

Queenscliff Cruising Yacht Club
1963 - 2013



The First Fifty Years



ACKNOWLEDGEMENTS

QCYC wishes to acknowledge the following individuals involved in producing this publication:

member Betty Morrison for gathering information from past Commodores and writing the text,

past member Ron Davies for assembling detailed records of the Club,

the many past Commodores who contributed their recollections,

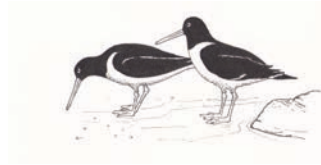
Vice Commodore Roger Bennett and the 50th Anniversary Sub-Committee,

member Paul Ingham for his sketches of the Club and its surrounds on the front cover and throughout the chapters,

Honorary Secretary, Jonathan Crockett, for editing and producing this publication.



Printed by Millpress Printers, Geelong



INTRODUCTION

It is a real privilege to be Commodore in the 50th year of our Club and to review the progress that has brought us to this stage. 1962-1963 will long live in the history of this area of Port Phillip Bay as the beginning of a marvellous journey in cruising and sailing.

Queenscliff Cruising Yacht Club would never have come into being were it not for the foresight of our founders and their families. They had a vision of a clubhouse down the bay either as a destination, or as a safe harbour for those entering the bay from other destinations or about to head off on an adventure through the heads.

We are all indebted to those foundation members whose imagination and hard work transformed a sand spit into a home for all the sailors and their families who come and enjoy the solace that is Swan Bay and surrounds. The authorities of the time in State and Local Government and the various departmental heads showed vision in lending their support to a fledgling group of cruising sailors.

The support of Parks Victoria and DEPI together with the Department of Defence has contributed to our management and security/safety of the site and our ability to have superb access to our beautiful environment.

To mention any names would be to mention many names that over the years have transported us on this journey, contributing and working, donating and always enjoying the end result which we see today at our little shack by the bay.

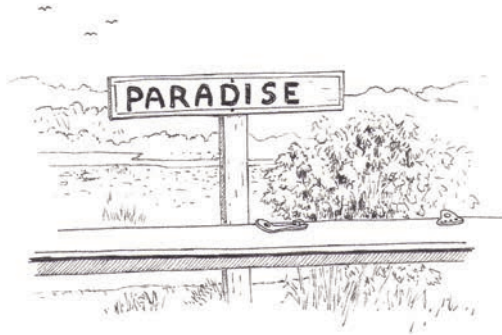
I join with you all as we read this wonderful booklet on our history and thank all Members, Committees, Flag Officers and Commodores who have led this Club through a wonderful 50 years and who have made contributions to this production under the deft hand of Betty Morrison.

Fair winds and great cruising,

Brian Golland, Commodore

June 2013





CHAPTER 1

FINDING PARADISE

1962 - 1972

*Commodores: Grahame Chapman (1963-64),
Arthur Webb (1964-66), Ranald McAllister (1966-68),
Bill Ross (1968-70), Lindsay Halliday (1970-72).*

On most days as we gaze out to the west of QCYC we see boats bobbing nonchalantly, birds of every variety flying, gliding or simply diving and the bridge spanning to the Golf Club and the Army Base. One day even some dolphins were sighted playing around the boats. This certainly was an amazing spectacle. Again recently a whale tried to nudge a furtive look up The Cut! QCYC is a picture of serenity. On the south east The Cut can be viewed. On the hour the ferry may give three blasts on its horn as it reverses and makes off to Sorrento. The low point in Sand Island may or may not be filled with water according to the wind and tide. Winter, however, can bring a change of mood. Lashing winds buffet the wharf, tides challenge the shores, sand is whipped into the air and spray finds its way to the Club's windows. Here, nevertheless is Paradise, QCYC.

We now enjoy this wonderful spot due to the foresight of our Foundation Members who met over November and December of 1962 when the proposal to form a club at Queenscliff was made.

