

be used as a clubhouse for the time being, after some alterations and painting were effected. The smaller cottage seems to be in good repair and use could no doubt be found for it.

"The Executive Committee is unanimous in recommending that we purchase this property...

"Various methods of financing the project are being considered at the moment. One suggestion is that the club issue 500 £10 debentures (interest bearing)."

The club put a deposit on the land, pending a special meeting of all club members to discuss a possible purchase. Privately, the inspection group had decided that if the club membership rejected the idea, it would effect a purchase anyway. Frank Delandro, too, said he was prepared to buy it if the club didn't, and Harry Chilton recalls that he and Gordon Lorimer were also ready to put up the money.

Harry had endured eight months in the siege of Tobruk during World War II and in the appalling heat he had dreamed of the cool reaches of the Cowan where he had spent much of his youth. The Chilton family had had the first boat on Cowan, Harry said. This had been near the turn of the century. It was an open 28ft boat which was also the first with a motor in that area ("a single cylinder Invincible and I'll bet it's still going strong somewhere"). "I felt it was the greatest place in the world," he said, "and there was no way we should miss out on the Cottage Point property."

The special meeting was, by every account, a stormy one, with a great deal of shouting and fists banging tables, although it had started quietly enough, according to Jack Bailey. "A plan of the purchase was put before the meeting with photographs of the property and details of the condition of the buildings. The full Committee had agreed prior to the meeting that the purchase of the property would be financed by debentures from the members, and some members had agreed to personally guarantee a loan from the bank until the debenture money was available. These debentures were of £10 each, for a 25 year period, at six per cent but were to be interest-free for the first five years."

It was when the presentation was over, and the matter thrown open for discussion that the excitement began.

Colonel Coates, one of the two trustees of the club's finances, led the group which was determined money would not be "wasted" on the purchase of land when Hallett's was perfectly adequate for the club's needs. And, in

any case, the club didn't even have a brass razzo of the purchase price.

Purchase supporters pointed to the superb opportunity and the debenture plan.

The plan was rubbish, they were told. It would never work.

The cottage was a wreck. We would never be able to repair it - and where would we get the extra money to build something that would serve as a clubhouse?

The land was too good to miss - and there was a deep water frontage - and the debenture plan would certainly work.

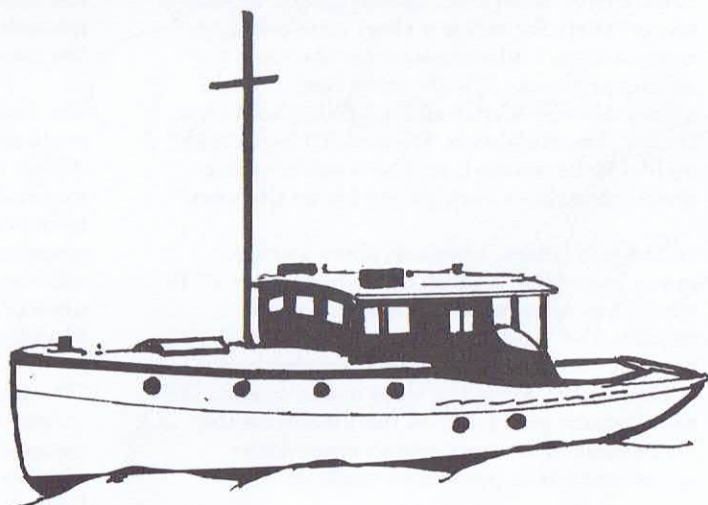
After an hour or more of argument, Gordon Lorimer had had enough. He nudged his mate, Harry Chilton. "Tell 'em," he said. "Tell the bastards to forget it. We'll buy it."

It was a bombshell that polarised the group. It silenced the vociferous critics for a second and Bert Osborne leaped into the silence. He grabbed a hat, brim upwards, smacked the crown into a suitable container and took over. "Put your money where your mouths are," he said. "Write down how much you are prepared to lend your club and we'll see how close we can come to £5000."

And he "took the hat around".

The sums on bits of paper were added up. They didn't come to £5000 but the crisis was over - it was obvious the purchase would be approved.

Gordon Lorimer grinned, and nudged his mate.



Gordon Lorimer's Koorabun.

110. 82/ 369 The Milling  
00007  
BOX# B20 , DLG# 757-83 , TICK# S22767  
Vol. 757 Fol. 83  
CANCELLED W

### GRANT OF LAND PURCHASED BY CONDITIONAL SALE WITHOUT COMPETITION.

VICTORIA, by the Grace of God, of the United Kingdom of Great Britain and Ireland, Queen, Defender of the Faith; and so forth:—  
TO ALL to whom these Presents shall come, Greeting:—

WHEREAS on the 15th day of December in the Year of Our Lord One thousand eight hundred and eighty five in Our said Colony, became, under and by virtue of the 18th section of the Crown Lands Alienation Act of 1861, the Purchaser by Conditional Sale without Competition of the Parcel of Land hereinafter described: And whereas the said James Serrey has duly paid into the Office of the Colonial Treasurer of the said Colony, the sum of One hundred pounds being the Purchase Money payable by him for the said Lands: And whereas the said James Serrey has made the declaration required by the 18th section of the said Act, and the Minister for the time being charged with the administration of the public lands is satisfied that the said James Serrey has done all things required by law to be done by him to entitle the said James Serrey to a grant of the fee simple of the said Lands, subject to the Reservations hereinafter contained: Now Know Ye, That for and in consideration of the said sum, for and on Our behalf well and truly paid into the Colonial Treasury of Our said Colony, before these presents are issued, and of all and singular the premises, We, for Us, Our Heirs and Successors, Do HEREBY GRANT unto the said James Serrey his Heirs and Assigns, subject to the several and respective reservations hereinafter mentioned, ALL THAT Allotment or Parcel of Land in Our said Colony, containing by Admeasurement One hundred acres be the same more or less, situated in the County of Gumbelton and Parish of Droghda Bay

COMMENCING at a Mark situated at the junction of the right bank of Smiths Creek with the right bank of Cowan Creek and bounded thence on the West by a line bearing South nine chains fifty two links on the South by a line bearing East thirty one chains fifty two links on the East by a line bearing North twenty nine chains seventy four links to the left bank of Cowan Creek and thence by that Creek downwards to its junction with Cowan Creek aforesaid and on the Creek West by Cowan Creek upwards to the point of commencement

Scale 20 chains to an inch

As per plan in the margin hereof: with all the Rights and Appurtenances whatsoever thereto belonging: To Hold unto the said James Serrey his Heirs and Assigns for ever: Subject nevertheless, to the reservations, provisions, and conditions hereinafter contained, that is to say: Prohibited Nevertheless, AND WE DO HEREBY RESERVE unto Us, Our Heirs and Successors, all Minerals which the said Land contains, with full power and authority for Us, Our Heirs and Successors, and such person or persons as shall from time to time be authorized by Us, Our Heirs and Successors, or by the Governor for the time-being of Our said Colony, to enter upon the said Lands, and to search for, mine, dig, and remove the said Minerals, with full right of ingress, egress, and regress, for the purposes aforesaid: Prohibited Also, AND WE DO HEREBY FURTHER EXCEPT AND RESERVE unto Us, Our Heirs and Successors, all such parts and so much of the said Land as may hereafter be required for a Public Way, or Public Ways, Canals, or Railroads, in, over, and through the same, to be set out by Our Governor for the time-being of Our said Colony or some person by him authorized in that respect; AND ALSO all Sand, Clay, Stone, Gravel, and Indigenous Timber, and all other Materials, the natural produce of the said Land, which may be required at any time or times hereafter by the Government of Our said Colony, for the construction and repair of any Public Ways, Bridges, or Canals, or for Naval purposes, or Railroads, or any Fences, Embankments, Dams, Sowers, or Drains necessary for the same, together with the right of taking and removing all such Materials: AND ALSO the right of full and free ingress, egress, and regress, into, out of, and upon the said Land, for the several purposes aforesaid, or any of them: In Testimony Whereof, We have caused this Our Grant to be Sealed with the Seal of Our said Colony.

