

# Manly 16ft Skiff Sailing Club Ltd.



**77th Annual Report  
and Balance Sheet 1999-2000**

## MANLY 16FT SKIFF SAILING CLUB LTD

A.C.N. 001 066 253

### NOTICE

The 77th Annual General Meeting of the Manly 16ft Skiff Sailing Club Ltd will be held at 8.00pm on Monday 11<sup>th</sup> September 2000, in the Clubhouse, East Esplanade, Manly.

### AGENDA

1. Confirmation of the minutes of the 76th Annual General Meeting held on 13th September 1999.
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 General Manager not less than 14 days prior to the date set for the Annual General Meeting.

### AUDITORS

Freeman & Chirillo

### PRESENT LIFE MEMBERS

Ken Clarke, Richard Hanlon, Henry Graham, W. Russell Slade, Walter Standing, Michael McMahon, John Talty, Ian Hutchinson, Peter St John, Thomas Graham, Ian Richardson, Hugh Cooke.

### PAST LIFE MEMBERS

Jack Graham, G. Burton, J. Forsyth, George Johnston, Perc 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., George Fitzgerald, George S. Johnston, Clarrie Seller.

### LIFE PATRON

Jim Rando

### REGISTER OF MEMBERS AS AT 30/4/00

LIFE	12
ACTIVE	212
JUNIOR	88
ASSOCIATE	2,139
LIFE PATRON	1
	<u>2,452</u>

Front cover - 1999/2000 Club Champion "ARISTOCRAT LEISURE INDUSTRIES"  
skipped by Chad Beeby and crewed by Colin Binet and Mark Smith

## OFFICERS AND DIRECTORS - SEASON 1999/2000

### DIRECTORS

PRESIDENT  
Mark Graham

VICE PRESIDENT  
Matthew Triglone

TREASURER  
Mark Schultz

COMMODORE  
Hugh Cooke

Craig Nicholls, Rolf Cohen, David Taylor, Glenn Bianco

### ATTENDANCE AT BOARD MEETINGS (12 Meetings)

Mark Graham 11  
Mark Schultz 11  
Hugh Cooke 11  
Craig Nicholls 11

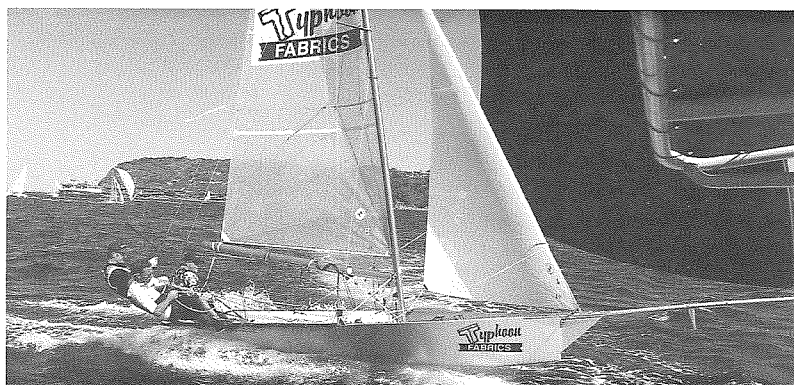
Rolf Cohen 11  
Glenn Bianco 12  
Matthew Triglone 9  
David Taylor 10

### PERMANENT STAFF

GENERAL MANAGER  
Michael McMahon

OPERATIONS MANAGER  
Stephen Hartley

PERMANENT BAR STAFF  
Steven Ballard, Renae Eagles (till 30/11/99),  
Peter Numa, David Todd (from 1/12/99),  
Luke Parry (from 11/2/00)



"TYPHOON FABRICS" - Craig Nicholls, Phil Harmer, Jason Miller and Bruce Perry sponsored by Typhoon Fabrics of Brookvale, a major Club sponsor

## SAILING OFFICIALS - SEASON 1999/2000

### 16ft Skiffs

COMMODORE  
Hugh Cooke

VICE COMMODORE  
Craig Nicholls

RACE SECRETARY  
Stephen Bowen

CLUB CAPTAIN  
John Munson

VICE CLUB CAPTAIN  
David Moss

COMPETITION SECRETARY  
Christopher Smithers

STARTER AND JUDGE  
Christopher Hill

ASST STARTER AND JUDGE  
Dennis Beeby

### HANDICAPPERS

Christopher Hill, Henry Graham, Michael McMahon

### BOAT & SAIL MEASURERS

Robert Atkins, Clint Bowen, Andrew Miller, Don Heiser

NSW 16ft SKIFF ASSOCIATION DELEGATES  
Michael McMahon, Alan Stiel

PUBLICITY OFFICER  
Paul Bergamini

RESCUE CRAFT OPERATORS  
John Thomson, David Moss

FLYING ELEVEN DELEGATE  
Mark Schultz

### Flying 11s and Manly Juniors

PRESIDENT  
John Bianco

VICE PRESIDENT  
Glenn Bianco

RACE SECRETARY  
Colin Mackenzie

### RACE COMMITTEE

Colin Mackenzie, Stephen Fletcher, Mark Schultz, John Bianco

### HANDICAPPERS

Glenn Bianco, Ray Dummett, Paul Field

### BOAT & SAIL MEASURERS

Ray Dummett (F11), Neil Fogarty (MJ)

NSW F11 ASSOCIATION DELEGATE  
Ray Dummett

NSW MJ ASSOCIATION DELEGATE  
Neil Fogarty

## PRESIDENT'S REPORT

It is with pleasure that I present to you the Annual Report and Financial Accounts of the Manly 16ft Skiff Sailing Club Ltd for the year ended 30 April 2000. The result posted this year was a better result than that for last year, which is pleasing. Bar trading increased again this year by approximately 6.4% indicating that the Club had been well patronised by all members again throughout the year. Net profit for the year was \$45,832 after allowing for Depreciation for the year of \$235,153. Notwithstanding that the overall cash position of the Club as at 30 April 2000 has decreased compared to last year, which was due to the building works undertaken in relation to the upgrading of the boat storage facilities, the Board of Directors has been able to maintain a healthy cash position which is vital to the success of any business today.

The completion of the new boat storage facilities was a fantastic achievement this year and a great contribution to the development of sailing within the Club and the community. This contribution will help all fleets within the Club and the availability of on-site storage facilities for the Manly Junior and Flying Eleven fleets will ensure the continued success of these fleets within the Club. In respect of the building works themselves, my thanks go to Mark Schultz and Michael McMahon and all other Board members for their continued support and persistence on this project. The result means that not only have we been able to provide on-site boat storage facilities and increased rigging areas but also we have been able to return to the community an upgraded recreational park area available for use by everyone.

For the 16ft skiffs this season was again a great season. The boats traveled to Hervey Bay this year to contest the Australian Championships and our best result, against some close competition, was Chad Beeby, Colin Binet and Mark Smith sailing "*Aristocrat Leisure Industries*" who were placed fourth. Although we did not win the Australian Championship, our Club representation was still as strong as it has ever been. My congratulations go to Ben Bianco and his crew of David Taylor and Robert Napper in "*Spray Fresh*" for their overall third placing in the NSW 16ft Skiff State Championships. This is Ben's best result so far in the skiffs and augurs well for the future. Again at Club level we had a large fleet of some 24 boats sailing regularly with some excellent competition each Saturday. In the Flying Eleven class this year the National Title eluded the Club, however, I congratulate Joe Turner and Charles Dorren in the boat "*Determination*" for winning the Club Championship.

