

Celebrating
90 years

East Fremantle
Yacht Club



ESTD. 1933

ANNUAL REPORT

2022 / 2023

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COMMODORE'S REPORT

Thank you for attending the 2023 AGM.

I would like to thank all the Executive and their committee's for their hard work over the past 12 months.

Highlights

Some highlights from the past year include:

- City of Melville rebuilt the Seawall around the rigging lawn.
- We held a major Raffle to help replace our aging balcony blinds.
- I called a Special General Meeting in February to upgrade our Constitution – all motions were past.
- We launched our new Strategic Plan 2022-2027 with the help of Kerry Pedigo which is now on our website.
- The club has applied for many grants over the last twelve months and were successful.
 - A Grant to replace our lighting to LED's,
 - Grant to Acknowledge our Volunteers by providing courses & clothing.
 - The major grant we applied for was for A Jetty. A band of volunteers led by Laurie Huck had worked tirelessly to prepare the grant application. I announced a couple of weeks ago we were successful obtaining funding of \$30,000 from the Community Sporting and Recreation Facilities Fund to help in the upgrade. Will it be ready for next season no, a lot of preparation work is still required but we can move forward on this now.
- In May the Club was awarded Best Club & a Top 10 Bar & Pub in East Fremantle based on visitor reviews to a site called Restaurant Guru, one of the world's most popular foodie websites. This is further evidence that the hard work of the kitchen team over the past few months is paying off. Thank you to all our members and their guests who continue to support the Club through visiting the restaurant.
- In July Josie organized 3 Sausage Sizzles at Melville Bunnings to raise funds for a Murial on the Western Wall.
- We introduced a 3-month membership drive. This will be tried again at a different time of the year.
- Last year at our Medal Night two people were inducted into the 60-year group taking the total to six. This year we have one more person entering this special group. Our 50-year group is growing as well.

90th Season

We're entering a new phase at the Club with next season being our 90th sailing season. The Summer Sailing Season Opening Day will be held on Sunday 24th September. The Club will be holding a 90th birthday celebration on 11th November to celebrate this significant anniversary. You would also have seen advertising of new Club merchandise to commemorate this milestone. In preparation for the Season Opening Day our annual Busy Bee will be held on Saturday 16th September. As we say many hands make light work.

Executive Committee

I would like to thank our four Executive Committee Members standing down this year:

- Rear Commodore of Mooring & Storage, Phil Field
- Power Captain, Oli Charlesworth
- Committee Member and Club historian, Craig Baird and
- Long-standing Committee Member, Laurie Huck.

Thank you for all your support to the Executive Committee.

Farewell

On a personal note, I would like to say thank you for the support I have received from the Executive Committee, members and past Commodores over the last two years. Someone said to me I have stabilised the Club moving forward but it has been a team effort by everyone here tonight. Some people will like change and others will not, but we need to keep moving forward to keep up with the times. In closing the Executive Committee and myself would like to thank all members for their support over the past 12 months and for the next 12 months we hope to consolidate and move forward with a bright future.

Margaret Shiner - Commodore

VICE COMMODORE'S REPORT

Welcome members to the 2023 Annual General Meeting.

The Club has met many different challenges during the 2022 to 2023 season and these challenges have been met head on with some significant improvements.

Some tough decisions have had to be made whilst at the same time trying to maintain a service to the membership to the best of our financial ability. There are many projects needing attention.

It would be wonderful if we could do all of the following without financial hurdles:

- Replace our ripped balcony blinds.
- Remove our old and non-compliant hot water systems.
- Replace our 250 function chairs which are old, torn or broken.
- Replace the broken air conditioning system in this function rooms.
- Replace our Pacer sail training dinghy fleet with a modern alternative.
- Resurface our car park.
- Replace our old and tired fuel delivery system.
- Replace all 54 of our 30-year-old wooden pen pylons and I could go on.

But this is not our current reality, but it is not out of the question we can aspire to such outcomes over time provided we move forward with a planned financially sound approach.

At this point it is worthy of a special mention in respect to the expired hot water system. We have had 2 gas heaters fail and no licensed Gas Plumber will help to resolve this as the entire gas exhaust flue system is no longer compliant. Therefore, the system requires a complete replacement. And although we have approached several organisations none have replied with options and pricing. We understand the frustrations by our members in this regard however, we have this high on our priority list, if only our contractors were the same.

