



DERWENT  
SAILING SQUADRON

EST. 1906

# 2023 ANNUAL REPORT



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# Flag Officers and Board

## FLAG OFFICERS

Commodore	Nicholas Connor
Vice Commodore	Will Justo
Rear Commodore	Richard Fisher

## BOARD MEMBERS

Jill Abel  
James Burbury  
Steve Chau  
Sophie Kelly  
David Short - Life Member on Board

## TREASURER

Dianne Barkas

## GENERAL MANAGER

Shaun Tiedemann

## LIFE MEMBERS

Robert Badenach AM	Roger Cummins
William Bale	Hugh Garnham
Dianne Barkas	Harry Hale
Ron Barrett	Kevin Jacobson
John Batchler	Richard Johnson
John Blackwood	Gilbert Leitch
Scott Brain	Colleen McCulloch
Ron Bugg	Ross Morrison
Rodney Burnell	David Short
Steve Chau	Michael Webb

## PAST COMMODORES

William Bale	Steve Chau
John Batchler	Richard Johnson
Scott Brain	Roger Cummins
Ronald Bugg	



## **BOAT SHED**

Board Member  
James Burbury (Chair)  
David Bevan  
Andrew Climie  
Noel Dalwood  
Rodney Deane  
Angela Dixon  
Peter Down  
Kim Elliott  
Ross Gilligan  
Robert Loring  
Colleen McCulloch  
Peter Stanley  
Danny Tubb  
Ian Watchorn

## **FINANCE & AUDIT**

Treasurer  
Dianne Barkas (Chair)  
Board Member  
Steve Chau  
Dermot Crean  
General Manager  
Shaun Tiedemann

## **GOVERNANCE & RISK**

Rear Commodore  
Richard Fisher (Chair)  
Alice Grubb  
General Manager  
Shaun Tiedemann

## **SAILING**

Vice Commodore  
Will Justo (Chair)  
Felicity Allison  
Paul Boutchard  
Scott Brain  
Clare Brown  
Ronald Bugg  
Sailing Manager  
Colleen Darcey  
Andrew Davison  
John Dawson  
Gilbert Leitch  
Ian Ross

## **SOCIAL**

Board Member  
Sophie Kelly (Chair)  
Carol Barber  
Michelle Boutchard  
Christine McMinn  
Tammara Potter  
Peter Rogers

# Committees



# Volunteers

## COMMITTEE BOATS

Hill Street  
Sandy Bay Sailing Club  
Masterpiece  
Alan Perkins  
R L Bugg  
Derwent Sailing Squadron  
Trilogy  
David & Nicholas Connor

## EQUIPMENT AUDITORS

Ron Bugg  
Michael Denney  
Nathan O'Shea  
Greg Rowlings

## MEASURERS

Fred Barrett  
Scott Brain  
Nathan O'Shea

## PRINCIPAL RACE OFFICERS

Richard Fisher  
Neil Harris  
Gilbert Leitch  
Ian Ross

## PROTEST

Scott Brain  
Andrew Davison  
David Rees  
Jonathon Rees

## RACE MANAGEMENT

Jill Abel  
Felicity Allison  
Frank Bidejowski  
Paul Boutchard  
Michelle Boutchard  
Scott Brain  
David Brett  
Ric Buchannan  
Ron Bugg  
Steve Chau  
Michael Cooper  
Andrew Davison  
John Dawson  
Dervla Duggan  
Brendan Dwyer  
Katrina Fisher  
Richard Goodfellow  
Paul Gray  
Chris Gudgin  
Neil Harris  
Brendon Herron  
Sam Ibbott  
Will Justo  
Chris Keil  
Sophie Kelly  
Rohan Langford  
Gilbert Leitch  
Yuhang Liu  
Libby Masters  
Katie Nawrath  
Rob Nolan  
Emma Piecey  
Sally Rattle  
Jonathon Rees  
Ian Ross  
Jane Schwerkolt  
Isaac Smith  
Todd Sproule  
Marcus Swan  
Jim Thorpe  
Michael Wilkinson  
Anthony Woolley

## MAJOR

Launceston to Hobart	Willie Smith's Tasmania
King of the Derwent	Innovative Electrical
Two Capes	Wallace Wilkinson & Webster
Twilight	Derwent Boat Sales
Midweek	iWest Insurance Brokers
Autumn Short Handed	Cascade (CUB)
Summer Pennant	iWest Insurance Brokers
Pipe Opener	Ronald Young & Co. Builders
Winter	Battery World - Hobart
Bridge Race / Marina Party	Harcourts Hobart
Dinghy Pennant	Professional Plumbing
Cruising / String of Pearls	Cascade (CUB)
Members Draw	Lewis Marine
SailTrain	Cascade (CUB)

## SUPPORTERS

Blythe & Watchorn Builders  
Burbury Consulting  
Cunic Homes  
Department of Communities, Sports and Recreation  
Department of Premier and Cabinet  
Machine DNA  
Marine Solutions  
Peter Johnston Ship Chandlers  
PJ Yacht Care  
Phoenix Construction  
TASSAL LTD  
TasPorts

The Derwent Sailing Squadron would like to thank all our sponsors and supporters for their ongoing support. We encourage all members to support those who support our club.

