

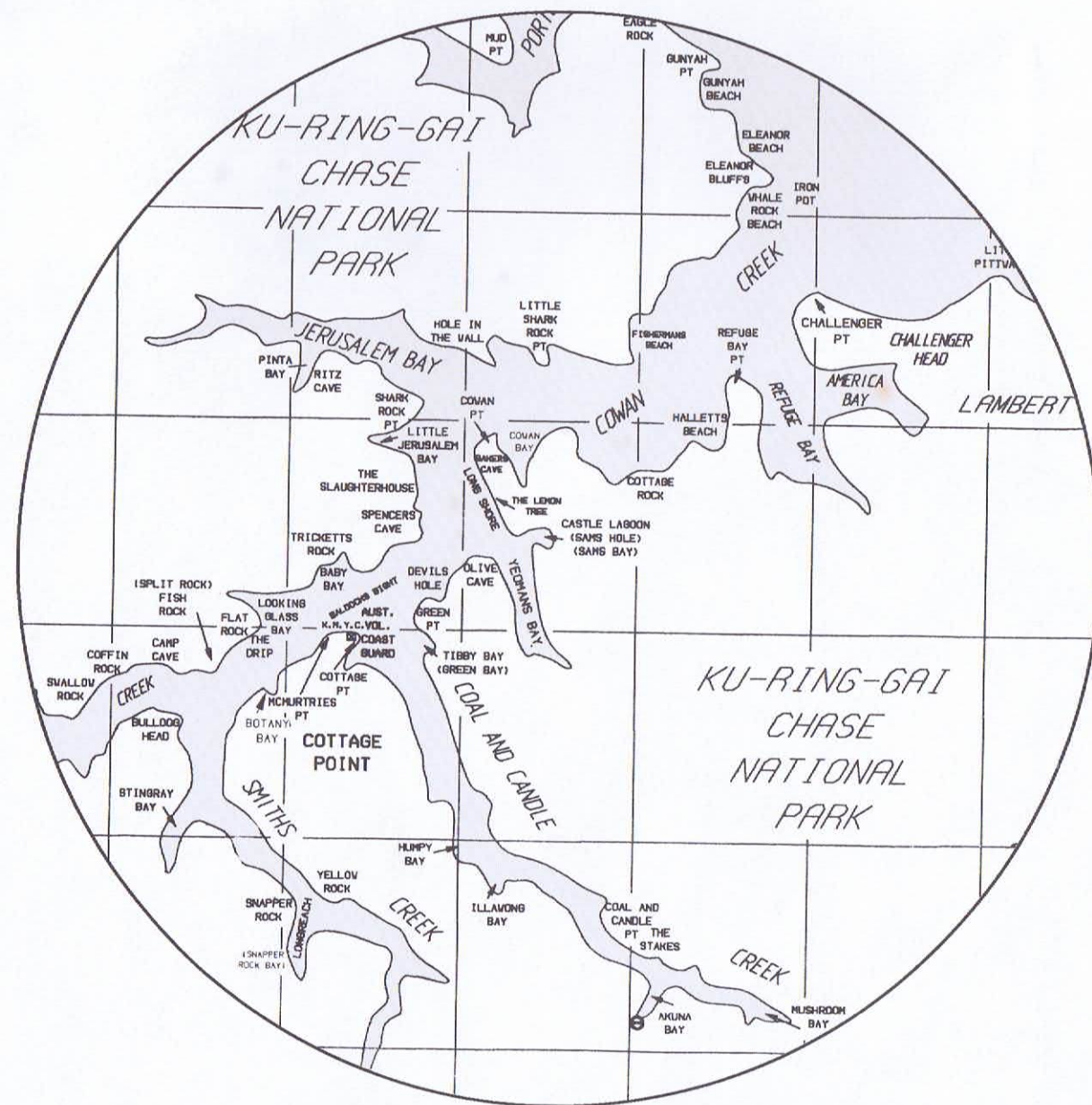
The KMYC Story 1945 - 1995





JOHN COLQUHOUN
Cottage Point
2000 - 7
94566000

KMYC Waterways.
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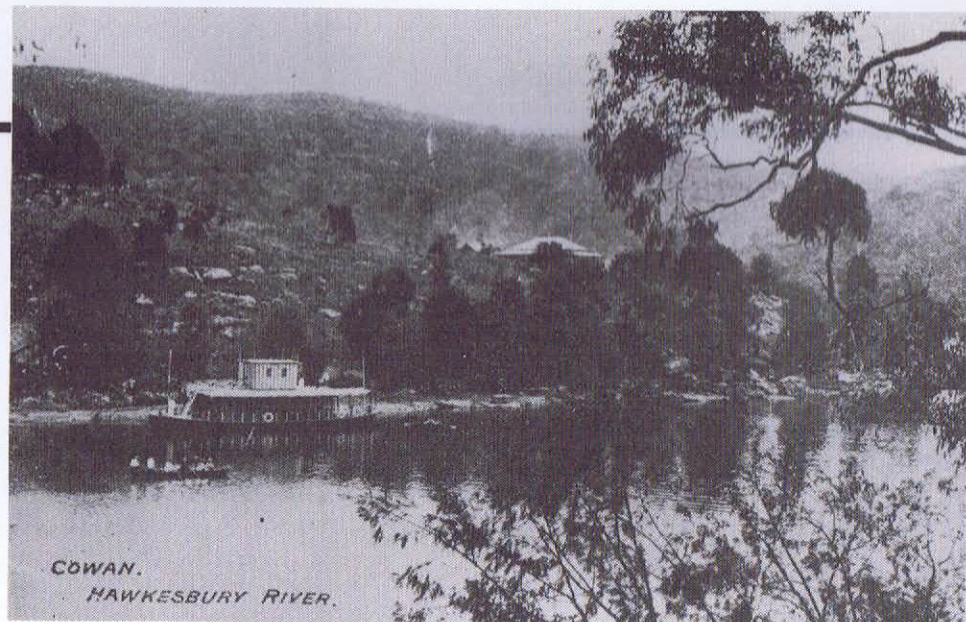


The KMYC Story

1945 - 1995

by Audrey Armitage

Dust Jacket:
Winter dawn at the club (May 1994). Picture by Audrey Armitage
End papers:
Front - The club grounds in 1958
Back - KMYC 1995. Picture by Richard Hunt



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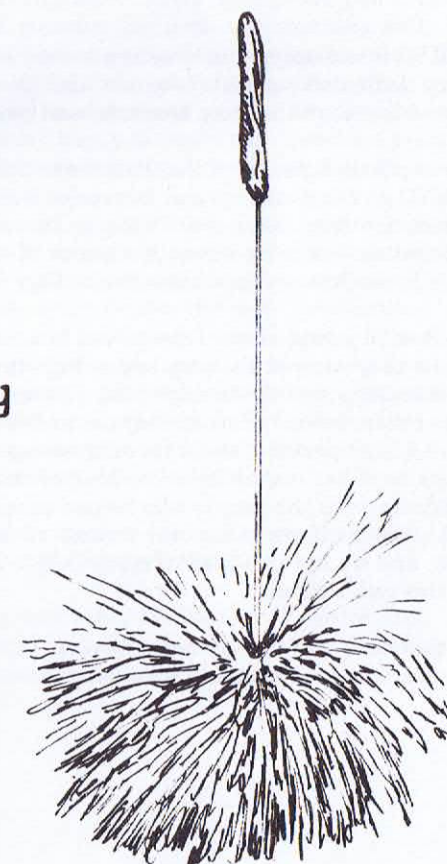
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Foreword



Commodore Ian Renton

The story of KMYC is not only an interesting history of a great boating club, but a tribute to many dedicated people who made KMYC what it is today - a unique and friendly club situated in one of the most beautiful and peaceful settings in the world.