Witness Our Right Trusty and Well-beloved Counsellor SIR AUGUSTUS WILLIAM FREDERICK SPENCER LORTUS (commonly called LORD AUGUSTUS LORTUS), Knight Grand Cross of Our Most Honourable Order of the Bath, Governor and Commander-in-Chief of Our Colony of New South Wales and its Dependencies, at Government House, Sydney, in New South Wales aforesaid, this eleventh day of April in the forty eighth year of Our Queen, and in the year of Our Lord One thousand eight hundred and eighty five.

This Deed is Cancelled and Certificate of Title issued  
James Serrey



*Wan. Mc Credie* wife of George Mc Credie of Guildford Contractor Trans Instrument of Transfer from James Torrey and Philip Spies numbered 356289 is now proprietor of an estate in fee simple for her separate use subject nevertheless to the reservations and interests as are notified hereon in that piece of land situated in the Parish of Broken Bay and County of Cumberland containing One acre, thirty perches commencing at a point bearing North Twenty five degrees six ten minutes West and a distance fifty two and two tenths links from a North East corner of Portion II (of Parish) and bearing South West and on the North West by lines bearing North West one chain thirteen links and North East one chain six links and four tenths links to Cowan Creek thence a water mark of that Creek downwards to its junction with Coal and Candle Creek thence a water mark of that Creek upwards and again on the South West by a line bearing North West one chain seventy four and one tenth links to the point of commencement as shown on the plan in an attached edged red being part of Portion II (of Parish) delineated in the Public Map of said Parish deposited in the Department of Lands originally granted to James Torrey by Crown Grant dated the nineteenth day of June one thousand eight hundred and eighty five Registered in the Land Titles Office Sydney Volume 157 folio 83 (P).

In witness whereof, I have hereunto signed my name and affixed my Seal, this Second day of February one thousand nine hundred and three

Signed the 2<sup>nd</sup> day of February 1903  
in the presence of W. Barton

*W. Barton*  
Deputy Registrar General.

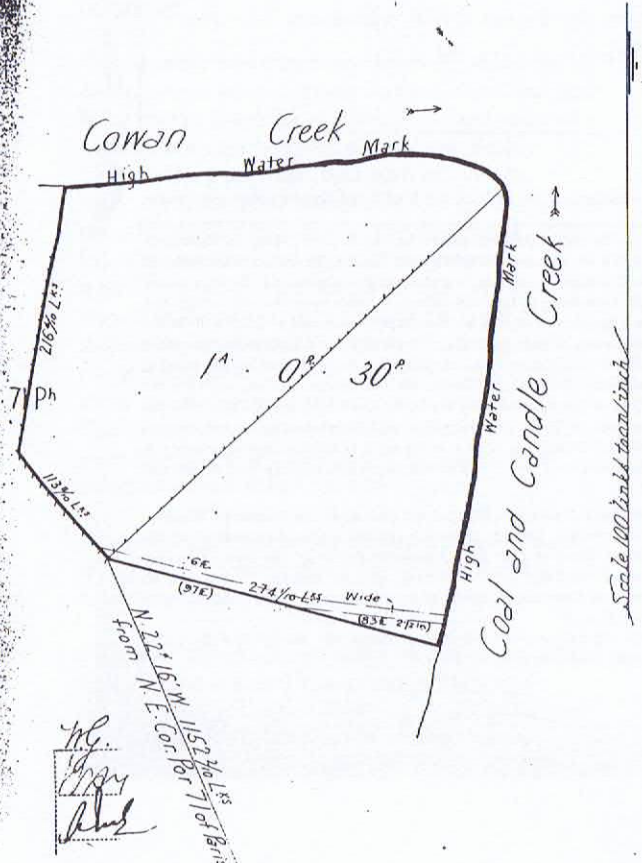
NOTIFICATION REFERRED TO.

Arranged the reservations and conditions contained in the Grant above referred to are the following namely Reservations of minerals to be reserved to the Crown.

*W. Barton*  
Deputy Registrar General

No C 595.066. APPLICATION BY TRANSMISSION LUDOVIC GEORGE HOUSTON McCREDIE of Sydney, Architect, ELIZABETH CAMPBELL APPLETON of Haberfield, Widow, and GEORGE ROY McCREDIE of Strathfield, Civil Servant, are now the registered proprietors as Joint Tenants of the land within described in pursuance of the above application. Produced 10th, November 1937 and entered 6th, January 1938 at 12 o'clock noon.

No C 595.068. CAVEAT dated 10th, November 1937 by the Registrar General, Produced 10th, November 1937 and entered 6th, January 1938 at 12 o'clock noon.



CERTIFICATE OF TITLE.

New South Wales.



REGISTER BOOK,

Vol. 1856 Folio 92

(C.)  
[App. No. ....]  
[Reference to last best peak] 1  
[Vol. 1851 Folio 34] 3

*William John Richards* of Broken Bay, has for under instrument of Transfer from James Torrey and Philip Spies of 1884/652 is now the proprietor of an Estate in Fee Simple, subject nevertheless to the reservations and conditions, if any, contained in the Grant hereinafter referred to, and also subject to such encumbrances, liens, and interests as are notified hereon, in that piece of land situated in the Shire of Warringah, Parish of Broken Bay, and County of Cumberland containing Three rods thirty four and one half perches, or thereabouts as shown on the Plan hereon, and therein edged red, being part of Portion II of Parish delineated in the Public Map of the said Parish deposited in the Department of Lands originally granted to James Torrey by Crown Grant dated the nineteenth day of June one thousand eight hundred and eighty five registered in the Land Titles Office Sydney Volume 157 folio 83

In witness whereof, I have hereunto signed my name and affixed my Seal, this Twenty fifth day of February one thousand nine hundred and eight

Signed the 25<sup>th</sup> day of February 1908

in the presence of W. Barton W. Barton  
Deputy Registrar General.

NOTIFICATION REFERRED TO.

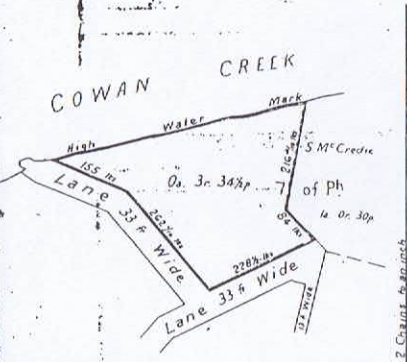
Arranged the reservations and conditions contained in the Grant above referred to are the following namely Reservations of minerals to be reserved to the Crown.

*W. Barton*  
Deputy Registrar General

No. 549203 TRANSFER DATED 21<sup>st</sup> December 1909 FROM THE SAID *William John Richards* To *Dixon Trust Limited*

OF THE LAND within REGISTERED PRODUCED & ENTERED 21<sup>st</sup> December 1909 at 11/0'clock in the forenoon

*W. Barton*  
DEPUTY REGISTRAR GENERAL.



