

"Rally Box, Boat 4 is crowding me and won't let me pass." "Rally Box, can't you do something about the houseboat on the finishing line?" "Rally Box, I'd like you to know I will be lodging a formal complaint about the conduct of this race as soon as I'm ashore."

Just because 27MHz was available did not mean that everyone involved in the rally program had a radio, and a new line of complaints filtered through to the Box. "I'm sick of shouting messages at *Susie 11*" - or whoever else failed to install such necessary equipment. Or they hadn't been able to hear the megaphone. Or see the distinctive flags that were used as signals from the Rally Box verandah. A series of lights - green, amber and red - were installed to blink out the start-go message. Members (particularly those who had taken a short cruise down river while they waited their turn to start, and got back late) complained that they couldn't see the lights.

So the Rally Secretary got a gun. No, not a real gun, to empty a well-deserved shot between bilge and waterline; it was a starter's pistol which operated with caps. And one day a prospective starter came to the Box to register for the day's events, picked up the gun and fired it in those close confines "to see how it worked".

The resultant BANG brought Coast Guard to the rescue, but there was nothing they could

do about impaired hearing. It was the Rally Committee that day which couldn't hear a thing.

There was often another cause for alarm among the rally fleet, when Wal Roots was racing. Wal was wont to remember something he had meant to do - which wouldn't take a second - just as *Chunooma* was heading for the final mark, and his boat would slowly drift off course into the line of other boats. This brought a chorus from competitors. "Wal, for Pete's sake get back to the wheel." They didn't have to see his head in the engine room to know what was going on.

In 1985 there was an addition to the Rally program: a treasure hunt for children of all ages, designed to get families together for the activities of finding things like round stones, or capturing a live ant to bring back inside a matchbox. Each year the hunt had a theme - pirates, convicts, Pacific islands, and entrants were asked to dress accordingly. It was here that some of the older "children" had a ball. It's hard to forget crew-cut former member Al Jackson as a flower-bedecked "dusky virgin".

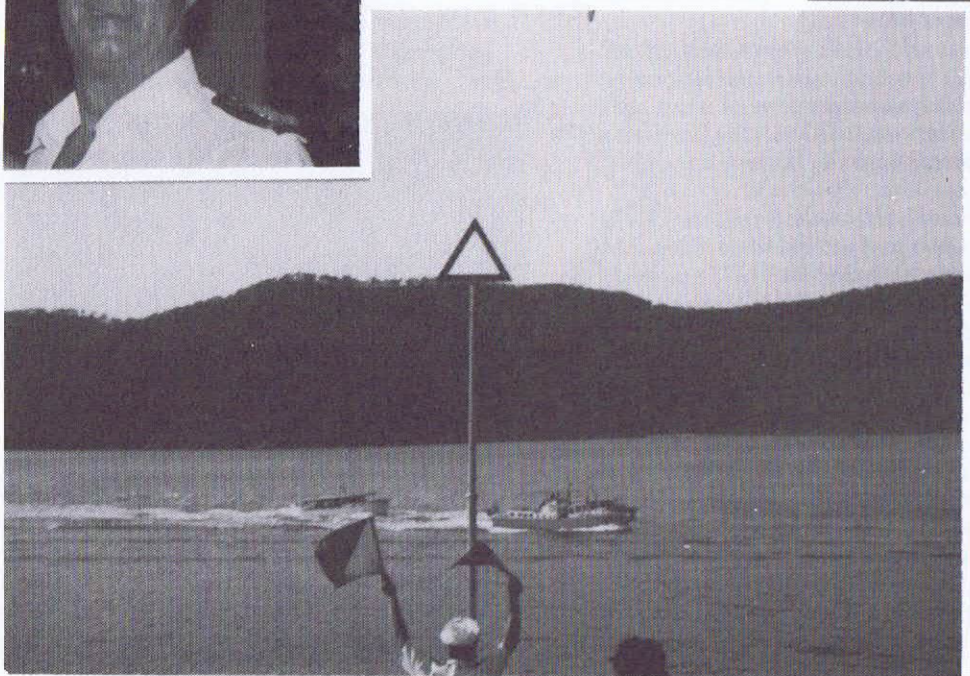
Don Chivas, who put the program together, said that in its second year the treasure hunt attracted 24 competing boats, "the biggest participation in years for a club event".

In later years the event has been coupled with the Children's Christmas Party.

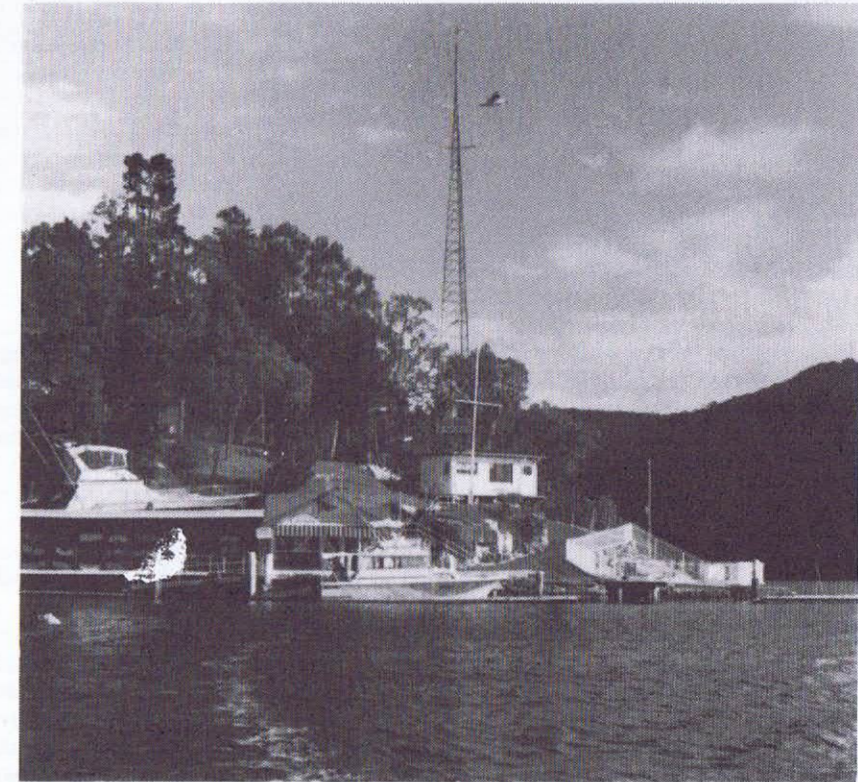
*Left: Former Race Secretary Jim Stuart.*

*Below left: A tight finish. Arthur Preston flags in Courier and Berenice.*

*Below: Don Chivas: serious rally business*



# Coast Guard at the Point



*The Ku-ring-gai Flotilla (NF3) of the Australian Volunteer Coast Guard is located within club grounds.*

*Dr Bob Hardie, KMYC member, former Flotilla Commander and former National Commodore AVCGA, tells the story of the Flotilla and its KMYC connection.*



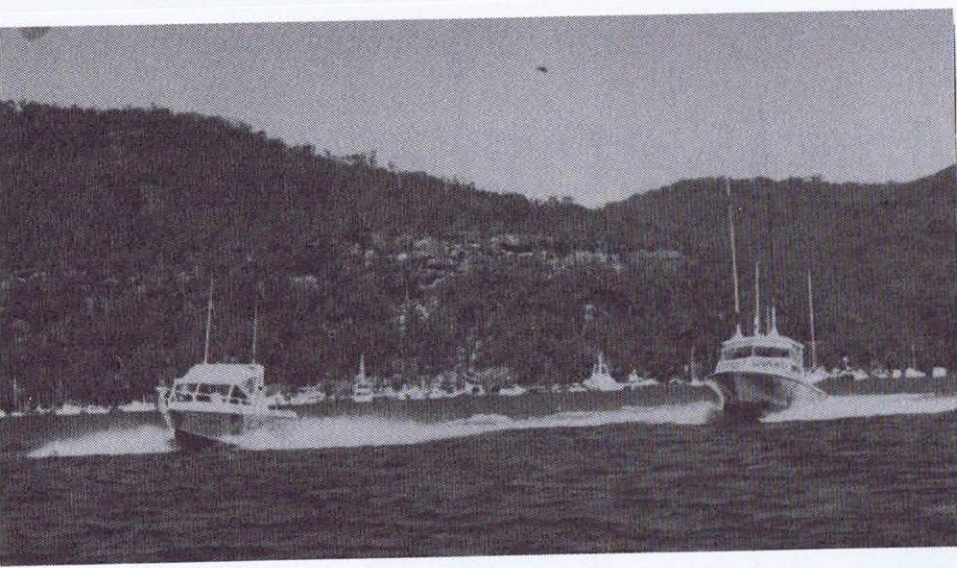
On a rainy day in mid-1970, members of the Ku-ring-gai Flotilla of the Australian Volunteer Coast Guard returned to their base at Illawong Bay Boatshed, following a day of training several miles off the coast.

