



*filiiated with Australian Sailing*

ABN 44 004 625 414

**Draft Minutes of the**  
76<sup>th</sup> Annual General Meeting held at the Morrington Yacht Club on  
Sunday 14 August 2022

**PRESENT:** 31 members **COMMENCED** 11.00am.

1.0 **APOLOGIES:** Stuart Gooley, Lisa & Tim O’Grady, Steve Bolton & Lynne Sunderland, Richard Simcock, Tim Melville Michelle and Chris Jackson, Heather Allen, John Guest, Jim Watson, John Hart, Jane Storey, Mary and Scott McAuley, Graeme Alexander

2.0 **CONDOLENCES**

The Commodore expressed our sincere respects to the following valued members that passed away in 2021-2022 season: Hamish Rouse, Joan Jones, Dennis Hepburn, Alan Guest, John Rouse and Barry Pipella.

3.0 **CONFIRMATION OF THE MINUTES OF THE PREVIOUS MEETING**

The minutes of the Annual General Meeting held 22<sup>nd</sup> August 2021 were circulated.

Greg asked for the minutes of the previous meeting to be accepted.

Moved: Graeme Vertigan      Seconded: Tim Donaldson      **CARRIED**

4.0 **COMMODORE’S REPORT**

The Commodore’s report was tabled in the Annual Report which was circulated by email to all members. Greg read a brief resume of the report, mentioning the club’s enormous progress over the last year with thanks to the fantastic work of the current board and sub-committee’s, and that he is proud to have sat in the chair for the previous 3 years. He then gave his ongoing support to the new board.

*Tabled Commodore Report “I feel like I cheated with my report in the June newsletter, it covers most of the detail of my end of year report. Still let me reflect again on the last 3 years and paint a picture for the immediate future of our club”*

One of the highlights of being the Commodore is working with our fabulous board and sub committees to keep the Club ticking.

It has been an incredibly difficult time for all community clubs. However, through the expertise of our committees and a modicum of luck we have come through the pandemic in good shape. How exciting is it to finally see the long overdue redevelopment of downstairs? “Project Hurricane” is well under way and any visitor to the club will see a very different area downstairs. The input of so many members in the project is a testament to the club spirit and although it is unfair to single anyone out, I must thank Andrew Young, Scotty White and Trevor Neate for time they have put into the planning and the carrying out of the work along with Andy De Lange and Stuart Schafer.

It’s interesting to note that the permit for our renovations goes back to when Graeme Alexander was Commodore in 2015. Only now we are in a financial position to carry out the work. Thanks also to Tony Grundy for his timely refit of the Optima Gym site. We have benefitted from Tony’s generosity with a truck load of material that we will utilise in our new area. As if one huge winter project isn’t enough, we have undertaken to refurbish our jetties hence, “Project Storm”. Vice Commodore John with his team of volunteers have started on the left-hand side jetty, a tricky undertaking given the tides and bay conditions. The timber structure is being replaced by “eco-friendly” recycled plastic.

An exciting development has been the State Government’s decision to redevelop the Morrington Harbour precinct. As a board we made the decision to make sure MYC was always front of mind with both the Shire and Spring St. by forming a “Future Directions Committee” comprising the Vice Commodore John Underwood, Andrew Young, Trevor Neate and myself. This important sub-committee will continue next year. We are grateful to Vice Commodore John for his determined efforts to keep us in the conversation constantly liaising with both the Shire and Parks. I’m glad it’s his job. . Parks Victoria have promised us we will be considered a major stake holder in the harbour precinct. John has also been liaising with the Shire and Parks regarding dredging in front of the club. He has managed to piggy-back

our dredging with the huge job of dredging the public ramp and the area in front of the beach. In order to have money to spend on club infrastructure we have had to be very frugal with our money over the past three years. How lucky are we to have an extremely qualified Finance Committee? We are in pretty good shape.

I am so very proud of the “behind the scenes” efforts that go into the effective management of the MYC. Remember, in community sporting clubs nothing happens without volunteers. How blessed are we? Volunteers a plenty.

The heart and soul of the MYC is found in our “TAG Team” who roll up every Thursday to do whatever needs to be done. It’s simple. maintenance on the ducks, fuelling tractors and rescue boats, tidying up the yard, special MYC projects, they are there. Well lead by Laurie with fabulous support from a group of past Commodores and a great bunch of dedicated MYC volunteers.