18 July 1994

No. A 96396 TRANSFER dated 6th June 1923  
 from the said Susan Hunt admitted to  
 Susan Haultsch widow of Wahraunga Wilson  
 of the land within described  
 Produced and entered 4th July 1923  
 at 12 o'clock in the afternoon.  
 Registrar General

No C 595.066. APPLICATION BY TRANSMISSION  
 LUDOVIC GEORGE HOUSTON McCREDIE of Sydney, Architect,  
 ELIZABETH CAMPBELL APPLETON of Haberfield, Widow, and GEORGE  
 ROY McCREDIE of Strathfield, Civil Servant, are now the registered  
 proprietors as Joint Tenants of the land within described in pursuance  
 of the above application, Produced 10th, November 1937 and entered  
 6th, January 1938 at 12 o'clock noon.

Registrar General

No C 595.068. CAVEAT dated 10th, November 1937  
 by the Registrar General, Produced 10th, November 1937 and entered 6th,  
 January 1938 at 12 o'clock noon.

Registrar General

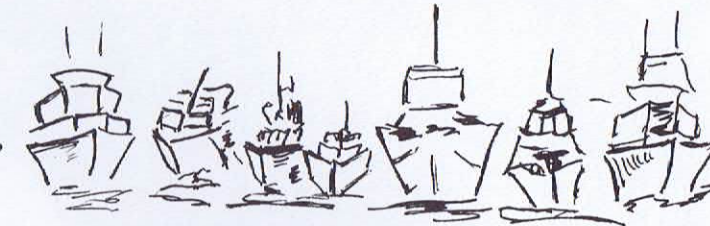
The within Caveat No. C 595.068 is hereby withdrawn  
 Dated 19th November 1937  
 Registrar General

Kenning Jai Motor Yacht Club  
 now the registered proprietor of the land within described  
 TRANSFER No. H 34239 dated 19th October 1957  
 dated 19th November 1957  
 Registrar General

I 242451 Mortgage to Commonwealth  
 Bank of Australia Registered 16-4-1958  
 Registrar General

18 July 1994

# "Home" at last



The Club House property at Cottage Point was purchased on 24th April, 1958. The official Opening Day for the 1958/59 season is 18th October, 1958.

Jack Bailey takes up the story.

"What appeared to be almost impossible has been successfully achieved in less than six months - the original building has been transformed into a delightful Club House. This has been done by voluntary weekend effort by some of the members, and you now have a Club property of which you must be very proud."

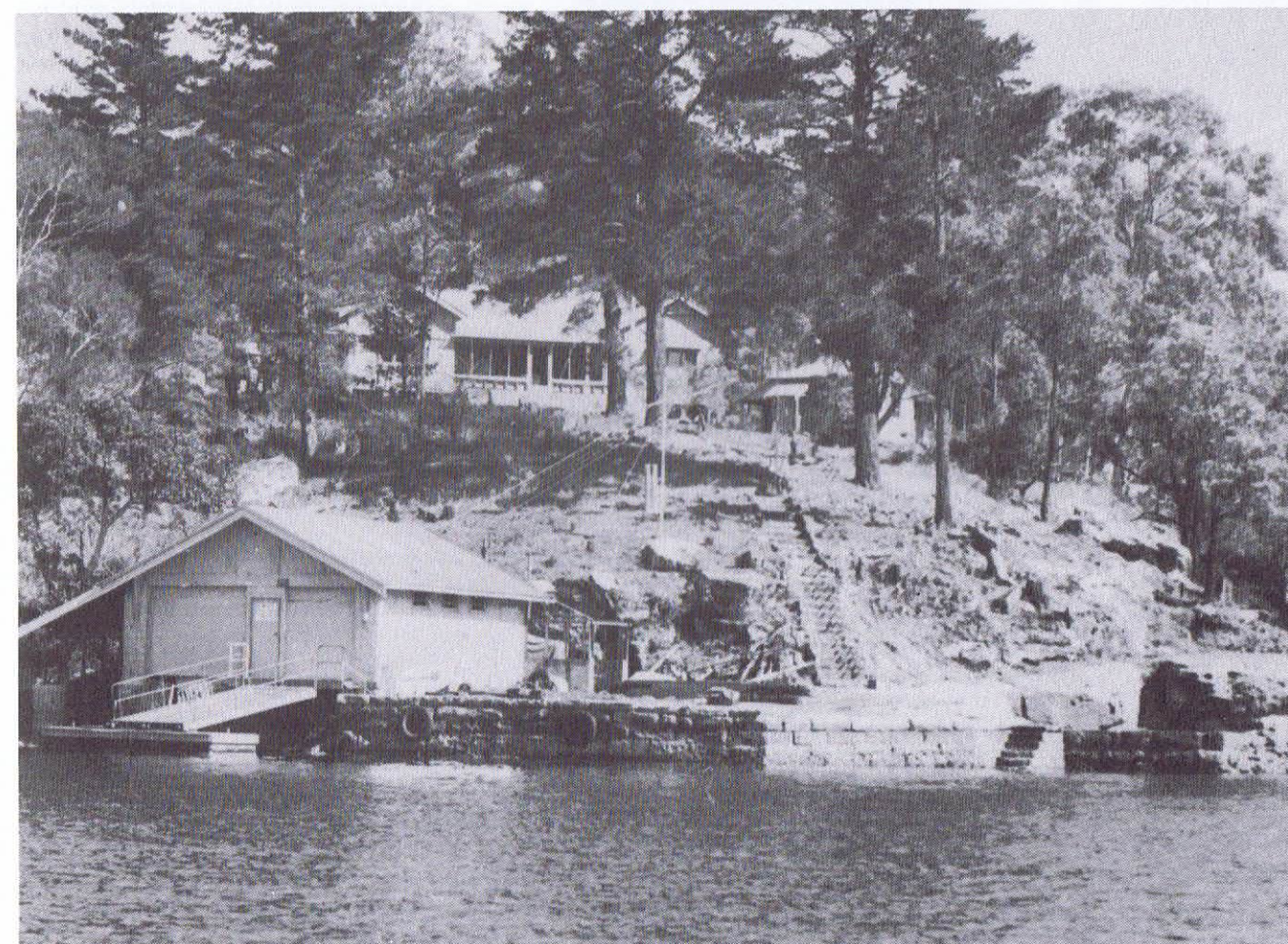
"It all started with planning, and someone to accept responsibility for seeing the job through. The name of George Alchin would be at the top of the list for planning and supervision, and determination to see the project completed. He remained in office as Commodore for three years, to make sure there was no break in the responsibility associated with the complete work program.