# Sponsor's



# Commodores Report

It is with great pleasure that I present to you the 2022-23 Derwent Sailing Squadron Annual Report. This past year has been filled with remarkable achievements by the Squadron and our members, solidifying our position as a thriving force in the sailing and boating community. I am truly delighted to be associated with an organisation dedicated to enhancing our members' boating experiences, facilities, and services.

With a 6% increase in membership over the year, and a 30% growth over the past three years, we continue to achieve record membership levels while simultaneously reducing the average age of our membership and gaining better gender balance. This growth across all member categories signifies the success of our membership recruitment and retention strategies, but more importantly confirms we offer an appealing and desirable product.

I consider myself incredibly fortunate to lead a highly accomplished Board whose primary focus is to provide superior marine infrastructure and boating services within our region. Our foundation is built upon the strong legacy left by past generations of members. It is clear that boating is at the heart of the Squadron, while social engagement remains an important aspect of our culture. While our restaurant and bar are significant, they do not drive our club - the essence of our club lies in our passion for boating.

Our Board understands the importance of equality, inclusion, and fairness, and we strive to uphold these principles through concrete actions rather than mere words. We recognise that true commitment to these principles is revealed through our actions, not just through claims. While we may not be perfect, I firmly believe that we have established the necessary foundations to ensure that we remain contemporary and embracing of diversity. Every member can expect that they will receive equal treatment, will pay the same fees, will be afforded the same opportunities, and will have the same rules applied.

I extend my heartfelt gratitude to my fellow Flag Officers and Board Members for their invaluable voluntary contributions and unwavering support. Our Board is a reflection of our membership, comprising passionate boaters and yacht enthusiasts who bring diverse expertise and life experiences to the governance of the Squadron. Building upon the strong foundations laid by our predecessors, the Board serves as custodians of the Squadron's future.



During the year, Rear Commodore Heather McCallum resigned from the Board after her appointment to the Australian Sailing Board. Heather made significant contributions to the Squadron, and while we miss her presence, we are immensely proud that her appointment reflects positively on the composition of our Board. Fortunately, we were able to find an excellent replacement in Richard Fisher, a member of our Risk and Governance committee and an equally accomplished and effective leader. Our robust Board succession planning continues to ensure a sustainable future for the Squadron.

I would like to take a moment to acknowledge and express our sincere appreciation to our outgoing Board members, whose extraordinary voluntary efforts have greatly benefited the Squadron and underpinned our success. On behalf of all members, I extend a special thanks to outgoing Treasurer Dianne Barkas. Di has demonstrated exceptional skill and dedication in leading the Audit and Finance Committee for many years, and it is thanks to her diligent guidance that our Squadron's financial position remains exceptionally strong. I would also like to recognise the invaluable contributions of Life Member David Short, who has brought wisdom and historical perspective to our Board deliberations, ensuring that we honour the legacy of past members as we shape our future. Thank you both for your outstanding contributions to the governance and essence of the Squadron.

I also want to express my gratitude to the numerous volunteers who selflessly contribute their time and effort to the Squadron. Everywhere I look, I see members positively contributing to the advancement of our great community. Our committees and working groups, such as yacht race management, audit and finance, risk and governance, social activities, history, and the boat shed team, consistently deliver excellent outcomes for our members. The Squadron values contributions from all members, recognising that the collective sum of everyone's efforts truly makes a difference and sets us apart.

We value our corporate relationships immensely and work very hard to be a reliable and trusted partner. It has been a pleasure to partner again this year with our key partners Australian Sailing, Marine and Safety Tasmania, Sandy Bay Sailing Club, the Kettering Yacht Club, Sailability, the Tamar Yacht Club and the University of Tasmania. There is no doubt that our members benefit from these relationships with organisations with compatible values.

We extend our heartfelt gratitude to our valued sponsors, as their support is paramount to the success of the Squadron, particularly our yacht racing program. Without them, racing would be drastically different. We would like to thank our major sponsors Willie Smiths Cider, Derwent Boat Sales, TASPORTs, iWest Insurance, Lewis Marine, Cascade Brewery, Harcourts Hobart, Ronald Young & Co. Builders, Battery World - Hobart, Professional Plumbing, Innovative Electrical, Phoenix Construction, Peter Johnston Ship Chandlers and Wallace Wilkinson & Webster.

Once again, I extend my appreciation to all members for their dedication and unwavering support. It is through our collaborative efforts that we continue to propel the Squadron to greater heights. Amidst the numerous magnificent contributions to the Squadron, we have the pleasure of presenting some yearly individual awards recognising outstanding achievements. I am proud to announce the following individual awards for this year:

JOHN HERBERT MEMORIAL AWARD awarded for outstanding services to the Squadron. This year's recipient of the John Herbert Memorial Award is Heather McCallum. Heather has provided an important contribution to the Squadrons Governance and Financial oversight for many years, having spent 7 years on the Audit and Finance committee and 3 Years on the Governanace and Risk Committee, leading that Committee until retiring due to a conflicting appointment with our peak body. Heathers forensic and depth of analysis of our financial and governance performance has contributed significantly to the Boards understanding of our financial position and governance responsibilities.

GRAHAM BLACKWOOD MEMORIAL TROPHY – awarded for outstanding contribution in furthering the sport of sailing. This year, the Graham Blackwood Memorial Trophy is awarded to Scott Brain and Nathan O'Shea in recognition of the integral part they played in the successful ORCc rating change for the 2022-23 season. Measuring over 60 boats, since the start of the season, Scott and Nathan have contributed a significant amount of personal time to deliver this cost-effective measurement rating system to Hobart sailors across all the major clubs.

TOM STEPHENS AWARD for outstanding contribution to race management. The Tom Stephens Award this year has been awarded to Neil Harris who made a significant contribution to race management this season in his commitment to being the main Race Officer for the Twilight Series and support Race Officer for the Sharpie Nationals, King of the Derwent, Pipe Opener and DSS hosted Combined Clubs events. Neil is also a regular Race Officer at the Sandy Bay Sailing Club, further validating his commitment to his outstanding contribution to race management. Neil is always first to put his hand up to volunteer for our events and is a great supporter of the Squadron.

The Squadron is extremely proud of the outstanding achievements and results by all our sailors this past year, outlined in the Vice Commodores report, however this year's COMMODORES AWARD for outstanding achievement in the sport of sailing was awarded to Andrew Smith. Coming off a successful Festival of Sails regatta in January 2023 and sailing his Melges 32, Cockwomble, Andrew Smith and his crew won Division 2 in the 2023 IRC Australian Yachting Championship. Finishing in the top 2 of every race, Smith won IRC and ORC as part of the Adelaide to Port Lincoln Yacht Race & Regatta.

This year's SEAMANSHIP AWARD was awarded to Alice Grubb and Tom Stearnes who sailed their beautifully remodelled Adam's 40, Sundowner, in the 2022 Launceston to Hobart Yacht Race, Alice and Tom showed determination to ensure their boat was race ready. On a conservative budget they refurbished the yacht over 12 months, relaunching the boat in late September 2022 and preparing the boat for the Launceston to Hobart with only days to spare. Their race performance overcame significant adversity and winning the race overall paid testament to their efforts.

This year's OUTSTANDING WOMEN'S ACHIEVEMENT AWARD was awarded to the 2022 Australian Women's Keelboat Regatta (AWKR) DSS Team. Representing the Squadron proudly the DSS Women's crew of Jo Breen (Skipper), Heather McCullum, Cass Olive, Janene Frawley, Clare Dabner, Tami Potter, Lauren Davison and Colleen Darcey took out 1st in AMS and the Sportsmanship Award for standing by a person overboard during racing at the AWKR.

The EDISS BOYES MEMORIAL AWARD youth encouragement award this year was awarded to Faye Read from Sandy Bay Sailing Club. Faye has been selected for the International Cadet Australian Team for the upcoming World Championships to be sailed in Belgium in July. In the most recent World Championship held in Williamstown, in January 2023, Faye finished 12th with crew Olive Hooper as part of the Australian Team. In addition to these achievements, Faye has been involved in the Collegiate School Teams Racing team, competing in the National Championships as well as representing Australia in the Interdominion Championships in New Zealand last year. Over the last 12 months Faye has been very proactive in her role as Junior Commodore at Sandy Bay Sailing Club and is a positive role model and leader to her fellow sailors.

Again, congratulations to all 2022-23 Squadron Award recipients.

