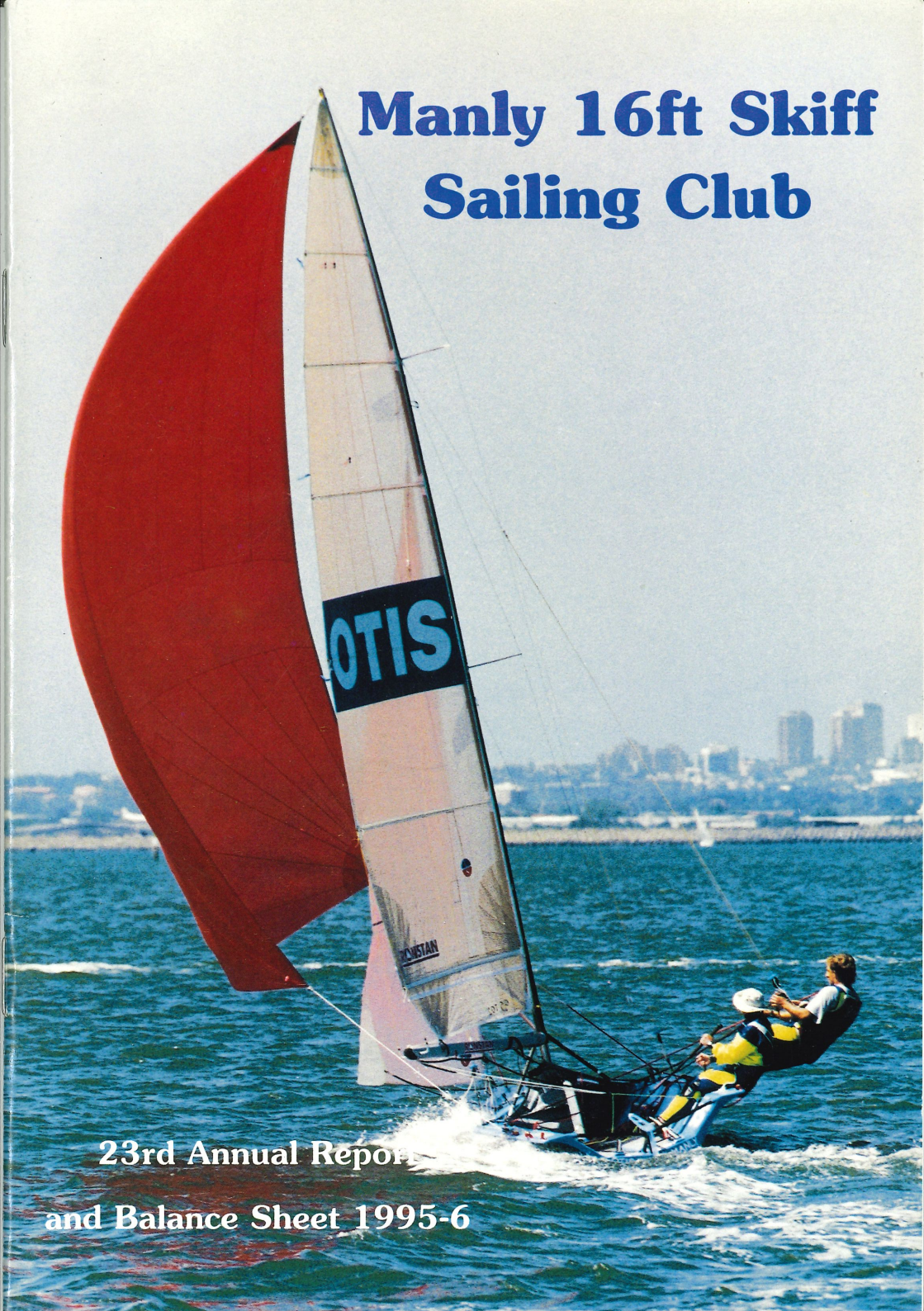


Manly 16ft Skiff Sailing Club



23rd Annual Report
and Balance Sheet 1995-6

MANLY 16FT SKIFF SAILING CLUB LTD

A.C.N. 001 066 253

NOTICE

The 23rd Annual General Meeting of the Manly 16ft Skiff Sailing Club Ltd will be held at 8.00pm on Monday 23rd September 1996, in the Clubhouse, East Esplanade, Manly.

AGENDA

1. Confirmation of the minutes of the 22nd Annual General Meeting held on 11th September 1995.
2. Apologies
3. To receive and consider the Balance Sheet, Profit and Loss Account and report of the Auditor.
4. To elect the Board of Directors for the ensuing year.
5. To appoint an Auditor.
6. To deal with any business of which due notice has been given.
7. To deal with any other business that the meeting may approve of which due notice has not been given.

NOMINATIONS FOR BOARD OF DIRECTORS

Nominations for the Board of Directors must be in the hands of the Secretary not less than 14 days prior to the date set for the Annual General Meeting.

AUDITORS

Wilkie Teape & Co.

PRESENT LIFE MEMBERS

Ken Clarke, Richard Hanlon, George S. Johnston, Henry Graham, W. Russell Slade, Clarrie Seller, Walter Standing, George Fitzgerald, Michael McMahon, John Talty, Ian Hutchinson, Peter St John, Thomas Graham.

PAST LIFE MEMBERS

Jack Graham, G. Burton, J. Forsyth, George Johnston, Perce Johnston, Harry Lemon, Arnold Marshall, Arthur L. Schultz, Lachlan Simms, Tom Fawkner O.B.E., Rueb Dubois, Keith Kershaw, Robert May, Wilfred Hole, Austin Dwyer, Ray Norminton, Alan Denoon, David R. Treharne, Eric Andrew, Jim Triglone, Douglas Kiely O.A.M.

LIFE PATRON

Jim Rando

REGISTER OF MEMBERS AS AT 30/4/96

LIFE	13
ACTIVE	166
JUNIOR	59
ASSOCIATE	1689
LIFE PATRON	1
	<hr/>
	1930

OFFICERS AND DIRECTORS - SEASON 1995/96

DIRECTORS

PRESIDENT
Mark Graham

VICE PRESIDENT
Peter St John

TREASURER
Michael McMahon (resigned 16/6/96)

COMMODORE
Hugh Cooke

Ian Richardson, Matthew Triglone, Craig Nicholls, Mark Schultz

ATTENDANCE AT BOARD MEETINGS

(13 Meetings)

Mark Graham	12	Peter St John	13
Michael McMahon	10 (resigned 16/6/96)	Ian Richardson	12
Hugh Cooke	11	Matthew Triglone	10
Craig Nicholls	10	Mark Schultz	13