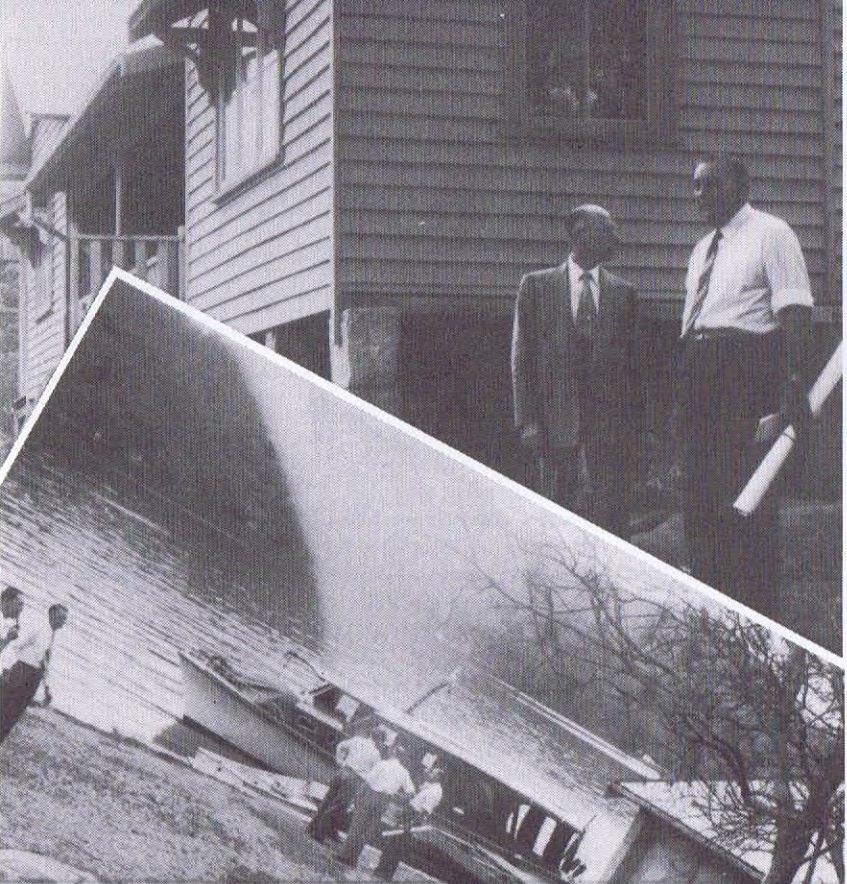
Commodore George Alchin, when he started to write Circular 11/58, dated 26th September, 1958, was well aware that a miracle had been wrought. A detailed examination of the house after the purchase had revealed that the place was riddled with white ants; the bearers were badly infested and the brick and stone piers under the house were in an alarmingly unbalanced state. Some of the water tanks were almost rusted through and the grounds had a look of dispirited neglect.

"The reconstruction of the building was in the hands of Jim Argles and his son Bob, both experienced in building construction, plus a dedicated team of club members to assist with the labour necessary to do the woodwork, concrete etc."

Not that our members were dismayed. They were men who thought in terms of solutions rather than problems. True, there was a lot of work to be done, but it was a small price to pay for a "home" at last.

It was a major reconstruction that the club planned: removal of the internal walls of "the hall", to get the open space of one large communal room for club activity. To do this, the entire roof had to be supported until new open-web joists were fitted, the old floor removed and replaced to allow an area for dancing, and more substantial brick piers under the floor bearers to take the weight of a





crowded dance floor. All the linings to the exterior walls were ripped out and the remaining timbers sprayed to kill the white ants and other termites, then new linings were fitted.

The open verandah at the rear of the building became the kitchen, and the old kitchen and its fittings were removed. Everywhere you looked there were men with rolls of plans.

The old organ that had been Mrs McCredie's pride and joy was also found to be infested, and it was thrown out to be picked up for the tip.

In place of the wood-burning stove, Arthur Preston donated and built in a feature fireplace. ("They were betting I wouldn't finish it in time for Opening Day," Arthur said, "but I put the last piece of stone in place just before the official starting time of noon.") Ceilings in every part of the house were repaired or replaced, as necessary. A stage was built at the eastern end of the building, washrooms and toilets were enclosed within the original framework of the house and an outside block was constructed, all connected to the new septic system.

To get adequate water pressure for the kitchen and toilets a water tower was erected near the gates, with a tank on top to feed water to the main building.

With the original covered front verandah now a part of the main large interior room, a new brick patio was built at the front of the house.

While all this was being done with voluntary - and mostly untrained - 'builder's labourers' during weekends, the small caretaker's cottage was used by the members' wives to cook ... and cook ... and cook ... They cooked morning teas and afternoon teas; they cooked lunches; they cooked dinners. They made hot scones drowned in cream and jam. They made cakes and pastries. There were even "workers" who allegedly only came to offer their labour to get their hands on the cake plates.

But the ladies didn't cook the barbecues.

This was "men's work" though where they found the extra energy is a mystery. Every brick, beam, bag of cement, steel, iron, fence post and bit of guttering that was used in the reconstruction had to be ferried in from Bobbin Head or Coal and Candle Creek. Most of the material was donated by members and brought by truck to a waterfront "siding". There the club boats would line up, load as much as they could onto the decks, or onto a makeshift pontoon supported by 44-gallon drums to be towed to the club site. More than one gearbox failed to meet the fitness test, but the only known occasion when work came to a



sudden halt was when a drum of old oil, donated by Norman Booth, to be painted on the new floor bearers and joists, leaked onto *Chiquita's* pristine decking. It was quite literally all hands on deck until all the offending oil stain had been removed.

Once at the club, eager hands unloaded all the material and other hands set to work cementing paths and steps, building brick piers, digging post holes, hammering, sawing, wiring, while the boats went back for more supplies.

An extract from *Chiquita's* LOG indicates the extent of the workload shouldered happily by the members:

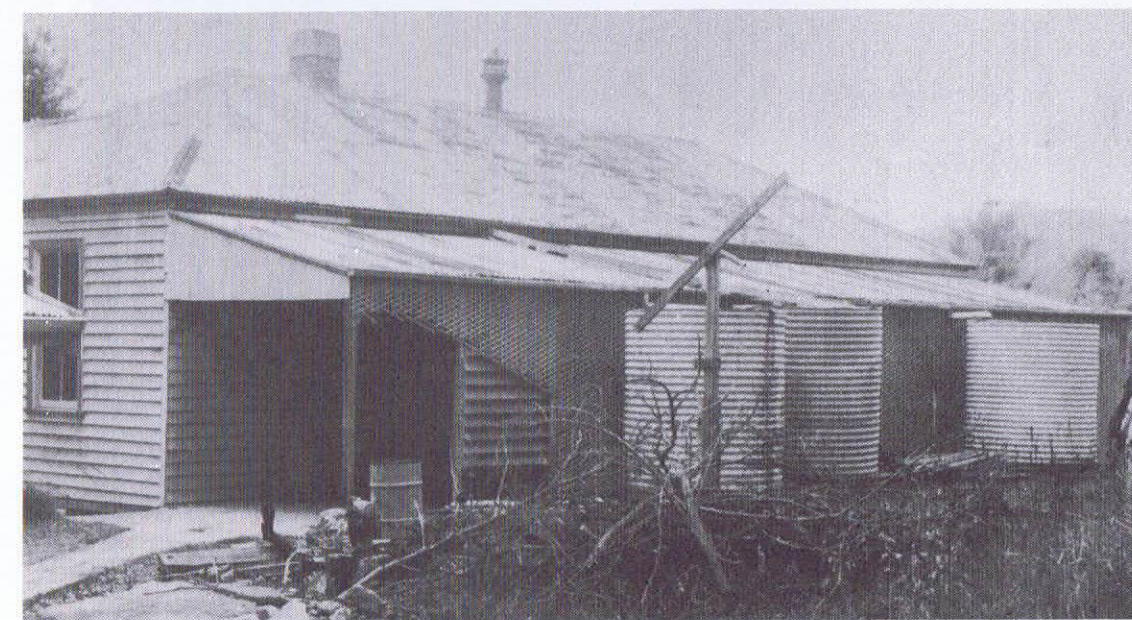
20/4/58  
Cast concrete base for 25 KVA lighting plant at Cottage Point.  
25/4/58  
Laid mooring in Cottage Bay.  
3/5/58  
Ferried lighting plant from Coal and Candle Boatshed to Cottage Point, 6am-11am. Installed plant at rear of boatshed.  
10/5/58  
Demolished more partitions. Erected long open web truss in clubhouse. Partly erected boundary fence. Fixed rail to pontoons.  
31/5/58  
Conveyed 40 2"x4"x12' HW (floor joists) to Cottage Point. Finished laying floor joists in clubhouse. Finished brick piers for tank (NE corner). Finished tank platforms for 3 tanks. Progressed on barbecue. Finished fixing all fence posts.  
During previous week: Reg Lawrie fixed wiring to poles and partly wired clubhouse. Allan Atherton and staff partly fixed tin guttering and downpipes to clubhouse.  
1/6/58  
26 present. Practically completed laying of new cypress flooring to clubhouse. Fixed tank platform on NE corner. Progressed further with barbecue. Altered position of light poles. Grounds further cleaned up. More trees removed. Clubhouse and small cottage treated



Unloading supplies at the wharf

for borers and white ants.

