehicular traffic, possibly to take effect at the end of this year. There being no actual public right-of-way into the sailing club area, the Chelsea council decided to open up the lane at the end of Parana Street and run a short road along the top of the beach to the Sailing Club property. Some local residents, along whose seaward boundary this road would run, objected, and subsequently the matter was placed in the hands of the Port Phillip Authority, which now controls all recommendations for foreshore development.

Several things become apparent from these facts. Firstly any proposed extension of Bowman Street would be very expensive as regards construction, subsequent walling of the creek, and probably compensation to Peter Allnutt. Any such extension would no doubt lead to some narrowing of the branch channel of the creek, which could produce further congestion and possibly some difficulty in placing larger boats on our slipway. However, on the credit side, we would probably find that dredging and maintenance of that section of the creek would be more easily effected.

Nevertheless, whatever the pros and cons of the case, we cannot escape the fact that any works involving a radical extension of Bowman Street, would be works of great expense for the benefit of a few private individuals. This club pressed very hard at meetings held in the clubhouse last year for allocations of money from the various authorities to dredge the creek. If on the other hand, the Port Phillip Authority can, by the wave of a pen, allocate a large sum of money for the purpose already outlined, then this club should

be ready to raise its voice in protest and direct the expenditure where it will be of greater benefit.
WELCOME FOR ALEC ROSE: The Mordialloc Motor Yacht Club was represented when yachts and cruisers from the various yacht clubs escorted lone English yachtsman Alec Rose up the Bay on that eventful day, December 17th. Colin and Rex Clayton in Colin's 15 footer Combat were amongst the first to greet him as Lively Lady came through the heads. The morning was very fine and the seas reasonably calm which enabled Combat to go out about three miles beyond the entrance to the Bay. These conditions were to alter later, which subsequently led to the disappearance of former Prime Minister Harold Holt.

During the time that Lively Lady was on the slips Williamstown several club members took the opportunity of inspecting the vessel at close quarters.

OBITUARY: The club suffered a sad loss when popular clubman and former Commodore George Ennis passed away in the last days of 1967, following a long illness.

George joined the club toward the end of 1944. He had at that stage the boat "Ian". In 1949 he was elected to the executive committee and in September 1956 became Commodore. Even then illness dogged him, and the late Jim Smith, then Vice Commodore, chaired the meetings during George's absence from November '56 to July '57.

George was probably best known for his boat "Sea Sprite". It was a beautifully fitted out craft, and was the first flying the M.M.Y.C. Flag to win all three major events of the time, the Lonsdale Cup, the Whalley Cup and the Isle of Mordialloc. To win the Lonsdale Cup, which was a type of handicap speed event, George and a crew man huddled in the bows of the boat to keep the nose down while son Doug, then only sixteen, steered the boat to victory by a margin of only about two feet.

It was no doubt through his father's encouragement that Doug brought one of the first outboard powered boats into the club and together they raced this successfully. George, through illness, eventually had one leg amputated, but this did not deter him in his love for the sea and adventure. He continued to drive fast cars and built another fast runabout. It was from this boat that he was flung into the sea one day while testing it. George's love of the sea and boats was very great, and at the time of his death he had another boat under construction.

OUT OF THE PAST: Extracts from the Anchor.

November 1949: "The sand opposite our slipway should be on the move any time now. A heavy wooden ramp has been constructed suitable for allowing bulldozers and a dragline to get to work. It is with mixed feelings we will see this beach disappear. While it is a nice sheltered spot on which to rig sails or just laze in the sun, at the same time it will make a much wider channel for the passage of boats."

December 1953: Edited by RAZOR (? Blades)

"What a nice roll up we are getting to our sporting events this season. That first bottle race proved a gift for K. Glenisters "Irene". He was home and y before "Seasprite" romped in with "Lorelei" third. Then, the following week, in a six mile handicap event, Bert Wells in diminutive " W. HALLING " never looked like losing and was half way home before some of the faster boats even got started. This only goes to prove that you don't need a fast boat to win these races. Provided of course that the handicappers are not too harsh in their belief of what a boat can do."

Have things really changed? Ed. 1968.

ALONG THE WATERFRONT:

Dave Moat had a very delightful two weeks away in January cruising down the Southern end of the Bay in his boat Judy Ann. With him were his wife and young son. Dave did most of the trip under sail and claims only five gallons of petrol used for the whole trip. He has also fitted a two-way radio to his craft, thus becoming the third boat to be so fitted in the club.

Jim Bird and Cliff Weymouth also had their boats moored on the southern end over the holiday period.

Colin Clayton in Combat was successful in gaining first place in the R.V.M.Y.C. Regatta race on February 10th. Four boats from our club took part in the event.

A few boats have changed hands since the last edition of Anchor. Tom Grayson has sold his boat. Bill Withers' Lukey has gone to Western Port, and he now has an 18 ft. fibre glass Savage hull fitted again with a four cylinder volvo-Penta inboard outboard. Vice Commodore Bill Lipscombe has sold Alert, and is now the proud owner of the late Jim Smith's "MARLO".

Norm Sherwood had an anxious few moments when out fishing on Sunday 11th of Feb. He looked in the cabin to find the floor awash. A hurried trip back to the island and

a quick slip showed the trouble to be a faulty shaft gland.

Have you noticed how clean the clubrooms are lately since we have obtained the services of a professional cleaner? But who was the vandal that opened a bottle on the edge of the door near the gents toilet? We wonder if he does this sort of thing in his own home?

An electrically operated pump has been constructed so that boats can be hosed down on the slipway during the current water shortage.

Keith Glenister has been all steamed up lately. Someone has accused him of leaving the urn on overnight. Also he had to retire from a race on the 11th because a water cooling pipe broke on the engine in his boat.

TO THOSE WHO FORGET: Those members who have their boats moored behind the sailing club premises please do not drive your car down the lane or leave it parked on the sailing club property.

THOUGHT FOR THE MONTH: A quitter never wins: a winner never quits.

DATES TO REMEMBER:

Saturday 24th Feb. A working bee to clean up the Island for the next day's big program. It is proposed to finally cut up the old punt. All those who can lend a hand that day would be most welcome. The afternoon will probably suit most people.

Sunday 25th Feb. The Isle of Mordialloc trophy race to be held in the morning. For official time of start see your entry forms.

Tuesday 5th March. General meeting at clubhouse 8 p.m. All members are invited to come along and have their say in the running of the club.

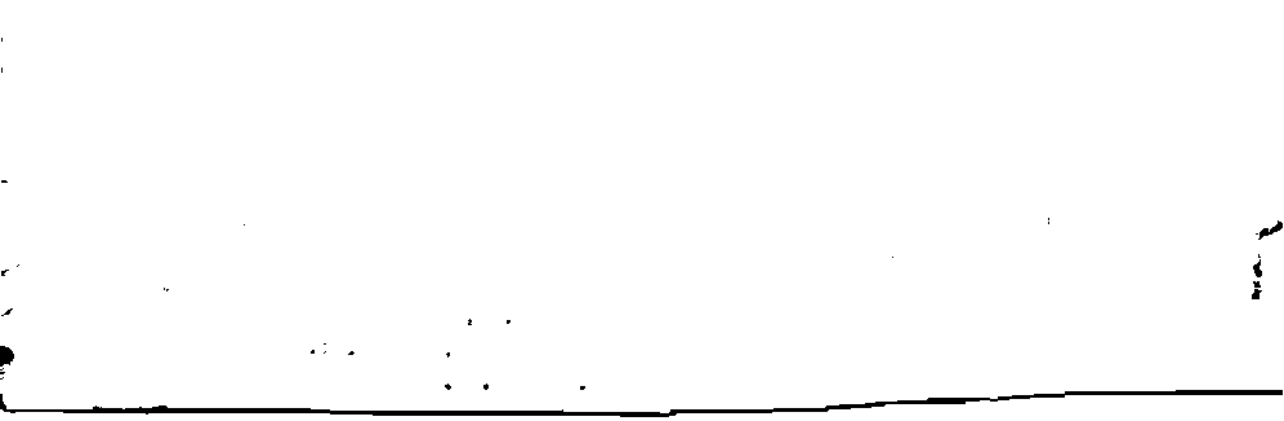
Sunday 17th March. Clayton Family Trophy. 2.30 p.m. This race is run by Rex, Colin and Ken Clayton. It will be run over a slightly longer distance than the usual club race but there will be first, second and third prizes. Points gained are counted in the aggregate. Following the running of this event it is proposed to hold a barbeque tea.

Saturday 23rd March. Whalley Cup at Sandringham. This is a test for all members and entry forms are now available at the clubhouse. No late entries will be accepted.

Sunday 24th March. We are holding a combined day with members of the Cheltenham-Beaumaris angling club. This follows similar days in past years when skippers have taken members from this visiting club out to their favourite fishing spot. The catch is usually donated to the local hospital.

(See attached slip).

The angling club have donated prizes in the past and as well this year Stewart McGregor is donating the "Greenseas" trophy for the biggest edible fish caught. Skippers are requested to be on the Island at 7 a.m. so that boats with their respective parties can leave by 7.30 a.m. All boats must be back on the Island by 11.30 a.m.





MARCH

1968

Editor:

Wee Too.

ANCHOR

EDITORIAL: One cannot help but notice the vast increase in the number of small sailing craft in the bay at weekends. These club members who took part in the recent club cruise and racing events will know that it is now becoming increasingly difficult to cruise anywhere along the shores of the bay without running foul of some sailing event.

Now, while the onus is on the power boat to avoid collision with sail craft, and to give way where indicated, this does not mean that power vessels should be excluded from whole areas of the bay. Nevertheless, there are sailing enthusiasts who would like to see this, yet when the sudden storm springs up they are probably the first to call on the power boat for assistance.

The Port Phillip Power Boat Association and the Victorian Yachting Council have been giving some thought to this problem over the past few months, with the result that sail boat clubs, and in particular the "off the beach" clubs, have been instructed to watch more closely the forecast weather conditions and to maintain a listening watch on the small craft radio frequencies. The Victorian Yachting Council are to prepare a master chart of the bay showing all the standard courses of the Yacht clubs. This chart will be shown to the plotters of all major inter-club power boat events and in this way it is hoped that some congestion will be avoided in certain confined waters.