Courtesy of Col Williams, the boatshed manager and a Flotilla member, the restaurant (at the time unused) was utilised as our training room, free of charge. However, on that fateful day the restaurant was in use again, and we were out in the cold and wet.

The Flotilla, officially designated as NF3 - the third such unit to be formed in NSW - had received its National Charter as an operational Flotilla on June 26, 1968, and was struggling mightily on a minuscule budget to establish itself.

The next venue used for a short time was the Illawong Bay boatshed storeroom, followed closely by Flotilla Officer Bill Barton's St Ives garage - luxurious accommodation indeed, relatively speaking.

It was evident to the writer, the serving Flotilla Commander, that the unit deserved a more permanent and personal home. After an extensive search around Broken Bay and tributary foreshores, we came to an



understanding with Brian Notting, of the well known Cottage Point Boatshed, to rent what is now known as "The Kiosk" for \$12 per week. These dollars were contributed by Flotilla members, depending on how much - if anything - they could afford. This WAS luxury, but expensive in those pre-galloping-inflation days.

Adequate radio equipment was urgently needed to establish an efficient radio watch - this being, of course, the essential basis for a marine SAR capacity: if you can't hear them, you can't help them. A walkathon was therefore organised from the Mona Vale Road corner at Terrey Hills to the KMYC wharf along the unsealed "road"-plus-water hazards. This enthusiastically conducted event was supported very generously by members of KMYC.

We raised \$600, more cash than had ever been seen in one piece by any Coast Guard Flotilla in NSW. It paid for a Ferris radio transmitter and ancillary equipment. The major problem was that electric power at Cottage Point was still locally generated in that era and this had a markedly deleterious effect on radio transmission, particularly as the generator at

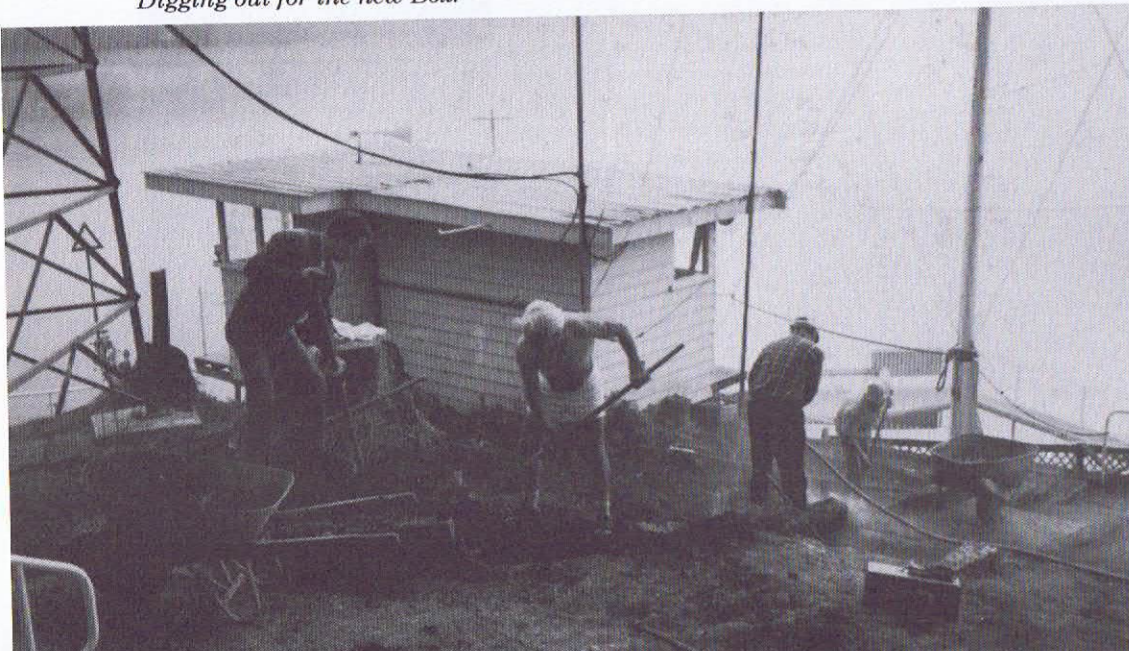
Notting's was sited in what is now the dinghy storage area within easy reach of the antenna. That made it necessary for part of the radio watch to be kept by Flotilla vessels away from interference.

Rental costs eventually proved an unacceptable burden, and the writer (as a member of KMYC) requested that a Special General Meeting be called to request accommodation for the Flotilla on club property. As the result of an impassioned plea, the vote was unanimous that we be permitted to construct an addition to the Race Box as a radio room. In addition to this generosity the club undertook to assist with finance, to be repaid in the form of rental.

Our sole income was from membership fees, the small fees charged for courses in seamanship for the general public and donations from many of those given assistance on the water. If further evidence of KMYC support were needed, it came from club member John Godsell, who donated a large part of the rent needed for the boatshed base until completion of the new premises.

With the guidance of one of the writer's

*Digging out for the new Box.*



patients, a keen builder and boater, and his offside the building was constructed over several weekends. Coast Guard members acted mainly as enthusiastic labourers and providers of victuals for Allan Ekholm and staff, who did the technical work free of charge. Volunteer support is one of the foundations of a volunteer organisation.

After many years of service the building was replaced in 1983 by the present one, because of maintenance problems and because it had become far too small to provide the needs of the expanding flotilla.

Radio reception had always been a problem, even with the arrival of the external power supply, but very adequate masts were available in the form of the pine trees which were still healthy in those days. A group of intrepid Flotilla members undertook the daunting task of reaching for the sky. Richard Katsch in particular ventured to extraordinary heights to attach appropriate rigging and earned himself the unofficial qualification rating of "steeplejack".

Much later in our history the orthodox radio mast was erected in 1983 and an effective earth laid beneath the roadway, giving us the most effective system possible. The mains power supply preserved the sanity of radio operators as well as markedly improving the efficiency of radio watch.

The two most important items in the development of an efficient and happy operational Flotilla are, in my opinion, a roof to call its own, and an effective Flotilla-owned SAR vessel. Members' boats are always necessary from time to time, but a dedicated vessel bearing the magic words "Coast Guard" is the ultimate - the Flotilla has arrived. Now, of course, State Government funding - so long awaited although less than might be desired - is dependant upon the accreditation possible

only through the ownership of such a vessel.

Early in 1974 Bernie Whelan - a long-serving member of the AVCGA - originally in the Victorian Squadron and Senior Vice President of Crown Equipment (then Crown Controls) and skipper of *Keritah*, KMYC, organised a most generous donation from Crown to the NSW Squadron: the major cost of the first CG18, a 21ft Swift craft. It was fitted out as the first water ambulance in NSW - probably in Australia. She served initially with the Port Jackson Flotilla and was later transferred to Ku-ring-gai, where she carried out extensive SAR and ambulance work from her base at Bernie's Cottage Point waterfront up the bay and later at KMYC - no charge of course.

