

Lake Cootharaba Sailing Club Inc.

1996

Fiftieth Anniversary

Souvenir Programme and History

Jean Duffield

January, 1996

#### Acknowledgments

The original document was written by Jean Duffield. Minyon Avent has typed the document into its current format and inserted photos. We would like to thank Ross and Helen Smith for locating a paper summary. We are grateful to the following people for reviewing the document: Gail Robinson; Noel and Sandra Brown; Kay Otto.

## TABLE OF CONTENTS

<b>Acknowledgments</b>	<b>1</b>
FOREWORD	3
MESSAGE FROM THE COMMODORE	3
INTRODUCTION	4
THE EARLY YEARS	4
THE SIXTIES	8
THE SEVENTIES	10
THE EIGHTIES	11
THE NINETIES	12
LADIES COMMITTEE	15

## Foreword

What a long way we have come in fifty years. The Club started with one boat in 1945 and today we see a membership of 175 people.

My family and I lived at Kin Kin on a dairy farm. We would travel over an hour along dirt roads which would sometimes be partly flooded, just to come to Lake Cootharaba to sail. The early members were very dedicated in making the Club sailing a success.

Nowadays our members probably travel greater distances on better roads and arrive in half the time. Yet members, past and present, have something in common – the need to get to the Lake to sail.

I am pleased to see the Club growing, with the present management having the same spirit that motivated us at the very beginning. With all our junior members trained by our Club Coaches, our numbers must surely increase.

Happy Birthday to all.

Fred Bunney

Patron and Life Member

## Message from the Commodore

This programme is about the history of the Lake Cootharaba Sailing Club Inc. The L.C.S.C. is made up of people, therefore this is a history of a group of people, who have a common interest in sailing. Many of the people you will read about in this programme are still involved with the Club and it is the generosity and hard work put in by these and many other people that have made Lake Coothraba one of the best known and most popular sailing venues in Australia.

To the people involved in making this programme possible I say thank you for the weeks that you have spent compiling, editing, printing and assembling. Thank you also the Committee behind the organisation of this celebration. You are all excellent examples of the people involved in the Lake Cootharaba Sailing Club Inc.

I am honoured to be associated with people like you.

Murray Dyer

Commodore

## Introduction

As there is a tendency for memories to be romanticised this history was written according to the facts as presented by the Minutes Books and Records of the Lake Cootharaba Sailing Club Inc.

Unfortunately, some books are missing but hopefully will be located one day and provide the missing links. The Committee apologise for any omission or discrepancy and will be grateful to receive any advice to update this record.

Thanks to a number of people, especially Stacey and Melissa Brown for their invaluable assistance in compiling this programme.

I hope you enjoy reading about our Club's first fifty years. It gave me great satisfaction to assemble the History. I trust our celebration revives many fond memories and friendships.

Jean Duffield

January 1996

## The early years

The inaugural meeting for the formation of a Sailing Club was held at 8:00 pm on the 12 th February, 1946. Present at the meeting were:

VC Elliott	L Grenfel	A Quelch
F Bunney	W Plaford	JW Overell
HR Cooper	HD Wood	M Bunney
V Rees	J Nugent	
HO Wood	M Harris (Sponsor)	

At this meeting the Club was named Lake Cootharaba Sailing Club, Club colours and triangular pennant were chosen, a motion was moved to purchase land (allotment 15 of Boreen Estate) and to erect a shed 24' X 20' with battened sides. A bank account was opened at the E.S. & A. Bank in Pomona. The President and Secretary/Treasurer were empowered to act as trustees. Office bearers elected were:

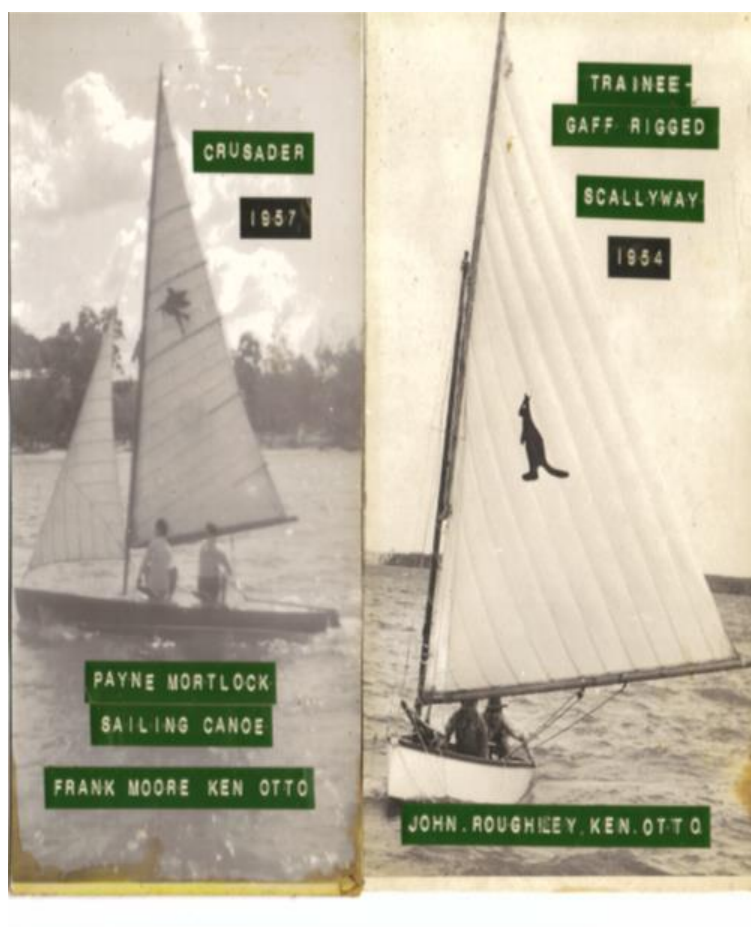
President	HR Cooper
Secretary/Treasurer	HD Wood
Vice President	F Bunney



Photo: Jetty and Kiosk BP 1950



Fees were fixed at £1.10 per annum, to entitle a person to membership of the Club, registration and storage of boats and the right to race in Club events. It was decided that the Club concentrate on the 12 ft Trainee class and the same year held their first Easter Carnival with races at 11:00 am and 2:00 pm Saturday and Sunday.



Merv Bunney's boat was used as the first official craft – costing the Club £1.10 and Merv was authorised to charge two shillings per person for assistance.

In May 1946, the Club decided to affiliate with the Trainee Association of Queensland and the National Fitness Committee. It was further decided that a shed be purchased from the army disposal for £110 and Mr FA O'Connor was appointed as the first Patron of the Club. In July, Mr Cooper tendered his resignation as he was leaving the district and he was elected a Life Member for his services to the Club. Mr HO Wood became President and Mr A Galloway, Treasurer. The President and Secretary were elected to attend an auction sale and bid for a shed to the maximum of £25. It appears neither building were purchased.



The Club resumed in 1951. An Annual General Meeting was held at Boreen Point on 28 th of October.  
Present were:

F Bunney	I Roughley	F Moore
K Lawrence	N Ruff	A Davis Jnr
C Chamberlain	J Weller	R Bell
D Stead	S Jones	K Otto

Elections of officers were:

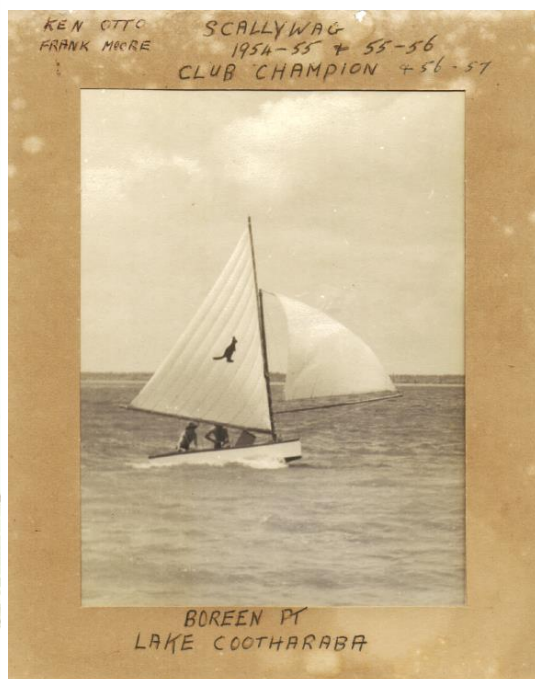
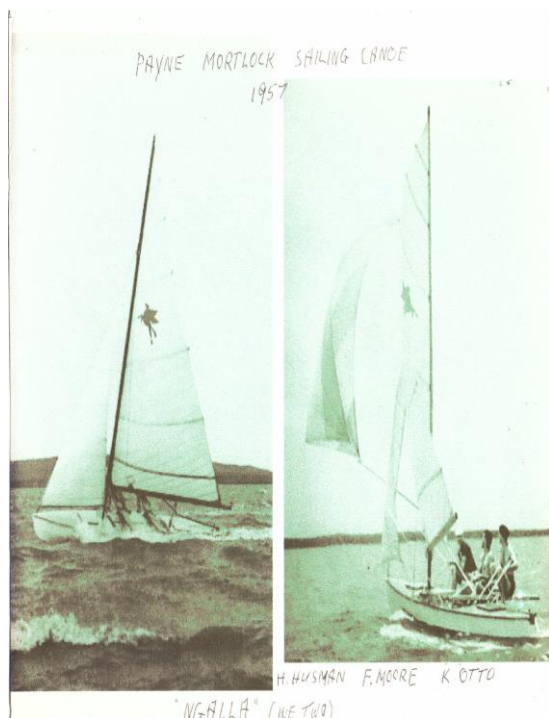
President	F Bunney
Secretary/Treasurer	KH Lawrence

President Fred gave a short talk about the past activities of the Club. Moves instituted were:

1. To adopt a constitution
2. For a rail line to be laid from the boat house to the beach
3. For the President and Secretary/Treasurer to jointly sign cheques for payment of accounts.

The general meeting at Boreen Point on 13 th January, 1952 showed a credit balance of £52.10.10. Motions were passed that the balance of £30 owing on the land be paid to the Public Curator and timber and steel procured for the completion of the boat shed. At the Annual General Meeting on the 23 rd of August, 1952, the President reported having started the season with four boats, ending with fourteen and a Club membership of forty. The Club was on its way!

Early 1953 saw the addition of a lean to, 30' and 14', constructed on the southern side of the boat house to house ten Trainees. A club badge was designed and sold to Club members.



KH Lawrence surveyed a course for Club races. Winds from the North through to the West were set with a Northeast course and winds from the East to the Southwest were set with a Southeast course. Start times were for 1 pm (even though races usually did not get underway until 1:30 pm) with a race duration of three hours. Sailing instructions and course descriptions were printed on the season programmes. Handicap starts were the norm, with first, second and third boats being penalised by three, two and one minutes respectively.

In 1954 a separate bank account was opened to provide for the purchase of a pickup boat. By 1955, funds were available and the Club bought an 18ft bondwood hull for £61.12.0. A motor was fitted to the craft in Gympie in a shed owned by Mr H Carter. The vessel, named "L.C.S.C. Rescue Launch", was launched on 2 nd of October, 1955 and insured with Lloyds of London for over £350 cover.

The L.C.S.C Rescue Launch had many problems, the major one being leakage. It was taken off the water frequently during the four years it was in service to the Club. A real lemon, it was sold in August 1958 for £25. Late in the 1950s, a rescue boat was provided and manned by Mr Dick Salmon for ten shillings per race day.

Concern that handicap starts did not leave the rescue launch free for rescue duties led to the construction, in 1957 of a 12ft bondwood dinghy, by Ken Otto, Norton Nial and John Roughley, along with many other Club members. Oars were donated by M Lennon. The craft was used by the starter and voted a "great asset to the Club".





Photo: First Kiosk (near current phone booth). Ness Bunney ; Ruth and Ailsa Playford

## The sixties

The 1960s was a decade of progress. Membership and support were growing throughout the decade the Club held major regattas over New Year periods and Easter weekends. Members voted to have scratch starts every other Sunday.

The building of our present Clubhouse began in 1960 surrounding the existing shed. The shed was sold to Fred Bunney in 1961 for £500 and was removed when the Clubhouse reached lock up stage. The boat section was officially opened by Councillor McDonald on the 5th of November 1961.





The Ladies Committee was formed in September 1961 to raise funds, organise entertainment and support what was generally called “The Men’s Club”. Activities included street stalls, dances, cent auctions, wog and card afternoons, film evenings and raffles – anything to raise money. Their top priority was the purchase of a pickup boat.

1963 marked the first improvement as boat stands were added to boat housing facilities. This year also saw the first lunches sold by the Ladies Committee at the Easter Regatta. The lunches consisted of a salad roll, piece of cake and cup of tea. The dinghy was still being used to start races.

With £300 provided by the Ladies Committee the club acquired a 16ft pickup boat in 1964. Ken Otto built a trailer and a track was cleared to the water to launch it. The vessel was insured for £400 and Marine Board registration cost ten shillings (\$1.00). Competitors were charged one shilling each towards the maintenance of the pickup boat.

By the end of the 64-65 season the crew members of the pickup boat, Norton Nial and Norm Austin, realised they had “quite a wet boat”. Materials were purchased to raise the bow. At a later meeting Malcom Meldrum moved, “that in reward of the unflagging efforts of a particular Club member in regards to crewing on the pickup boat – the boat be named ‘Norton N’ and same be painted on the sides”. Ralph Duffield seconded the motion and it was carried unanimously.

In 65-66 season further building improvements took place. A landing and stairs provided access to the upstairs Clubhouse; a roof was erected over the veranda; a brick barbecue built (situated in the middle of the present canteen site); the triangular section of the boat house at the rear of the building was added; and the Ladies Kitchen was located upstairs (where the bar was situated until 1995).

The Ladies served afternoon teas each week charging customers one shilling or 10 cents each. After a successful trial at New Year they decided to have barbecues on both Saturday and Sunday nights of the Easter Regatta. An adult meal cost five shillings (fifty cents). Sixty pounds of T-bones, sausages and mince for rissoles were ordered.

About this time older members may recall Charlie Perkins using a P.A. system to provide interesting commentary from the Judges Tower, a steel structure erected on the rocks in front of the Clubhouse.

The big flood of January, 1968 saw eighteen inches of water in the clubhouse. Later in the year the floor of the rear extension was cemented and upstairs a crow’s ash wooden floor was laid. The recreation hall was completed and officially opened on the 23rd of November, by Councillor Lou Bazzo.

The sale of liquor (beer only) was confined to regattas. Both permits were obtained and a temporary bar was set up. The Club was very much a tea and coffee affair until 1965 when hot debate led to a motion being passed, "that members be given access to the balcony for the purpose of consuming liquor". By 1969 was increasingly evident that funds could be raised and a social atmosphere could be created by the sale of liquor. Plans were drawn for building extensions to incorporate bar facilities in keeping with Licensing Commission Requirements and Registered Club License was investigated.

Late in the 1960s, due to the number of regular competitors, the Club fleet was divided into two divisions; 14 ft and under, and 14 ft and over. Later still, the fleets were divided into catamaran and monohull divisions. Handicap starts had become a rarity. A percentage handicap system was tried and adopted as well as a point score system based on a thirty boat fleet.



Photo: Easter regatta 1966

## The seventies

In March, 1972 a Ladies Committee Street Stall in Gympie raised \$940.00. Their donation of \$600.00 enabled the Club to purchase an aluminium runabout. Dr Kesteven provided forward controls and steering equipment. Bryan Otto painted the name on its side "The Doc".

In June of 1973 the Club adopted a new constitution to replace the 1966 version. Later amended to comply with the Liquor Licensing Laws, it was printed in a pocket sized book.

Much was accomplished during the 1970s. Windows were installed in the Judges Tower to provide shelter for officials (mostly ladies) who kept times and informed safety boats of capsized or damaged craft. Lots 10 and 11 Teewah Street were leased from the Crown – mainly due to the efforts of Norm Schafferius. The Poop Deck, downstairs canteen, toilet and shower rooms were added by a building contractor and a large cement tank was installed. The upstairs kitchen became the bar and the premises had been painted inside and out. Until then all building work had been voluntary.

In the bar the sale of liquor was covered by an Unregistered Club Permit. Funded by private loans from Club members a tempite was purchased, the Ladies Committee donated a glasswasher and the addition of a water heater improved the bar facilities immensely.