You will see from the financial statements the business has had a financial turnaround by \$300,000 from the 2021/22 financial year and we are on the path to continued financial stability into the future. However, we must continue to watch the cents to make the dollars and to do this we must remain vigilant as Committees, and we seek the members patience in the meantime.

Participation

We have seen a remarkable change in some members contributions around the Club compared to previous years and this is so wonderful to witness. The amount of volunteering we are seeing round the Club has increased significantly and we hope this trend continues.

Participation requirements for the Pen and Mooring retention continues however, this has been extended to include "Contribution" as contributions such as volunteering is just as important as participating in Club events.

As you have taken the time and are all sitting here at this AGM, I suspect the following comments do not relate to any of you. Irrespective of the increase in volunteers, there continues to be those few who believe they are entitled and offer nothing in return by way of participation and / or contribution, they merely take.

Further the Club has Rules and formal requests for compliancy have often been ignored, argued about, or completed half-heartedly. These rules are in place and member cooperation is requested in order to reduce the amount of volunteer and staff time chasing those members for compliancy.

There are sometimes personal circumstances which prohibit members attention to issues, and these will always be looked at on a case-by-case basis and usually accepted. This is an area which must be improved upon.

VICE COMMODORE'S REPORT

It is an honour to be a member of this old and wonderful Club and I ask all members into the future to consider, what can we all do for this Club to ensure its wellbeing, ongoing growth, and financial stability.

Now moving on!

Some highlights for the year past are as follows:

Energy Efficiency Grant

The Club was successful in receiving \$21,500 from the Commonwealth Government following an application in March this year for an Energy Efficiency Grant. We received the money this month. The money will be used to replace all non-LED jetty lights with LED and in addition, we will replace the entire lighting on the balcony with LED festoon lighting with brightness controls when the circumstances require. It is estimated by the successful contractor, the energy saving for the jetty and balcony will be 60% and 85% respectively.

Balcony Louvre Installation

I am sure everyone will agree the new louvres on the western end of the balcony look wonderful. This eroded the entire proceeds of the raffle after prizes were paid and I thank all those who participated in this raffle initiative. It would be preferable if these louvres could continue around the corner for 1 full blind length and this will make that corner cosy. We merely need to raise the money.

There is a plan in replace the rest of the blinds and a trial blind is being made and donated by a truly good member. Following the successful installation, more details will be provided to the entire membership.

Yacht Club Managers Forum – Sydney 2023

At no expense to the Club, I attended the Sydney biennial Yacht Club Managers Forum in July. The purpose was to establish what value attending the forums provided and to gain information on what other Clubs are doing.

At the end of the 3-day event I was asked what value I gained out of the forum and my immediate response was:

- A terrific network of likeminded people and
- Therapy.

But in all seriousness the BIG takeaway:

“All Yacht Clubs have the same issues as EFYC irrespective of their marina size and membership numbers and we are not alone in the many daily challenges.”

I continue to liaise regularly with these new best friends on the many and varied issues we regularly face seeking their view should they have encountered similar circumstances.

Conclusion

In closing it has been an honour to represent all members of EFYC on the Executive committee as your Vice Commodore over the past 2 years and I look forward to the next period of the Club's journey into the future as your Commodore.

Steve McWhirter – Vice Commodore

REAR COMMODORE SAILING REPORT

Good Evening Commodore, Members of Executive, Members.

It is my pleasure to report that all on water sections were very active and participation is returning to what could be considered normal levels. Won't it be a pleasant change not to have to reference the impact of Covid moving forward.

I will provide a brief overview of the activities of each on water section, unashamedly plagiarising the reports authored by each Section Captain and our On Water Coordinator. The individual full reports will be published on the notice board in the Commodore's Bar and in Around The Club next Wednesday.

Power

The Power Section had a busy year, with highlights including the very successful 2IC Morning, the RIB and Smallboat Rally, and the Closing Day "Power Fun Times Rally", not to mention their full calendar of social events culminating in the Gilligan's Island Themed Presentation Night. Thank you to all the Power Committee members for the energy they have put into making the year a success, and particular thanks to Oli Charlesworth who is stepping down from the role of Power Captain and to Ben James who is stepping into those big shoes.