Crown, an honoured word in the AVCGA, has continued its most generous support of the Flotilla to this day. The water ambulance concept was largely made redundant by the development of the helicopter services, but all Coast Guard vessels retain a competent first aid capacity.

During this era the late Helen Whelan, Bernie's wife, played a vital and leading role in the organisation's wide recognition along the east coast of Australia through her skilful operation of the "Coast Guard Cottage Point" radio equipment during weekdays and after hours when Flotilla members were not available. She was responsible from her kitchen-radio room for many saves, from routine calls to "Maydays".

Thus was provided a virtual seven-day radio watch, long before this became a Government requirement for accreditation. "The highest compliment to Helen Whelan was made when OTC recorded tapes of her radio procedures for use in training their Coast Station operators." (Runabout, August 1978)

Based at KMYC, the Ku-ring-gai Flotilla has





been involved in many operations offshore and inshore boat and ski race patrols involving up to 80 boats, including many generous KMYC members, assistance to vessels in distress, medical emergencies, even a balloonist in distress. Perhaps the most dramatic operation was during the night of the "big blow" on May 27, 1974. On that occasion Jim Mortimer (Kuring-gai Flotilla Commander and KMYC member) on his Cresta *Lesley Ann* rescued a vessel in the estuary in monstrous seas. He was briefly in radio communication at the same time with the KMYC vessel *Nimbus* at extreme hazard off Cape Three Points, but was in no position to assist her. She was subsequently lost.

The KMYC has always been most generous in allowing use of the clubhouse for Flotilla functions, and two rather unique "formal" mess dinners will remain - together with other occasions - firmly in members' memories.

In 1993 the new ramp and pontoon were installed at Flotilla expense to replace the mooring which formerly held the pontoon. This mooring was originally approved by the National Parks Authority for Coast Guard use,

reverting to the club when replaced by the new construction.

Since 1985 there has been a progression of Flotilla-owned SAR vessels. In that year the original *CG18* was replaced by a 24ft Sportsmancraft powered by a 20hp Mercruiser. In 1988 was added a 19ft aluminium vessel - *CG28* - with twin Yanmar outboards. In 1991 the current *CG18* was purchased with Flotilla funds - hard-earned dollars indeed - a 31ft Swiftcraft powered by a 210hp Caterpillar diesel. Such a powerful vessel had become a necessity because of the increasing population of larger vessels.

"Crown" has once more recently demonstrated generous support for the Flotilla with the provision of a 16-mile Radar for *CG18*. *CG28* was taken over by a Northern New South Wales Flotilla.

Then in 1992 an extremely generous gift from Mercantile Marine Insurance resulted in the acquisition of the 28ft Cougar Cat with twin 150hp outboards, capable of high speed in rough conditions - *MMI*. The Flotilla is therefore now well equipped with a fast-response vessel and a heavy duty vessel.

The Flotilla is most appreciative of the support in slipway use provided by Cottage Point Boatshed. The years of association with the KMYC have therefore been ones of steady progress in what we regard as a most generous and happy relationship.

The club can feel justly proud of its policy for support for this Volunteer organisation which has benefited so greatly from its generosity.

Opening the new Coast Guard centre: Dr Bob Hardie, Dick Lakeman, Bill Barton, Commodore Ron Cameron, Graham Clarke.



## Smooth seas... well, mostly

While the battle for the road and the connection of mains electricity was being waged, the club had undergone a period of consolidation and general maintenance, so that when the time and finances were right, expansion and development could be considered.

In his Annual Report (1969/70) Commodore David Dawson sketched the framework for that development.

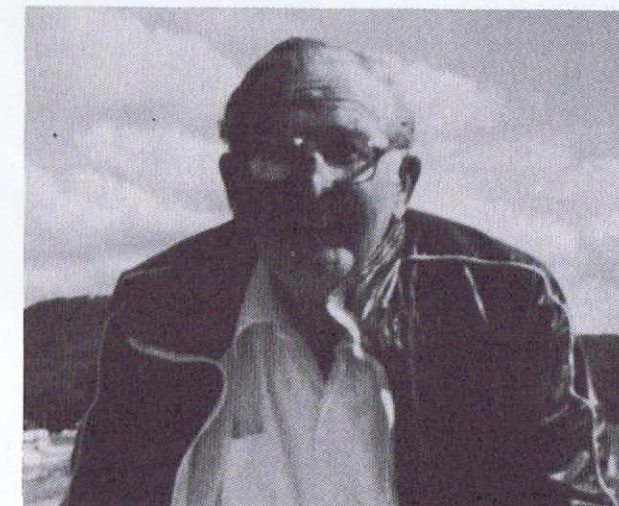
The club now needed more members to bolster finances, but more members would be attracted only by the availability of moorings. More members would ultimately mean more and better facilities, but those facilities would have to be on line before there could be a membership drive. A catch-22 situation.

While the club and Cottage Point residents were investigating the cost of reticulated water, KMYC was experiencing water shortages in one of the driest times on record. That year a \$10 levy of members had been struck to provide a new 20,000 gallon water tank, and a further levy was forecast to develop the carpark area to provide more parking spaces for members. David also recommended toilet facilities in the waterfront area, more dinghy stowage, and the purchase of a larger generating plant.

There was, too, the question of the club's indebtedness to the older members through the debentures they had taken out to help pay for the land and its development. Steps were now taken to persuade these debenture holders to donate the money to the club. Most of them did so.

The question of more moorings was soon to be solved in an unexpected way.

*The Notting property at the time of purchase.*



David Dawson

The period of the late sixties had been in part one of doubts and instability at planning level because of factors over which the club had no control. The New South Wales authorities had been attracted by a Canadian National Parks scheme to resume all private land within their parks. There was now talk that all of Cottage Point would be resumed - private land, businesses and the club - and that a decision "could be expected soon". At the same time there were conflicting reports that there would be massive increases in rates to pay for the supply of town water to the Point. And there were rumours that the National Parks would soon be billing properties for exceeding their permissive occupancy of foreshore space.

Jack Notting finally had had enough. These were worries that he did not need, and he decided to retire from the family boatshed business that adjoined the club.

Nottings had been at the Point almost as long



Jim Wood helps survey the carpark.

as the Terreys. In 1907 Henry Eustace Notting had purchased two blocks of land from the Terrey estate and had developed his property partly as a boatshed, and partly as a holiday accommodation area. In Jack Notting's time there were 11 separate holiday flats available for letting. (One of these was often occupied by a teenage boy, descendant of the original James Terrey - Ewart Terrey, later a KMYC member, Waterfront Chairman, Committee member and a "gentleman of the waterways" in the style of Wal Roots. Elizabeth Winny remembers him coming often to "Itheal" with his brand new game of Monopoly to towel up the neighbours.)

The club would have liked to buy the property but did not have the money. However, with the current uncertainty about the future of Cottage Point, and the fact that boatshed competition had been established at Illawong Bay, there were no ready buyers for the land. Eventually Jack Notting and the club came to an arrangement - a lease, with option to buy. In the 1971/72 Annual Report, Commodore Alan Wood indicated that the option had been exercised. He said:

"The assets of Notting and Penze P/L purchased by the club include 17 moorings (nine in the home bay, and eight in Green Bay), five 14ft aluminium hire boats, two dinghies, seven outboard motors, a workboat, mooring rig, two diesel generators, pontoons, ramps, electric and oxywelders, compressor, power and hand tools and sundry other equipment and furniture."

Alan Wood was one of those commodores to whom things happened. Over the years, in stringent times, other commodores reported "consolidation", "steady progress" on existing projects, "maintenance", but a number of projects were finalised in Alan's time: the road in was completed, the final agreement to run electricity poles through the Chase was made, negotiations and purchase of the Notting property were completed, and a new security system of locks and keys was installed -

thanks to Ewart Terrey (*Karani*). There was also a plan for a floating marina (finally approved in principle by NPWS provided the club redesign the whole waterfront. As there was no money for this project, it was shelved.), the extension of the Race Box for the Australian Volunteer Coast Guard, and the upper carpark area was formed and paved.