Nonetheless, I would stress again that the skipper of the power boat can go where he pleases, provided that he obeys all laws in relation to the operation of his vessel in that particular area. It does no harm to give way to yachts and avoid taking the wind from their sails. Apart from that, nothing remains but to stay alert at all times, have a good third party insurance policy and uphold what remains of the rights of the power boat fraternity.

THE BOWMAN STREET LANE: Further to last month's editorial, Mr. Allnut has explained that although he intends to close his

his lane to vehicular traffic he will not exclude pedestrians. The ultimate idea is to have a lockup gateway similar to the one on our bridge, and all persons entitled to entry, including owners of boats moored on the south bank, shall have a key.

OUT OF THE PAST: Extracts from old "Anchors".

May 1951: " "Dead Shot Dick" the shooting shag, who sits astride the cross trees on the top of the telephone post on the island, is up to his old tricks again. You will remember how last season he picked out Rene Melen for his unwelcome attentions, but this year he has decided on bigger and better targets. Still favoring the fair sex, this wretched creature the other Sunday chose Rose Fitsimmons as his mark. Undoubtedly equipped with the latest in peep sights and range finders and making fine allowance for the wind, Dead Shot splattered the moving target with a splendid burst of shrapnel -- or something.

Well, old Dead Shot may be getting older but his aim has not deteriorated. He has also changed from shooting the fair sex to even better targets. Jack Daniel has run afoul of that feathered @@!..! and to cap it all off what better occasion to get the Commodore than on the Isle of Mordialloc Day! Ed. 1968.

ALONG THE WATERFRONT: "Javelin" with Commodore Ken Clayton at the helm made the trip to Barwon Heads on Sunday March 3rd. Javelin left Mordialloc around 10.30 a.m. and as conditions were extremely favourable, she travelled about 10 miles outside Port Phillip Heads before turning back and entering Barwon Heads on a flood tide at 2.00 p.m. Although there is a jetty and a small fishing fleet, the entrance is very hazardous with a surf breaking intermittently. There have been fatalities at the entrance and any boat entering should approach with extreme caution having due regard for the "Sailing Directions". When Javelin was leaving Barwon Heads she ran foul of some kelp and sustained minor damage to the propellor, which necessitated a slow trip home at about 10 knots.

Work has commenced on walling the south bank of the creek between the road and rail bridge. This is expected to be completed within ten weeks. By that time full details of final dredging of the creek should be known.

The committee has expressed appreciation for the donation of newly elected member Mr. Lawrence Carroll for some upright holders so that beach umbrellas can be placed around the Island without them blowing into the water.

Who left the electric barbeque out the other night ??

John Daniel has been giving instruction in water skiing. Promising pupil is Vice Commodore's wife, Ann Lipscombe, who is achieving a lifetime ambition to "Give it a go."

Bill Lipscombe's old boat "Alert" has left the Island and has a new home at Warneet in Westernport. She was navigated around by a big crew including the navigational instructor from the Royal Melbourne Institute of Technology.

Nice to see Jack Prince around the Island again, looking very fit. Jack in Psyche with Charlie Higginbotham as crew was one of the eleven boats that cruised up to the Cerberus on the 17th for the Clayton Family trophy which was eventually won by Jack Daniel.

Cruising is proving very popular with many members of the club. Some ten boats cruised to Davey's Bay on the Sunday of the long weekend and had a most enjoyable outing.

Albert Buick and Dave Moate have been experimenting with some infernal device with which they hope to win the Whalley Cup. By the time you receive this edition the outcome should be fully known.

Tom Grayson now has a new boat. The boat "Diana" has been in and out of the club for many years. Tom could be one to watch, as it is reported that the craft has clocked better than twelve knots in a recent trial.

The Commodore and Flag Officers wish to express their appreciation to all those many members, particularly the ~~ladies~~, who did such a marvellous job in making sure that the Isle of Mordialloc was a success. Despite century heat, the catering was up to its usual very high standard, and many favourable comments were passed by members of other Clubs.

REQUEST: (To safeguard your property):

The committee have requested that should you desire to leave beverages in the refrigerator, please put your name on the bottle or can, or wrap it with your name on the outside of the paper. The club can accept no responsibility for bottles that are not labelled and that subsequently disappear.

SOCIAL: Unfortunately, due to most oppressive weather, the February social was very poorly attended. Thanks to Vic and Charlie's careful management we just scraped through without making a vast loss. The socials are one way of swelling club funds for your benefit and it is up to you to see that they are a success. The next social is on March 30th at 8 p.m. The committee and flag officers

would like to see you there.

THOUGHT FOR THE MONTH: Don't find fault - find a remedy.
After all, anyone can complain.

CRUISE: On April 7th it is planned to have a cruise to Williamstown. Boats will leave the Island at 9 a.m. and will travel to the Ferguson Street Pier at Williamstown where they will rendezvous at 12 noon for lunch.

PATTERSON RIVER AFTERNOON: The Patterson River Commodore's trophy will be held at 3 p.m. on Sunday March 31st. Our club has been invited to participate and entry forms are now available from the notice board in the clubhouse. Please note that these forms should be returned to Mr. Ray Smith, 221 Nepean Highway, Edithvale.

DATES TO REMEMBER:

Social at Clubhouse	Saturday March 30th	8 p.m.
General Meeting at Clubhouse	Tuesday April 2nd	8 p.m.
Cruise to Williamstown	Sunday April 7th	9 a.m.

Please note that some members are contemplating an Easter Cruise, possibly to Swan Bay. Those members interested should contact Vic Bromage, Social Secretary.

PHONE NUMBERS:

Commodore & Editor of Anchor:	Ken Clayton	91-9769.
Hon. Secretary:	Ross White	37-1632.
Slip Master:	Bert Bowden	93-3284.
Social Secretary:	Vic Bromage	957-8793.
Clubhouse:	Mordialloc	90-1203.

* * * *

Des Darval was successful in taking off the 1968 Whalley Cup, Colin Clayton was runner up in 2nd place.

The combined fishing day with the Cheltenham-Beaumaris Angling Club resulted in 97 lbs. of fish being donated to Cheltenham Elderly Citizens.

Frank Dixon was 1st Prize for the Skipper bringing in the heaviest bag of fish. Cliff Waymouth brought in the heaviest fish of 1½ lbs.

APRIL 1968.

EDITOR: Wee Too.

ANCHOR

EDITORIAL:

While last month's editorial extolled the virtues of upholding the rights of power boats, nevertheless there are some skippers who think they have unlimited rights; or is it that they are just too lazy to be conversant with the motor boating regulations?

It has been pointed out to me that even the best of skippers can err occasionally, especially in the heat of a race, or the desire to get to that favourite fishing spot quickly. I would stress that this does not apply solely to our club, but also to other clubs around the bay.

Therefore, to avoid the dubious honour of bringing discredit upon yourself, and perhaps your club, I would suggest that all skippers make themselves familiar with Rule 20 of the Motor Boating regulations, which is as follows:-

"Unless overtaking or passing other boats in waters too narrow to comply, or in the case of the operation of a motor boat which is acting as a lifesaving boat or is coaching the crew of another boat, it is an offence to exceed 5 M.P.H. in any motor boat or to water ski or cause the water skier (or any other device) to exceed that speed within 100 feet of:-

- a/ swimmers or bathers except in an area set aside for motor boating or similar activity, or
- b/ of any vessel or buoy displaying a red flag with a white diagonal cross indicating that divers are operating in the vicinity, or
- c/ of any vessel under way, at anchor, moored or engaged in fishing.

LOST, STOLEN or STRAYED: By Mr. and Mrs. Jack Daniel, on the Isle of Mordialloc day. One only mohair travelling rug in a Buchanan tartan. This rug was left in the ladies room in the clubhouse and had gone at the end of the day. Anyone knowing anything of its whereabouts could contact Jack or Daphne.

A NOTE OF THANKS: The committee has expressed its appreciation to Mr. Rex Clayton for supplying vegetables for the Isle of Mordialloc catering. No charge was made to the club.

NOTICE OF MOTION: We, the undersigned give notice that we intend to move at a special meeting to be held prior to the general meeting of June 4th 1968 that Rule 22 be amended to read "Full member \$20 annual subscription, Crew member \$ 7.50."

Signed C. Waymouth,
V. Bromage at Mordialloc

21/4/68.

ALONG THE WATERFRONT: Beaumaris Motor Yacht Squadron is now a member club of the Port Phillip Power Boat Association. Being very keen, it is expected that we shall see a lot of them in interclub events in the future. Maybe their keenness was inspired by the fact that one of their boats gained second place in the Isle of Mordialloc race. They have 325 members and a total of 250 boats, mainly trailer type, on their register.

The Port Phillip Power Boat Association is currently revising the racing rules to bring them into line with recent trends in power boat events. It is anticipated that these rules will be strictly adhered to in the future.

A recent working bee resulted in the demolition of those old "houses of contemplation" that have graced the Island scene for so long. Their remains, which were actually in pre-fabricated sections, were gratefully accepted by Legacy and will be re-erected at a children's holiday camp.

Have you noticed that the new walling between the road and rail bridge is almost completed? With final dredging of that area, mooring sites should be at least doubled. Tenders for dredging of the creek have been called and will close on May 10th. Tendering will be for two sections, one for the area between road and rail bridge and the second part which will be for the area between road bridge and the creek mouth including the smaller channel around the Island. It is anticipated that all boats will have to be moved during these dredging operations and the Mordialloc Council will notify boat owners when this becomes necessary.

All the carnival equipment has been sold with the exception of the buildings. These will be auctioned in May.

With the continued absence of rain in any great quantities and the probable cessation of effluent discharge into the creek, marine life is rapidly finding its way back into those waters. Anyone who has not had

his boat out of water for some time should not be surprised to find large quantities of barnacles clinging to the bottom.

Why don't all club boats fly their pennants when under way? After all, it's a good advertisement for the club. It doesn't matter if you are racing, cruising or just fishing, it lets other people see that the club exists. Secretary, Ross White has quite a few flags for sale if anyone requires them.

Don't forget, that all boats competing in events should display their club race numbers. This is distinct from their registration numbers. New members, wishing to participate in events and who have not been allocated a number, should again contact Ross White.

