



KURING-GAI MOTOR YACHT CLUB

A Company Limited by Guarantee
ABN 87 000 262 290

MINUTES OF THE 81st ANNUAL GENERAL MEETING KURING-GAI MOTOR YACHT CLUB HELD IN THE CLUBHOUSE, COTTAGE POINT Tuesday 16th June 2026

The meeting was also be accessible via Microsoft Teams (Meeting ID: 487 192 486 945 25 Passcode: Yq2f4Js6)

Commodore Bruce Quick, occupying the chair, welcomed all to the meeting, which he declared open at 6:30pm.

ATTENDANCE

There were 30 members in attendance plus Club Secretary Georgia Wilson. There were 3 members who logged in online (Wayne Bardwell, Richard Guest & Trent Wilson)

1. APOLOGIES

3 apologies were received and are listed below:

Steve McColl

Ross Littlewood

Alex Burt

2. MINUTES

Minutes of the 80th Annual General Meeting held on Monday 16 June 2025 having been circulated (within the 2025/2026 Annual Report) were taken as read and confirmed as being a true and accurate record by the meeting.

Moved and seconded, Jim Lendrum and Chris Jensen

All in favour, none opposed. Motion carried.

3. BUSINESS ARISING

None

4. PROXIES

Proxies received were 4 in favour of Paul Purnell and 9 in favour of Scot Wheelhouse

5. TO RECEIVE AND ADOPT THE REPORT OF THE DIRECTORS FOR 2025/2026 AND THE COMMODORE'S REPORT

Bruce Quick summarised his Commodore's Report.

Bruce thanked the four new members who had stepped up to join the Board. He also acknowledged Garry Sexton, who had stepped down for various reasons, and thanked him for his valuable assistance with the moorings. David Browne, a former Board member, has returned to the Board, and Bruce thanked Ross for stepping into the Rear Commodore role following Mike Rillstone's resignation. Special thanks were extended to Scot Wheelhouse for his significant work on the NPWS lease and licence, including the complexities associated with native title.

Compliance has been a major focus for the Board over the past two years. More recently, several fuel spills had highlighted the importance of ensuring that the Club has the correct procedures in place to respond effectively. As part of this work, the Club had joined the Marina Industries Association, which will provide specific training on fuel spill response and related matters. This training will then be passed on to members and residents.

Bruce advised that the Master Plan Committee and Risk Committee would be re-formed, and that he would chair the MP Committee and Ross Nefodov would chair the Risk Committee.

Bruce reported that the Club had secured approximately \$70,000–\$80,000 in grants in recent years. Further grant opportunities were expected to be released in August, and the Club was working closely with Maritime to ensure it could apply for all relevant funding.

Among other matters, NPWS have acknowledged that the Club's mooring field is full, which represented an important first step. The Club will now consider its options, including surveying nearby areas with CPCA to identify potential opportunities for additional moorings. Bruce also acknowledged Rowie Dillon, a Northern Beaches Councillor, for outstanding support and noted that the Club had held several very productive meetings with them.

Bruce noted that correspondence from members was important. However, he observed that some recent communications had been strongly worded, and encouraged any members who felt strongly about issues affecting the Club to consider stepping up to serve on the Board.

Bruce reported that the bunding system, which had commenced several years earlier, had finally been signed off the previous day.

Bruce outlined several upcoming projects, including remediation works on the kiosk pathway. Work relating to the lease and moorings was also continuing.

In relation to finance, Bruce noted that the Club holds an annual planning session each February to help focus on the right priorities. One initiative arising from that process was booking of the Coal & Candle Cottage ie allowing people to book just a part of the cottage, this together with a last-minute discount for members, has resulted in increased revenue and higher usage of the lower cottage.

Moorings remained fully occupied. Bruce also noted that deferred membership had become increasingly popular and provided an explanation of how this membership category operates.

Bruce thanked Ross and Sacha, together with the Social Committee, for their excellent work in organising a number of successful social events throughout the year.

As this was his final year in the role, Bruce thanked the members and the Board for their support.

Accepted by Richard Chapman and Chris Jensen

All in favour, none opposed.

6. TO RECEIVE AND ADOPT THE DIRECTORS REPORT AND ACCOUNTS FOR THE YEAR ENDED 31ST MARCH 2026

The Directors' Report and Accounts for the year, having previously been circulated, were taken as read. Commodore Quick then handed over to Honorary Treasurer Ian Dale to provide a summary.