This publication was planned as one of the features to acknowledge the Golden Anniversary of KMYC and to evoke special memories from its first 50 years. It is a picture of an organisation that resisted the temptation to expand into a big, bustling and busy club, painted against a backdrop of a period of time when this country was making momentous leaps forward in science, technology and the overall pace of life.

Thankfully, even after 50 years, most of the prized features of the club remain virtually unspoilt, as they were at the very beginning - the wonderful waterways, the national park surroundings and the family spirit that we treasure so much and which is the envy of many other clubs. Unfortunately the safe-keeping of historical records did not always have a high priority, and I therefore congratulate Audrey Armitage on the outstanding results of her research and writing efforts. It was a mammoth task to locate and communicate with the people who helped shape KMYC, as Audrey and her helpers discovered in their efforts to uncover records of the many interesting facets of the club's evolution, and we are indebted to many people for their valuable cooperation in contributing to this publication.

I am pleased that this book will forevermore preserve the rich history of the "best little boating club in the world" - and long may it remain that way.

Ian Renton

Commodore, 50th Anniversary Year

The years before



According to the old Volumes and Folios of early land transactions in the Colony of New South Wales, in the Land Titles Office in Sydney, early purchases make Kuring-gai Motor Yacht Club the third registered owner of the finger of rock and soil that points roughly nor'east into Cowan Water, and is now called Cottage Point.

But long before British-style records were kept in Australia, Aboriginal groups of up to 50 people wandered the rocky hillsides and gullies that border our waterways, defending their territory against traditional enemies. The Kuring-gai (or Guring-gai) who occupied land from the coast west to Berowra Creek, and from Port Jackson to the Hawkesbury, were generally described by the early settlers as "a mighty lot". Even their name had an aggressive stance: a general translation would be "ours" or "belonging to us".

While they fought with neighbours to the south and north, they were friendly with those people living on the west bank of Berowra, and in seasons of plenty they met for days of feasting.

Signs of the feasts - the kitchen middens - can be found all over what is now Ku-ring-gai Chase National Park. Our slipway was built beside one such midden, and before the supporting concrete was poured on the slipway wall, a 50cm band of ancient shellfish remains was visible. And in other parts of the Chase there are signs of human habitation that go back thousands of years. There are burial sites, rock engravings, fish traps, stone arrangements and open middens. On the western shore of Cowan Water, opposite the rally box, there is a ceremonial bora ring.

White men gave names to the groups, and the Kuring-gai became "The Broken Bay tribe". But it was those other gifts of the white man that spelled disaster for the tribes - the common cold, measles and syphilis. Spears

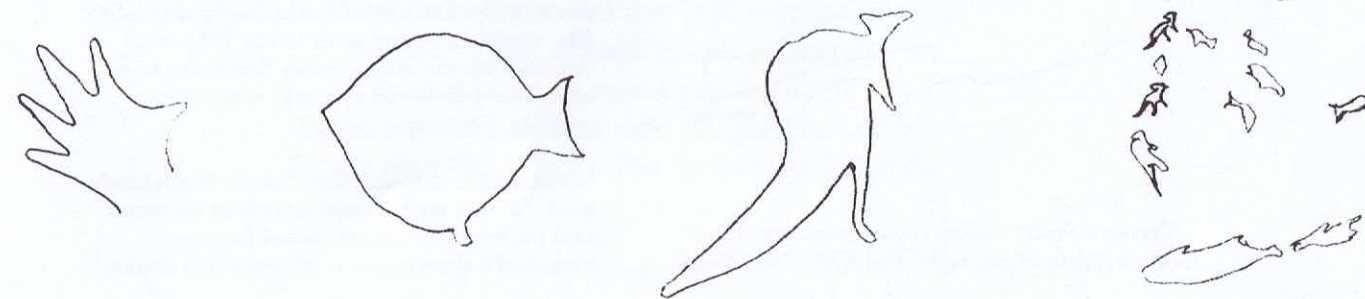
were no match for rifles, and tribes were virtually wiped out. In 1840, only 35 names remained on the census of Aboriginal people in the Brisbane Water area. The few Kuring-gai who were left drifted to white settlements, and the bush fell silent.

If Aboriginal lore is correct, the hunters did not really leave. Their spirits still guard the land, roaming the bush and standing still, silent and unseen when interlopers come. This may explain why sometimes, when you are moored on a summer evening totally alone in a secluded bay, you can get that sudden prickle of awareness that you are being watched.

By the 1850s the Hawkesbury was a trade route to the interior and small enterprises had been set up to cater for the movement of people up and down the river foreshores. Under the Robertson Land Scheme, anyone who settled virgin land and improved it over a three-year period was entitled to possession. Men who had made their fortunes in the young colony were interested in the opportunities this presented.

Such a man was James Terrey, merchant grocer, of Sydney Town.

His grandfather William, of Kingston Inn, Yorkshire, had come to the colony at the age of 22, listed as "shepherd, can read and

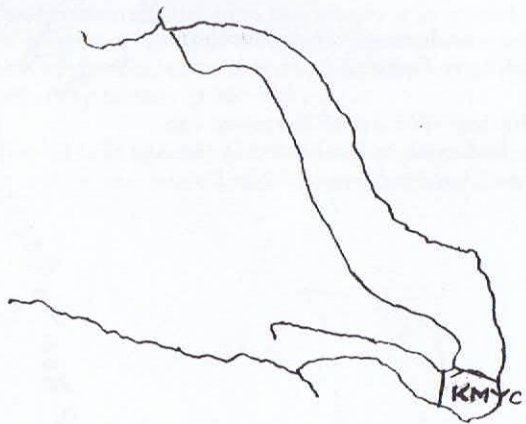


write" - an unusual accomplishment for such an occupation, and an indication of his quality. By the time grandson James Terrey, made in William's mould, had reached his middle years, he was one of the richest men in the colony. He had a two-story stone mansion at Bellevue Hill which looked across open fields to the harbour. The house was called "Mamhead". He had a property called "Rosedale", near what is now Roseville, and an orchard at Pymble that covered what is now Pymble Golf course. There was another property at Terrey's Green (near Terrey Hills) where he kept some sheep. From there he frequently set off alone, riding through the rugged hills on a small pony, exploring the bushlands for possible investment or business opportunities. On one such trip he caught his first sight of Cowan Water, and an area he named Terrey's Point - in anticipation.

There is an unconfirmed story that he either shot or apprehended a criminal hiding in the wild country at the back of Terrey's Green, and that this swayed the authorities to grant him the specific parcel of land on which he had set his heart, and for which he had applied under the Robertson Scheme. For £100 he took conditional occupancy of 100 acres of land right on the Point, planting an orchard and building pig pens and a one-room cottage near where "Sunrise" now stands.