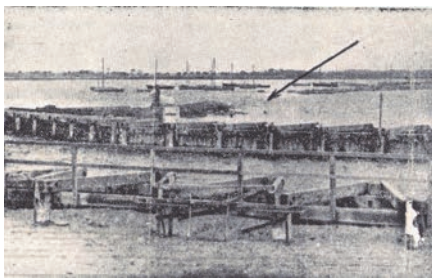
Those who attended were people who met at Swan Island Naval Base over the Christmas period, at Geelong on the Australia Day weekend and at Queenscliff at Easter. The founders were: Ross Farrow (Royal Brighton), Arthur Webb (Royal Brighton), Grahame Chapman (Royal Brighton), George Anthony (Royal Geelong), John "Cocky" Collins (Royal Geelong), Jack Fox (Royal Brighton), John Marion (Royal Brighton), Bill Oxley (Royal Brighton), Russell Reid (Royal Brighton), Roy Sanderson (Royal Geelong), Jack Jowett (Royal Brighton), Peter Timms (Royal Brighton), Ranald McAllister (Royal Geelong), and Eustace Wilson (Royal Geelong).

On 14th November 1962 a larger group of 40 known as Foundation Senior Members met. Initially they were to be boat owners.

Although a disparate group, they had a great deal of talent and fortitude. They enabled the Club to develop step by step. Their creativity even helped Peter Timms, who was badly injured in WWII, carry six beers in a specially designed apparatus.

Up until the 1960s our early members had access to the wharf at the north end of Swan Island controlled by the Navy, although freedom on Swan Island was limited. In 1961 the Army took over and yachtsmen were forbidden to dock at this wharf. Another anchorage had to be found. Mt. Martha was too costly and impractical, the

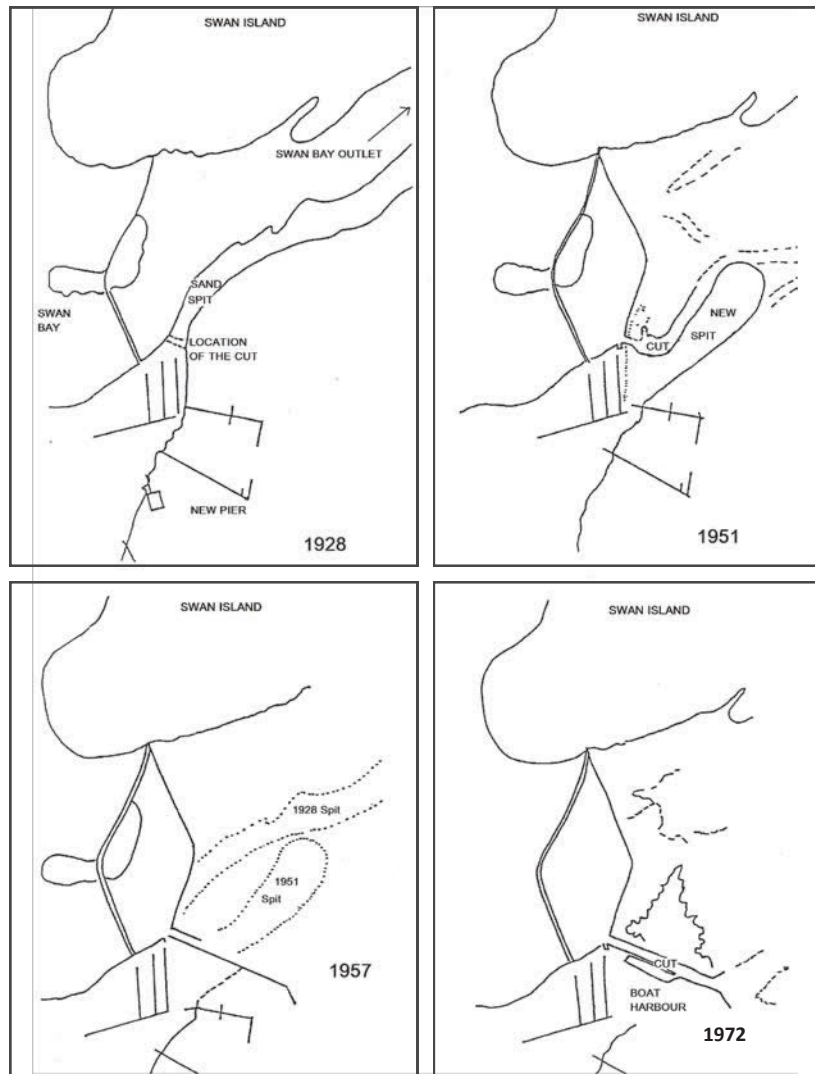
lagoons at St. Leonards and "Black Billy" were too shallow but Peter Timms found "Boat Haven" on old charts. It was west of the sand spit and the good news was that the sand spit was not under ownership.



