

ROYAL MOTOR YACHT CLUB OF NEW SOUTH WALES, PORT HACKING.  
SAILING DIVISION CONSTITUTION

1. Objects. To promote and encourage sailing and yacht and sailboat racing.
2. Officers and Committee.
  - Sailing Captain
  - Sailing Vice-Captain
  - Cruising Master
  - Sailing Secretary/Treasurer
  - Handicapper
  - Safety Officer
  - 2 other members, one of whom may be nominated as the Division's representative to the Yachting Association of New South Wales.
  - Starter (ex officio) or A.N. Other in default
3. Membership
  - Must be members of the R.M.Y.C. Port Hacking Sailing Division, classified as follows:-
    - (a) Racing boat owners
    - (b) Cruising boat owners
    - (c) Participating members, being crew or members taking part in the sailing activities.
    - (d) Honorary Members -
      - (i) the Flag Officers of the R.M.Y.C., Port Hacking.
      - (ii) such other persons as may be nominated by the Sailing Division Committee.
4. Sailing Division Register of Vessels A specific Register of R.M.Y.C. Port Hacking sailing vessels, participating in yacht racing or cruising
5. Meetings Monthly, with election of Officers and Committee to take place in the month following the R.M.Y.C. Annual General Meeting
6. Racing To be carried out in accordance with the Rules of the International Yacht Racing Union and the prescriptions of the Australian Yachting Federation, together with such supplementary Sailing Directions as may be issued by the Sailing Division Committee from time to time.  
Affiliation with the Yachting Association of New South Wales will be applied for.

13.08.91.

ROYAL MOTOR YACHT CLUB PORT HACKING

MINUTES OF MEETING OF INTERESTED PERSONS  
TO DISCUSS FORMATION OF THE SAILING DIVISION  
OF THE R.M.Y.C. PORT HACKING  
HELD AT THE CLUBHOUSE ON THURSDAY 30TH MAY 1991.

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The meeting commenced at 8.00 p.m.

CHAIRMAN: Commodore R.H. Lowe.

ATTENDANCE: 34 persons, including 5 non-members plus the Secretary  
1.00 Manager, as per attached attendance sheets.

APOLOGIES:  
2.00 Commodore Retired R. Dowrick, A. Dowling, W. Brighton,  
G. Birdsall, T. Galwey, T. Daly, G. Pfringle.

OPENING REMARKS AND INTRODUCTION:

3.00 Commodore Lowe thanked those persons present for their attendance, and requested them to sign the attendance register and collect a copy of the Agenda.

Commodore Lowe introduced the Official Table, being himself, Vice Commodore B. Yates, Rear Commodore R. Boulton, E. Newbery, Chairman of the Sailing Division Sub-Committee appointed by the Board, and S. Murray, Minute Secretary.

Commodore Lowe stated that the majority of persons present were members of the R.M.Y.C. or ex members of the P.H.O.Y.C.

Commodore Lowe stated that those members having dual membership of R.M.Y.C. Port Hacking and P.H.O.Y.C. had formed a very important part of the Club for a number of years. Commodore Lowe particularly welcomed those non-members of the R.M.Y.C. wishing to join the R.M.Y.C. Port Hacking Sailing Division.

Commodore Lowe suggested to those persons that they should submit membership applications as soon as possible, and the Club would process those applications as quickly as possible.

Commodore Lowe stated that the R.M.Y.C. was made up of members with a number of different interests forming a number of different fraternities such as the Deep Sea Fishing Club, the Cruising, Racing Division, the Sailing Division which had been strong with the involvement of the Port Hacking Ocean Yacht Club, and the Port Hacking Game Fishing Club.

Commodore Lowe reported that the General Committee had appointed a special sub-committee, comprising Rear Commodore R. Boulton, E. Newbery, R. Routledge, and R. Bayles, to report to the Committee and this meeting on the steps necessary in the formation of the Sailing Division.

Commodore Lowe reported that this sub-committee had recommended certain changes in the Club's Articles of Association, as listed in the notes accompanying the Agenda for this meeting.

Noted that these alterations had been approved by the General Committee for recommendation to members in General Meeting, and further had been forwarded to the Corporate Affairs Commission for approval.

Noted that these Articles enabled the Club to form Clubs within the Club, and it was envisaged that the first of these would be the R.M.Y.C. Port Hacking Sailing Division. Commodore Lowe stated that this would truly be a Club within the Club, should the meeting so determine to proceed with its formation.

Commodore Lowe commented that the other groups such as the Port Hacking Game Fishing Club were not really Clubs within the Club, and it was not mandatory that they become so.

Commodore Lowe commented that the alterations give the machinery for the establishment of the division, and there was no need to get heavily involved in those changes tonight.

Commodore Lowe commented that one of those alterations enables a person with a sailing vessel to be a flag officer and eventually Commodore.

Commodore Lowe commented that this would enable members of the sailing division to rise through the ranks of the Club to higher office. Commodore Lowe asked the meeting if there were any particular questions on the proposed alterations.

J. Orrell, a former Rear Commodore and Sailing Secretary of the P.H.O.Y.C., stated that he was in favour of this meeting.

J. Orrell suggested that in respect of the proposed change in Articles 7(b) and 38 to delete "motor sailer or cruising yacht", and insert "sailing vessel", that more amplification of the definition of a sailing vessel e.g. overall length could be included. Noted that as regards Article 7(b), there was no minimum or maximum length required for entry on the Club's register.

Noted that as regards the sailing programme and racing divisions, the sailing division themselves could place limits as they saw fit.

C. Tuckfield asked whether this meant that the owner of a Diamond would qualify to be a flag officer.

Commodore Lowe brought the meeting's attention to Article 38 and the further qualifications required to stand as a flag officer, and confirmed that this could not happen.

FORMAT OF SAILING DIVISION:

4.00 Commodore Lowe brought the meeting's attention to note two accompanying the Agenda, Format of Sailing Division.

Commodore Lowe stated that this format was as proposed by the sub-committee, however stressed that it was not a finite submission and was able to be changed.

Commodore Lowe handed the microphone to E. Newbery, introducing him as a Life Member of the R.M.Y.C. and P.H.O.Y.C.

E. Newbery explained that the sub-committee had largely followed the pattern of the P.H.O.Y.C., excluding I.O.R. Races with say high safety categories.

Noted that the sub-committee proposed that officers be as follows:

- ✓ Sailing Captain
- ✓ Sailing Vice Captain *also.* (in charge of Social Activities)
- ✓ Cruising Master (in charge of cruising)
- ✓ Sailing Secretary - *Carried. Ralph.*
- ✓ Sailing Treasurer
- Handicapper
- Safety Officer } *Graham. Bates.*

Two other members, one of whom may be nominated as a division's representative to the Yachting Association of New South Wales and the other may be the official starter if any.

E. Newbery stated that the above officers would form the Management Committee, and sub-committees would be elected as required.

J. Orrell suggested that the division should not fall into the trap of trying to create a mini-P.H.O.Y.C. within the R.M.Y.C.

J. Orrell suggested that the sailing division could exist with a sailing captin plus two to three others.

J. Orrell questioned the need for a Sailing Secretary when the Club had a professional Secretary Manager.

J. Orrell suggested that the committee should try to create an efficient structure.

J. Orrell further commented that he already had a sailing boat on the Club's register and questioned the need for a separate register for the sailing division.

E. Newbery replied that as far as yachts already on the Club's register, they would remain, however yachts joining the sailing division would need affiliation with the Y.A. of N.S.W., and therefore there was a need to differentiate these yachts as an additional fee would be required for such affiliation.

Regarding J. Orrell's comments regarding the management structure, E. Newbery stated that firstly if the Division was to be formed it should be formed properly, secondly the Secretary Manager already had a heavy workload and thirdly people with expertise in sailing were needed.

G. Bach stated that as a Council member of the Yachting Association he considered nine persons on the Committee too many, suggesting five or seven would be sufficient. G. Bach stated that boats on the R.M.Y.C. register carry a number containing a prefix, e.g. P.H.O.Y.C. yachts have the prefix PH, however once they leave the P.H.O.Y.C. they must remove that prefix.

G. Bach stated he believed the Yachting Association was now frowning on prefixes, and asked what the Sailing Division's sailing prefix was going to be.

G. Bach further commented that in his experience four to five people do most of the work, so why not have a smaller committee and get the job done.

E. Newbery stated that the Club had had discussions with Y.A. and G. Bach was correct in stating that Y.A. is no longer approving sail numbers for individual clubs.

E. Newbery stated, however, that if we forward a list of sailing numbers of boats wishing to join the Division, the Y.A. will allocate numbers as close as possible in order to minimise costs in changing those numbers. E. Newbery confirmed that discussions had been held with the Y.A. and that they had been written to requesting an application form for membership and further listing a pro tem suggested heads of constitution.

Commodore Lowe stated that he believed the Sailing Division must run its own affairs, that is not run by the office or professional staff.

Commodore Lowe stressed that the office and professional staff were there to assist.

Commodore Lowe reported that initially the Sailing Division's accounts would be embodied within the R.M.Y.C., that is they would not have separate bank accounts, with payments approved through the office.

Commodore Lowe stated, however, that organising races etc. was up to the Division itself and the format of the management committee was up to the Steering Committee to finalise.

Noted that the Sub-Committee had recommended that all members of the Division must be members of the R.M.Y.C. Port Hacking divided into the following classifications:

(i) Boatowners

- (a) racing
- (b) cruising

(ii) Participating Members being crew or members taking some other part in the sailing activities such as manning the starter's boat.

Commodore Lowe stated that having a yacht on the Club's register did not automatically make that yacht a member of the Sailing Division.

Commodore Lowe stated that he was also hopeful that a Diamond Division could be formed.

Noted that it was mandatory that boat owners of the Division be members of the R.M.Y.C.

Noted that Participating Members who were members of the R.M.Y.C. would pay a lesser fee to the Sailing Division.

Noted that it would not be mandatory for crew to be members of the R.M.Y.C. but they would be encouraged to become members.

A. Sutton then asked whether the new Sailing Division would have full reciprocal rights with other R.M.Y.C.'s.

It was noted that R.M.Y.C. Broken Bay had a Sailing Division, however membership of R.M.Y.C. Port Hacking Sailing Division would not grant reciprocal rights with the Broken Bay Sailing Division.

Noted however that members of the R.M.Y.C. can use other R.M.Y.C.'s facilities.

A. Sutton then asked whether this meant that new members of the Sailing Division must be members of the R.M.Y.C.

E. Newbery confirmed that this was so, excepting crew members.

Noted that all non-racing boat owners would be included in the cruising section of the Division.

R. Bayles reported that the Broken Bay Sailing Division have approximately 180 boats in their sailing fleet, further that they charge for their sailing summer season.

Noted that a racing sailing member would pay the highest fees.

P. Sale, who stated he used to manage the cruising division of the P.H.O.Y.C., stated he believed that another P.H.O.Y.C. was being created.

P. Sale questioned the need of a cruising division or cruising master.

P. Sale stated that in the early days of the P.H.O.Y.C. there was never much socialising between the "raggies" and "stinkies" therefore to start a cruising division is wrong as they all should be under the R.M.Y.C. umbrella.

P. Sale stated he believed the same thing applied to the Safety Officer - could not the R.M.Y.C. Safety Officer look after all the R.M.Y.C. boats including the Sailing Division?

Commodore Lowe stated that the object was to further integrate the disciplines into the R.M.Y.C.

Commodore Lowe stated that the General Committee had believed it had a good relationship with the yachties, further that a lot of stick between the raggies and the stinkies was tongue in cheek.

Commodore Lowe stated however that some of the yachties saw fit to sever the relationship with the R.M.Y.C. and the General Committee decided, for those who wanted good facilities, to establish its own Sailing Division.

Noted that a cruising division would have different wants and needs, and the proposal gave this division the machinery to look after those wants and needs.

Commodore Lowe stated that separating the Sailing Division into racing and cruising divisions was not meant to be divisive. E. Newbery stated that it would be unfair to spread the cost of racing over all members of the Division, thus the creation of a separate cruising division which paid Yachting Association affiliation fees and administration costs only.

Noted that as regards racing, costs would be spread on a user pays basis.

E. Newbery commented that over the last couple of years the cruising section of the P.H.O.Y.C., under R. Nelmes, had been going very well.

E. Newbery stated however that if it was felt there was no need for a cruising division, then those boats could be left solely on the R.M.Y.C. register.

E. Newbery asked R. Nelmes to speak on present cruising activities.

R. Nelmes reported that activities were presently very similar to those in the past, a number of innovations having been tried and various lessons learnt from these.

R. Nelmes stated he would be happy to stand as Cruising Captain of the proposed division.

J. Orrell stated that the problem was relatively easily overcome.

Noted that two classes of members would be created, i.e. boat owners and non boat owners, then as a boat owning member of the Sailing Division you would have the option of paying cruising fees or racing fees.

It was agreed that the speakers were all talking about roughly the same thing.

G. Bach then stated that R. Nelmes had done an excellent job as Cruising Master of the P.H.O.Y.C., and suggested a possible scenario where the Division may have a race to Botany Bay which was finished by a member of the cruising division having a cruise to Botany Bay at that time.

Noted that a function could then be organised at the finishing point, with those who wish to stay staying and those who did not wish to stay sailing home.