Ian Dale summarised the accounts. Total revenue increased to \$1.3 million from \$1.2 million, and gross profit increased slightly more than revenue. He noted that this was likely influenced by a 10,000 litre reduction in fuel sales arising from the conflict in the Middle East.

Ian advised that the Club had taken advantage of the instant asset write-off this year. As the Club pays tax on commercial income, it made sense to reduce that income where appropriate, whereas member income is not taxable. Purchases made under this approach included a dinghy and engine, a crash barrier for the kiosk, a bin tipper to eliminate manual lifting, and fencing for the kiosk. Ian noted that while the Club was spending money on these items, it was also receiving the associated tax benefit.

The balance sheet showed an increase of \$294,000.

Ian noted that casual wages had been rising steadily over recent years, and that there is an ongoing phase-in of wage rates for younger staff members so that, by 2029, they will be paid at the same rate as 21-year-olds.

Insurance costs had also increased this year significantly. Ian noted that, although the Club had achieved worthwhile reductions in previous years, premiums had risen by approximately \$20,000 this year, mainly due to flood and bushfire cover. Workers compensation costs were also increasing rapidly. He further advised that NPWS was likely to impose an increase in licence and lease fees, and

that repair and maintenance expenses, particularly those that included a fuel element, were also expected to rise.

The accounts were accepted by Jim Lendrum and Ross Nefodov.

All in favour, none opposed.

7. TO ELECT FLAG AND EXECUTIVE OFFICERS FOR THE YEAR ENDING JUNE 2026

The following nominations have been received in accordance with the KMYC Constitution:

COMMODORE	Paul Purnell
VICE COMMODORE	Ross Nefodov
REAR COMMODORE	Maurice Edwards
HONORARY TREASURER	Ian Dale

All positions being unopposed, Commodore Quick declared all positions filled and congratulated the Flag Officers on their new positions. Bruce then presented them with their burgees.

8. TO ELECT COMMITTEE MEMBERS FOR THE YEAR ENDING JUNE 2027

Newly elected Commodore Paul Purnell read out the 4 nominations and as all were unopposed declared the committee positions filled by the following members:

BADMAN, David	BROWNE, David	LAMB, Paul	RES, Louis
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Commodore Purnell congratulated the incumbent committee members and welcomed David Badman and David Browne to the Board.

Paul thanked the new committee and the newly elected Flag Officers, noting that the Club was fortunate to have such a diverse and knowledgeable committee. He also thanked Scot for his time on the Committee, noting that his contribution had been invaluable. He acknowledged Scot's work in rewriting the Constitution and his tireless efforts on the NPWS lease, including the native title section. Paul said that Scot's work had been outstanding and that his expertise had been of enormous value to the Club. Although Scot was no longer on the Committee, he had agreed to continue working on the NPWS matter, for which Paul expressed his sincere thanks.

Paul also thanked Past Commodore Bruce Quick for his extensive work on the Committee. He noted that Bruce had been instrumental in securing grant funding over recent years and in building the relationships needed to support those efforts. Bruce had developed strong connections with NPWS, Council, politicians and other key stakeholders, and those relationships had helped the Club work

through a number of important issues. Paul also acknowledged Bruce’s leadership of the Achievers group, whose work had helped keep the Club grounds in excellent condition throughout the year.

Paul thanked all members in attendance for entrusting him with the role of Commodore and said that he would work hard for the benefit of the Club and its members.

9. GENERAL BUSINESS

a) Approval of the Capital & Maintenance Levy

The Capital and Maintenance levy is to increase as below.

<i>Full Member</i>	\$205	<i>Past Boat Owner</i>	\$ 65
<i>Deferred Member</i>	\$205	<i>Marine Rescue</i>	\$ 45
<i>Remote Member</i>	\$145	<i>Crew / Family Crew</i>	\$ 45
<i>Social Member</i>	\$ 85	<i>Junior</i>	\$ 10

All in favour of approving the Capital & Maintenance levy? YES

Any opposed – NO

b) Move to destroy proxies

Proxies received are all valid for a period of 12 months, therefore none destroyed.

c) Discussion on work pontoon usage

Paul advised that a motion had been presented to the Committee in regards to the work pontoon, however if we were to enact this it would involve a change to the Constitution. The Constitution affords the Board 3 months to discuss and determine how to proceed. **Therefore there will be a discussion on this only, there will not be a vote.** The Committee will take this feedback and work out the next step involving members along the way.