The Cut, the partly washed away sand spit (arrow) and the Boat Haven in 1936.

At Easter 1961 Ross Farrow inspected the area and reported that the entrance was difficult (see the sketches of shifting sands on page 4). He knew it was Crown Land and wanted to establish some idea of ownership.

With the help of Frank Klenner, Secretary of Crown Lands (a fellow friend from the Victorian Public Works Department), the area was surveyed and Victorian Yachting Council support was sought. On 30th October 1961 an application was made to the Borough of Queenscliffe, the Public Works Department and the Defence Department to use the sand spit for a yacht club and wharf. All were supportive except the Defence Department which raised objections about the nature of its work and the possibility of interference. This is where the skills of the members came into play. They answered the objections and on 1st October 1962 occupancy was granted to the Trustees. The trustees were Arthur Webb, Ross Farrow and Ranald (Ran) McAllister and they personally acted as guarantors for the proposed wharf which was estimated to cost £1031. A provisional President was appointed and each of the original 14 gave £1 to defray costs. On 21st January 1963



Sketches provided by Past Commodore Ken McAllister showing the shifting sands: 1928 (before The Cut was built), 1951, 1957 and 1972

forty yachtsmen attended a meeting at the Royal Brighton Yacht Club. They were known as boat owners or crew. In the first year a clear plan was laid out. Toilets were to be built, the clubhouse begun and the wharf

started. It really was a huge vision. Nothing daunted early members; however, bunk accommodation was quickly rejected as communal sleeping was not acceptable.

There was no wharf, no electricity and the clubhouse was under construction. Portable lighting was needed and kerosene lamps were the order of the day.

People made their own fun. The first bar was driftwood laid across two craypots. It has been noted that getting back on board after the nightly fellowship was no mean feat. A temporary "Hut" was a centre of fun.

Before the opening of the clubhouse boat parties were popular and thus the Club and its environs were always a hive of social activity. People recall the camaraderie as the children bedded down on the boats and the adults nurtured wonderful friendships. Each year in the off season a dinner dance would be held, usually at



**First Commodore
Grahame Chapman at
QCYC 's 50th Anniversary
Function 18 January 2013**



**Left to Right: Helen and Ross Farrow, Horace Hopper,
Keith Guthridge, Nicholas O 'Neil, Frank Jolly, Peter Timms
(Photo Pat Reid)**



The original toilets, the slab for the lounge and the pond to the east of the Club.

RVMYC. The annual You Yangs picnics were legendary, as were the accompanying kegs.

The Official Opening of the Club was carried out by the Mayor of Queenscliff, Cr. Laker, on 28th December 1964.



OFFICIAL OPENING OF THE QUEENSCLIFFE CRUISING YACHT CLUB
28-12-64
VICE COMMODORE A. R. Mc ALLISTER MAYOR OF QUEENSCLIFFE A. E. LAKER COMMODORE A. P. WEBB REAR COMMODORE R. W. FARROW

Members' generosity set a precedent that has been followed today. Early donations included oil heaters, chairs, a ship's bell, roofing, planning and hours of donated time as every occupation from labourer to government negotiator became important. The Peter Timms memorial trophy and the HMAS Goorangai Trophy were special donations. The traditional working bees which continue today began and this has always been how the Club has been so beautifully maintained.

Fishing was a major pastime for those who were there. Many yachties taught others not only to catch fish, but also to cook them. The barbeque which produced these delicacies was a 44 gallon drum split sideways. It was at this time the Club burgee was designed by Ross Farrow and is unchanged to the present day.