An interesting point raised in a recent American boating publication. It states that a power boat is not propelled through the water by the screwing action of the propellor, rather it is a reactive force as in Newton's third law of motion. The propellor acts as a pump and jets the water at great force backwards from the boat. To this action there is an opposite force which reacts against the propellor, thus forcing the boat forwards. Do you agree?

Social Secretary Vic Bromage has arranged a wine and cheese tasting night in the clubhouse on August 16th.

Secretary Ross White is now looking for trophy donors for next season.

Three club boats cruised to Mornington over the Easter weekend. They were Psyche, Marlo and Mavric. Unfortunately, Bill Lipscombe in Marlo had to return early owing to sickness aboard and Jack Prince in Psyche had some minor mechanical trouble. Bert Bowden in Marlo seemed to escape trouble this time (another year he lost a prop.) and it is pleasing to note that these gentlemen together with their respective crews were made most welcome at the Mornington Yacht Club.

Social Secretary, Vic Bromage joined the ranks of the grandfathers of the club when his son-in-law Trevor Race became the proud father of a daughter recently. Congratulations to both Trevor and Joan.

Colin and Chris Clayton in the 15 ft runabout COMBAT were the only entry from M.M.Y.C. to complete the course on the final day of the B.P. Race on the weekend of 20-21st. Heavy weather took its toll of the boats throughout the race, and among the casualties was Ken Clayton in JAVELIN who had the misfortune to hit a floating tree just after the finish of the night leg; Tom Grayson was towed back to Mordialloc with gearbox trouble and Cliff Waymouth retired with a broken forehatch and a badly leaking boat. Other boats from

from the club that unsuccessfully tried to beat the weather were Kooringa (Howard Carter) and Spray (Des Darvel). It is expected that delegates to the PPPBA. will have some questions to put to S.Y.C. delegates as to why the race was run under conditions of a strong wind warning etc.

CAR TRIAL: May 19th.

We have been advised by the organiser of the "Lorelei" Car Trial, namely Richard E. Blades, that the event this year will be similar to that of last season and again will take place on the Mornington Peninsula.

Cars will assemble in the hotel car park between 9.30 a.m. and 10 a.m. on the morning of the 19th May. There, drivers will receive their sealed instructions before the start. The first car away will be at 10 a.m. sharp.

This is a picnic outing and can be enjoyed by all. Bring the kids and they can help with the clues. Remember, there is no prize for speeding and afternoon tea will be ready for you back at the club at about 4 p.m.

Friends of members are welcome. Richard E.B. suggests that all you need to equip yourself with is your lunch, a clear head (perhaps difficult for some), keen eyes and a pencil.

A trophy is provided and if this is won by a non club member, it will be presented after afternoon tea. If won by a club member it will be presented on our presentation night in August.

DATES TO REMEMBER:

April 27th	Social in Clubhouse.	8 p.m.
April 28th	Races in afternoon.	Briefing at 2 p.m. sharp.
May 12th	Races in afternoon.	Briefings at 1 p.m. sharp.
May 19th	Car Trial.	Cars leave hotel yard at 10 a.m. sharp.
May 25th	Social.	
May 26th	Races in afternoon.	Briefing at 1 p.m. sharp.

MAY

1968

EDITOR:

"WEE TOO".

ANCHOR

EDITORIAL:

Well, the season is rapidly drawing to a close with cancelled race events scheduled for June 9th. No doubt, one of the most interesting events of the year was the B.P. Investigator race run by Sandringham Yacht Club on the weekend of April 21st. Certainly, the crews of the six M.M.Y.C. boats that took part in that event will remember it for a long time to come, for the weekend seemed to herald the start of the wintry weather that has hit us recently. However despite the weather and stormy seas that prevented most boats that took part in the event from completing all sections of the race, it is a credit to our club that two M.M.Y.C. boats succeeded in taking off two prizes. Ken Clayton in Javelin was equal first with a loss of only one second in the night leg from Sandringham to Williamstown. It was just after finishing this part of the event that Javelin hit a floating tree which has necessitated some repairs to her drive unit. Colin Clayton took line honours on the Sunday when he gained first place in the leg from St. Leonards to Sandringham. Colin, in his 15 ft. outboard-powered "Combat" amazed all competitors as his small boat drew away from larger and more powerful craft in heavy weather of that day.

Many lessons were learned by both the competitors and the organisers of that race. There were mistakes made but there is little point in dwelling on them here, except to say that it is hoped that they do not happen again. Certain aspects of the event were discussed at our own general meeting. One point in particular that aroused considerable discussion was the fact that the \$34,000 police launch competed in the race. No doubt its presence was appreciated by some who made use of its towing facilities, but nevertheless we cannot escape the fact that an article of public property was used in a sporting event. In fact the crew succeeded in taking off a prize for one part of the event. The general opinion of our members is that while such a situation is not entirely in the

best interests of the public, it is the first time such a thing has occurred involving the police boat. However, if the intimation is correct that we may be seeing more of VP01. in our interclub events, then this club should not be backward in instituting a closer look at the situation.

SICK LIST: Jack Prince and Dave Moat have been on the sick list this month. Dave had a sudden trip to hospital but it is pleasing to report that both are well on the mend at home now.

Bonnie-Sue Arthur had the misfortune to scald her hand badly with a hot kettle the other week.

ON THE WATER FRONT:

Plans are well under way for the wine and cheese tasting night to be held on August 16th. Admission will be \$1.50.

The Annual Club Dinner Dance will be held again this year at the Bentleigh Club, probably about mid-July. Further details in next month's edition.

Step forward those committee men who forgot Wednesday 15th was the third Wednesday of the month.

Step forward the commodore who thought Tuesday 21st was the fourth Tuesday and arrived at another certain meeting to find no one there. Oh! What a month is May!

Those committee men who did turn up on the appropriate night made good use of the new room in the extension block. With a small electric radiator it proved very cosy, certainly a great contrast to the ice blast that whistled around the main hall.

Consideration is being given by the Public Works Department and the Port Phillip Authority to zone the waters at the entrance to the creek for boats only. This follows a letter to the Port Phillip Authority from this club stating the desirability of this action.

There are certainly some dark horses around. It was not until this month that your editor learned that Judy White had announced her engagement to Mr. Graham Coward some weeks previously.

The Higgingbothams have headed north again to partake of that winter sunshine. I wonder if they took their ski gear as snow was reported in southern Queensland during the last few weeks.

Flag Officers and Committeemen together with their good ladies attended the Mordialloc City Mayoral Ball held at Moorabbin Town Hall on Thursday 23rd. A good night was had by all, although the weather was a bit on the bleak side,

outside. As the night moved on Cliff Waymouth proceeded to astonish all on the M.M.Y.C. table with his seemingly endless knowledge of boats and their construction. Cliff has said that he might on some future occasion shed a little more light on the mysteries of marine lore, thus illuminating a little the minds of the unknowing.

The Mordialloc City Council has recommended to the State Rivers and Water Supply Commission that acceptance of a tender for \$27,500 to dredge the creek from the rail bridge to the mouth be accepted. This dredging will finalise moves instigated by our club just a little over twelve months ago to improve the standard of the creek and its facilities.

THOUGHT FOR THE MONTH:

"The sea is the source of the waters, and the source of the winds. Without the great sea, not from the clouds could come the flowing rivers or the heaven's rain; but the great sea is the father of clouds, of rivers and of winds."

XENOPHANES.

LOST:

On the day of the car trial. One box containing picnic utensils, plates and a car type plug in coffee maker. If anyone from the club has any information on same please contact Colin Clayton at 91-9624.

DATES TO REMEMBER:

June 4th at 8.p.m. Special meeting at Clubhouse to discuss ~~and vote upon~~ increase of club dues. This meeting will be followed by the usual monthly general meeting. It is in your interest that you make a special effort to attend this night.

Cancelled race events have been listed for JUNE 9TH. (Queens Birthday weekend). It is proposed to hold at least ~~two~~ events in the morning (briefing at 10 a.m. sharp) have a reasonably short lunch and then further events in the afternoon.

Patterson River Motor Yacht Club have rescheduled their cancelled Regatta Day Trophy to June 16th. The event will be held at 3 p.m. and will start just off the mouth of the Patterson River. Entry forms are now available at the Clubhouse. Let's all make an effort to turn up to this one and show the club flag in strength as a fitting way to round off the racing program for the year.

Last, but not least a reminder for the Social at the Club on Saturday June 29th.

WANTED:

Social Secretary, Vic Bromage is looking for amateur entertainers from amongst Club members. The idea is that they will be asked to give a few items on the night of the Wine & Cheese tasting in August. Any members who can oblige are asked to contact Vic, either at the Club or by phoning him on 957-8793.

* * *

PHONE NUMBERS:

Commodore & Editor of Anchor:	KEN CLAYTON	91-9769.
Hon. Secretary:	ROSS WHITE	37-1632.
Slip Master:	BERT BOWDEN	93-3284.
Social Secretary:	VIC BROMAGE	957-8793.
Club House:		90-1203.

* * *



JUNE

1968

EDITOR:

"WEE TOO"

ANCHOR

EDITORIAL: Big news at the moment is the dredging of the creek and all boat owners having moorings in the creek have received notice from the Mordialloc Council that all boats and moorings should be removed so that a proper job of dredging can be done. Many questions have been asked concerning the dredging. Here are the facts as known at the moment:

LATEST ADVICE Work will start at the mouth of the creek on Wednesday 26th June, it will take 3 weeks to reach the corner of the Island, then around Club Secondary channel - 2 weeks, then the main channel, back of Carnival - 1 week.

2. It is imperative that all boats and posts be removed immediately if not the City Engineers Office advise they will remove boats or posts at the rate of \$20. per hour which will be charged against the boat owners concerned.

3. Until operations start, it is not known at what rate the work will progress, however it has been stated that pumping will commence at 6 a.m. each morning and work will continue through to 8 p.m. each day, six days each week.

4. During the operations the creek will be closed to traffic because heavy cables anchoring the dredge will span the creek.

5. Boats must be removed from the area of operations. Council have stated clearly in their circular their intentions in this regard. It is expected that club boats will be moved under the supervision of club officers or persons appointed by them, however it is in the owner's interest that he should keep abreast of the current situation and attend to his own boat. No responsibility for damage incurred to boats will be taken either by council or this club.