G. Bach stated he saw this as an advantage of integration.

Commodore Lowe then informed the meeting that he had an enormous amount of volunteers from the R.M.Y.C. and P.H.G.F.C. willing to be rostered to supply and man the starting boat, lay buoys, etc. Commodore Lowe stated that he saw one of the benefits of this was integrating the various sailing divisions as well as integrating all lovers of boating under the R.M.Y.C. banner.

Steve McManus stated that, regarding the number of officers, he himself was very keen that the venture be successful, and believed that the more people involved the better result would be obtained.

A discussion on the racing sections then followed.

Noted that the Sub-Committee had proposed that racing sections be classified into:

- (a) Short-haul division - short range off shore races restricted to those requiring Y.A. Safety Category 4 and below.



(b) Inshore Division - Olympic triangle in Bate Bay and Port Hacking Estuary races restricted to Y.A. Safety Category 7 and below.

E. Newbery asked R. Hill for his comments regarding a possible Diamond racing division.

R. Hill stated that he and John Dowrick had started the Diamond section of this Club with B. Tuite a number of years ago.

R. Hill stated that they had had a lot of fun, created a great club, with some twenty Diamonds sailing regularly.

R. Hill noted that a number of the attendees were Diamond owners, and he believed that many would like to see the Diamonds back at the Club.

E. Newbery stated that he saw no problem in creating a Diamond Division of the R.M.Y.C. Sailing Division.

J. Orrell then suggested that a member of the Steering Committee would be welcome to attend Middle Harbour Yacht Club, where he is the Sailing Secretary, to inspect a computer package which Mr. Orrell believed would be ideally suited to the R.M.Y.C.

\* J. Orrell stated that the starter's boat actually carried a lap top computer and mobile phones to enable easy handicapping and quick determination of race results.

E. Newbery accepted J. Orrell's invitation.

Noted that inshore racing would be run on a performance handicap basis.

Noted that the Sub-Committee were considering races with and without spinnakers, with the fleet starting together and the results integrated by way of handicap. J. Orrell stated that it was better to have a handicap preferential system rather than a spinnaker and non-spinnaker division.

In response to a question from J. Bennett, E. Newbery stated that the short haul or off-shore division had been restricted to Y.A. Safety Category 4 and below in order to, in the first instance, get the division up and running, and then if people wish to go further, the division could look at it at the appropriate time.

In response to a question from R. Cranfield, E. Newbery explained that R.M.Y.C. Broken Bay Sailing Division have a number of short courses, and also have the advantage of sailing and cruising in the Pittwater area, then they have longer races for Category 3 Safety.

J. Orrell stated that the M.H.Y.C. had last year started an arbitrary off-shore division racing over a single day, that is during daylight hours.

J. Orrell stated that from no boats at the start there were now twenty boats racing regularly every six weeks or so.

Noted that these races fell under Y.A. Safety Category 4 being daylight racing only.

E. Newbery reported that, as regards the in-shore division, it was proposed to race fortnightly.

Noted that the feed back from the P.H.O.Y.C., to be called the Cronulla Yacht Club, was that they were proposing to sail their senior section on Saturdays and their junior dinghy racing on Sundays.

Noted that the Cronulla Yacht Club also wished to retain fortnightly racing.

E. Newbery suggested that the R.M.Y.C. Sailing Division's in-shore division should race on Sundays so as not to clash with the Cronulla Yacht Club.

C. Murphie commented that Saturday racing was more popular and suggested that alternate Saturdays to the Cronulla Yacht Club could be used.

The question of whether Saturday or Sunday racing was preferable was put to the meeting on a show of hands, with a majority indicating they preferred Saturday racing.

J. Orrell then stated that at a number of P.H.O.Y.C. meetings there had been an undercurrent against fortnightly racing, and perhaps the Steering Committee could look at weekly racing with a larger discard in the point score.

E. Newbery stated that the Steering Committee was open to suggestions on this matter.

R. Cranfield stated that the Wednesday night twilight sailing was most popular.

E. Newbery confirmed that the Wednesday night racing would continue and could be expanded.

Noted that the course was registered with the R.M.Y.C., further that Cronulla Yacht Club had indicated they would not be racing on Wednesday nights, however would be trialling Friday nights for twilight sailing.

R. Cranfield stated that Wednesday night twilight sailing was a resounding success and a good way of attracting more members for the Division.

C. Tuckfield stated that at the last skippers' meeting of the P.H.O.Y.C. when Saturday racing was discussed, it was almost unanimous that fortnightly racing continue.