Paul read out the motions:

Motion 1: The Members resolve that the Club’s Pontoon Work Berths numbered Outside A and Outside B and Inside C shall only be closed from booking on the following days: designated NSW State public holidays, including but not limited to Christmas Day, New Year’s Eve Day, Easter Days and Australia Day; each day before and each day after designated NSW State public holidays; and designated special Club days, including but not limited to Opening Day, End of Season Day, Pontoon Dinner Day, Dead Wine Society Day, and Regatta Days.

Motion 2: The Members resolve that, except for improvements and upgrades to the pontoon booking computer program, the booking arrangements for the Club's Pontoon Work Berths A, B and C, including the closed days, shall not be altered except by ordinary resolution of the Members at a General Meeting of Members.

Motion 3: The Members resolve that there shall be no charge placed upon Members' usage of the Club's Work Berths A, B and C except by ordinary resolution of the Members at a General Meeting of Members.

Paul asked whether Scot and Mark wished to comment on the motions.

Scot advised that he agreed the first two motions would interfere with the Board's ability to operate the Club. In relation to Motion 3, he considered that this was a matter that should be determined by the members. He noted that KMYC is a company limited by guarantee, that members are not shareholders, and that members already pay an annual fee. In his view, any decision by the Board to charge for the work berths would be inconsistent with the purpose and operation of the Club.

Rob HJ indicated that he agreed with Scot's comments.

Mark Tailby said that working on his boat at the pontoon had enabled him to get to know other members much better, and that it provided an opportunity for members to socialise, build friendships and support one another. He said that, in his view, the Club had a moral obligation to foster that sense of connection and support among members.

Ross Nefodov noted that the members on the pontoon form strong and lasting relationships whilst working on their boats, sharing knowledge and experience. This "men's shed" atmosphere is very important to older men post retirement as a way of finding purpose. Ensuring minimal barriers to the members getting together is a core function enjoyed by members and is a way the Club can help support these members.

Garry Sexton observed that, if the Board were ever to introduce charges for the work pontoons, five members could requisition an Extraordinary General Meeting. He suggested that those in attendance be asked to indicate, by a show of hands, whether they supported the continuation of no charges for use of the work pontoon. A clear majority of those present indicated that they were in favour of retaining free use of the work pontoon.

Paul advised that a consultative process was undertaken in March 2026 to discuss the Work Pontoon Usage and wider the management of the main pontoon. The outcome of that was a recommendation, that the Board subsequently accepted, that there would be no change to the current Work Pontoon arrangements and no charges would be introduced. This recommendation based on the thinking that the current approach generally works and that the work pontoon provides a key social aspect of the club and is part of the KMYC social fabric. He confirmed that there were no plans to revisit this decision.

Paul further advised that any proposal to move forward with Motion 3 would involve an amendment to the Constitution, for which independent legal advice would be required, which would involve additional cost.

Paul concluded by noting that the Board had heard the views expressed by members and intended to act in accordance with this feedback.

d) Other General Business

Paul advised that the Club was considering an upgrade of the pathway between the kiosk and the slipway, and that sample materials had been displayed in the clubhouse. He noted that a very high level estimate of the cost of replacing the entire pathway with this material was upward of \$200,000. David Browne suggested as an option that the Club retain the existing concrete path and instead address the dip in the pathway and improve the fencing to prevent anyone from going over the edge.

Rob HJ agreed that addressing the dip and fencing was the appropriate approach. Trent Wilson noted that the dip becomes very wet and slippery and said that this issue definitely needed to be addressed. Mike Rillstone agreed that keeping costs down was a pragmatic approach but suggested that the pathway works could potentially be undertaken in stages so that, over time, the Club could achieve a fully cohesive pathway rather than a piecemeal result.

Paul thanked the members for their input and would take on board their comments when approaching contractors to quote on the proposed works.

There being no further business Commodore Paul Purnell declared the meeting closed at 7:21pm.

CHAIRMAN:

DATED: