

# ANNUAL REPORT

1980-81



S.L.S.C.

BROULEE SURFERS S.L.S.C.

ANNUAL REPORT

OFFICE BEARERS 1980-81.

<u>PATRON</u>	Mr. Ken Fry, M.P., Member for FRASER
<u>TRUSTEES</u>	Sir Edwin Hicks Sir Murray Tyrrell Professor Geoffrey Sawyer
<u>PRESIDENT</u>	Kelvin Wehner
<u>VICE PRESIDENT</u>	Graham Smith
<u>SECRETARY</u>	Jack Horne
<u>TREASURER</u>	Paul Kearey
<u>CLUB CAPTAIN</u>	Dick Pasfield
<u>CLUB INSTRUCTOR (Part year)</u>	Dick Pasfield
<u>CLUB INSTRUCTOR (Part year)</u>	Graham MacDonald
<u>BOAT CAPTAIN</u>	Barend Haantjens
<u>CONTEST ORGANISER</u>	Graham Burns
<u>SOCIAL SECRETARY &amp; ASSIST. SEC.</u>	Ian Loudon
<u>PUBLICITY OFFICER</u>	Susie Minors
<u>HON. AUDITOR</u>	Arnold Cadd
<u>HON. MEDICAL OFFICER</u>	Dr. Paul Bannon M.D.
<u>HON. SOLICITOR</u>	Graham Kennedy
<u>BRANCH DELEGATES</u>	Jack Horne Graham Smith
Reserves	Dick Pasfield Barend Haantjens

ANNUAL GENERAL MEETING & ELECTION OF OFFICERS - Wed.1st July 1981  
at Tomakin Social Club

PRESENTATION NIGHT & DINNER DANCE - Saturday 18th July, 1981  
at Moruya Bowling Club

BROULEE SURFERS SLSC  
PRESIDENTS REPORT.

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1980-1981 season

The formation period of any club is always a difficult and time consuming period and this has been compounded by vested interests deliberately blocking our progress. Extraordinary difficulties and pressures have been placed on the club committee and this has served to cement together a group of purposeful and well established people with a desire to see the club take its proper course and efficiently achieve the saving of life. In the early stages of the year, only our second, the club was poised to mushroom into startling success with sponsors, members and equipment levels high and increasing. The patrol season was outstanding, building plans finalized, funding secure and then came a major setback. Within weeks of receiving stamped approved plans from Eurobodalla Shire Council and with material orders prepared, an objection to the siting of the clubhouse resulted in council rescinding the building approval. The months that followed were taxing on members resources and now, with overwhelming community support from the people of Broolee, for which I extend my sincere personal thanks, we have consolidated. Large amounts of documentation, local association and governmental support and a resolve to secure the correct site for the clubhouse at all costs gives me confidence that the club will be even more successful in the near future.

With the small minority who sought to pressure the club now in disrepute and isolated by community feeling we can now look forward to developing our other facets such as the nippers, previously abandoned because of diversion of members energies. The main spheres of interest, the rescue service and surfboard riding have survived well and are bound to be more effective and successful in the coming year. With many younger members presently signing up competition will be high for the coming yearly points core. Interclub contests will be a feature with other south coast clubs challenging us. Two such events early in the year are already on the books. The rescue group now has six highly qualified members and another seven about to complete training. The purchase of the jet boat was the outstanding feature and many minor and four major accidents were attended by both it and the J. B. Young's rubber duck. Tragically one accident ended in a double fatality despite commendable efforts by club members. The level of training as exemplified by B. Hartjens and R. Pasfield with a good showing in the first rescue boat titles held recently for N.S.W.

Storage is a major problem with equipment scattered and deteriorating, all efforts are presently being made to rectify this before the new season. The social side has been our major source of funds although it is disappointing to see some clubs not allowing entertainment for the young by failing to relate to the needs of the younger generation. We view youth involvement as a major responsibility and will continue to do our best in this area. One interesting proposal is presently being considered to provide one day per month at various beaches for both those that surf and their friends without the usual transport difficulties. Surf life saving is undergoing a revolution and many examples of the intergration of surfboard riders and the more traditional club members have proved successful in all States. Also the use of technological aids such as radio, irb's and jet boats with resultant higher levels of expertise, are pushing life saving into the eighties. This club is leading the way in these areas on this part of the coast.

Compliments to the committee members during a very trying time, some lack of experience has not hindered their approach to vigorously help the club promote and achieve its goals. Special thanks go to Dick Pasfield for holding down two of the most difficult jobs of instructor and club captain. Members of other clubs within the branch have lent valuable support and I must specially thank officials from Batemans Bay for many hours of training and their assistance.

I wish also to thank our major sponsors and the many individuals who have assisted us with their professional advice given freely in a private capacity. The Broulee club has established itself in a small community which would not normally have the resources in manpower and finances to support this type of organization. It has been able to do this through a unique approach using the existing manpower available throughout the shire in the form of the surfboard rider. By catering to their needs and providing training and interest the club has been able to develop without draining the resources of clubs immediately to the north and south. A continuation of this approach will assure the future and viability of the club and provide protection on the most populated beach in our shire, and the surrounding waters which have an increasing boat population each year.

KELVIN WEHNER  
President.

BROULLE SURFERS S.L.S.C.  
SECRETARYS REPORT.  
1980-1981 Season

The past year of our Surf club has been a very eventful and arduous one, with many traumas being encountered by the Executive and the Members, but with many satisfying achievements and milestones being reached. The number of meetings, discussions, phone calls and time taken on the preparation of documents etc., far exceeded the expectations of the executive.

Special mention has to be made of Kel Wehner our Club President and foundation Senior Vice President, who took over the reins of the Club more than fifteen months ago and ever since then has contributed a remarkable amount of time and energy to his primary goal, which is the saving of life. His dedication to the task should be appreciated by all who use our local beaches and waterways, as well as those who deplore injury to and loss of human life and the misery that such brings to loved ones.

Also, I personally wish to thank the other members of the executive for their mammoth efforts made on behalf of the Club throughout the year, as well as those other Club Members who also contributed so much during the Clubs many trying times. It has been a pleasure to work with such a dedicated group of guys who have our community's interest at heart.

Appreciation is also extended by our Club to our Patron Ken Fry, the Member of Parliament for the Federal seat of Fraser, to John Hatton, the Member of Parliament for the South Coast, to Graham Kennedy, Solicitor, to Dr. Paul Bannon and last but not least to the Club's Trustees, Sir Edwin Hicks, Sir Murray Tyrrell, and Professor Geoffrey Sawyer.

Finally, to all of our Club's supporters and to generous sponsors a very big thank you for your contributions.

We look forward to your continued support in the year ahead, in which it is planned to make tremendous achievements in the form of a boat shed for our Jet Rescue boat and to start the building of our Surf Club in the "corner".

Yours in lifesaving,

Jack Horne

Secretary.

BROULEE SURFERS S.L.S.C.  
CLUB CAPTAIN'S REPORT  
1980-81 Season

Our first full patrol season established the Club as an efficient and reliable surf lifesaving beach patrol. A total of 27 active members carried the load of patrol. The patrols consisted of an average of three members, one of which being a holder of Advanced Resuscitation and I.R.B. licence. Oxy equipment and medical first aid were available for any emergency supplementing a much needed service in Broulee.

Beach Patrols were maintained every Sunday under All weather conditions sometimes from the shelter of a car. This exceeds duties of other Surf Clubs who were fortunate enough to have a Club House on the beach. The collecting of vital surf equipment and its storage made patrol days long and involved.

A total of 4 rescues were performed on the beach this season along with the usual run of blue bottle stings, cuts etc. The I.R.B. was a valuable asset to the beach patrol duties. Frequent runs down the beach and up to North Broulee were made. General beach management was made a lot easier with the craft. A total of 3 boating incidents required its attention while on patrol.

TRAINING REPORT:

Last winter saw the training of a I.R.B. squad in time for the seasons patrols. Four Members attained their Advanced Resuscitation in July and their E.I.B. licence in September.

Many thanks to the Batemans Bay Club and their then I.R.B. Captain Dennis Dick for his assistance in training.

The Club put through a Bronze Squad of five members over Summer. I.R.B. training has started again with most members of the squad ready for their licences. Advanced Resuscitation course is scheduled for July.

COMPETITION

The Club was represented at the first N.S.W. I.R.B. Championships. Both "A" and "B" grade crews made it to the Semis of the rescue event. Competition was of a high standard and our own capabilities were tested to the full. Club members should be able to look forward to our I.R.B. Carnival in the future.

Dick Pasfield.  
Club Captain.  
June 1981

BROULEE SURFERS S.L.S.C  
BOAT CAPTAIN'S REPORT  
1980-81 season

Due to the co-operation from the Malua Bay S.L.S.C especially Dennis Dick, the Broulee Surfers S.L.S.C has been able to get four of its members who devoted most of the last winter in training their I.R.B. drivers licences. From that point onward we have devoted our rescue procedures and our way of thinking in relation to club energy on the concept of a power boat rescue system. The purchase of a jet rescue boat has given us a greater area of operation as this craft is capable of travelling in open rough seas at a much faster speed than the Rubber Duck. The Jet Boat has two disadvantages that should be pointed out.

1. Once beached it requires 6-8 people to launch it.
2. It has more things to go wrong with it, hence requiring a greater level of maintenance and cost. However I feel that these two disadvantages are over ruled by its usefulness in deep water and long distant rescue use. Also the Rubber Duck overlaps the faults that the Jet Boat has in that it is very lightweight and is easily handled by two members and is possible for one man launch procedures. It is also easier to maintain.

Once the Jet Boat has been fully fitted out, including a boat shed and slip way into the Tomago River, it too will be able to be launched by one man. We will have to concentrate on making that part of the system a goer as it is a vital aspect of the Jet Rescue operation.

Over the last year we have gained a great deal of knowledge on the care, maintenance and capabilities of the I.R.B. However considering that we have had our licences for a mere 12 months and counting the number of rescue calls we have been out on, I think that we still have a lot to learn. Some of our rescue calls have been unsuccessful, considering our position in regard to the fact that our equipment has been scattered throughout Broulee and Mossy Point the time lost to get organised has proven to be fatal. I draw particular reference to the Tomago River bar disaster where a Club member was unable to find a car with a tow ball that fitted the Rubber Duck trailer. It took him 15 minutes to find one and by that time the fisherman had drowned even though he did make it out eventually to check for more survivors. I feel that if we were properly equipped their lives could have been saved.

One of the most important aspects of being a I.R.B. (Rubber Duck) driver is to keep at it even through the winter months as it is easy to lose the ability to handle it in all conditions. Hence I feel that it would benefit everyone interested in I.R.B.'s to make an effort to come down on Sunday morning at 10.30AM at South Broulee for training. It's great fun.

Through the summer months Broulee beach was quite a popular spot and I think that every Patrol Captain felt that the I.R.B. was of great use. It did not perform any rescues directly from the beach but it acted as a safety device especially in the control over surf skis and board riders who insisted on surfing within the patrol flags. They seemed to take more notice of you by going there in the I.R.B. than if you swam or paddled out. The power crafts both have in them the ability to draw youngsters into the Club as they are exciting and relatively new to the Far South Coast.

I have absolutely no complaint in the maintenance and use of the I.R.B. to date and I hope that this care is carried on well into the future of the Broulee S.L.S.C. Both the motor and the I.R.B. have been well looked after with a thorough washing with fresh water and the motor always sprayed with WD 40 after every run. The only point is that the tarpaulin which is at present the only shelter of a \$4000.00 craft has been chaffing the paint off the motor. More is the pity.

BOAT CAPTAIN'S REPORT continued

Whilst in Sydney on the representation at the first ever I.R.B championship carnival we spoke to several different bodies concerned in I.R.B's who told us of certain improvements to the vessel which I feel are necessary. Mariner told us to use a  $9\frac{1}{2}$  S.S. prop and told us of a different kill switch that isn't washed or bumped off as easily as the one we have at present. Also a S.S. prop guard is available from State Centre.

zodiac told us of a floor board to transome rubber buffer as without this it wears the material in a point that weakens the bottom skin. They also put out a motor mounting plate that is rubber lined giving the motor more grip on the transome and minimising wear. Also the cutting away of the port side of the transome to prevent the touching of the motor on full turn. These items will both improve the performance and life of the Rubber duck. Forever onward

Yours,

Barend Haantjens  
BOAT CAPTAIN



BROULEE SURFERS' SURF LIFE SAVING CLUB  
STATEMENT OF RECEIPTS AND PAYMENTS FOR  
THE YEAR ENDED 30 JUNE, 1981

1980  
 period 12/11/79  
 to 30/6/80  
 \$

\$		\$	\$
<u>RECEIPTS:</u>			
141	Membership subscriptions		377
182	Sponsorship for surf contests		100
942	Fund raising activities including		
2,648	dances, sale of T shirts etc.		1,250
	Donations received		620
	Subsidy grants - Eurobodalla Shire		
	1980 - \$1,000		
	1981 - \$1,500		2,500
	Interest received		89
<u>3,913</u>	<b>Total Receipts</b>		<u>4,936</u>
<u>LESS PAYMENTS:</u>			
48	Training manuals	50	
275	Advertising, printing, stationery	609	
-	Affiliation fees & levies	210	
53	Membership drive expenses	-	
42	State Centre meeting costs	163	
82	Trophies	-	
21	Freight on equipment purchases	-	
1,775	Capital expenditure:	3,015	
	(For 1981 this includes the		
	Jet Boat \$2,000, a new motor		
	for the Duck \$835, and sundry		
	equipment \$180.)		
	Repairs- Rubber Duck	232	
	- Jet Boat	225	
	Development application	46	
	Insurance	421	
	Fuel and oils	116	
	Oxygen for first aid	70	
	Club trips away to contests	90	
<u>2,296</u>			<u>5,247</u>
\$1,617	<u>SURPLUS/(DEFICIT) for the year</u>		<u>(\$311)</u>
<u>Add:</u>			
	<u>OPENING BALANCE 1 July, 1980</u>		<u>1,617</u>
\$ 1,617	<u>CLOSING BALANCE 30 June, 1981</u>		<u>\$1,306</u>
<u>REPRESENTED BY:-</u>			
1,507	CASH - C.T.B. Moruya		1,127
-	- I.M.B. Moruya		179
110	- C.B.C. Moruya		-
<u>\$1,617</u>	<u>CASH BALANCE 30 JUNE, 1981</u>		<u>\$1,306</u>

BROULEE SURFERS' SLSC  
TREASURERS' REPORT

1980/81

Notwithstanding the clubs' operating deficit of \$311, the results for the year I consider are quite satisfactory. This is justified when you realise that over \$3,000 in capital expenditure was debited against club income, and the replacement of these assets, hopefully will not be required for some years. The results for the year do however, have a financial warning signal in that there was a net \$311 reduction in cash funds from 30/6/80 to 30/6/81. The club has already received its grant from Council of \$1,500 for the calendar year 1981, so alternative sources of income should now be pursued vigorously if the clubs' expansion programme is to proceed. The \$1,306 balance in kitty will provide 1982s' running expenses such as printing and stationery, advertising, insurance, repairs, etc., but will not provide funds for capital expansion. This will have to be met by sponsorship, donations, socials, raffles, membership subscriptions etc., if the club is to remain financially active as it has shown it can be. This point should be born in mind as it is easy to see where money can be spent but youve got to work hard this year to accumulate that money.

PAUL KEARNEY  
Treasurer

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BROULEE SURFERS S.L.S.C.  
CONTEST ORGANISERS REPORT.  
1980/81

Over the past twelve months there have been seven contests out of a possible 10 or 11. Six, monthly contests which are usually held the Saturday after each general monthly meeting.

We also had our yearly open contest on the Australia Day week-end in January, this proving over the past few years to be a very successful venue.

The 1st contest was at Mosquito Bay on 12/7/80. The waves were about 1.5 - 2m high with good sections towards the inside. The swell which was coming from the south tended to be a bit lumpy which is not unusual for Mosquito Bay. There was a fire going under the cliff to keep contestants warm, and everyone had a good time. 3 heats & 1 final.

The 2nd contest was held at Jamiesons on 5/8/80. Waves were about 1 - 1.5m high, but it was lumpy and bumpy swell. There was a fire on the beach and after the contest everyone enjoyed a successful B.B.Q. 3 heats & 1 final.

The 3rd contest at Congo on the 6/9/80. Waves of about 1m high were very clean and hollow on the shorebreak. This contest had a very good junior roll up, and the handicap system went on trial for the first time. 3 heats & 1 final.

The 4th contest was at Broulee Reef (Sea Rocks) 1/11/80. This being one of the most successful contests over the whole year. The waves being 1 - 2m high, clean and beautiful tubes, barreling left over the cungi covered rocks. Remarkable surfing was displayed by all. 3 heats & 1 final.

The 5th contest was the Broulee Open on the 25/1/81. Waves of 1 - 1.5m were of fair to good quality at Massey Street, Sth. Broulee. There were approx. 50 contestants coming from places as far away as Nowra, Merimbula, Canberra and Wagga. The competition was very strong, and some excellent surfing was seen by a great many spectators. The presentation was at the Catalina where the Ulladulla boys walked away with most of the major prizes.

The 6th contest was at the Wall on 7/3/81. The waves were of poor quality .75 - 1m high. It was held 200m north of the actual wall break. 2 heats & 1 final.

The 7th contest was at the Wall on 9/5/81. This proved to be a very good contest, with waves from 1.5 - 2m high and very good shape. The day was cold but the waves were hot and some excellent surfing was had by all. Mark McDonald made the day by bringing along his bucket-billy, sugar and tea-bags. 4 heats, 3 semis & 1 final. - Good roll up.

There are many thanks to be given for support, excellent judging (due to years of experience) by members, Graeme Burns for always getting the show in the water rather quickly, and who will always be an asset at contests, and Kel Wehner for always being there, and Dave Conaughton for nearly always being there.

People to watch out for in the future are all the juniors especially guys like Dale McDonald, Chris Pike. These guys are always ready to take the place of the older surfers and provide good, keen competition.