5. All mooring posts and jetties must be removed. Again this is the owner's responsibility. Should the contractor have to do this job also, extra costs will be involved and certainly be made to the boat owner. If it is found

impossible to remove the posts intact however, it is essential that they are left in position and not simply broken off.

7. Secretary Ross White has drawn up a master plan of all mooring around the Island and this plan will be submitted to the council as a block plan for replacing of mooring piles. Owners in other sites should consider submitting their own plans.

8. It is not clear yet as to who will replace the piles. Council are considering the project with a direct charge to be made to the boat owner, also Mr. Peter Allnutt is considering hiring a small pile driving unit and would drive piles as directed by the individual owners. In the mean while, the club will purchase some thirty 14 ft. 4" x 4" red gum posts that will be placed in position as a temporary measure following the dredging. Boat owners on whose moorings these piles are driven will have to reimburse the club. New posts will be used because it has been found that the old posts that have been removed so far are not in particularly good condition.

These are the main facts as known at this stage. There is no doubt that all of us will be inconvenienced by these works. The redeeming feature is that at least we will all be able to enjoy our boats better in the future without undue regard to the state of the tide. The essential point to remember is that certain things have to be done and it is the individual persons job to see that he looks after the things that are his. No one is going to do them for you.

ALONG THE WATERFRONT: Peter Allnutt now has petrol for sale from bowzers just alongside his slipway.

For perhaps the first time ever, delegates to the Port Phillip Power Boat Association were able to draw up the dates of all interclub events for the next season by the end of May.

Delegates to the PPPBA are also currently revising the interclub racing rules. One interesting point to emerge is the request from Sandringham Yacht Club that power vessels be allowed to carry steadying sails if desired. There could be hope for Dave Moat, Albert Buik and Bert Mitchelson yet.

Stranger seen at the general meeting this month was ex-commodore Ross Blackmore. It is a pity that more members would not make the effort to attend the first Tuesday in every month and have their say in the running of the Club.

RACING NEWS: The club racing season was concluded on Sunday the 9th of June with the running of five events on that day. The exact placings for the aggregate trophy were in doubt even up to the running of the last event. Unfortunately, Jack and John Daniel missed this last race day as they had

the misfortune to have been injured in an accident at work the previous week.

Final five placings in the aggregate were:

Ken Clayton	1394	points.
Charlie Arthur	1101	"
Colin Clayton	1076	"
Vic Bromage	916	"
Jack Daniel	731	"

Successful skippers for the year who managed to take off a trophy or trophies were:- Charlie Arthur, Ken Clayton, Harold Almond, Jack and John Daniel, Bob Fraser, Cliff Waymouth, Eric Underdown, Colin Clayton, Vic Bromage, Keith Glenister, Des Darvall and Bill Lipscombe.

Secretary Ross White is now looking for trophy donors for the next season. The means by which this is done is simply by letting Ross know. All trophies are bought in bulk and the cost averaged, generally about \$5.00 each. Trophy donors are expected to devise an event and come prepared to run it on the day allocated. A tentative list of dates will soon be on the club notice board and persons interested in staging an event may place their name alongside the appropriate date. Mr. Allan Whalley has already presented the club with a clock to be used as a trophy.

Sunday June 16th saw another day in which the club flag was flown with honour. The Victorian Off Shore Power Boat Club staged a speed race from St. Kilda to Mornington and return. The race started at 11 a.m. and some forty boats took part divided as they were into various classes, the first boat over the line in each class being the winner of that particular section.

Christina Clayton, driving Colin's boat Combat and with Colin as passenger gained first prize in the women driver's section. Ken Clayton in Javelin with his father as passenger managed second place in the cruiser class, completing the journey at an average speed of 26½ knots. Suzanne Clayton, forsaking her husband (or vice versa?) for the day assisted the judges as time keeper.

Later in the afternoon, the two boats returned to Patterson River for their Henly Cup which had been postponed from a previous date. Boats from the Patterson River Motor Yacht Club and the Kon Tiki Water Ski Club took part in the event. Unfortunately only three boats from our Club took part; Combat, Javelin and Spray with Des Darvel at the helm. Once again however, Des seemed to strike trouble with his petrol-water mixture being just too much on the water side. However, Commodore Ken Clayton with new crew

member Arnold (Okker) Ellis as navigator succeeded in holding the trophy for the second year running. Afternoon tea, served by the Patterson River Motor Yacht Club ladies in their clubhouse proved most welcome and very delightful after the end of good but tiring day.

FEES RAISED: Scale of fees, approved at a special meeting in June will apply as from July 1st.

Full member \$20.00.

Crew member \$7.50.

SICK LIST: The club's wishes for a speedy recovery go to the following members who have been reported on the sick list this month.

Past Commodore George Bates.

Miroslav Sturt, a recently joined member.

John Daniel. John and his father were hurt when an oil tank which they were repairing blew up. Jack is back at work but John is convalescing at MacRae.

THOUGHT FOR THE MONTH:

A thing done right today means no trouble tomorrow.

DATES TO REMEMBER:

Social at Clubhouse Saturday 29th June 8 p.m.

Monthly meeting Tuesday July 2nd 8 p.m.

Special outing for boys of the Burwood Boys Home in conjunction with the Vintage Car Club. This is an annual event when the boys are brought down to the club for a picnic lunch. The day this year is **JULY 21ST.** and club members are asked to lend a hand in making this day a success. Remember, however that this is a day for the boys and that lunch will be provided for the boys only. Members wishing to barbeque lunch should bring their own. Helpers should be on the Island by 10 a.m. at the latest.

SPECIAL NOTE: Time, place and date of the Annual Dinner Dance has not been finalised at this stage.

PHONE NUMBERS:

Commodore & Editor of

Anchor	KEN CLAYTON	91-9769.
Hon. Secretary	ROSS WHITE	37-1632.
Slip Master	BERT BOWDEN	93-3284.
Social Secretary	VIC BROMAGE	957-8793.
Club House		90-1203.

JULY1968.Editor:Wee Too.

ANCHOR

EDITORIAL:

Well, the 1967-68 season is rapidly drawing to a close and already your committee has drawn up tentative dates for the 68-69 season. In other years, this has not been done until after the elections in September, but for some time it has been felt that this does not really leave enough time to finalise the program, especially when interclub days and events have to be taken into account. Again, I might mention here, that through the Port Phillip Power Boat Association, and the co-operation of all the delegates, for perhaps the first time ever, all dates for major interclub events for the next season are known at this stage.

In talking of the next season, we might take this opportunity to remind you that the evening of the first Tuesday in August is nomination night at the club. This is the occasion when nominations for all office bearers for the ensuing season are called for, with the elections taking place in September. So if you think you or your mate could do a better job than some present office bearer, attend the meeting on that night. However, in accepting nomination and perhaps subsequent election to a particular office, it should be pointed out that all positions carry responsibility, and therefore should only be undertaken if their recipient is prepared to shoulder the subsequent responsibilities.

Above all, this club has prided itself in the form of its democratic management and it is to be hoped that this state of affairs will continue for many years to come.

ALONG THE WATERFRONT:

Among the rules at present under revision by the PPPBA, is one which will allow a competitor to stop during a race without being disqualified.

Plans for a Motel type of marina on the old carnival site were rejected by the Mordialloc Council at a recent meeting. It is believed that the voting was very close.

The Mordialloc Sailing Club have submitted a request to the Port Phillip Authority seeking permission to reclaim a portion of the foreshore in front of their clubhouse. This land would extend from the mouth of the creek across the beach. Local residents have expressed some concern over this new scheme and more information is being sought as to the exact nature of the development. Such reclamation, it is felt, may also affect the mouth of the creek and undo much of the good that is now being done by the dredge.

The dredge is progressing slowly towards the mouth of the creek, having started just on the seaward side of the junction of the main and secondary channels near Peter Allnutt's petrol bowlers. Work has been hampered as a result of the suction equipment being repeatedly fouled by old mooring blocks and chains.

SOCIAL NEWS:

Bookings are now open for the Wine & Cheese tasting night on Friday, August 16th. Admission is \$1.50 per head and persons wishing to attend should contact social secretary Vic Bromage as soon as possible. Please note that Vic's number is 857-8793. Unfortunately it has been misprinted in the last couple of editions of Anchor. Don't forget that some light entertainment of a voluntary and impromptu type would not go amiss on that night.

Vic is also taking bookings for the annual Dinner Dance to be held again this year at the Bentleigh Club on Saturday September 28th. Admission will be \$3.00 per head with drinks etc. extra.

The Club Social is held on the last Saturday of each month. Some fifty people had a very good night at the June Social. So don't forget to come along this month. It is, after all, another way to boost the club funds which go to supply the amenities which we all enjoy. A special don't forget for the August Social, at which will be presented the trophies for all the races held this season. And after attending the Socials - just a thought for the neighbours - leave quietly please.

Soft drink drinkers please note:- Soft drink obtainable from the club is now EIGHT CENTS per bottle.

FOR SALE:

One electric clock, twelve volt, with sweep second hand. Three inch dial. \$15. or offer. Contact Ken Clayton.

BURWOOD BOYS HOME DAY:

Sunday the 21st was the annual visit of the boys from the home. Again this year, some forty lads were brought

down to the club by members of the Vintage Car Club. Unfortunately, the weather was not suitable for boat trips, nevertheless the children were suitably fed and entertained in the clubhouse. Chefs Vern Dalton and Dick Blades with assistance from Frank Dixon and others succeeded in cooking 40 lbs. of sausages supplied by Norm Sherwood. A few stirrers were found among the ranks of the ladies present and two large pots of tomato soup were ready for the cold and hungry kids and drivers when they arrived at the Club. After lunch a selection of comedy films were shown to what can be aptly described as an appreciative audience. The films were interspersed with some community singing (?) and probably by now all Mordialloc knows "How many legs has Noddy Long Legs got?". Cliff Waymouth displayed some of his hidden talents as assistant conductor. Some simple coin tricks by a member of the Vintage Car Club proved too simple and alas failed to keep the kids guessing for long. However, despite the cold and bleak day - a successful day was enjoyed by all.