The Manly Junior fleet this year was very competitive and recorded some particularly good results with Will Moore and Tom Schultz in "*Chimp*" winning the National Titles, the State Titles and the Club Championship, while Will McKenzie and Mark Atkins in "*Rad Rat*" won the National Titles and State Titles in the Novice division. Congratulations boys!

The continued development of the skiffs and both junior classes has been fantastic but could not have been achieved without the input of Robert Atkins who has made himself available on Saturdays, Sundays, Wednesdays and Thursdays to assist crews in all classes sailed in the Club. Without this input and the continued support of parents in the junior classes the outstanding achievements of all sailor would not be realised. Congratulations to all competitors throughout the season.

The assistance by all volunteers in all classes cannot go unrecognised. Without the efforts of the volunteer sailing officials, the conduct of the sailing program would not occur in the way we continually expect. My thanks to all those officials for their continued efforts on Saturdays and Sundays throughout the season.

On a sad note my sympathies extend to the families of two Life Members of the Club who passed away throughout the year. George Johnston and Clarrie Seller were Life Members of the Club because of the amount of time and effort they both put into the running and building of the Club throughout various periods in their lives. Without their efforts the Club would not be in the position it is today and they will be missed at the Club.

I would like to thank the other members of the Board and the General Manager Michael McMahon for their support and assistance throughout the year. They have been diligent in their approach to running the Club and this is reflected in the result.

Last, but not least, it is important that I thank the continued patronage of all members of the Club and look forward to their continued support in the future.

**Mark Graham**  
President



"SPRAY FRESH" - Ben Bianco, David Taylor and Robert Napper  
1999-2000 Club Point Score Champion

**DIRECTORS' REPORT**

(A.C.N. 001 066 253)

Your Directors present their report on the accounts of the Manly 16ft Skiff Sailing Club Ltd for the year ended 30th April 2000.

**1. DIRECTORS' NAMES :**

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

Mark Thomas Graham	David Alan Taylor
Mark William Schultz	Glenn James Bianco
Hugh Faringdon Cooke	Matthew James Triglone
Rolf Edward Cohen	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 \$45,832.

**4. REVIEW OF OPERATIONS :**

There was an increase in operating revenue for this financial year of just under 11%. Bar trade showed an increase of 6% (11% 1999). Poker machine revenue increased by 8.4% (decrease 14.8% 1999). Increases were also evident in membership fees, Keno commission and room hire fees for functions.

Overall trading expenditure increased by around 8% this year. Whilst an analysis of the expenses shows some items decreased, many reflected increases. There were a variety of reasons which contributed to these fluctuations. The major increases were in wages (\$39,003), building repairs and maintenance (\$17,531) and sundry expenditure (\$16,382). Wages increased due to some increase in trading activity and pay increases for some permanent staff. Building repair costs increased mainly due to major repairs to the timber deck. Sundry expenditure increased due to expenditure on the member's badge draw. The major decreases were in cleaning costs (\$9,129), sailing expenses (\$8,820) and travellers fund (\$19,507). Savings were achieved in cleaning costs through acceptance of a cheaper tender for the cleaning contract. The reduction in sailing expenses and travellers fund were due to the fact that the 16ft skiff Australian Championships were held in Hervey Bay and a smaller number of our boats made the trip.

**5. SIGNIFICANT CHANGES :**

There have been no significant changes in the state of affairs of the Club during the financial year.

**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 2000 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 2000.

**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 as our membership numbers continue to increase. The poker machine revenue increase is expected to plateau out with perhaps a slight decrease with the current publicity and State Government legislation covering "responsible gambling". Further major repairs will be required on the concrete deck under the Club within the next year or so.

**8. INFORMATION IN RESPECT OF DIRECTORS :**

Director	Qualifications and Experience	Special Responsibilities
M.T. Graham	Bach. of Commerce, CA Director since 1990 Chartered Accountant Age: 40	President
M.W. Schultz	Director since 1994 Distribution Manager Age: 41	Treasurer
H.F. Cooke	Naval Architect Certificate Director since 1991 Manager Age: 61	Commodore
M.J. Triglone	Director since 1992 General Manager Age: 41	Vice- President
C.E. Nicholls	Director since 1994 Managing Director Age: 37	Director
R.E. Cohen	Director since 1996 Manager Age: 27	Director
D. A. Taylor	Bachelor of Engineering (Electrical) Director since 1997 Associate Director Age: 31	Director
G.J. Bianco	Director since 1999 Plumber Age: 42	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 October 1999, the Company paid a premium of \$1,800 to renew an insurance policy commenced in 1993 to cover all directors of the Company named in paragraph 1 of this report, all sailing officials and the 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, sailing official or 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, official or the General Manager.

Signed on behalf of the Board this 4th day of August 2000.

**M.T. Graham**  
Director

**M.W. Schultz**  
Director

### DIRECTORS' DECLARATION

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

- 1) The financial statements and accompanying notes have been prepared in accordance with accounting standards applicable under the Corporations Law.
- 2) The financial statements and notes give a true and fair view of the financial position and performance of the Company for the financial year ended 30 April 2000.
- 3) There are reasonable grounds to believe that the Company will be able to pay its debts as and when they fall due.

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 4th day of August 2000.

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

(A.C.N. 001 066 253)

#### Scope

We have audited the financial statements of Manly 16ft Skiff Sailing Club Ltd for the year ended 30th April 2000 consisting of the balance sheet, profit and loss account, statement of cash flows, accompanying notes, Directors' Report and Directors' Declaration. 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 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 in accordance with:

- (a) the Corporations Law, including:
  - i) giving a true and fair view of the company's financial position as at 30 April 2000 and of its performance for the year ended on that date; and
  - ii) Complying with Accounting Standards and the Corporations Regulations; and
- (b) other mandatory professional reporting requirements.

Dated at Brookvale this 4th day of August 2000.

**P.F. Freeman** - Partner  
Freeman & Chirillo  
Chartered Accountants

**MANLY 16FT SKIFF SAILING CLUB LTD**  
**TRADING AND PROFIT & LOSS ACCOUNT FOR YEAR ENDED**  
**30th APRIL 2000**  
(A.C.N. 001 066 253)

	2000	1999
	\$	\$
Gross Sales	1,049,107	986,387
Stock on hand at cost 30/4/2000	49,303	38,844
	<u>1,098,410</u>	<u>1,025,231</u>
<b>LESS</b>		
Stock on hand at cost 1/5/99	38,844	40,853
Purchases	505,860	484,078
	<u>553,706</u>	<u>500,300</u>
<b>ADD OTHER INCOME</b>		
Poker machine income	696,025	642,201
Catering income	9,100	10,000
Keno Commission (net of costs)	11,008	10,756
Sundry income	38,416	28,001
Membership - applications	20,450	7,100
- subscriptions	79,015	70,865
Interest received	25,744	23,786
<b>TOTAL OPERATING INCOME</b>	<u>1,433,464</u>	<u>1,293,009</u>
<b>LESS EXPENSES</b>		
Audit and accounting	14,110	13,790
Bank charges and EFTPOS fees	10,358	9,743
Bar deficiency	3,213	1,067
Catering costs	6,842	3,556
Cleaning and cartage	44,338	53,467
Depreciation	235,153	227,938
Donations	3,470	3,744
Entertainment, social functions	39,115	34,115
Gas and electricity	22,331	21,150
Insurance	34,221	28,768
Motor vehicle expenses	4,902	3,600
Printing and stationery	11,487	11,776
Postage	4,914	3,399
Rent and rates	20,051	19,023
Repairs and maintenance - buildings	37,957	20,426
" " " - plant, furniture and fittings	34,630	34,137
Security service	1,347	1,642
Sundry Expenses	63,363	46,981
Taxation on poker machines	101,853	88,136
Telephones	6,882	6,065
Superannuation	27,608	24,050
Wages	446,250	407,247
Fringe Benefits	8,981	0
Provision for long service leave	4,824	2,772
Sailing expenses, towage and launch hire	18,451	27,271
Rescue craft expenses	14,076	10,203
Trophies and prizemoney	118,857	111,930
Travellers fund	28,654	48,071
Flying 11 division	19,394	13,526
	<u>1,387,632</u>	<u>13,526</u>
<b>OPERATING PROFIT / (LOSS)</b>	<u>45,832</u>	<u>15,416</u>
Retained profits at the beginning of the year	1,116,403	1,100,987
Retained profits at the end of the year	<u>1,162,235</u>	<u>1,116,403</u>

**MANLY 16FT SKIFF SAILING CLUB LTD**  
**BALANCE SHEET AS AT 30th APRIL 2000**  
(A.C.N. 001 066 253)

	2000	1999
	\$	\$
<b>CURRENT ASSETS</b>		
Cash	54,336	42,762
Receivables	40,975	80,933
Investments	243,200	648,200
Inventories	49,304	38,844
Other	36,570	38,994
<b>TOTAL CURRENT ASSETS</b>	<u>424,385</u>	<u>849,733</u>
<b>NON-CURRENT ASSETS</b>		
Property, plant and equipment	1,026,702	463,717
<b>TOTAL NON-CURRENT ASSETS</b>	<u>1,026,702</u>	<u>463,717</u>
<b>TOTAL ASSETS</b>	<u>1,451,087</u>	<u>1,313,450</u>
<b>CURRENT LIABILITIES</b>		
Creditors and borrowings	85,343	36,391
Provisions	46,368	29,038
Other	133,878	113,179
<b>TOTAL CURRENT LIABILITIES</b>	<u>265,589</u>	<u>178,608</u>
<b>NON-CURRENT LIABILITIES</b>		
Provisions	23,263	18,439
<b>TOTAL NON-CURRENT LIABILITIES</b>	<u>23,263</u>	<u>18,439</u>
<b>TOTAL LIABILITIES</b>	<u>288,852</u>	<u>197,047</u>
<b>NET ASSETS</b>	<u>1,162,235</u>	<u>1,116,403</u>
<b>MEMBERS FUNDS</b>		
Retained profits	1,162,235	1,116,403
<b>TOTAL MEMBERS FUNDS</b>	<u>1,162,235</u>	<u>1,116,403</u>
COMMITMENT FOR EXPENDITURE	12	

The accompanying notes form part of these accounts

**NOTES TO AND FORMING PART OF THE ACCOUNTS FOR  
YEAR ENDED 30th APRIL 2000**

**1. STATEMENT OF ACCOUNTING POLICIES**

The financial statements are a general purpose financial report that have been prepared in accordance with applicable Accounting Standards and other mandatory professional reporting requirements and the Corporations Law. The financial statements have also been prepared on the basis of historical costs and do not take into account changing money values or, except where stated, current valuations of non-current assets. Cost is based on the fair values of the consideration given in exchange for assets. The accounting policies have been consistently applied, unless otherwise stated.

The following is a summary of the material accounting policies adopted by the economic entity in the preparation of the financial statements.

- 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 have been depreciated using the diminishing value method at a rate of 35.4%.
- d) The motor vehicle and 16ft skiff hull mould have been depreciated using the straight line method at a rate of 20%.
- e) The main club building is situated on leasehold land and was written off over the 20 year period of the lease (1980 – Feb. 2000). New leases for the main club building and the boat shed have yet to be finalised. Waterways have forwarded a draft lease for 20 years on the main building, while Manly Council have approved, in principle, a lease for 20 years on the boat shed. Whilst the value of the main building is now \$1, it is proposed to write the value of the new boat shed off over the period of the draft 20 year lease.
- f) The liability to employees for long service leave is recorded in the accounts in respect of those employees who have completed at least two years service and is based on the rate of pay applicable at the end of the financial year.
- g) 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, where applicable).
- h) The liability for sick leave only covers accrued leave as at 15 February 1993 for one employee (20 days). 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.

- i) No provision has been made for income tax as the Club currently holds an exemption from the payment of such tax under section 50-45 of the Income Tax Assessment Act 1997.
- j) All inventories are valued at cost.
- k) Assets have been recorded at their historical cost of acquisition unless otherwise stated.
- l) 1,000 copies of the Club's history book were produced during the 1997/98 accounting period. As at 30/4/00, 746 copies remain on hand. In the anticipation that these will be sold at \$35 per copy, the books on hand have been valued at \$35 (\$26,110) shown as a "prepayment".

	2000	1999
	\$	\$
<b>2. OPERATING PROFIT FOR THE YEAR</b>		
Has been determined after:-		
(i) Charging as expenses:		
- Depreciation – leased club buildings	132,660	130,725
- Depreciation – plant and equipment	28,944	27,509
- Depreciation – rescue craft	3,292	4,115
- Depreciation – outboard motor	929	1,161
- Depreciation – motor vehicle	2,363	3,544
- Depreciation – poker machines	62,474	56,112
- Depreciation – carpet	1,123	1,404
- Depreciation - 16ft skiff mould	3,368	3,368
- Auditors fees – Freeman & Chirillo	4,600	4,400
- Stocktakers fees – John Blundell Pty Ltd	2,830	3,090
- Material losses on disposal of non-current assets	5,652	7,313
- Provision for Long Service Leave	4,824	2,772
- Provision for Annual Leave & Sick Leave	17,330	3,159
(ii) Crediting as income:		
- Sales revenue	1,745,132	1,628,588
- Cigarette machine revenue	7,680	6,009
- Fees for use of 16ft skiff mould	1,600	1,650
- Hire of Club rooms for functions	23,288	16,862
- Hire of deck for filming a commercial	500	0
- Hire of rounding marks	0	500
- Profit on disposal of poker machines	0	2,505
- Profit on disposal of motor vehicle	5,273	0
- Interest received	25,744	23,786
- Other revenue	119,573	99,196
<b>3. PROPERTY, PLANT AND EQUIPMENT</b>		
Club building	1,012,375	1,012,376
less provision for depreciation	1,012,374	882,401
	<u>1</u>	<u>129,975</u>



	2000	1999
	\$	
Club building (Boat Shed)	644,585	28,627
less provision for depreciation	<u>2,686</u>	<u>14,250</u>
	<u>641,900</u>	<u>14,377</u>
Plant, furniture and fittings	341,627	268,963
less provision for depreciation	<u>178,366</u>	<u>150,803</u>
	<u>163,261</u>	<u>118,160</u>
Rescue craft	50,208	50,209
less provision for depreciation	<u>37,040</u>	<u>33,748</u>
	<u>13,168</u>	<u>16,461</u>
Outboard motors	10,270	10,270
less provision for depreciation	<u>6,554</u>	<u>5,625</u>
	<u>3,716</u>	<u>4,645</u>
Poker machines	333,515	310,187
less provision for depreciation	<u>184,837</u>	<u>151,883</u>
	<u>148,678</u>	<u>158,304</u>
Motor Vehicle	45,763	22,086
less provision for depreciation	<u>0</u>	<u>14,996</u>
	<u>45,763</u>	<u>7,090</u>
16ft skiff mould	16,839	16,839
less provision for depreciation	<u>11,120</u>	<u>7,752</u>
	<u>5,719</u>	<u>9,087</u>
Carpet	24,258	24,258
less provision for depreciation	<u>19,763</u>	<u>18,640</u>
	<u>4,495</u>	<u>5,618</u>
<b>4. CURRENT RECEIVABLES</b>		
Sailing advances	27,881	66,347
Sundry debtors	<u>13,094</u>	<u>14,586</u>
	<u>40,975</u>	<u>80,933</u>
<b>5. INVESTMENTS</b>		
A.N.Z. Banking Group Ltd	243,200	648,200
<b>6. INVENTORIES</b>		
Stock on hand - bar	46,399	36,967
Stock on hand - club shirts and caps	<u>2,905</u>	<u>1,877</u>
	<u>49,304</u>	<u>38,844</u>
<b>7. OTHER CURRENT ASSETS</b>		
Prepayments	36,570	38,994
<b>8. CURRENT CREDITORS AND BORROWINGS</b>		
Trade creditors	52,670	23,495
Other creditors	<u>32,673</u>	<u>12,896</u>
	<u>85,343</u>	<u>36,391</u>

	2000	1999
	\$	\$
<b>9. CURRENT PROVISIONS</b>		
Provision for sick leave	3,938	3,632
Provision for holiday pay	<u>42,430</u>	<u>25,406</u>
	<u>46,368</u>	<u>29,038</u>
<b>10. OTHER CURRENT LIABILITIES</b>		
Accruals	79,683	54,809
Subscriptions in advance	<u>54,195</u>	<u>58,370</u>
	<u>133,878</u>	<u>113,179</u>
<b>11. NON-CURRENT PROVISIONS</b>		
Provision for long service leave	23,263	18,439
<b>12. COMMITMENTS FOR EXPENDITURE</b>		
i) 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):-		
	2000	1999
Due and payable		
- within one year	0	12,326
- later than one year and less than two years	0	0
- later than two years and less than five years	0	0
- later than five years	<u>0</u>	<u>0</u>
	<u>0</u>	<u>12,326</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.

**13. RELATED PARTIES DISCLOSURES**

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

Mark Thomas Graham	Matthew James Triglone
Mark William Schultz	Glenn James Bianco
David Alan Taylor	Rolf Edward Cohen
Hugh Faringdon Cooke	Craig Edward Nicholls

**14. CONTINGENT LIABILITIES**

The twenty year lease for the main Club building finished on 29 February 2000. A draft lease has been received from Waterways offering a further twenty year lease, however, they are proposing that the lease be increased by 300% to a base of \$35,000. This figure has been based on our profitability and the perceived "ability to pay" rather than the old land value method. A submission has been made to Waterways disputing the fairness of such an increase. In the mean time an amount of \$2,700, which is considered to be a fairer rental, has been accrued under "Rent & Rates" in the Profit & Loss Account for the months of March and April 2000.

A lease has yet to be finalised with Manly Council on the new Boat Storage area. Council has approved, in principle, a twenty year lease, however, the proposed lease payment has yet to be negotiated.

**15. 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.

**16. LIMITATION OF MEMBERS LIABILITY**

The Club is a company limited by guarantee and the Memorandum and Articles of Association provide that the liability of members in the event of winding up will not exceed \$5 per member.

**17. FINANCIAL INSTRUMENTS****(a) Interest rate risk**

The economic entity's exposure to interest rate risk is the risk that a financial instrument's value will fluctuate as a result of changes in market interest rates and the effective weighted average interest rates on those financial assets and financial liabilities is as follows:-

2000	Note	Floating Interest rate	Non-Interest Bearing	TOTAL
<i>Financial Assets</i>				
Cash		-	54,336	54,336
Receivables	4	-	40,975	40,975
Investments	5	243,200	-	243,200
		<u>243,200</u>	<u>95,311</u>	<u>338,511</u>

Weighted average interest rate 4.6%

<i>Financial liabilities</i>				
Trade and other creditors	8	-	85,343	85,343

<b>Net financial assets</b>		<u>243,200</u>	<u>9,968</u>	<u>253,168</u>
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1999	Note	Floating Interest rate	Non-Interest Bearing	TOTAL
<i>Financial Assets</i>				
Cash		-	42,763	42,763
Receivables	4	-	80,933	80,933
Investments	5	648,200	-	648,200
		<u>648,200</u>	<u>123,696</u>	<u>771,896</u>

Weighted average interest rate 4.4%

<i>Financial liabilities</i>				
Trade and other creditors	8	-	30,305	30,305

<b>Net financial assets</b>		<u>648,200</u>	<u>93,391</u>	<u>741,591</u>
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**(b) Credit Risk**

The maximum exposure to credit risk, excluding the value of any collateral or other security, at balance date to recognised financial assets is the carrying amount, net of any provisions for doubtful debts, as disclosed in the balance sheet and notes to the financial statements.

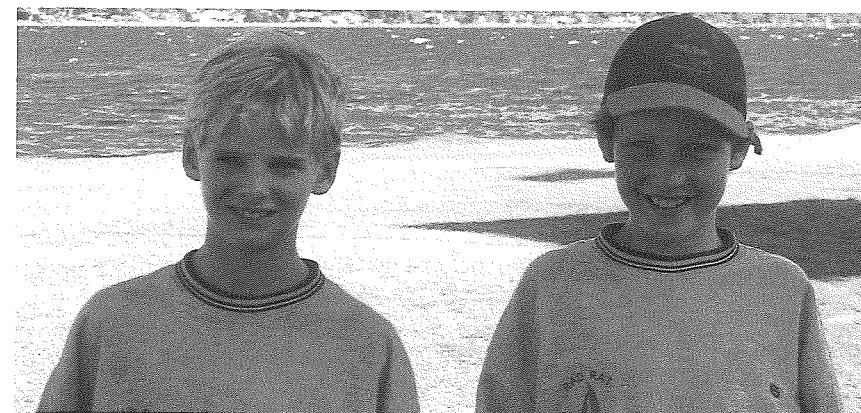
The economic entity does not have any material credit risk exposure to any single debtor or group of debtors under financial instruments entered into by the economic entity.

**(c) Net Fair Values**

The net fair value of cash and other monetary financial assets and liabilities approximates their carrying value.



"DETERMINATION" - Joe Turner and Charles Dorren  
1999-2000 Flying 11 Club Champion



Mark Atkins (crew) and William Mackenzie (skipper) ("RADRAT")  
1999-2000 Manly Junior Novice Australian and State Champions

**STATEMENT OF CASH FLOWS FOR  
FINANCIAL YEAR ENDED 30th APRIL 2000**

(A.C.N. 001 066 253)

**TREASURER'S REPORT**

The net trading profit for the financial year to 30th April 2000 was \$45,416.

This result reflects an improvement on the previous year and is principally due to an increase in trading activity.

Operating revenue increased by 11%. The main increases were evident in bar sales (\$62,720), poker machine revenue (\$53,824) and membership application fees and subscriptions (\$21,500). The number of members increased this year by around 430 and it is considered that this increase largely contributed to the improvement in operating revenue.