Training

The Training Section went from strength to strength this year under the stewardship our On Water Coordinator, Renee Keating.

The progress made in our training program during the season has been significant. In summer, our sailing courses garnered over 150 participants. This achievement led EFYC to rank third among all WA Discover Sailing Centres. Additionally, we achieved a third-place ranking for the junior tacker's courses, and a fifth-place ranking for the keelboat courses.

The dedication of Renee and her team of coaches has resulted in EFYC punching well above its weight in State and National championships as will be highlighted by the report from the Centreboard Captain. Thank you Renee and all the coaches for your efforts this year.

Keelboat

The Keelboat Section conducted their usual full calendar of events and as is usual the Commodore's Cup Series was by far the most supported followed by the continued resurgence of the Friday Night Race Series. The Inshore series faced some challenges with late changes to the FSC/HYC organised first race created clashes with our calendar and it had to be dropped. The closure of the Rottnest Lodge at Rottnest for redevelopment meant that accommodation was very hard to find and this severely impacted on our numbers for the D'Arcy Race. It was however a successful event with the SoPYC "Billy Run" tagging along. As always, thanks must go to the Power Section for their support, without which we could not run this event.

Throughout the season, the section hosted the S80 Association and the SS22 and SS27 Associations for heats of their respective State titles, and we have committed to do this again.

Thanks to the Keelboat Committee for their tireless efforts to run the season and particularly to Paul van Bilson as Captain who is handing over the baton to Jo Van Bilson as the incoming Keel Boats Captain.

Centreboard

The Centreboard Section had a very successful year and the number of boats sailing on Saturdays harks back to the heydays of the eighties. It won't be long at this rate before we will again have boats rigging up on the foreshore at Bicton Baths.

We welcomed a new fleet this year in the RS Aeros. Our Aero sailors took out the WA Men's and Women's state titles earlier in the year whilst Maria Lousia Coulson recently represented the Club at the world titles in Sardinia, bringing home the title of Women's Masters World Champion in the Aero 6 class.

REAR COMMODORE SAILING REPORT

We continue to see outstanding growth in all the dinghy classes sailed at the Club with the Sabres fleet now pushing beyond 20 boats and the Sharpies are regularly putting 8-10 boats on the water. The Skates are looking to field at least 6 boats in the coming season, and they also boast a second-place result at the last Nationals (on a countback). EFYC is proud to be hosting the Skate National Titles over the upcoming Christmas / New Year period.

The Club hosted the Pelican state titles in January with 4 EFYC boats competing and one of our teams being pipped at the post by just 1 point and taking second-place. At the same time, our burgeoning Open Skiff fleet was competing upriver at South of Perth Yacht Club at their National Titles, with the Club having 3 sailors finish in the top ten of the intermediate fleet and Billie McCracken bringing home the Intermediate National title. We can expect big things from these sailors in the years ahead.

Renee is also to be commended for building a pool of coaching talent who are not only attracting members to the club but also showing considerable success on their own. Zoe Thompson is currently vying for the Laser Women's position for the 2024 Paris Olympic team whilst junior performance coach Lachy Putt has joined the 'Emergent' Australian Sailing Team in the futuristic Wind Foiler class.

Thanks to Tim Putt for driving the Centreboard Section and to his committee who have ably supported him.

Thanks to all the volunteers from throughout all corners of the club who have contributed to a very busy and successful year.

Thank you.

Peter Halliday – Rear Commodore Sailing

POWER SECTION REPORT

Good evening everyone,

Firstly, a big thanks to the Power Committee for their continuing commitment and tremendous support over the season. They have been the driving force behind ensuring power events run smoothly, and generously given of their time.

Some highlights of the season included:

- The **2 IC morning** provided members new and old with a great opportunity to brush-up on safety and boat handling skills before the season got underway.
- **Closing Day "Power Fun Times Rally"**: Power members had a great day out posting images on their vessels with Club merch on display. The image with the most likes on our Facebook Page belonged to Peter McMerrin. He was rewarded for his win, with the honour of firing the Closing Day cannon.
- **RIB and Small Boat Rally**: a determined crew ventured upstream in vessels large and small and were rewarded with a delicious meal and Long Neck Brewery.
- We had some great social events starting with the **Social Soiree** during which power section members got to know each other better in an informal setting. We also used this as an opportunity to help Fremantle Marine Rescue celebrate its 50th anniversary and recognise its inception here at the Club. At the **Social Dinner** earlier this year, Kevin Horsley gave an interesting talk about his company, Leisure Cat. The season finale was the Gilligan's Island-themed **Power Presentation Night**, a memorable night creatively and expertly organised by Judi Bilton and her team of helpers.

I would like to acknowledge the great support of all our sponsors. In particular, Craig Alford (Armada Mower World), Kevin Horsley (West Coast Suzuki Marine), and Janelle Abbott/Colin Clifton (Ausmare) and Paul Fahie and his wholesale wine business. Their donations have significantly enhanced our fundraising efforts over the season. Our net cash balance is \$7451.60, which leaves us in a solid position for next season.

Your committee has put together another smorgasbord of fun events for next season. These are in the Power Section Calendar on the Club website. We hope to see you there!

Ben James won Power Person of the Year award for his significant contribution to the section, and the Club generally. I have absolute confidence you are in great hands as I hand over to Ben as Power Yacht Captain for next season. If you would like to join the Power Committee for next season, please put your name down on the list in the Commodore's Bar after the meeting.

Thank you all for all your support this season - Happy Boating!

Oli Charlesworth - Power Yacht Captain

TRAINING SECTION REPORT

The progress made in our training program during the previous sailing season has been notably significant. In summer, our sailing courses garnered over 150 participants. This achievement led EFYC to secure a third place ranking among all WA Discover Sailing Centres. Furthermore, we achieved a third place ranking for the junior tacker's courses, and a fifth place ranking for the keelboat courses.

Notably, the restructuring of the junior training to incorporate tackers 3 has yielded promising results. This transition has facilitated a seamless progression of participants into our green fleet, with a notable influx of sailors also moving into our Friday night performance training.

The undeniable success of our performance training program has been showcased by the accomplishments of our junior sailors. Their achievements have extended beyond the state level to the most recent nationals competition. It's important to acknowledge this along with the triumphs of our dedicated course coaches and our committed senior sailors.

Keep an eye out on this space for the 2023/2024 seasons where EFYC hopes to continue this growth and development for the sailing sections.

KEELBOAT SECTION REPORT

The year in review (in brief). As usual the Commodores Cup Races attracted the largest fleets of the season and competition was fierce to win the trophy.

The Friday Night Race Series is once again drawing more boats from most divisions and the numbers were better than most other series barring the Commodores cup series. The Inshore races started with the Mike Harvey Fremantle to Hilary's race being changed to the Rottnest Channel swim day and cancelled and then changed 2 days before the race to an around the cans race off FSC.

Next in the Inshore series was the D'Arcy. Mixed numbers and with the lack of accommodation on Rottnest Island making any accommodation hard to get and expensive. We were joined by SoPYC and they nearly doubled our numbers for their Billy Run. General conversations I had were very encouraging from them wanting to continue.

The Rottnest and Rockingham Races were both sailed in reasonable winds and whilst numbers were down a little everyone who entered these races really enjoyed them and had a great time.

Rockingham Race was not that well supported and TCYC didn't really want us there as they were not offering any hospitality, boat to ferry crews etc. This will be the last time we go there.

Next season the Rockingham race will be changed to a Garden Island race ending near Pig Trough Bay and joining the Power section for lunch.

Over the course of the Summer Season, we hosted the S80 Association for a heat of their Metro Series, the SS22 Association and the SS27 Association for heats of their respective State Titles.

This year we have welcomed a couple of other new boats whom we hope can be encouraged to participate over winter and into next season. Unfortunately, at the same time we have seen some boats sold and leave the club as their owners' sailing careers have come to an end or people moving on.

To that I would like to mention the passing of some club stalwarts. Sue Watkins recently. Sue was sailing until 2 years ago then got a bit frail due to cancer and was given only a few months to live. She lived on for another 2 years but lost the fight. Also to past Commodore Felix Sainsbury who also recently passed away.

On behalf of all of you I would like to recognise all the volunteers without whom we would not have a functioning club and certainly would not have any sailing. There are a great many who chip in a little bit here and a little bit there, the sum of which amounts to a significant contribution but there is also a core group whom I have relied on throughout the season, that deserve special mention:

Your Keelboat Committee:

Paul van Bilsen as KB Captain, Joanne van Bilsen as our scribe, Bruce Wilkinson (SRRC rep from January), Graeme Cole, Tony Guard (handicapper), Chris Candy, Trevor Peter and Mike Batchelor (part time SRRC Rep before relocating to SA).

KEELBOAT SECTION REPORT

Volunteers

The Race Day Volunteers including Support boat crews and Tower officers including, in no particular order:

- Sam James, Our honorary Photographer, who has gone one step further with getting a drone and responsible for the photos and videos displayed on the screens tonight

The rest may be not here but their efforts are none the less very much appreciated.

- Lyn and Al Greenley
- Jane Gunnell
- Alan Ridley
- Rob Massie
- Ben James
- Kevan Harris
- Adam Harwood
- Paul and Jan Chubb - who were in the UK for quite a while
- Helen Suriano
- Roy Fox
- The list goes on.

All together there was over 20 individuals who volunteered at some stage over the year and we thank them all.

A special mention and thankyou to the members of the Power section that play such a crucial role in the D'Arcy and Rockingham Race as well as providing the start boats for our Melville Water Races. We have a few that have done the keelboat courses here that want to get out there. Although I have found a number of these are keen when they do the course but find it hard to commit to every Sunday.

The Participation acknowledgment went out again after being left out during the COVID years. In the future continue with the Friday night race series along with the Wednesday night Twilight in an effort to make it more accessible to all and so to encourage more participation. We get a number of enquiries from Social members to get out and experience sailing, but hard to organise willing boats to take them out.

Mooring & storage will be cracking down on boats not participating, there is a lot of yachts being used as pen minders. We would like to encourage other boats that may be looking for new clubs after a lot of the bigger clubs have significantly raised their fees.

Anybody knows of yachts particularly DIV 1 and smaller yachts the club will make accommodation available by moving on dead wood and power boats that are in traditional yacht pens on temporary status.

The committee has identified that there needs to be more opportunities for sailors to get together and is working on opportunities for the coming year. Support any functions we organise as it gives us more revenue to bring the price down.

Paul Van Bilsen – Keelboat Captain

CENTREBOARD SECTION REPORT

The past sailing season has once again seen excellent growth in the centreboard section of the Club. It is estimated that Centreboard sailors make up more than a third of the total membership, with Saturday afternoons a frenzy of activity on the river - the total race fleet now regularly boasts more than 30 boats on any given race day.

This year we also welcomed a new fleet to the Club, with the RS Aeros arriving in spectacular style. Our Aero sailors took out the WA Men's and Women's state titles earlier in the year whilst Maria Lousia Coulson recently represented the Club at the world titles in Sardinia, bringing home the title of Women's Masters World Champion in the Aero 6 class.

We continue to see outstanding growth in all the dinghy classes sailed at the Club with the Sabres fleet now pushing beyond 20 boats. The Sharpies are regularly putting 8-10 boats on the water whilst the Skates are looking to field at least 6 boats in the coming season in the lead-up to their Nationals, which will be hosted by EFYC over the Xmas/New Year period.

However, perhaps most gratifying has been the return of our junior fleets. The addition of our On Water Coordinator, Renee Keating, to the management team, has seen a wealth of new talent and members flocking to the Club. EFYC now enjoys a podium position amongst WA's Discover Sailing Schools while the junior fleets have met with considerable success.

The Club hosted the Pelican state titles in January with 4 EFYC boats competing and one of our teams being pipped at the post by just 1 point and taking second place. At the same time, our burgeoning Open Skiff fleet was competing upriver at South of Perth at their National Titles, with the Club having 3 sailors finish in the top ten of the intermediate fleet and Billie McCracken bringing home the Intermediate National title. We can expect big things from these sailors in the years ahead.

Renee is also to be commended for building a pool of coaching talent who are not only attracting members to the club but also showing considerable success on their own. Zoe Thompson is currently vying for the Laser Women's position for the 2024 Paris Olympic team whilst junior performance coach Lachy Putt has joined the 'Emergent' Australian Sailing Team in the futuristic Wind Foiler class.

The Centreboard section looks forward to another strong year ahead and thanks the EFYC, the membership and the 100 Club for their ongoing support.

Tim Putt - Centreboard Captain

REAR COMMODORE MOORING & STORAGE REPORT

Firstly, I would like to pass on my thanks to all the members of the Mooring & Storage Committee who have willingly provided their time and energy into the management of the marina for the 2022-2023 season.

The committee during the year, notwithstanding the day-to-day trials and tribulations, have tried to maintain a focus on four strategic outcomes:

1. To keep all pens within the Clubs marina facility occupied and earning revenue,
2. To progressively audit and where required, reset members roping/compensators within the marina to ensure compliancy, protect vessels within their berths (particularly as vessels traversing the river get larger and often less wake considerate) and finally, to protect our ever-aging infrastructure as much as is practical,
3. To audit & upgrade our shore power connection equipment to be compliant with the requirements of the Australian Standard, and
4. To review and where possible upgrade (particularly where a mandatory requirement exists) our facilities whilst being mindful of the current tight trading position of the Club & its finances.

Pen Occupancy

During a period where a number of long-standing members have decided to sell their vessels and pursue other interests, I am pleased to report that currently all marina berths are fully occupied. The committee has maintained a focused effort to ensure rapid reallocation of berths to minimise any loss of income. The marina and moorings have been at close to 100% capacity for most of the year and whilst the pen wait list continues to be shallow for the 7-12 metre pen range, we have successfully managed to keep the berths and moorings at full capacity.

Marina Audit

The committee has now all but completed a progressive audit of each jetty within the Club and provided each member (where works are required); with specific instructions as to items that require attention.

Whilst "roping" is on a similar par with "anchors" in the number of expert opinions available, the Club does have minimum requirements which are designed to protect both vessels and our infrastructure. I would like to express the committee's appreciation to members for their proactive response in getting non-compliances rectified where asked. For any that may be still outstanding we have competitively priced rope now available in the office that can be charged directly to your Club account to further assist in ultimately all vessels being compliant. The Club is fully committed to this outcome.

Shore Power Audit

Earlier in the year an audit of power connection points on all jetties was completed & deficiencies have been progressively rectified. The Club has directly purchased further spares of items which have demonstrated themselves to be consistent failure points (mainly through UV degradation). It means we can now respond more effectively when further breakages occur, by having these replacements on hand.

Marina Facility Upgrades

This year the Club has experienced a number of timber pylon failures. Whilst regular monitoring of these piles has been previously completed it became apparent following further in water inspections that to do nothing posed an unacceptable risk on both the Club and our Insurers. I am pleased to announce that the Executive has approved the driving of 23 new PE covered steel piles within the marina complex. The new steel piles have already been purchased, DBCA Approval to drive these piles has been sought and received and it is hoped that the project should commence within the next 6-8 weeks.

On behalf of the Executive Committee and all members, I would like to express our appreciation and thanks to Grant McCleary who has freely provided not only his expertise and trade connections in this specialised field but has further committed to provide welding and logistical support at no cost to the Club. This has resulted in a substantially reduced "Rate per Pylon" cost allowing the Club to maximise a substantial outcome for what can only be considered a minimum spend.

REAR COMMODORE MOORING & STORAGE REPORT

I am pleased to also confirm that this year four of our moorings were retired due to their positions interfering with vessels exiting from F-Jetty pens. Also this year, all moorings have been fully serviced and certified by an independent mooring contractor. All moorings are currently full & earning.

Following a spate of fuel system outages, a further more detailed review of the Club's fuel delivery infrastructure has highlighted the need for substantial expenditure. The Club does not derive substantial profit from fuel sales and as a result it was considered that the return on investment for the proposed capital expenditure did not meet the prerequisite criteria. It has therefore been decided to remove the western fuel bowser in its entirety and to de-commission all services to it. Diesel and Premium ULP together with any further compliancy works will be focused solely on the Eastern bowser.

Finally, I would like to draw members' attention to the fact that our infrastructure is ageing and would take this opportunity to caution everyone that whilst driving 23 new pylons is a start; the Club has further capital expenditure challenges ahead that can only be funded with debt; profit or a mixture of both. I would therefore encourage all members to try and maximise your patronage of the Club so that further capital intensive projects can be further funded into the future.