On the water the Norton N was used as the starting vessel and The Doc used for rescue work only. Along with other gadgets, new buoys and a signal mast on Norton N completed the picture. The Club row boat was sold to Don Mallett for \$50.00 and the Club hosted its first National Title.

In the canteen greater comfort and efficiency had been attained with the installation of floor coverings, cupboards with laminated bench tops, an exhaust fan, awnings and reliable refrigeration.

On the social scene members decided our clubhouse should be the future venue for the Annual Dinner and Presentation of Trophies. Santa Alf made his debut at the Club's first Christmas Party in 1974. Santa Alf still arrives each Picnic Day to spread Christmas Cheers.

More building improvements took place in the late 1970s. The main entrance and bar were relocated and tiles laid, all by voluntary labour. Extra boat housing became necessary and in 1979 a shed was erected on the two blocks of land in Teewah street.

The end of the decade saw the gradual demise of large All Boat Regattas as class racing became more popular. More women were sailing and others drawn into acting as race officials placing a greater burden on the dwindling ranks of the Ladies Committee.

## The eighties

The 1980s began with a flurry of activity, both on and off the water. Through financial assistance from the Ladies Committee the Club was able to purchase a new vessel to replace "The Doc". It was renamed "Doc". Shortly after, a Star hull powered by a forty horsepower motor and trailer were purchased. The vessel was named "Kabi" after the Aboriginal tribe who inhabited this area. The Norton N was still in use undergoing repairs on several occasions.

Although training of juniors started in the sixties under the guidance of Brian Otto and then Col Berrill in 1981 the Club applied to become a training center. Soon after the first junior sailing school was held by Club coaches Col Berrill and Ralph Duffield. Coaches Murray Dyer, Charlie Hacker and Ralph Duffield now coach new juniors during the first week of the September holidays, each year. The Club owned dinghies such as Vagabonds, 125s and Minnows ("Flash" and "Blue Famida") which are used as training boats.

Weekend sailing fleets continued to grow, particularly Juniors. Sailboard racing became popular in the 1980s and led to a fourth division being programmed for the 1985-1986 season. However, support was poor and the extra division was eventually deleted.

As well as providing strong competition over the years at sailing events particularly on the Sunshine Coast, Club members made available their boats for special racing at the Henley-on-McDonald regatta during the late 1980s, to help raise much needed funds for Cancer research. Several other charitable organisations have received our support over the years.

Technological changes enabled the Club to provide even better sailing events. Hand bearing compasses were purchased as the need for more accurate course setting arose. The purchase of a stopwatch with a printer became a God send to timekeepers. Many regattas were held during this decade; the Cat Challenge and Monomasters becoming extremely popular events. The use of a computer to process race results was introduced, enabling fast and accurate results to be collated for large fleets.

After drawing up a new constitution to comply with legal requirements of the Justice Department, the Club became an incorporated body on the 16 th of December, 1983. Although provisions had been made for a Ladies Committee in the new constitution, decreasing numbers led to their final meeting on the 28 th of November, 1984.

Following the termination of the Ladies Committee a catering sub-committee of five, headed by a convenor, was appointed in accordance with the rules of the Club. Packed sandwiches, for sale in the bar on Sundays, proved quite a successful venture and continued until 1991, when professional caterers leased the canteen.

Liquor process have always been a contentious issue. At a general meeting held in the mid 1980s a decision was made to price beer to the closest five cents and spirits to the closest ten cents under hotel prices. A three door refrigerator was obtained for the bar, in exchange for the old two door fridge and \$100.00.



Over a ten year period, commencing in 1984, lots 10 and 11 Teewah Street were converted to freehold land. The total cost of this land over ten years was approximately \$63 000.00. The Bar was relocated during the 1983-84 season, this time across the front of the building. At the same time the Judges Tower was dismantled being deemed an unsafe structure. A suspended ceiling was installed in the recreation hall, in an effort to improve insulation, both from the heat and noise.