Overall trading expenditure also increased by just under 9%. Whilst savings were achieved in some areas such as cleaning, sailing expenses and travellers fund, most expenditure items showed an increase, in part, due to the increased trading activity. The following are comments on the more significant items (increases and decreases):-

- **Cleaning** (-\$9,130) - decreased following the acceptance of a contractor with a more competitive quote. Unfortunately, this has resulted in a decrease in the standard of cleaning, resulting in the Board again re-tendering the contract. This will result in expenditure increasing this year, however, this is the cost of improving the standard to that which the majority of members will be satisfied.
- **Depreciation** (+\$7,215) - mainly due to completion of the new boatshed and need to commence writing the value off over the period of the proposed lease.
- **Repairs & maintenance – buildings** (+\$17,531) - mainly due to repairs on the timber deck. Work on half the deck has been completed in this financial year.
- **Sundry expenditure** (+\$16,382) - the increase in the most part was the result of payments for the Member's Badge Draw which was run on Thursday nights for most of this financial year. Whilst from a financial viewpoint we have only just broken even on the nights' trading, the Board are of the view that it has generated a great deal of interest amongst many of the regular members.
- **Taxation on poker machines** (+\$13,716) - expenditure in this area increased because of the increase in net revenue from the machines.
- **Wages** (+\$39,003) - resulted from an increase in wage rates and increased staffing required to cover our busiest trading periods.
- **Traveller fund** (-\$19,417) - the Australian 16ft Skiff Championships were held at Hervey Bay this year, after being held in Perth last year. There were also a smaller number of boats requiring subsidy.

Members will also note in our financial statements that our cash reserves have decreased by nearly \$394,000 this year. This has resulted from expenditure on the redevelopment of the boat storage area. The final cost of this project was \$670,000.

	2000 INFLOWS (OUTFLOWS)	1999 INFLOWS (OUTFLOWS)
<b>Cash flows from operating activities</b>		
Receipts from customers and others	2,183,627	2,074,284
Payments to suppliers and employees	(1,804,279)	(1,862,146)
Interest received	25,744	23,786
Net cash provided by operating activities	<u>405,092</u>	<u>235,924</u>
<b>Cash flows from investing activities</b>		
Payments for plant, furniture and equipment	(131,796)	(110,244)
Payments for leasehold improvements	(630,959)	(13,627)
Payment for motor vehicle	(45,763)	0
Proceeds from sale of motor vehicle	10,000	0
Net cash used in investing activities	<u>(798,518)</u>	<u>(123,871)</u>
<i>Net increase (decrease) in cash held</i>	<u>(393,426)</u>	112,053
<i>Cash at beginning of the year</i>	<u>690,962</u>	<u>578,909</u>
<b>Cash at end of the year</b>	<u>297,536</u>	<u>690,962</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	37,336	27,762
Cash on hand	17,000	15,000
Short term deposits	243,200	648,200
	<u>297,536</u>	<u>690,962</u>

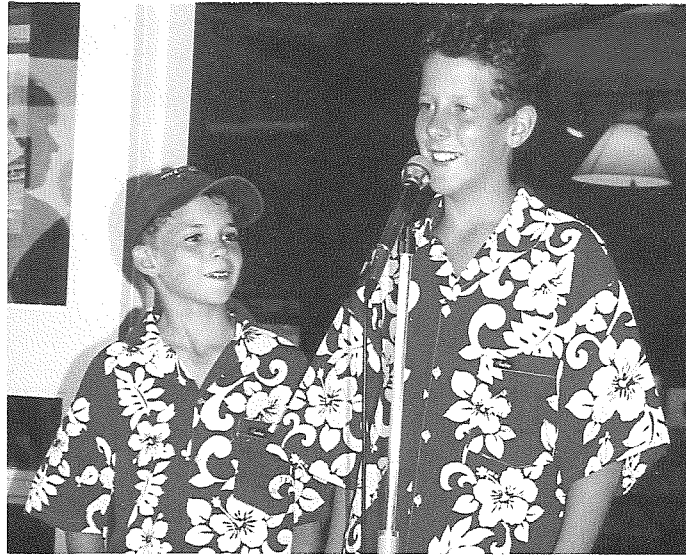
*Reconciliation of net cash provided by  
Operating activities to operating profit*

Operating profit (loss)	45,832	15,416
Depreciation and amortisation	235,153	227,938
Net (profit) loss on sale of non-current assets	380	4,808
Provision for long service, sick and annual leave	22,154	5,931
Changes in assets and liabilities		
Decrease (increase) in inventories	(10,460)	2,009
Decrease (increase) in prepayments	2,424	13,576
Decrease (increase) in sailing advances	38,466	5,868
Decrease (increase) in sundry debtors	1,492	(11,788)
(Decrease) increase in sundry creditors and accruals	73,826	(16,634)
(Decrease) increase in subscriptions in advance	(4,175)	(11,200)
<b>Net cash provided by trading activities</b>	<u>405,092</u>	<u>235,924</u>

## COMMODORE'S REPORT

In summary, this year was one which produced a good trading result and our early expectation is that profit levels should be similar next year. The Board is currently arranging for a survey to be carried out on the concrete deck under the Club which is still subject to "concrete cancer" and will require further rectification work in the next twelve months or so to prolong its life. Early indications are that we could be looking at around \$100,000 to carry out the necessary work.

**Mark Schultz**  
Hon. Treasurer



Tom Schultz (crew) and William Moor (skipper) (MJ "CHIMP")  
1999-2000 Manly Junior Australian, State and Club Champions

The 1999-2000 season again produced an excellent fleet, having 27 skiffs on the register and quality racing each week. New sailors to the club produced some excellent results and increased the sailing skills at both ends of the fleet. Our Club's support for junior sailing has again produced winning results in the skiffs, with both the Club Champion and the Point Score winner coming through to the skiffs from the junior ranks.

Congratulations go to Club Champion, Chad Beeby, sailing "**Aristocrat Leisure Industries**", who finished the series with an almost perfect score. With his skilled crew of Colin Binet and Mark Smith, *Aristocrat* was the skiff to beat from the opening race. With Chad retiring, it's disappointing that the team will not be recontesting the title in 2000/01. Let's hope we see them back together again some time in the future. The season point score was won by ex flying eleven champion Ben Bianco, sailing "**Spray Fresh**", a result that requires great consistency with a 27 skiff fleet. His new crew this season, which consisted of David Taylor and Robert Napper, will be a formidable force in coming seasons.

Our best performer in the Nationals at Hervey Bay, where the Club was strongly represented, was Chad Beeby in "**Aristocrat Leisure Industries**" who finished in 4<sup>th</sup> place behind the eventual winner "**B.C. Coatings**" (Lee Knapton) from the Georges River club. The State Championship, which was again conducted in conjunction with each club's regatta, was won by "**Cummings Building**" (Alan Cummings) from Belmont. Ben Bianco and his crew in "**Spray Fresh**" were also well in the running and finished a creditable 3<sup>rd</sup>, while Phillip Cooke in "**Altis Consulting**" finished 4<sup>th</sup>.

My report must contain a farewell for life member, Club stalwart and long serving former Commodore George Johnston, who passed away earlier this year. George's support and dedication to the Club over a lifetime was recognised by the number of friends who attended his memorial service and luncheon at the Club. We should ensure that the Perc Johnston Memorial Teams Race which is sailed against the Middle Harbour Skiff Club and was started some 62 years by George's father (Perc) continues for many years. Following his father's passing, George carried on his support for this event which has gone a long way to forging a close camaraderie between our two clubs. Vale George.

For the record, the Perc Johnston Teams Race for this season was sailed on the Middle Harbour course and was again retained by a strong Manly team consisting of "**Aristocrat Leisure Industries**", "**Impala Kitchens-2GB**", "**Spray Fresh**" and "**Typhoon Fabrics**".

Chris Hill stood down as race Starter and Judge following the last race of the season, for a well earned break from the pressure of this demanding volunteer position. Congratulations go to Chris for the great job he did over the past 4 seasons. During this period Chris successfully computerised the race results and points scores and his programs are now in use with the skiffs, the junior fleets and other clubs and associations. Well done Chris.

My thanks also go to all voluntary on-water workers, sailing officials, coaches, skiff sponsors, trophy donors and all those who contributed to a successful sailing season.