7/6/58  
18 present. Took to Cottage Point: 1 stay for light stand; 1 44-gal drum and stand; barbecue bar and arch bars; railing for barbecue. Finished cypress flooring in clubhouse and oiled. Commenced framing up on front for glass louvres and doorway entrance. Commenced fixing weatherboards on back. Emptied old 1000-gal tank to new squat tank.  
16/6/58  
12 present. Framed up for glass on front and fitted door. Finished sanding floor. Weatherboarded and lined (part) back verandah. Fitted new tanks (2).  
23/6/58  
12 present. Clubhouse: demolished front ramp and erected piers for concrete patio. Fixed old lining in main room and part of back verandah. Commenced laying floor joists on back verandah. Finished barbecue. Floated old launch from boatshed. R. Brooks primed framework for front.  
27/6/58  
Picked up mooring weights from Halvorsen's onto crane punt. Towed down by F. Butcher (*Elston*). Assembled moorings and painted buoys white.  
29/6/58  
Laid 8 new moorings in bay. Removed W. Bramley's mooring from Sam's Bay to



Rear view of the old house.

Kuring-gai Bay. F. Butcher towed crane punt back to Bobbin Head.

12/7/58

Punted from Coal and Candle shed: canite, HW, mooring weights and rods, pipe, cement, 44-gal drum and stand, reinforcing rods.

Wired up boatshed.

Over a couple of weekends at night some club boats went down to Hallett's, unbolted the barbecue tables and seats, dug up the flagpole and brought them all back to be re-erected at the club.

The story of the progress made by the club and its members from a standing start with nothing but their own enthusiasm and willingness to work is best described by George Alchin in his Annual Report for 1959/60, delivered on May 30, 1960..

He wrote:

"I have been very mindful of my responsibilities, and appreciated your confidence when you elected me as your commodore for the third consecutive term. This represented a period of two years in that office under the Constitution of the Unincorporated Club, and the first to hold the position in the Club as an Incorporated Body.

"In this regard, my appointment for the third term was to endeavour to complete the projects we had set out to accomplish in the

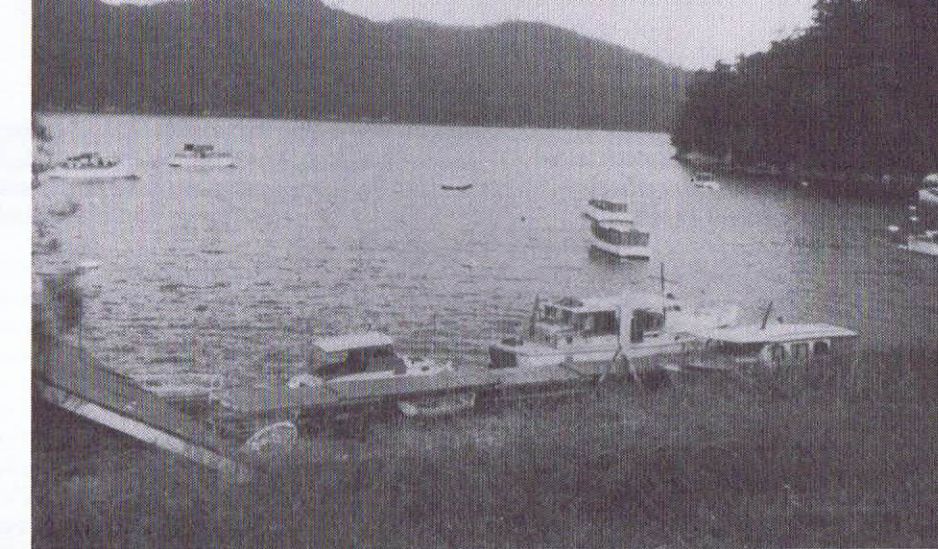
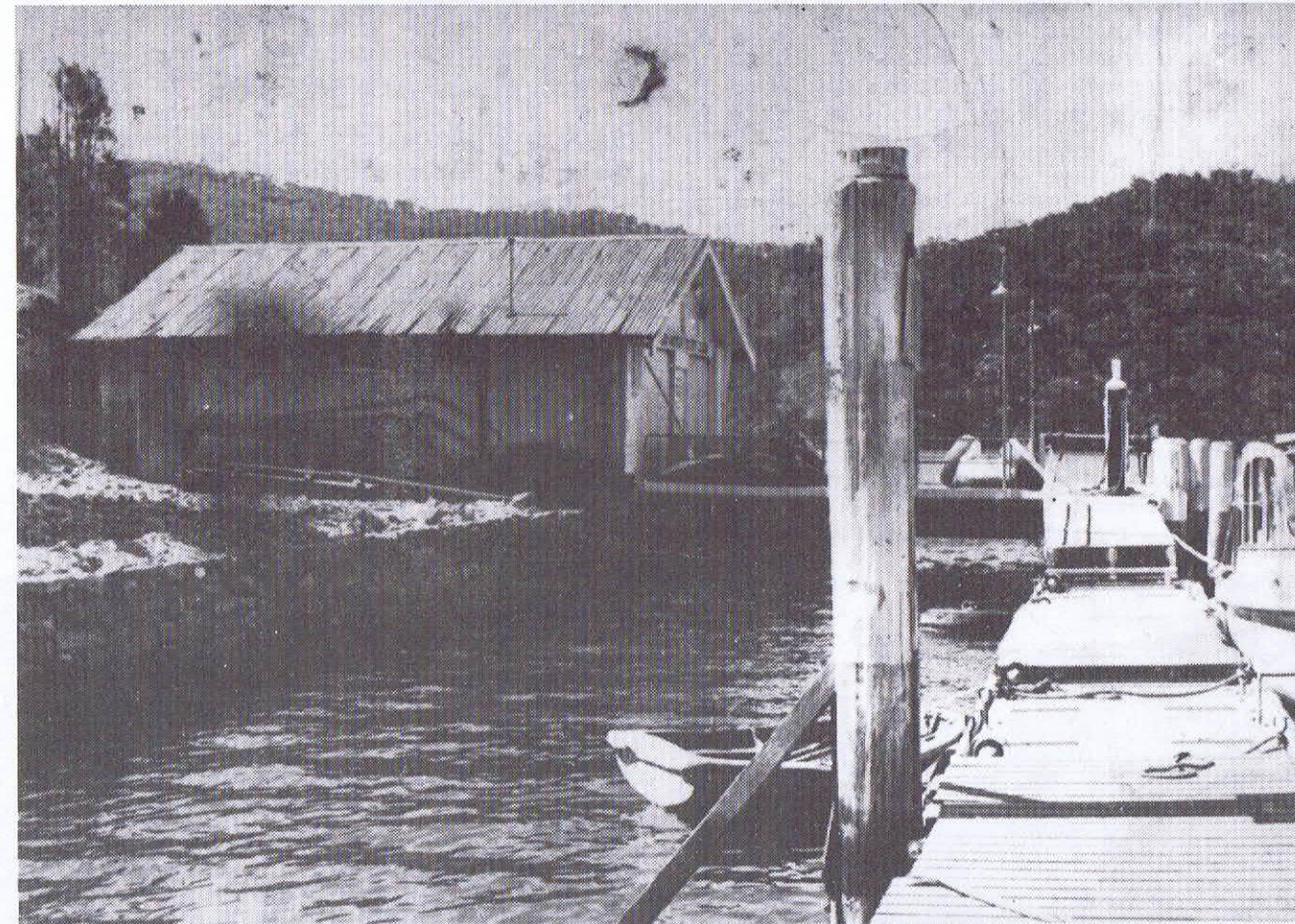
*In an incredibly short time, members had started on a slipway (below), had put down new moorings in the bay (top right), and built a pontoon with ex-Army Bailey bridges.*