It was interesting to see how the running of the Club emerged. The constitution was set up by Arthur Webb. Members themselves seemed to have agreed to house rules on 29th November 1963. At the same time an overdraft was set up with the Commonwealth Bank and by the end of 1963 the Club was fully subscribed with 265 members. In October 1964 the annual fees were lifted from £5 to £20.

Gradually the paper work needed for the Club to function emerged and on 1st April 1965 a licence was finally granted for Club berthage.

Some projects were given priority; for example in 1968 the wind whistled through the showers and even the most stoic found this hard to cope so improvements were needed .



The Clubhouse Nears Completion

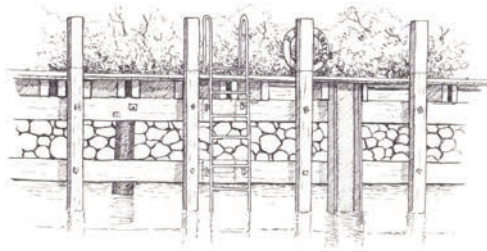


Construction of the Wharf

The question of the road soon arose. It was littered with holes, and was cut at high tide. The damage to sumps was incredible and George Anthony was reported to have left a trail of sump oil right along the road. It is also said that Ran McAllister, for a dare, drove blindfolded on the road which was one car width with the sea precariously close. Some even suggested speed humps, but the humps were already there.

The concern over the tricky entrance was clear and members would greet a yacht and help them to moor safely. If the wharf was full, members would moor in The Cut. In westerlies, tied up in The Cut, they would walk along planks at night to move or to protect yachts. The planks provided the only access from the shore to their boats. It was indeed a hairy experience.





CHAPTER 2

QCYC COMES OF AGE

1972 - 1982

*Commodores: Lindsay Heath (1972-74),
Puffy Buxton (1974-76), Murray McAllister (1976-78),
Graeme Wilson (1978-80), Graham Bickford (1980-82).*

QCYC was built on a philosophy of simplicity and self-help. It was to be a modest and quiet place where people could seek refuge from the hustle of city life. The need for this very feeling is still espoused by many to-day. Boats were basically tied up to the piles and the rowing of dinghies to shore was an experience for all.

In the early 1970s Eustace Wilson looked again at the constitution and thus gave the Club a firm legal footing. Members again gave generously and Denis Walker donated the sheeting for the building.

The women of the Club also played their role and the "girls", led by Dolly Brown and Helen Farrow, we are told came armed with basketfuls of buffalo grass and hairpins. This set up our first greenery. Many trees were also planted. Parking areas were levelled with bobcats

and road repairs and improvements were led by Lindsay Heath.



The “Pond” was the protected area of Port Philip waters on the eastern side of the Club’s sand spit before Sand Island was built up with dredged sand. The spearing of flounder and

small boat sailing took place here, but the constant dredging meant that it became smaller and shallower. Once the Sand Island had connected to Swan Island the remaining enclosed water was too shallow to allow small boat sailing.

Although there was no upstairs the members at that time considered the clubhouse building to be wonderful. The Heaths and Hallidays provided inspiring leadership at this time. It was indeed a place where people relaxed. The social events were again the highlights and



**Family Tug of War at the annual picnic
at the You Yangs**

Royal Geelong, Royal Melbourne and St. Kilda yacht clubs were the venues chosen for dinner dances. Over eighty people would attend. The You Yangs picnics also continued to be held annually.

People remember the Easter of 1977 which was celebrated with a bag of mussels. These were beautifully prepared and shared by all.

There was a move at this point to keep the membership down. However, it was realized that more members and increased fees would be needed to develop and expand the facilities, thus ensuring ongoing viability.

The Club joined in the Commodores' meetings and these were hosted every two to three years.

Easter was a special time at the Club and the wharf was always full just as it is today. Russell Reid would hook black salmon in the Rip. The sharing of these is still remembered.