**Hugh Cooke**  
Commodore

## FLYING 11 REPORT

The Flying Eleven fleet at Manly remains the strongest club in Australia with some 22 boats in our fleet, most of which are crewed by sailors that have come through the ranks with some that follow the tradition of father-son-daughter combinations. All up we have some very talented sailors and this years results, both at club and representative level have led to an improvement in all the sailors skills.

### Club Racing

On the club scene, we had a very full season of sailing on the Harbour with some excitement thrown in by the whale that ventured into Manly Cove early in the season. All our sailors experienced an up close encounter, something I am sure they will remember for the rest of their lives.

Throughout the season some very tactical racing was shown by our sailors in the club races, with a very high quality fleet turning up every Sunday. The order of procession changed as much as the wind did, however, a new member to the club emerged as a consistent winner – **"Determination"** sailed by Joe Turner and Charles Dorren took out the Club Championship. Joe and Charles proved to be a tough combination for the rest of the fleet, always pushing the lead and searching the Manly courses for a wind or tactical advantage. You had a great year boys, congratulations and see you next season.

The Club point score was won by **"Hi-Octane"** sailed by Brad Ward and crewed by Tom Ovnerud in the first half of the season and Craig Souter in the latter half. The Ward machine really got up some speed and grabbed a placing for just about every race after Christmas. Congratulations boys.

Special race trophies for the season were captured by:

- Forard Hands Race – Scott Fletcher
- Ross Gibson Single Handed Race – Brad Ward
- Wobbly Will Twilight – Heather Hozack and Daniel Schultz
- Golf Club Trophy – Joel Butler and Ric Bianco

To the next season, we again expect a strong fleet with many in their second and third years as skippers/crews and race hardened. This should prove to be a very exciting year for the F11's and I look forward to seeing you all at our first race on 3<sup>rd</sup> September 2000.

### The National and States

To the Nationals, with a fleet size of some 100 plus boats and sailed at Vaucluse on the Sydney Harbour in light conditions our team recorded high placings. They included **"Wild Women"**, Nicky Souter and Alicia Smith; **"Hi-Octane"**, Brad Ward and Tom Ovnerud; **"Heaps of Grunt"**, Brendon Bianco and Scott Fletcher; **"Ratman"**, Paul Mackenzie and Simon Mabb; **"Blinder"**, Heather Hozack and Daniel Schultz; **"Bon Voyage"**, Brooke Bianco and Zoe Smith; **"Riders on the Storm"**, Lauren Bianco and Lauren Fogarty; **"NV"**, Alexander Johnson, Jay Schultz and William Mackenzie; **"Sea Ya"**, Brett Swalwell and Mitch Fletcher; **"Short Circuit"**, James Griffin and Bradley Applegate; **"Kurry"**, William Moor and Sam Dickinson; **"Rapsallion"**, Brenton Fischer and Peter Ewald-Rice.

For the final weekend of the States at Hunters Hill, the breeze picked up to 20 knots plus. Our sailors revelled in these conditions, showing a clean pair of heels and putting the wind up some of the top gun fleets. **"Wild Women"**, Nicky Souter and Alicia Smith ended the series in the top ten as well as earning the title *'Best all girl crew'*. Congratulations to all competitors on a well-sailed series.

### Special Thanks to Denise and Glenn Bianco

This was their final season of being fully involved in the Flying Eleven's, the culmination of some 30 years dedication. Glenn was one of the founding sailors of the Flying Eleven's to our club and is largely responsible for the strong following both at the Club and National level for the F11's success. I am sure Denise and Glenn will still keep an eye on the fleet in the future and stir the pot when necessary. Many thanks from all your sailing family at Manly, past and present.

Finally, thanks to our junior committee, sponsors and supporters for your assistance throughout the year. To our coach Baz Atkins, you have really moulded together a great group of sailors and friends this season. We all look forward to seeing you perched on the blue boat for 2000-2001.

John Bianco  
President  
Flying 11 Division

## MANLY JUNIOR REPORT

The Manly 16's Manly Junior Division really turned on the heat this season and the rewards came in the form of the Club's first Australian Main Fleet Champion and NSW State Champion, together with the Australian Novice Fleet Champion and NSW Novice Fleet Champion.

### Club Racing

Great results were turned in by all our sailors during the year at Club and representative level, including the retention of the coveted NSW Teams Trophy, and a second placing in the State Rigging competition held at the boat show.

Our Manly Junior division is now the strongest club in Australia and this looks set to continue for the 2001 season. Club racing this year provided our sailors with some great thrills and exciting rides with conditions varying from very light to extremely strong. For the thirteen boats making up our fleet, all crews showed great improvement in their sailing skills and at the end of the year presentation this resulted in trophies awarded to every crew. Congratulations to all sailors. Topping the list was Club Champion – **"Chimp"** sailed by William Moor and Tom Schultz who were unstoppable, while the season pointscore was captured by **"Radrat"** sailed by William Mackenzie and Mark Atkins. Well done boys.

Special race trophies for this season were awarded to Tom Schultz – Robert Hinds Challenge Forard Hands Race; Kate and Libby Heffernan – Summer Twilight Series; and Sofie and Byron Field - Golf Club Trophy.

Special thanks go to the sailing committee for organizing this year's events, in particular Michelle Schultz, Susan Moor, Anne Mackenzie, Kym Fletcher and Eliza Atkins for an outstanding effort fundraising for the MJ Perth Nationals and the presentation night. To all sponsors and supporters we thank you for your contributions and enthusiasm. To the club staff – thanks for your support on Sundays.

The Nationals and States

**"Chimp"** – sailed by skipper **William Moor** and crewed up front by **Tom Schultz** proved an awesome double taking on all comers. Their skills in all wind conditions proved too much for the competition and in January at Perth they secured the big one – Australian Main Fleet Champions for the year 2000. To top this off in March they reinforced their position by taking out the NSW Main Fleet Championships. Second in the series was **"The Gismo"** skippered by Craig Souter and crewed by Simon Mabb. The following boats and crews also performed well at the Nationals/States with good placings – **"Black Magic"** (Brad Fogarty and Jeremy Roberts), **"Black Cat"** (Scott Fletcher and Alexandra Ottewell), **"Wahoo"** (Peter and Anna Ewald-Rice), **"Cool Runnings"** (Sam Dickinson and Tim Woodroof), **"Slipstream"** (Kate and Libby Heffernan) and **"Cranking"** (Ric Bianco and Carly Dummett).

**"Radrat"** sailed by skipper William Mackenzie and crewed by Mark Atkins blew the opposition away by taking out the Australian Novice Championship also at Perth and just to make sure of their status they wrapped up the NSW Novice Fleet Championships. Second place was **"Sofisticated"** – Sofie and Bryon Field, with high placings in Nationals/States by **"2 Hot 2 Sexy"** – Jay Schultz, Mitchell Fletcher and Daniel Schultz, **"Rats"** - Elliot Field and Richard James and **"Simply Red"** – Maddy Dummett and Georgia Clancy. The standby crews for our team was Daniel and Nicholas Atkins.

Congratulations to all crews, you worked hard for these results and your sportsmanship and friendship with your club teammates has made us all proud.

Finally, many thanks to our club coach Baz Atkins, who devotes so much time to the Manly team. Your efforts are unmatched and we all look forward to your support next season.

PS, the MJs were the first boats into the new boat shed and are very pleased with the set up. Just remember to keep it tidy.

See you all for our first race 3<sup>rd</sup> September 2000.