PRINCIPLES OF FIRE-FIGHTING:

The essence of successful fire fighting is speed, not panic. Rapid action will prevent the spread of an outbreak, but once a fire gains a hold on board a boat it is a most difficult thing to control. If dealt with quickly and localised, it can usually be kept under control or extinguished by even one person. Not all type of fire respond to one method of extinguishing, and with different types of fire, different means of removing one of the three elements essential to combustion (inflammable material, oxygen & heat) are used. These methods as listed hereunder are imperative for the type of fire they deal with and the use of the wrong type of extinguisher may cause a fire to spread rather than be extinguished.

No.1. Petrol, Oil or Fat Fires: These must be extinguished with a foam or dry chemical extinguisher, or smothering with a blanket or similar material. This has the effect of cutting off the oxygen supply to the fire and thus extinguishing it. Water or water type extinguishers must never be used as they cause the fire to scatter and spread.

No.2. Electrical fires should be dealt with mainly by carbon tetrachloride or similar type extinguishers. Carbon tetrachloride is dangerous in confined spaces and may put the operator out before the fire. This type of extinguisher has generally been replaced with methylbromide compound which is not so dangerous to human life.

No. 3. Clothing, timber etc. can be dealt with by using any type of extinguisher. The traditional extinguisher i.e. a bucket and water, is perhaps the most effective is used quickly and in sufficient quantity.

THOUGHT FOR THE MONTH:

Bacchus has drowned more men than Neptune.

DATES TO REMEMBER:

Saturday July 27th: Social at Clubhouse. 8 p.m.

Tuesday August 6th: Monthly meeting and nomination night. 8 p.m.

Friday August 16th: Wine and Cheese tasting at Clubhouse. 8 p.m.
Please let Vic Bromage know of numbers attending.
Phone: 857-8793.

Saturday August 31st: Social and trophy presentation night at Clubhouse. 8 p.m.

SPECIAL NOTE: All members please note. Annual subscriptions are now due and should be paid without further reminder.

PHONE NUMBERS:

Commodore & Editor of

Anchor:	Ken Clayton	91-9769.
Hon. Secretary:	Ross White	37-1632.
Slip Master:	Bert Bowden	93-3284.
Social Secretary:	Vic Bromage	857-8793.
Clubhouse:	Mordialloc	90-1203.

* * *

OCTOBER 1968.Editor: "RAZOR"

ANCHOR

EDITORIAL:

The dredging of the creek is still the big news down "Ardi Way". Although much progress has been made since my last report not every club member will be happy with the finished result. The Dredge has now completely circumnavigated the Island, but at least six mooring sites would not pass my inspection if it were left to me to decide. Let me hasten to explain that I am not blaming the workmen on the job. These chaps have been most co-operative as indeed have we been with them, but nevertheless some moorings have been passed as satisfactory by official inspectors when to my mind, they are not as they should be. If a boat owner pays twenty dollars for a mooring surely he is entitled to expect his boat will still be afloat at low tide. As I see it some club members are in for a disappointment.

Well our fishing champs have been at it again Bob Frazer and his mates Nick and Ray on Sunday Sept. 29th came in with three snapper 12 lbs., 10½ lbs. and 9 lbs., and for good measure a spotted ling 2 ft. 7" long which topped the scales at 6½ lbs. then before the hand on the scale had stopped wiggling, in came Jack Brown with snapper with a cleaned weight of 8 lbs. and 3½ lbs. On October 5th Jack brought in six snapper up to 16 lbs. weight and Bob two of similar weight. They's biting about 3½ miles out and it is necessary to be there just as the fish are looking for breakfast. 5 AM.

I suppost most of you can remember the first day of October. That was the day when Adelaide had its first ever snow fall. And the cold here in Melbourne was pretty keen too. Well that is the day that three fellows from the Club decided to shift boats to make way for the dredge. Buffeted by strong winds and wet with an occasional downpour these three did a job for those members who because of work ties could not be there to help. But nevertheless members should

give a word of thanks to Geoff Floyd, Charlie Higganbotham, and one who wishes to remain unsung. And as for the temperature that day, not one brass monkey was seen outdoors.

Now all you guys who are itching to sponsor a race, but are hanging back because you might not know how to organize the event, need not hang back any longer. Our handicapper Ken Clayton has graciously offered to do all the head work for you. So don't delay contact Ken and you're "in".

Work goes on apace in the new shower rooms and now that Craig Bowman has started an apprentice, young Bob Gibson, to help him, things are moving nicely. However, I was very intrigued to see that first coat of paint Bob applied to the doors. It had no colour at all.

How about all the old Bald Heads getting the attention they did from the female entertainer at the Dinner Dance. Peter McNeil, Charlie Arthur and one or two others. Cunning these Sheilas, they know when they're safe. They know it takes more than a faint breeze to re-kindle fires that once burned brightly, but are now only luke warm ashes.

That Boat is still up under the slipway cover.

Writing about the slipway reminds me. Bert Bowden would really appreciate it if you could bring down some strong string or hayband whenever it is your turn to come up on the slips. This tying material is needed to secure the old motor tyres to the cradle, but we always seem to be short of it.

I believe the Mordialloc Council has agreed that our Club be permitted to drive our own mooring posts and this, I think is a good decision. A number of posts has already been driven and the pneumatic dumper made by Vern Dalton has done a good job, notwithstanding the fact that it is flat out trying to drive through some of the sandstone which we have stuck here and there. The driving of these posts is going to be a long job, and what is more it will have to be a united effort. Recent observations lead me to believe that we may find ourselves like some of those South American Armies where they have an abundance of Generals but are lamentably short of Soldiers. When its your turn for a mooring post be sure you are on the job, and not dressed in your Sunday clothes.

Well now here comes a real grizzle. Lately several instances have been brought to my notice of members or their friends being guilty of what can only be described as anti-social behaviour. One a recent weekend our Commodore collected no fewer than five beer glasses from under the slipway and returned them to the Clubhouse. If you borrow a glass or cup please see that it is washed and returned. Another small annoyance is the way soft drink bottles are just dropped anywhere instead of being returned to the crate provided. These are small things I know, nevertheless they are irksome, and pale into insignificance compared with the behaviour of people who I am told, spent the best part of six hours drinking beer from cans in their boat, and then scuttled the empty cans into a freshly dredged part of the creek. The irony of this last episode lies in the fact that the tins were emptied into another member's mooring, and most of the cuprits were strangers to us.

Friends of Bill Withers will be pleased to learn that he is now home from Hospital and is reported to be making a good recovery. Bill had been a patient at the Sandringham Hospital where he underwent an operation.

Members wishing to take part in Inter-Club events should give their name and telephone number to our handicapper, Ken Clayton. This will ensure that they will be notified of any Inter-Club event of importance.

Hear ye, Year ye, Year ye. Our next General Meeting which would normally be held on the first Tuesday in November which is Cup Day is to be held on the following night WEDNESDAY. This will give our Social Secretary Vic Bromage an opportunity to take final bookings for our Annual Smoke Night which this year will be held in our own clubrooms as in days of yore. This is always an excellent night fellows, so reserve Friday night Nov. 8th for it. A mere three dollars from your winnings on the Cup ensures you of good entertainment and ample refreshment, both solid and liquid. Oh, and by the way, it is the expressed wish of our Committee that as many as possible on the Smoke Night park their cars other than in the Hotel parking area. Friday Night is a busy night for the Pub at any time.

With this edition of "ANCHOR" you will receive a few raffle books in aid of the Kids Xmas Party. Books of five tickets are sold for 20 cents the book so if you can give these a bit of a nudge it would help the cause quite a bit, and help to make for a happy day for the youngsters. Thanks.

Our bridge is beginning to look a bit frowsy because of the chain wire guard which has rusted and is dripping rust marks on to the main chords of the structure. Though I do not think this in itself is harmful, it does detract from the original clean appearance. What about scrapping the rusted wire and replacing it with the green nylon covered variety?

The November Social is to take the form of a Barn Dance. On these nights usually a goodly collection of vegetables is there to be won by lucky dancers. So on the 26th why not roll along and take part in the fun. Even a Cabbage or Cauliflower, in these days of high prices would be acceptable but still Lettuce not count our chickens.

Well opening day is not far away and this year why not make it a decent spectacle like we used to? A bit of bunting on the boats makes all the difference in the world and is good publicity for the club. If boats were marshalled in line ahead and instructed not to overtake, they could then pass the Commodore's boat, give the salute and then form up for the first event of the Season. How about it?

DATES TO MARK UP AND REMEMBER:

Oct. 26th	Social at Clubhouse	.8.P.M.
Nov. 3rd	Opening Day. Commodores Trophy.	2 P.M.
Nov. 6th	General Meeting. Remember it's a <u>WEDNESDAY</u> .	
Nov. 8th	Annual Smoke Night at Clubhouse.	8 P.M.
Nov. 10th	Sea Wasp Trophy, Wairuna Trophy.	2.30 P.M.

PHONE NUMBERS:

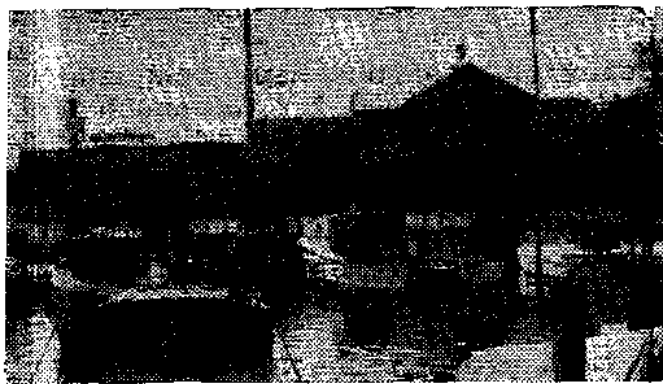
COMMODORE:	W. LIPSCOMBE	723-4737.
SECRETARY:	ROSS WHITE	37-1632.
SLIPWAY MASTER:	BERT BOWDEN	93-3284.
SOCIAL SECRETARY:	VIC BROMAGE	857-8793.
EDITOR OF ANCHOR:	RICHARD BLADES	97-3189.
CLUBHOUSE:		90-1203.

