



FEBRUARY • 1970

EDITOR: "RAZOR"

Page 1.

# ANCHOR

PRICE: FIVE CENTS.

Registered at the General Post Office, Melbourne for transmission by post as a periodical.

EDITORIAL: This being the first edition of the "Anchor" for year 1970, it is with very great regret that we have to announce the death of two members of the Club, within a couple of weeks of each other. Gordon Imlach, a member of the Executive Committee, collapsed on the Island on December 29th and was rushed by ambulance to Alfred Hospital, but failed to respond to treatment. Most distressing feature of this case, was the refusal of one Doctor, (who lived less than two miles from our Club) to come and render assistance, claiming that he was on holidays. After our Commodore Bill Lipscombe, had frantically rung eight other Doctors, all to no avail, help was finally obtained by a personal dash by Bert Bowden to a local Clinic. But of course precious time had been lost. Gordon was a wonderful Club man, well liked by all who knew him. Always first to lend a hand in any project we had going, his loss is indeed a severe one. The Club suffered further loss with the passing of Bill Withers about the middle of January. Bill had been in ill health for some months. He joined the Club in 1953, and served on various Committees, and until a few years ago took active part in all Club Events. Bill was a fearless sailor, and his action in taking his boat out to the attempted rescue of the late Stan Kennedy, in some of the wildest seas seen off Mordialloc, will long be remembered by those of us who were privileged to witness it. At our first Club Meeting for this year members stood to attention for two minutes silence, to honour the memory of these two fine men.

Three nominations have been received to fill the vacancy on the Executive Committee. They are Mr. Harold Almond, Mr. Don Jones, Mr. Ron Butler. A Ballot will be conducted at our next General Meeting on March 3rd to decide who will fill the

position.

Well, after being "missing" from the Island for more than eight weeks, my longest spell ever, (due to a Heart Attack) finally made it on Sunday February 8th, and it was good to see the place again. Funny how things hit you in the eye after an absence, some good, some bad. Let's take the good first. These include the neat, well kept lawns, and the rock garden right in the centre, then there is the flower garden planted and tendered by Jack Brown. Next pleasing feature noticed was the new flagpole on the Eastern end of the Island, erected by Ross White and Jeff Collings, (Little Sport to you). The pile of concrete slabs for flooring underneath the Clubhouse, made an impressive sight, these, it is understood, were procured for us by Gordon Imlach, and carted to Mordialloc by Cliff Waymouth. Now for the grizzles. First eyesore was the derelict boat alongside our Bridge (since removed) and tied up to the Bridge to prevent it sinking. (The boat, I mean.) Then on the other side (South) of the Bridge, is a heap of stubby beer bottles, (thrown there possibly by Hotel employees) and these badly need covering with soil. Possibly the City Engineer could help us with a load of dirt. Last, but by far not least, is the Bridge itself. The rust is really getting bad now, and if not attended to shortly, much expensive damage could occur. A one gallon tin of W.D.40 painted on could stop the rust spreading further. Remember the Bridge is our lifeline and should be priority number one.

Although being unable to be present myself, reports received, indicate that the talk given by Ken Clayton on Friday February 6th at the Clubhouse was an outstanding success. The subject of the talk was "Predicted Log Events", something Ken is very well equipped to discourse on, and any reader who doubts this statement should take a long hard look at the aggregate points sheet, posted in the vestibule of the Clubhouse.

Twentyfive interested listeners heard Ken explain just what is entailed if one is to be successful as a Skipper, in these power boat events. After the talk supper was served to a most appreciative audience. Just to prove he had not been talking through his hat, Ken on Saturday February 14th took his craft "Javelin" up to the Royal Vic. Regatta at Williamstown and cleaned up the "Big Boys". Then, just as an encore, the very next day

he took First Place in both the events at our own Club. However to bring you up to date with all events run by our Club this year, here are the placegetters in each Log Trial so far decided. On Sunday February 1st in the "Blue Line" Trophy Ken Clayton was First. C. Arthur was Second, E. Underdown was Third. In the "Sea Wasp" Trophy, E. Underdown was First, C. Arthur was Second, K. Clayton was Third. In the "Lanakai" Trophy F. Dixon was First, Vic Bromage was Second, K. Clayton was Third. On February 8th Events were postponed because of strong wind warning.

Results of Events held on February 15th are as follows:

"Bet" Trophy. K. Clayton was First, J. Daniel was Second, J. Ennis was Third. In the J. Smith Memorial Trophy with Second and Third Places being "Tawarri" Trophies. The placegetters were K. Clayton, First; J. Daniel, Second; and John Danial, Third.

Regarding the cancelling of Events on February 8th due to continuing strong wind warning. This no doubt was the correct decision. Even though the strong wind did not on this occasion eventuate, officials probably had in mind the time a few years ago when we went ahead in defiance of a warning, and then later in the week had the mortification of attending the funeral of one of the nicest blokes who ever graced our Club. In my opinion no sporting event warrants the possibility of such things again happening.

Now if any member still has any property stacked under the Clubhouse not in Lockers, this is the final warning to get it shifted, as our Secretary is adamant that the long overdue clean out is about to begin. Fourteen days after you read this note is the deadline. Don't say you were not warned.

This year it is our turn to run the "Whalley Cup", and Williamstown will be the venue for the event. We will have to supply officials for all duties excepting Luncheon, which is in the very capable hands of the Royal Victorian Motor Yacht Club's Chef, George Sheraton. Due to spiralling costs, it has been decided that Luncheon will no longer be free, and a charge of \$1.00 per head will be made. This will possibly reduce the number of "Free Eaters" so noticeable in previous years. Anyhow March 14th is the date so here's hoping for a good day.

It looks as though we may have to appoint a Duty Officer to police the Clubrooms at the weekends. The number of times that lights are left turned on, windows left open, and now

good chairs left out in the weather, just because someone "forgets", is getting beyond a joke. As regards the lights left on, the ladies are easily the worst offenders, so what about it girls? After you powder your nose, flick that switch.

Last day of this month will be the occasion of our first Social for this year. Vic Bromage would like to see a good roll up, so as to get you lined up and set for the further exciting Social events he has in mind for future dates.

THOUGHT FOR THE MONTH:

Wise men change their minds often. Fools never.

PHONE NUMBERS:

COMMODORE:	Mr. Bill Lipscombe	723-4737
SECRETARY/TREASURER:	Mr. Ross White	337-5632
SLIPWAY MASTER:	Mr. Bert Bowden	93-3284
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HANDICAPPER:	Mr. Bob Arthur	231-1065
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MARCH

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# ANCHOR

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EDITORIAL: Life Saving Jackets that are not!

Recently one of our new members, Mr. George Campbell, had the unenviable task of bringing ashore from some miles off Carrum, the body of a young man who had been tossed into the Bay, when his 22 foot Catamaran capsized some hours earlier. In conversation with George it has been established that the dead man was wearing a jacket of the no-collar, or vest type, which is recommended by the Authorities for Water Skiers only. It is not to be assumed that had this victim been wearing a collar type jacket, that his life would necessarily have been saved, but surely it must be agreed that floatation equipment which is designed to keep ones head above water is far preferable to any type which does not. Chances of survival when one is wearing the approved gear are much higher than when the reverse is the case. Therefore it is to be hoped that all people who go down to the sea in ships, will first see that they are properly equipped.

Now that was a nice gesture on the part of Peter Allnutt, in installing a water tap and shower for the use of our members, who because of lack of mooring space close to our clubhouse, have had to domicile themselves round at "Siberia". However, have patience chaps, as space becomes available nearer home, you will get a shift. In the meantime, Peter, many thanks.

Have you got a lock on the petrop cap of your car? Petrol thieves are at work again in the Hotel Car Park. After the February Committee Meeting, we disturbed a bunch just getting ready to "milk" Robert Arthur's car. In their hurried departure they left behind a good jerry can and a length of hose. They may recover same by applying to Mordialloc Police Station.

THE ANCHOR

Stuart McGregor's Fishing Competition turned out to be a winner for Jack Brown who took the Trophy with a  $5\frac{1}{4}$  pound Gummy Shark. Next Heavy fish was a nine ounce "Flattie" from Albert Buik's rod, and all the rest were in the large Pilchard class. Wild arguments developed as to the correct length of the various "Takeable" fish. Here is the official list from the Fisheries and Game Dept. so stop arguing. Flathead 10", Flounder 9", Garfish 8", Rock Cod  $8\frac{1}{2}$ ", Bay Trout 8", Snapper  $10\frac{1}{2}$ ", Gummy Shark 24", Snapper Shark 36", Pike 14", Whiting  $10\frac{1}{2}$ ". So put that in your pan and fry it!

Don't you think you're lucky to belong to a Club like the M.M.Y.C.? Take for instance our "Isle of Mordialloc" Annual Event. Have you ever seen the Island look nicer? Those coloured Beach Umbrellas covering the Garden Tables certainly made a picture, and what a lot of people decided to have lunch outdoors. And what a lunch! Full marks must be given to our ladies, who organized the tables, and served the meals, and oh, what a joy, to be able to partake of the old humble cup of tea, which seems to be a thing of the past at most clubs these days. Harder stuff was available to those who preferred it, but it was most noticeable that there were many who lined up for a "cuppa". Once again the weather was most kind to us, thus allowing full use of the lawns and garden seats. The fact that just on 200 meals were served in 25 minutes speaks wonders for the all round organization behind the whole day. As far as the Nautical Event was concerned, here again, everything was of the highest order. Bob Arthur and his assistants presented us with a most interesting course and one keen contestant from Sandringham Club was loud in his praise of the whole show. The result of the Race was Colin Clayton, M.M.Y.C. 1st; M. Read, P.R.Y.C. 2nd; Bushy Tail Glenister, M.M.Y.C. 3rd.