His occupancy is noted in the pre-1907 Vol. 757 Fol. 83, dated 5th November, 1879. The position of the grant was described as:

Commencing at a ↑ on a rock situated at the junction of the right bank of Cowan Creek and bounded thence to the west by a line bearing south nine chains 52 links to the left bank of Coal and Candle Creek and thence by that creek downwards to its junction with



Terrey's Point - the original grant showing today's freehold property and KMYC holdings.

Cowan Creek aforesaid and on the northwest by Cowan Creek upwards to the point of commencement.

According to the late W. A. (Todge) Terrey, the journey from Bellevue Hill to Terrey's Point was such an arduous one it had to be done in stages. James Terrey would set off in his horse and sulky, with a packhorse trotting behind, taking a week to travel via his other properties to Terrey's Green. Once there, he loaded the packhorse with provisions and set off on a bridle path that led from somewhere near the end of the Old Booralie Road, down to the water. Then he had a three-week stay before attempting the return journey.

The stay cannot have been all hard work and no play - a report to the Cottage Point Progress Association on the development of the road in to the Point refers to "some of the stone used coming from the ancient Terrey stills".



James Terrey

The Lands Titles Office deeds concerning the area show that in 1894 a series of leases were made of part of the estate. One of these was to the Dixon family (November 2, 1894), who occupied an area up the hill from what is now Notting Lane. Sir Hugh Dixon razed a one-room cottage built by James Terrey, and replaced it with "Sunrise" (now a Heritage dwelling). During his occupancy, when access to the Point was by ferry to a wharf near the present Cottage Point Inn, he had a "lift" constructed for his wife, who had a disability. She would be fastened in to the lift, then winched up the steep, rocky foreshore to an area near our lower carpark, where the walking was easier.

"I remember it well," Mrs Mavis Windybank said. "It was an old cane armchair on ropes and pulleys. The artist Lionel Lindsay included a drawing of it in one of his books."

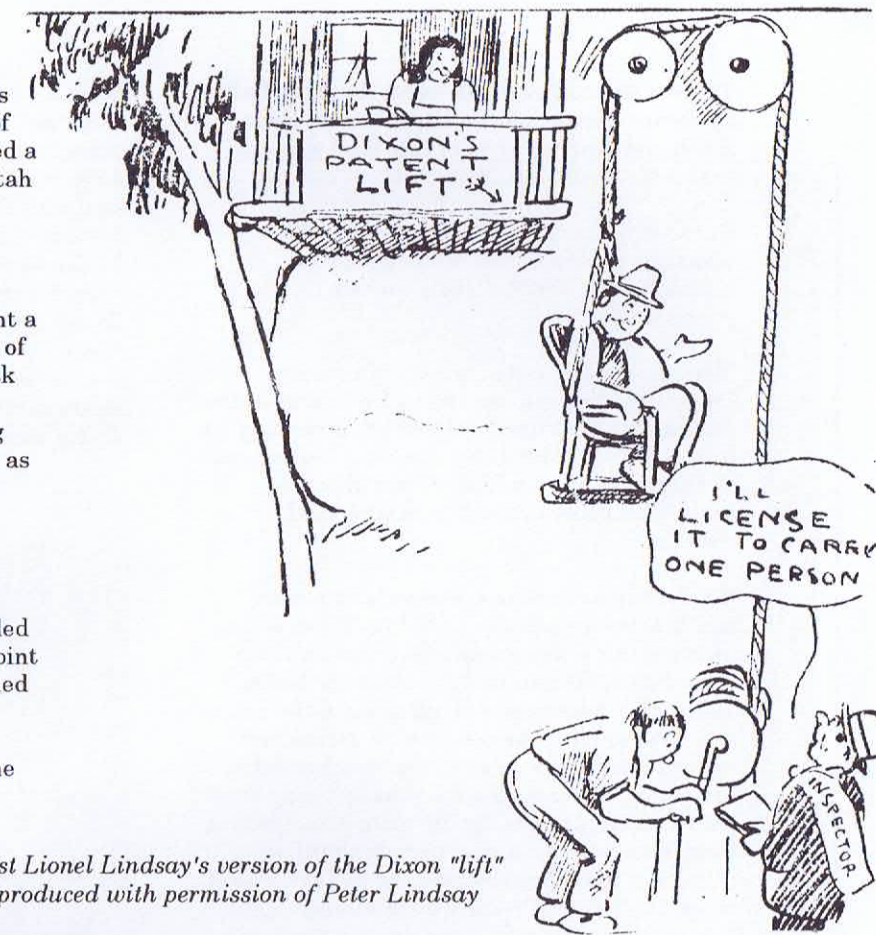
The Dixon lease ended in 1903, and records show that in 1905 Alice Windybank (wife of Edward Clarke Windybank who had started a boat-building and hiring business at Waratah Bay) was listed as the owner of a parcel of land on what old maps now referred to as Green Point.

On January 18, 1907, Henry Notting bought a strip of land on the Cottage Point Bay side of the Terrey estate, where our boatshed/kiosk and two cottages now stand, and set up in business as a boatshed proprietor, building and hiring rowboats, and building cruisers as well. Lofty York's "Bunai 1" was a Notting boat.

Both the Windybanks and Nottings had holiday rooms for rent, but when Edward Windybank started renting the cottage called "Sunrise" and made a regular run to the Point to deliver supplies, the area gradually gained yet another name - Cottage Point.

Alice Windybank loved the place even to the point of waxing poetic about it:

Artist Lionel Lindsay's version of the Dixon "lift" reproduced with permission of Peter Lindsay



COTTAGE POINT COWAN CREEK

Cottage Point, there it stands in the midst of Cowan Creek.
 A little township on its own, which could speak
 To the public who enjoy its waters blue,
 Abounding with fish, and birds of every hue
 Of the water craft of every design
 Who come after the fish of every kind.
 What pleasure there is in a day spent so
 Away from the city of noise and know
 They return with a clear head and a brain alert,
 To tackle their job with better spurt.
 By the way: down there there's still progeny about
 Of the old chap called Windy - to straighten things out,
 Since this war knocked us badly with such a hard blow,
 Whether we'll survive the Lord only knows.
 For long life and good health get away
 To that place to spend perfect days;
 From the strife and turmoil to open that door,
 Please ring Mrs Windy (Phone Cottage Point 4).

*by (copy) from original
 A. G. Windybank
 Mar 16th 1943
 for Gordon*

There was another single-room dwelling built by James Terrey, on the site of our present clubhouse, and a parcel of this land was sold to the McCredie family in 1905.

Elizabeth Winny, of Fairlight, remembers what our land was like when she spent holidays with her McCredie cousins as a very young girl.