*The small cottage on the property (bottom right), was the centre of all the cooking activities that kept the work going.*

establishment of our club at Cottage Point and which were at varying stages of negotiation. It was thought that as certain progress had been made in the several projects, I should endeavour to complete them."

If the club had achieved a miracle in the reconstruction of the old home to a clubhouse in six months, the projects undertaken and completed - or almost completed - in the short space of another 18 months testify to the working capacity of our founding fathers, most of whom were running successful businesses at the same time.

Among the long list of names: Roy Vaughan, Arthur Preston, Tom Wadge, Wal Alderton, Dickie Brooks, Jack Stanford, Bert Osborne, Gordon Lorimer, A.C. Wooll.



The following is a precis of the projects as detailed in the Annual Report:

#### **Petrol and oil facilities**

A 10-year contract for the supply was signed with BP Australia Ltd. BP also supplied free a 240 volt generating plant, mainly to power the bowsers, but the club decided to interconnect it with the main lighting plant to improve clubhouse lighting.

#### **Erection of wharf**

Wharf timber, with the exception of the piles, was donated by Wal Alderton, who also supplied enough hardwood to build two cradles for the large slipways. All fixed piles have been encased in concrete while the springer piles have been sheathed in copper and fitted with rubber fendering. Lighting on the wharf is almost complete.

#### **Pontoons**

Three ex-Army pontoons were purchased thanks to the generosity of eight members who supplied the finance. The pontoons were re-sheathed and bridged for extra length.

#### **Work pontoon**

Roy Vaughan built a work pontoon with volunteer help.

#### **Access road**

This reported on the interminable negotiations

*A cottage transformed became a clubhouse.*

for an access road in to the Point. (This was to be the club's next real test of staying power, as permission had to be granted first by one authority and then another).

#### **Parking area**

Alan Wood (then a non-member but later to become a commodore) surveyed the carpark area free in appreciation of hospitality shown him by club members.

#### **Moorings**

Seven new moorings were laid, three others became available, and the club had decided to rent these to members at "a reasonable charge" to help club finances.

#### **Water supply**

Two extra 1000 gal. tanks installed.

#### **Club improvements**

The Ladies Auxiliary contributed £50 towards new lino in the clubhouse, and had bought a piano for social evenings.

All this work had been carried on in conjunction with the club's normal activities - the Trophy Ball, Rebellion Day (this year at Blaxland's Crossing, Wallacia), the Miramar Shield (the Declared Speed section was won by John Walker in *Jayenne*), hospitality days for Legacy children and the Deaf and Blind Children, club cruises and inter-club visits.

# The icing on the cake

Road access was vital to the development of the club. Many members still moored at Bobbin Head, and thus Cottage Point was quicker to reach by boat than Hallett's, but road isolation posed almost insuperable problems. BP's fuel supplies had to be left in drums at Illawong Bay because no tanker could negotiate the bush track, and these drums were ferried by lighter to the club and pumped into storage there. Everything that was needed at the new clubhouse had to be brought by water. Guests had to be picked up and returned to where they could park their cars. This, in fact, had its lighter side.

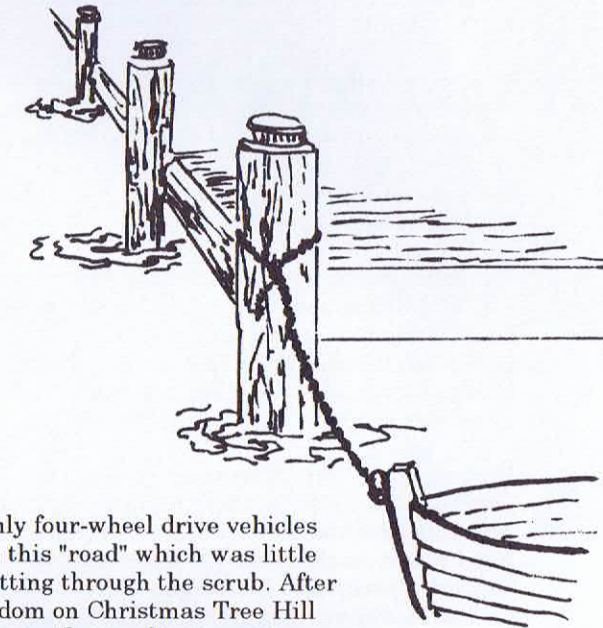
Jen Vaughan said: "Often when we'd had a winter dance at the clubhouse the fogs were so thick the boats couldn't return to Bobbin Head or Coal and Candle Creek - or if they did, they could well become lost. When Roy was commodore I've spent many a night making tea and coffee and sandwiches for guests on board as we sat somewhere between Cottage Point and Bobbin Head, waiting for the fog to lift.

"I remember one occasion when a club member lost his dinghy on the way down to Bobbin Head, stopped to retrieve it and became disoriented. He set off again, and found himself back at Cottage Point."

Pre-war, the Chase had been breached. A road had been constructed from North Turramurra to Bobbin Head, and another ran from Terrey Hills to Illawong Bay on Coal and Candle Creek. But there was no access from this road to Cottage Point until the war in the Pacific began. An Army group moved in and camped on Christmas Tree Hill (just past The Saddle) to watch for any signs of invasion by the Japanese.

And then they missed seeing them, according to Bruce Notting. "My grandmother saw something in Green Bay she was sure was a submarine. She told my grandfather who dismissed the sighting as 'obviously one of ours'. Then when the Japanese midget sub was captured after the attack on Sydney Harbour, its Log showed it had been in Cowan Water six weeks previously - even down as far as Bobbin Head - mapping the area."

The soldiers had bulldozed a route from The Saddle through to Cottage Point, and then had buried gelignite in two trenches that cut across the route - one at The Saddle, and one on the flat of the hill above the club. The road was to be blown up in case of an invasion. ("As far as I know the gelignite is still there,"



Bruce said.) Only four-wheel drive vehicles could negotiate this "road" which was little more than a cutting through the scrub. After months of boredom on Christmas Tree Hill while the men spent hours chipping out "aboriginal carvings" ("My father Jack used to sit and watch them at work and yarn with them") or negotiating the track down to the Point to barter Army supplies for fresh fish from the Nottings, the Army left. And they detonated parts of the "road" behind them so that nothing could get through to the Point.

And nothing could get out.