It was most unfortunate for Albert Buik that the S.E.C. was so prompt in fixing the electric power lines across the creek, which had been fouled by the tall mast of a visiting yacht on "Isle of Mordi" Day. Every meeting night since the dredge did the same trick, Albert has asked the "Hon. Sec." to do something about it. Last meeting night our Albert arrived armed with advice from Queens Counsel or someone, and he was all ready to "blast off". But lo, his thunder had been stolen.

On May 17th our Club will be conducting an event in conjunction with the Mordialloc City Council Jubilee

Celebrations. Council is coming to the party to the extent of providing the trophies, and the Club will arrange the Race or Time Trial whichever is decided on.

Saturday March 14th saw the Annual Whalley Cup run in the usual good weather with which this event is blessed. This year we were the Host Club, but the premises of the Royal Victorian Motor Yacht Club were those used for the Luncheon. The Lunch was excellent but poorly served, the three waitresses being run off their legs. Somewhere along the line liaison between our two Clubs fell down, so much so that the "Workhorses" of our Club had no lunch table served for them, no indeed, any lunch until our Commodore hurried round and more or less grabbed a table and a waitress and saw to it that our Judges, Time Keepers, and other helpers were fed. This is just not good enough. If we are going to continue to act as host club in the premises of other clubs we will just have to ensure that some Officer from the M.M.Y.C. is in complete liaison with his counterpart in the club visited. What has happened to all the other ladies who used to grace the Whalley Club Luncheon? A very careful check this year showed that 90% of the ladies were ours. There were four different courses plotted by Tom Gale for the event, and two secret check points were included to trap the unwary. Final Result S. Backhouse, S.Y.C. 1st; Colin Clayton, M.M.Y.C. 2nd; M. Eisie, R.V.M.Y.C. 3rd.

The Patterson River Motor Yacht Club held its Annual Trophy on Sunday March 15th and six of our boats made the journey south but not before a few mishaps. Firstly Dave Moate got stuck in the mouth of the creek which is fairly shallow at the moment. Then Ken Clayton and Bill Wright struck some trouble with their propellers. Now that accounts for three of them. So now the other hardy salts pushed on. They were John Ennis, John Daniel and Colin Clayton. The race went on, and when the dust settled the scoreboard read, John Ennis & Colin Clayton, equal First, John Daniel, Third. As there were only three prizes Mordialloc had to be content with all of them. Colin Clayton is certainly very consistent winning Trophies, in all directions. Only on the third of this month his Wife Christine presented him with another baby daughter, Donna, Michele. Donna tipped the scale at just the bare 8½ lbs. So you will realize she is no weakling. Congratulations Christine and Colin.

Nice to see John Ennis taking part in Club events, and also to seeing him have some success. No doubt his participation is limited to what leave he can get from his Military Service but even that won't last forever. Good to see you, John.

TENDERS: Tenders returnable to the Office of this periodical are hereby called for the supply and erection of one Petrol Bowser situated in Port Phillip Bay. Location of said Bowser must be within easy rowing distance of where "Little Sport" usually runs out of petrol.

THE BRIDGE: Yes, the new chain wire has been placed in position and all rust spots covered with WD40, thanks to the usual gang of workers. Now all it needs is a coat of paint and this has already been promised.

THOUGHT FOR THE MONTH:

No housewife likes to have friends drop in unexpectedly and find the house in the state it is usually in.

Razor.

And that reminds me ladies. If you happen to be the last user of the griller in the Club kitchen, please wash it and the drip tray after you. It makes it so much more pleasant for the next user. Thank you.

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Once again it is with deep regret that I have to announce the death of one of our most likeable members, in the person of Harry Allen. Harry, as you may remember was reported in the November "Anchor" as being admitted to the Alfred Hospital. After his discharge from that institution he really never seemed to fully recover. He was an ardent fisherman, and on one occasion, some years back, won the club fishing competition with a catch of thirty-eight pounds of flathead, all boated by himself. Harry had been a club member for many years, much longer in fact, than any of our present members. His death occurred just previous to Easter and his passing meant the loss of a valuable member to the club, and deep sorrow to those of us who classed him as a friend. Before the commencement of our April General Meeting all members stood to attention for two minutes silence in memory of a member we could ill-afford to lose.

Wonderful progress has been made with covering the earth under the clubhouse with the concrete paving slabs. When completed this will make a terrific difference, and no longer will one get his shoes half filled with sand each time he has to visit his locker, or use the lathe or the drilling machine. On May 3rd over 100 more slabs will be arriving at the foot of our bridge and of course these will have to be transported across to the island, so a working bee has been called for that day, after the morning race. However, if you are not the "Sporting" type, do not let this deter you, come along anyhow, and have a slap at a slab.

THE ANCHOR

Well it had to come, and I am sure that many regular attenders at Monthly Meetings of our Club, will be as pleased as myself that it did come. I refer of course, to the rebuff handed out by our Commodore (Mr. Bill Lipscombe) to those thoughtless people who chatter, interject, and generally show a lamentable lack of courtesy, whilst a member has the floor, and is speaking to the "Chair". Unfortunately this unethical conduct is not confined to the ordinary rank and file member, but oftentimes is noticed emanating from the official table. As our Commodore pointed out, the M.M.Y.C. is a democratic club, where monthly general meetings are held, and where members are welcome to come along and have their say, not matter how others may dislike what they are saying. If you do not agree with what a person is saying, wait until he has finished speaking, then get up and have your say. Rafferty's rules have no place in our club. Leave that kind of behaviour to the Politicians.

Anzac Day, April 25th, is marked down on our program of events as being a Club Social, but because of the restriction of liquor consumption after 9 p.m. on that day, the Social is off, and in place of it, we are putting on one of our very popular Frypan Teas. Now if you don't know the drill about these Frypan Teas, here it is again. You bring along a Frypan, or Pot, or Saucepan, of your favourite food, already cooked, and reheat it at the Clubrooms, electricity provided by us. All dishes are then put out on a long table, we supply plates, and each person helps themselves to a little bit of this and a little bit of that, a la smorgasbord. If you get there about, say not later than 5.45 p.m., all food should be ready and hot by 6.30, and then you go to it. Tea and Coffee will be supplied by us. Social Secretary (Vic Bromage) is arranging for a show of moving pictures, after the washing up is finished. So what about it? Come along and join in the fun. It's later than you think.

We have quite a number of boating accessories to sell, on behalf of the widow of one of our recently deceased members, and also a small launch to sell on behalf of the relatives of another late member. All the equipment which is listed hereunder is in my keeping, and is absolutely true as to the following description:

Two "Plastalon" Life Jackets, Brand New, and still in their original cellophane packets, and suitable for people up to

eight stone weight. Price five dollars each.

One Anchor. "Pick" or "Fishermans" type, weight 15 lbs., brand new, and with 7 feet of 5/16" diameter galvanized chain shackled to it. This anchor would be suitable for any boat up to 30 feet in length, and is identical with one which has been used by myself over many years. Price Eight Dollars.

One jar of 1 1/4" copper nails, and roves to suit. Weight 1 1/4 lbs. A gift at One Dollar. One "Ray-O-Vac" Port and Starboard Navigation Light, operated by two torch batteries.

Brand new, but needs two new batteries, surely worth Two Dollars. One "Ray-O-Vac" Cabin Top Light, battery operated, comes with short non rusting metal mast two feet high. This job also needs two torch batteries. Price Two Dollars.

One sixteen foot Motor Launch in immaculate condition with single cylinder two stroke engine, fresh water cooled. This boat has a small cabin, and the fore deck is fitted with an excellent "Taberaacle" safety rail, while the cockpit is covered with a canvas cover to keep out the weather. This boat is well known to me, and the fresh water cooling is all in copper and was fitted by myself. Price of this excellent little craft is only a modest Six Hundred Dollars. Proceeds from the sale of any of the items listed, will be handed to the bereaved relatives. No commission in any shape or form will be deducted. A phone call to 97-3189 and further details given.

One more member for our Ladies Committee of future years. Miss Lisa Anne Moate, born on Thursday April 9th at Mordialloc Community Hospital. Weight 8 1/2 lbs. Congratulations to Judy and Dave.

After quite a long spell without any sporting events, things are beginning to hot up for the near future. April 26th is the date for the postponed Beaumaris Club Regatta. Then May 10th sees us trying to catch up on some of our own cancelled events. May 17th is the day of the City of Mordialloc Jubilee Event at 11 a.m. If the tide and weather is kind to us we may sneak another race or two in on this day. Now on May 24th we have the Clayton Family Trophy at 2 p.m. This is always an interesting exercise and as it carries trophies for First, Second and Third, we are looking forward to a good roll up of skippers. If we are fortunate enough to get all the above, as well as the balance of events on our printed sporting fixture, completed, this should wrap up the Nautical Programme for the season. The only other trophy event will be the usually well attended "Lorelei" Car Rally,

an out in the open air fun game for young and old. This, of course, is not until September 13th, but already the organizers are preparing the few simple tasks for entrants.

Into each life some rain must fall, but surely some people get a bit much. Have just received news that Jeanett Long, Stepdaughter of Stuart McGregor, and niece of Bert Mitchellson, died in hospital on Monday morning 13th April. Our deepest sympathy to Mr. and Mrs. McGregor and to Bert and family.

Plans are afoot to shift our lathe and workbench from where they are at present, to a better lighted spot under the clubhouse. This idea has much to commend it, and if carried out in conjunction with the present paving job, it will make it much more pleasant for anyone who wishes to use our mechanical tools.

THOUGHT FOR THE MONTH:

He is a good friend that speaks well of us behind out backs.