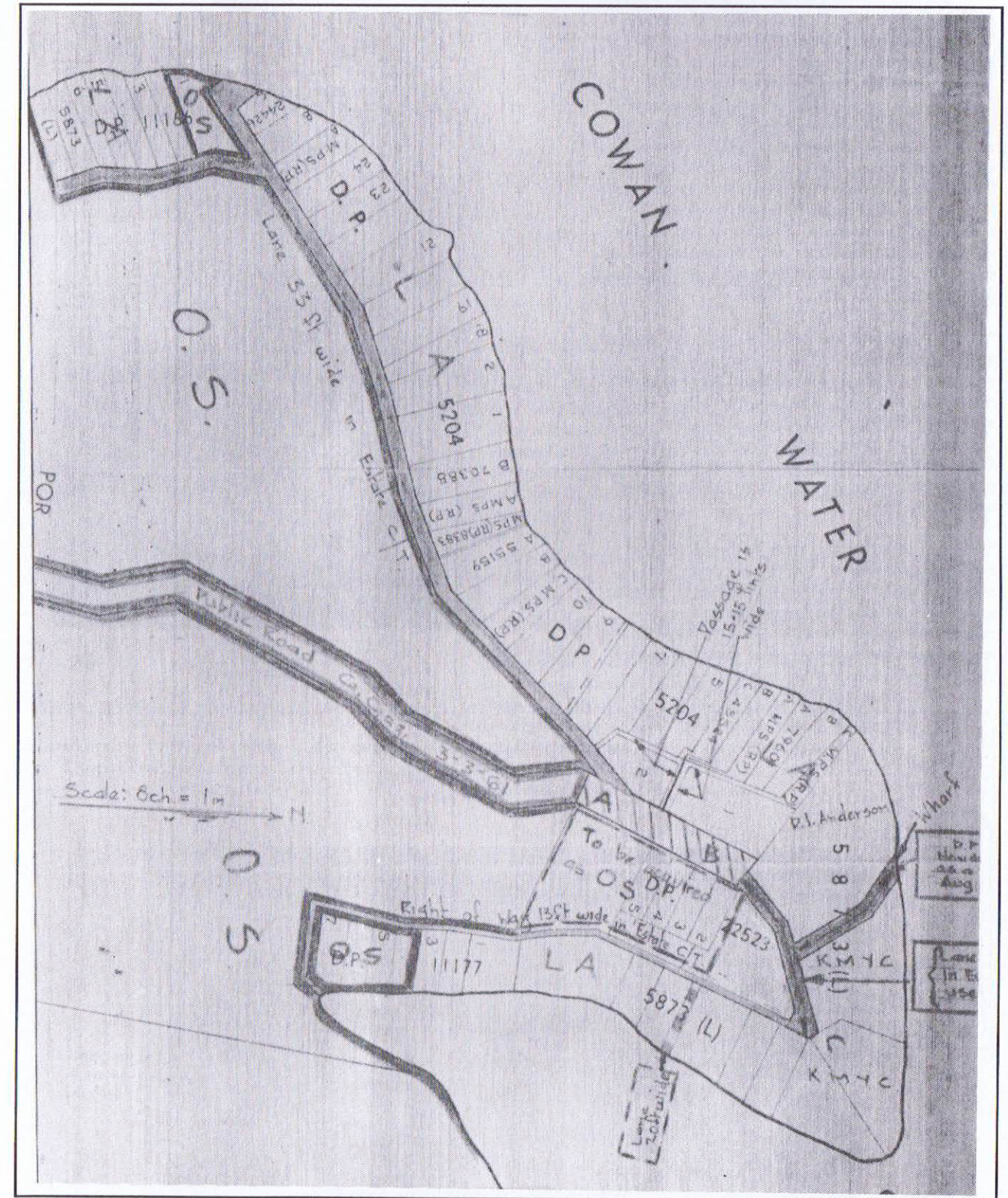
"Mrs Susan McCredie, widow of the late George McCredie who died in 1903, bought the property at Cottage Point early this century as a weekender and holiday home for herself and her eight children and their families. The house was called 'Itheal', meaning 'God be with you'.

"In the beginning there was only one room, and this was gradually added to. When it was finished there was a main bedroom and two others (one for men and the other for ladies). There were verandahs on all sides of the house and out the back there were five galvanised water tanks. There was a large kitchen with fuel stove, and a dining room table that seated 28. At one end of the dining room was a sitting room area with an ancient organ that had originally come from Europe. In the early days when old Mrs McCredie was in residence, Sunday prayers and hymns around the organ were offered regularly. The smaller house (which is now the club's caretaker's cottage) was not part of the original purchase - it

Below: Alice Windybank, one-time mistress of "Sunrise", where she used to sing operatic arias from the front verandah. On her death memorabilia and records were burned in a backyard bonfire.

Bottom: "Itheal", the holiday home of the McCredie family. The building had been extended from a single room dwelling built by James Terrey on the headland.

Right: James Terrey's children had little interest in his Cottage Point property. Map shows subdivisions made soon after his death. Today there is no Terrey holding at the Point.

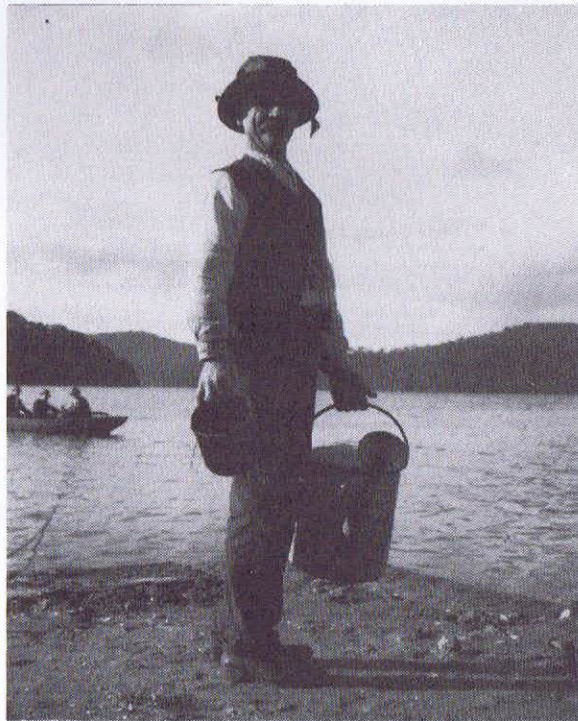


was owned by a Sydney dentist, and was bought later.