PERMANENT STAFF

SECRETARY MANAGER
John Fitzgerald

ASSISTANT SECRETARY MANAGER
Stephen Hartley

BAR STAFF
Steven Ballard, David McLean

SAILING OFFICIALS

16ft Skiffs

COMMODORE
Hugh Cooke

VICE COMMODORE
Craig Nicholls

RACE SECRETARY
Rolf Cohen

CLUB CAPTAIN
John Munson

VICE CLUB CAPTAIN
David Moss

COMPETITION SECRETARY
Trevor Barnabas

STARTER AND JUDGE
John Talty

ASST STARTER AND JUDGE
Chris Hill

HANDICAPPERS

Henry Graham, John Talty, Hugh Cooke

BOAT & SAIL MEASURERS

Don Heiser, Marc Sier, Trevor Barnabas, Robert Atkins

ASSOCIATION DELEGATES
Jim Kerrison, Dennis Beeby

PUBLICITY OFFICER
Clint Bowen

RESCUE CRAFT OPERATORS
Dennis Beeby, David Moss

FLYING ELEVEN DELEGATE
Matthew Triglone

Flying 11s

PRESIDENT
Rod Zemanek

VICE PRESIDENT
Glenn Bianco

RACE SECRETARY
Denise Bianco

RACE COMMITTEE

Rod Zemanek, Glenn Bianco, Barbara Zemanek, Susan Moor, Barry Cleary,
John Bianco

HANDICAPPERS

Glenn Bianco, Barry Cleary, Barbara Zemanek, Peter Milham

BOAT & SAIL MEASURERS

Ken Wray, Peter Moor, Phil Yeomans, Glenn Bianco

NSW FLYING 11 ASSOCIATION DELEGATES

Lyn Milham, Barbara Zemanek, Damon Zemanek, Phil Yeomans

PRESIDENT'S REPORT

I present herewith the Annual Report and Financial Accounts of the Manly 16ft Skiff Sailing Club for the year ended 30 April 1996. The result posted this year is a very pleasing one again and reinforces the support that the Club receives from its members. Before allowing for depreciation for the year the Club's Nett Profit is \$326,082 and a healthy cash position has been maintained even after completion of the new bar facilities.

Again during the year the Club has experienced some changes with the departure of John Fitzgerald who, over his 19 years as Secretary Manager of the Club has worked honestly and diligently to ensure that the bar service and poker machine facilities have been maintained in an order that allows for smooth operations. I believe I would speak on behalf of all members and the Board of Directors in thanking John very much for his service over the years and wish him every success and happiness in the future.

I would also like to take this opportunity to congratulate Michael McMahon on his appointment to the new position of General Manager of the Club and look forward to working closely with him in this capacity.

The sailing season was once again a successful one for the Club with Greg Hyde and the crew of "OTIS" bringing to Manly the State and Australian Championship Titles for the 16ft skiffs, whilst Ben Bianco and his crew in "BENT" brought to Manly both the State and the Australian Titles in the Flying Eleven division. Congratulations to both boats and crews. Congratulations should go to all competitors as the season was a very challenging one particularly with changes to the shapes of new boats and rig configurations. Thanks should also be given to the officials who are present every week to ensure the conduct of good competitive racing. I am sure that the coming season will prove to be more exciting as the sixteens move toward a one design with restrictions and assymetrical spinnakers. With both class fleets continuing to grow there has been some pressure placed on the Board to ensure that the boats can be housed adequately and to this end we currently have a Development Application into Manly Council for a small extension to the current annexe to create more room for boat storage. There is no doubt that our support of both classes will continue with some plans in mind to expand our sailing training programme for our junior sailors.

I would finally like to thank the other members of the Board for their support and assistance provided in working towards making the Club a pleasurable environment for all members as we strive to ensure that this continues into the future and the Club continues to prosper.

Mark Graham
President

DIRECTORS' REPORT

Your Directors present their report on the accounts of the Manly 16ft Skiff Sailing Club Ltd for the year ended 30th April 1996.

1. DIRECTORS' NAMES :

At the date of this report, the names of the Directors in office are:

Mark Thomas Graham	Peter St John
Michael Joseph McMahon (<i>resigned 16/6/96</i>)	Ian Malcolm Richardson
Hugh Faringdon Cooke	Matthew James Triglone
Mark William Schultz	Craig Edward Nicholls

2. PRINCIPAL ACTIVITIES :

The Company continued to operate as a sailing and social club throughout the financial year.

3. RESULTS :

The net profit of the Company for the financial year amounted to \$124,925.

4. REVIEW OF OPERATIONS :

There was an increase in operating revenue for this financial year of 29%. Bar trade showed a small increase. The increase of 7.6% was mainly attributable to increased activity in the dining room, particularly function bookings. The major part of the increase in operating income was from poker machine revenue which rose by an unprecedented 42%. With a further increase in the number of members, revenue from subscriptions also rose. Revenue from lease payments by the caterer provided almost \$10,000. Notwithstanding, the Club still effectively subsidised the cost of providing the catering facility to sum of around \$6,000. As predicted the year also saw an increase in cash investments which in turn provided an increase in interest on those investments.

Overall trading expenditure also increased. This was due in the most part to increases in depreciation, wages, tax on poker machines and the cost of sailing activities.

5. SIGNIFICANT CHANGES :

There have been no significant changes in the state of affairs of the Club during the financial year. The Club's profitability showed a healthy increase along with its cash reserves.

6. MATTERS SUBSEQUENT TO THE END OF FINANCIAL YEAR :

At the date of this report there are no matters or circumstances which have arisen since 30th April 1996 that have significantly affected or may significantly affect:

- i) the operations of the Club
- ii) the results of those operations; or
- iii) the state of affairs of the Club

in the financial year commencing 1st May 1996.

7. LIKELY DEVELOPMENTS :

There is every indication that overall turnover should continue to improve to allow the Club to further consolidate its overall financial position. The Board is currently looking at options to extend the annexe to provide further boat storage. Proposed costs are not yet available.

8. INFORMATION IN RESPECT OF DIRECTORS :

Director	Qualifications and Experience	Special Responsibilities
M.T. Graham	Bach. of Commerce, ACA Director since 1990 Chartered Accountant	President
P. St John	Director since 1986 Retired	Vice-President
H.F. Cooke	Naval Architect Certificate Director since 1991 Ship Surveyor	Commodore
I.M. Richardson	Director since 1987 Part-time TAFE Teacher	Director
M.J. Triglone	Director since 1992 General Manager	Director
M.W. Schultz	Director since 1994 Distribution Manager	Director
C.E. Nicholls	Director since 1994 Airconditioning Technician	Director

9. BENEFITS TO DIRECTORS :

No Director has received or has become entitled to receive (since the previous report) any benefits from a contract between the Company and himself, his firm or a company in which he has a substantial financial interest.

10. DIRECTORS LIABILITY INSURANCE

In September 1995, the Company paid a premium of \$1,450 to renew an insurance policy commenced in 1993 to cover all directors of the Company named in paragraph 1 of this report and the Secretary/Manager (now General Manager) against all costs and expenses involved in defending legal actions and any resulting payments arising from a liability to persons incurred in their position as director or Secretary/Manager (now General Manager) (as appropriate), unless the conduct involves a wilful breach of duty or an improper use of inside information or position to gain advantage. The policy does not specify the premium for each individual director or the Secretary/Manager (now General Manager).

Signed on behalf of the Board this 15th day of August 1996.

M.T. Graham
Director

M.W. Schultz
Director

STATEMENT BY THE DIRECTORS

In the opinion of the Directors of the MANLY 16FT SKIFF SAILING CLUB LTD:

- (a) the accompanying financial statements are drawn up so as to give a true and fair view of the result and cash flows of the Company for the financial year ended 30th April 1996;

(b) at the date of this statement there are reasonable grounds to believe that the Company will be able to pay its debts as and when they fall due.
- The financial statements have been made out in accordance with Statements of Accounting Concepts and applicable Accounting Standards.

This statement is made in accordance with the resolution of the Board of Directors and is signed for and on behalf of the Directors by:

M.T. Graham
Director

M.W. Schultz
Director

Signed on 15th day of August 1996.



MANLY 16FT SKIFF SAILING CLUB LTD
TRADING AND PROFIT & LOSS ACCOUNT FOR YEAR ENDED
30th APRIL 1996

	Note	1996 \$	1995 \$
Gross Sales		750,993	697,626
Stock on hand at cost 30/4/96		<u>36,455</u>	<u>29,572</u>
		787,448	727,198
LESS			
Stock on hand at cost 1/5/95	29,572		39,616
Purchases	354,515	<u>384,087</u>	<u>384,087</u>
		403,361	343,111
ADD OTHER INCOME			
Poker machine income		669,739	471,127
Catering income		9,978	5,400
Sundry income	2(i)	5,866	15,528
Membership - applications		6,095	9,150
- subscriptions		61,520	58,005
Interest received	2(ii)	<u>20,699</u>	<u>9,694</u>
TOTAL OPERATING INCOME		<u>1,177,258</u>	<u>912,015</u>
LESS EXPENSES			
Audit and accounting	13,310		12,590
Bank charges and EFTPOS fees	8,080		6,815
Bar deficiency	402		(60)
Catering costs	4,523		1,590
Cleaning and cartage	36,152		35,550
Depreciation	201,157		174,274
Entertainment, social functions	19,972		19,878
Gas and electricity	24,369		23,288
Insurance	34,022		30,953
Liquor licence	35,915		35,609
Printing and stationery	9,649		10,295
Postage	2,769		3,172
Rent and rates	16,648		17,291
Repairs and maintenance - buildings	14,466		19,489
" " " - plant, furniture and fittings	17,540		14,775
Security service	2,306		745
Sundry Expenses	29,241		19,792
Taxation on poker machines	128,829		85,012
Telephones	3,374		3,562
Superannuation	13,998		13,893
Wages	262,615		244,623
Provision for long service leave	7,954		1,366
Sailing expenses, towage and launch hire	18,658		11,332
Rescue craft expenses	9,875		12,287
Trophies and prizemoney	99,326		79,505
Travellers fund	33,226		2,763
Flying 11 division	3,957	<u>1,052,333</u>	<u>1,050</u>
OPERATING PROFIT / (LOSS)		<u>124,925</u>	<u>72,367</u>
Retained profits at the beginning of the year		992,069	919,702
Retained profits at the end of the year		1,116,994	992,069

MANLY 16FT SKIFF SAILING CLUB LTD
BALANCE SHEET AS AT 30th APRIL 1996

	Note	1996 \$	1995 \$
CURRENT ASSETS			
Cash		60,208	70,325
Receivables	5	53,718	24,452
Investments	6	388,915	258,798
Inventories	7	36,455	29,572
Other	8	29,709	29,293
TOTAL CURRENT ASSETS		<u>569,005</u>	<u>412,440</u>
NON-CURRENT ASSETS			
Property, plant and equipment	4	756,018	777,701
TOTAL NON-CURRENT ASSETS		<u>756,018</u>	<u>777,701</u>
TOTAL ASSETS		<u>1,325,023</u>	<u>1,190,141</u>
CURRENT LIABILITIES			
Creditors and borrowings	9	34,147	32,661
Provisions	10	30,155	31,939
Other	11	119,968	116,084
TOTAL CURRENT LIABILITIES		<u>184,270</u>	<u>180,684</u>
NON-CURRENT LIABILITIES			
Provisions	12	23,759	17,388
TOTAL NON-CURRENT LIABILITIES		<u>23,759</u>	<u>17,388</u>
TOTAL LIABILITIES		<u>208,029</u>	<u>198,072</u>
NET ASSETS		1,116,994	992,069
SHAREHOLDERS EQUITY			
Retained profits		1,116,994	992,069
TOTAL SHAREHOLDERS EQUITY		1,116,994	992,069
COMMITMENT FOR EXPENDITURE	13		

The accompanying notes form part of these accounts

**NOTES TO AND FORMING PART OF THE ACCOUNTS FOR
YEAR ENDED 30th APRIL 1996**

STATEMENT OF ACCOUNTING POLICIES

The accounts of the Club have been prepared in accordance with the provisions of applicable approved accounting standards, the requirements of Schedule 5 of the Corporations Regulations and comply with other requirements of the law.

Unless otherwise stated the accounting policies adopted by the Club are consistent with those adopted in the previous financial year.

1. Set out below is a summary of the significant accounting policies adopted by the Club in the preparation of the accounts.

- a) The financial statements have been prepared under the historical cost convention on a going concern basis.
- b) Depreciation on fixed assets apart from club buildings and poker machines has been calculated on the diminishing value method of depreciation at a rate of 20%.
- c) Poker machines are depreciated using the diminishing value method at a rate of 35.4%.
- d) The club buildings are situated on leasehold land and are being written off over the twenty year period of the lease (1980 - 2000).
- e) The liability to employees for long service leave is recorded in the accounts in respect of those employees who have completed at least five years service and is based on the rate of pay applicable at the end of the financial year.
- f) The liability for holiday pay covers all accrued leave as at the end of the financial year and is based on pay rates applicable at that time (including 17½% leave loading).
- g) The liability for sick leave only covers accrued leave as at 15 February 1993 for two employees (20 days each). After that date, sick leave accruals in excess of 20 days (if accrued as at 15/2/93) and any entitlements accruing after that date are not redeemable if unused. Traditionally, only small amounts of sick leave have been taken by staff over the years. As such, entitlements used after 15/2/93 are to be charged to expenditure in the relevant accounting period in which the leave is taken.
- h) No provision has been made for income tax as the Club currently holds an exemption from the payment of such tax under paragraph 23(g)(iii) of the Income Tax Assessment Act 1936.
- i) All inventories are valued at cost.
- j) Assets have been recorded at their historical cost of acquisition unless otherwise stated.