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EDITORIAL: No doubt there is a slight touch of the gambler in most of us, and even when the odds are very much against us, most of us are still prepared to invest the nimble ten cents in an endeavour to crack the Jackpot. It is now just twelve months since the "Gamblers" who comprise most of those who attend our meetings, both General and Committee, started to subscribe to a Tattersall's, "Club Syndicate". The idea is, for anyone interested, to chuck in their ten cents, and this puts them in the following weekly syndicate. If the syndicate should win the Big Prize, the Club deducts twenty percent, and the balance is divided amongst subscribers. Minor prizes are used to buy more tickets. Money collected at meetings, over and above multiples of sixty cents (the price of a ticket) goes into a pool, which each year buys tickets for the M.M.Y.C. At the time of writing, this pool contains four dollars thirty cents, so this means seven tickets for the M.M.Y.C. and ten cents carried forward. Over the year we have won two prizes of \$10. each, with which of course we bought more tickets. Tickets and results are pinned to the Club Notice Board after each appropriate drawing. The scheme gives a little bit of extra work to a couple of us, but we think it is worth it. Some day we are going to crack it. Be in it!

Dave Moate has got a job of work in front of him with his latest boat, but nothing that a stout heart, and a strong right arm cannot beat, and Dave has both these attributes. By the time this boat is back in the water the Club will number, amongst its members an expert with a caulking iron. Good on yer, boy.

Lost, stolen, or strayed. One Club Member known as "Little Sport"? Where are you mate? The rainy season is on us, and we want that coat of paint on the new chain wire on the bridge, so as to be able to slow the rust, if any. Apart from the painting job, we like to see you about the place, so get cracking.

Well, we got three more of our postponed events decided on May 10th, which was "Mothers" Day, according to all the shops which advertised such articles as Mink Coats, and expensive two door Refrigerators, as suitable gifts for Mother. However as far as the M.M.Y.C. was concerned it was definitely Father's Day. Father Don Jones took First place in "Nombore" in one race and Father Ken Clayton in "Javelin" won the other two events. Ken also won the Annual B.P. Investigator Round the Bay Race last month, for the second time in "Concussion", although according to the report in the Melbourne "Herald" Ken modestly gave all credit to Wife Sue for the win, be that as it may, we think our Sue has aspirations in other directions, for on Saturday May 16th this lady was observed driving a 10 Ton Steam Roller, out in one of the Eastern Suburbs. So all you guys in your flash new cars, look out. The Lady Driver of this mechanical monster does not know how to put it into reverse. And if I know Steam Rollers, they are just like that well known brand of paint. They just keep on keeping on.

So, no doubt you all know everything there is to know about "Anchors", but this is open to question, because the one advertised in these pages last month at the give-away price of \$8.00 is still unsold. However, let us assume you are sitting for your Master Mariner's "Ticket" and the Examiner throws you this "Curly" one. What is meant by Skowing an Anchor? Would you just look blankly at him and risk being thought a clunkhead? Or would you hope he had a slight impediment in his speech and answer as if he meant Stowing an Anchor? Answer will be given at next General Meeting. (if anyone asks).

Writing of things advertised for sale in these pages. The two Plastalon Life Jackets have been snapped up, likewise the copper nails and roves. The Mast Light and Navigation Lights will be one view at next General Meeting, if not sold before then.

They say third try is lucky. Let us hope so. The twice cancelled Beaumaris Club Regatta is to be held Sunday

May 31st, weather permitting. The Course has been shortened and transferred to more sheltered waters.

Cancelled events must be the bane of Handicapper's lives, as the season gets later, and weather gets worse, and more and more events pile up. Our latest event to be postponed was the Mordialloc Council Jubilee Race scheduled for Sunday May 17th. Alternative date will be announced, possibly with this "Anchor". For this race, Council has donated Prizes for First, Second, and Third. Not bad, either, had a preview, and any of the three would be welcome in My Glory Box. What a wonderful spread our ladies put on, all Hot and Juicy, and it was a shame we had so few visitors to enjoy it all. Those bread rolls from Harold Swift were beaut, also. What our would-be visitors missed, our own Members made up for, in fact it really is amazing what some folk can consume. Still that is what the food was for, so let's all line up again, with bigger plates. Who thought of the idea to have Hot Frypan Dishes? It was a brainwave, once again it proved to me, if indeed proof were needed, that this little old Club, is the greatest. Yes, repeat, the Greatest.

Jack and Daphne Daniel are off again on a World Tour via the Cape, travelling on the good ship "Himalaya". Their journey will take them then through England, Scotland, and the Scandinavian Countries. They should reach the "Old Dart" just about the start of the English Summer, which sometimes lasts as long as nine days, so sunburn will not be one of their problems. Returning to Australia via America, they should be home in time to take part in next seasons events. By the time they get back to this land of highly cultured people (sic) where charm and graceful living are such hall marks of our existence, they will hardly be able to tell the time of day without the sound of ship's bells. Now, we all know (or do we?) that bells on shipboard are sounded at half-hourly intervals from the beginning of each watch, with a maximum of eight bells at four o'clock, eight o'clock, and twelve o'clock. However, it is a tradition of the sea, that once each year sixteen bells are sounded. Now here is the sixtyfour dollar question. On what day, and at what time are sixteen bells sounded on board ship? One all day sucker will be given to the person supplying the first correct answer. Here is one clue for you. Jack and Daphne will not hear them on this present trip.

Any of our Members who would care to improve their know-

THE ANCHOR

ledge of boating and general nautical lore, are invited to a series of lectures to be held at 8 p.m. on the first Friday in each month commencing June 5th at the Clubrooms of the Beaumaris Motor Yacht Squadron. The Clubhouse is situated on the foreshore at the foot of Cromer Road, Beaumaris. The first lecture is on boat handling and safety, and the whole series, which will run through to December, covering almost every subject of interest to skippers and crews, should prove of great interest to all who attend.

Another Frypan Smorgasboard Luncheon has been arranged for Sunday June 21st because of the great popularity of our last one. At this next do we will have a record player on the go so we invite any of you who might like to "cut a rug", to bring along some of your favourite dance records and twitch a toe.

STOP PRESS: A notice of motion will be presented to Members at next General Meeting June 2nd. Subject, compulsory levy on all members of Five Dollars per year, for the next five years.

DATES TO REMEMBER:

Mordialloc City Council Jubilee Race. June 7th. - 1 p.m.  
Hot Frypan Smorgasboard Lunch. Sunday June 21st. - 1 p.m.

THOUGHT FOR THE MONTH:

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

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EDITORIAL: Well, at the May Monthly Meeting of the Club Members were confronted with the Notice of Motion as to whether a compulsory Levy of Five Dollars a Year, for the next five years on all Members should be struck. Firstly, the mover and seconder of the motion pointed out the reason for the Levy. Briefly, it covers the need for re-roofing our building and the need for some very necessary repairs. The roof is in a shocking condition, and could become air-borne at any time. Still, seeing that it has been doing duty since 1928 one cannot expect it to last forever. A surprising feature of the debate which followed the moving of the motion, was the fact, that those speakers who did not favor the striking of a Levy, said they would prefer an increase of a like amount in our Yearly Subscriptions. Some, on the other hand suggested raising the money by a debentures issue. Now let us examine the two alternative proposals. Firstly the raising of Fees! Once fees are raised they are "on" for all time, and over the years it has been the policy of the M.M.Y.C. to keep the cost of Club Membership as low as possible. As a couple of instances of this policy, Members could ask themselves, where else in Australia would it be possible to slip their boats into a covered slipway, with electricity laid on for small tools and light, for the princely sum of three dollars for the first week and four dollars thereafter? Next, what other Club, be it Golf, Bowls, Tennis, or you name it, allows Members to wander in at any time, and make themselves a pot of tea, with all ingredients provided free? No Sirs, this service alone, is surely worth some number of dollars per year. Now, if you estimate the active life of the average member as another ten

years, if you "up" the fees by five dollars that means he pays \$50. as against \$25 in levies. Which arithmetic sounds best to you?

DEBENTURES? Yes, the Club has, in the past raised money by debentures. In fact the Slipway cover and our Bridge were financed by this method, and although 5% interest is paid on this scrip, the number of subscribers is most disappointing. Our last issue brought forth the magnificent number of thirtysix supporters. So debentures are "out". As they say in the classics, "To make a long story short", the motion was carried by a large majority. Of course we must expect to lose some members which is to be regretted, but we must as a Club, do what is necessary to keep afloat.

Re the nautical quiz in our last "Anchor", you all know by now that sixteen bells are traditionally rung on board ship on December 31st at midnight. Eight bells for the old year "out" and eight for the new year "in". Now about that "skowling" of an anchor. This is done by unshackling the chain from the eye of the anchor and attaching it to the bottom of same, then tying the chain as it passes the eye with a piece of string or fishing line, then if your anchor gets caught under a shelf of rock, a strong pull will break the string thus allowing you to bring your anchor up, but in an inverted position. Historians have pointed out that the first man to think out this novel method of retrieving a fouled anchor was an able-seaman who sailed on Captain Cook's Ship Endeavour. His name was R. Supward. Anyhow, thanks for the complimentary remarks about the nautical quiz, so here's a couple more. From any-time on, a large ship or maybe two, will sail into the port of Melbourne with a pale blue stripe painted on both port and starboard sides from stem to stern. It only happens very occasionally. Why? Now here is an easy one, which you will all know for sure. Or will you? You have been teaching your small son to handle your boat, taking her out of the creek, mooring her, and so forth. Now you decide to increase his confidence by giving him some night time navigation. You wait for a nice calm night, then making sure your navigation lights are burning brightly, you cast off and head away down the creek. You stand by your son until you are about two miles off shore, then, giving him a star to steer by you go below to the cabin and open a can. What with the warmth of the cabin, and the steady purr of the engine, plus the gentle glow inside you (from the can)

you naturally feel at peace with the world, and rest your weary bones as you stretch out on the bunk. Ah, peace, perfect peace! You close your eyes, not a care in the world. Suddenly the nipper pokes his head through the hatchway and yells, "Hey Dad, there is a red and a green light with a white light between them, dead ahead and approaching fast, what will I do?" Gulping down the last dregs of the can (as if that would help) you bellow out one of the following orders.

1. Full speed astern.
2. Let go the anchor.
3. Hard to Port.
4. Hard to Starboard.
5. Jump overboard.

Which one?

If you don't know the answer to either of these questions, come to the next meeting and ask.

You will remember the remarks in last months "Anchor" about our little gamble in "Tatts"? Well another little bit of "Blossom" has since come our way in the shape of a Ten Dollar Prize in Consultation No. 236. However, we had no luck in Consultation No. 237, in which the Club had seven tickets purchased with the surplus change from our first year of trying for the Jackpot.

Our season is now officially over with all nautical events completed. The trophy for highest aggregate points 1422, goes to Ken Clayton, second place 1083 points to John Daniel, and third 770 points to Vic Bromage. Vic also wins the trophy donated by our Handicapper Bob Arthur, for scoring the most number of points without winning a race. The event staged by the Beaumaris Yacht Squadron twice postponed by bad weather was eventually held on Sunday May 31st and was won by Colin Clayton of our Club. Finally, the Mordialloc Council Jubilee Year Trophy, after one postponement, got away to a really perfect day on Sunday June 7th. There was a good field of twentysix starters, including five from Beaumaris, and the course set was a particularly tricky one. When the result was announced at Afternoon Tea was was seen that John Daniel with the loss of only one point was the Winner, and that formidable pair, Ken and Colin Clayton equal second, and the up and coming Vic Bromage third. As there were only three Trophies allotted by Council, a very nice gesture was made by Councillor Gerry Green who announced that he personally, would duplicate the Second Trophy. Official visitors included the Mayor of Mordialloc Cr. Geoff Russell and Mrs. Russell, Cr. Cliff Sambell and Mrs. Sambell, Cr. Gerry Green and Cr. Roy Ward, all

of whom were welcomed in an appropriate speech by our Commodore Mr. Bill Lipscombe.

FOUND: One Club Lapel Badge, on the Island by Craig Bowman on Sunday June 7th. Owner can claim same by contacting Secretary, Ross White.

A nice job of work has been done by Tom Harvey and his son, on the extension of the cat walk over near the Hotel incinerator. Although the extensions serve several boats, it was most noticable that all the work was carried out by this willing duo. Of course this just helps to bear out the fact, that in all organisations similar to ours, we have what is known as the four kinds of bones. There are the WISHBONES, Members who want somebody else to do the work. JAWBONES, Members who talk a lot but do very little else. KNUCKLEBONES, Members who knock everything other try to do. BACKBONES, Members who roll up their sleeves and get stuck into the job.

Did the envelope which contained this copy of the "Anchor" show your correct Post Code Number? We have had complaints from the Postal Dept. that some of our Post Code Numbers are faulty. If yours is one of these please let us know so that correction can be made. We want you to receive your "Anchor" on time all the time!

DATES TO REMEMBER: Frypan Luncheon, Sunday June 21st.

THOUGHT FOR THE MONTH: The greatest talkers are always the least doers. "Razor".

PHONE NUMBERS:

COMMODORE:	Mr. Bill Lipscombe	723-4737.
SECRETARY/TREASURER:	Mr. Ross White	337-5632.
SLIPWAY MASTER:	Mr. Bert Bowden	93-3284.
SOCIAL SECRETARY:	Mr. Vic Bromage	857-8793.
EDITOR OF ANCHOR:	Mr. Richard Blades	97-3189.
CLUBHOUSE:		90-1203.

JULY1970EDITOR:"RAZOR"

# ANCHOR

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## EDITORIAL: NOMINATION OF OFFICERS.

At our next Monthly Meeting to be held at the Clubhouse on Tuesday August 4th., nominations will be accepted for every position of Office in the Club, for the ensuing twelve months. Any Full Member may nominate any other Full Member for Any position in the Club, so long as the Member nominated is present at the Meeting, or has previously indicated to the Secretary in writing, his willingness to accept office. Voting for Office Bearers takes place at our Annual September Meeting, and in the event of more than one person being nominated for any one Office the result is obtained by secret ballot. Voting is confined to Full Members who are in attendance at the Annual Meeting. No proxy voting. If you accept Office, you are expected to attend two meetings per month, fair weather or foul, pull your weight, and a bit more, at all working bees, show Club friendliness and general assistance to new and junior members, and act generally in a way that will help keep the prestige of our Club on the high pedestal it now occupies in the eyes of kindred clubs. Apart from all that, the rest of your time is your own.

Gee, poor Bert Bowden, our Slipway Master, who is now enjoying a well earned holiday up the Gold Coast way. Wouldn't he have a fit if he could see the ugly mess on the bench and under the slipway cover generally? Empty paint tins, old brushes, dirty rags, you name it, it's all there. Fair go Fellas, what about a clean up? Bert will be back shortly, let's have the place looking like he left it.

Well now, our old pal Harry Jupp has worked out rather a unique way of finding the exact depth of water alongside his

boat. Harry has found that if he stands fully clothed on the bed of the creek, and keeps perfectly still, the surface of the water is just over the crown of his head. It happened on Friday June 12th, could have understood it if it had been the 13th. Never mind Harry, it has happened to most of us, and you won't be the last, for sure.

At our last meeting two new members were admitted to the Club, in the persons of Ken O'Brien and Jim Hedstrom, and we take this opportunity of making them welcome and hope their stay with us will be both long and enjoyable.

The boys doing the work on the paving slabs under the Clubhouse are getting real savage with you guys who have not heeded the request to shift your lockers. It is now six months since the final warning was given, and now they are going to be shifted, regardless. Every care will be taken, but no responsibility. They will be partly in the weather.

Don't forget to keep Sunday September 13th reserved for the "Lorelei" Car Picnic, previously "Dubbed" a Car "Rally", but we have been advised to drop the word rally as it invalidates some Car Insurance Policies, which don't take too kindly to the Policy Holder taking part in Car Trials or Rallies. However the "Lorelei" is really a Picnic to which you can bring your kiddies or even your parents. We picnic at a suitable spot, where there is water, toilets, and fireplaces, and of course a Trophy is provided for the car which provides the most correct answers to a few simple tasks. More details in next month's "Anchor".

With the concrete slabs fast surfacing the entire underneath of the Clubhouse, it will soon be necessary to move our Battery Charging Bench to a new location, so if you happen to be the owner of any of those worn out old batteries that are cluttering up the bench, please take them away or we will have to dispose of them ourselves. After our next Frypan Lunch on Sunday July 19th a further blitz will be made on laying a few more slabs.

It looks like another new cat walk will soon be taking shape on the Eastern side of our Bridge along the Hotel bank of the creek. Robert Smith indicated at our last meeting that he would donate timber to the value of \$25. to this project, so all it needs now is for one or two more of the boatowners who will benefit to get together and plan an attack, in fact they won't need a plan. All that is necessary will be to copy the splendid example already existing

on the west side of the bridge. Thanks Robert, for a nice gesture.

If it took you more than three seconds to make up your mind to yell our "Hard to Starboard" to your Nipper (last month's nautical quiz) you can consider yourself sunk. The other question, re the pale blue stripe painted on a large liner. This is a sign of mourning, and is generally shown for some months after the death of a shipowner, but only on ships of his own line. Now answer this one in five seconds flat. You are on passage in an easterly direction and propose to keep ship's time in addition to G.M.T. Will you advance your clocks, retard them, or decide to stick to G.M.T. after all?

Good progress is being made on the two boats at present undergoing refit on the Island. Don Jones is in the rather unfortunate position of being the centre of all eyes under the slipway cover. A few drops of rain is all that is required to send all the idlers around the Island scuttling for cover, and of course they congregate about Don's boat offering all sorts of facetious advice. Fortunately for them, Don is a good natured unrattled type of bloke, otherwise some "dials" could have had a red lead brush poked firmly on to them. Dave Moate is lucky in having his mammoth job in the quiet "Backwater" of the northern section of the Island, but what he lacks in idle bystanders, is made up for in very viscous winds which don't bother to go round you, but blow clean through you. Good work, Fellows.

Our Monthly Social which is usually held on the last Saturday in each month, often times catches people on the hop when the last Saturday falls on the 25th as it does this July. So our Social Secretary reminds all you good folk who like to to good music to come along and make the night a "Beauty". Good Supper, Good Band, Good Log Fire, and last, but not least, Good Company. Come along and try us out. Saturday July 25th.

A Frypan Lunch with a difference is coming up on Sunday August 16th. After Lunch on this day we will be conducting a "Junk" Auction. The idea is for Members to bring along any items they may have at home which they no longer need, but which are too good to throw away. We will try to auction them, taking 10% for the Club, the balance going to the Donors. This will make the third Frypan Lunch in less than two months. They are very popular, admittedly, but it's to be hoped we are not overdoing it.

By now you have all received your Accounts for Annual Subs., and nobody knows better than the writer of these pages what a great help it is to a Club Secretary when the dues are paid promptly. So, if you have put off writing that cheque, do it now, and stick it in the post to Hon. Sec. M.M.Y.C., Box 9, Mordialloc, 3195. It is such a help.

"Little Sport" is the latest member to join the Dog Lovers Society. Saw him last Sunday busily planting trees around the Island, but some of the trees methinks, will be very lucky to survive. So far, apart from Ti-tree, and the very common shiny green leaf, we have not had much success. Willows planted by Bert Bowden look be taking a beating, but will possibly pick up in the spring. A Laurel Gum in a very sheltered position is doing alright, but the salt air seems to burn most other trees.

Now here are a few dates to remember.	
SATURDAY JULY 25TH.	SOCIAL AT CLUBHOUSE.
TUESDAY AUGUST 3RD.	MEETING AT CLUBHOUSE.
	NOMINATION OF OFFICERS.
SUNDAY AUGUST 16TH.	FRYPAN LUNCH AND AUCTION.
SATURDAY AUGUST 29TH.	PRESENTATION NIGHT AT CLUBHOUSE.
SUNDAY SEPTEMBER 13TH.	"LORELEI" CAR PICNIC.

#### THOUGHT FOR THE MONTH:

If everybody knew what one says of the other, there would not be four friends left in the world. Razor.

#### PHONE NUMBERS:

COMMODORE:	MR. BILL LIPSCOMBE	723-4737.
SECRETARY:	MR. ROSS WHITE	337-5632.
SLIPWAY MASTER:	MR. BERT BOWDEN	93-3284.
SOCIAL SECRETARY:	MR. VIC. BROMAGE	857-8793.
EDITOR OF ANCHOR:	MR. RICHARD BLADES	97-3189.
CLUBHOUSE:		90-1203.



AUGUST1970EDITOR:"RAZOR"

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## EDITORIAL:

### ANNUAL MEETING

Next Tuesday, September 1st we will be holding our Annual Meeting, when Officials for the ensuing twelve months, will be elected and the Secretary's report covering last year's activities and achievements will be presented to Members for their approval and adoption. At this Meeting, also, the Club Finances are shown on the Balance Sheet prepared by the Club Auditors. As regards the election of Officers, in some cases this will be a mere formality, as in a number of instances only one nomination has been received for the vacant job. Our retiring Commodore Mr. Bill Lipscombe's position will be filled by Mr. Charlie Arthur, Mr. Cliff Waymouth will step up to Vice Commodore, and Mr. Vic Bromage becomes Rear Commodore. Naturally no one fought for the position of Secretary-Treasurer, so Mr. Ross White still retains that almost thankless task, likewise Mr. Eric Underdown as Assistant Secretary. Two nominations were received for the job of Master of Ceremonies, Mr. J. Daniel, Snr. and Mr. W. Lipscombe, so this will call for a ballot. Likewise a ballot will be necessary to select a Crew Member for the Committee, as two candidates are contesting this position. They are Mr. W. Evans and Mr. Robert Arthur. For the General Committee no less than eleven Members have agreed to stand for selection and as only six are required, this will need more balloting. Slipway Master has wisely been left in the capable hands of Mr. Bert Bowden, and Handicapper is Mr. Dave Moate, whilst his Assistant is new Member Mr. Ken O'Brien. Editor of "The Anchor" will be Mr. Ken Clayton who previously held this job for many months, so writing this

journal will hold no terrors for Ken. Now, all that is needed is a good roll up of Members so that we can pay tribute to our Retiring Commodore for a job well done, and extend a welcome to incoming Officials.

That's a nice job of work that the "Boys" have done under the Clubhouse, what with all the slabs in place, and the splendid lockers made by Mike Rabl, to say nothing of the work bench over in its new, very well lit situation under the windows. Keith Glenister and Vern Dalton are attending to the business of re-locating the lathe and the drilling machine, plus the electric motor and the grind. Vern has still found time to nick out and catch a bucket-full of nice "Frogs" pretty good size, too. Writing of Keith Glenister, reminds me that our Assistant Secretary has put in a plea for the Club to supply him with a rubber stamp, bearing Keith's name, so as to prevent an attack of writer's cramp which Eric thinks is inevitable, if he has to continue writing that name up to fifty times each Meeting night, in the Minute Book.

Well, that nice little boat, previously owned by the Late Harry Allen, was finally sold for the very fair price of \$600., and was taken away on Saturday 15th of August. Its new home is at Grantville, on Westernport Bay, and the new owner is very well pleased with his buy, and so he should be. Anyhow, that is another mooring for the Club to allot, and whoever gets it should be very happy with it because it has a ready made jetty, deep water, and is very well protected from passing boat traffic by the piles of our bridge.

Congratulations to Bonny and Robert Arthur on the birth of their second child. This time it is a boy. Christopher Robert, not to be mixed up with the little bloke in the Nursery Rhyme who was saying his prayers. From memory his name was Christopher Robin. Anyhow Bob and Bonny now have a pigeon pair, and daughter Galene will now have a small brother to boss around.

We all know it is going to take perhaps up to ten years to complete, but how much thought have you personally given to the problems that will confront us when the change over to Metric Weights and Measurements eventually takes place. For just on one thousand years Mariners and men of

the sea, have reckoned depths of the ocean in feet or fathoms, and distances between Ports and Countries in miles. Now all this will have to change. Depths will be shown in metres and distances in kilometres. One kilometre, which, by the way is 1,000 metres, is equal to .62137 mile. One metre is equal to 39.370113 inches and you may well ask how did the French Scientists work out the length of a metre? Very simply. They took the assumed distance from the Equator to the North Pole and divided this distance by Ten Million. The result is called one metre and all other measurements are derived from it. Possibly, one could say this method is slightly more scientific than the way the English measurement of One Yard or Thirtysix Inches was reckoned. According to Historians this was the distance from the tips of the fingers of the outstretched hand of some old codger, to the point of his nose. How's that for brains? Me thinks you can't beata metre.

Note: The first Navigational Chart giving depths and heights in metres, has been released by the Hydrographic Office of the Royal Australian Navy. The Chart No. Aus.58 was released for sale in December 1959 and covers the newly developed Port of Dampier, West Australia. Others will follow.

As the saying goes, "Things are crook in Tallarook", Well they're pretty crook in Bentleigh too, where every second person has the flu. And that included me, where, as an encore Bronchial Pneumonia set in, and left me as weak as some of the tea I've tasted at the Club when some Lady has used the small pot and refilled it with water about four times. However, this is not the subject we are coming to. It's about the "Lorelei" Car Picnic. Doctors orders forbid me to venture out until the weather gets warmer, if ever, so "Lorelei" must be postponed to a date to be fixed. More about this later. Sorry to disappoint you folk, but it can't be helped.

Next Saturday Night August 29th is Presentation Night when the Beautiful Trophies won during the Boating Season are presented to the happy, beaming Skippers, who were successful in any of the numerous events sponsored by various Members and others. The Trophies, selected by Mrs. Ross White and Mrs. W. Lipscombe, will be displayed on long tables and set out with the recipients names shown on suitable cards. Half-way through the night the Trophies will be presented and Supper will be served later. Why not come along? It's always a good night, and our log fires are really famous. Vic Bromage

our Social Secretary and his wife Enid will make you welcome and you'll find the crowd extra friendly.

What a great job Don Jones did as substitute Slipway Master while Bert was on holidays. We are indeed lucky to have someone like Don to step into the breach, especially on such an important task as the slips.

It is with very deep regret that we have to announce the death of Bernie Levine who passed away on August 13th after a fairly long illness. Our sincere sympathies are extended to Mrs. Levine and family.

Don't know if it has anything to do with the new liquor laws, or not, which say a clean glass must be supplied with each drink, but a nice new S.S. double bowl sink has been installed in the Club Annex. Don Jones again being the man on the job. Wonder if there is any truth in that old jingle that used to go something like this? "He's a plumber, yes a plumber, a handyman in winter or in summer, he can smoke a pipe at ease, or tickle ladies knees that's proof, that he's a plumber."

Ede Bowden has been down with the flu ever since she and Bert returned from their Queensland holiday, but latest reports show some progress towards recovery. Hoping to see you around soon Ede, all your friends are missing you.

#### THOUGHT FOR THE LAST TWELVE MONTHS.

"With apologies to Omar Khayam."

On what fools you mortals be

To have left all this writing, unto me,

~~This being my final screed to thee.~~

Adieu, my friends from R.E.B.

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MORDIALLOC MOTOR YACHT CLUB

SEPTEMBER • 1970

EDITOR: KEN CLAYTON.

# ANCHOR

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Page 1.

registered at the G.P.O. Melbourne for  
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EDITORIAL: With the Annual General Meeting of the 1st of September now over, the Mordialloc Motor Yacht Club enters into another season. With Charles Arthur now in the chair as Commodore and several changes on the executive committee the members can rest assured that their interests will continue to be looked after.

With Dick Blades stepping down as Editor of the Anchor, once more it falls to my lot to take up the pen. Now, it is no light task doing this job, but it can be made somewhat easier if members can forward to me little bits of information that I might use. Furthermore, as I intend to be forthright in my editorials, I would welcome "letters to the editor". All this will ensure that The Anchor will contain articles of interest for the members.

SECRETARY'S REPORT: The following is the annual report of the Club's activities over the past twelve months as delivered by Secretary Ross White at the annual general meeting on the 1st. September, 1970:

On this my tenth occasion it gives me pleasure to present the following report.

The Balance Sheet with the statement of Receipts and Expenditure again continues to reflect the progress of the Club.

The last extension has proved it is worth providing added amenities. Old Members have probably forgotten and new members could not possibly realize that the facilities we considered at the time to be good were now realize primitive, I would like to place on record that we were fortunate to have the services of two tradesmen Bob Fraser and Craig Bowman.

The progress in altering the workshop area is slow but sure, the laying down of concrete slabs on the floor, as suggested by the late Gordon Imlach, the re-organisation of the machinery, the construction of new lockers, prefabricated by Mike Rabl, to a uniform design will improve the area considerably.

Plans are being prepared to, in the foreseeable future replace the Clubhouse roof with a structure of a more modern design, which will cover the present entrance and provide for the existing partitions to be removed, opening up the building to a larger and more modern Clubhouse.

The liquor permit obtained from January 1st. '70 has proved a success allowing liquor to be consumed at the prescribed hours.

Under the guidance and untiring effort of the Slipway Baster Bert Bowden, both Slipways continue to operate satisfactorily. During the year the main slipway rails were removed, new sleepers were fixed and the whole structure floated back into position. On removal it was found that the main rails were bent, probably having been struck by the dredge.

The year's editions of "Anchor" under the editorship of Rich. Blades has kept Club members well informed with the Club's activities as well as other worthwhile reading.