Phillip Field - Rear Commodore Mooring and Storage

HONORARY TREASURER'S REPORT

For the benefit of the members, I provide the following comments on the financial report for the year ended 30 June 2023, which follows this report. The bottom-line result was a surplus of \$60k, compared to a deficit of \$167k in the previous year. An improvement of some \$227k. After allowing for non-recurring items, particularly in 2022, the improvement on the prior year is more pronounced at \$300k, explained as follows:

	2023 \$	2022 \$
Result before significant non-recurring items	47,061	(253,210)
Significant non-recurring items:		
Government stimulus and grants – mainly comprising grants for Safety 100 - in 2022	8,570	59,550
Net insurance claim income	4,751	26,702
Overall Surplus/(Deficit)	60,382	(166,958)

The cash flow from operations achieved a similar improvement on the prior year of \$259k, despite some marginally negative net working capital movements in 2023.

Current Year Result

The 2023 result benefitted from a full year of savings from not employing a General Manager. However numerous additional financial improvements have been achieved. Some highlights are:

1. Hospitality product gross margins have increased from 54% to 59% - this resulted from improved practices and processes, disciplined monitoring and better supplier arrangements;
2. Containment of Hospitality employments costs – the Hospitality sector has been heavily impacted by the increases in award rates and staff shortages. The 2023 financial year was impacted by the award increase in October 2022 of 5% plus superannuation increase of 0.5%. The Hospitality employment cost increase, including contractors, was contained at just over 1% due to less reliance on short term agency staff in the kitchen plus improved staff continuity; and
3. Reduced utility costs – the Club achieved a reduction in the cost of power, gas and water of 17% during 2023. This arose from the rectification of solar panel performance issues, fixing of leaks, and very importantly, better practices by both staff and members.

Despite the improvements achieved during 2023, the provision of Hospitality remains the most financially challenging function of the Club. The loss from Hospitality, comprising both member's clubhouse and private functions was again over \$300k in 2023, although reduced on the prior year. The Club's Hospitality turnover has been stagnant for 3 years, despite the significant inflation over the past 2 years. Recently published data by one of the major Australian banks revealed that Australian spending on Hospitality is currently below the pre-Covid levels of 2019 and currently 16% below the same time last year.

Fortunately the Club has managed to avoid that reduction. The importance of achieving increased Hospitality turnover within the Club's cost structure is evidenced by the fact the Club only achieves a Hospitality surplus in 2 months over the year, November and December - the months where pre-Xmas functions and club activity is at its highest level.

Otherwise costs have generally been well maintained or reduced, assisting in the financial turnaround achieved.

Liquidity

At the 2023 balance sheet date the Club was debt free, however the available facilities were utilised during the year, prior to the receipt of some subscriptions late in the year.

HONORARY TREASURER'S REPORT

Consistent with the previous year the Club arranged to extend payments to the ATO, normally due in April/May, till the end of June. However, with the benefit of hindsight, this arrangement was unnecessary.

To fund the urgent replacement of timber piles in the marina a limited number of pen occupiers agreed to pre-pay 5 years of pen fees prior to balance date, raising \$235k after deducting GST. These pen fees relate to the period commencing 1 July 2024, following the completion of the original E Jetty pre-paid pen fee period.

On 31 December 2023 the final reduction of our bank bill facility of \$126k occurs. The removal of the debt repayment obligation combined with the net reduction in non-cash pre-paid pen fees frees up an additional circa \$160k in cash each year from July 2024.

Outlook

As mentioned above, Hospitality remains the major financial challenge for the Club. The performance has steadily improved over the 2023 financial year. Initiatives to increase Hospitality activity plus continuing financial discipline is aimed at reducing the loss from that function. Offsetting this, the Hospitality award has again increased by 4% plus 0.5% in superannuation from July 2023. As a result the Hospitality award rates at today's date are 10% higher than the end of the 2022 financial year.

Consistent with the general market, we are aware some costs will increase at a rate higher than inflation. In particular our insurance, which is a major cost to the Club.

Appreciation

I would like to acknowledge the efforts of many staff and members in the Club, in particular the Vice Commodore for saving the Club the cost of a General Manager. The continuing trialling of new ideas is essential in placing the Club in a sustainable financial position.

Vern Tidy FCA - Honorary Treasurer



CONTACT US

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