	1996 \$	1995 \$
2. OPERATING REVENUE		
(i) Sundry income comprises:		
- Cigarette machine revenue	3,184	3,380
- Sundries	912	280
- Profit on disposal of poker machines	<u>1,770</u>	<u>11,867</u>
	<u>5,866</u>	<u>15,527</u>
(ii) Interest was received from the following:		
- A.N.Z. Banking Group Ltd	20,699	9,694
3. OPERATING PROFIT		
Operating profit has been determined after charging:		
- Depreciation - leased club buildings	128,004	111,304
- Depreciation - plant and equipment	21,744	21,973
- Depreciation - rescue craft	982	1,229
- Depreciation - outboard motor	1,536	420
- Depreciation - poker machines	46,148	36,190
- Depreciation - carpet	2,743	3,428
- Auditors fees - Wilkie Teape & Co	4,000	3,800
- Stocktakers fees - John Blundell Pty Ltd	2,790	2,520
- Material losses on disposal of non-current assets	4,753	242
4. PROPERTY, PLANT AND EQUIPMENT		
Club building	999,495	916,645
/less provision for depreciation	<u>492,477</u>	<u>365,223</u>
	<u>507,018</u>	<u>551,422</u>
Club building (annexe)	15,000	15,000
/less provision for depreciation	<u>12,000</u>	<u>11,250</u>
	<u>3,000</u>	<u>3,750</u>
Plant, furniture and fittings	198,848	170,331
/less provision for depreciation	<u>91,074</u>	<u>81,672</u>
	<u>107,774</u>	<u>88,659</u>
Rescue craft	29,766	29,766
/less provision for depreciation	<u>25,835</u>	<u>24,853</u>
	<u>3,931</u>	<u>4,913</u>
Outboard motors	10,270	8,200
/less provision for depreciation	<u>1,198</u>	<u>6,522</u>
	<u>9,072</u>	<u>1,678</u>
Poker machines	223,201	206,585
/less provision for depreciation	<u>108,949</u>	<u>93,020</u>
	<u>114,252</u>	<u>113,565</u>
Carpet	24,258	24,258
/less provision for depreciation	<u>13,287</u>	<u>10,544</u>
	<u>10,971</u>	<u>13,714</u>

	1996	1995
	\$	\$
5. CURRENT RECEIVABLES		
Sailing advances	51,001	21,742
Sundry debtors	<u>2,717</u>	<u>2,710</u>
	<u>53,718</u>	<u>24,452</u>
6. INVESTMENTS		
A.N.Z. Banking Group Ltd	388,915	258,798
7. INVENTORIES		
Stock on hand - bar	35,092	29,291
Stock on hand - club shirts	<u>1,363</u>	<u>281</u>
	<u>36,455</u>	<u>29,572</u>
8. OTHER CURRENT ASSETS		
Prepayments	29,709	29,293
9. CURRENT CREDITORS AND BORROWINGS		
Trade creditors	34,147	32,661
10. CURRENT PROVISIONS		
Provision for sick leave	6,442	6,027
Provision for holiday pay	<u>23,713</u>	<u>25,912</u>
	<u>30,155</u>	<u>31,939</u>
11. OTHER CURRENT LIABILITIES		
Accruals	82,625	62,771
Subscriptions in advance	<u>37,343</u>	<u>53,313</u>
	<u>119,968</u>	<u>116,084</u>
12. NON-CURRENT PROVISIONS		
Provision for long service leave	23,759	17,388
13. COMMITMENTS FOR EXPENDITURE		
Material expenditure commitments that are not included in the balance sheet comprises lease expenditure for the two club buildings which are subject to a 20 year lease (1980 - 2000):-		
	1996	1995
Due and payable		
- within one year	12,326	12,104
- later than one year and less than two years	12,326	12,104
- later than two years and less than five years	24,652	34,795
- later than five years	<u>0</u>	<u>0</u>
	<u>49,304</u>	<u>59,003</u>

NOTE: The amounts quoted above are based on current rates. The lease payments were subject to review every five years during the lease period (1985, 1990 and 1995). The amount payable for the ensuing period was adjusted to reflect any movement in the CPI during the preceding period.

14. RELATED PARTIES DISCLOSURES

The Directors of the Manly 16ft Skiff Sailing Club Ltd during the financial year were:-

Mark Thomas Graham	Matthew James Triglone
Michael Joseph McMahon (<i>resigned 16/6/96</i>)	Ian Malcolm Richardson
Peter St John	Mark William Schultz
Hugh Faringdon Cooke	Craig Edward Nicholls

15. CONTINGENT LIABILITIES

There are no known contingent liabilities.

16. FINANCIAL REPORTING BY SEGMENTS

The Club operates predominantly in one industry. The principal activity of the Club is that of a licensed sporting club under section 14 of the N.S.W. Registered Clubs Act. The Club operates predominantly in one geographical area, being Manly, N.S.W., Australia.

**STATEMENT OF CASH FLOWS FOR
FINANCIAL YEAR ENDED 30th APRIL 1996**

	1996 INFLOWS (OUTFLOWS)	1995 INFLOWS (OUTFLOWS)
Cash flows from operating activities		
Receipts from customers and others	1,550,061	1,312,118
Payments to suppliers and employees	(1,268,303)	(1,080,782)
Interest received	20,699	9,694
Net cash provided by operating activities	<u>302,457</u>	<u>241,030</u>
Cash flows from investing activities		
Payments for plant, furniture and equipment	(92,207)	(68,678)
Payments for leasehold improvements	(82,850)	0
Payment for outboard engine	(8,170)	0
Proceeds from sale of plant and equipment	770	16,480
Net cash used in investing activities	<u>(182,457)</u>	<u>(52,198)</u>
<i>Net increase (decrease) in cash held</i>	120,000	188,832
<i>Cash at beginning of the year</i>	<u>329,123</u>	<u>140,291</u>
Cash at end of the year	<u>449,123</u>	<u>329,123</u>

NOTES TO THE STATEMENT OF CASH FLOWS

Reconciliation of Cash

For the purposes of the Statement of Cash Flows, cash includes cash on hand and in banks and investments in money markets, net of outstanding bank overdrafts. Cash at the end of the financial year as shown in the Statement of Cash Flows is reconciled to the related items in the Balance Sheet as follows:-

Cash at bank	50,348	62,465
Cash on hand	9,860	7,860
Short term deposits	388,915	258,798
	<u>449,123</u>	<u>329,123</u>

*Reconciliation of net cash provided by
Operating activities to operating profit*

Operating profit (loss)	124,925	72,367
Depreciation and amortisation	201,157	174,274
Net (profit) loss on sale of non-current assets	2,983	(11,625)
Provision for long service, sick and annual leave	4,587	17,713
Changes in assets and liabilities		
Purchase plant & equipment (due for payment 15/5/95)	0	(15,000)
Decrease (increase) in inventories	(6,883)	10,044
Decrease (increase) in prepayments	(416)	(17,783)
Decrease (increase) in sailing advances	(29,259)	1,361
Decrease (increase) in sundry debtors	(7)	(2,430)
(Decrease) increase in sundry creditors and accruals	21,340	27,039
(Decrease) increase in subscriptions in advance	<u>(15,970)</u>	<u>(14,930)</u>
Net cash provided by trading activities	<u>302,457</u>	<u>241,030</u>

**INDEPENDENT AUDITOR'S REPORT TO THE MEMBERS OF
MANLY 16FT SKIFF SAILING CLUB LTD**

Scope

We have audited the financial statements of Manly 16ft Skiff Sailing Club Ltd for the year ended 30th April 1996 consisting of the balance sheet, profit and loss account, statement of cash flows, accompanying notes and the statement by Directors. The company's Directors are responsible for the preparation and presentation of the financial statements and the information they contain. We have conducted an independent audit of these financial statements in order to express an opinion on them to the members of the Club.