Prawns and Oysters, our traditional New Year's Day Celebration, saw its beginnings at this time. We are told that it was begun by Lindsay and Trish Heath on their boat Caprice. Black Velvet was the drink of the day and formal dress was the required outfit. (In fact, formal dress at night leant the clubhouse a rather civilized air.) More and more friends were drawn to the boat on New Year's Day and the obvious fun on board. This was until on one occasion when the floor in Caprice gave way! The clubhouse then seemed a very sensible move.

One notable member in residence was Figaro, the cat related to the Heaths, who managed to befriend many boats and was quite a Club identity. Imagine seeing a cat today where birds, kangaroos, snakes and the odd possum and bush rat are the main creatures seen around the Club.

Early in the 1970s Fred Moylan, a member of the “Dame Pattie” syndicate, offered to donate the mast from Dame Pattie which had fallen overboard while racing against “Gretel”, challenger for the America’s Cup. The mast broke when they were 250 yards off the finishing line. The mast now sits on the eastern side of the clubhouse. Unfortunately it had to be cut to negotiate the trip to Queenscliff.

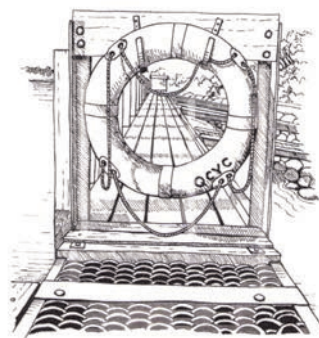


Dame Pattie ’s Mast

Electricity was connected to the Club in 1970 to replace gas lighting. It was also early in the 1970s that the upstairs lounge was completed and a special liquor licence was granted in 1976.

1976 also saw an increase in membership and boat numbers. A significant event came in this same year with an Association Cup entry! 1978 saw us proudly display our new flagpole. QCYC had certainly come of age.





CHAPTER 3

A PLACE IN QUEENSCLIFF

1982 - 1992

*Commodores: Ian Watson (1982-84),
Robin Robbins (1984-86), Ray Wensor (1986-88),
Jim Shields (1988-90), Peter Johns (1990-92).*

These were the years when the Club established a place in the local community. An outsider may see the Club as a place for city slickers and the ownership of a yacht as somewhat elitist. However, the clubhouse was not a “posh” retreat, but a place for a simple life of fun. Ladies would search the Op. shops for table cloths and useful items. That the Club was away from the town, surrounded by security and inaccessible (accept by entering the somewhat foreboding gates) gave it an air of mystery. To most yachties rowing ashore and returning in the dark or painstakingly rowing to the town, was indeed a treat or a journey for the enthusiastic.

At this time an important link to the community was formed. QCYC made Cottage By the Sea its special charity and for years the Club has centred its fund raising on this wonderful cause. Links were also estab-

lished with the Maritime Museum to which Peter Johns loaned his antique diving equipment.

Opening Day also became special with Puffy Buxton leading the way. The decking was laid upstairs on the clubhouse which enabled members to take in the superb view across The Cut and witness the magnificent sunsets.



The 1988 Goorangai Race

There were no phones and the cooking norm was with old fry pans on gas rings. While meals were being prepared great camaraderie was established. The fo-

cus was on family and many children learnt a good deal more than any classroom could teach them. Many a child was taught to fish by the women of the Club.

Easter became a very special time and one highlight was the trip to Bob and Lucy Spencer's House at Portsea on Easter Sunday.

It is interesting to note that many told of the lack of kangaroos on the island at this time.

Peter Johns remembers how visitors and members were kept in line quite sternly by today's standards. The clubhouse was gradually evolving into a much cosier abode. The recreation room was rebuilt, as well as carpet being laid and painting undertaken. In addition, there was re-



Installing the fridges, 1992

roofing and fridges were installed. There were lots of lively events.

Robbie (Robin Robbins) recalls how the service road was a problem at high tide and that beer was carted by trailer from the Golf Club. At Christmas and Easter the Club was used to full capacity. New Year's Day still featured Prawns and Oysters. Easter was the time for Bonito's

Easter egg hunt led by Duncan Johns. Les Nangle produced "Bonito's Chart" which first had to be found under freshly disturbed sand. Then, armed with the chart and compass, 12-20 children of varying ages would run in every direction gathering clues as they went. Finally they returned to the clubhouse for the bar opening to the cheers of parents and members. All children ate more chocolate than was good for them. Robbie was closely involved with the chocolate supply.