The question of whether weekly or fortnightly racing was preferable was put to the meeting on a show of hands, with the majority of attendees indicating fortnightly racing was preferable.

E. Newbery stated that non point score races could be run on alternate weekends.

J. Orrell stated that in this regard the Middle Harbour Yacht Club have "trophy" races with for example a bottle of champagne as the trophy.

R. Hill stated that the Division should "crawl before it walks", that is it should take it easy at first and not try and race every weekend as it would only be a small club in its initial stages.

J. Bennett asked if anyone knew how long it would take to obtain Y.A. affiliation for the Division.

J. Bennett stated he was starting a race on August 3rd and would like to race under the R.M.Y.C. Port Hacking Sailing Division banner.

E. Newbery stated this would be difficult as an extraordinary general meeting would have to be called so that the constitutional changes could be effected.

G. Bach stated that affiliation could be granted fairly quickly by the Executive of the Yachting Association, which would then be approved by the full Council, however this could not be done until the constitution was in place.

R. Bayles stated that the Steering Committee proposed that the sailing season would commence in September of this year, with some unofficial races during the winter months.

E. Newbery stated that whilst the Division could not rely on quickly obtaining full affiliation, there was nothing to stop half a dozen skippers or so racing to say Botany Bay with an unofficial handicap and some champagne as trophies.

P. Sale asked how many boats would be involved in the forming of the Division.

E. Newbery stated that at this stage quite frankly the Sub-Committee was not sure.

J. Orrell stated that approximately eighteen months ago there had been sixty sailing vessels on the R.M.Y.C. boat register, therefore there was a potential fleet of 50-60 yachts for the Sailing Division.

Noted that the fees structure for the Division would be as follows:

- (a) Cruising - Boat owner members: sufficient to cover administration costs and Yachting Association of Australia affiliation.
- (b) Racing - Boat owner members: sufficient to cover administration, Y.A. affiliation and racing expenses.
- (c) Participating members: sufficient to cover administration costs.

Noted that the Steering Committee would determine these fees.

Commodore Lowe then stated he was proud to announce that the General Committee would make a grant to the Sailing Division to assist with establishment costs.

Commodore Lowe stated that it was quite a generous sum and would be allocated depending on what was required.

Noted that the Steering Committee would advise on this matter.

Commodore Lowe then asked whether there were any other matters the meeting wished to discuss.

J. Orrell suggested that a column be allocated in the monthly Port Log headed "Sailing Notes".

Commodore Lowe agreed this was a good suggestion and stated that copy for the Port Log was now due, however it had been kept open until tonight's meeting to allow a report on the meeting to be published.

R. Routledge volunteered to write the report.

C. Tuckfield asked whether the Division would be flying as a burgee the R.M.Y.C. pennant, and asked whether there were stocks of this pennant available.

The Secretary Manager confirmed that there were plenty of burgees available for purchase from the office.

Noted that a monthly informal meeting of members was envisaged.

A number of nights were suggested as being appropriate.

The question of which night was preferable was put to the meeting on a show of hands, with the majority of members indicating Tuesday night was preferable.

A discussion on the formation of the Steering Committee then followed.

Moved J. Orrell seconded J. Bennett that the Steering Committee to form the R.M.Y.C. Port Hacking Sailing Division be as follows:

E. Newbery (Chairman), Rear Commodore R. Boulton,  
R. Bayles, R. Routledge, C. Murphie, G. Bach, R. Hill,  
R. Nelmes, S. McManus, C. Tuckfield, R. Stilgoe,  
R. Cranfield.

Carried.

Moved J. Orrell seconded J. Bennett that this meeting  
thank the R.M.Y.C. and the initial Sub-Committee for  
their efforts thus far against considerable opposition.

Carried.

E. Newbery confirmed acceptance of the Chairman position.

It was agreed that the initial meeting of the Steering  
Committee would be held on Tuesday, 4th June, at 7.30 p.m.

It was agreed that the next informal meeting of members  
would be on Thursday, 27th June at 7.30 p.m.

E. Newbery then thanked Commodore Lowe for chairing the  
meeting.

Commodore Lowe assured the members that the R.M.Y.C.  
General Committee was one hundred percent behind the  
formation of a Sailing Division, and further commented  
that in years to come all of those present would be  
proud they were here at the inaugural meeting of the  
R.M.Y.C. Port Hacking Sailing Division.

Commodore Lowe then invited the meeting to enjoy some  
refreshments on the Club.

There being no further business the meeting closed at 9.35 p.m.

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Chairman