



EDITORIAL:

'The Ship that climbed 3,750 feet on Lake Victoria, Africa.'

Described herewith is the RMS. "Victoria", said to be the largest bolt assembled ship ever built in one country for erection in another; also the largest ship ever built for service on Lake Victoria.

The RMS. "Victoria" has been specially designed for the carriage of passengers in tropical conditions. She has a loaded displacement of 1,500 tons, is 261 feet long, with a beam of 40 feet and is so designed that her maximum draft will not exceed nine feet when fully loaded.

The main propulsion machinery consists of two Crosley H.R.Vee ten cylinder Vee type Direct Reversing, naturally aspirated, two cycle Diesel Engines each developing 850 brake horsepower at 400 revolutions per minute. Bore and stroke are 10.5" and 13.5" respectively. Service speed is 13.5 knots; maximum speed being 14.5 knots.

The history of Marine Services on Lake Victoria is an interesting one, having had its beginning in 1890 when as a result of the Brussels Conference the World Powers decided the building of Railways and "The Establishment of Ships on the Inland Navigable Waters" would be among the most effective means of counteracting the Slave Trade in the interior of Africa.

One of the earliest Steamships operated on Lake Victoria was the Kenya which was built in Glasgow in 1890 and shipped to Mombasa in packing cases, none of which weighed more than 70 lbs. the maximum which could be carried by one man. After considerable delay, the component parts of the ship were carried most of

the way by African Porters and whilst crossing the Gishu Plateau, scores of plates and other important parts were dropped and lost in long grass. The delay in completing her re-erection on the Lake could be well imagined.

Another vessel, the 62 ton "William McKinnon", had an equally adventurous career as some four years elapsed before all the component parts finally reached their destination by Rail from Mombasa. The completion of the Railway in 1899 facilitated the transport of later vessels some nine of which were built over the years.

ALONG THE WATERFRONT:

Well I think everybody should be well over the Festive Season by now and back at their respective jobs. (Except those of us who don't have to work).

It is worth noting that one of our well-known City Councillors in the person of Councillor Bourke is now the proud owner of a Boat. And a very nice looking Craft at that. Congratulations on such a fine job of building such a fine Craft Councillor.

Well by the time you have read this I think our portion of the Island should be fairly well lit up at night as there are two S.E.C. Poles to be erected on the Island each supporting a light. These lights will be automatically turned on and off by the time switch that operates the street lights.

There is a rumour going around the Club that Dave McGuffie is fabricating a bracket onto the transome of his boat "Shannon" to take an outboard motor to act as an auxiliary engine in case his main power unit breaks down! Think this is a good example to follow because after all you never know when it is going to happen.

The locks on the Gate to the Bridge and the Door to the Clubhouse have been changed to take the new key. Keys are available from Ross White in exchange for the old ones anytime after 22nd February.

The Lockers in the Sail-room under the Clubhouse are to be fitted with humbers in the near future. Would anyone having such a locker please take note of the number and report it to Mr. Ross White. Any lockers not claimed will be re-allocated to other Club Members.

Jim Smith's brother Charlie recently returned from an overseas trip and while in Japan managed to obtain for the Club a Burgee from the Yokohama Yacht Club. Thanks very much Charlie from our Club.

I would like to inform any new Members who don't already know that our Monthly Socials are held on the last

Saturday in every month at 8 P.M. This always proves to be a good night so how about coming along and bringing your friends along with you. Supper is provided. Admission is 4/- per head, and it will be the best night out you ever had for such a small charge. The more people we get to the Socials the more fun we have. Our first Social this Leap Year is on Saturday 29th February. Everybody will be welcome. There are no excuses now for older Members since the Bridge has been built.

The Races which were to have been held on Sunday 16th February had to be cancelled on account of bad weather. Votes were cast by Skippers and the greater majority were in favour of cancelling the two events scheduled for that day. However all was not lost as a very successful Devon Tea was held a little later in the afternoon and was quite well attended. Thanks must go to Mrs. White and the other ladies concerned for the good work done.

Saturday the 15th February was the day of the Sandringham Yacht Club's Annual Trophy Race. Five boats from our Club went down to Sandy, and I think it will go down in their minds as one of the best days they have ever had. Liquid refreshments were free until about 4 O'clock in the afternoon when the bar was opened. Our Commodore Ross Blackmore spent the night down there with his Boat and says that any Member of our Club who wishes to do the same will be made welcome at any time. Incidentally the three major placings in the Race were taken by Sandringham Boats. The winning Boat came in 2 seconds early. The Race incorporated one Check Point.

Back at our own Club on February 9th we held 2 Races, The Beulieu Trophy and the Psyche Trophy. The results were as follows:-

Beaulieu Trophy.

1. Alert.
2. Psyche.
3. Kooringa.

Psyche Trophy.

1. Kooringa.
2. Marlo.
3. Araluen.

The Port Phillip Power Boat Association has recently printed a small book containing all their Racing Rules. The Club paid 2/6 each for these Books and are offering them free to Club Members. They are available from Ross White.

DATES TO REMEMBER:

Social at Clubhouse	February 29th.
Moomba Cup	March 1st.
Whalley Cup	March 14th.
Red Cross Day	March 15th.
Social at Clubhouse	March 22nd.

COMMODORE:	ROSS BLACKMORE	Phone: 95-1455.
HON. SECRETARY:	ROSS WHITE	" 37-1632.
SLIP-MASTER:	DICK BLADES	" 97-3189.
EDITOR OF ANCHOR:		
	RAY BRETT	" 569-0691.
CLUBHOUSE:		" 90-1203.

MYC

EDITOR

MORDIALLOC MOTOR YACHT CLUB

NOTICE OF MOTION

At a Special Meeting of Members to be held in the Club-rooms on Tuesday, 5th May, 1964, at 8 p.m., the following motions shall be put before members:

- (1) That the minute recorded at the last Annual Meeting being "That the Constitution be adopted for the ensuing twelve months" be rescinded.
- (2) Alteration to Rule 22.
"The Annual subscription shall be in the case of a full member being a boat owner or part boat owner or otherwise £10.0.0, in the case of a crew member, £5.0.0."
Alteration to Rule 23.
"Every member other than honorary member or honorary Life Member or crew member shall on his election to membership pay an Entrance Fee of £20.0.0."

Moved by R. Blackmore.

Seconded by J. Smith.

EDITORIAL: The Fight Against Rust.

How much does a square inch of rust cost? Most people don't know, many just don't care so the square inch is too often allowed to become a square foot, and valuable assets are eaten away.

At home a lot of us frequently utter those famous last "I must do something about that sometime," and our

property never gets that timely coat of preservative. We all know to our sorrow what wholesale renewals can cost, but few appreciate the annual bill for Corrosion in Australia is well over £100,000,000.

The State Electricity Commission of Victoria spends approximately £900,000 a year fighting corrosion. Painting and galvanizing absorb £150,000 each. About £200,000 is devoted to special materials in new Power Stations, to provision for reduction in thickness of piping and vessels of corrosion, and protection of Plant against corrosion.