Our audit has been conducted in accordance with Australian Auditing Standards to provide a reasonable assurance as to whether the financial statements are free of material misstatement. Our procedures included examination, on a test basis, of evidence supporting the amounts and other disclosures in the financial statements, and the evaluation of accounting policies and significant accounting estimates. These procedures have been undertaken to form an opinion as to whether, in all material respect, the financial statements are presented fairly in accordance with Accounting Standards and other mandatory professional reporting requirements (Urgent Issues Group Consensus Views and statutory requirements) so as to present a view which is consistent with our understanding of the company's financial position and the results of its operations and cash flows.

The audit opinion expressed in this report has been formed on the above basis.

Audit Opinion

In our opinion, the financial statements of Manly 16ft Skiff Sailing Club Ltd are properly drawn up:

- a) so as to give a true and fair view of:
 - i) the state of affairs of the Club as at 30th April 1996 and results and cash flows of the Club for the financial year ended on that date;
 - ii) the other matters required by Division 4, 4A and 4B of Part 3.6 of the Corporations Law to be dealt with in the financial statements;
- b) in accordance with the provisions of the Corporations Law; and
- c) in accordance with applicable Accounting Standards and other mandatory professional reporting requirements.

Dated at Brookvale this 16th day of August 1996

P.F. Freeman - Partner
Wilkie Teape & Co.

TREASURER'S REPORT

The net trading profit for the financial year to 30th April 1996 was \$124,925.

This is again an excellent result, primarily influenced by continued growth in revenue from poker machines (up just under \$200,000 - a 42% increase on last year).

There was an overall increase in our operating revenue of 29%. Bar trade increased 7.6% and this was principally due to increased wine sales, mainly attributable to function bookings. Whilst catering income did increase, overall the Club still effectively subsidised the catering facility by approximately \$10,000. The Board accepts that this situation is difficult to overcome because the market available to the caterer is limited to our members and their guests.

The Board allowed a further increase in the number of members (just over 80 for the year). With 1,930 members we are not too far from the maximum allowed by our licence (2,000). The Board has adopted a policy that these vacancies will be retained for those prospective members directly involved in our sailing activities. With the waiting list now standing at nearly 500, the Board is currently considering whether to apply to the Liquor Administration Board for an increase in the maximum allowable.

Investment revenue showed an increase, reflecting further consolidation of our cash reserves following the rebuilding project in 1992. The renovation and improvement to our bar facilities in September/October 1995 was the final stage of this rebuilding project. The cost was \$95,000, but I am sure members will agree that the final result is worthwhile.

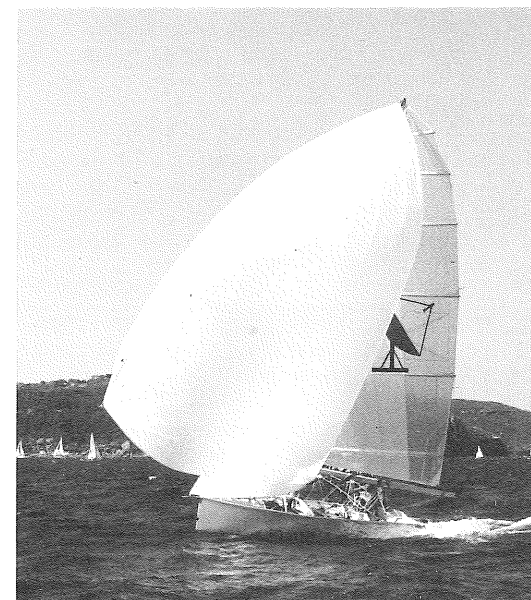
Overall trading expenditure did increase. The following are comments on the more significant items:-

- **Depreciation** (+\$26,883) - increase is principally the result of the writing off of the cost of the renovations to the bar over the remaining period of the existing lease on the building (5 years) and the purchase of several major items of plant and equipment for the new bar area.
- **Security services** (+\$1,561) - represents a full years cost of connecting our alarm back to a base. This step was taken to stop false alarms during the night disturbing local residents.
- **Sundry expenses** (+\$9,449) - the major portion of this resulted from architectural costs associated with developing plans for increasing our boat storage area, losses associated with the disposal of plant and equipment replaced when the bar was renovated, losses associated with the trade in of several poker machines and a donation to Manly Lions Club in regard to fund raising for a Children's Cancer project.
- **Taxation on Poker Machines** (+\$43,817) - increase is in line with the increase in net takings from the machines of \$198,612.

- **Sailing expenditure** (+58,105) - includes net direct expenses on our sailing activities which includes towage, rescue craft, prizemoney, travelling allowances, trophies, Flying 11 activities and sundry sailing activities. Prizemoney was the major area where expenditure increased and resulted from an increase in the amounts payable for placings in weekly races combined with an increase in the size of the fleet. Travelling allowances for 16ft skiffs increased as the Australian Championships were held in Perth this season (last season was at Drummoyne). The increase in general sailing expenses resulted from a grant of \$1,000 being paid to 5 boat owners to assist with the cost of "decking in" skiffs. This was a major change for the 16ft skiff class and the Board considered that this grant would facilitate the transition. It is expected that many of the remaining owners will avail themselves of the grant in the coming year. The expenditure on the F11 Division mainly resulted from an increase in the cost of trophies and prizemoney.

In summary, this year was one which saw our financial position take a further step towards consolidation after heavy expenditure during the renovations in 1992/93. The trading surplus again surpassed our expectations in the light of the high provision for depreciation being incurred on the building. There is every reason to expect that the coming year should also see a trading surplus, although our expectation is that it will be less than last year with cost increases expected to exceed our projected increase in income.

Michael McMahon
Hon. Treasurer



1995/96 Club Point Score winner - "SATellite EXPRESS"

COMMODORE'S REPORT

Congratulations again go to Peter Hubble's skiff "OTIS", superbly sailed by Greg Hyde and his crew of Mark Patterson, Rod Howell and Peter Hubble for winning the big three championships, the Club, the State and the Australian in season 1995/6. In addition they won the lion's share of the inter-club regattas during the season. This revolutionary skiff, which represented the club with such acclaim and honour during the past season, has now been selected as the model for all 16ft skiffs in the future.

The 16ft skiff movement Australia wide, took the far reaching decision to adopt a "one design" hull shape for all new skiffs from the 1996/7 onward, and the new hull shape is based on the successful "OTIS" hull. The decision was taken after much soul searching, to stop the trend of skiffs being out-dated after only one or two seasons, and having little or no resale value due to the design being outdated. The new rules have also modernised the sail and rig measuring rules, based on the new two mast/eight sail restriction, which will encourage a more modern sail design, and simplify measuring procedures. The most dramatic rig change is the move to a new and larger asymmetrical spinnaker, which is set from a fixed pole.

