

DID YOU KNOW

In, to the best of my recollection, 1983 - 1984 and in the process of developing the first section of Stage 2 of Marina 1, RQYS Marina Limited carried out the reclamation of in the order of 75% to 80% of what is now the peninsula at the southern end of Manly Boat Harbour, to the east of the public car park. The Company also built all of the roads, drainage, water, electricity and sewerage services.

The Squadron's almost 6 hectares of freehold land, Lot 663 on SL 12301, is among the areas reclaimed by RQYS Marina Limited.

The reclamation was carried out by RQYS Marina Limited, when it eventually proved to be the only way in which to obtain the areas of land and navigable waterways required to make the Squadron's activities at Manly Boat Harbour economically viable and sustainable in the long term.

*"The pessimist complains about the wind;
The optimist expects it to change;
The realist adjusts the sails."
W A Wood*

CREATING AREAS OF LAND AND NAVIGABLE WATERWAYS

The problem

While I didn't have any involvement in Squadron affairs until becoming Honorary Solicitor in 1972 and then a Flag Officer from 1974 to 1978, I understand not long after having erected the "Greg Cavill Building" in 1964, the Squadron was faced with a problem. That was because after spending all available money on the building and fit - out, ground works and associated facilities for sailing and recreational boating, in the order of \$2,600,000:00 in current dollars terms, the areas of land and navigable waterways made available by the Department of Harbours & Marine weren't large enough to allow for the conduct of activities from the Harbour, at a sufficient level for the operations to be sustainable in the long term.

From what I was told when I became Honorary Solicitor, a position I had the privilege to hold for thirty years until 2002, it seems the demands on the resources available to H & M were such it wasn't able to undertake the necessary reclamation and dredging in the southern section of the Harbour within appropriate time frames.

The 1960 Squadron Annual Report records the Department had been asked for an area of 4 acres of land, rather than the approximately 1.35 acres which was provided when Portion 441 was allocated in October 1963. That was only one third of what was estimated to be required, but it was a start. The following quote by the late P/C Greg Cavill from page 78 of "Up the River & Down the Bay" highlights the problem with the lack of land and areas of navigable waterways.

But a great amount remained to be done, and Greg Cavill's comments take on a touch of irony: " Harbours & Marine promised that if they pumped up land

and we built a clubhouse there, they would do a lot of further dredging so we set about spending all this money building the clubhouse on the small piece of land they'd pumped up. It was just mud, topped with tonnes of industrial ash we brought in so you could walk around without sinking up to your armpits, so we had to put down 45 – foot Franki piles for the clubhouse to sit on.”

The 1964 Annual Report refers to the opening of the “Greg Cavill Building” and mentions the need for more dredging and reclamation among the things required for stage two of the project.

The 1965 Annual Report states under the heading Manly Clubhouse ***“The progress of the Clubhouse has been to some extent offset by the lack of further dredging and mooring accommodation in the vicinity of the amenity but we are assured that this will be remedied in the near future”*** History records the lack of dredging and mooring accommodation wasn't remedied by H & M.

While over a number of years the Department eventually reclaimed and provided two further areas on the Harbour frontage, Portions 478 and 524 and part of a third, Portion 577, the 1976 Annual Report refers to the probability that actual work on further areas of land would have to become the responsibility of the Squadron. That proved to be the case.

The solution - create the southern peninsula

In the process of developing Stage 1 and the first section of Stage 2 of Marina 1 between 1980 and 1984, large sections of what is now the southern peninsula were reclaimed by RQYS Marina Limited and the land area to the east of the public car park was increased from what I believe was in the order of 2 to 2.5 hectares to a little over 10 hectares.

Because of the lack of moorings for vessels, in 1975 I made submissions to Government for approval for the Squadron to build a floating Marina in the Harbour. The first of what we now know as floating Marinas was designed and built in Jessica Haven at Buddina on the Sunshine Coast by the late Keith Lawrie and it opened for business at Easter in 1973. The submissions I made to Government for the Squadron to build a Marina were rejected on the grounds the Harbour was for public use.

The Squadron then went to the extent of researching and by 1978 obtaining approval in principle to build a harbour to the south of the existing premises. In an earlier article I provided information about the proposed RQYS Harbour and in a later one, I'll outline how the Marinas were developed.

After Government policy changed in 1979, Stage 1 of Marina 1, comprised of A to J Rows, was completed by RQYS Marina Limited in August 1981. Some dredging and reclamation was carried out during construction of Stage 1 and on 7 April 1982 the Company arranged for the application to be made to H & M for approval for the major work to reclaim the balance of what is now the southern peninsula. In a letter dated 26 May 1982 H & M set out the conditions for the reclamation. The plan from the H & M letter of approval showing the area to be created is included as the second one at the end.

Only slightly over 4 hectares for reclamation and disposal of spoil

Because there is now only slightly over 4 hectares available, some Berth Holders and Members question what they perceive to be inadequate planning to deal with spoil from long term maintenance dredging in the Harbour. When that happens, I point out that at about the time the decision was made to agree not to proceed with the planned Squadron Harbour and tender for the use of areas in Manly Boat Harbour, it was on the basis about 12 hectares would be available for reclamation and spoil disposal. That is evidenced by the first Plan which appears at the end of this article and was part of the 1979 H & M report relating to the Harbour.

I also point out that the H & M Plan enclosed with its letter dated 26 May 1982 and the second one at the end shows the Eastern Reclamation Area as "Abt 12 ha" and further, that the plan shows the ERA as "Area approved for reclamation" , while the balance of the southern peninsula with the exception of Portions 441, 478, 524 and 577 (unnumbered on the plan) is shown as "Area proposed to be reclaimed (6 ha approx)".... .

In the case of those Berth Holders and Members who pursue the subject further, I go on to point out that in a letter dated 29 March 2000, the then Queensland Transport drew the attention of officers at the Port to the necessity to take steps to extinguish Native Title in respect of areas containing 6.722 hectares to the south, east and north of the existing Harbour areas, for the issue of a Perpetual Lease.

If that had been or is done, it will largely provide the area of 12 hectares shown in 1979 and 1982 Plans, which were relied on. Long term maintenance dredging in economically and environmentally sustainable ways will then be able to be carried out in the manner which was envisaged.

Matters associated with the Eastern Reclamation Area and the reduction in the area to slightly over 4 hectares, rather than 12 hectares, will be covered in a later article.

The first aerial photograph

Following the two Plans at the end, the first aerial photograph which was taken circa 1983 shows the extent of the reclamation done up to that time and also, Stage 1 of Marina 1 comprised of A to J Rows. The white line at the bottom of the photograph running from roughly west to east shows the approximate position to which RQYS Marina Limited was going to move the original outer southern wall to increase the land area. The white line running to the north, north west shows the approximate position of the proposed wall to complete the enclosure.

Freeholding and sailing from the Spending Beach

To the best of my recollection, RQYS Marina Limited completed the reclamation of the southern peninsula in 1983 - 1984 and approval for freeholding of Lot 663 was announced by then Premier, Sir Joh Bjelke Petersen, at Opening Day on 23 August, 1986.

In another article, I'll provide information on the difficulties experienced in getting approval for and then completing the freeholding of Lot 663. The overall exercise took more than ten years and it then took another fifteen years to get approval for and register the Access Easements over the 30m Strip along the Harbour frontage.

In a letter dated 25 August 1986 the then Minister for Water Resources and Maritime Services, Martin Tenni, approved the use of land at the eastern end of what is now Davenport Drive fronting what was then referred to as the Spending Beach for the launching of dinghies and windsurfers.