Over £400,000 is spent on preventative anti-corrosion maintenance in Power Stations. This includes upening up Plant, cleaning and repairing.

Corrosion is an age old problem, though only in recent years has a co-ordinated attack been made on it in this country. We read in the New Testament that "Rust doth corrupt", and the ancient Romans knew the value of leaded paints. Scientists however do not seem to have tackled the problem till last century, and many theories failed to stand up to rigorous tests.

One modern authority has stated "probably no other source of waste except human life is of greater concern to us all," and Dr. Howard Worner, former Professor of Metallurgy in the University of Melbourne, in a paper on the cost of corrosion, has added. "When man reduces Metals from their ores he abruptly reduces one of Nature's fundamental tendencies."

A Commission expert has made the same point in a graphic phrase: "Iron ore is, after all, only consolidated rust." It is no use talking about the corrosiveness or otherwise of a metal without considering its chemical or physical environment.

Gold, normally incorrodible is eaten away more than iron in a potassium cyanide solution. Materials unaffected by the pure air of Kiewa are quickly attacked in highly industrialised centres.

ELECTROLYSIS PROBLEMS:

Every year Melbourne householders spend about £300,000 on replacing underground water service pipes. This area has one of the worst Electrolysis problems in the world, because the soil has such a low resistance to stray electric currents which affect in some way every pipe in the Metropolitan area.

The source of this damage is mainly the direct current electricity used by Trams and Railways. One of stray current can rip 75 lb. of lead in one year

To deal with this menace a permanent Electrolysis Committee was set up in Victoria more than thirty years ago, and the S.E.C. agreed to provide an investigation staff for the technical sub-committee.

A different kind of Pipeline altogether is that running down Mount McKay to the underground No.1 Power Station at Kiewa. The cost of its internal and external preservative coating is something like £30,000.

So you see you are not the only one with Rust and Electrolysis problems.

ALONG THE WATERFRONT:

Well, we have had two monthly Socials since the last edition of the Anchor. We have also come across some musical talent in our Club. At the February Social Dave McGuffie of Shannon Fame played the Violin and the Saxophone while Mrs. McGuffie played the Piano. This particular night was Leap Year Night so it would not have been complete without the mistletoe. At the March Social our usual Band which consists of Kath Gilbert and her friend George were unable to make an appearance so our Social Secretary Bill Lipscombe played the Drums and the Piano was played by a friend of Bill's, whose name I do not know. However a good job was done by all concerned, and an enjoyable time was had on both evenings. It was also noticed at the February Social that owing to the absence of Charlie Arthur, our regular M.C. The Commodore Mr. Ross Blackmore, capably took over this job for the evening. For the benefit of anybody who does not know, these Socials are held in the Clubhouse on the last Saturday in each Month. Starting at approximately 8 p.m.

An enjoyable weekend was had on March 14th and 15th when a few boats from our Club set out towards the top of the Bay to take part in the Whalley Cup on the Saturday and the Moomba Cup on the Sunday. As is usual for a Whalley Cup the weather on Saturday was near perfect. In the 26 years the race has been run they have had 2 bad days. The placings in this particular race were as follows:

- | | |
|------------------|------------------|
| 1. Jill, S.55. | No error. |
| 2. Oanas, S.281. | 1 Second error. |
| 3. Diana, M.34. | 2 Seconds error. |

After the race a barbecue was had at the R.V.M.Y.C. Clubrooms. This function turned out to be a very pleasant evening. Some of our Members slept the night on their boats at Royal Vic. and after eating breakfast in their clubrooms left Williamstown for Milda to take part in the Moomba Cup.

The weather at the start of this race was quite good, but half way through the race a stiff breeze blew up and

upset the timing of quite a few boats. The results were as follows:

1. Salamanda, 1½ Seconds error.
2. Petral, 2½ Seconds error.
3. Tehani, 3½ Seconds error.

It is worth noting that all three of these boats come from Sandringham Yacht Club and that the winners of both races were in the five knot class. There were two boats disqualified in the Moomba Cup. One for starting 55 seconds early, and one for slowing on the line. Also remember that our own Interclub Race, The Isle of Mordialloc is to be held on the 12th April. So far only ten entries have been received from our Club and we are still accepting them.

On the 27th March (Good Friday) four boats from our Club went down to Mornington for the Easter Holidays. On the Saturday morning who should arrive but the Commodore to join the party. So you see we had quite a pleasant little gathering. While being rowed from the shore to their boat in a dinghy on Saturday night Mrs. Watt was heard to remark to Mrs. Lipscombe that it was the first time in her life she had been rowed home. The Sunday morning dawned calm and clear as did the whole four days. So Aub Brett thought he would have a go at water-skiing. (Ha-Ha). Finally after taking in quite a bit of water he managed to get mobile. He had quite an eventful weekend as earlier in the piece he managed to fall fully clothed into the drink off his boat. At approximately 2.30 p.m. on Monday in despite of constant rain everybody started on their way home after having a very enjoyable Easter weekend. Incidentally Mornington could become a very popular spot for the Boating Public in the future as there are some extensive works going on there at the moment. However more detail will probably be available later.

Blue Seas Fishing Trophy will be held on Sunday 5th April. It is intended that Contestants leave the Creek at 9.00 A.M. and return by 11.30 A.M. Members should be punctual for the briefing as low tide is at 2.19 P.M.

DATES TO REMEMBER:

Blue Seas Fishing Trophy
Isle of Mordialloc
Cruise and Barbecue
Social at Clubhouse
P.R.M.Y.C. Regatta

April 5th.
" 12th.
" 19th.
" 25th.
" 26th.

MAY 1964
EDITOR R.B.



MMYC

ANCHOR

REPORT ON SPECIAL MEETING:

On Tuesday the 5th May a Special Meeting was called to put the following motions before the members:

1. That the Minute recorded at the last Annual Meeting being, "That the constitution be adopted to the ensuing twelve months" be rescinded.

2. Alteration to Rule 22.

"The Annual Subscription shall be, in the case of a full Member being a Boat owner or otherwise £10.0.0. In the case of a Crew Member £5.0.0."

- Alteration to Rule 23.

"Every Member other than Honorary Member or Honorary Life Member shall on his election to Membership pay an Entrance Fee of £20.0.0."

Moved by R. Blackmore.

Seconded by J. Smith.

The Meeting opened on time and the motion was read. After a few minutes discussion on the validity of Part 1, and the spirited opposition of some Members a vote was taken on Part 1 and defeated. This prevented further discussion on the actual motion and the Special Meeting was closed and the General Meeting was opened. When the time came for General Business, the matter of increased fees was re-introduced by the same people who were instrumental in the prevention of its discussion earlier. Comment was made at the small number of Members who voted on the motion.

At the closing of the Meeting comment was made at the small number of Members who expressed their views on what they thought the fees should be. On this note the General Meeting was closed.

EDITOR'S COMMENT:

This motion was defeated without being heard properly. Part 1 was not understood clearly by the majority of Members, hence the small amount of votes. When a man gives notice of motion it means that he has prepared, or is going to prepare material to present a rather complicated case and that others may give it thought. This is the reason for provision in the Constitution of Notice of Motion.

No Rule was ever designed to strangle the hearing of a Case. But Rule 22 effectively did just this. Discussion of this matter at the General Meeting, although interesting, was fruitless. After all the Members were asked to express their views on a case which had not been presented. Hence views were expressed by only two Members. It is sincerely hoped that this Motion will be moved by Mr. Blackmore in its present or modified form and like Anzac something can be salvaged from such confusion.

ALONG THE WATERFRONT:

Isle of Mordialloc.

Well, I suppose one of the main events in the air recently was the Isle of Mordialloc Trophy held on Sunday April the 12th. The attendance figures were well up on last year's. The Luncheon was very enjoyable. Credit must be given to our Social Secretary Bill Lipscombe for the very capable way he handled the arrangements for this event. Also thanks must be given to Rex Clayton for providing the 'Greens'.

The placings in the Race were as follows:

1. Petrel (Sandringham).
2. Taimi (")

There was a tie for third place between Lynx (Sandringham) and Swift (Mordialloc). Thanks also to the Ladies for preparing the Luncheon which incidentally was attended by 250 people.

P.R.M.Y.C. Trophy Race.

April, 24th was the original intended date for this event. But as this day was not very suitable for boating it was postponed until the following Sunday. The weather conditions on this day were not exactly ideal, but however seven Members of our Club ventured down to Carrum on the 31st to partake in this Race which was due to start at 11 A.M. By 10.45 A.M. our seven boats plus two from Sandringham were waiting just out from the mouth of the River. 11 O'clock came and still no P.R. Boats showed. At approximately 11.15 A.M. the nine visiting boats decided

to head for home. A few of our Members decided to return to Carrum by car. They arrived just in time to see the winning boat creep across the line.

The placings were:

1st	Patrol	(again)
2nd	Lukey	
3rd	Clipper I.	

On May 17th we are planning to hold a ~~Swagast~~ ~~Swagast~~ at our Club-House for Members and friends. It is suggested that each Member bring along a Meal in a Frypan or Casserole, sufficient for his party, also knives and forks for each person. Tea will begin at 5 p.m. Milk and Tea will be provided. It is also intended to hold a Picture Show after the evening meal. So if you have any films of recent events would you mind bringing them along as other Members will be interested to see them.

While on the subject of Social Functions I would like to remind Members of the Monthly Socials that are held in the Clubrooms. We would like to see a few of the younger members of the Club at these Socials if you want to have a good time.

The next Social will be a Barn Dance on the 30th May. This usually turns out to be one of the best Socials of the year. The Hall will be decorated and there will be plenty of prizes to be won, so why not come along and have a good time and bring your friends, all will be welcome.

Prospective Member Frank Dixon would like to contact any Member interested in the Club's new Moorings on the Southern side of the Creek from Allmatt's Corner to the bend in the Creek, as Mr. Dixon is investigating the prospects of having this particular part of the Creek dredged at a slight cost to those interested.

It is also worth noting that one of our older Club Members, Stuart Charge has handed in a letter of resignation. Sorry to see you go Stuart.

Boi Voyage to Vice Commodore Jack Daniel and his wife who left on Wednesday 6th May on a 6 months Tour of the Continent, and I am sure you will wish them all the best. It is also worth noting that their son John recently announced his engagement to Miss Phyllis Attwood of N.S.W.

SLIPWAY REPORT:

Dick Blades wishes to inform Members that the Slipway is booked out until approximately the end of May.

The R.V.M.Y.C. are holding their Regatta on May 31st at Williamstown.

COMING EVENTS:

Smorgasboard and Picture Night	May 17th.
Races	" 24th.
Social at Club House	" 30th.
R.V.M.Y.C. Regatta.	" 31st.

COMMODORE:	Ross Blackmore	Ph. 95 1455
HON. SECRETARY:	Ross White	" 37 1632
SLIP MASTER:	Dick Blades	" 97 3189
EDITOR OF ANCHOR:	Ray Brett	" 569 0691
CLUBHOUSE:		" 90 1203

RACES: MAY 10TH

SEASPRITE II.

1st	Kooringa	-	J. Daniel.
2nd	Mavric	-	A. Bowden.
3rd	Tawarri	-	R. White.

WHITE GULL TROPHY:

1st	(Mavric)	-	A. Bowden,
	(Alert)	-	W. Lipscombe.
3rd	Kooringa	-	J. Daniel.

DART TROPHY:

1st.	Orala	-	C. Arthur.
2nd	Carioca	-	P. Blackmore.
3rd	Tawarri	-	R. White.

EDITOR R.B.

JUNE 1964

MYC

ANCHOR

EDITORIAL:

POINTS OF INTEREST - WARNING:

The signs of the approach of a Westerly Gale on the South Coast of Australia are so well marked that no vessel need encounter one unprepared. From May to October if the Barometer falls rapidly from below 30 inches with a fresh and gusty Northerly wind, whilst heavy clouds with lightning, gather to north-westward, a Westerly Gale is certainly approaching. The Northerly wind usually falls light as the bank of clouds to north-westward rapidly rises and the wind then shifts to north west in a heavy squall, with rain and lightning. In the lull before the squall St. Elmo's Fire is often seen on the Iron-work of the masts and yards.

EFFECT OF THE WIND ON THE LEVEL OF PORT PHILLIP:

West to Southwest winds cause a rise in the sea level outside Port Phillip, and a consequent increase both in rate and duration of the ingoing stream and a corresponding in and outgoing stream.

The increased ingoing stream causes a gradual rise of the waters of Port Phillip. As these winds continue, increased ingoing stream will continue until Mean Sea levels inside and outside have reached equality, when increased ingoing stream will cease and the streams become normal.

On the winds ceasing, Sea level outside begins to fall to normal, causing the outgoing stream to increase both in duration and rate until Mean Sea level in Port Phillip has again fallen to normal, and the Mean Sea levels outside and inside are again equal. Northerly winds aid in reducing outside level.

Very hot weather and a consequent unusual evaporation in Port Phillip tend to cause excess ingoing stream.

ALONG THE WATERFRONT:

R.V.M.Y.C. Regatta 31st May.

This weekend proved to be quite an eventful one for our Rear Commodore. After discovering on the Saturday that he only had one Self-starter in operation on his Boat, had started to give up hopes of getting to Williamstown the following day. Until at the Barn Dance Social that night when Aub Brett offered him the lend of a Starter-motor for the day. After finally getting a few hours sleep Ken Clayton decided to replace the faulty Starter with the good one. The Sunday dawned very gloomy looking and didn't look very promising at all. Ken and Sue thought they would go as far as Rickett's Point to investigate the prospects. After reaching this point they decided to push on to Williamstown. Visibility was limited to about 100 feet and the sea was reasonably choppy. They reached the start just as the Race was about to start. Visibility was that bad that one Boat was seen to be doing unintentional figures of eight around the marker buoys. After the Race an excellent luncheon was held in the Royal Vic. Clubrooms, after which Ken set sail for home in a fairly rough sort of a sea. However, Ken's troubles were well rewarded as he managed to take off First Place in the Royal Victorian Motor Yacht Club Trophy. Second and third places were taken by a Paterson River Boat and a Sandringham Boat respectively. So you see apart from the weather and mechanical troubles a good day was had by the Clayton family.