"When the Army moved in they had taken the family's fleet of hire boats - and there were more than 60 of them - and towed them up the Hawkesbury River so that the Japanese could not use them to move around the waterways," Bruce said.

"We complained when they were about to detonate the road. How were we supposed to get out if anything happened?"

"The Army relented and gave us back one dinghy, though they moored it for us in the middle of the bay and we had no way of reaching it but swimming."

By now the last blitz buggy had rolled out of the Chase, and once more Cottage Point was isolated.

The need for an access road to link up with the Terrey Hills-Illawong Bay road had been earnestly considered by the club's Executive Committee before they had decided to buy the Cottage Point property.

The whole road project was handed over to George Alchin.



*There was one man whose skills and supervisory work made the cottage reconstruction possible - Master Builder Jim Argles. The club voted unanimously to make him a Life Member for his contribution but he declined the honour.*

"And he must have spent every waking hour on it for years," Graham Taylor commented. "Government sources had declared that the access road - such as it was - had never been dedicated and in consequence closed their files on the matter."

"George heard, from a lead given him by a friend in Gosford Shire, that the old surveyor who had completed the job on our 'road' was still living on the Central Coast. Together George and the surveyor located earlier maps which clearly showed a dedicated road."

"With his evidence he assailed the Minister for Lands, waiting hours for an audience. Finally the Minister's Department agreed that the road had in fact been dedicated many years before, though an inspection in a four-wheel drive was a bone-shaking nightmare."

Club member Wal Alderton and one of his engineers made the hazardous trip in a Land Rover, so that the club would have a first-hand report on the condition of the track to support a petition to Warringah Shire Council for road-building. George Proud was sent off to confer with the Under Secretary of Lands about approval and to "get it in writing". Club minutes of 10 June, 1959 show that the Lands Department had given its written advice that there was no objection to the 'road' being made trafficable.

But, it appeared, approval had to be obtained from other government instrumentalities involved in any such development: Ku-ring-gai Chase National Trust, the Cumberland County Council and the Main Roads Board. Club members went to work. One was a senior officer in the MRB; another was a member of

the Trust and they were instructed to infiltrate the opposition and find out what could be done to ensure the approvals were obtained. Thus, armed with the best advice, the club began a round of deputations and meetings, official and unofficial.

In unofficial talks, it seemed that the local Council did not have the finances to build the road, so an approach was made to yet another Government Department so see if finance would be available to build it as a tourist road, as was being done with the West Head road. This, however, was not a possibility, and the club was advised that the only approach would be to the Shire Council.

This was where the club's unofficial 'fixer', Frank Delandro ("a gem of a man", according to Dick Harvey) came into his own.

"We gave the Council advance notice of our petition to upgrade the road," Frank said - a change of verb that was to work wonders. "And we finally got the petition signed by every Cottage Point resident and all the club members - 19 of them and 180 of us - and took it to the WSC meeting."

"I'd been a Rotary members for 50 years or more, and the WSC Engineer and the Shire Clerk were both old friends of mine from Rotary. They helped us a good deal."

"I said to George Alchin at the time, 'They'll only remember a limited amount of what we say, so let's get it all down in writing'. So we gave each member of the Shire Council a copy of our case, which was founded on the fact that people in Cottage Point - and that now included us - had been paying rates and taxes

to WSC and nothing had ever been done for them. Children growing up there had to have Correspondence lessons, or they were taken by boat to Bobbin Head to catch a school bus and picked up again in the afternoon."

"We set all this out in a letter, so that each councillor would know the whole story."

"I had had some experience of local government - I'd been an alderman of North Sydney Council for 10 years - so I said to George, 'We've just got to get a majority'. We'd been told that the Ku-ring-gai Chase Trust was opposed to the road, and there were shire councillors who were members of the Trust, so we had some obstacles to overcome."

"I presented the case for the roadway."

"Finally the Shire President said, 'Gentlemen, we've had a very good case presented. I move we accept their report on the situation, and that Council agrees to upgrade the road'."

"And we got our majority."

Frank added, "Wal Alderton had offered to put a bulldozer through the road, at no cost to the club - he was director of a road-building firm - but unfortunately by the time these negotiations were over, and the petition accepted, he had been involved in a bad accident, and was in hospital. But the council had agreed to do the drainage for us, and when Wal's equipment wasn't available, they did the job".

The Council's approval was contingent on the Land Department re-dedicating the road, so it would appear as a "dedicated road" on up-to-date maps.

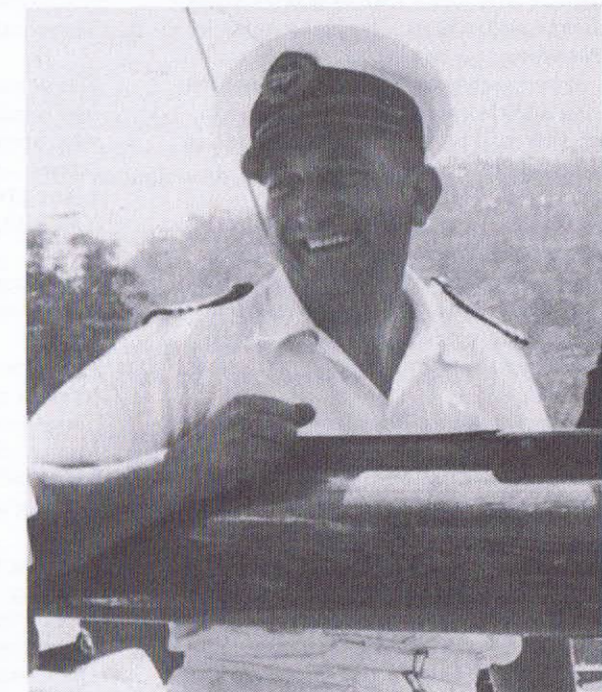
In the Annual Report for 1959/60, presented on 30 May, 1960, it is noted:

"Application (for the dedication) has been made and in consequence the surveyors of the Lands Department have completed their survey. At a meeting of the Council on 14 March last, a sum of £3000 was voted towards the construction of the road which is estimated to cost £18,500 to provide a trafficable two lane gravel pavement. Again through the generosity of our member Mr Wal Alderton, the club was able to offer to council the supply of a bulldozer and grader, with operators, and a compressor, without cost to council, as the club's contribution towards this work. Your Committee feels that without this magnificent contribution by Mr Alderton, council might not have been so favourably disposed to go ahead with the construction."

"The £3000 voted by council will, we understand, be used in the construction of culverts and for the necessary drainage."



...and the men...



Top: Roy Vaughan, above: George Alchin.

"The President of the Shire Council, Councillor W.E. Berry, has also been a keen advocate of the road, and has done a great deal for the club and the residents of Cottage Point in the handling of the matter through council."

"At the time of compiling this report, the Lands Department had advised that the gazettal of the road as a public thoroughfare should be announced in the near future. It is anticipated that the access road will be an established fact before the opening of the 1960/61 season."

## The task...



But one more hitch was to come before that could happen. In September 1960 it was reported to the Ku-ring-gai Chase Trust that "Aboriginal rock carvings had been discovered very close to the proposed road (near the Saddle)" and any proposed work would have to stop while they were evaluated. Past Commodore David Dawson says that an expert called to examine them labelled them "obscene", and objections to their proximity to the road were dropped.

Given Jack Notting's experience, there would seem to be grounds for wondering whether those carvings had been fashioned by black hands or white.