Alan had been no stranger to the club before joining. At George Alchin's request he had surveyed a site upstream from Halvorsen's for a possible clubhouse project (see p.14) and, as mentioned earlier, had surveyed the first carpark at the Cottage Point property.

"During the development of the property, again at George's request, I made a survey of the site of the present slipway, including soundings below water," he said. "George took me and my field hands there in *Chiquita*, from Bobbin Head.

"I joined the club as the owner of *Berenice* in 1965. I was elected to the General Committee for 66/67 and appointed Chairman of the Planning Committee. I suggested that the first essential for future planning was a detailed survey plan showing improvements and contours and offered to make such a survey as a gift to the club.

"The survey was a lengthy process because I could only spare a few hours at a time. However it was eventually completed and this enabled me to design a carpark on two levels with easy access to each.

"Commodore Gordon Lorimer acted immediately to have trees removed from the lower site and the necessary earthworks performed under my supervision.

"The survey of the whole property was completed in 1972, and a tinted copy of the plan presented to the club. This was framed and it hung in the clubhouse for many years. The plan was used by Sam Pearce, Chairman of the Grounds Committee in 1972/73. Sam

had an earthmoving business, and was a very old friend of mine, and at no cost to the club he excavated and sealed the upper carpark."

It was obvious Alan was a man of total commitment. He added:

"After being Commodore I was Treasurer for three years (1973/76) with Wal Hannaford as Commodore. At my suggestion the Committee agreed to the appointment of a salaried bookkeeper to keep the club accounts and render the monthly bills. Dick French was appointed to this part-time position about 1975.

"During the year 1975/76 I was Treasurer, my son Jim was Race Secretary, and my wife Mollie was president of the Ladies Auxiliary. My daughter Jenny was Treasurer of the Youngerset in 1968/69 and President of it in 1969/70. Jim was Treasurer of the Youngerset 1969/70."

Commodore Wal Hannaford mentions in his final Annual Report (1973/74) an event which had very little (written) publicity: "The effects of the disastrous fire which occurred late last year, causing loss and damage to members' boats and club property, has almost been overcome, and the repairs to the pontoons are now almost completed."

Jim Cuming finally told the story:

The scene was the front pontoons. There was a vessel about to take a fuel fill, and Joe Scott was tied up behind, with a brand new fibreglass cruiser. He was sitting in the skipper's seat admiring his new purchase, waiting for the family to arrive for a day's boating. Unfortunately at the fuel wharf the petrol nozzle was handed over instead of the diesel, and the mistake was not detected immediately. This meant that the boat had to be pumped out.

The *Lady Auxiliary* was called into service, and the pumping began.

It is not clear quite how it happened, but with the incoming tide, the new cruiser became surrounded by a petrol/diesel mix. Then there was a spark.

"The petrol caught alight and ringed Joe's cruiser," Jim said. "He could see the danger and jumped to the pontoon and ran. The explosion of fire went across the pontoon with enough heat to buckle the aluminium dinghies stowed opposite, burned the *Lady Auxiliary* and the cruiser burned to the waterline in a matter of minutes.

"The boat being filled only had a single. But all that was left of Joe's was the engines, and - miraculously - one intact toilet roll. It was

fortunate that Joe's tank was full of petrol, so it did not explode."

But it was an expensive exercise for Jim, as a witness. "*Pelorus* was petrol driven, and I had to get new tanks and new diesels before the family would come out with me."

When Wal Hannaford stood for Commodore in 1973 he asked a relatively new member, Bryan Inder, to join the Committee as Honorary Assistant Secretary.

"At my first meeting I was given - as well as other jobs - the sub-committee position of publicity," Bryan said. "This entailed a Spring issue of the LOG with Opening Day procedures, the club Duty Roster for the waterfront and other vital club information. A single sheet letter with all the relevant information was sent out prior to each function."

It was certainly a case of "in at the deep end".

In March, 1974 Bryan outlined a proposal to update the LOG, which was to be a guide for its current form: the club's information magazine would be published monthly, and would contain details of forthcoming social and racing events and any other interesting material such as progressive racing scores and decisions of the General Committee. The LOG would take the place of specific notices for each social function.

"This proposal was accepted, and I did the monthly LOG for the next two years through the season, handing over when I became Commodore," Bryan said.

This had been Bryan's first innovation; it was certainly not his last.

Commodore Alan Wood



Now that the road in to Cottage Point had been sealed he could see no need for part of the Opening Day celebrations to be in one part of the river, and the rest somewhere else. So in 1976 the whole Opening Day function was at the Point. With *Miss Eve* as flagship, the club fleet gathered at Akuna Bay and proceeded downstream to take the salute.

There was a change in evening social functions, which had over time become locked into a strictly formal style. "I wanted - and got - a 'Hawaiian Night' when guests could come in suitable colourful gear, or regulation whites if that was what they still preferred. Certainly no one objected to the lei and the kiss from the Younger members at the door as they arrived."

Bryan's innovations with the LOG and the social activities, were to have a long-term influence.

The LOG grew into an effective information and public relations magazine, in which members were kept informed. And entertained, for in the 80s the LOG's gossip columnist Stoned Crow saw it as his role to bring a smile to the lips of members - particularly those who had NOT been involved in the bizarre incidents recorded: like Gai Johns caught talking back to the Talking Garbage Can at St Ives shopping centre; *Justus* limping home from a coastal cruise on one motor when the other wouldn't go ... because the skipper had forgotten to turn it on; Ken Shields "leading" the fleet out on another cruise with a large metal can of flyspray leaning against his compass.

There was also an attempt to lighten the pleas for co-operation from members, when those pleas had to be oft-repeated. (Though no one has yet found the magic words that will enforce the 10-minute rule at the waterfront.)

Social activities became less formal, and

*Miss Eve* as flagship.

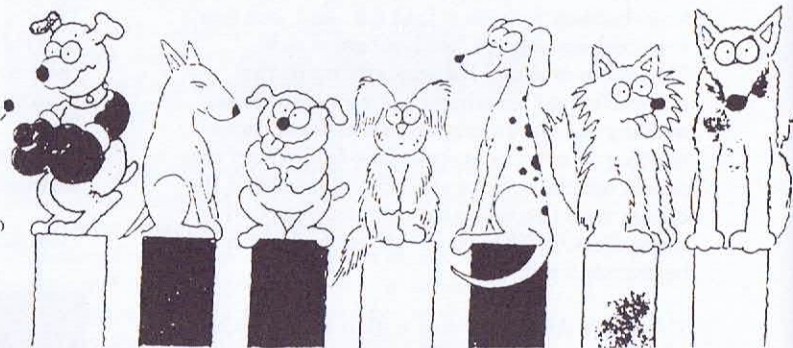


energetic Social Committees strove to attract members of a club which was itself in a state of change with the times. A night of old-time dancing could no longer bring in the numbers. The changes in social priorities can probably be measured with the gradual shrinkage of the dance floor area in the clubhouse.

As the club moved into the 80s both the nature of the members and the tasks of the Executive changed. Some new members saw the Point as a convenience rather than the closely knit family club it had always been. Commodore Graham Hignett started streamlining the administration of the General Committee and this was further refined by the following commodore, Ron Cameron. At a time when managerial and financial expertise was needed, Ron's background in banking was invaluable, and he joined our two club "elders" Jim Cuming and Malcolm Davis, whose wise financial advice had helped steer the club for many years.

## DOGS

NO MATTER HOW FAITHFUL, OBEDIENT, LOVABLE, HANDSOME OR RELIABLE SHOULD BE KEPT ON A LEASH IN THE WATERFRONT AREA. AND THERE IS NO BONE-BURYING OR DIGGING ALLOWED IN OUR BEAUTIFUL NEW GARDENS FURTHER UP THE GROUNDS.



New responsibility structures had been created to take the increasing load from the shoulders of the Flag Officers. As an example:

Vice Commodore Bob McComas was the Flag liaison with the Service and Properties Maintenance Division.  
Jim Stuart was Division Chairman.  
Tony Wheeler was o.c. Boating Service.  
Doug Nicholson was o.c. Club Facilities.  
Mike McLean was o.c. Leased Properties.

Flag Officers now formed an Executive Committee which met to look at important and sensitive issues before consideration in General Committee.

New members had new priorities. Ron recorded (Annual Report 1983/84): "There can be little doubt that the need for outside workers is becoming more apparent each year. Members, evidently, find it inconvenient to devote their weekend free time to voluntary labour at the club. The calls for volunteers for working bees are not being answered by the members and while this is understandable, it is nevertheless bringing an added cost burden to the club which members will have to fund."

In the 1985/86 Annual Report work done using contract labour included:

- . re-decking wharf and dinghy walkway
- . structural repairs to the sea wall
- . extra deck and dinghy space at the kiosk
- . repairs to clubhouse, caretaker's cottage and the two leased cottages.

It was not until the late 1980s - some 15 years after Alan Wood's marina proposal - that the possibility of such a development was again raised, and while in 1973 there is no record of dissent over the suggestion, the new proposal brought a storm which was to see bitter divisions within the club.

In the 1988/89 Annual Report, Vice Commodore Noel Crabbe wrote:

"The club waterfront is basically getting very tired, and it is continuously slipping into the water. This has forced the Committee to make a major decision, and it is part and parcel of the package of looking into the various types of mooring configuration available, to enable us to have a long-term strategy.

"This year we have seen a significant increase in members, particularly in the past six months, and membership is the highest on record."

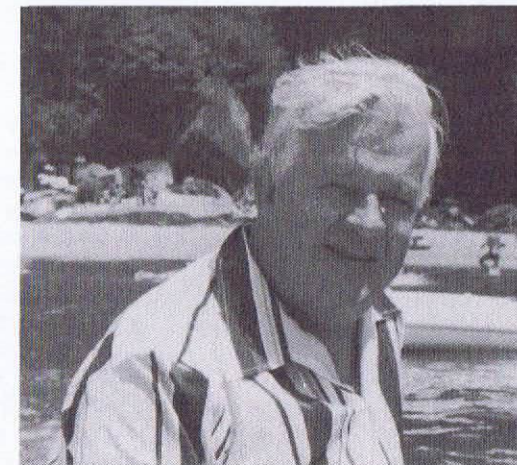
Club members had been made aware, through Annual General Meetings, Flag Officers' comments as reported in the LOG, and from the inevitable "pontoon committees", that the Executive was searching for a way to increase its mooring facilities. Suggestions had



Wal Hannaford



Bryan Inder



Jim Cuming

included fore-and-aft moorings, the star configuration - and a marina - in the face of a National Parks refusal to allow us any more swing moorings in the bay.

There was, in fact, a school of thought that swing moorings were "untidy", and all

moorings in the Sydney area should be converted to "tidier" marinas.

Rumours of a development of a marina facility at Cottage Point as a fait accompli were so strong they brought an influx of new members, and a denial in the LOG from Commodore Don Jackson.

In LOG No. 5 of 1988/89 Don had written: "To many who have queried whether we intend building a marina, and to some who believe that a decision has already been made, I offer the following comments:

"True, there has been discussion at Committee level and Noel Crabbe has carried out some investigations into the feasibility of such a project. And that is as far as anything has been done.

"My belief is definitely that any development of such a magnitude is a decision that should be made by a majority of club members. I am sure that no responsible Committee would think otherwise."

Membership figures had certainly made a dramatic rise, and just as dramatic a fall, when the marina proposal was lost. Commodore Bob Whettters (1990/91 Annual Report, P.10) commented on the earlier "rumour circulating and speculation of a marina."

"This created an influx of new members, but upon discovering there would not be such a development, resigned or just failed to renew their membership.

"The speculation regarding the marina occurred during the 1989/90 period and the following figures indicate full members for the years stated:

Noel Crabbe



1984/85 - 144;  
1985/86 - 139;  
1986/87 - 149;  
1987/88 - 148;  
1988/89 - 159;  
1989/90 - 203.  
Current membership stands at 145."

Commenting on the resignations, Bob said: "Several members made it quite clear their membership was purely on the marina basis."

But by the AGM of June 1989 the question had still to be resolved.

A discussion paper on a marina proposal had been circulated before the meeting, with the Agenda, and in the Minutes of the AGM Section 9 begins: "To be resolved whether the Committee should investigate the option of a marina - YES/NO."

"Mr Crabbe reported that the General Committee had appointed a Forward Planning Committee at the commencement of the year, to identify the club's requirements 5-10 years into the future. The findings of the Forward Planning Committee identified two main problems: the need to service a growing number of members and a need to renovate or rebuild a number of the club's structures and buildings. The purpose of the motion before members was to sanction up to \$20,000 of investigative expenditure to determine whether an expanded revenue base which a marina may provide, would enable the club to address the needs identified by the Forward Planning Committee and already apparent to many members.

"Mr Crabbe referred back to the 9th November 1988 Special General Meeting when the importance of mooring income (about 45% of total revenue) had been discussed. He also mentioned the Over High Water Occupancy fee of up to \$20,000 p.a. expected to be levied by the NPWS as an example of increased costs faced by the club.

"Mr Argles then provided a description of the apparent poor condition of the club's buildings, including major slippage of the main wharf, dinghy racks and shower/toilets, leased cottages and the major changes which would be required to enable the shop/shipwright facilities to comply with current building Ordinances 70 and 71. He suggested that an independent and thorough evaluation of all properties be conducted by an architect-engineer to determine the short and medium term work which will be required. It was hoped that Wilkins and Davies could assist in this process, including identifying and evaluating the options available to the club.

"Mr Bruce Morgan addressed financial aspects

of the Forward Planning Committee's findings including some options to expand the club's revenue base to the level which will be required to meet the likely future capital expenditure. The apparent alternatives to increasing the number of moorings would be increasing current charges dramatically or by selling property. The sale of property being a backward step not supported by the Committee.

"Mr Crabbe introduced Mr John Lennon and Mr Bob Bakewell, Civil Engineers, from Wilkins and Davies, a New Zealand company which, through its Australian subsidiary Pacific Marinas, has expertise in design, construction and operation of marinas. Messrs J. Lennon and B. Bakewell spoke briefly to the meeting and answered questions.

"Their objective would be to agree to terms of reference with the Committee to prepare a report covering whether or not a marina could be built at Cottage Point, marina design and layout, the government and authorities approval processes and likely outcome, costing for the approval process and an idea of overall costing and financing. The matters raised included the retention of the existing family atmosphere, whether or not the NPWS wished to remove all swing moorings, satisfying carparking requirements, accommodating new members, investigating alternative means of keeping the club going including selling property.

"The motion was then put, to be resolved 'whether the Committee should investigate the option of a marina - YES/NO.'

"A show of hands did not resolve the matter so the meeting decided a secret ballot should be held.

"At 23.20 hours the meeting adjourned whilst the ballot was counted.

"The meeting recommenced at 23.30 hours.

"Results of the ballot for investigating the option of a Marina -

YES 64 NO 82 Total vote 146.

"The resolution was declared lost."

In spite of the loss, this was not the end of the marina proposal. Members were advised of a Special General Meeting to be called on April 11, 1990, to (Item 3) Receive a report entitled "Charting a Course for KMYC". Item 5 to put the motion "That members resolve either to A. Sell lots 3 and 4, or B. Investigate and seek approval for the construction of a marina".