* * *

AUGUST 1968

Editor: "WEE TOO"

ANCHOR



EDITORIAL: The club year is at an end and so regrettably is my term as Commodore and Editor of this little news sheet. It has been a very enjoyable year and both Sue and I will look back on it with pleasure in the years to come; however, it was my intention at the beginning to do only the one year in office. I believe in giving every man a chance to do his little bit for the club and if potential is there, so it should be given the chance to develop. There are too many clubs that have good leadership and enthusiasm stifled by some who would remain in the higher positions too long. If, by chance, there are none willing to step forward then let those who are willing remain, or recall some who have held the reins in the past, but never let a club go down through lack of spirit.

Looking back over the year, I think that we must say it was one of mixed fortunes. As is becoming increasingly common over the past two or three years, our opening day was marred by inclement weather and there was no Sail Past or opening day event. The lack of a sail past was a great pity in a way. I recall that when I joined the club some ten or eleven years ago and for quite a few of the following years, each season was opened with a sail past. All the club boats would be decorated with flags and bunting, and with crowds of friends and relatives aboard would proceed in line ahead out of the creek and manouver past the Commodore who was usually stationed in his boat just off the end of the pier. Not only was the day enjoyable for those who took part but it also provided a spectacle for the general public and hence publicity for our club.

Interclub events have been generally supported by this club with a reasonable run of success. Highlight was the winning of the Whalley Cup by Des Darval. This year we also saw a number of boats from the club taking part in the Around the Bay BP Investigator race and although the weather again took its toll, all voted this weekend worth a try next year.

Port Phillip Power Boat Association meetings have been supported by myself, Des Darval, Vern Dalton, Cliff Waymouth and John Daniel Jnr. A lot of work has been done in bringing the racing rules up to date. However, I must say that I am somewhat disappointed in the overall Interclub atmosphere. It seems to me that certain individuals from the larger clubs are too engrossed in petty internal squabbles to care greatly for larger issues of fraternal Interclub relationship and co-operation.

Of course the big thing this year has been the dredging. While the project has not proceeded strictly according to the original plan, nevertheless something is being done which was not before. It is still hoped that we will have water under the boats this summer.

Additions to the club house have progressed under the capable hands of Craig Bowman, Keith Glenister, Ross White and Bob Fraser. The showers should be in operation for the summer.

There are many others I should thank for their help throughout the year:- Vic Bromage as Social Secretary who topped the year with a magnificent wine and cheesetasting night. Stewart Macgregor who saw to the liquid refreshments, Dick Blades as handicapper with assistance from Dave Moate and Bert Bowden as slipway master. If I have missed anyone it is through my bad memory, but to all my grateful thanks.

Bill Lipscombe will be taking up the reins of Commodore on the 3rd of September. Richard (Razor) Blades will be stepping into the shoes of Editor of the Anchor. To these two I can only say "Best of Luck and may the members of the MYC. support and help you as they have aided me throughout the past year."

One final thought. As handicapper for the next year I would like to see as many boats as possible taking part in the events. If anyone has any doubts about entering these events, how they are run or what to do, I and my assistant will be only too willing to help. Please contact me with your problem. Remember, the essential thing is to support your club in its entire program.

WITH REGRET: George Ronald Bates, Commodore of this Club from 1952 to 1955 passed away on Monday 29th July after a long illness. George joined the club in the early 1940's. He was elected to the committee in June 1948 and became treasurer in 1949. He did not serve as Rear Commodore but was elected as Vice Commodore upon the sudden death of Mr. G. Carmichael in 1950. George will always be remembered for

his quiet yet efficient manner, his skill as an engineer and his love for boating and this club. To those he has left behind we extend our deepest sympathy.

NOMINATION FOR OFFICE BEARERS FOR 1968-69: The following were nominated for the respective positions at the monthly meeting. Elections will be held at the annual general meeting for positions as indicated.

Commodore	Bill Lipscombe	Unopposed.
Vice Commodore	Charles Arthur	"
Rear Commodore	Cliff Waymouth	} Election
	Vic Bromage	
	Harold Almond	
	Ross White	
Secretary/Treasurer	Eric Underdown	Unopposed.
Assistant Secretary	Vic Bromage	"
Social Secretary	Ken Clayton	"
Handicapper	Arnold Ellis	"
Assistant Handicapper	Albert Bowden	"
Slipway Master	Cliff Waymouth	"
Master of Ceremonies	Richard Blades	"
Editor of Anchor		"
Publicity Officer	Harold Almond	"
Auditors (Two)	Des Darval	"
Crew Member on	Don Farquarson	} Election
Committee	Bill Evans	
Committee	Six to be elected	

Len Carroll, Richard Blades, Stewart MacGregor, Des Darval, Jack Brown, Bill White, Vern Dalton, Harold Almond, Cliff Waymouth, Jack Daniel, Frank Dixon.

ALONG THE WATERFRONT: Dredging continues, however at a slow rate. A few problems have been encountered and the particular type of equipment being used has not proved ideal for the harder beds of clay in some parts of the creek. It is proposed to bring in a dredge of a different type to deal with this problem.

It is believed that the dredging contractor has given the council a price of \$14. to supply and drive sixteen foot 4" x 4" red gum piles to replace those removed. (Our committee considers this price too high and they are investigating alternative schemes to have the piles redriven.)

Council mooring fees have risen to \$20.

SOCIAL NEWS:

The wine and cheese tasting night was a huge success with the club making a profit of \$21. on the night. Congratulations to Vic and Enid Bromage on a wonderful job.

Next Social event is the Presentation Night and Social Dance to be held at the Club on Saturday, August 31st at 8 p.m. The Commodore would like to see as many members present as possible on that night.

Don't forget the Annual Dinner Dance at the Bentleigh Club on Saturday, September 28th. This takes the place of the usual Social at the Club for that month. Vic Bromage is now taking bookings. Please note that admission is \$3.50 per head, not \$3. as stated in the last Anchor.

TROPHY DONORS:

Racing program is now being finalised. Members wishing to donate trophies (-\$5.00) should contact Ross White as soon as possible.

* * *



MORDIALLOC MOTOR YACHT CLUB

SEPTEMBER 1968

Editor: "RAZOR"

ANCHOR

EDITORIAL: Well here we are at the start of another season all "raring" to "go", and to get on with the good work, or is it lay? About the best omen for the coming year is the fact that the creek dredging may be completed by the time our first nautical event is to be decided. I say "may be completed" because of the lamentable delay which has occurred to the program up to date. About the only part of the project which has been completed up to the time of going to press is the area adjacent to the Northern bank, from the creek mouth to the road bridge. And of course club boats in this region only total three or four. The delay has been a worry to all boat owners, and particularly to your Editor who has suffered several nightmares, the last of which was so severe that I have decided to publish it herewith, as it will give those members who don't take much interest in club affairs to at least become aware of the names of most members who do show up at the Island from time to time.

THE EDITOR'S DREAM

— When the dredge went aground in the creek and got stuck in the CLAYTON after ton had to be shifted before we could move it.

Stuart McGREGOR called out to the BOWMAN on the dredge to TURNER round but Des DARVELL said he thought the pump was running in the wrong direction, but Vic BROMAGE said "oh, no, you can FOULSUM people but you can't fool Craig." Anyhow Eric said he would put on his wet suit and go UNDERDOWN near the suction pipe and see what was wrong. When he came to the surface he said a tin of BARTLETT pears was stuck in the pipe and also that the agitator BLADES were all buckled and would have to be fixed. This went on FORFAR into the afternoon until another thing took place on the far side of the Island. Frank said DIXON the warpath because Keith cut up his mooring posts. Bob FRAZER said "yes he is WHITE with rage." Cliff

WAYMOUTH reckoned it was not WRIGHT but GLENISTER said, "lucky he has not got a wooden leg or I would cut that up too". Just then one of the little boys got a LARGE ALMOND stuck in his throat. At first we thought it was MITCHELSON but Bert said, "no," it was not his nipper and suggested it might be JOHNSON. Later on we found the kids mother and she had to PATERSON on the back several times to remove the obstruction. Dave McGUFFIE vowed it was only the skin off the kernel but Bill said "good EVANS no its ALLNUT." Dave said "Rats" but Geoff FLOYD said "Now, Now, don't start a Blue, WILLIAMS got enough to do as it is. Tom came along and said "Gee! you look GRAYSON are you alright?" Bill LIPSCOMBE suddenly remembered we were going to have a visit from royalty so he asked DANIEL to take the BUICK drive into MELBOURNE and pick up his new BROWN suit from the TAYLOR. Jack agreed to go and promised to be SWIFT about it, so long as he could take ARTHUR and ALLEN along for company. I asked Norm if he would like to go too and he said I SHERWOOD. However we had a long WAITE for them to return, when we found they had wasted a lot of time talking to some BIRD behind the counter at the MERCER shop, where they stopped to buy a tie. Don FARGUSSON then dropped a lighted cigarette and Jim said O'DONNELL be careful, look how the grass WITHERS where you dropped that butt. Now the excitement was on in earnest as the PRINCE was seen coming across the bridge. "Where is he" said Dave? "I can't see him." "Oh take the MOATE out of your eye" said Vern DALTON "there he is". Now the crowd started to press forward and it took all the strength of Gordon MURPHY, Geoff HOBDAY and Tom HARVEY to hold them back. One old dame swooned and Howard had to CARTER off to the first aid. Gee I had to laugh to see the mob BOWDEN scrape like a lot of nongs outside an eastern temple, and I actually saw McNEIL and to kiss the Prince's hand as he went past. After his highness nicked off we sang a CARROL or two and Bill said to me, "My word I'm glad that's over it's certainly a WEIGHT off my mind." But I said "oh, come off it, you must be LARKIN."

* * *

For those Members who through Sickness, Business or just plain Laziness were unable to attend our Annual Meeting I enclose a copy of the Secretary's Annual Report.