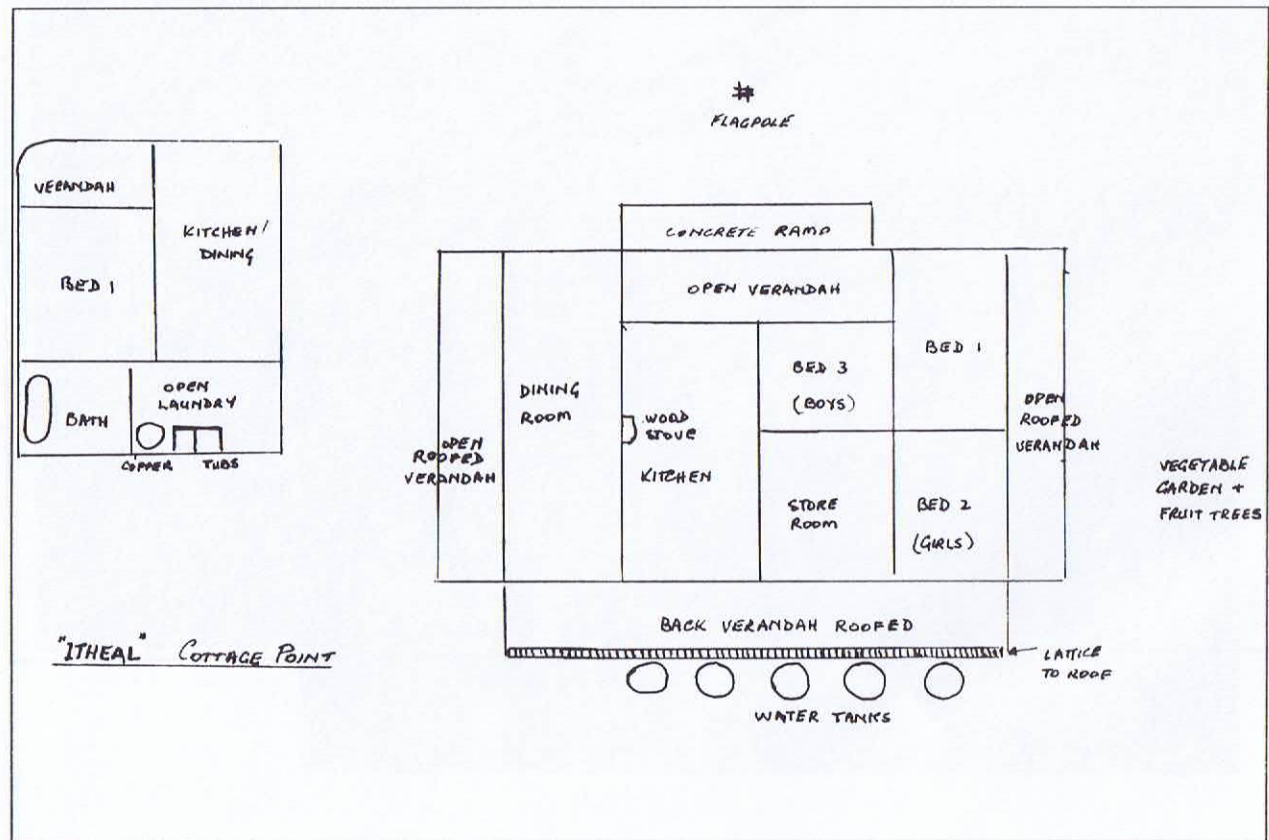
"For many years Old Turra was caretaker. Turra's Cave was named for where he lived most of the time. The property was well landscaped, and was referred to as The Garden by locals and visitors. An avenue of pear trees lined the walk from the terrace to the front lawn. Other fruit trees in the garden were persimmon, fig, peach, lemon and loquat. The caretaker tended the gardens, and always during the Christmas holidays we had a wonderful assortment of summer vegetables as well as watermelons and rockmelons. There was also a large poultry run with chickens and ducks to help the kitchen fare.

"There was plenty of fish, too, with the catch varying according to the season: jewfish, snapper, red bream, whiting, flounder, tailer, nannygai, flathead, hairtail, and blue swimmer crabs. We often set a fish trap, taking a line between the home wharf and Green Point, opposite, and it was nothing to catch a large grouper, and few leather jacket and butterfish.

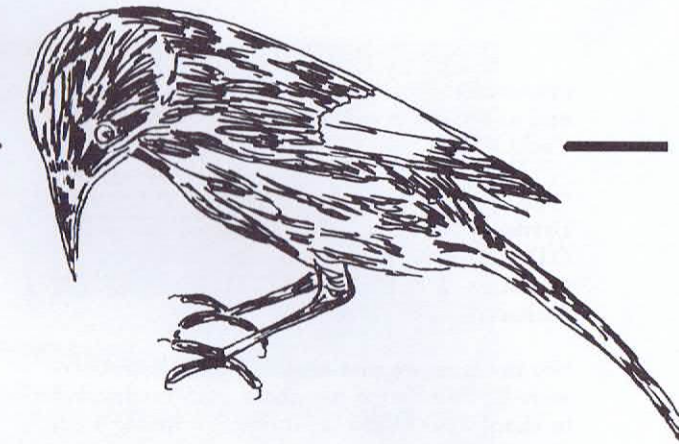
"When it was decided to sell, the McCredie family was anxious that the property should be maintained as one lot. In selling to Kuring-gai Motor Yacht Club it gave access and pleasure to many families. At the same time it kept the property whole, and would not spoil the natural beauty of the area."



"Old Turra"



A club is born



You could almost say that Kuring-gai Motor Yacht Club began by accident - and blame it on a delivery boy from the marine department of Nock and Kirby's city store.

Carl Halvorsen tells the story.

"The delivery boy made regular rounds from George Street to Palm Beach, visiting all the boatsheds on the way. This particular day, early in 1945, he came to my boatshed at Neutral Bay and almost as an afterthought as he was going, he asked me if I knew John Wheat was thinking of selling out.

"John had had the boatshed at Bobbin Head for some time and was quite an institution there, but I knew he had some interests in the Newport area, so the story seemed likely. I was a bit noncommittal, but as soon as the Nock and Kirby lad left I was in the car, and across to Bobbin Head to find out more about it.

'I hear you're thinking about moving back to the coast,' I said to John.

'Yes,' he agreed. 'There's someone interested, but he's trying to beat me down. I want £250 for it, and he's only offering £200.'

'I'll give you £250,' I said."

John Wheat accepted the offer, and thus began half a century of Halvorsen influence on Cowan Creek and Broken Bay.

Not everyone was happy with the change of ownership.

A group of the boatowners who moored at Bobbin Head met in some consternation. John Wheat had been a cross between a boatshed proprietor and Santa Claus, and a much loved father-figure to many a young beginner at the serious business of boating. If he liked you, your mooring rates were low. If he didn't, it could cost more to moor a smaller boat than a larger one. Now this "new mob, with big money" was coming in, and "happily ever after" was getting a very finite ring to it... they couldn't expect to be treated as well by a newcomer, who had the reputation of being a first class operator and businessman.

"Eight of us held a meeting one weekend on the pontoon at Bobbin Head," said Norman C. Hughes, a KMYC foundation member and designer of our burgee. "We felt the thing to do was to present a united front to this new owner, and the only way to do it was to form a club of our own. So we formed a



provisional committee on 15th March, 1945, and adopted the title of 'Bobbin Head Motor Yacht Club'.

"The eight on that committee were J.L. Barden (Chairman), C.A. Robson (Hon. Sec.), C.D. Atherton, K.M. Buchanan, H.C. Christian, F.J. Hickey, N.C. Hughes and L.A. Jackson.

"By the time we met again 10 days later there were 27 foundation members, and we decided to change the name to Kuring-gai Motor Yacht Club."

The names added to the provisional committee were: G.L. Alchin, A.J. Beszant, C.R. Blakeney, W. Bramley, F. Chilton, W. Clarke, J.R. Englert, N.E. Finch, A.H. Gray, H.J. Hankin, S. Herczog, S.L. Lane, J.E. Lomax, C.F. Middleton, R.H. Miles, B.H. Potter, F.W. Radford, M.H. Thornley and H.F. Watson. None of the original committee survives as a member, but some names are represented in the club's Year Book - notably Harry Chilton with *Shemara*, and David Alchin with *Chiquita*.

"Our first job when we took over at Bobbin Head was to standardise the mooring fees," Carl Halvorsen said. "After a while the KMYC members decided we weren't so bad after all, and invited me to join the club."

It is only in recent years that Carl has given up power boating and resigned from KMYC.

Our founding fathers probably didn't realise how far-reaching a decision they had made in forming their united front as KMYC, because this was just the beginning of the happiest "accident" to happen in Cowan Waters. Solidarity was no longer an expedient; it was a wonderful idea. And the enthusiasm was something else. There was no shortage of ideas and suggestions about how the club could - or should - develop, nor of the expertise to make it happen. Many of the new members had management and business finance experience. Others belonged to clubs like Lions and Rotary, and knew how to put together a social program which would imbue the club with the idea of developing as an extended family, sharing the serious pleasures of boating.

