

POWER BOAT EVENTS ON PORT PHILLIP.

BETWEEN R.V.M.Y.C. M.M.Y.C. S.Y.C. B.M.Y.S. P.R.M.Y.

The first recollection I have of the Whalley Cup was in about 1938 when in company with another Club Member, his father took us to watch a number of motor boats leave Williamstown and follow them by Car to Sandringham Yacht Club. I was much later to take part in the event on a number of occasions.

Many years later as Mordialloc Motor Yacht Club handicapper with the then Commodore Norman Paterson I was to have dinner with A.J. (Bert) Whalley and his son A.D. (Alan) Whalley and representatives of Sandringham Yacht Club and Royal Victorian Motor Yacht Club at the home of A. J. Whalley in Bourke Road Camberwell, this was an annual event to plan the next Whalley Cup. This annual event was to end on the death of Alan Whalley in 1975 and so concluded many most entertaining and enjoyable evenings I was invited to attend.

The Whalley cup has possibly been the main event in Log trialling on Port Phillip commenced in 1924 when A. J. Whalley gave a cup to an event between S.Y.C. - M.M.Y.C. and R.V.M.Y.C. between Williamstown and Mordialloc originally. Harry Brewer of R.V.M.Y.C. was to win the event three times and was presented with the original cup, which is now in the possession of R.V.M.Y.C. being returned by Mrs. Brewer. There is also a painting of the present Cup at R.V.M.Y.C. Later it was to finish at Sandringham where a luncheon was held with 1st, 2d & 3rd prizes being presented. Later each competitor was to receive a tankard with the three Club burgees attached and the name of boat and skipper.

By this time courses were set by Mr. A. D. McKenzie a Member and later Commodore S.Y.C. and also Chairman of the Melbourne Harbour Trust.

The original events were novel by today's standards. You arrived at the starting point either R.V.M.Y.C. or S.Y.C. you were given a start time and a course you then had to work out the distance, start at your given time in a group, there were no check points and it was a mass finish. On some occasions you were to start in groups at the drop of a flag. Some Members were expert at handling the mass finish they could keep pace with the caller and never fail. This created a spectacular finish to the event.

This continued until the death in 1955 of A. J. Whalley. His son Alan and Ross White were to continue the event on one occasion using the chart prepared for the 1956 Olympics later we were able to obtain the assistance of Commander Tom Gale a retired Naval Officer to plan the courses and check points were added. Courses were set, distances given and posted to entrants prior to the event. The mass finish eliminated and the present system operated.

As S.Y.C. and R.V.M.Y.C. obtained liquor licences the course was changed to alternate between the two clubs as hosts with start and finish, also starts from various clubs were introduced.

In about 1960 due to the popularity of boating and log trialling on Port Phillip R.V.M.Y.C. S.Y.C. & M.M.Y.C. agreed to form a committee attended by representatives of the three Clubs chaired by Alan Dudley a Member of S.Y.C. to promulgate a set of Log Trial Rules and generally arrange programmes for inter-Club events, give status and contact with Government Depts etc., It also approved the present system of allocating points proposed by Eric Underdown. of M.M.Y. It was formed and known as the Port Phillip Power Boat Association.

Around about this time State Boating registration and rules were being introduced by various State Governments and while the present rules were being drafted input was being sought and the P.P.P.B.A. was to play a considerable part in the eventual discussions to form the basis of the boating laws as we know them to-day. It was a very interesting time for power boat officials to assist in shaping the future of power boating in this state. Following the completion of a set of Log Trial Rules, the points system and state boating rules and registration of boats with the increase of Membership of the P.P.P.B.A. by the application of many Clubs to join due to the explosion in the number of boats being registered the name was changed to Power Boat Association of Victoria. The P. A.V. were to produce one of the first charts of The Beaumaris to Mordialloc area.

After many years of successful operation Clubs started to drift towards amalgamation with the Victorian Yachting Council which had formed a Maritime Section with a Power Boat Division chaired by Mr. Richard Trebilcock who had developed an extremely successful division of the V.Y.C. During Richard's era as chairman considerable effort on his part resulted in the present charts developed. and rule books reprinted.

It was decided to print three charts from Williamstown to Mornington. Richard obtained copies of the bayside suburbs from the Lands Dept then following a visit to Ports & Harbours offices at Queenscliffe by R. Trebilcock, Ross White, Doug Kentish and Eric Underdown it was discovered the charts and maps could be matched this was possible after overcoming many obstacles. The first Sandringham to Seaford then followed Seaford to Mornington and later No. 3. Sandringham to Point Cook. After various amendments a fairly successful chart was produced.

On Richard's resignation in 1988 Ross White was to succeed him and in 1994 John Binstead of B.M.Y.S. was elected the present Chairman.

To the Men who founded our Clubs, those who have guided them through to the present day and all who have played a part must go the credit for Power Boating as we know it to-day.

I trust you will find this as interesting to read as it has been for me to assemble it.

Ross White.

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

1991

The following is a history of events taken from M.M.Y.C. archives, there may be a discrepancy of the year in the introduction of some Inter-Club events.

- 1924 Introduction of Whalley Cup. by A. J. Whalley
- 1950 Isle of Mordialloc originated as an inter-club event for Power Boats by M.M.Y.C.  
The first event was won by G. Nicholson of S.Y.C.
- 1952 Lonsdale Cup an event for Power Boats introduced by R.V.M.Y.C. and David Syme ( The Age) (discontinued)
- 1961 Formation of Port Phillip Power Boat Association the drafting of power boat log trial rules, point system and introduction of boat registrations and regulations.
- 1961 Sandringham Yacht Club Cup and event for Power Boats.
- 1962 Patterson River Motor Yacht Club Henley Cup for Power Boats.
- 1964 Royal Victorian Motor Yacht Club Regatta for Power Boats.
- 1968 Beaumaris Motor Yacht Squadron Ricketts Point Regatta for Power Boats.
- 1974 50th Whalley Cup marked by the presentation of a Gold Cup won by A. E. Smith of M.M.Y.C.
- 1975 Australian Volunteer Coast Guard Jack Edwards Cup for Power Boats.  
Death of Alan Whalley The three Clubs to continue the event.
- 1977 Discussion with R.V.M.Y.C. S.Y.C. and M.M.Y.C. resulting in the invitation of B.M.Y.S. and P.R.M.Y.C. to take part in the Whalley Cup with the three original clubs remaining Host Clubs.
- 1978 Australian Predicted Log Championship with the Attunga Gold Cup donated by Mr. W. A. Wright an event for winners of Inter Club events and Club aggregates
- 1983 Last meeting of the Power Boat Association of Victoria formerly Port Phillip Power Boat Association with Clubs joining the Victorian Yachting Council as Maritime Members of the Power Boat Division.
- 1991