I re-iterate that the future is in the hands of our Training and Development Committee. Dedicated to encouraging kids to firstly get involved and then taking the amazing life journey that is sailing. How many other sports can a 14-year-old crew with a 70-year-old and be competitive? During the pandemic our T & D Committee embarked on a new intro to sailing program. A bold move, but one that has reaped rewards in several interstate clubs in offering a pathway to regular sailing and club membership for both junior sailors and their families. To support this program the Club Board approved the purchase of two new RHIBS. The larger one appropriately named “Maxi” after past Commodore Andy Whitbourne’s dad Max. Max Whitbourne along with Max Rodd were instrumental in teaching many of our current senior sailors to sail. The other named “Minnie”. We have sense of humour.

A testament to MYC’s junior sailing program is evident in fact that six MYC sailors are part of Australian Sailing’s scholarship program and as I write this, we have a number of our juniors competing on the world stage in Europe. At home, on the water we have struggled to grow our racing fleet, COVID and a reluctance to race windward leeward courses has hit most clubs, with numbers on the water on weekends suffering. Thursday Twilight racing is still strong, and this reflects what is happening around the Bay and interstate. However next season looks promising with a number of new boats coming to MYC. Special thanks to Bill Bennett and the sailing committee. It’s difficult to please everyone with a diverse sailing programme. Steve Bardsley, our Race Administrator is stepping away from his position which he has held for a number of years. Thanks Steve, your contribution to MYC has been enormous. As a Past Rear Commodore, I respect the challenge that Bill, and the Sailing Committee have had in very challenging times.

Our Sailability Program is a huge part of what we do in the community. This past season was anything but normal. Due to the pervasiveness of Covid, and the higher-than-normal risk faced by our volunteers and disabled clients, the Sailability management team made the decision Sailability could only operate if we were to create a low risk Covid bubble. This meant that anyone attending our program was as protected from exposure to Covid, as much as we could reasonably achieve. This meant we had quite onerous procedures that had to be developed, and this meant that we were not able to commence the program until March. The result of this was a Sailability season that was limited to a short 2 months. But at least they got to operate, and to operate safely for all concerned. Special thanks to Noel Heyes who has stepped away from the program, and to Graeme Lyell who is currently transitioning the handover of the Sailability administration to the office.. Their dedication must be admired. Interestingly “Project Hurricane” started as a refurbishment of the disabled toilet and change room downstairs.

Special thanks to Sarah, Tayla and Michelle. Their expertise and co-operation are integral in keeping the ship afloat and on course.

Thank you to the MYC Board and membership for their support over the last three years. I am very proud to have been your Commodore. I hope we have achieved something for the betterment of our Club.

I wish the incoming Board all the best and pledge my unwavering support of our great Club

Greg Martin,  
Commodore

Greg introduced Rear Commodore Bill Bennett who read to a brief version of his report, highlighting the importance of completing the race documents correctly. He thanked the race committee, especially Cameron McKenzie and wished Trevor all the best on his new position.

5.0 *Tabled REAR COMMODORE’S REPORT Bill Bennett: “With our Sailing Program completed, and most boats bedded down safely for winter we can reflect on another COVID affected season.”*

Covid restrictions meant we did not start our racing until late November and once again no formal opening day, almost the same as what occurred the previous season. The late start to the Saturday race calendar gave us another compressed season with only 15 aggregate races and 5 championship races completed. Thursday Twilight’s were also affected by a late start with all of series one lost and series 2 beginning in December.

This resulted in only 12 races being run in the season series.

Seven long distance races were conducted, however one of these, the night race, had no competitors in the keelboat division and only 3 competitors in the trailerable division. The night race has been only attracting a very low number of competitors in the last few seasons and consequently the sailing committee has decided to take it off next season's calendar. Hopefully it can be resurrected in the future as it was in the past seen as an extra challenge and was well participated.

In the Seasons Thursday Twilight pursuit series we had 38 competitor's, the series was taken out by Shining Sea from Ginan and Lincoln Rose. Given that Ginan did not start till Race 4 makes they're second a great result.

In the Saturday aggregate Phoenix won from YT2 and Tonic. The importance of skippers ensuring that race documents are correctly filled in for each race was highlighted in the last race of the aggregate. YT2 finished in a position good enough to take out the season aggregate however they were rubbed out as a crew member had not filled out a sail pass. A salient reminder to all skippers to ensure that all crew in each race are correctly documented.