The 1960/61 Annual Report records: "At long last the road was dedicated on 3 March, 1961." The following Annual Report records success at last. "During the early part of our season Warringah Shire Council formed and gravelled the first half of our access road. They were unable to complete the project due to lack of funds, but did do certain work on the latter half which has made it quite trafficable under good conditions, and quite fair in wet weather. Local residents and others have done quite a lot of maintenance on the latter section and now, even in very adverse weather, we can get through with a little care. We have reason to believe that this will be an all-weather road in the very near future."

A lot of the blood, sweat and tears of club members, notably Roy Vaughan, Tom Wadge and Cottage Point residents, principally John and Valerie Crouch, and Brian and Trevor Notting, and a couple of happy circumstances helped get the road to that stage.

Roy Vaughan reported, in November 1962:

"Past Commodore Alchin, through the Shire president, Bill Berry, arranged for the remaining 1 ½ miles to be made trafficable for us. Consequently, council's dozer arrived on the job and was found to be completely inadequate for the task. George again contacted Bill Berry and the Supervising Engineer met me on the site and we made an inspection. Firstly I was advised that the council could not spend another penny on the road, but after lengthy discussion we succeeded in getting a 22 ½ ton dozer on site at £100 per day, for two days, payable by council, to complete the job. Strangely as it may seem, the engineer elected me as Clerk of Works, and it was my job to tell the operator just what we wanted.

"The result was that the Saddle Hill section was widened, and on my advice the engineer decided on a slight detour on the hill immediately behind the club, avoiding the impossible section and making it a reasonable but longer grade.

"This was all done on the first day.

"The second day was spent on other spots of the road which needed attention by heavy equipment. The road was then quite trafficable for vehicles to reach our club premises. I had no difficulty in driving both a Holden utility and a Falcon right to our wharf.

"But last weekend the loose surface on the hill immediately behind the club was disturbed and became impassable. So I put a tree across the top of the hill to stop traffic, pending the arrival of the engineer, Tom Stevens, who was supervising the road-making job.

"Tom arrived yesterday morning and drove his car to the club, and on the way out he got stuck in the loose surface and had to be pulled out with the grader - hence the desired result was achieved. He immediately ordered 200 cubic yards of gravel to be carted from Belrose and graded onto this section to a depth of 12 inches.

"The council has also changed its mind about the culverts on the second half of the road. These culverts have now been installed."

There was still work to be done to make the last section of the road navigable in all weathers, and this was done with voluntary labour - and the council's permission, as it had spent £10,000 on the project and was running over budget.

Roy Vaughan, who was "retired", worked like a man possessed. He reported:

"We now asked Council for sufficient concrete pipes to install 12 culverts to drain our road. Three lorry loads were immediately delivered free on site. We then hired Stan Booth with his small bulldozer and tip truck, and Brian Notting operated the tip truck.

"This equipment started work - clearing, levelling, loading and carting gravel from one part of the road to another, and with the same voluntary workers we installed 12 culverts. The Council installed two, a total of 14.

"All this work was carried out under shocking weather conditions, but Stan Booth worked with us from daylight to dark all through, and to him we are greatly indebted. Without his whole-hearted and genial co-operation we could not have produced the results we did. We do agree that our road is not 'Pitt Street' but we can drive a motor scooter or a ready-mixed concrete vehicle right to our property, and this all for a mere £292.10.0.

"The Council is still running the grader over occasionally, and for this we must be appreciative (after all, their responsibility finished at The Saddle) and we are still very

hopeful that Council will see its way clear to complete the whole project in the near future.

"Others who assisted in a voluntary capacity were: C. Bright, P. Chapman, R. Davidson, Bruce Notting, H. Phillips, J. Rochester, S. Stone, A. Wiltshire and J. Windybank.

"We are also greatly indebted to Mrs Jack Notting and Mrs van Laarhoven for their efforts in supplying us with cups of hot tea and coffee, two or three times a day, when we were in mud sometimes up to our knees."

While this major work had been in progress, some attention had also been paid to the natural extension of the road: a carpark for members who would drive down in their dozens, and the steep internal road from the carpark to the pontoons.

Surveyor Alan Wood, who was then a sometimes boater on Cowan Water offered to come to Cottage Point and do the survey work on the carpark for nothing. Unfortunately, he approached our new pontoons in a hired Halvorsen, and was waved off with fierce gestures before he was rescued by George Alchin who had been waiting for him to arrive.

Alan, who was later to become one of our commodores, found that a thoughtful member had gone to work during the time a bulldozer had been near the club entrance, and practically over a lunchtime small stands of trees and stumps had miraculously disappeared. There was nothing to hinder the development of the two carparks we now enjoy.

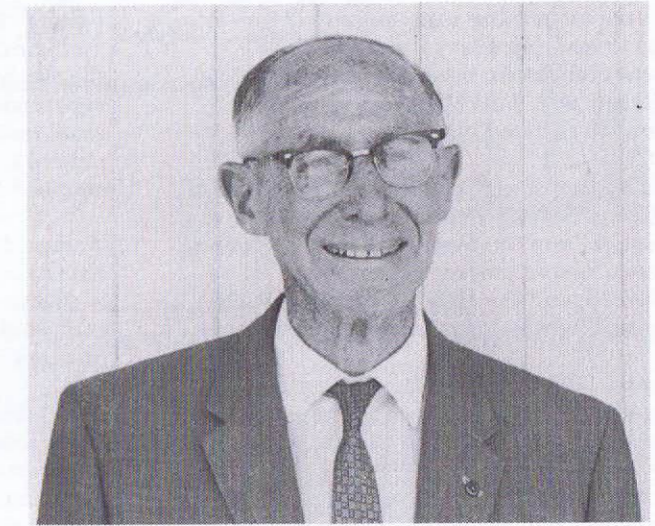
The internal road to the pontoons was another "must".

Commodore Vaughan's Annual Report for 1962/63 records:

"Our own internal road from our entrance to the wharf was constructed at a cost of £475. This has proved a boon in many ways. Members can now take their supplies by car to their ship's side. Club supplies can now be taken up from the wharf by motor vehicle and our own diesel and petrol supplies are delivered by road tanker right to our underground tanks. All this represents a very big saving in labour.

"Neither the slipway nor the swimming pool would have been possible without the access and internal roads, as some 80 cubic yards of ready-mix cement were brought to the sites by road vehicles with an all-up weight of 18 tons in each load."

It was to be another 10 years before the club was to succeed in its other project: getting the electricity supply to the Point.



Frank Delandro

Past Commodore Bryan Inder tells that story:

When we talk about electricity coming to Cottage Point it is interesting to remember what life was like before it arrived.

The electricity supply was generated on site using our own three fuel-driven generators. These generators were in constant need of maintenance and it was always hoped in the lead-up to mains electricity they would last long enough without major overhaul.

When electricity was needed for anything - a club function, the petrol pumps, or to use the slipway, winch etc - one of the generators needed to be started. The last job of the committee person on duty at any club function was to turn off the generator.

There was a long saga of various permissions needed from many government bodies before the first poles could be sited.

In the summer of 1972 the Minister for Lands approved the erection of overhead power lines through the Ku-ring-gai Chase National Park. The Mackellar County Council approved the necessary funds, surveyed the route and pegged the necessary pole sites. The final mutual agreement was awaited between the Mackellar County Council and the National Parks and Wildlife Services. The last problem was the worry of some people that the bird wildlife would injure themselves by flying into the poles or overhead wires.

A further year - 1973 - went by before final State Government approval was obtained to erect power poles across the park.

In May, 1974, a special meeting of members was held at West Lindfield Community Centre to consider amongst other things the installation of the electricity and its financing. Past Commodore David Dawson had spent a