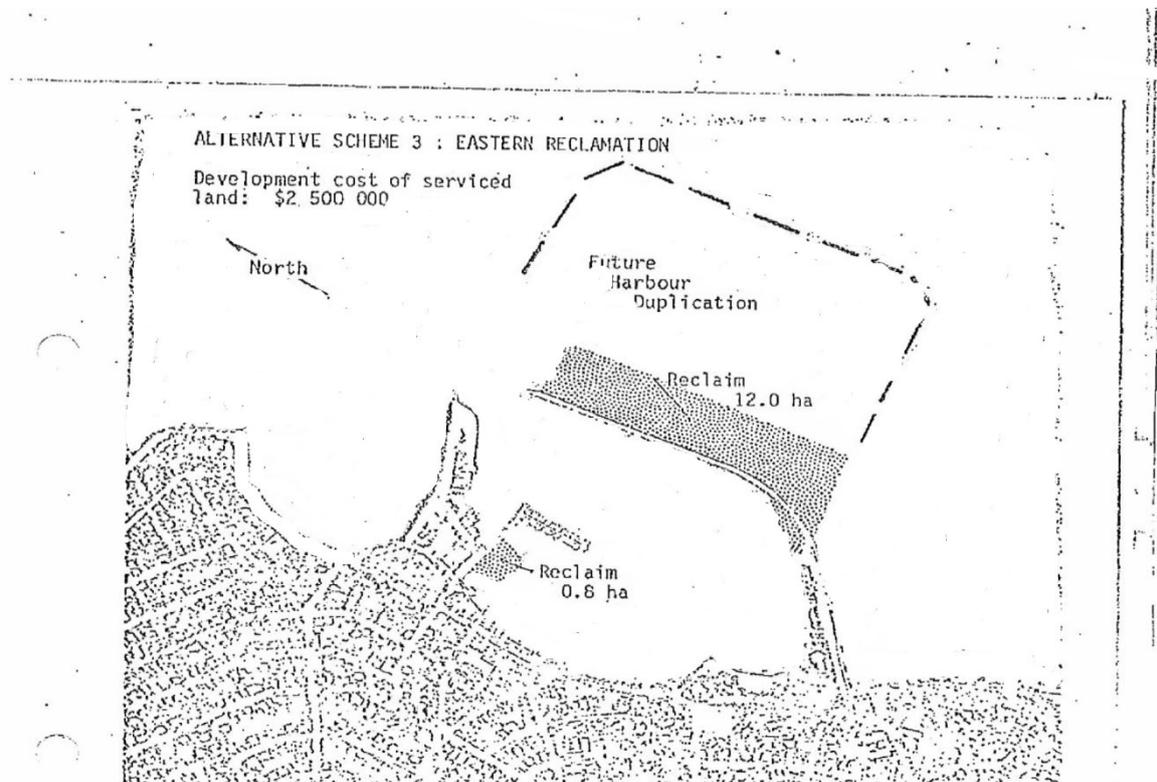
What was built and volumes of material

In the process of creating the balance of the southern peninsula to the east of the public car park, RQYS Marina Limited also built large sections of the inner southern revetment wall, moved the outer southern wall to its present position to the south of Davenport Drive and completed the areas to the east, paid the cost of building Davenport Drive, filled the peninsular and built roads, drainage, landscaping and hardstand and provided water, electricity and sewage.