**John Bianco**  
President  
Manly Junior Division

## GOLF CLUB REPORT

The 1999 Presentation Night was held in February 2000 at the Sailors. Thanks to Michael McMahon and staff for a great evening with 67 people attending. Also many thanks to Lyndy Webb and her girls for the great buffet dinner they put on.

The Golf Club's Premier Trophy, the Superfine Printing point score, which is played over the best of eight games was won by Larry Lombardo with a total of 292 points. In second place was Trevor Lane with 290 points, whilst in third place was George Coote with 285 points.

Well done to the following players that played every game in 1999, they were George Coote, Ross Gibson and Ian Gray. Great Effort!

The 'Secret Six' is where six holes each round selected at random and scores are totaled for the year. This trophy is always sought after by the players. First place resulted in a dead heat between Glen Thompson and Kevin Harris, both finishing with 101 points. It appears this is the first time there has been a dead heat. In second place with 99 points was a team of players which included Ron Morton, John Thompson, Mark Stamopoulos, Dave Hooley, and Glyn "Taffy" Coombes.

Our monthly golf games are well booked. It certainly seems that everyone involved enjoys them and looks forward to the next game.

The following are the results of each month:

<u>Month</u>	<u>Course</u>	<u>Winner(s)</u>	<u>Points</u>
January	Warringah	NO PLAY- RAIN	
February	Mona Vale	Terry Hoskinson	41
March	Long Reef	Ross Gibson	40
April	Wakehurst	Bruce John	38
May	Long Reef	John Richards	40
June	Balgowlah	Kevin White	43
July	Wakehurst	Glen Thompson	40
August (8 <sup>th</sup> )	Long Reef	Ron Morton	35
August (29 <sup>th</sup> )	Wakehurst	Allan Zubrinich	44
September	Wakehurst (Team Ambrose)	Taffy Coombes Graham Webb Mark Stamopoulos John Thompson	
October (4 <sup>th</sup> )	Warringah	Larry Lombardo	53
October (25 <sup>th</sup> )	Mona Vale	NO PLAY – RAIN	
November	Wakehurst	Don Paton	41
December	Mona Vale	Kay Coote	43

The Club Championship was played over four grades in conjunction with three of our normal stableford events during the year. The winners of each grade were:

A Grade	1 <sup>st</sup>	Glen Thompson	(154)
	2 <sup>nd</sup>	Mark Stamopoulos	(158)

	3 <sup>rd</sup>	Graham Webb	(171)
B Grade	1 <sup>st</sup>	George Coote	(180)
	2 <sup>nd</sup>	Don Paton	(192)
	3 <sup>rd</sup>	Terry Hoskinson	(193)
C Grade	1 <sup>st</sup>	John Thompson	(202)
	2 <sup>nd</sup>	Glyn "Taffy" Coombes	(209)
	3 <sup>rd</sup>	Larry Lombardo	(211)
D Grade	1 <sup>st</sup>	Kay Coote	(222)
	2 <sup>nd</sup>	Wally Hess	(237)
	3 <sup>rd</sup>	Will Slatyer	(238)

Our socials have been great with many members and their wives attending. The Christmas Party was again held at our favourite spot under the big Moreton Bay Fig tree at Manly Cove. We also had a top day at St Patricks College, having a BBQ. Thanks to Kay and George Coote for their help. No thanks to "the Saint" for throwing eggs at the captain! Another good night was the Theatre night. We all caught a bus at the Sailos and went to see 'JOLSON'. Many thanks to John Thompson for his organisation of the night.

The STAND OUT social of the year was the trip to the 'Bungalow Guest House' at Fitzroy Falls. What a terrific night was had by all. We started the evening with that great comedian Shaun Cramer who kept us laughing for a full hour and a half. He was followed by a most entertaining band called the 'Short and Hornies'. They could play anything we asked for (we have them booked again for our trip to Fitzroy Falls on October 18<sup>th</sup> this year). Everyone is looking forward to going down again. It should be another good weekend.

Our membership is now around 65 odd people. There has been a few people come and go and we are always looking for good people to join the Golf Club. If any club member of the Sailos is interested in a game, put your name and telephone number on the starting sheet. Our starter Larry Lombardo will contact you.

I would like to thank all the Sailing Club members who have supported us with our weekly raffles on Friday Nights. The raffle masters being Bill Boylan, Digger Barnes and Keith Blackett. Great job guys!

I would like to thank the committee of Vice Captain, John Thompson; Treasurer, Terry Hoskinson; Secretary, Mark Stamopoulos; Handicapper, George Coote; and Starter, Larry Lombardo. Last but not least, many thanks to Neville "The Owl" Henry for his help during the year.

We lost two of our members during the year, John Condon and Ted Ibbott. They will be sadly missed. We extend our sincere condolences to their families and friends.

I hope that this year will be a good one for the club. Thanks to everyone for their help during the year.

Good golfing,  
**Ron Morton**  
 Captain

## 16ft SKIFF RESULTS 1999-2000

### CLUB CHAMPION

**ARISTOCRAT LEISURE INDUSTRIES** (Chad Beeby, Colin Binet, Mark Smith)  
 RCS Refrigeration and Consulting Service Trophy, Jam's Stix Trophy, Webpoint Trophy, Harvey World Travel (Manly) Trophy, Status Fabrics Trophy, Tower Holdings Summer Point Score, Runner up in Overall Club Pointscore, Typhoon Australia Shirts Trophy for the Club Championship

### CLUB POINTSCORE WINNER

**SPRAY FRESH** (Ben Bianco, David Taylor, Robert Napper)  
 Senior Pro-Linings Trophy, Micro-Pro Computers (Manly) Spring Pointscore, Fame Advertising Trophy for the Season Pointscore, Runner up in Club Championship

### INDIVIDUAL TROPHY WINNERS

**ALTIS CONSULTING** (Phillip Cooke, Ken Wark, Daniel Fogarty)  
 Manly Pacific Parkroyal Trophy, Neptune Wetsuits Trophy, Hood Sailmakers Crews Trophy

**BALGOWLAH AUTOMOTIVE** (Matthew Triglone, Steve Cotton, Julian Lydement, David Doyle)  
 Daniel Resnik Trophy, Manly Federation Building Co Trophy

**BIGFOOT** (Michael Law, Sven Hyett, Chris Thomas)  
 Nautilus Aqua Trophy.

**EAST COAST PROFESSIONAL TREE CARE** (Paul Bergamini, Matthew Field, Gerard Smith)  
 Bigfoot Sailing Products Trophy, Dave Treharne Trophy for Old Buffers Race (Greg Field)

**FUJI FILM** (Barry Hodge, Tony Schultz, Paul Ashby, Alistair Perry)  
 Total Climate Control Pty Ltd Trophy

**H.O.O.N.** (Patrick Zemanek, Alan Stiel, Brent Dennis)  
 Gareth Collins Trophy for Autumn Pointscore, The Keg Cup

**HAKUNA MATATA** (Damon Zemanek, Nathan Schofield, Stuart Graham)  
 Don Kemish Cup

**IMPALA KITCHENS-2GB** (Clint Bowen, Steve Bowen, Andrew Hart)  
 Staunton & Thompson Solicitors Trophy

**L.J. HOOKER MOSMAN** (Chris Smithers, Warren Gray, David Greuter)  
 Balgowlah Automotive Trophy

Alphabetical listing of major trophy donors for the 1999/2000 season:-

**MINECONSULT** (Julian Golding, Rick Hall, Tim Davis)  
Gemtec Glasses International Trophy

**MOZZ ENGINEERING** (Lachlan Torrance, Leanne Clark, David Harris)  
Whities Print Shop (Manly) Trophy

**NEPTUNE WETSUITS** (Troy Cortis, Adam Barraclough, Ted Nixey)  
J.G. Graham Trophy

**QUERY** (Greg Cotton, Adam Schlipalius, Sam Tapper, Sam Williams)  
Charles Vytopil Trophy

**S.G & A** (Steve Watson, Adam Mackie, Nathan Mackie)  
Marriott Hotels Trophy

**SOUTHERN CROSS POOLS** (David Bellamy, Don Heiser, Bernie Kerr, James Perry)  
Spray Fresh Trophy

**THE RORT** (Nicky Souter, John Clarke, Ross Gibson)  
Guinness Australasia Trophy, The George Fitzgerald Cup

**TYPHOON FABRICS** (Craig Nicholls, Phil Harmer, Jason Miller, Bruce Perry)  
Typhoon Fabrics Trophy, Ken Sparks Carpets Trophy, Ricoh Office Automation Trophy,  
Tooheys Elite Cup