Committees had to be formed, office bearers elected and a constitution drawn up and agreed to.

Agreement? Heaven can wait. It usually has to. The teething problems of the club lay in the very expertise of the members who met to form it. As Frank Delandro had pointed out, in a 1981 interview, boating was a very expensive leisure activity - so expensive it was a rare man who could afford a car AND a boat

- and almost all club members were successful businessmen whose decisions had guided their firms through a World War. If there were to be chiefs and Indians, their expertise in being Indians was sadly lacking. Team work was something that would have to be learned.

Take one example:

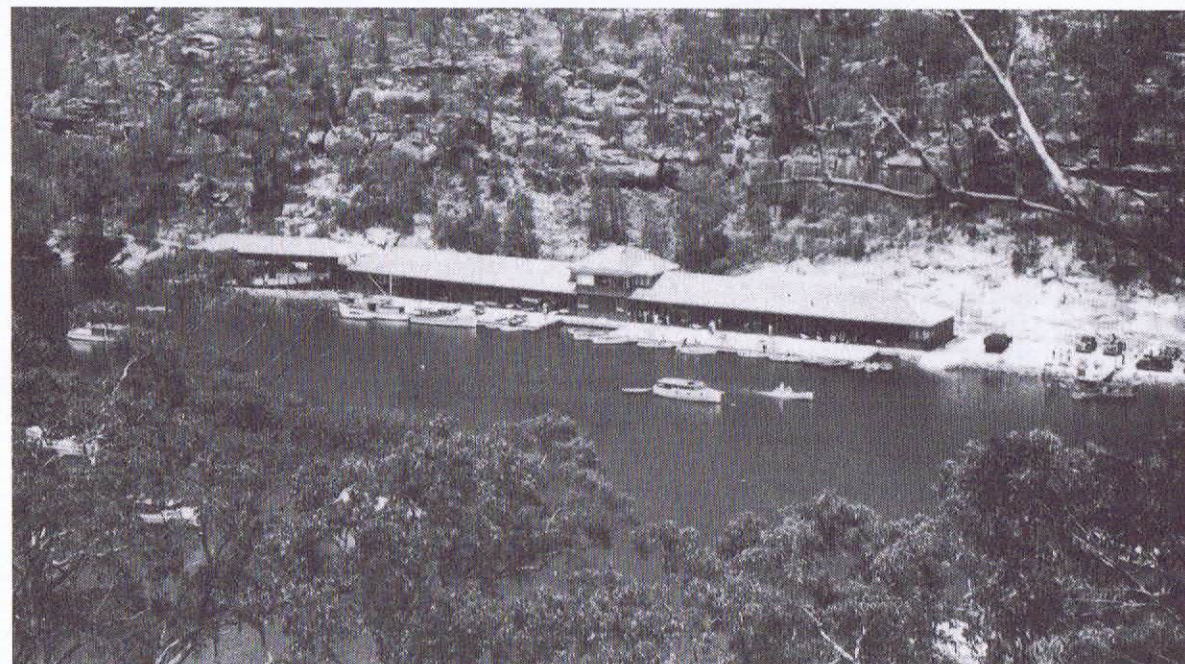
In 1948 Mr J. L. Johnston was elected Vice Commodore at the AGM. On May 21 Commodore Coates sent a letter to members advising them that Mr Johnston had been removed from office. The early constitution (Par. 15) specified that flag officers had to be boat owners, and Mr Johnston had sold his boat *Marelabar* before nominations closed, and has been unable to take possession of his new boat by the time of the election. Commodore Coates was presented with a problem that would ideally have been dealt with by the club's committee. He solved it by taking independent legal advice, and declared the office vacant. He wrote to members;

".... I am aware of the intense interest this matter has aroused - and rightly so - but I feel confident that you will agree with me that incidents such as this, properly handled, strengthen the stability and dignity of our club, and reinforce our desire to conduct our affairs in the matter befitting the growing strength and importance of KMYC."

What followed was probably the first evidence of club teamwork.

There was a brief period when the KMYC burgee at Halvorsen's was helped by "persons unknown" to slip to half mast on a

Below: Carl Halvorsen



Bobbin Head in 1947

number of occasions and there was a "go-slow" on the preparation of the official handbook for the year, with the result that it failed to appear as expected. Some KMYC members who also belonged to the "Royal", in Pittwater, steamed in to Bobbin Head with a different burgee flying, and this brought on a mild case of apoplexy in the Executive Committee meetings. The May 1949 minutes record:

"Mr Bramley raised the question of certain members of the Club flying the Burgee of another Club in the home waters of the Club. Mr Bramley also referred to Mr Taylor, late Secretary and late Trustee, who is flying the Royal's Burgee and stated that two other members of the Club were committing a like offence and that in his opinion it was an insult to both the Club and its Members, and that he personally took the most serious view of the matter.

"During the discussions Mr Johnstone spoke against the views expressed by Mr Bramley, and the Commodore referred to the sending to Members of a brochure on 'Flag Etiquette' pointing out that this circular was sent out during the period when Mr Taylor was Secretary and that Mr Taylor was also at that time Trustee of the Club and should have known what was the correct and proper thing to do.....The Commodore pointed out that he had discussed the matter with Members of other Clubs and that the general view of these others appeared to be that you could not teach a person good manners."

Toes may well have been dug in all round, but finally members standing for flag officer

rank were given three months' grace to finalise purchase of a new boat, if they were technically without a craft.

Some Indians stayed on the warpath, and the Executive Committee considered it necessary to vary the club's constitution to include a new regulation, Rule 19A. This was designed to deal with any elected or honorary officer who failed to carry out an instruction of the Executive "in accordance with any motion properly passed by a majority of such committee at a duly constituted meeting..." Any such offender was required to tender his resignation "forthwith", or his position would be declared vacant, and to hand over any papers, records or monies that he held on the club's behalf.

There was a rapid turnover in membership in the first few years until everyone shook down. A flag officer resigned on the spot when a rise in subscriptions was successfully moved; on another occasion the Social Secretary, Race Secretary and a Committeeman resigned together; and the "pontoon committees" chewed it all over. Often there were interesting things to see, as well as talk about - like the model who came in beautiful clothes and high heels each weekend to visit a friend at Bobbin Head, bringing with her her pet canary in its cage.

"Often the meetings - and particularly the quarterly general meetings - were pretty fiery," Harry Chilton recalled, "but we all settled down."

Past Commodore Arthur Preston's

description was: "It was a ding-dong go from the start". And there is the true story of the committeeman who offered another a plate of hot soup minus the spoon.

If there was one thing almost everyone agreed on it was the need to find a permanent home - a clubhouse which would be the focal point of activity, with moorings for members, work pontoons, slipways, road access ...

Pipe dreams? Nothing could dampen the enthusiasm of the first flag officers and committee.

As Carl Halvorsen had offered to fly the club burgee, and made available the staff dining room on the first floor of Bobbin Head boatshed for committee meetings, it was from there that strategies began to develop. The Bobbin Head moorings became the club's first home as the search began for a permanent place where everyone could relax.

There was one immediate possibility: land just past the boatshed, towards the shallow head of Cowan Creek. KMYC would have the advantage of road access already provided to Halvorsen's at Bobbin Head, and the moorings were there as an interim convenience. A committee worked on designs for a clubhouse and a detailed proposal was submitted to the National Park Trust.