At this time flag raising was a serious business and fines were imposed for not lowering burgees at sunset. There was much cheering in the bar when fines were imposed. Shouting the bar was known to happen.

In 1987 a Dinner Dance was held at RGYC to celebrate 25 years of the Club. There were 127 bookings. In 1989-90 there was a waiting list for members.

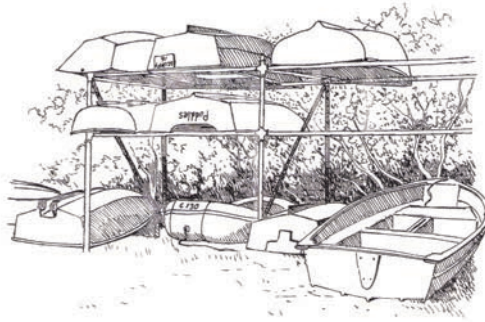


The Clubhouse and Wharf in 1988

A problem arose when non-members claimed the Club was on Crown land and that facilities should be available to all. This issue was being tested in other areas and a directive from State Government to Ports and Harbours established the Club had rights to the wharf.

The important move for the Club was that groundwork was laid for good working relations with the State Government Departments including the Department of Conservation and Environment (later DSE and now DEPI), our current landlord. This was to underpin the negotiations for our 21 year lease in place of the annual licence. In line with mandatory legislation the Club became incorporated in 1988.

A very important issue emerged at this time being the development of the Queenscliff marina. Although it was early days in the planning, reports reached the Club suggesting the wharf might be lost and the Club moved. Some felt that it would never happen but the Club with its solicitor sprung into action.



CHAPTER 4

CONSOLIDATION AND CHANGE

1992-2002

Commodores: John Robinson (1992-94),
Greville Gowty (1994-96), David Pollard (1996-98),
Clive Hearne (1998-00), Ken McAllister, (2000-02).

The stewardship of these and previous Commodores laid foundations, not only during their time in office, but by pointing the way to what happens today. The hours that each of the Commodores and their partners have put into the Club were indeed great and we reap the benefit of their committed service.

Members did not always know of the work done for our Club by people who were not members. People like Peter Morgan (CEO of Geelong Port Authority), Gary Spry MLA (now a member), Murray Thompson MLA (who gave us access to Government Departments) and also Dr. Clive Minton (Victorian Water Bird Study Group). These men all gave us access and support to engage with Government Departments regarding the mounting of our claim for a lease.

1996 saw the introduction of the New Members' Orientation Day which is continued today. Club protocol is explained, keys and burgees are handed over and instruction on wharf usage and safety is provided. Meeting members of the QCYC family is also part of the day.

The new 21 year lease agreement was reached with the Department of Conservation and Environment on 1st April 1995. The negotiation of this lease took over five years and this was an achievement by Greville Gowty.



Cygnet Bridge Construction 1995

The negotiations for and design of the Cygnet Bridge, the building of which was a condition of the lease, were also led by Greville Gowty.



Opening of the Cygnet Bridge, 1996

The bridge was required to allow water movement into and out of the lagoons. The bridge was opened in 1996 by Gary Spry MLA who had been helpful in government dealings.

Members were probably unaware

of the complex nature of negotiations behind the Cygnet Bridge. It was our Club's saviour. It became clear to Greville Gowty they could not finalise the lease until the matter of access was successfully resolved. Without this effort the Club's existence could have been in jeopardy. If vehicular access was denied, the Club would have been destroyed. The problem was the Club was not flush with money and the budget had not included such a large project.

The lease marked a major change in our tenancy of the sand spit. Whereas in 1964 an Occupancy Licence was granted at \$150 per year and from 1986 there was an annual licence agreement (costing \$9000 by 2001), the 21 year lease gave a secure tenure. The limit on membership was increased from 400 to 500 in 1995.



The Southern Wharf in 1986

Also during Greville Gowty's time the design of the steel replacement for the decaying southern wharf was undertaken as well as the refurbishment of the recreation room.