These new restrictions will complement those introduced last season, which allowed decking in. The new rules still encourage a degree of individual design and development, as the arrangement of the skiff deck and cockpit layout allows individual design and construction. To promote the construction of new skiffs, the club has invested in a female building mould which members may use for a prescribed fee, and is currently held at the premises of well known boat builder Paul Kulmar. The Club plans to amortise the outlay over a period of years. Prospective owners may purchase a hull only, or a completed skiff. The rules still allow owners to build their skiffs, subject to the hull meeting a rigid measurement check to the prescribed tolerances, after completion.

As most members are aware, Greg Hyde suffered a seriously debilitating illness at the close of the sailing season, and spent the winter in St Vincents and is currently still recuperating Mt Wilga Rehabilitation Centre at Hornsby. The good wishes of all members go out to Greg, with the hope that the determination and fighting spirit he applied to his sailing, when applied to his rehabilitation, will see him back sailing the "OTIS" in the very near future.

To the sponsors of skiffs and of our weekly races, goes the sincere thanks of the sailors and the club officials. Without this support our club would not have been the premier 16ft Skiff Club in Australia, as it was in the 1995/96 season.

I personally wish to thank the on-water officials who generously make their time available each week in the sailing season to run the events. Without them we would not be as successful as we are at present. I would also like to welcome our new starter Chris Hill, whom has just served a full season as assistant starter under the watchful eyes of retiring team of John Talty and Henry Graham. Chris will be ably assisted by Dennis Beeby, who brings us YA starting experience from the F11 Association.

A special thanks goes to our life patron Jim Rando, who is also retiring from the demands of starting duties in the forth coming season, and who has delivered sterling service to the sailors over many seasons.

Congratulations go to the 1995/96 point score winner "SATELLITE EXPRESS", very consistently sailed by Paul Bennett for the first half of the season and Phil Cooke for the remainder and crewed by Ken McIntyre and our new club General Manager, Mick McMahon. They were also runner up in the Club Championship.

Congratulations also go to Craig Nicholl's and his crew sailing "TYPHOON FABRICS". They completed the quinella for this Club in the Australian Championships in Perth by being runner up to "OTIS".

In addition, we also gained the quinella in the State Championships with Trevor Barnabas and his crew of "BARACUDA-2UE" being runner up to "OTIS".

Hugh Cooke
Commodore



Australian and State Champion Flying 11 crew - (l to r) Scott Swalwell and Ben Bianco

FLYING 11 REPORT

In the 1995/96 season there were 25 boats competing in the Manly 16ft Skiff Club's Flying Eleven Division, the largest fleet for many years.

The quality of the fleet was demonstrated by the fact that the Club produced the current Australian Champion and State Champion winning crew of Ben Bianco and Scott Swalwell. The depth of competition was great with Club Champion winners Rob Cleary and Bret Swalwell making sure that Ben and Scott did not get everything their own way and Manly filled five of the top ten places in the National Titles.

The girls were well to the fore also with Justine Le Claire and Lauren Fogarty winning the Best Girl Crew Award at the Nationals, closely pressed by Nicole Milham and Lauren Bianco.

The intensive coaching provided by head coach "Baz" Atkins really paid dividends with the team from Manly trained to a keen pitch and sweeping all before them in the major races of the season.

Consistency and quality was shown by James Moor and Anthony Cowell in winning the Season Pointscore and one Quarter Pointscore. Newcomer to Manly Lloyd Edmunds and crew Jeffery Purcell pushed "LETHAL WEAPON" to the limit with excellent performances in the Australian Championships.

The Club is bursting at the seams with Flying Eleven's and moves are afoot to provide more accommodation for boats and consideration is being given to an additional junior class for 1996/97 to accommodate the younger sailors and introduce the younger kids to sailing as early as possible.

With this talent, the future crews for the 16's should be assured and it is expected that a number of Flying Eleven crews will sail skiffs in the coming season.

The parents and supporters of the Juniors are to be congratulated on their efforts in building the class and organising the racing, training, travelling and teamwork that is required to achieve not only quality results but an air of friendliness and sportsmanship which is a model for all clubs to admire.

The Flying Eleven Division wishes to acknowledge the strong support provided by the senior Club.

Rod Zemanek
President

GOLF CLUB REPORT

The 1995 Presentation Night and the Christmas Party under the fig tree on East Esplanade were just two of the social highlight of another successful year for the Golf Club.

The presentation night, attended by more than 70 of our members, was held at the Club in early March.

The major trophy, the annual pointscore, again was only decided after the results of our last monthly game had been finalised with former president and life member Ian Hutchinson triumphant. Hutchco showed some great form over the year to amass 428 points to beat Ian Gray (425) by three points after counting the best 12 out of 13 scores for our monthly games. Third was Peter St John from George Coote, Ron Morton and Robert Atkins.

Best of the ladies was Dale Ballantyne on 385 with Kay Coote runner up on 319.

Special mention should be made of those members who played all 13 games for 1995. They were: Kay Coote, George Coote, Keith Blackett, Ian Gray, Terry Hoskinson, Ian Hutchinson, Ron Morton and David Hooley.

The Secret Six Trophy, donated by Ian Gray, was won by Robert Atkins with a score of 142 points. He only just held out Gray on 141, and Ron Morton and George Coote on 139.

<u>Month</u>	<u>Course</u>	<u>Trophy</u>	<u>Winner(s)</u>	<u>Points</u>
January	Warringah	Rob Atkins Trophy	Ron Morton	45
February	Mona Vale	Bill Boylan Trophy	George Coote	45
March	Long Reef	John Barber Trophy	Don Paton	43
April	Wakehurst	Bob Stokes Memorial	John Barber	43
May	Palm Beach	Digger Barnes Trophy	Arthur McCarroll	50
June	Balgowlah	Terry Begg Trophy	Neville Henry	43
July	Chatswood	Hugo Hess Trophy	Ian Hutchinson	45
August	Long Reef	Stuart McPherson Trophy	Graham Webb	36
August	Bayview	David Moss Trophy	Peter St John	44
September	Wakehurst	Team Ambrose - Trevor & Zoe Lane Trophy	Rob Atkins Lara Jones Kevin Harris Wally Hess	
October	Warringah	Chas Ryan Trophy	Digger Barnes	40
October	Mona Vale	Bill Slatyer Trophy	Julie John	42
November	Bayview	Peter Wettstein Trophy	Soapie Chilvers	41
December	Mona Vale	Kevin Harris Trophy	Bill Slatyer	42

Club Championships were also held in conjunction with our October and November games with the winners on stroke:

A Grade - David Hooley (170) from Ian Gray (174) and Robert Atkins (178).

B Grade - Peter Spackman (169) from Ron Morton (185) and George Coote (189).

C Grade - John Barber (201) from Alan Chilvers (203) and John Richards (210).