Malcolm Davis summed up the position of the opposition to the marina proposal in a paper



Ron Cameron



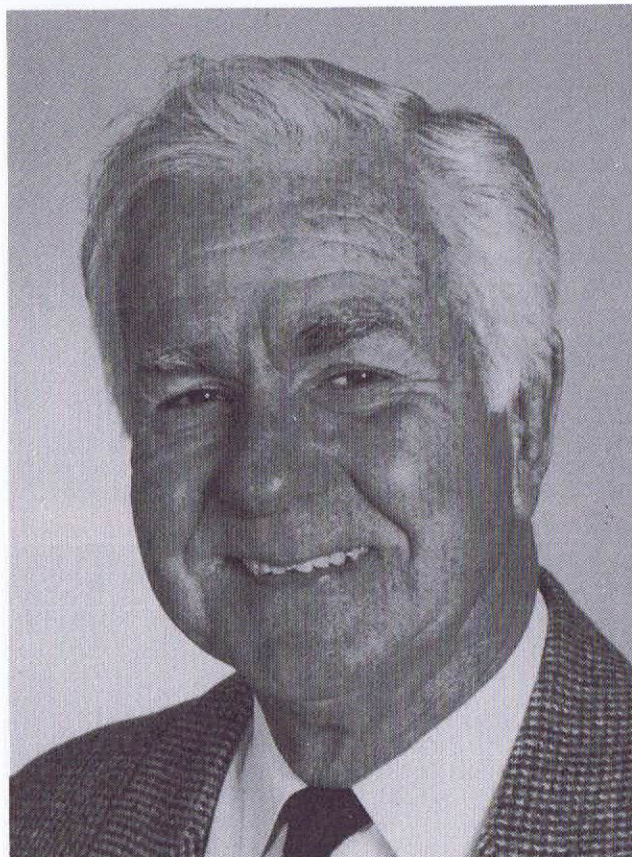
Malcolm Davis

he prepared for the April meeting. It said in part:

"The title of the report, 'Charting a Course for KMYC' encouraged me to think that it would be a comprehensive plan for the future of our club, but I found its scope to be very narrow. It simply identifies structural defects and proposes that the rectification work be financed by either selling some property or building a large marina. The 'Course' ignores the basic concepts of our club....

"Members would be doing themselves a great disservice if they embarked on an expansionary program that could change the fundamental nature of the club, especially if it was not an economic necessity....

"The building of a marina would be disruptive and, financially, extremely hazardous, especially for an organisation like KMYC. The club and its members would be exposed to a very large open-ended expenditure which, through changed or unforeseen circumstances, could easily result in financial disaster."



Above: Commodore Bob Whetters  
Below: Commodore Don Jackson with Philip.



The Minutes noted that several other reports setting out the pros and cons of the proposal had been circulated to all members: A further report from Punnett & Jones and a report on the slipway from Captain Downes. From Messrs D.G. Dawson, A. Jackson, P. Lynch and Miss P. Meeks a report offering an alternative proposal for consideration.

"The Commodore addressed the meeting and said he would proceed to put the two items A. and B. separately.

"In the event of both being lost we will be able to put the motion No. 3 as submitted by Mr Dawson."

The resolution to Motion A.

NO 148 YES Nil

The resolution to Motion B

NO 96 YES 52

"Commodore now proposed to accept Proposal No. 3 as set out in Mr Dawson's paper.

"Moved Mr J. Cuming/Mr W. McComas "That the Committee further examine the reports of the various consultants and develop a program of maintenance, update and restoration which will be effective as to safety, comfort, cost and retention of the club's ambience which has been enjoyed by members for so long and must continue.

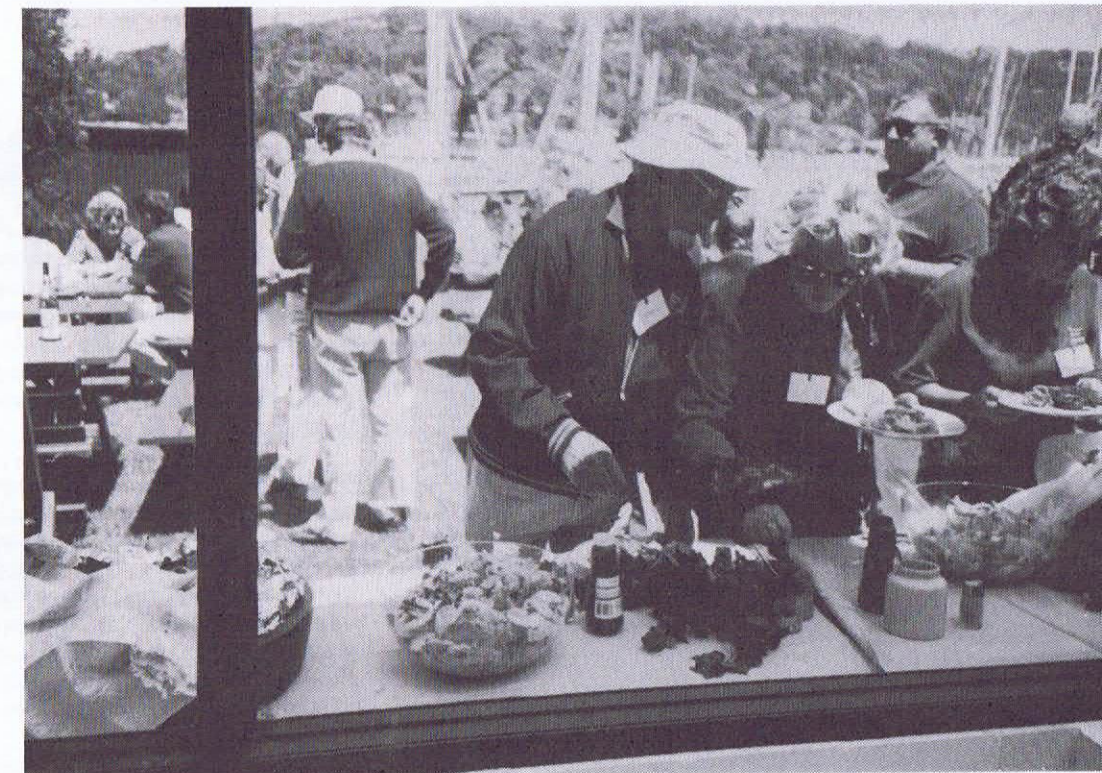
"That the Committee examine the club's financial position in detail, and set a realistic priority of work over a period of time'."

This proposal was carried on a show of hands, as was a motion "That the Committee investigate the expansion of boating facilities for existing members who are currently not accommodated by the existing moorings, specifically the provision of additional moorings and that the report be submitted to the Committee and distributed to members within six months".

It fell to the two Commodores, Don Jackson and Bob Whetters to calm a club membership which seethed for some time. Don encouraged the club members to look outward rather than inward by setting up social interchange with other boating clubs.

Elaine Jackson said: "We went to the yellow pages and invited every club we could find from Port Hacking to Gosford, to come to a barbecue. And they came. It was such a successful day everyone suggested we should make it an annual event.

"Prince Alfred invited us back to a barbecue and then asked us to join them on their



Harris and Sheila Lea, with Elaine Jackson at a return barbecue.

'Winter Cruise Ashore' to Pokolbin and Nelson Bay on Port Stephens.

"St George responded with an invitation that led to a cruise each year in their waters for KMYC members."

Don's experience in other social organisations, and the ease with which he made good contacts, was invaluable at this time. He used these special skills to develop greater social contacts at the club. Rear Commodore Bill Winn excelled himself in his brief of putting on great "nights" and on Members Night March 1990 so many people came to a "Return to the 60s" that they had to spill over into the marquee in front of the clubhouse. And Don made it an Opening Day to remember by having round-the-world yachtswoman Kay Cottee as our guest of honour.

The following year John Spry was ready with new social ideas to back up the old favourites - notable a day of "Jazz at the Point" which has itself become another favourite.