The plan was rejected out of hand. There was to be no building on that area of land, unless the building belonged to the Trust when it was completed and the Trust could eventually decide how the building would be used.

KMYC met with a similar rejection for a proposal for development at Appletree Bay.

The committee returned to Plan 1, and re-designed the building past Bobbin Head to be on pylons completely over water, which at that time was controlled by the Maritime Services Board. Indications were that the Board would look favourably on the proposal, but there was one small problem: where would the members park when they visited their club? It was back to the Trust with a modest proposal for a small portion of land for a carpark.

This brought another rejection, and yet another disappointment.

However, the Trust was prepared to allow the club to erect a flagpole on Commodore Point at Hallett's Beach, to install a few amenities like tables and benches, and call it "home".

The club had moved quickly to take advantage of the opportunity which offered both a central meeting place and an open water area for racing. Graham Taylor, Club Secretary in the 1950's wrote: "A small spring behind a rock on the beach was damned and a tap installed (by the Nottings). Some steps were made to give access to the Point, where the club flagpole was erected - this was an aboriginal feasting ground and nearby was a cave with carvings and 'hand' impressions.

"The membership increased and many happy days were spent at Hallett's. The club aims were to encourage boating and swap knowledge together with racing and social activities for the whole family. It was this

basis of family participation and companionship that gave the club the vital strength it enjoyed. Small boats, large luxury cruisers, it mattered not; the ingredients for the lasting foundation of a family club were all there."

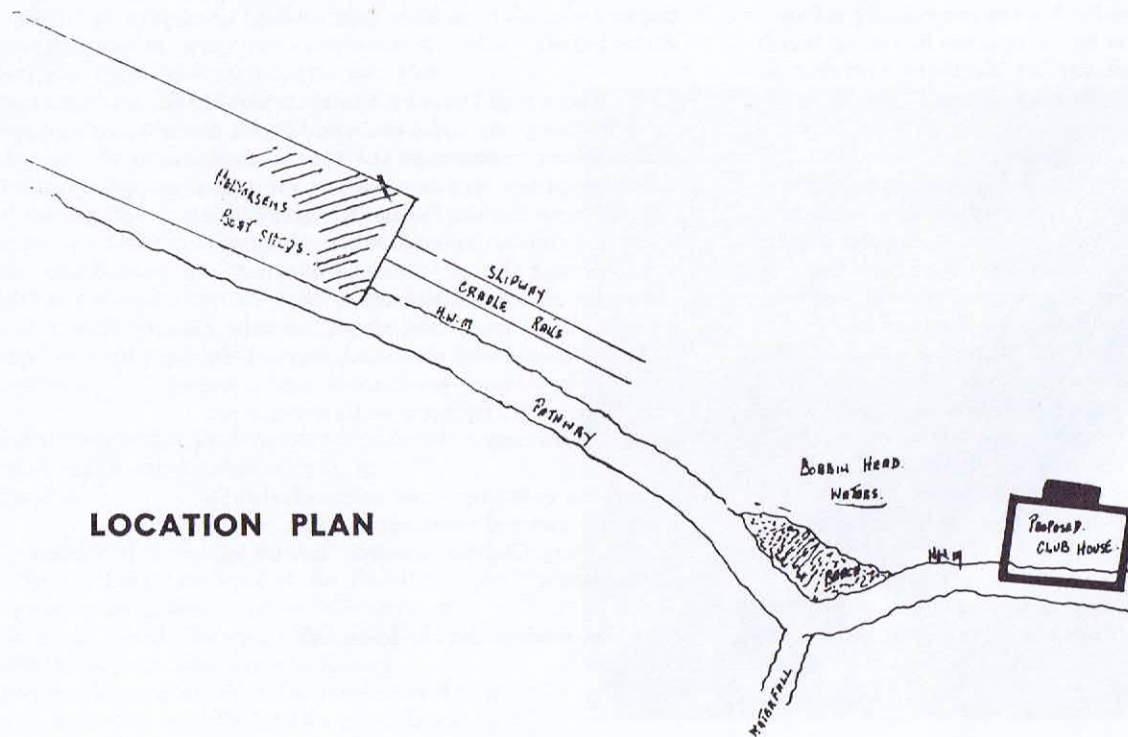
Older club members remember Hallett's with affection - even though the carefully arranged weekends there were washed out seven times out of 10. Bruce Vaughan remembers the resident goanna, which lived - still lives, in fact - in the old apple tree at the back of the beach, and regularly shared the barbecues; Bert Osborne with onions sliced ready for the barbecue in a bucket of water; tables erected in the shape of an E where the spread was served; the rush for the dinghies when it rained on afternoon tea; the rock at the back of the beach which doubled as a platform for speeches and announcements; the tugs-of-war and dinghy races. David Argles remembers old Mrs Butcher, who would spend some time on the family boat, anchored in Hallett's, and finally be ready to come ashore.

"She'd just walk to the stern of the boat when she was ready," David said, "then she'd wave. The kids who had been playing in skiffs and dinghies would heel around and race for her boat to take her ashore. Why? The first kid

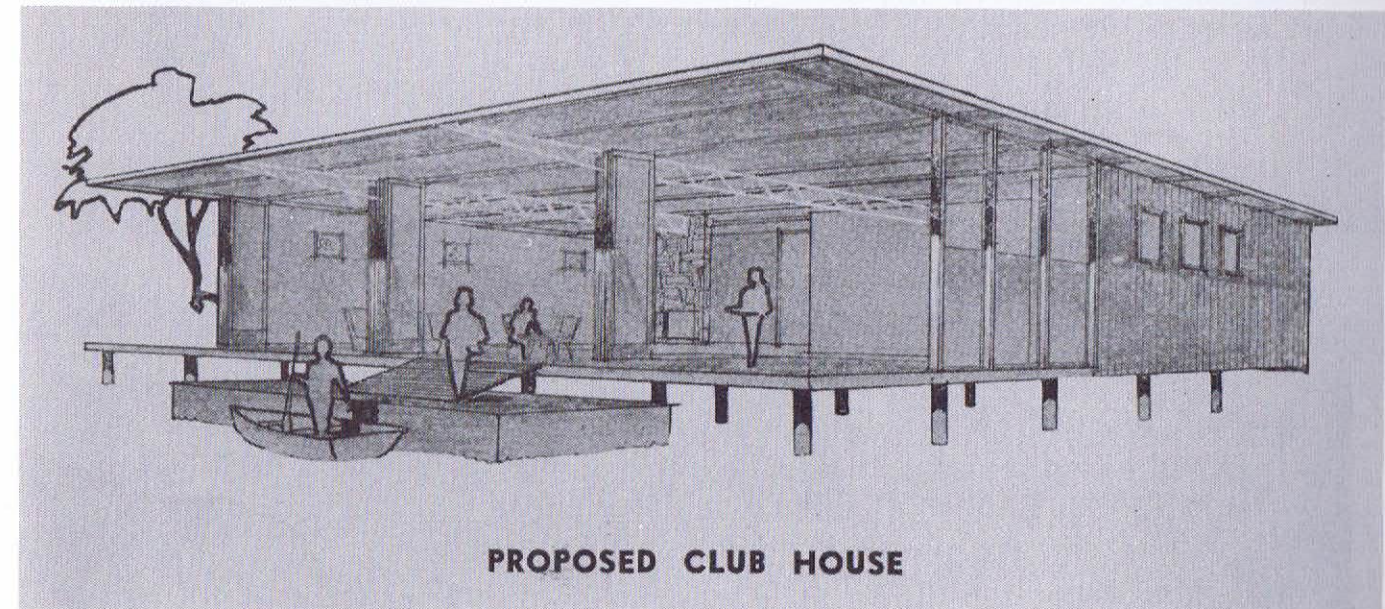
there got a threepenny bar of chocolate, and in those days it was a lot of chocolate. We were always watching, and always ready."