D Grade - Julie John (213) from Bruce John (219) and Bill Slatyer (221).

Our monthly golf games were hotly contested in 1995, with results being:

The crowning event at the Christmas party last December was the Best Hat competition. It was a tough task with some great hats on display. Winners for the men were Chris Hill, Digger Barnes and Twiggy while the Ladies went to Jill Hill, Penny Hutchinson and Kay Henry.

A party of 40 or so members travelled to Wiseman's Ferry last November for our annual weekend trip away with the golf and social events great. A team Ambrose event on the Sunday saw most of our tourists compete, with great fun had by all. Thanks to Kay and George Coote for all the organising.

This year the club will be at the Bowral Country Lodge for the first weekend in November.

Our membership still holds at the 55-57 mark with good fields for monthly games. It is good to see another band of regular visitors joining us. It shouldn't be too long before they, like Geoff Tindall, Sandy Bremner, Chris Hill and Larry Lombardo before them, are welcomed into the club as full-time members.

It is with sadness that we record the passing of one of our long-standing members in Adrian Van Kampen, who died on 23/9/95 at Bilpin. Condolences to his family.

Special thanks must go to all Sailing Club members who support us through our Friday night raffle and to our raffle masters Zube, Pie and Friendly for doing such a great job.

Thanks too to the committee of Vice Captain George Coote, Secretary Wally Hess, Treasurer Stuart McPherson, handicapper Ian Gray and starters Terry Hoskinson and Neville Henry for a job well done.

If any member wishes to join us on one of monthly games, put your name and telephone number on the monthly entry sheet which can be found on the club notice board and we will contact you.

Good golfing,
David Hooley
Captain

MANLY 16FT SKIFF SAILING CLUB TROPHY WINNERS 1995-96

CLUB CHAMPION

OTIS (Greg Hyde, Mark Patterson, Rod Howell, Peter Hubble)

Romans at Manly Restaurant Trophy for Club Champion, Aristocrat Leisure Industries Trophy for Australian Sprint Classic Champion, T.K. Motors Trophy. The crew also won the following interclub events - Belmont, Middle Harbour, Drummoyne, Manly, Georges River, Illawarra and St George Regattas, Australian Sprint Series at Belmont, State Championship and Australian Championship.

CLUB POINT SCORE WINNER

SATELLITE EXPRESS (Paul Bennett, Phil Cooke, Michael McMahon, Ken McIntyre)

Typhoon Fabrics Trophy for Pointscore Champion, Con's Corner Store Dee Why Trophy for Autumn Pointscore (equal), Bigfoot Trophy, Club Trophy Sprint Series, Club Trophy, Runner up Club Championship.

AQUAJJOY (Chad Beeby, Brett Ballantyne, Grant Williams)

Manly Boatshed Trophy, Manly Beach Resort Trophy, Club Trophy.

BARACUDA-2UE (Trevor Barnabas, Evan Beeby, Trent Barnabas)

Ampol Seaforth Trophy, Bigfoot Sailing Products Trophy for Spring Pointscore, Runner up State Championship.

BIGFOOT (Marc Sier, Michael Maynor, Steve Robson, Graeme Sinden)

Bob Holmes Boating Services Trophy.

BOB (Rolf Cohen, Anthony King, David Greuter)

Baracuda Pool Cleaner Trophy, Sealand Insurance Trophy, Sky Channel Trophy, Rotric Constructions Trophy, Dave Treharne Trophy Old Buffers Day (Ian Hutchinson).

BUCKLE LEATHER (Phil Harmer, Simon Swalwell, Robert Napper)

Stem to Stern Marine Fittings Trophy, 16ft Skiff Golf Club Trophy for Invitation Skippers Day (James Moor).

DISTINCT COMPUTER SOLUTIONS (Steve McIntyre, Peter Biggs, Mike Jenkins)

Cadillac Plastics Trophy.

L.J. HOOKER MOSMAN (Chris Smithers, James Smithers, James Godfrey, James King)

Carl and Robin Schroter Memorial Trophy, The Old Manly Boatshed Trophy, Topp Smash Repairs Trophy, NEC Trophy, Sandy and Wendy Hellmrich Trophy for Summer Pointscore, Hood Sailmakers Trophy for Crews Trophy.

SOUTHERLY (Matthew Triglone, Mark Schultz, Steve Cotton)

Distinct Computer Solutions Trophy.

SOUTHERN CROSS POOLS (Don Heiser, Bernie Kerr, David Bellamy)
Rota Sports Clothing Trophy, Pacific Neon Trophy, Runner up Season Point Score.

THE COMMITTEE BOAT (Barry Hodge, Tony Schultz, Geoff Piper)
Club Trophy.

UNPREDICTABLE (Rod Zemanek, Glenn Bianco, Damon and Patrick Zemanek)
Schultz Family Memorial Trophy, M.T. Graham and Co Chartered Accountants Trophy.

YTEC (Clint Bowen, Steve Bowen, David Burkett)
Koomooloo Trophy and Tighe Cup, J.G. Graham Trophy, Staunton Solicitors Trophy, The Keg Cup, Con's Corner Store Dee Why Trophy for Autumn Pointscore (equal).

The following boats also sailed with the Club but were unsuccessful in winning a trophy:-

3 COM NETWORKING (Andrew Miller, Paul Ashby, Andrew Phillips, John Lyons)

E.L. RYAN ELECTRICAL (Jim Kerrison, Chris Ryan, Peter Horne)

SPUNSPAR (David Taylor, Adam Barraclough, Stuart Graham)

TYPHOON FABRICS (Craig Nicholls, Bruce Painter, Jason Miller)
Runner up Australian Championship.

YANDAH (Ted Jones, John Tierney, Alan Stiel)

JOHN TIERNEY ANNUAL TROPHY for the most improved or outstanding performance by an individual or crew - **Trent Barnabas** ("Baracuda-2UE")

HISTORY OF THE CLUB

The Club was formed during the 1921/22 sailing season and became known as the Manly Sailing Club.

Most of the foundation members belonged to the Delwood Canoe Club and, despite competition from a number of other summer sports, banded together with several boats of various descriptions to hold races on Sunday afternoons.

The Club carried on this way for a couple of years, however, during this time it had been advocated that a definite class be formed. It was almost decided that the 14ft skiff would be the class, but the addition of several more 16ft skiffs during the 1925/26 season decided the issue. Any other type of boat racing with the Club then formed a "B" class.

The 16ft skiff class had its origins on Sydney Harbour at Balmain in 1901 and, by the time it was adopted by this Club, had already been established by other Clubs on the Harbour and Botany Bay and in Brisbane and Perth.

The greatest problem confronting boat owners and members of the Club at the time was that of suitable accommodation for their craft. Each individual owner had to find his own quarters. To this end the present site of the Club was leased from the Sydney Harbour Trust (now Waterways Authority) in January 1928 and a shed designed to accommodate ten boats was built at a cost of £298 (\$596). This shed remained until 1992 when it was demolished as part of major renovations to the Club.