As Commodore Ian Renton commented, special efforts had been made to bring together members at club functions, through the work of a revitalised Social Committee. He said:

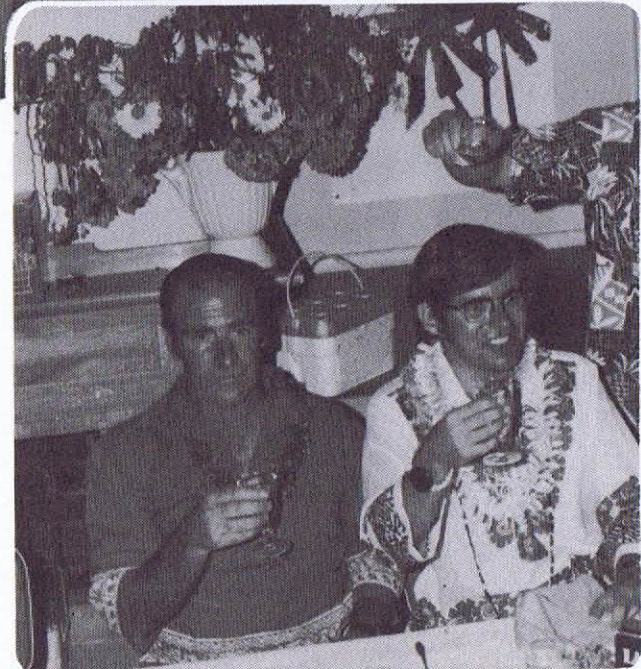
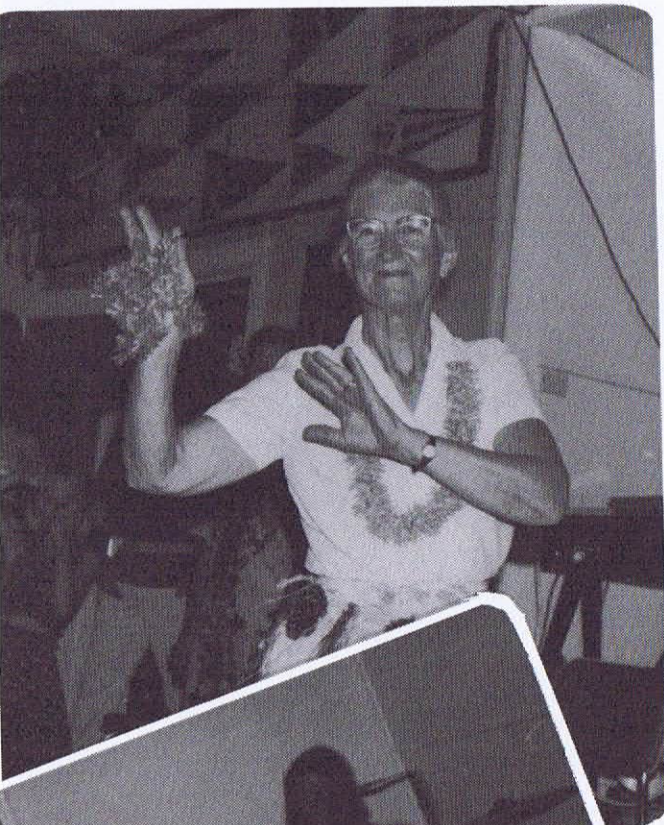
"Following the introduction of television to Australia in 1956, the social lifestyles of our families have undergone numerous changes. Sporting or recreation clubs like KMYC have had to make many adjustments to their social



Commodore John Arnott.

activities to maintain interest in their organisations.

"The unique positioning of KMYC clubhouse and boating facilities at Cottage Point, well removed from the homes of most members in



suburban Sydney, have added further challenges to Flag Officers and Committees given the responsibility for organising social events.

"As KMYC has never been tempted to seek a liquor licence nor install gaming machines to attract attendance and involvement in the club (unlike the majority of other clubs), it has always had to rely on presenting functions and events that have much of the old fashioned family appeal."

"The social events need to attract sufficient numbers to make them viable; however, their packaging and marketing has undergone only minor changes, mainly to keep pace with the trends and the times. Notices in the club LOG, and now coloured flyers, help spread the message, but in most cases it comes back to the well proven personal telephone call 'word of mouth' sell to get full houses."

"Over the years dressing for social occasions has gone round the full circle a number of times, although KMYC has in the main accepted a relaxed casual dress approach to most functions. The exceptions have continued to be the Annual Presentation of Trophies dinner, and the season's Opening Day when members are encouraged (though not restricted) to wearing whites and formal dress."

"Fancy dress has also played a part in many successful functions in the 80s and 90s. However the characters and personalities of club members at any given time play a much greater role in the success or otherwise of fancy dress evenings."

(Older members may well remember a special evening when a real-life swaggie gate-crashed one of our party functions, sampling food here and drink there, chatting up the band and being a disturbing influence. Flag Officers were on the point of frog-marching the uninvited deadbeat out the door and off club premises when he swept off his battered and filthy old hat ... and turned into Mim Roots. She set the scene for a riot of an evening.)

Ian continued: "Some of the best attended functions and dinners were built around themes: country and western, bushrangers' party, Hollywood dinner, Black and White night, an Al Capone party, a Putting on the Ritz dinner, a night of Roman Scandals, and the "No Talent" contest staged on the shores of the Myall Lakes."

*Top: there was no risk Mim Roots would be frog marched out when she appeared as a Hawaiian belle. Centre: Younger members were delighted with the Hawaiian night. Left: Hawaii obviously had sad memories for Jim Mortimer, with Bryan Inder.*



"Out of the latter was born the highly successful KMYC Spectacular, staged at the 1944 Trophy Presentation dinner. A cast of 21, including the entire Social Committee, participated in this hour-long show of dance, song and comedy. Amongst the highlights were some unbelievable sights of high profile business and professional men beautifully dressed a ballerinas, presenting Swan Lake - which ended up looking more like Cowan Waters - and their daring and hilarious flashers' act with overcoats to conceal the bare flesh. The girls were not to be outdone, and were very professional as Singing Nuns in their Sisters Act numbers."

"To add to the fun, and to test the sense of humour of some unsuspecting recipients, special Club Awards were made to members who had made a contribution (not always planned and sometimes one they would have preferred to remain unnoticed) for a club activity during the year. Awards were presented for 'Spitting the Dummy', 'Dirty Old Man', 'Diplomacy?', 'Party Person', 'Regularly Running Aground', and 'Face and Body Remodelling'."

In the meantime club members were noticing improvements around the grounds, in accordance with the direction of the Special General Meeting. Commodore Bob Whettters recorded the fact that the slipway had been upgraded prior to a leasing arrangement; Ted's Tavern had been rebuilt (compliments of the Ladies Auxiliary) and the bottom cottage (a rent producing property) had been completely refurbished and let.

John Arnott in his second year as Commodore, judged that club affairs had indeed reached

the "steady as she goes" stage and took a long holiday to the Barrier Reef, flying back in for meetings.

No-one complained. The team spirit was back.

And that best-of-all barometers of club feeling - attendance at the AGM - showed that membership was happy with the way its General Committee was handling club affairs: only 46 turned up to the 1994 meeting.

And what of our future?