Robert Arthur as handicapper organized a series of races that proved popular to all who took part, again our boats were successful in interclub events. Ken Clayton winning the B.P. Investigator Event, Colin Clayton 2nd in the Whalley Cup. In the Isle of Mordialloc, Colin again First and K.Glenister 3rd.

Social events continue to be organized by Vic Bromage, some monthly socials were curtailed this year, in favour of party nights. Both continue to be patronized by Members.

During the year, members with boats moored on the wall in Nos.82-88 constructed a landing, this is a credit to those who built it, perhaps others will follow the example.

Each year we write the progress of the Club and unfortunately we record the other side. During the year we were shocked in the sudden passing of the late Gordon Imlach. Gordon was a relatively new member, but in the short time he was with the Club his popularity was unparalleled. His sudden collapse in the Clubhouse during the Christmas holidays was a sad loss to the Club. To his Wife, Daughters and family we trust the friendship of the Club Members will be of considerable help.

Then we again lost an old Member in the passing of the late Bill Withers, Bill will be remembered by members for his many boats, amongst which were many of the finest craft to be on the Club Register. He was a Lonsdale Cup Winner. Bill was prepared in any emergency to take a boat to sea no matter what

the weather. This Club can ill afford to lose a member of his calibre. We again extend to his Wife and family our sympathy.

Finally followed the death of Harry Allen. Harry was a quiet member who enjoyed to take his small boat out, have a fish, return to his mooring have a yarn and go on his way. To his Sister we extend our sympathy.

During the year the committee covered a great deal of Club matters. The attendance was as follows:- W. Lipscombe, R. White, V. Bromage, R. Arthur, 11; C. Arthur, C. Waymouth, E. Underdown, A. Bowden, W. Evans, J. Brown, F. Dixon, V. Dalton, 10; R. Blades 8; J. Daniel 7; D. Jones 6, since elected in February.

In Conclusion I would like to extend my thanks to the Committee for their assistance given, and to the Vice and Rear Commodores and Assistant Secretary for their support.

To our retiring Commodore Bill Lipscombe. Bill has been a worthy successor in the tradition of former Commodores, his untiring efforts, and those of his wife Anne representing the Club with decorum at both interclub events, Social and the various duties his position warranted. Thanks to you both for two years of untiring service.

May I again thank the members for their trust in electing me Secretary/Treasurer for a further year.

Hon. Sec. M.M.Y.C. "

OFFICE BEARERS FOR THE ENSUING 12 MONTHS: The following gentlemen were elected to their respective offices at the annual general meeting:

Charles Arthur, Commodore; Cliff Weymouth, Vice Commodore; Vic Bromage, Rear Commodore and also Social Secretary; Ross White, Secretary/Treasurer; Eric Underdown, Assist. Secty.; David Moate, Handicapper/Race Secretary; Ken O'Brien, Assist. Handicapper; Bert Bowden, Slipway Master; Bill Lipscombe, Master of Ceremonies; Robert Arthur, Crew Member on Committee; Don Jones, Bill Lipscombe, Frank Dixon, Vern Dalton, Mike Rabel, and Ken Clayton Committee; Ken Clayton also Editor of Anchor.

COMING SOCIAL EVENTS:

DINNER DANCE: At the Alan Maclean Hall, Mordialloc, on October 16th. Tickets at \$7 per double and BYO. This will be a very enjoyable night and bookings are filling rapidly. Don't miss out. Phone Social Secretary Vic Bromage on 857 8793 NOW!

CABARET NIGHT at Club on Saturday 26th September. Supper and liquid refreshment at \$2.50 per head all inclusive. Again, don't miss out. Phone Vic right away to secure your booking. Our ANNUAL SMOKE NIGHT will be held at the Club on November 6th.

Entry will be at \$3.00 per head. Members are urged to make their bookings early.

MOORINGS: Members should note that the annual mooring fees are again due and should be paid to the Mordialloc Council by the 30th of this month.

FLOTSAM AND JETSAM:

The long awaited sailing directions for Victorian Waters is once more in print and has been fully revised. This book is a wealth of information on the coast of Victoria and is a gold mine of facts for even those who might never venture far to sea. Priced at \$10. (the old copy cost £2) it is still a very good buy. It is obtainable from the Government Printing Office.

Operators of radio equipped vessels licensed to communicate with shore stations should note that there have been certain changes of frequencies allocated for ship-shore communication. Briefly 2182 Khz is used for distress and calling only with traffic now being made on 2201 Khz. 6204 Khz now replaced 6289 Khz. Full details may be obtained from the radio branch of the PMG. at Jolimont. Please note there has been no change in frequencies allocated for ship to ship traffic.

Time flies: Yes the bridge across to the Island has now been up seven years. Memories of the old punt are fading fast. Also, Ross White has been secretary 10 years.

Who thinks we have troubles? If you do, get hold of the recent edition of Sandringham Yacht Club's "Off the Wind". It might seem that their slipway with adjacent malfunctioning septic tank is just the place not to be off the wind. Furthermore, with annual subs now running at around \$50 to meet an excess of expenditure over income of \$9,887 some members are beginning to look a little worried. Those MMYC members who perhaps grumbled at our recent increase should think again.

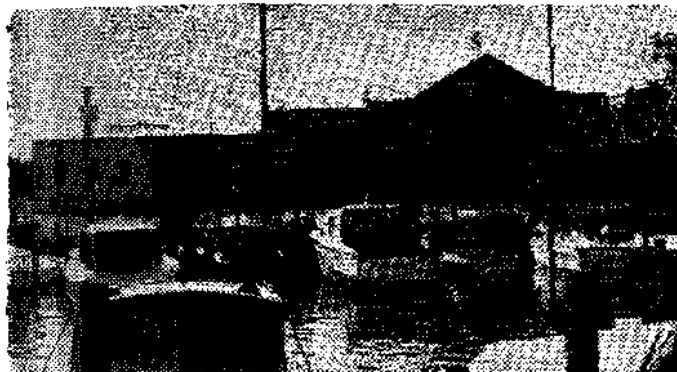
History went up in flames on the weekend of 5th Sept. when fire destroyed the Royal Victorian Sailing Club premises (not to be confused with Royal Victorian Motor Yacht Club). The only happy note of the incident was that members managed to save the bar.

Peter Allnutt of Blue Line Hire Boats reports that the snapper are starting to run. There have been a few big ones caught over the last two or three weeks. Peter also wishes to remind Club members that he now carries the full range of petrol - Standard, Super and Outboard blends.

EDITOR OF ANCHOR

Ken Clayton - Ph: 63-1152, AH.91-9769.





MORDIALLOC MOTOR YACHT CLUB

OCTOBER 1970

EDITOR: KEN CLAYTON

Page 1.

# ANCHOR

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periodical.

EDITORIAL: When are sailing clubs going to learn that they have a duty, if not to themselves, at least to their members. Yet we see them repeatedly holding events in the face of strong wind warnings and other unfavourable conditions. On Sunday September 27 I personally rescued the crew of two catamarans from Parkdale Sailing Club. There was ~~strong~~ strong wind warning current, winds of up to forty five miles per hour had been reported from the southern end of the bay, yet the Parkdale Club continued with an event. Most of the competing craft had to give it away and head for the shore; but the two I rescued, one had lowered all sails yet still was being rapidly blown seaward; and the other had completely capsized and the sole crewman, without life-jacket or wet-suit, was helpless to do anything about his situation. The crash boats from the club were inadequate to handle all the boats in trouble and had not seen the two boats that I dealt with. It was only by chance that the overturned boat was seen, and at that stage it was some three miles off shore.

☾ The Mordialloc Motor Yacht club learnt its lesson many years ago when it insisted on holding an event under adverse weather forecast conditions. However sailing clubs persist in what can only be described as foolhardy endeavours. It is only by chance and the good graces of power boat men that lives of sail boat crews are not lost. I would venture to say that if power boat clubs held events under similar circumstances, and boats were lost or overturned, then immediately the headlines of all the newspapers would flash the dreadful news, and new laws and regulations would be introduced to protect the boat owner. Yet, sail men get away with it! As the hapless skipper of the overturned catamaran sobbed as I dragged him aboard my boat, leaving his to drift on its way seaward, "There goes

everything I have saved for, there goes my life". Perhaps another ten minutes might have brought his words nearer the truth.

Now a word of advice to any of our members who might find themselves having to rescue people as in the above circumstances. Several things must be remembered. Overturned sailing craft frequently have loose rigging and sails spread around in the water. Take great care when approaching vessels in these circumstances, for unless you are careful you may find your boat disabled with its propellor entangled with ropes etc. You should also remember that it is almost impossible, especially in rough conditions, to tow an overturned boat if it still has its sails etc. in the water. Unless the sails can be freed readily, then rescue the crew if they are willing and leave the boat to drift. The skipper of an overturned boat is at first reluctant to leave his boat, but what many do not realise is that in our waters without a wetsuit, survival is doubtful after about 90 minutes. Energy is rapidly expended in trying to right the overturned boat or free it of its sails, and after a short time most crew are ready to take the easy way ashore.

In conclusion, we all realise that accidents can happen at the best of times. We should all be prepared to deal with these emergencies. Nevertheless, to deliberately court disaster cannot be condoned and with most clubs now entering into a new season it must be hoped that some sense can be brought to prevail and needless tragedies and hardship averted.

THE BIG SNAPPER QUESTION: Each year, during the warmer months, the nomadic shoals of snapper enter the bay. These fish are perhaps the most sought after prize of both the professional and amateur angler. Opinion has often been voiced in recent years that the "good old days" of large and frequent catches are gone. However, this opinion would seem to vary somewhat, depending on the individual fisherman's success or failure.

Those who hold that the good old days have indeed gone, however, seem to vary in their reasons as to why this should have happened. Some are emphatic that professional netting of the spawn snapper as they enter the bay on the eastern side of it is drastically reducing the numbers and resulting in below average catches as the fish continue their migratory path across the northern and western sides of the bay. Another common complaint is that scallop dredging destroys

the traditional feeding grounds and thereby deters the snapper from returning. In an article published in the Dandenong Journal of August 11th last the following people have this to say:

Mr. Bill Davis, president of the Scallop Fisherman's Association said that "it was ridiculous to state that scallop dredging had affected snapper catches." He claimed that the dredging in fact had the reverse effect and encouraged the snapper by breaking up the mussel beds upon which the fish feed and thereby enticing them to stay in the bay even longer. He claimed that any variation in the average quantities of snapper being taken from the bay could generally be attributed to those 90% of amateur anglers who took more fish than they could reasonably use.

Sid Bardsley, well known in angling circles attributed bad weather last year to his poor catches. Generally, he has not noticed a decline in quantity or size of snapper in recent years. He was not optimistic however, about the future. He predicted that the snapper situation might get worse because the scallop dredges were now concentrating on mussels, the natural food of the snapper.

Mr. Ron McLaughlin, a fish auctioneer, claimed that he had not noticed any reduction in quantity or size of the fish he handled. But he did feel that scallop dredging had been harmful to whiting. Dredges operating off Port Arlington and Altona had destroyed the grass in which the whiting lived.

Dr. Kurth, of the Fisheries and Wild Life Department stated that snapper quantities had been fairly stable in the bay over the past 40 years. During this time there had been poor seasons as well as bountiful ones, but this situation was not restricted to the bay alone. The result of a recent scientific study, based on tagging during a 15 year period had indicated that the combined efforts of professional and amateur anglers annually took 35% of the bay's snapper population. It was not thought that this fairly low percentage posed a threat to the snapper. The Fisheries and Wild Life department are at present engaged on a five year study in co-operation with the Melbourne & Metropolitan Board of Works on pollution and its effects on fish life in the bay.

BOAT INSURANCE: The Colin Fryer Corporation Pty. Ltd. of 433 Nepean Highway, Frankston have offered this club attractive rates on boat insurance. In addition, 5% of all premiums received from M.M.Y.C. members will be returned to the Club. The Vanguard Insurance company are underwriters for the

corporation. Members interested in insuring their boats at cheaper rates should contact the people concerned at the above address for a quotation form.

IMPORTANT EVENTS: Our opening day for the 197-71 season will be Sunday November 1st. Dave Moate is planning to run a simple event so that all may have a chance to take off the Commodore's trophy. After the running of the event there will be afternoon tea in the clubhouse. Let's see if we can get all the boats in the club out that day.

The second important event on the calendar is the annual smoke night which will be held at the Club on the night of November 6th. Vic Bromage has booked entertainer Ron Blasket and partner Gerry Gee for the night. Although bookings are not necessary, Vic nevertheless would like members to telephone him as soon as possible to give him an approximate idea of how many will be attending.

LOST, STOLEN OR STRAYED: Where have all the knives gone from out of the club kitchen. A couple of years ago many of these articles were donated to the club, but somehow it would appear that they might have been donated elsewhere. If anyone has accumulated any spare cutlery then could it possibly be returned to the club; no questions asked!

BUILDING FUND LEVY:

Members in general responded well to the \$5.00 levy imposed on their annual dues. The \$5.00 levy will be spread over five years, making \$25. in all imposed upon each member. However, club Secretary Ross White has indicated that there is no restriction on anyone wishing to pay the whole amount now, and in fact anyone with a few dollars to spare at the moment could very well help the club and finalise the levy by paying their full amount immediately.

NOTICE TO MARINERS: ALTERATION OF SPOIL GROUND BUOY STATION.

Members taking part in interclub events in which the spoil ground buoy could be used as a turning point should note that its position has been altered as from 7th September, 1970. All charts should now place the spoil buoy at 7.98 miles  $186^{\circ} 28\frac{1}{2}'$  from the Time Ball Tower, Williamstown. Make sure that your charts are altered accordingly.

CREEK MOUTH: The mouth of the Mordialloc creek is fairly shallow at the moment. Boats have run aground as far out as the landing on the pier. Anyone who has not used their boat recently should be careful when entering or leaving the creek mouth. Tenders have been called for the dredging of the mouth and this work is expected to be done by Xmas.

DINNER DANCE: The dinner dance at the Allan McLean Hall on Friday 16th October was an immense success, at least, if we can judge from the sore heads the next morning. There were, of course many who helped to make the night a success it was and to all those who did their bit, the Commodore and Committee extend their thanks. However, a special mention should be made of Bill Wright who donated the lovely orchids that each lady was presented with as she entered the hall. To Bill, of Attunga Orchards, a special thanks. Final attendance figures on the night showed that 207 people were present.

DATES TO REMEMBER:

OPENING DAY	2 p.m.	Sunday 1st November.
SMOKE NIGHT	8 p.m.	Friday 6th November.
MARLO & VIXEN BOATING EVENTS	10 a.m.	Sunday 8th November.
GENERAL MEETING	8 p.m.	Tuesday 10th November.
	(Note that this is not the 1st Tuesday because of Cup day)	
MAVRIC & W. EVANS TROPHY	2 p.m.	Sunday 15th November
	Followed by Barbeque Tea.	
K. GEE & SWIFTY EVENTS	10 a.m.	Sunday 22nd November
	Followed by the G. IMLACH MEMORIAL TROPHY.	
BARN DANCE AT CLUB	8 p.m.	Saturday 28th November.

EDITOR OF ANCHOR: KEN CLAYTON

63-1152 &  
91-9769 (A.H.)

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NOVEMBER 1970  
 EDITOR: KEN CLAYTON

Page 1.

# ANCHOR

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periodical.

EDITORIAL: The luck, weatherwise, that has been with the Club for some years disappeared on Sunday 1st November and the season's opening day had to be cancelled. However, the next Sunday dawned bright and clear and with warm air and scarcely a ripple on the water, the bay was a picture to behold. Yet, only twelve skippers turned up to take part in the events of the day. Certainly there were a few members who take a more active interest in fishing and on such a day who could blame them; but by the same token there was the greater majority who seem to take an active interest in nothing. It makes one wonder why these people ever bother to buy a boat or to join a club. It is often these people who are the first to complain if anything is amiss within the club.

For many years the Mordialloc Motor Yacht Club was to the forefront in power boat events on this day, yet in recent years I feel that this leadership has fallen. I can remember when I first joined the club that on days of interclub events, it was a magnificent sight to see the boats of our club journeying to Sandringham or Williamstown. Alas in the past few years it has taken great effort to muster more than three or four boats to venture beyond sight of the Mordialloc pier. I will concede that there are members amongst us who are not as sprightly as in former years but I think it hardly in the best interests of our club and boating in general that these members should influence younger and potentially more active members with such thoughts as, if they venture beyond Rickett's Point the wind might change and they might never get back. I seem to recall that in days of old, men thought that mariners might fall off the edge of the flat earth if they ventured too far. At times I think that these primitive thoughts

still pervade the general thinking in our club. Fifteen years ago, to go across the bay in a 5 knot boat was a long lonely trip. Yet our club did it regularly each holiday season. Today, it is still a long trip. But with fast boats crossing the bay, and a comprehensive two way radio coverage, such a trip today is probably not as hazardous as crossing the street.

It might surprise some members to know that some years ago, during the Christmas holiday season, almost every mooring on the Island was vacant. Yet, I would venture to predict that not more than two boats will go away this coming Christmas.

Gentlemen, you all belong to the club because you have a boat. You all should be in possession of the club programme. Why not use both?

READ THE FINE PRINT: In last month's issue we mentioned that the Colin Fryer Insurance Corporation was offering attractive insurance rates on boats and in addition a percentage of the premium back to the club. This still applies and readers can be assured that the insurance is done through reputable insurance companies. However, members are advised to get a sample copy of the policy before taking out insurance. There are some clauses in the fine print that would exclude certain items on craft capable of 17 knots or over. It is extremely important that your boat be covered under the full terms of Institute Yacht Clauses with, in the case of fast boats, any reference to 17 knots or over deleted therefrom.

FOR THE LADIES: Mrs. Alice Arthur wishes to remind all ladies that their attendance is required on the afternoon of December 6th at the clubhouse. The purpose of the meeting is to discuss catering arrangements for the Isle of Mordialloc day which falls early in February next year. In the past, the ladies of the club have earned great praise from all for the excellent way the catering has been conducted. It is hoped that the high standard will continue, so ladies:- come along and have your say on December 6th.

Ladies are also reminded that they should bring a plate for afternoon tea on the day of the Children's Christmas party. They are further reminded that gifts for the children, to be presented by Santa Claus should be brought properly wrapped with the recipient's name clearly written on the outside of the package. This package should be handed to a club official immediately upon arrival on the Island.



**SAFETY EXPERIMENT:** One evening, a few weeks ago, the Coast Guard Auxiliary conducted an interesting experiment on the bay. This consisted of sending two boats out to sea, and at intervals timed over an hour flares of various types were let off. Shore based observers together with others in boats endeavoured to identify and determine the position from whence the flares originated. Dave Moate and Ken Clayton were invited to take part in the exercise. From a position on the cliffs at Mentone they observed the flares and were able to accurately pinpoint the position of one boat situated near the artificial reef buoy and reasonably identify the other.

Now, while it is compulsory in some night events, such as the Investigator Trophy, to carry hand flares, the opportunity to witness flares being let off at sea is extremely rare. Some interesting facts became apparent when analysing the results.

It is now conclusively agreed that sightings can only be made accurately from the shore. While Dave and Ken sighted some twenty flares only seven or eight were sighted from many of the boats taking part in the exercise. Furthermore, hand held flares are only good if the boat in distress is within four miles of a sighting point. Beyond this distance the flare is not seen above the horizon. Parachute flares are easily seen over a vast distance, but because they rise to varying heights, their position in terms of distance off cannot be so readily determined. De-briefing of the crews who were firing the flares also showed up the fact that the hand held flares were considered dangerous in as much as sparks fell within the boat and some minor burns were suffered by the crew.

**RACING BRIEF:** To prepare skippers for the bigger interclub events next year, handicapper Dave Moate is running the Blue-Line Trophy and the Lanakai Trophy on November 29th on the lines of a major event. Charts to be used will be the PPPBA. Chart of the Mordialloc area. If skippers do not already have these charts they can be obtained from Ross White at the Club or Dave Moate.

1. **BLUE LINE TROPHY:** From start line proceed on course 300 degrees Mag. to 1.275 nautical miles from Beaumaris Motor Yacht Squadron Clubhouse. Then to course 180 degrees Mag for 5 cables, then to course 060 degrees Mag. for 5 cables and then to finish.

2. LANAKAI TROPHY: From start proceed to grid reference J.19, then to grid J.20 then to course 145 degrees Mag. for .89 nautical miles thence to finish.

Note that in both events the start and finish line is between end of pier and orange buoy placed to seaward. The end of the pier is the datum point. Time will be 6074 PMG. and individual starting times should be obtained from the handicapper by phoning 93-9944.

SPECIAL NOTES: Don't forget the Barndance on the night of November 28th. Feature of the evening will be a barbeque supper.

Also children's Christmas Party December 13th. This year along with Santa and other attractions we will be having a clown. Don't forget to bring parcels ready wrapped with presents for children and ladies also bring plate for adults afternoon tea.

WELCOME BACK: World trippers Jack and Daphne Daniel arrived back in Melbourne on November 18th.

CLUB SONG: Composed by Social Secretary Vic Bromage and featured at the Smoke Night with a promise to be sung again at the Christmas Social are the following words. However, if you want to know the tune you will just have to ask Vic.

"Cheer, cheer the M.M.Y.C.

Down on the Island, that's where we'll be,  
Racing, winning is our game  
But if we lose its just the same.

Come to the Island, that's where you'll find,  
Friendship, fun and a great peace of mind,  
Start your engines, set your course,  
Steer for the M.M.Y.C."

DATES TO REMEMBER:

BARN DANCE at Club	November 28th	8 p.m.
BLUE LINE TROPHY & LANAKAI TROPHY.	November 29th.	

Briefing at 1.30 p.m. See notes in this Anchor.

GENERAL MEETING at Club	December 1st.
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NAIAD & SEA WASP TROPHIES.	December 6th.	Briefing 10 a.m.
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CHRISTMAS SOCIAL	December 12th.
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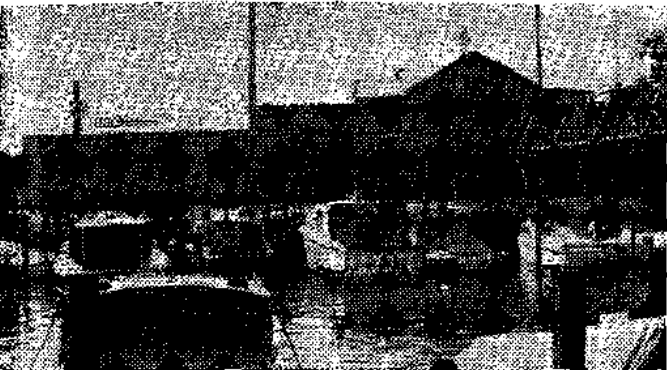
CHILDREN'S PARTY	December 13th.
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EDITOR OF ANCHOR:	Ken Clayton	91-9769 (A.H.)
		63-1152
HANDICAPPER:	Dave Moate	93-9944
CLUBHOUSE:		90-1203.

DECEMBER 1970

EDITOR: Ken Clayton.

Page 1.

**ANCHOR**Price: FIVE CENTS.


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**EDITORIAL:** Another year is rapidly drawing to a close. No doubt many of us, in looking back on the year gone by will recall many pleasurable events while others may have a few not so pleasant memories. But one way or the other, it all adds up to life and after all, that's what we are here for I suppose. The important thing is to face each day with a resolve that we can but do our best while realising that others in attempting to do the same cannot always be perfect.

There was a time when "Merry Christmas and Happy New Year" could really mean just that. However these days there is always that element of uncertainty that overshadows all. In particular I refer to the ever increasing road hazards. A little thought for others might reduce this, for unfortunately it is fast becoming a fact that it is not death by sickness or disease that may strike us in the new year, but the idiot in the super X500 V8 GT Watzit.

These are just a few of the thoughts that come to mind at the closing of another year. No doubt there are some amongst us who could compose variations on the ten commandments for good fellowship and safety in '71, but I am not going to do that. But there is one lesson that perhaps we could all heed and practice irrespective of our beliefs or creed and that is "Do unto others as you would have them do unto you" and then it might truly be a Merry Christmas and a Happy New Year.

Ken Clayton.Editor.

**CLUB RECORD:** ?? Sunday 29th November. To Bob Fraser. A sixtyfive pound Jew fish. Caught on a line with squid bait.  
**REFRESHMENTS:** To offset certain minor expenses around the

Island it has been suggested that a charge of five cents for that morning or afternoon cuppa be made. This charge will apply from January 1971. It will be recalled by older club members that a charge used to be made for similar services years ago.

SICK BAY: Vice Commodore Cliff Weymouth is recovering at home after a recent illness. Club members who have visited Cliff report that he is making excellent progress under the guidance of a physiotherapist.(?) All club members join in wishing Cliff a speedy recovery and await his return to the Island where they look forward to hearing of his experiences with the physio (?).

LUCKY ESCAPE: Robert Arthur (son of Commodore Charlie Arthur) his wife Bonnie and their two children had lucky escapes from serious injury recently when their car was involved in an accident. Were it not for the fact that they were wearing safety belts, then this column might have had much sadder news to relate.

WELCOME BACK: Jack Daniel returned to the club after a world trip. He was welcomed back by Commodore Charles Arthur at the December general meeting of the club. Jack presented the club with the burgee of the Royal Cape Town Yacht Club and it will be displayed along with others from many parts of the world that now grace the walls of the clubhouse. As a reciprocal gesture our Club Flag will be sent to the Cape Town Club.

RACING NEWS: Handicapper David Moate's system to give all boats an even change in events seems to be working out, despite early criticism. The aggregate points score at the end of racing for this year stands as follows:

JAVELIN	762	.	APOOT	394
NAIAD	637	.	SWIFTY	381
MAVRIC	586	.	ALBERINE	369
GLENN	503	.	NOMBRE	343
VIXEN	413	.	MARLO	286

There will be no events now until the Isle of Mordialloc annual trophy which will be held on February 7th 1971. Entry forms will be available from the box in the porchway to the club rooms and the handicapper would appreciate it if these forms could be completed early.

The Harbet and Clayton Family trophies will be

run on the afternoon of February 14th. The Clayton Family Trophy carries prizes for 1st., 2nd., and 3rd place getters.

It has been suggested that there might be some eager young lad or lass who might be interested in learning all about time keeping and handicapping. Young people from other clubs have been very useful in helping the judges in inter-club events and it could well be that some of our younger members would like to assist likewise. Anyone interested could contact David Moate or Secretary Ross White.

PORT PHILLIP HEADS AND TIDAL INFORMATION: The Rip has recently been the scene of another boating tragedy. It is not for this new letter to speculate on the Whys and Wherefores of this accident, but the following information may be of value to those who venture close to or through Port Phillip Heads.

It is advisable that small craft negotiate the heads at slack water. Under suitable conditions boats may also pass when the tide is flooding (entering the bay). It is not advisable to attempt to enter or leave the heads when the tide is ebbing (leaving the bay). The tidal stream may run to 6 knots. Slack water occurs about three hours after and before high water, not at high water and low water as commonly thought. The ingoing stream runs from about three hours before to three hours after high water and the outgoing stream at other times. It is approximately slack water at the heads when it is high or low water at Williamstown.

THOUGHT FOR THE MONTH:

Turn your face to the sun and the shadows will fall behind you.

PORT PHILLIP POWER BOAT ASSOCIATION.

At the request of the M.M.Y.C. a meeting of all representative Clubs of the P.P.P.B.A. was held at our Clubhouse on the evening of December 9th. The object of the meeting was to discuss the future of the Association and if necessary wind it up.

As a result of the meeting it was unanimously agreed that the Association should continue, that it should once more hold regular meetings, that generally it be revitalized and that new Officers be appointed.

Mr. John McCoy of Beaumaris Motor Yacht Squadron was elected Chairman and Ken Clayton of M.M.Y.C. was elected Secretary/Vice Chairman. It was further agreed that the aggregate trophy be continued and this would be presented in future to the skipper who amassed the highest number of points

gained in all inter-club events.

It was felt by all present (equal representation from all clubs) that our club should be praised in taking the initiative in reforming the association and as such interclub relations should once more improve to the position as they were when the association ceased to meet regularly.

\* \* \* \* \*

CHRISTMAS GREETINGS:

Commodore Charles Arthur extends to all Club Members and their families, best wishes for a joyous and Merry Christmas and a happy New Year; safe driving on land and water.

\* \* \* \* \*

DATES TO REMEMBER:

February 2nd 1971 General Meeting at Club.  
(Note: No Meeting in January).  
February 7th 1971 Isle of Mordialloc Trophy.  
February 13th 1971 R.V.M.Y.C. Regatta at Williamstown.  
February 14th 1971 Harbet and Clayton Family Trophies  
in afternoon. Briefing at 1.30 pm.  
February 21st 1971 J. Smith Memorial Trophy and  
Julie D. Trophy. Briefing at  
10 am.

Editor of Anchor: KEN CLAYTON. 63-1152.  
A.H.91-9769.