During the early 1990s the condition of berthing facilities became of increasing concern. By 1995 the existing timber piles of the southern wharf were badly affected by rot and the timber walkways were dangerous. The

Port of Geelong Authority gave us great help and offered the services of their Engineering Department.

On 8th November 1996 there was a presentation of a master plan at RBYC and agreement was reached to implement the construction of the new southern wharf. Members also agreed to support a \$300 levy. The new steel southern wharf was completed for \$180,000 under the watchful eye of Commodore David Pollard.

Social events really took off in this period with the emphasis on family. Christmas, Easter with the traditional egg hunt, poetry readings, singing and fancy dress were all part of the scene.



1993

Sailing was not as organized but many yachts visited and enjoyed not only the QCYC hospitality, but the wonderful environmental setting and family atmosphere.

It was a time when careful negotiations had to be undertaken with authorities. Good relations were established with Gary Price, CEO of the Borough of Queenscliffe, and the

Defence Department on Swan Island. This was vital for our Club.

When Ken McAllister came to office he knew that major projects had just been completed and thus finances were limited, but the future was being planned. 2000 saw the phone connected and the wood heater installed (Dr. Sutherland's estate donated this). During Ken's time at the helm, Opening Days took on a new format. A Jazz Band (Gill's Hooked on Swing) gave a wonderful background while a new shared buffet lunch where all could join in was established.

New Year's Eve Celebration continued to be successful and the Ross Farrow race had 12 entries while the Goorangai had 5. Racing was now being encouraged. It was noted that 175 were present in 2001 at the New Year's Day Prawns and Oysters luncheon. 2001 saw



the last, after 35 years, of the very famous Boxing Day barbeques at the Portsea Home of Bob Spencer.

Mary Curry donated a painting for Cottage by the Sea which raised \$950. This charity has been a special project of the Club and we have great pride in knowing that we have donated around \$70,000 over the decades to 2012. Picnics and the introduction of mandatory Boat Operators' Licences were also part of this time.

This was a period where the Club gained a firm footing and we have much to be grateful for the gains made in this decade.



1994



CHAPTER 5

NEW HORIZONS

2002 - 2011

*Commodores: Craig Alexander (2002-04),
Brian Cherry (2004-06), Darryl Morrison (2006-08),
Michael Bowe (2008-09),
Kenwyn (Ken) Gayler (2009-11).*

During this decade the Club's very existence was once again threatened. The announcement that a consortium of developers had been given a grant to revamp the Queenscliff Harbour and control of the waterway to the west of the Club's wharf set off alarms. Queenscliff Harbour Management were keen to take over the Club site and even offered to build a new clubhouse on the site of the old fisherman's building next to the Cayzer slipway. The offer was declined.

However, Queenscliff Harbour Management was given the right to control the entire waterway to the west of the wharf leaving a fairway of 20 metres. The Flag Officers of the time together with town planner Raewyn Hansen, had many meetings with Parks Victoria and the Department of Sustainability and Environment to fight the proposal. We did receive a letter to the effect that we

would get a lease over the water up to 30 metres from the wharf. Some months later this proposal was withdrawn and the status quo maintained.

A second threat to the Club was again to maintain access. It was discovered at Easter 2008 that the piles in the Cygnet Bridge were in a bad state of repair. Urgent repairs were needed to prevent the bridge from collapsing. Discussions were held with Parks Victoria. Following engineering advice, a two tonne limit was placed on the bridge, significantly affecting the dredging contractor's operations. During the repairs it was found the decking needed replacement to preserve the structure. The necessary repair would be a serious financial burden on the Club. Following discussions with Parks Victoria they agreed to foot the bill and a new 20 tonne limit was approved. The Club survived.

We were fortunate to have the sage advice of legal counsel Peter Black and Andrew Green in matters of insurance, the Club lease, preserving rights over the sea bed, rent reviews and delicate negotiations with various responsible authorities with respect to the Queenscliff Harbour development. Our submissions to and appearances at the Town Planning Appeals Tribunal ensured our status quo for the term of our lease. Commodore Alexander oversaw the building of the Club's very strong financial base. Commodore Cherry appointed Vice Commodore Darryl Morrison to oversee Infrastructure and thus undertake renovations of bathrooms, buildings and associated facilities.