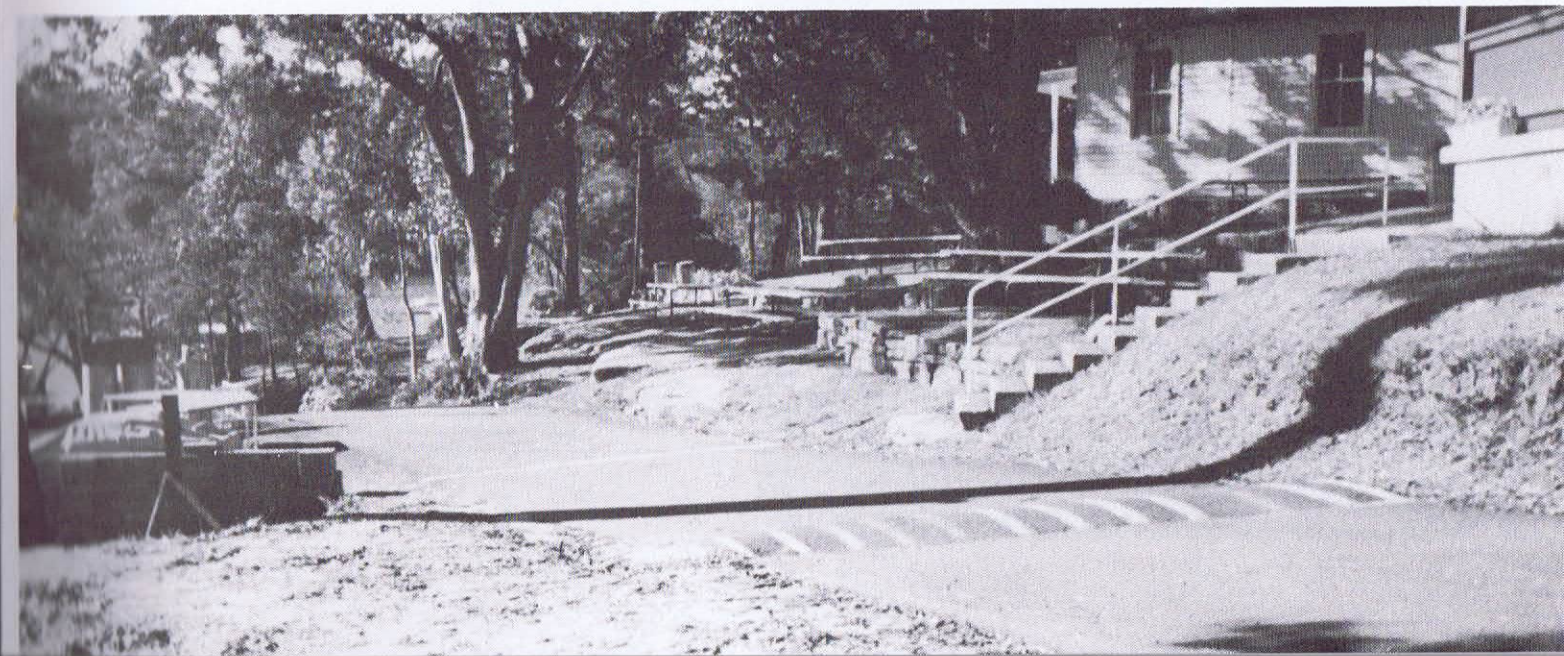
Commodore Ian Renton says:

**"As you read this book and either relive or learn of the club's past achievements, you should also be mindful of the fact that they all are now history. The club can't stand still, and it has to face up to challenges ahead."**

Today's members have an obligation to contribute views and suggestions towards plotting and navigating a safe and secure course, that will ensure smooth sailing for the KMYC in the years ahead.

What will the club be like in 2045?

**We would be well advised to follow the "hasten slowly" examples of the past, and thus ensure the continuity of the harmonious club spirit that has been so prominent throughout the first 50 years of our history."**





*Henry Gustave Nolting* of Sumner, Scotland Government  
 Transfer from James Terry and Philip Spies deceased 158751 is now the proprietor of and  
 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 as if said piece of land situated in the Parish of Merriamvale District of Abraham Bay and  
 County of Cumberland containing several by and out quarter perches or thereabouts commencing  
 from the High Water Mark of low and low water level at the North-Eastern corner of Dixon Trust  
 Limited one rood seventy six perches and bounded North West by that land bearing  
 North West by two chains fifty two and eight tenths links on the North West by and bearing North East by  
 two chains to S. McCreedy one acre thirty perches on the North East by that land bearing South East by  
 two chains seventy four and one tenth links to the High Water Mark of low and low water level  
 aforesaid and on the South East by that High Water Mark bearing South West by one chain and  
 one chain two and eight tenths links to the point of commencement as shown on the plan  
 hereon and thence edged and being part of one hundred acres (fraction of) of several parcels  
 in the Parish of Merriamvale deposited in the (Department of Lands originally granted  
 to James Terry by Crown Grant dated the nineteenth day of June one thousand eight hundred and  
 eighty five registered in the Land Titles Office Sydney Volume 15 folio 83

In witness whereof, I have hereunto signed my name and affixed my Seal, this *Eight* day of *May* one thousand nine hundred and *seven*

Signed the *8th* day of *May* 190*7*

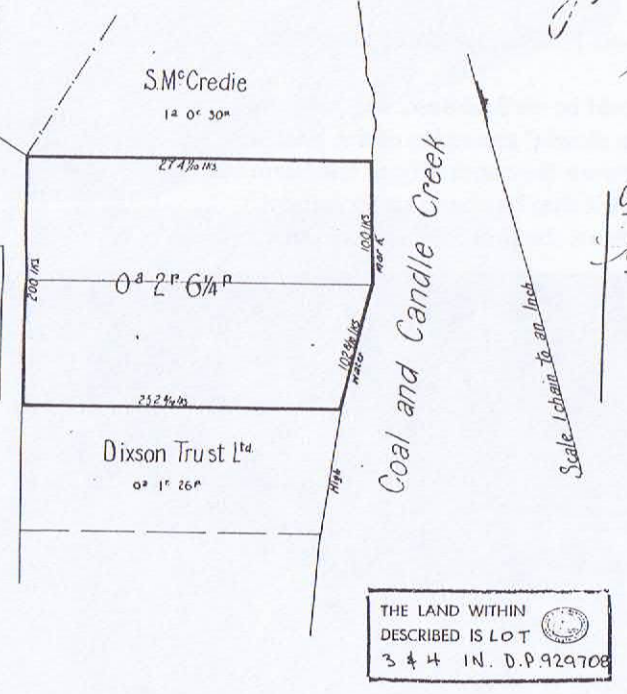
In the presence of *Arromby* *CPH*  
 Deputy Registrar General



NOTIFICATION REFERRED TO.  
 Amongst the reservations and conditions contained in the  
 Grant referred to are the following namely  
 Reservations of *James Terry*  
*CPH*  
 Deputy Registrar General



No. C 222698 APPLICATION BY TRANSMISSION  
*Jack Lawrence Nolting of Cottage Point, Lower Portland*  
*Proprietor and Edith Isabel Hale of Mosman, wife*  
*fittingly following Dale, Engineer and now the registered*  
 Proprietors of the land within described in pursuance of the above  
 Application Produced *2nd April* 1940 and  
 entered *18th June* 1940  
 at *2* o'clock in the *after* noon.  
*Ray W. Miller*  
 REGISTRAR GENERAL



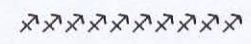
THE LAND WITHIN DESCRIBED IS LOT 3 & 4 IN D.P. 929708

# Club legends



From our earliest days legends grew up around the events of Opening Day. One comes from the time (up to the early 60s) when the salute was taken at Bobbin Head.

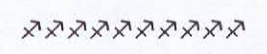
prawns or lobster for lunch, the fleet pulled up concertina style behind them with the Sailing Master tearing his hair.



The 1954 Royal Visit was another of those occasions.....

KMYC had been invited to send a flotilla to join the continuous line of boats rafted up in Sydney Harbour to form a guard of honour for *Britannia*, and in the end 10 feckless sailors, whose boats were not built for ocean sailing and whose at sea experience of waves was nil, rounded the Barrenjoey headland and turned right.

And it was rough.

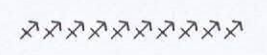


In recent years a couple of Commodores have almost missed the boat - so to speak. Commodore Graham Hignett always swore he had "lost radio contact" with the fleet after it left the staging area of Stingray Bay, and it was a close thing whether he and the guest of honour, pounding down from the VIP section, or the leading boat in the fleet would reach the saluting base first.

Lauriana reviewing the fleet, 1956 Opening Day.



Just a couple of years ago Commodore John Arnott and our special guest were briefly absent from the saluting base when it came time to join the flagship for the review of the fleet. Everyone assumed they had already gone on board. The flagship cast off, and the last tender departed. But wait. Who are these two figures jumping up and down on the saluting base and shouting into the wind?



Even in good years, when planning and performance had been impeccable, there was always an unexpected event - like the year the red carpet, just as our VIP was about to step on it, skittishly joined the Dunks' Club. It was rescued from drowning, and it was a very subdued bit a wet rag over which our VIP squelched.

And the day *Marcia*, in line astern and almost at the saluting base, saw the prawn supply boat. While they were being torn between