The 1989-90 season saw another burst of building activity. Builder Tom Woodford made the following additions to the Clubhouse:

- stairs and decking on the southern side of the Clubhouse
- new entrance doors installed upstairs
- toilet facilities in upstairs Clubhouse
- storage room built upstairs at the back of the Clubhouse
- painting of all new building additions
- the bar was relocated once again back to its' original position

The total value of the work was \$35 000.00

By the of the 1980s it was evident that both Norton N and Doc needed replacing. The sale of the old boat, which had served the Club well over twenty years, was received with mixed emotions. November 1990 saw the original Norton N replaced by a second hand 17ft aluminium boat with twin engines. A solid canopy and signal mast were installed and the vessel named "Norton". At the same time, the Club purchased a 16ft Stingray with a fifty horsepower Johnson motor, to replace Doc. These two vesselshicles along with Kabi are the starting and rescue vessels used on the water today.



## The nineties

After the big flood in February of 1992, the canteen was upgraded and registered as a Café. A roof was installed over Poop Deck for the comfort of patrons and spectators.

Although in the same general area, the bar has been relocated five times. Hopefully it has found its niche during 1995. It is equipped with a modern cold room and servery, facilitating loading and the correct rotation of stock. The rules of the Licensing Commission change from time to time. Presently, we are

operating with a Restricted Club Permit which allows members and their guests to buy and consume liquor on the Club premises only. Guests must be signed in to comply with the laws. The bar comes under the control of the Vice Commodore supported by the House committee. It is staffed voluntarily by both male and female members.

Improvements to the Clubhouse are still in progress. Rarely has a bank loan been raised. All Club property and improvements have been achieved with minimal help from Government subsidies. Little by little the Clubhouse has been built and altered and built and altered yet again. Like Topsy, the Clubhouse just “grewed” as funds were earned and then utilised.

Though the last fifty years have seen great changes there is one thing that remains the same – the spirit of the Club. It is still the same friendly, easy going Club of yesteryear. Having resisted any urge to become an upmarket Yacht Club, it is still possible to walk into the Clubhouse in barefeet and wet sailing gear. Our visitors always return!

Financially, we are in a very healthy state and own our own property. In our opinion we have the best stretch of sailing water in Australia and the expertise of our members to conduct sailing events of an extremely high standard, leading us to look towards the next century with confidence.



Photo: Fireball Nationals 1995-1996





# Lake challenges the world



Photo: A Class World Titles 1994



Photos: Four Championship titles held over Easter 1993: Minnows; Fireballs; Stingrays and A Class



## Ladies Committee

Always staunch supporters, “The Ladies” were for many years the mainstay of the fund raising for the Club.

Although moved as early as 8th November 1948 by Mr H.O. Wood and seconded by Reg Walker “That such Ladies who join the Club and others interested be invited to form an Auxiliary Committee” and decided yet again at the A.G.M. on 3rd September 1955 “to form a Ladies Committee after perusing the Constitution”, it was not until 2.15 pm on Friday, 15th September 1961 that the inaugural meeting of L.C.S.C. Ladies Committee took place at the C.W.A. Rest Room in Gympie.

The Ladies present were: Mrs F. Ruff, Mrs Otto (Snr), Mrs Armstrong, Mrs Schafferius, Mrs Otto (Jnr), Mrs Groundwater, Mrs Roughley (Snr) and Mrs Jamieson. Mrs Ruff was elected President and Miss J. Cribb (later Mrs K Otto) Secretary/Treasurer. Early meetings were to be held at Mrs Ruff’s (Noel’s mother) at 7.30 pm on the last Wednesday of each month. Later, every second meeting was to be held at the Lake on Sundays during sailing season.

Aims of the Committee: funds raised were passed on the men each time £50 (\$100) was reached. It was later decided to retain a portion of funds (approximately 25%) to be placed in a Special Fund with the aim to purchase a pick-up boat.

Over the years “The Ladies” did a tremendous job in fund raising and catering for lunches, barbecues, Welcome Nights and Presentation Dinners. Their catering was of an extremely high standard and thousands of dollars were raised from this source alone. In fact during the last 6 years the catering division raised an average of \$6,000.00 each year. Little wonder “The Ladies” were happy to “put their feet up”.

Nowadays women fill Executive positions, act as Race Officials and voluntarily staff the bar alongside their male counterparts. Ladies, without you the Club would not be the success it is today.