P.P.P.B.A. SHIELD:

It is proposed by the Port Phillip Power Boat Association to present a Shield to the Skipper gaining the most aggregate points from Interclub races for the Season. The Shield is to be hung in the Club-Rooms of the winning Skipper for the ensuing year.

Getting back to our own Club Races the Wakefield Trophy was held on Sunday the 24th May and the results were as follows:

1st	Tawarri.
2nd	Dart
3rd	Nombre.

While on the 21st of June we held three Races.

1. W. Evans Trophy:

1st	Araluen
2nd	Dart
3rd	Kooringa.

2. Norma Trophy:

1st	Araluen
2nd	Tawarri
3rd	Dart

3. Mavric Trophy:

1st	Dart
2nd	Kooringa
3rd	Tawarri.

There will be two events held on Sunday the 28th June which will conclude the 1963-64 Season. Regardless of whether any other events are cancelled or not.

It is worth noting that there are a couple of obstructions in the Creek. One being a Slipway Cradle on the Island behind the Hotel which Members are asked not to use. And the other being a post protruding out of the water about 6-8 feet off the end of Murphy's Jetty.

The latest edition to the Blackmore household is one Brown Rooster which has taken up rent in Ross' Garage and the car now spends these cold wintery nights out in the open drive-way. The Rooster was the Prize of the Raffle at the Barn Dance which was very well attended and proved to be a good night and a good time was had by all who attended. The next Social will be held at 8 P.M. on Saturday 27th June.

It is also intended to hold a Dinner Dance on Friday the 26th July. Those people interested are asked to contact Bill Upscombe for bookings. This function is to be held at the Lupton Hotel.

We would also like to thank Bill for the excellent job he has done as Social Secretary for the past two years.

It was moved and passed at the last Monthly General Meeting that we engage a Cleaning Service to clean out the Clubrooms at least once a month, before the Monthly Socials instead of Club Members wives getting down-on their hands and knees on the Saturday afternoons.

On Thursday July the 9th the Port Phillip Power Boat Association will hold its Annual Smoke Night and Presentation Night at Sandringham Yacht Club Clubrooms. Trophies will

presented for the Moomba Cup and for the Seasonal Interclub aggregate. Tickets for this Social Evening are available from Ross Blackmore at a cost of £1. each - no later than Monday 6th July.

There is also a move afoot by the P.P.P.B.A. to affiliate with the National Marine, an Association of Trade Houses.

Also just a small reminder that our Annual Ball is to be held in the Mordialloc City Hall, Mentone on Friday 16th October. Keep this night clear and organise your Party now.

DATES TO REMEMBER:

27th June	Social at Clubhouse.
9th July	P.P.P.B.A. Smoke and Presentation Night.
10th July	Dinner Dance Hampton Hotel.
25th July	Social at Clubhouse.
16th October	Annual Ball.

PHONE NUMBERS:

COMMODORE:	Ross Blackmore	95 1455.
HON. SECRETARY:	Ross White	37 1632.
SLIP MASTER:	Dick Blades	97 3189.
EDITOR OF ANCHOR:	Ray Brett	569 0691.
CLUB HOUSE:		90 1203.

P.S.

Apologies for late edition of this Anchor,
but I have just finished Exams. Ed.

EDITOR - R. B.

AUGUST

1964

MMYC

ANCHOR

EDITORIAL:

At the last General Meeting of the Club a proposal was submitted with sketches for the Club to investigate the possibility of obtaining a site for a Trailer-Ramp.

This sparked off a lively discussion which carried on after the Meeting was closed. I think some of these thoughts and information are worthy of note -

1. It has been established that the Ramp now operated by the Pompei Family must go when the Highway and Bridge are widened. Our Club Slipway accommodates approximately 50 different boats per year, which would indicate that about 20 Members at least must use this Ramp to take their boats out for maintenance.

This will place a further strain on our slipway facilities.

2. It has been suggested that if this Club Ramp could be established it would be for the use of Members only or emergency, this should boost our Membership figures considerably. It has been proved by the biggest Clubs around the Bay that large Membership can be obtained with no other asset except a Launching Ramp. So combined with the facilities we already have it should be possible to double our Membership.

3. It has also been suggested that congestion at the mouth of the Creek will be greater with the increase in the number of boats going in and out, and quite a few Members consider that it is bad enough now. I have studied this problem carefully over the last three years, both from the bank and boat, and my conclusion is that the mouth of the Creek is capable of carrying at least three times the amount of traffic that it does now, providing every person in charge of a boat was reasonably skilled. We can't do anything about the kids in the row boats, or the uncontrollable speeds of the Hire boats, but we can and do, thanks to the older Members, assist and

guide our Members to handle their boats better. I have yet to hear of two Club boats colliding at the Creek mouth.

4. Flag Officers and Secretary of our Club have been acutely aware of the potential advantages of a Ramp for years, but suitable sites have just not been available.

5. Cost of construction of a Ramp compared to what we have spent on the Slipway and Bridge is small. Mr. Bert Wells has offered £50 interest free to start and he won't be without support.

6. Mordialloc Council. As our Club's money and effort is mostly spent on improvements to the Island and the Creek in general, every Member gained is an asset to the Council and Citizens.

P.W.D. will have an emergency ramp onto which to direct boats in distress.

Summing up. If any Member has an interest in this proposal please contact a Committee Member and air your views.

ALONG THE WATERFRONT:

It is worth noting that the Mordialloc City Council proposes to build a footbridge for School Children further up the Creek, just past the Railway Bridge. It is intended that the construction of this Bridge be similar to that of our own Bridge. Quite a compliment to all those concerned with the Design and Construction of our Bridge. It was suggested that our Bridge would last for 100 years. Another interesting point is that our Club is to get a write up in Power Boat and Yachting in relation to our Bridge in particular. I think this will give us quite a bit of good publicity and attract quite a few sightseers.

The Coast Guard Auxiliary intends to work in conjunction with the Weather Bureau and use a system of storm warning flags. However why they chose to differ from those flags of the International Code is unknown to me.

Tenders will probably be called for shortly to remove a sunken wreck from the Mordialloc Creek as a certain boat called 'Reichleau' which is moored on the South-Western corner of the Island has about four inches of water on her cabin floor. I am not sure whether this is a good or a bad thing for the Club.

There are only 6 Slipway Bookings between now and the end of December, so if you intend slipping your boat between now and then you had better contact the Slipway Master as soon as possible Any Member whose

boat is less than 20 feet in length may arrange with another Member to side slip his Craft and work on it in that position.

Well Ladies we hope shortly to make it so that you have no excuse for not attending our Monthly Socials. There is no Putt and finally in the near future we are hoping to have some alterations and additions made to our Clubhouse, which will be built on to the Southern side of the existing Clubrooms, and will include both Ladies and Gents Toilets. The plans are in the process of being drawn up by Mr. J. Clarke at the moment. So it should not be long before you will not have to walk down those badly lighted unsafe stairs.

For the benefit of those Members who have an outside Registration Number on their boat, it is possible to have this type of Registration changed over to a Club Number, which begins with the letters BM., free of charge. The Transport Regulation Board has allotted the Club 100 Registrations beginning with these letters. Would anyone interested in doing so please contact Ross White.

Would anyone interested in joining an Underwater Exploration Club please contact Charlie Watt. They tell me he tried to do a Lloyd Bridges act off Bill Lipscombe's Boat into the Creek on Sunday 2nd August. However I later found out that it was quite unintentional.

Would anyone owning a Locker in the Locker Room under the Clubhouse please make an inspection of it in the near future, and you will find a piece of white masonite has been attached to it. Would you please write your Name on the piece of masonite, as any unclaimed Lockers will be cleaned out and re-allocated to other Members.

Our Club has offered to help the North Melbourne Football Club and ourselves by selling tickets for a Caulfield and Melbourne Cup Sweepstake competition. Each Member will receive a book of 12 Tickets each, which are to be sold for 2/- each or 24/- for the Book. Out of this 24/- our Club will receive 14/-. So would you please assist us by selling these Tickets and returning the butts to Mr. D. Darvel as soon as possible to help improve our Club facilities.

A notice of motion was passed at the last Monthly General Meeting by Mr. Dick Blades and read as follows. That the proposal Fee to the Club be 15 Guineas, and Annual Subscriptions be raised to 8 Guineas. I think you will still find they are below that of most other Yacht Clubs around the Bay.

The last Monthly General Meeting which was held on 4th August was also our Annual Nomination Night. Nominations

were as follows:

Commodore: R. Blackmore.
Vice Commodore: K. Clayton and J. Daniel, Snr.
Rear Commodore: K. Clayton and E. Dixon.
Sec. & Treasurer: R. White.
Assist. Secretary: J. Smith.
Handicapper: D. Forfar.
Assist. Handicapper: D. Darvell.
Slip-Master: R. Blades.
Editor of Anchor:
& Publicity Officer: K. Clayton or Open.
Auditors: A. Brett and E. Dixon.
Master of Ceremonies: C. Arthur.
Social Secretary: W. Lipscombe.
Crew Member on Committee: E. Underdown.
Scrutineers: D. Forfar & E. Underdown.
Committee: J. Large, A. Bowden, C. Arthur,
E. Dixon, J. Prince, F. Pearce,
K. Clayton, J. Daniel, Snr.,
C. Bowman, D. Darvell, J. Daniel, Jnr.

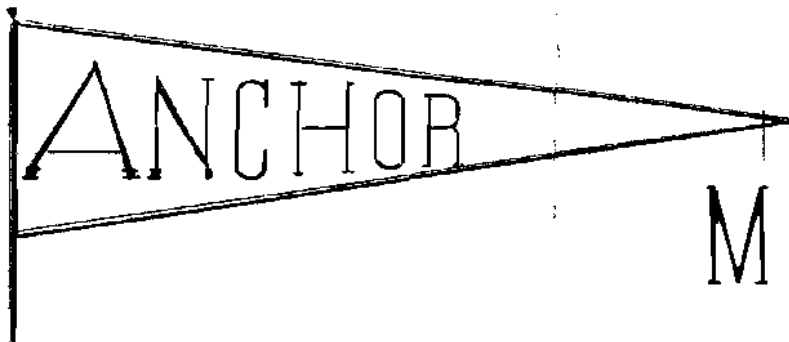
Also on this night the Presentation of the Club Aggregate Trophy was made to John Daniel, Jnr. for scoring highest amount of points in Club events. 2nd was R. Blackmore and 3rd R. White.

Don't forget the Frypan and Casserole Tea with films on 16th August at 5 p.m. Also the trip to Hanging Rock on August 23rd. Meet at corner of Mt. Alexander Rd. and Calder Highway at 10 a.m. Also the August Social will be the Annual Presentation Night.

The Flag Officers and Members of the Club would like to convey their deepest sympathy to the Family of Mr. S. H. Fitzsimmonds in their recent sad Bereavement.

DATES TO REMEMBER:

Frypan Tea	16th August.
Picnic at Hanging Rock	23rd August.
Social at Clubhouse	
with Presentation	
Night	29th August.
Annual General Meeting	1st September.



MMYC

EDITORIAL:

Well, once again I have been elected to this esteemed position of Editor of the M.M.Y.C. "Anchor". I hope therefore that I will be able to bring interesting bits of club news to Members, especially to those who are not regular attenders to The Island. To our regulars, however, I would ask that you give me those little items of news, or if you have any suggestions etc., do not be hesitant in coming forward. To repeat the old saying which has proved its' worth in this club, "Many hands make light work".

EDITOR: Ken Clayton.

SECRETARY'S REPORT:

See on attached separate sheet.

TRAILER BOAT NEWS:

From time to time the question has been raised that this club might obtain a site for trailer boat launching. After a lengthy discussion in Committee it has been decided that this question should be further investigated by a sub-committee formed to deal solely with this matter. It is felt that this sub-committee could best serve its purpose if it were formed from those Members interested in the particular problem, i.e. trailer boat owners themselves.

Trailer boat owners who are desirous of persuing the problem of a local launching ramp and who would be willing to act on a committee to investigate this should forward their names to Secretary, Ross White. IF TRAILER BOAT OWNERS ARE NOT INTERESTED IN HELPING THEMSELVES THEN THEY CANNOT EXPECT OTHERS TO HELP THEM.

ANNUAL GENERAL MEETING:

The Annual General Meeting was held on Tuesday, September 1st. Members showed their appreciation for the retiring officers and committee by re-electing to office all those who

offered themselves again for re-election. Our officers, etc. this year are:-

Ross Blackmore,	Commodore.
Jack Daniel,	Vice Commodore.
(Jack has been touring the U.K. and the Continent since last May. He will be returning in December.)	
Ken Clayton,	Rear Commodore. Ken is
also Editor of the "Anchor" and	Publicity Officer.
Ross White,	Hon. Secretary.
Jim Smith,	Assistant Secretary.
Doug. Forfar,	Handicapper.
Des Darval,	Assistant Handicapper.
Dick Blades,	Slip Master. (Complete

with new chest high waders.)

Aub. Brett and Ted Dixon,	Auditors.
Charles Arthur,	Master of Ceremonies.
Bill Lipscombe,	Social Secretary.

The Executive Committee comprise the following:-

Charles Arthur, Ted Dixon, Jack Prince,
Joe Large, Bert Bowden, and Craig Bowman.

Eric Underdown is crew member on committee.