At the Annual Meeting of the Club the following gentlemen were Elected to office. Commodore Mr. Bill Lipscombe, Vice Commodore Mr. Charles Arthur. Rear Commodore Mr. Cliff

Waymouth, Secretary/Treasurer Mr. Ross White, Assistant Secretary Mr. Eric Underdown, Social Secretary Mr. Vic Bromage, Handicapper Mr. Ken Clayton, Assistant Handicapper Mr. Arnold Ellis, Slipway Master Mr. Albert Bowden, Master of Ceremonies Mr. Cliff Waymouth, Editor of the ANCHOR and Publicity Officer Mr. Richard Blades, Auditors Mr. Harold Almond and Mr. Des Darvell, Crew Member on Committee, Mr. Bill Evans, General Committee Mr. Vern Dalton, Mr. Stuart McGregor, Mr. Jack Brown, Mr. Frank Dixon, Mr. Harold Almond, Mr. Richard Blades.

Also at the Annual Meeting the following were admitted to Club Membership Mr. Harry Jupp, Full Member; Mr. Bruce Bowditch, Full Member; Mr. Bill Green, Full Member; Mr. Ron Bury, Crew Member. Welcome fellows!

GENERAL NEWS:

Well I suppose by now all of you have received from the Mordialloc Council the notice regarding the huge increase in Mooring Fees. Twenty Dollars per annum to moor even the smallest boat in the creek seems pretty unjust to me. Don't get too excited either, about that "blurb" about spending the increase in fees on Creek Reserve improvements. I've read similar statements about the Mooring Fees for years now and I'm still waiting to see something done. The present creek dredging does not come about by virtue of Mooring Fees. You will possibly find that officialdom's idea of improvements, will take the form of launching ramps for trailer boats, the owners of which do not pay Mooring Fees at all. Just wait and see.

~~Noticed that~~ the floor tiling in the shower rooms is now finished, and of course makes a smart looking floor. But have you had a good look lately at the granite rings around the club Barbeques? Can't see em for grease and dirt. No one ever seems to think they need a wipe over after use. Hope the shower rooms fare better.

Vern Dalton reports that good progress is being made with the pneumatic pile driver he is making. So that looks as though the fourteen dollar "slug" per mooring post, being mentioned in some quarters, might get a fair slice carved off it.

SOCIAL EVENTS AND ALL THAT JAZZ:

Don't forget the Annual Ball to be held on Friday Oct. 18th. This is the "do" of the year and is generally booked out, so if you are making up a party for this wonderful night I advise you to contact Vic Bromage Phone 857,8793 right away.

The Ballroom location is The Alan McLean Hall at Mordialloc. and ample parking is available. POSSIBLY ORCHIDS FOR OUR LADIES, TOO.

There will be no Monthly Social at the club this month, as we are holding a Dinner Dance at the Bentleigh Club instead. This function is, I believe, also booked out.

WEDDING: Miss Kay Glenister elder daughter of Mr. & Mrs. Lee Glenister will be married in St. Bedes Church of England, Elwood to Mr. Neil Kollmorgen on Friday, Oct. 18th at 6 pm. Our congratulations to both Kay and Neil.

ENGAGEMENT: Miss Joan Glenister sister of Kay has announced her engagement to Mr. Warren Whittle. Warren, we understand has just completed his Military training at Puckapunyl. Good luck and best wishes to both Joan and Warren.

BIRTH: A bouncing baby boy weight 8 lbs. and named Peter, John, was born at Springvale Hospital on Sunday August 25th. The happy parents are Phyllis and John Daniel. A new member for the M.M.Y.C. I hope?

FISHING: Eleven Pounds of lovely snapper, the first of the season as far as our club is concerned, was shown to members by proud Jack Brown on Sunday morning Sept. 15th. It was certainly a nice fish. An even longer gummy shark was caught by Jack's mate on the same outing.

NOTICE TO PERFECTIONISTS: Any mistakes in spelling, punctuation, or examples of bad English which you may find in this edition, have been inserted purposely for those of you who love to find them. I like to print something for everybody. RAZOR.

PHONE NUMBERS:


Commodore	W. LIPSCOMBE	723-4737.
Secretary/Treasurer	ROSS WHITE	37-1632.
Slipway Master	BERT BOWDEN	93-3284.
Social Secretary	VIC BROMAGE	857-8793.
Editor of Anchor	RICHARD BLADES	97-3189.
Clubhouse		90-1203.

STOP PRESS: MR. LEN COOKSLEY OF THE VINTAGE CLUB, WHOM YOU WILL REMEMBER OFFICIATED AT OUR WINE AND CHEESE TASTING NIGHT CAN BE SEEN ON CHANNEL 0 THURSDAYS 10-30 AM. GIVES EXCELLENT HINTS ON COOKING, ETC. AND WELL WORTH WATCHING.

NOVEMBER1968.EDITOR:"RAZOR"

ANCHOR

EDITORIAL:



It is now eight months to the day since the Mordialloc Carnival went out of business and those of us who had dreams of seeing the site cleaned up and made reasonably shipshape looking before the summer months, will just have to be patient and hope for the best for Summer 1969. At the time of writing most of the shanty type buildings have been demolished and one of the larger "halls" is in process of coming down. However, the demolishers are apparently a "law unto themselves" when it comes to deciding what has to be carted away. In almost every instance piles of rubbish, old roofing iron, and rusty tins have been left behind, and no doubt will have to be cleared away by Council employees at rate-payers expense. Surely it would have been an easy matter at the time the buildings were auctioned to insist on a deposit of say twenty dollars to cover any cleaning up charges in default of the buyer who is prepared to walk away and leave the place like a pig pen.

Well, snapper are still being caught out on the "mud", and the latest intruders into the ranks of "the one that got away" are Shelia and Charlie Higginbotham. Fishing out on their usual spot, late last month the "Higs" hooked two beauties, one of 12 lbs and one 8 $\frac{1}{2}$. And just to bamboozle those who say you must be there at daylight to do any good, these fish were caught in bright sunshine and in mid-afternoon and the tide was running out. So there you are!

Now we all know records are made to be broken but one that is likely to stand for some time I think, will be the fifteen weeks, or was it seventeen, that that boat was under the slipway cover. Gee, but it is nice to be able to walk in there without "barking" your shin on that wicked piece of red gum that protruded just at the correct height to catch the unwary. Never in all my experience have I heard so much bad language expressed by so many at that one offending piece of timber. One bloke said the owner was "Nuts" to leave it there.

Looking back it seems a long time since our Annual Ball but memories of that event will linger for a long time, especially for our Ladies, each of whom on entering the hall was presented with a beautiful Orchid. These beautiful blooms were grown by one of our members, Mr. Bill Wright who conducts an Orchid Nursery at Templestowe, and on the morning of the Ball his special delivery truck arrived laden with these exotic flowers, whereupon some of our members and their wives were instructed in the art of tying ribbon and encasing the flower stems in paper and wire by that man of many parts Craig Bowman. As I write these lines, on the table beside me is the Orchid presented to Mrs. Blades on that night, must one month ago, and it still looks sprightly. Remarkable I reckon. Thanks Bill.

Any of you fellows who come down to paint your boats, and find on arriving that you have left the paint at home on the kitchen table, will be pleased to know that Peter Allnut now stocks a complete range of world renowned Marine Paint and Anti-Fouling.

Many years ago some old josser wrote that the pen is mightier than the sword, and far be it for me to contradict him, whoever he was. BUT, I must point out, even perhaps with a little bit of pride, that the pen as far as these pages are concerned is accomplishing something. You will remember my dirty jag about our not so clean barbeques, well they were cleaned up. Also no more beer glasses have been left under the Slipway, but I think the best of all was the crack about the Moorings which were left undredged. This resulted in a Mordialloc Councillor attending at the invitation of our Secretary at an on the spot investigation of the position one recent Sunday. Subsequently at a Council meeting our complaint was upheld notwithstanding that the dredging people said that all that was necessary was for someone to don a pair of thigh boots and get into the water with a long handled shovel and dig. Suffice is to say, they themselves were not prepared to do the digging, so they eventually decided to bring the small dredge around to the trouble spot and get busy. But alas. You know that old story of the best laid plans of mice and men. Unfortunately it was a very, very, windy day when they decided to move the dredge, and splash, yes, you've guessed it, she keeled over and sank in a portion of the creek she had just deepened. At last viewing they had raised her, so we must wait with bated breath for the next episode. But all in all it has been a pretty costly short cut to have missed those moorings in the first place.

My word those small round tables dotted around the Island are proving very popular on sunny days. Larry Carrol supplied the steel centre leg and set them in place in a concrete foundation then Frank Dixon was responsible for obtaining the cement tops. With beach umbrellas in place they make a very nice setting. In fact we could do with more of them, especially with the kids Xmas party coming up and later on our Isle of Mordialloc regatta. It's little extra amenities like these, that make the difference between just another Yacht Club and a pleasant location where members can sit and chat.

After having spent more that two weeks batching while my wife was in Hospital I feel disposed to re-write some of those old sayings that we all know so well. My first one would be, with my own additions in capital letters. "A woman's work is never done, WHEN IT IS LEFT TO A MAN TO DO IT."

A big hand to Enid and Vic Bromage for the effort they put into the organizing of our Annual Smoke Night. To my mind everything was perfect. Food was first class and plentiful and entertainment was excellent. What is more, the food was served HOT. Any doubts that anybody had regarding the wisdom of holding this function at our clubrooms, are now surely dispelled. It was pleasing to see amongst our visitors two members of yesteryear in the person of Stan Penwarden and Len Wright both of whom enjoyed the night immensely. In fact it was most noticable how members and visitors were loath to leave even long after the midnight hour had struck. Only sour note for the night was when members were reminded that forty sixteen foot red gum posts would be delivered the next morning and would have to be carted across to the Island.

Disappointment was expressed by several speakers at our last general meeting about the lack of enthusiasm shown by members regarding the driving of mooring posts for their boats. The Club has done everything possible to help, such as procuring the posts, obtaining Council permission to drive them, and the necessary equipment to save most of the hard "yakka". It is now intended to notify a group of adjacent mooring owners to come along at specified times to work as a team, (say about five at a time) and get the job done. Failing this, about the only thing left to do will be for the club to make an attack on that most sensitive nerve in the human makeup, the hip pocket. Part of the equipment lying idle belongs to the workshop of one of our members and he cannot be expected to put up with the inconvenience of doing without his gear while others act like uninterested 'lombies.

RACING NEWS:

Weather-wise, the club's luck seems to have changed and all events listed have been held. This is undoubtedly the first time for many years that we have been able to do this, usually November events find themselves at the end of the program on days set aside for cancelled events.