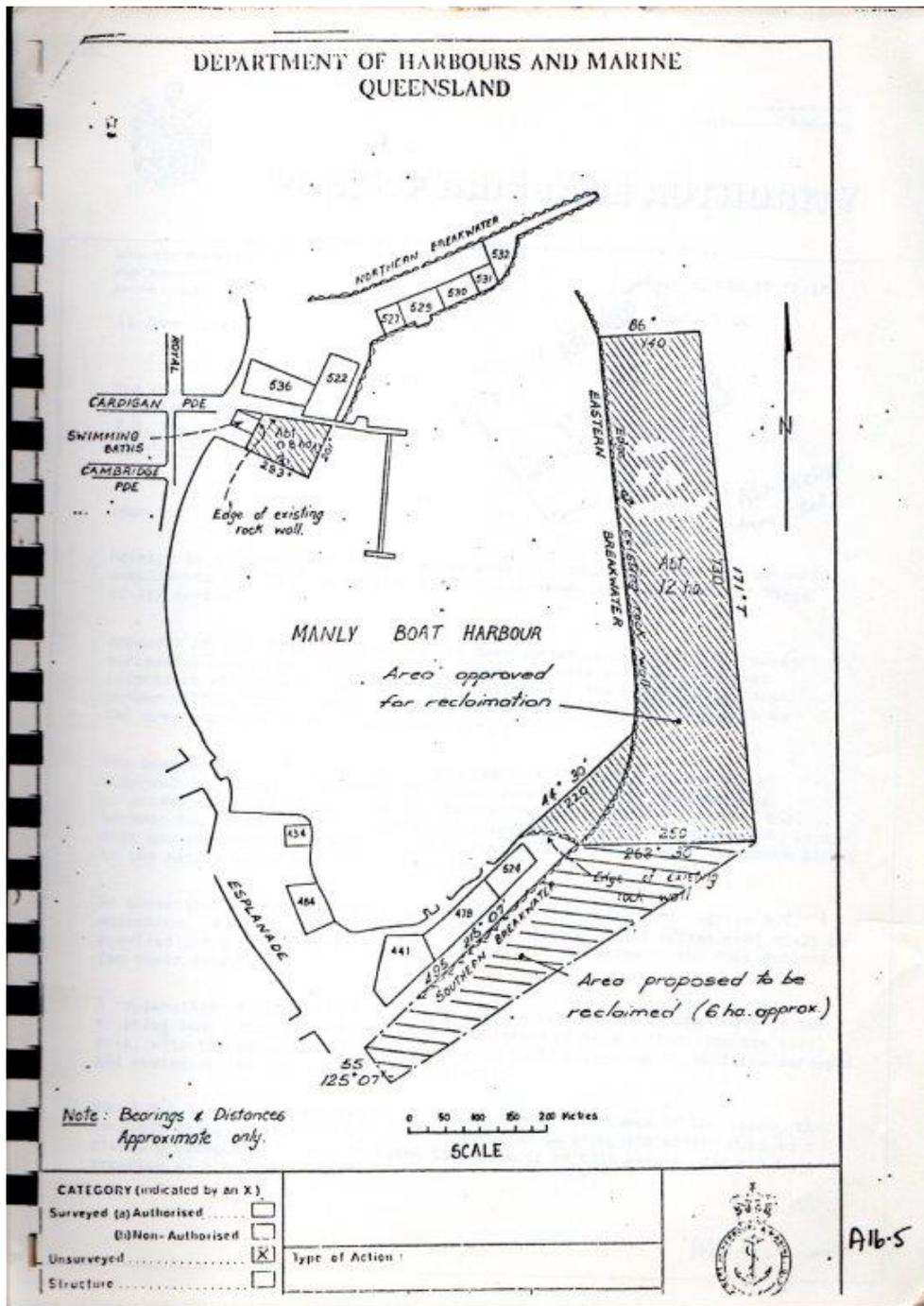
Of the material used for the reclamation of the balance of the southern peninsula undertaken by RQYS Marina Limited in 1983 - 1984, at least 80,000 m3 came from dredging done by the Company in the Harbour to create the water area for Stage 2 of Marina 1 and 140,000 m3 from what is now the water area of the Wynnum Manly Yacht Club Marina. That section was excavated in the dry and then flooded.

The final aerial photograph

The aerial photograph at the end shows the completed reclamation of the balance of the southern peninsula. The outer eastern wall creating the Eastern Reclamation Area hadn't been built when the photograph was taken and to the best of my recollections, that wall was constructed by Port of Brisbane Corporation in 1990.



This Plan was included in the 1979 H & M Report and shows the 12 hectare reclamation and spoil disposal area and the future second harbour. Those areas were the basis on which the Squadron agreed in 1979 to the request not to proceed with the construction of its own harbour and tender to build a Marina in Manly Boat Harbour.



This is the Plan which was included in the H & M letter dated 26 May 1982 approving the reclamation of the balance of the southern peninsula. Note the use of the word "approved" in relation to the Eastern Reclamation Area and "proposed" in respect of the balance of the southern peninsula.



This photograph was taken circa 1983 and shows the extent of the reclamation which had then been done and Rows A to J of Marina 1. The white line running W to E in the bottom shows where RQYS Marina Ltd was going to move the outer S wall to increase the land area of the southern peninsula. The white line running to the NNW shows the approximate position of the wall to be built completing the peninsula.



When this photograph was taken post 1984, reclamation of the southern peninsular had been completed by RQYS Marina Limited. The “Greg Cavill Building” is the circular structure towards the bottom right. K, L, M and N rows in Marina 1 are incomplete and none of P Row has been constructed. The outer eastern wall creating the Eastern Reclamation Area hasn’t been built. Most of the site for the WMYC Marina has been constructed, however there are no berths. The majority of the berths in East Coast Marina have been finished and MBTBC Marina hasn’t been built.

Bill Kirby