LOCKER HOLDERS:

Locker holders take note. You are requested to paint your name on the outside of your locker. Deadline is 30th September. A general clean up is to be made under the Clubhouse and any unclaimed lockers will be opened, their contents removed and the locker re-allocated. Remember! Your name must be on your locker by September 30th.

NEW FEES:

On a motion passed at the Annual General Meeting new fees will be:-

Yearly subscription/ £8. (full member)
£3. (crew member)

Joining fee will now be £15.

FLOTSAM AND JETSAM:

Des Darval and Ken Clayton seemed to be turning out quite a few steaks at their stand at Hanging Rock on the recent car trip. Inflation caught up with Des when he raised his prices from sixpence each to six shillings.

Ross White didn't seem to do so well with his crumpets. Production could not keep up with demand. Less heat under the collar and more on the fire might have been the solution.

Seen at the clubhouse lately. Brings back memories the Camera Obscura at Arthur's Seat.

Big splash seen out to sea the other weekend. Could it be that Joe Large forgot to let go of that bottle?

Plans for new toilet block and extensions to the Clubhouse are well under way.

New Mayor for City of Mordialloc is Roy Ward. His inaugural meeting was attended by Officers of this Club. Bill Templeton, local chemist, is now a Councillor. Strange to see Arthur Burke in the gallery.

Boating cheaper? Petrol available in 44 gallon lots and delivered to your home by Daylube Oil Co. Costs 6¹/₂d less per gallon than from service station.

Eric Underdown has been slowed down. Eric suffered a fracture to a leg in an accident involving himself, a toboggan, and a pile of snow.

Others on the casualty list are Harold Swift and family. They were involved in a motor accident.

Council members were seen recently inspecting wall at the back of the hotel.

The Slipway continues to be booked heavily. Bookings now extend into the New Year. To facilitate easier working arrangements on boats, it is requested that steps be taken to slip on a Saturday.

FOR SALE:

Exhaust and inlet manifold with twin Amyl carbies to suit Ford ten motor. This unit is not water cooled. £20. or offer to Ken Clayton. 919769.

Also one only "Paul" pump, 1/2 inch. Brand new. Offer.

DATES TO REMEMBER:

Annual Ball at Mordialloc City Hall. Again this promises to be a WOW of a night. There is not much time left now so make up your party and contact Social Secretary Bill Lipscombe as soon as possible. Tickets are 27/6 each person. Oops! Almost forgot the date.

FRIDAY 16th OCTOBER.

Closing date for Ball tickets is 11th October.

Start thinking about the Smoke Night gents. Friday, November 6th. To be held at Hampton Hotel. Admission 25/- and by ticket only.

Monthly meeting at Clubhouse is first Tuesday in every Month. Next meeting on October 6th. On that night it is hoped to have in attendance some Officers from the Police Department who will talk and demonstrate on the Victorian boating regulations. It is hoped that some insight will be given on their problems as well as ours.

DON'T forget the Social held on the last Saturday in every month. Next one is Saturday September 26th. Come along

and join in the fun. If in doubt ask anyone about Charlie Arthur's whistle dance. It's a whizzer.

Another Frypan Tea and Picture Night will be held on October 11th. All those who have attended similar functions at the Clubrooms have voted them a gigantic success. Each family attending is invited to bring along some food. Frypans or better still, portable gas units should be used to heat the food.

COMMODORE:	Ross Blackmore	Phone 95 1455.
HON. SECRETARY:	Ross White	37 1632
SLIP MASTER:	Dick Blades	97 3189
EDITOR OF ANCHOR:	Ken Clayton	86 8877 or After Hours 92 9769
SOCIAL SECRETARY:	Bill Lipscombe	723 4137
CLUB HOUSE:		90 1203

EDITOR
K.R.C.

ANCHOR -

OCTOBER,
1964.

EDITORIAL:

Just what has this Club and the Mordialloc Creek got to offer the boat owner? In a statement in the Mordialloc News of September 17th last, Commodore E. Madden of the Australian Coast Guard Auxiliary described the creek anchorage as one of the most dangerous in Victoria and facilities at Mordialloc as "very makeshift". He went on to describe a system of weather warning flags to be instituted by his organisation. Letters in defence of certain of his statements were sent to the News Office by Mr. Blades, Mr. Prince and myself and were subsequently published. For the benefit of new members and people living outside the Mordialloc area who might not have read the local paper I have decided to publish here my reply as it appeared in the Mordialloc News of September 24th. For the benefit of new members it does clarify certain points concerning our club and the creek. Note however that reference is made to "Scout Island". This is as termed in Mr. Madden's statement.

"Commodore E. Madden of the Australian Coast Guard Auxiliary does not seem to follow the example of the "Silent Service", especially when he makes blatant statements about the Mordialloc Creek anchorage being one of the most dangerous in Victoria. There has been only one case of drowning recorded through a boating accident at the entrance of the Creek and that was many years ago. Any recent accidents have occurred along the beach towards Aspendale. Certainly there is some risk in entering the creek in heavy weather, but boats would run an equal risk from the surf if a launching ramp was established along some other section of the beach as Mr. Madden suggests.

If Mr. ²Madden was as familiar with local conditions as he would have readers believe, then surely he would realise that surf conditions only exist ~~in this~~ locality when the weather is from the south west, a condition that exposes all beaches on this side of the Bay.

Certainly, at other times, entrance into the creek would be made less hazardous if swimmers were kept out of the mouth as Mr. Madden suggests. In fact, the Mordialloc Motor Yacht Club has drawn the attention of the Council to this fact many times, and notices warning of the danger have been placed by the Council near the creek mouth. However, it would appear that unless swimming in the creek were made an offence punishable by law, then the public would continue to ignore the potential risk. An even greater hazard is the obstruction of the creek entrance by small rowing boats. Some effort should be made to keep the entrance clear of these craft.

To say that facilities in the creek are very makeshift also seems a rash statement. Situated on "Scout Island" is the Mordialloc Motor Yacht Club, a club which has been in existence there since 1926. This club welcomes any boat owner or persons interested in boating. Bearing in mind that there are types of boats other than trailer boats to which Mr. Madden seems to give no consideration, then this club offers one of the safest slipways on this side of the bay, a completely enclosed and undercover area for boats that have been slipped, full workshop facilities, fresh water and electricity supplies available at the waters edge.

During a storm the Mordialloc creek becomes one of the safest places in the Bay to ride it out.

It is a commendable idea that some system of warning should be given to small boats regarding prevailing weather conditions. Nevertheless, it is questionable whether the Coast Guard Auxiliary should depart from the standard international code for these warnings. If it is felt warranted to depart from this code then surely two things are obvious. First, fly the flags where they would do the most good, at the creek mouth. Secondly, bearing in mind the great percentage of novices among the 4000 new boats due to be launched this season, why not do the obvious and fly three flags only -- red, orange and green, the meaning of which should be clear to everyone.

It is interesting to note that in 1946 the MMYC instituted a system of weather warnings by flags of the international code flown from the Island. The system was later discontinued due to lack of co-operation from the boating public.