Significant infrastructure projects have been completed within the limited financial base of the Club without re-

sorting to loans from financial institutions. In summary, the men's and women's bathroom facilities were rebuilt and enhanced and a new disabled toilet/shower facility with a baby's change table was added. A new roof and cladding was put on the exterior. David Seath, an experienced hotelier, helped install a new till and a wider wine selection. The yard of drink tickets and bulk beer were gone forever. Profits rose significantly.



Condition of the Causeway 1995



The Reconstructed Causeway 2011

The ongoing problem to the Club of the causeway was finally solved. New heavy rock was placed on the western side and the road was raised. This improved the appearance of and access to the Club in all states of tide and wind. DSE and Parks later gave the Club a 50% reduction in our annual rental with no more rent reviews until 2016.

The grounds have been significantly enhanced with the relocation of external buildings, re-

alignment of the road to the east, wharf lighting and a new flagpole. There has been a massive clean-up of the site and new planting of native trees and shrubs. Today QCYC has never looked better thanks to the volunteers who are so devoted to our Club.



The Clubhouse Christmas 2011

The wharves have been repaired and extended. New outdoor entertaining areas have been provided, thanks to the design of Rob Hanke, landscape architect.

The Club is grateful for many philanthropic contributions from Club members who defrayed the costs.

Our Club Rules limit membership to 500 but, with a change in the Rules, family membership was introduced and the waiting list of 50 members was removed. In June 2013 memberships totalled 401 made up of 282 Senior members, 111 families and 8 Intermediate members; in all 623 individuals including 80 children.

Past Commodore Morrison, an experienced ocean racing and cruising man suggested this was a cruising yacht club and needed to undertake some serious cruising. The first attempt was the Melbourne Cup weekend. It involved sailing from Melbourne to RGYC, then to



From Top: Oberon Bay 2013, Deal Island,
Three Hummock Island 2008

Queenscliff and then return to home ports. Twenty yachts participated in the first year.

It was the beginning of a new era. Cruising has extended more and involved more yachts. Novices to Bass Strait were supported by experienced ocean-going skippers. Cruising destinations have included: the seven day "Restaurant Cruise" of Western Port, Wilson's Promontory and surrounds, the Furneaux group, Tamar River and the North Coast of Tasmania. Most recently cruises have been led by Mal Billings to Three Hummock Island and King Island, the Gippsland Lakes and the Kent Group. Who could miss the Easter Cruise to St. Leonards Yacht Club?

Many cruising groups from various clubs make annual excursions to the Club. They include: Blairgowrie Yacht Squadron, Royal Yacht Club of Victoria, Royal Geelong, Beaumaris Motor Yacht Squadron, Hobson's Bay, Westernport, Hastings, Flinders, Sorrento Sailing and Couta Boat Club, Sandringham and Royal Brighton who see our facilities as a preferred option in Port Phillip.



Opening Day 2012

The Club at its peak times is fully stretched with increased size of vessels. Christmas in July was introduced as an annual event in 2007 under Commodore Morrison.

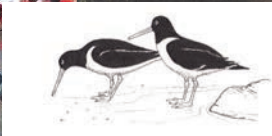
Thanks to Parks Victoria and its dredging programme we have more turning space and depth of water than ever.

During this decade under the directions of our Past Commodores, committees have undertaken to introduce to the Club the best business practices with various management and business protocols and documents to lead the Club forward. A strategic management plan together with annual reviews of wharf management, emergency response and a review of insurance matters were all implemented.

The Club's original website constructed by Rear Commodore Glenn Williams has flourished and was recently upgraded by past Commodore Ken Gayler and his son. It is now the principal communication channel for the Club.

QCYC is much enhanced from ten years ago, membership is vibrant and water participation is excellent. We look forward to the next 50 years.









Members attending the 50th Anniversary Cocktail Evening,
18th January 2013



qcyc.org.au