In the Keelboat Championship series Arabelle won from YT2 and Windsong, whilst in the Trailerables Himalayan Women won from Tub Thumper and Magic Pudding. In the Keelboat Distance series Windsong won from Phoenix and Javelin, whilst the Trailerable Division was closely fought out with Endless Advice winning from Times-R-Tuff and Moonshadow.

A new race, the pyramid Challenge was added to the series. This was generously sponsored by Getaway Property Management and was positively commented on by all competitors although virtual marks were unpopular and will likely not be used again.

When a race result can be affected in seconds lost in manoeuvres, mark rounding and boat speed issues an imaginary mark although well known in gps and chart plotters still leaves its exact position open to interpretation.

This was made evident to me in the recent ORCV Blairgowrie race. They used our non-existent Start mark (in the club for winter maintenance) as a virtual turning mark. Laurie White and myself observed all the boats turning at this mark and in my opinion, there was a least 200 metres in difference of where some boats chose to turn.

The juniors and off the beach sailors also had a Covid affected start to the season.

In the OTB Championship series 16 race's were conducted, this was won by Jack Vermeer in Crackerjack from Heath Jones in Unbalanced and Jay James and Digby Taylor in Fast and Furious.

In the OTB Aggregate 19 Races were run and this was taken out by Jack Vermeer in Crackerjack from Heath Jones in Unbalanced and Lucy Laverty and Millie Grover in Clueless.

9 races were conducted in the Optimist Open and Green Fleet Championships Series. In the Green Fleet Madeline English in Mopti won from Lila Donnellan in Meerkat and Jack Hastie. In the open Fleet Will Kruek in @C won from Griffiths Rufus in Racer X and Josh Bacon in Sonic Dash.

There were 13 races run in the Opti Aggregate. In the Green fleet Madeline English in Mopti won from Lila Donnellan in Meerkat and Jack Hastie in his boat. In the Open fleet Josh Bacon in Sonic Dash won from Rufus Griffiths in Speedy G and Will Kruek in @C.

Our youth sailors have been lifting the achievement bar higher this year with 6 Australian Sailing scholarships awards to MYC sailors out of a total of 18 awarded.

In the Australian Youth Laser Radials in April this year Lachie Weber and Jack Eickmeyer fought out an incredible close series to go 1-2. Jack then went to Europe to represent Australia and at the time of writing was sitting a creditable mid fleet against the world's best youth.

Lily and Matilda Richardson also sailing in Europe in the challenging 49 FX, however with an unfortunate injury had to cut short their campaign.

James Jackson was named Australian Youth Sailor of the year last year on the back of his winning the 420 Nationals, he is now training in 470s with Olympic selection the goal.

James, Jack, Lily and Matilda are at time of writing about to represent Asia Pacific in the Sailing Leagues World Championships in Germany. They got to this point by winning the Australian and then Asia Pacific Championships earlier. This team won both the under 22yr and Open categories of the event.

Sophie Jackson, the other MYC Australian Sailing Scholarship holder is extremely busy sailing various regattas in Europe gaining valuable experience in her Olympic selection campaign.

We were able to run a reasonably normal trophy presentation day although run over 2 weekends due to OTB and Opti commitments.

A very welcome change to this year's Saturday racing awards was the presentation of winning yacht photos instead of trophies. The great shots were all supplied by Alan Dillon who has supplied the club with many great shots during the season.

As this is my last year as Rear Commodore, I would like to thank the various members who have supported me, in particular, the Sailing and Race committees who have all helped deal with the Covid challenges, and the volunteers who turn up to enable our racing to take place. I would also sincerely thank Steve Bardsley for his constant support, which all past Rear Commodores would know is invaluable. I think next seasons sailing will hopefully be one of our best of recent times with at least 4 new boats coming into Saturday racing bolstering our numbers back to a strong racing fleet.

*Bill Bennett*  
*Rear Commodore*

7.0 **TREASURER'S REPORT** Andrew Klose read to Key Points of the Treasurers Report and Financial reports which were circulated to Members via email.

This Treasurer's report is for the financial results of the Club for the year ended 31 March 2022.  
*Tabled report: "The club finished the year with a great result"*

### Overview;

The **Net Surplus** for the financial year was \$110K (prior year \$134K) and an **Operating Surplus** before Interest, Depreciation and Abnormal items of \$227K (prior year \$98K).