The handicapper is a little disappointed at the smaller number of craft taking part in the events. It does seem strange that with a club membership of about 140 only a dozen skippers deem it worthwhile to take part in the program. What about some of the newer members having a go?

Five events have now been run. These events, run over a variety of courses and with various traps to test the skill of the competitors have resulted in Jack Daniel taking two first places and Colin Clayton, Frank Dixon and Ross White with a first each. Certainly there was much excitement in the White family when it was announced that Tawarri had crossed the line in the "Naiad" trophy race with an error of only one second. This was Ross' first win in a long history of Club racing, although much of the success this time is attributed to son Graham who was at the helm.

The Almond family are establishing a reputation for always being first over the line. Unfortunately, with the type of events being run this does not necessarily mean first place.

John Daniel, Jr., has an outboard rig in the water this season in an attempt to give his father a little more opposition. However, he has been plagued with motor problems and it would not be surprising to see the "Flying Scott" replaced with another motor.

Colin Clayton is also reported to be replacing "Combat" with another 15 ft. Swift Craft. Alterations to the new craft will include better fuel tank and instrument layout.

First four places in the aggregate points score are:-
Combat - C. Clayton, 474; Kingfisher - F. Dixon, 418;
Wairuna - J. Daniel, 386; Vixen - V. Bromage, 328.

OBITUARY: It is with deep regret that we have to announce the death of Mrs. Betty Bird wife of Club member Mr. Jim Bird.

Mrs. Bird, an exceptionally pleasant woman was well liked by all who knew her. Her death in Hospital on Nov. 8th came after a short illness.

Our deepest sympathy is extended to Mr. Bird and his family.

Those of you who have not yet returned your Raffle Tickets butts for the kids Xmas party, please make an effort to do so by December 7th at the very latest.

The raffle will be drawn on the night of the Xmas Social in full view of all. This year we want to make a special effort to attend. The kids party is held on Sunday December 15th and "Santa" will arrive at the Island at 2.30 by boat as usual. Let us know how many nippers you be bringing, so we can make the necessary arrangements for ice cream, soft drinks, sweets, etc. For afternoon tea for the adults, ladies may bring a "plate", with something on it, of course.

Commencing with the Xmas Social a three piece band has been engaged for all future Socials, and admission charges from that night on will be 75 cents per adult. Taking into account the first class supper that is provided this is still a very moderate cost.

Remember the next Social is the Barn Dance and the old charge of admission still applies to this night.

Now here is the important list of dates.to remember.

BARN DANCE:	At Clubhouse	November 30th.
XMAS SOCIAL:	At Clubhouse	December 14th.
KIDS XMAS PARTY:	At Island 2.30	December 15th.

PHONE NUMBERS:

COMMODORE:	Mr. Bill Lipscombe	723-4737.
SECRETARY/		
TREASURER:	Mr. Ross White	37-1632.
SLIPWAY MASTER:	Mr. Bert Bowden	93-3284.
SOCIAL		
SECRETARY:	Mr. Vic Bromage	857-8793.
HANDICAPPER:	Mr. Ken Clayton	91-9769.
EDITOR OF		
ANCHOR:	Mr. Richard Blades	97-3189.
CLUBHOUSE:		90-1203.

DECEMBER 1968

Editor: "RAZOR"

ANCHOR

EDITORIAL: UNSAFE BOATING.

On Sunday December 1st I was in a very privileged position to be able to view the finish of the race sponsored by Mr. Vic Bromage for the "VIXEN" Trophy. In point of fact I was a guest on the duty boat. What I saw on that day left a very bad taste in my mouth and I am still amazed that no accidents happened. With almost a score of boats racing for the finishing line, and the skipper of every boat endeavouring to make sure he was not blanketed out from the judges view, fast boats, some doing, I would think, at least 30 knots, barged through the field in a mass of spray, and I believe to the accompaniment of some pretty lurid language. Yes, we all want to see good finishes to these events, but not at the expense of life and limb, or for that matter, to smashed up craft, but maybe we should try and separate fast boats from slow boats and give more room between judges boat and the pier. None of the foregoing is to be construed as criticism of our Handicappers for whom I have every respect, and who in my book are doing a wonderful job. Rather I would like readers to accept it as an expression of opinion by one who does not wish to see our Club in any bad publicity such as would occur if some of our members had to appear as witnesses in a Coroners Court. Finally, some of you may remember what that wise old Chinese Sage, Confucius is alleged to have said regarding "woman who flies plane upside" ^{Down} I am predicting the same fate for the skippers of some of our very fast boats.

At the time of writing I am informed that our Clubmate and Committee man Stuart McGregor is an inmate of Alfred Hospital. Hope it's not too serious "Stuie", and all are looking forward to seeing you back at Mordialloc in the very near future.

Full marks to Jack Brown for the way he cleaned up the slipway after he had the use of it recently. It was a joy to

behold, and an object lesson to all and sundry. I would go so far as to guess that Jack was brought up in that school where "There is a place for everything, and everything in its place".

I can now state without fear of contradiction that there is absolutely no truth in the statement made by Mr. Keith Glenister at the last general meeting, regarding the manner in which the members of our Ladies Committee intended to complete the preparation of the Fruit Salad which is to be served on the occasion of the "Isle of Mordialloc" day. This I think is good news, because if the ladies had put the finishing touches on their work in the manner described by Keith, I feel sure we would have had quite a bit of this otherwise delicious dessert, left on our hands.

How about the charges which are to be levied against boating enthusiasts who wish to moor their boats in the new Marina at St. Kilda? Nine dollars per week for a twentyone footer, and up to twelve dollars per week for up to thirty footers. After taking your craft for a "burn" on the briny, you may arrange to have the salt spray hosed off for a mere One dollar fifty. Looks to me as if there is still a lot to be said in favor of being a member of the little old M.M.Y.C. or similar club (if any). According to the marketing manager of the firm handling this project, they expect the floating berths for 200 boats to be full up by February. Well, you could have fooled me!

It might be a good idea for any of you boat owners who have fire extinguishers on board (and you all should have) to give them an occasional test to make sure they are still in a servicable condition. A report has come to my ears regarding a fire on a boat moored alongside the jetty at the Royal Vic. Club at Williamstown. Four skippers from adjacent boats rushed up with their respective fire fighting equipment to help subdue the blaze. The first three extinguishers proved to be as dry as "The Pub with no beer", whilst the fourth fortunately was good and efficient and soon had the fire out. Now here was a case of three "crookies" out of four. In our own Club last year, you may remember, Paul Anastasiou had a similar experience, when his boat caught fire out on the bay. Paul's own extinguisher was empty, and one thrown to him from a passing speed boat was likewise. So here was a case of two out of two. How are yours? Writing of fires brings another thought to mind. If you have any plastic tubing on your boat for petrol supply lines, my advice is

to get rid of it. Nylon tubing can now be obtained and it will not burn like plastic, nor will it grow the jelly like substance so prevalent where copper tubing is used. We've got quite a lot of problems, haven't we?

RACING NEWS FROM OUR HANDICAPPER:

Almost certainly club history has been made. All events prior to the December and January break have been run.

Some fifteen boats faced the starter on Sunday, December 1st. Although this was a greater number than previous weeks, there is still room for many of the new club members to participate. The next events will start on February 2nd 1969. Don't forget the Clayton Family Trophy on February 16th. This event, held over a slightly longer distance than the usual club races, carries valuable 1st, 2nd and 3rd prizes. Another must for all club members is the Annual Isle of Mordialloc trophy to be held on March 2nd. Let us make sure that the cup stays at M.M.Y.C. this year. Entry forms for that event will be available later this month. Another event to watch for is an around the bay race for various classes of boats to be held during Australia Day weekend in January. This event is sponsored by B.P. Australia and is being conducted by the Australian Offshore Power Boat Assoc. Further publicity for this event should appear in the various Melbourne papers.

Getting back to Dec. 1st. It is certain that the three events held that morning provided a thrilling sight for spectators on the pier and surrounding craft. With boats racing neck and neck for the finish and check points, thrills for competitor and spectator alike were well provided. The hazards of the race resulted in one driver being disqualified for dangerous driving, another was admonished by the racing committee for breaches of good seamanship and another skipper was disqualified for not rounding a turning mark.

Successful skippers of the day were: Colin Clayton, winner of the Swifty Trophy and Charlie Arthur, winner of the Vixen Trophy, also Jack Daniel and Keith Glenister equal first in the Kingfisher Trophy.

First four places in the aggregate points score now are:

M28	Combat	{Colin Clayton}	668
M94	Wairuna	{Jack Daniel}	667
M33	Kingfisher	{Frank Dixon}	570
M16	Vixen	{Vic Bromage}	468

The boat to watch in the handicapper's estimation will be John Daniel's "Hatari". This boat, which had been plagued

by engine trouble in all previous events finally got going on the 1st and now has moved into ninth place on the aggregate list with a score of 276 points.

There are still twelve more events to be run so the final result is still anyone's guess.

RESULTS OF XMAS RAFFLE:

Xmas Stocking	Won by G. Floyd.	Ticket No. 2341.
Xmas Cake	" " D. Jung.	" " 2827.
Towel Set	" " J. Davis.	" " 4659.
Thermos Flask	" " R. Clayton.	" " 1697.
Cake Dish	" " R. Blades.	" " 1218.
Set of Tumblers	" " Kath Gilbert."	" " 4805.

MORE RACING NEWS:

A suggestion was made at the last meeting that it be made compulsory for skippers and crew in fast boats to wear life jackets whilst competing in events. Of course there were the usual protests about being compelled to do this or that. But let's face facts. Motor cyclists are compelled to wear safety helmets, car manufacturers are to be compelled shortly to instal safety belts in their products, and little guys like you and me are compelled to drive our cars on the left hand side of the road, So What? Personally I think it would be a really sensible idea if all skippers and crew wore life jackets during events. There is nothing "sissy" about it, and it would certainly look businesslike.

~~This will be my last effort for the year 1968 so I~~ take this opportunity to wish you all the Compliments of the Season and safe return from wherever you may be going. I hope to be "belting your ears" again in '69.

RAZOR.

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