By 1931 the country was in the grip of the Depression and the fleet had fallen to three boats, however, a small group of members managed to keep the Club viable. By 1934 the future looked brighter and the clubhouse was extended to accommodate a further ten boats.

During the Easter weekend in 1935 at Toronto (Lake Macquarie), the skiff "Lightning" sailed by Russell Slade became the first skiff from this Club to win a N.S.W. 16ft Skiff State Championship.

With the onset of the 2nd World War in 1939, the fleet and membership again decreased, with over 50% of the Club's members serving in the Armed Forces. For the duration of the War an average of six 16ft skiffs and four "B" class boats sailed each weekend.

After the end of hostilities in 1945, the Club supported the formation of North Harbour Sailing Club to provide a training ground for juniors who would hopefully move on to 16ft skiffs. To this end the "B" class which by this time mainly consisted of junior members began to race with the North Harbour Club.

In 1952, with the Club now only racing 16ft skiffs, the name was changed to Manly 16ft Skiff Sailing Club. By that time there was a fleet of about twelve 16ft skiffs racing with the Club and further extensions were carried out to the building to provide a social area.

The latter half of the 1950's and early 1960's was a period of rapid and dramatic change both for the Club and the 16ft skiff class. In early 1960, the Club applied for a Liquor License. This was ultimately granted on 1 July 1960. Up to this time revenue had



1995/6 Australian 16ft Championship - winning and runner up crews - (l to r) Rod Howell, Craig Nicholls, Greg Hyde, Peter Hubble, Mark Paterson, Bruce Hollis, Jason Miller, Bruce Painter

principally been raised by social functions, competitions, membership fees and debentures, shed rent and donations. In addition, much of the administration, building and maintenance work had been carried out on a voluntary basis by members, some of whom devoted many hours of their time. The increased revenue which resulted from the operation of the Club as a Licensed premises, was, and still is, applied solely to maintaining Club facilities and promotion of sailing.

The changes to the 16ft Skiff class at that time included - adoption of the bermudan rig to replace gaff rigs, hulls became significantly lighter in weight when ply construction began to replace the heavier planking method, and the use of trapeze wires as a method of balancing the boats was introduced, synthetic sails replaced cotton sails, wooden masts were gradually replaced by aluminium masts and buoyancy tanks were introduced to enable boats to be righted in the event of a capsized.

In 1963 the present concrete deck was constructed as the first stage of a rebuilding programme. Unfortunately, lack of finance and subsequent problems with this deck forced the shelving of this programme with exception of the addition of the timber deck in 1966.

To cater for the growing numbers of members' children interested in sailing and to provide a training ground for potential 16ft skiff sailors, the Club introduced the Flying Eleven division in 1971. This move proved very successful and by the mid 1970's the Club not only had a good Flying Eleven fleet but also a fleet of up to thirty 16ft skiffs.

To comply with the State Government requirements, the Club was incorporated as a company (limited by guarantee) in November 1972. The purpose of this requirement was to protect the liability of members should a club become insolvent.

On 26th May 1974, the Club building was severely damaged by a very severe storm which, combined with an exceptionally high tide, saw waves actually breaking over both the concrete and timber decks. This same storm caused considerable damage around the Manly/North Harbour foreshore, including the total demolition of the North Harbour Sailing Club (and all boats stored therein).

Much of the repair work to our building was carried out on a voluntary basis during the off-season by club members. During the following season (1974/75), the Club hosted both the State and Australian 16ft Skiff Championships for the first time.

During 1976 in Perth, the skiff "Matana", sailed by Bill McMahon, became the first boat from this Club to win an Australian 16ft Skiff Championship. Since that time, several skippers, both in the 16ft skiffs (Trevor Barnabas, Gavin Jones and Greg Hyde) and Flying Elevens (Steve Norbis, Phillip Cooke, Michael Holmes, Malcolm Page, Lee Knapton and Ben Bianco) have won State and/or Australian Championships and this highlights the strength the Club has been able to achieve and maintain.

In 1979 the Club's financial position had improved to the extent that a new boat storage area was purchased adjacent to the existing Club and significant refurbishment was carried out to the main building with the completion of a new bar, toilets, office and kitchen.

During the early 1980's, the 16ft skiff class underwent further significant changes. Most hulls were now being constructed from fibre glass, the traditional maximum 13 square metre single luff spinnaker which required the jib to be dropped while gybing was replaced by a larger maximum 30 square metre double luff spinnaker in 1983 and the minimum number of crew members carried by a skiff was reduced from four to three in 1986. By the late 1980's, lighter weight synthetic materials such as kevlar (in lieu of dacron) was becoming more common place in the production of working sails. The 1980's also saw a progressive reduction in the number of skiffs racing with this State. By the 1989/90 season the average fleet in this Club was eighteen skiffs each Saturday.

In the mean time, the Flying Eleven division continued to grow and by the late 1980's was averaging a fleet of twenty eight boats each Sunday.

In 1984 it was decided to adopt a further class into the Club - the Manly Graduate as an intermediate class between the Flying Eleven and the 16ft skiffs. Unfortunately, the class did not grow to our expectations with an average fleet of only four or five boats. By the 1990/91 season there were only two or three regular starters and the class was disbanded.

With the onset of a quite severe Economic Recession, the early 1990's also saw a reduction in the numbers of the remaining classes in the Club, with average fleets of fifteen for both 16ft skiffs and Flying Elevens.

Despite the Recession, the Club continued to be in a strong financial position. During the off-season in 1992 extensive rebuilding work was undertaken on the Club's main premises to provide larger and improved facilities. This work brought to fruition the sort of facilities which was envisaged, but eluded for various reasons, the Club's administrators during the 1960's.

The 1994/95 season again saw an increase in fleet sizes of both the 16ft skiffs and Flying 11's to the extent that the Board of Directors are currently considering options to increase boat storage facilities. Towards the end of that season the Australian 16ft Skiff Association adopted changes to the class restrictions to allow skiffs to be decked in with self draining cockpits. This was the biggest change to have occurred in the history of 16ft skiff hull restrictions since the class began in 1901 and was done with a view to modernising the image of the class. Since 16ft skiffs were first sailed they have traditionally been an "open boat" design which allowed only minimal restriction to the ingress of water and made them a truly challenging boat to sail. Only time will tell whether the change will benefit the class.

Two further substantial changes affecting 16ft skiffs have been adopted for the 1996/97 season. Hulls must now comply with a standard design and asymmetrical spinnakers with a fixed spinnaker pole will replace the double luff spinnaker. The approximate area of these new spinnakers will be close to 40 sq metres.

Meanwhile, this Club continues to be in a strong position thanks to the cumulative effort and support of its members over the last 74 years.

OBITUARY

During the year 1 August 1995 to 31 July 1996 notification was received of the passing of the following members -

Gordon Croll
Sylvia Galwey
Ronald Gavin
Douglas Kiely OAM
Mark Phillips
Alan "Nipper" Ward

We extend our deepest sympathy to their relatives and friends.



GB Carlton.

One of the world's great brewers.