- 3 -

Time to time in the press we read of the Australian Coast Guard Auxiliary and it is generally conceded that it does valuable work in shore based "basic seamanship" courses. Apart from this the general public seems to know very little of the organisation, what its activities are, is it in fact a commercial enterprise? This question is raised when Mr. Madden makes a distinction of "private yacht clubs".

In speaking of private yacht clubs, it is hard to understand why Mr. Madden says that they could not be expected to share their facilities at all times. I have no doubt that Mr. Madden was referring to emergency rescue work. It is interesting to note that the Port Phillip Power Boat Association, of which the MMYC is a foundation member, has more that 1000 at its disposal. Members of the association are available 24 hours a day. More than 200 rescues were performed last season by this association." (For more information on the Coast Guard Auxiliary Members should read Page 4 of Oct. 24th issue of "Truth".)

EDITOR - KEN CLAYTON.

POLICE LECTURE: At the October General Meeting we had as guest speaker Sgt. Ray Toban of the Victorian Police. He gave a lecture on the boating regulations that apply in this State and clarified several points on which members were not clear. One point which is not generally known is that it is compulsory for boat trailers to be fitted with safety chains. Another point, and one which should be watched carefully when purchasing new life jackets is that life jackets must not be confused with "aids to Buoyancy". Both articles are stamped accordingly and only life jackets are approved under the act. Sgt. Toban pointed out that in the main, the police squad were only out to control the reckless and irresponsible. Nevertheless, all club members should endeavour to have their boats equipped as per the regulations and to behave at all times in a seaman like manner.

Two guests present at the meeting were Bill Clarke, the Council mooring officer and ex-councillor Arthur Burke.

RAFFLE TICKETS: All members who received raffle tickets from Des. Darval should return the butts to him with all moneys by 27th of this month if possible. His address is 15 Cushing Av. Bentleigh. THIS MATTER IS URGENT.

Raffle tickets are now available from Jim Smith for the Childrens' Xmas Stocking. Remember that proceeds from these tickets go toward the Annual Xmas party for the kids.

WANTED: One marine toilet.

One water cooled manifold for 27 h.p. Dodge. Reply
Des. Darvall.

One child's pedal car in reasonable condition.
Contact Ken Clayton. 91-9769.

- 4 -
FLOTSAM AND JETSAM: Those of us who still feel that there is some romance in sail, will certainly be envious of Stan Kennedy. Stan has just refitted his boat "Cape Cod" with a new set of sails. She was seen undergoing trials the other week-end off Mordialloc and what a lovely picture she made. What's more, she was moving at quite a good speed too.

Congratulations Stan!

The Port Phillip Power Boat Association will not be running a Moomba event in 1965.

Some vague rumour is circulating that H. Swift and family are considering a trip across to Tassie by boat. What boat? On the sick list this month and recovering at home after a stay in hospital are Mrs. Rex Clayton and John Danial, Jr. There has been little response from members interested in forming a sub-committee to investigate local launching facilities.

Bookings for the slipway have now extended into Jan. 1965. Alan Dudley has consented to remain President of the P.P.F. B. Association for the present time.

Once again councillors have been displaying a keen interest in the back half of the Island. It is generally felt that this Club stands a reasonable chance of acquiring this site. Strange thing that wireless aeriels were taken off members cars parked in hotel yard when two policemen were in attendance at the club. Seriously though, members should see that their cars are securely locked when leaving them. Local police have been investigating a wave of such crime lately. Hope that the Coast Guard don't fly the "reduce activity" flag on a working bee day.

The club has purchased an orbital sanding machine which will be available to members at a charge of 7/6d. The use of this machine will apply solely to boats on the slips and persons desiring the use of the machine should see the slipmaster.
YOUR ATTENTION IS DRAWN TO THE FACT THAT MOORING FEES ARE DUE AND SHOULD BE PAID BY 31ST OF THIS MONTH.

NOTICE: Because Cup Day falls on the first Tuesday of November the normal monthly general meeting will be held on Tuesday 10th November.

1964-65 FIXTURE: Because of a limited number of days and the time available on each day it has been necessary to ballot for donors of trophies. However, members who had offered to donate trophies and who would still like to may contact Secretary Ross White or the Handicapper and it may be possible to put an extra race or two into the program where time and tide permit.

Continued on Separate Page. -

ANNUAL BALL: The Annual Ball was held on Friday October 16th. Some 200 members and their friends were in attendance. The City Hall was transformed into a setting in keeping with "boating atmosphere" by festoons of netting interspersed with attractive cardboard silhouettes of mermaids, ships' wheels, etc. all of which had been designed by Social Secretary Bill Lipscombe. Special thanks to Mr. & Mrs. Charles Higginbotham, Mrs. Jervis and Mrs. Blackmore for final arrangements of the decorations. Also special mention to M.C. Charles Arthur for his sterling work throughout the night. The barn dance must have been a bit rough though, what was that certain article that appeared "briefly" on the floor.

Official guests included -

Hon. E. R. Meagher, M.L.A. & Mrs. Meagher.

Commodore Jeffers Jones of Sandringham

Yacht Club and Mrs. Jones.

Commander W. Rogers and Mrs. Rogers.

The Mayor and Mayoress of Mordialloc,

Cr. and Mrs. Roy Ward.

Mr. Don Tatnell (City Engineer) and Mrs. Tatnell.

DATES TO REMEMBER:

Social on Saturday October 31st at Clubhouse.

Don't forget the Smoke Night to be held at Hampton Hotel on November 6th. Tickets are limited so contact Secretary Bill Lipscombe as soon as possible to avoid disappointment. Entertainment should be something out of the box this year.

Opening Day with Commodore's Trophy at 2 p.m. and Devon Tea at 3-30 p.m. on November 22nd. All members should make the effort and be down that day.

CHRISTMAS PARTY:

Christmas is drawing closer and the Annual Christmas party for the children will be held on December 6th. Names of all children attending should be in the hands of Jim Smith or Ross White by no later than November, 30th.

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DECEMBER - 1964.

EDITOR K. R. C.

ANCHOR

EDITORIAL: The pages of 1964 are now rapidly drawing to a close. Now is the time when we should reflect on the year gone by, to take stock of lessons learned and to cast our resolutions for the coming year. In doing these things let us take note of the words of Hilaire Belloc. He states "At sea there is no advocacy. We are free from that most noisome form of falsehood, which corrupts the very inward of the soul. Truth is one of the great gifts of the sea. You cannot persuade yourself nor listen to the persuasion of another that the wind is not blowing when it is, or that a cabin with half a foot of water in it is dry, or that a dragging anchor holds. Everywhere the sea is a teacher of truth. I am not sure that the best thing I find in sailing is not this salt of reality."

Editor. Ken Clayton.

WRECK OF THE HURRICANE: Further to the article on the wreck of the Wauchope in last month's Anchor readers might be interested to learn something of another wreck in Port Phillip Bay. This is marked on the charts and is situated about two miles due west of the Rosebud jetty.