**WEBPOINT** (Rolf Cohen, Adam Barraclough, Peter Wettstein, Geoff Piper)  
Schultz Family Memorial Trophy, Chatswood Auto Repairs Trophy

**ZERO** (Campbell McKay, David Redding, Wesley Allen)  
MacBride Hinton & Co Chartered Accountant Trophy, Australand Trophy

**JOHN TIERNEY ANNUAL TROPHY** for the most improved or outstanding performance  
by an individual or crew - *ROBERT NAPPER*

#### ***OTHER COMPETING SKIFFS DURING THE SEASON:***

**AQUAJJOY** (Graeme Ferguson, Stephen Face, Nikolous Romuld)

**BUNDABERG RUM** (Peter Hackett, Richard MacDonald, Simon Vaughan)

**SATELLITE EXPRESS** (Paul Bennett, Mark Graham, Ken McIntyre)

**SPINNERS** (John Tierney, Malcolm Clark, Ted Jones)

**WILLIAMS REAL ESTATE** (Richard Brookes, Dion Hart, Ben Thomas)

Aristocrat Leisure Industries  
Balgowlah Automotive  
Bigfoot Sailing Products  
Chatswood Auto Repairs  
Daniel Resnik  
Fame Advertising  
Gareth Collins  
Gemtec Glasses International  
Guinness Australasia  
Henry Graham (for J.G. Graham trophy)  
Hood Sailmakers  
Jam's Stix Spars and Rigging  
MacBride Hinton & Co Chartered Accountants  
Manly Federation Building Co.  
Manly Pacific Parkroyal  
Marriott Hotels  
Micro-Pro Computers (Manly)  
Neptune Wetsuits  
Pittwater Auto Sales (for George Fitzgerald Cup)  
RCS Refrigeration and Consulting Services  
Ricoh Office Automation  
Senior Pro-Linings  
Spray Fresh  
Status Fabrics  
Staunton & Thompson Solicitors  
Total Climate Control Pty Ltd  
Tower Holdings Pty Ltd  
Typhoon Australia Shirts  
Typhoon Fabrics  
Webpoint  
Whities Print Shop, Manly

In addition to the major trophy donors listed above, the Club also received support from a number of minor sponsors who provided vouchers as prizes on most races:-

Ash's Table Restaurant  
Café Nice  
Café Steyne Manly Beach  
How's Restaurant  
Interpolitan Café  
Malacca Straits Restaurant  
Manly Eat Well Chinese Restaurant  
Manly Fish Market and Café  
Redgum Restaurant  
Ribs and Rumps Grill Seafood  
Riminis Fish Café  
Royal Manly Thai Restaurant  
Scoozime Café  
Twocan Restaurant



## HISTORY OF THE CLUB

The Club traces its beginnings to the 1921/22 sailing season when a number of members of the Delwood Canoe Club decided to band together and conducted sailing races on Sunday afternoons. The Club was actually formed at a meeting held on Friday 23 February 1923 and was to be known as the Manly Sailing Club.

The Club carried on for a couple of years with a motely collection of different classes of boat, 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.

The commencement of the 1936/37 season saw a change to Saturday sailing for the first time. This change had been proposed for some time but did not receive sufficient support until just before the start of that season. Saturday sailing has been retained since that time, although there were some unsuccessful moves during the 1970's to change back to Sundays because of congestion on the Harbour on Saturdays due to large yacht fleets.

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 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 if a club became 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, Ben Bianco and James Ward) 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.

In 1988, the Liquor Administration Board approved an increase from 800 to 2,000 in the allowable maximum number of members. Since the Club obtained its Licence in 1960 membership had steadily grown from around 300 to just under 800.

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. 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 were traditionally an "open boat" design which allowed only minimal restriction to the ingress of water and this made them a truly challenging boat to sail.

Two further substantial changes affecting 16ft skiffs were adopted for the 1996/97 season. Hulls now had to comply with a standard design and asymmetrical spinnakers with a fixed spinnaker pole replaced the double luff spinnaker. The approximate area of these new spinnakers is approximately 40 sq metres. During this season it was also decided to introduce a new junior class - the Manly Junior.

The changes to the 16ft skiff class in the mid-1990s seemed to have the desired effect as we had a fleet of 29 skiffs for the 1997/98 season. That season was also the Club's 75<sup>th</sup> and the occasion was marked by a dinner at the Manly Pacific Parkroyal in February 1998. A sell out crowd of 384 celebrated the event which also marked the launch of a 256 page 75<sup>th</sup> Anniversary publication written by Dave Hooley.

The 1998/99 season saw a small reduction in the 16ft skiff fleet but a strengthening in numbers in both junior classes. In February 1999, permission was sought to increase the allowable maximum number of members from 2,000 to 4,000. Since the Club was renovated in 1992 there had been a dramatic increase in membership to the point where the maximum had been reached and there was a waiting list of some 1,200 potential members by the end of 1998.

At the end of the 1998/99 season work commenced on redevelopment of the boat storage area located between our Club and Manly Yacht Club. After an initial delay of three months because of concerns about the retaining wall on East Esplanade, the project was finally completed in March 2000 at a cost of \$660,000. After being forced to trail their boats for most of the season, both the junior fleets were able to occupy the new boat shed and ramp for the last few races.

Meanwhile, as we move into our 78th season, the Club continues to be in a strong position thanks to the cumulative effort and support of its members over the last 77 years.

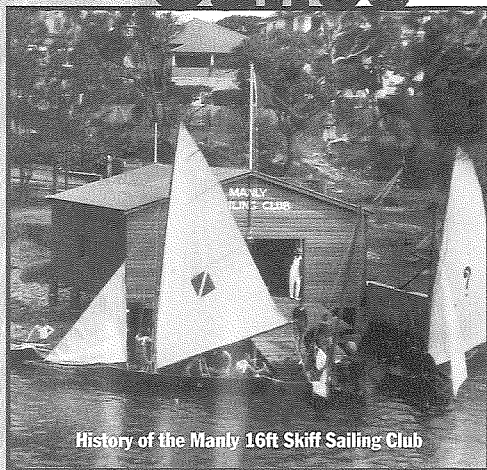
## OBITUARY

During the year 1 August 1999 to 31 July 2000 notification was received of the passing of the following members -

Samuel Bennett  
John Condon  
Fay Costello  
Peter Finch  
Ronald Hughes  
Edward Ibbott  
George Johnston  
Frank Leece  
Keith Monks  
Gordon "Aussie" Morrow  
Clarrie Seller  
Anthony Sheekey

We extend our deepest sympathy to their relatives and friends.

# The Sailos



History of the Manly 16ft. Skiff Sailing Club

By David Hooley

**75**  
Anniversary  
1922-97