Closing **Cash Available** was \$414K (prior year \$340K)

**Capital Expenditure** was \$70K (prior year \$20K)

**CBA Loans** decreased \$100K (prior year decreased \$24K)

### Comments on the results

The club's closing **Cash Available** improved by \$75K to \$414K. The Board decided to change the reporting of cash available to exclude Foundation and Rocks Joint accounts and make a provision for unspent donations to SailAbility. These balances are now regarded as either held on trust by the Club (MYC Foundation) or held by the Club for specific purposes (Sailability Unspent Donations and Rocks sinking fund for capital expenditures).

The **Operating Surplus** (before Interest, Depreciation and Abnormal items) representing the club's operating cash generation capacity before repayment of loans, capital expenditure (depreciation) and other non-operating items: was \$227K \$99K prior year).

**Member Subscriptions** income improved marginally (+8% or +\$16K versus prior year). (Note: the Finance Committee is concerned about the steady decline in membership, and hence subscription income, from a peak of \$280K in 2017/18 to \$217K in 2021/22.)

**Rocks Rent** income returned to normal \$256K (\$105K prior year) post COVID interruptions.

Other operating activities were relatively unchanged versus prior.

See the Results Appendix for more operating result details.

**Capital Expenditure** of depreciable assets for the financial year was \$70K (\$20K prior year) with the purchase of 2 RIBs being the most notable expenditures.

**Bank Loan** balance was \$359K (\$450K prior). The loan is planned to be fully repaid by October 2025.

### Forward Looking

After several challenging years with COVID related disruptions to our club, we are happy to be in a positive financial position. The Finance Committee estimate that the club will generate \$150K cash each year, after loan repayments, available to be spent on major repairs and capital expenditure projects.

The Board has prioritised a list of major projects with estimated amounts to be spent. The Finance Committee track and review this expenditure each month. Currently the largest is Project Hurricane (downstairs redevelopment) where ~\$100K is planned to be spent.

### Subsequent Events Post Balance Date

There have been no events that have significantly affected the club's financial position post 31 March 2022.

## Acknowledgements

As Treasurer, I chair the club's Finance Sub Committee consisting of Stuart Gooley, Mark Nicholson, and Michael White. I thank the Finance committee for the valuable insights they give me with their many years of accumulated experience with the club. The Finance Committee also appreciates the office and bookkeeping support from Sarah Grant, Michelle Levenspiel and Tayla Harris.

8.0 As there has been no general business items received by the 7 August 2022 there is no general business.

Before going to Elections Greg thanked Andrew for his work and support of the board.

## 9.0 ELECTION OF OFFICE BEARERS AND COMMITTEE FOR THE SEASON 2021/2022

All positions were declared vacant.

Greg thanked all Board members individually and thanked for them for standing again.

All Nominations were received unopposed and hence declared elected.

The following Senior Members were nominated to the Board:

- Andrew Young Commodore
- John Underwood Vice Commodore
- Trevor Neate Rear Commodore
- Laurie White Club Captain
- Andrew Klose Treasurer
- Bill Bennett Board Member
- Stuart Gooley Board Member
- Ben Jones Board Member
- Joanne McKenzie Board Member
- Greg Martin Board Member

A motion was moved that those members nominated for the positions of Commodore, Vice Commodore, Rear Commodore, Club Captain together with the five other members be elected as Board members. CARRIED

Andrew Young congratulated the board members and thanked them for standing with a special appreciation to Greg for his work over the last 3 years, he also thanked Greg for being a great mate & for encouraging him into this position. He also thanked Bill mentioning the significance of the current board staying together for the next year.

An update was given on the current projects, expressing further yard improvements and appreciation was given to Laurie and the TAG team.

Andrew also spoke about the funds that the State Government are allocating to Mornington Harbour, including the enormous benefits of re-building Fisherman's Jetty and that the club's Future Directions Sub-Committee will endeavour to work with Parks and the Council to ensure that the funds are spent wisely from the club's perspective.

Andrew concluded the meeting with thanks to Sailability and a welcome to Ben Jones for joining the board.

10.0 Meeting closed 11.25am

Commodore: Signature  \_\_\_\_\_

Honorary Secretary: Signature  \_\_\_\_\_

Date: 14 August 2022