This wreck occurred on the 22nd of April 1869. The Hurricane arrived off the Heads on the 21st and took a pilot on board, at 6pm. While entering the following morning at 8am she struck lightly on Lonsdale Reef. Soundings were taken in the forehold but no water was found. However, when the vessel was approaching Arthur's Seat she started to dip by the head and soon after foundered. The passengers took to the boats and were taken to Melbourne by the tug Titan, which was not far from Queenscliff at the time of the accident.

The vessel and her cargo were sold a few weeks later but she was never raised and so became a total wreck. The Hurricane was an iron ship of 1,198 tons, built on the Clyde in 1853. She was commanded by Captain D.H. Johnston R.N.R., formerly of the clipper ship Lightning. The Hurricane had sailed from Liverpool on January 12th.

ROUND THE BAY RACE: A power boat race with up to £2,500 in prize money and trophies is to be held around the Bay next Australia day. It will be over a 120 mile course, starting and finishing at St.Kilda. It will be divided into two sections - an Open Speed Division and a Predicted Log Section. The speed section already seems to have attracted commercial interests and so it is not recommended that members should consider this section. However, for suitable craft, the predicted log event offers possibilities.

Rules of the race stress safety and no competitor will be allowed to start unless the full range of safety equipment required by Victorian Law is carried, plus flares. Light aircraft, together with Police Boats and Boats of Australian Coast Guard Auxiliary will patrol the course.

The race is timed to start early in the morning to have entrants well on the way before the usual southerly springs up.

Entry forms are available from Castrol retailers, from Castrol (Vic.) Ltd., Geelong Road, Brooklyn or from Harry West, 54 Albert Road, South Melbourne. An entry fee of £2. will be charged and entries close on January 18th.

THE CAPE COD INCIDENT: By now most members know of the tragic loss of club member Stan Kennedy. Stan was drowned when his boat was swamped in heavy seas during a sudden squall on Sunday November 22nd. From facts obtained from the two survivors it was learned that it was only a mischance that caused the accident. When the storm struck Cape Cod was put into the wind and the engine started. While attempting to lower the mainsail there was some momentary loss of control causing seas to fill into the boat.

At the club, no concern was felt during the early part of the afternoon, but as the day progressed some anxious thoughts began to be expressed. Ken Clayton decided to go to Frankston to see if the boat had put in there. On the way down by car, he stopped off to have a look from the beach at Chelsea and there he was approached by a lady from a nearby house who informed him that Ian Benson, a crew man on Cape Cod had struggled ashore. Ian was able to pass on the terrible news as to what had happened and also that he thought Stan might still be with the wreck although the accident had occurred some two hours before.

Ken returned to the club and continued the search at sea through the generous help of Bill Withers who unselfishly placed himself and his boat at instant disposal. When it was apparent that nothing could be seen from the sea Bill returned and an air search was instituted. Bill then took his boat to sea again and maintained a search until dark, working in

co-operation with the aircraft, kindly placed at our disposal by Radio Station 3.U.Z.

Stan Kennedy's body was found the following morning and many club members attended his funeral the following Wednesday. The boat was also found on the Monday, submerged but intact some 400 yards off Chelsea beach. It was refloated and is now placed on Mr. Jack Pompei's slips. Considering the pounding that this boat took, it is really surprising how little damage it suffered. Actually, Cape Cod is owned by club member Ray Kempter. Ray bought it off a woman, Rene Melan some ten years ago. Rene apparently took great pride in the boat and was a keen sailor. The late Stan Kennedy although a full member of the club, shared only an interest in the boat as a working crew member. It is expected that after repairs have been carried out, the boat will be coming back into it's old moorings.

FLOTSAM & JETSAM: The Anchor gets about. A copy was seen on the table at the Mordialloc Trailer Boat Association meeting the other night. The Trailer Boat Association have been offered the loan of a portable concrete ramp by the National Marine Association. Problem is where to put it.

Yachties are getting a bit worried. It is rumoured that legislation will be passed soon requiring auxiliary powered yachts to be licensed.

Vice Commodore Jack Daniel did a sterling job in the chair the other night when pressure of work kept Commodore Ross Blackmore away.

Surveyors were seen recently working along the creek bank at the rear of the hotel.

Of interest to members is that "Richliew" was slipped on Monday 7th of this month. Marine growths on the hull were a little heavier than usual owing to the fact that this boat had not been slipped for seven years. In fact the propellor and rudder could not be identified at all. After scraping down it was found that contrary to expectations the planks were sound although there was heavy worm infestation in the keel.

Commercial interests in the creek are considering uniting to bring pressure to bear on authorities to gain more improvements in the creek.

Sue Clayton recently celebrated her 21st Birthday.

RACING: It is requested by the club that all personnel on boats taking part in races should wear life jackets or aids to buoyancy.

The Handicapper, Doug Porfar requests that the donors of races must be prepared to run their event. Doug can be contacted at 306-9027. Note that in all events racing numbers must be carried.

NUPTIAL NEWS: The wedding took place in Sydney on December 5th of Mr. John Daniel, Jr. and Miss Phyllis Attwood. After a honeymoon in Queensland John and Phyllis will be returning to Melbourne.

Our Sydney correspondent informs us that festivities of the day included a team from Melbourne led by our Vice Commodore Mr. Jack Daniel challenging a team from Sydney, led by the bride's father in a competition to see who really could put away the most beer, Melbournites or Sydneyites. Our correspondent is reluctant to say who really won.

FOR SALE: Runabout "This-el-Doo". 25 m.p.h. Skis and trailer. £245. Apply A. Wells. Phone 90-2369.

CHRISTMAS RAFFLE: The result of the raffle drawn at a very successful Christmas Social on December 12th is as follows.

1st.	No. 0861	Jack Prince.
2nd.	4871	George Maxwell.
3rd	3030	Councillor Alan Maclean.
4th	4658	Brian Agnew.
5th	2571	Lindsey Mercer.
6th	1186	Graham White.

DATES TO REMEMBER:

FEBRUARY 1st 1965. A.N.A. Weekend. Castrol around the Bay Race.

Feb. 7th. Patterson River Regatta. No details are known yet but members are advised to watch the club notice board.

Feb. 14th. Races starting at 10-30 am. Note that briefing takes place 30 minutes before this time.

Feb. 20th. Sandringham Regatta. Again no details at this stage.

Feb. 21st. Cruise and Barbeque. Watch notice board.

NOTE: There will be no Edition of "The Anchor" in January. Also, there will be so Social in January.

MOORINGS AVAILABLE: Sites for approximately ten moorings are available on the south bank of the creek between Mr. Allmatt's slipway and the bend in the creek. Although increased flow in the creek has shifted some silt these sites would still require a little work to make them suitable for moorings, nevertheless the sites are there. Interested parties should contact Secretary Ross White for further information.

THOUGHT FOR THE MONTH:

"Peace on Earth. Goodwill unto all Men".

The Commodore and Flag Officers wish all Members the Compliments of the Season and happy boating for 1965.