Club members with voluntary labour had made the beach as comfortable as possible. George Alchin had designed and built galvanised steel steps to Commodore Point; wood in the area had been used to make a rustic crossing over a creek and trees and shrubs had been planted near the path to the Point. The trestle tables and benches that now grace our barbecue area were the ones that had been erected for the constant round of picnics, barbecues and race days. Commodore Delandro commented (in the 1949/50 Annual Report) that "A number of members, particularly Messrs. Morgan, Preston and Blakeney did a great deal of work in connection with the improvement of the path leading from Hallett's Beach to the Point."

It had been hard work. When the flagpole at Commodore Point needed re-painting, and some extra landscaping and earthwork done, the Information Circular of June 21, 1949 appealed for volunteers. "Your presence and support will be very much appreciated, and it is suggested the following tools would be helpful: shovels, mattocks, picks, gads, crowbars, sledgehammers, gloves etc."



LOCATION PLAN



PROPOSED CLUB HOUSE

Exhausting as that all might sound, our early members had scarcely started to roll up their sleeves. When the new clubhouse became a reality, the enthusiastic volunteers would be working much harder, and perhaps even more happily.

Attractive as Hallett's was, it was clearly only a stop-gap arrangement, and the club was single-minded in its efforts to find a permanent home. Not all club records of this important era have survived, and it is not clear in what order some events in the land-search occurred. But isolated club minutes show the frustrations the club's executive faced:

May 1950 (from the Annual Report): "Your Executive set up a sub-committee to make exploratory surveys of Cowan Waters for suitable sites for the erection of a clubhouse and/or the mooring of any suitable vessel for such purpose. An application was made for permissive occupancy of a large area of Smith's Creek....but this was rejected by the Trust."

March 6, 1951: The club decided to set aside £200 as a nucleus for a clubhouse fund.

May 23, 1951: Mr Hodgson outlined for members the possibility of using a garage at Bobbin Head for temporary club headquarters.

October 24, 1951: Dr McGarrity told the club of land for sale at Cottage Point.

November 28, 1951: Dr McGarrity reported that the land had been resumed by the Cumberland County Council. The Council to be contacted re permission to establish club premises.

June, 1952: Halvorsens to be asked to join in with KMYC in an approach to Ku-ring-gai Chase Trust on the question as to whether it was prepared to go ahead with the building of a clubhouse above the dinghy shed at Bobbin Head.

One weekend five years later a group of the club's executive members was moored in Refuge Bay when a new arrival brought word that a "For Sale" notice was just being hammered up on the foreshore at Cottage Point. Through tireless years of searching, everyone knew that Cottage Point foreshore was freehold - in fact, the only freehold land on our waterways. An impromptu Executive Committee meeting was held, a speedboat prepared and four members set off to inspect the property. They were George Alchin, Arthur Preston, Bert Osborne and Jack Bailey. They landed at the stone steps near our pool (allegedly used by whisky smugglers in the early days) and walked over every inch of the property, keeping in mind the club's total clubhouse fund was only £200.

This was the most exciting prospect so far for a permanent home but it would be a matter of price. Foundation member Frank Delandro was involved in the early purchase

Raising the flag at Hallett's



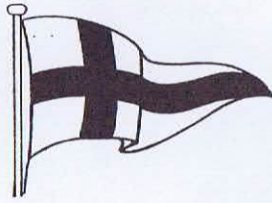
Top: While the adults relaxed on the beach at Hallett's, it was time to organise the children for a race along the sand. Left: Three of our early Commodores: Arthur Preston, Frank Coker, George Alchin.

KURING-GAI MOTOR YACHT CLUB,

G.P.O. BOX No. 3931

SYDNEY

122 DOWLING ST.,
PADDINGTON
TELEPHONE FA 2358



Attendance

Special General Meeting 25/8/48.

*L. R. Blakeney
M. M. Mottel
Ingram Delandrea
Dunn
A. C. Cagles
C. W. Davis
Bryce
A. Taylor
Benau Roy & house
Christians*

*A. C. Morgan
M. C. C. C.
J. L. Johnston
P. Barnes
G. B. Alchin
G. Alchin
R. J. J. J.
R. J. J. J.*

22



The McCredie property at the time of the negotiations

negotiations, using all his contacts.

"George Alchin rang me one day to ask if I knew R.T. Forsyth - an old established real estate firm. I knew both Jim and Michael Forsyth. George told me that Forsyths were handling the sale of a property at Cottage Point for the McCredie family, and that the club could well be interested. Could I help?

"We both went to see Jim Forsyth, and while we were there he rang McCredie. Jim said he had some people interested in buying, and told him we were from KMYC.

"Mr McCredie wouldn't have anything to do with us before he contacted Dr McGarrity, because he had apparently promised Dr McGarrity first offer.

"That seemed to be that for the time being, but I told Jim we had a deposit of £500 ready if we could arrive at a price, and he agreed to hold the property for us for a short time pending negotiations. Unfortunately for the club, the asking price was £7000 - more than it could afford. George Alchin offered £5000, and for a time it was stalemate. We couldn't go as high as McCredie wanted, and he wouldn't come down, though we each gave a bit on the price."

In the mid-fifties, however, there were not many buyers for land at that price, when £700 would buy a large brick home in a good suburb. The land would cost 10 times that amount - with no road access, no electricity and no water. Forsyths were asked to keep the negotiations going, but in the meantime the club's Executive investigated every other opportunity that presented itself.

The club had received yet another blow from the Ku-ring-gai Chase Trust, as George Alchin reported to members, when things suddenly

started to look better.

"It did seem at last that efforts (to find a clubhouse site) were being rewarded, for the Ku-ring-gai Chase Trust had agreed to arrange for the lease of a site to the club at Bobbin Head. The negotiations for this particular site had been going on over a period from June 1956 to early November 1957 when we were informed that the Trust was prepared to lease the club an area of only 60ft x 66ft. All the previous negotiations and fixing of the annual rentals had been on the basis of an area 320ft x 60ft which would have allowed for reasonable expansion of the clubhouse and facilities.

"Plans and specifications for the building, and surveys of the site and parking area had been prepared - in fact the bulldozing was to have commenced on November 16, 1957, but as the lease had not been signed and the question of the reduced area had arisen, it was deemed advisable to hold everything in abeyance for the time being."

The Trust had done us the greatest favour it could have possibly managed, for George Alchin now reported that the three-year negotiations with the McCredies has at last been successful. "The owners are now prepared to consider any reasonable offer, and after an inspection by executive members, a price of £5250 was agreed upon." His report described the property.

"The land comprises two acres and is actually on the point at Cottage Point. A permissive occupancy exists on the foreshores, on which there is at present a Boatshed and Landing Pontoon and a tidal swimming pool. High on the land, and overlooking Cowan and Coal and Candle Creeks, there are two weatherboard cottages. The larger of the two could possibly