Financially, the Squadron has had another outstanding year, exceeding expectations across all our business sections. I would like to acknowledge and thank our Audit and Finance Committee, chaired by Treasurer Dianne Barkas, and including Rear Commodore Heather McCallum (for part of the year), Past Commodore Steve Chau, and Dermot Crean. They have provided invaluable guidance and review of the Squadron's financial affairs.

During the year we undertook some notable projects. We installed the Sailability and member accessible floating pontoon. We dedicated this high-quality infrastructure to our esteemed Life Member the Late Brian Freeman and named it the Brian Freeman Access Pontoon. We sincerely thank Bob Clifford and INCAT for providing the aluminium access ramp. This installation represents our commitment to ensuring that our infrastructure is accessible to anyone at all times. It is one of the few installations that meet disability access standards at all tides.

We are also proud to have implemented a holding tank pump-out system, further affirming our dedication to environmental responsibility. This project demonstrates the benefit of having a plan for future development, as the necessary waste disposal pipework, a substantial component of the project requirement, was laid seven years ago during the marina development.

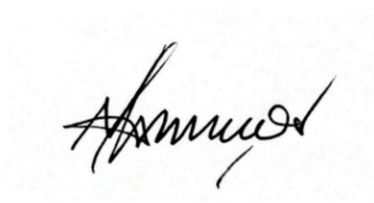
In the coming year, we will continue planning for the replacement of the Cheverton's Jetty Deck and the broader complex. We aim to develop a coherent and sensible plan for the entire precinct, ensuring that the new infrastructure is both fit for purpose and built to last. We are fortunate to have a clear infrastructure plan moving forward.

Lastly, I extend our thanks to our staff, who work tirelessly to maintain operational budgets and ensure the smooth running of services within the Squadron. It is their dedication and professionalism that allows us to deliver our strategy and provide timely and efficient member services. I sincerely thank each and every staff member for their unwavering support and commitment to the Squadron.

On behalf of the Squadron, I extend my deepest sympathies to the family and friends of the members we have lost during the year.

Frank Ikin	Life/Golden Member	1956 - 2022
Brian Freeman	Life Member	2000 - 2023
T Ronald Warner	Golden Member	1957 - 2022
John Hunn	Golden Member	1970 - 2023
Peter Hiller	Full Member	1980 - 2022
Tim Johns	Full Member	2018 - 2022
Jarunetr (Ta) Bunsupa	Family Social Member	2021 - 2023
Mike Allen	Social Member	2018 - 2023

Thank you all once again for your support and dedication. It is through our collective efforts that we continue to propel the Squadron to new heights.



Nick Connor  
Commodore

The Squadron once again provided our members and the broader sailing community an extensive suite of races during the 2022-23 sailing season, with both members and visiting competitors thoroughly enjoying our comprehensive program. We strive to cater to the diverse needs of sailors, ensuring that everyone finds something suitable for their preferences.

Our participation and support of the Combined Clubs Saturday racing initiative continued during the season, offering fully crewed and two-handed summer racing with short course and passage options. The midweek series organised by the Combined Clubs was particularly impressive this year, as the participating sailors demonstrated their competitive spirit.

In addition to these series, the Squadron offered some of Hobart's finest alternative racing opportunities. The Pipe Opener season opening series, our Thursday evening Twilight racing, SB20 one design Summer Pennant, the magnificent Two Capes offshore race, our bespoke social Bridge to Bridge Race, and the Autumn Short Handed Series were all well-attended and highly regarded. Alongside these local events, our nationally recognised races, the Launceston to Hobart Yacht Race and the King of the Derwent, solidified our leadership position.

The season has been massive particularly over our busy Christmas and New Year period. In addition to the Launceston to Hobart and King of the Derwent yacht races, we were very proud to conduct the 74th Australian Sharpie National Championship which saw the Sharpie festival come to town with a big fleet of 47 boats. The regatta was a resounding success with spectacular racing and equally spectacular social events back on shore. We further managed the finish for the massive 50th anniversary Melbourne to Hobart fleet, somehow squeezing 60 boats, along with our Launceston fleet into Constitution Dock and Elizabeth St. Pier.

The Sailing Committee has been instrumental in providing strategic guidance for our sailing endeavours, representing the interests of our members and the broader sailing community. In today's world, innovation is crucial to stay relevant, and we have embraced this by, for example, adapting our Twilight Series format to reflect the growing popularity of twilight racing with a nod towards changing family imperatives. Responding to feedback from competitors, we have diversified and expanded our race courses and the introduction of a midriver start with a true windward beat for the first leg has been well-received. Looking ahead, the Sailing Committee will focus on enhancing the courses for the upcoming 2023-24 season.

## Vice Commodore's Report



I would like to express my deep gratitude to the Sailing Committee for their ongoing commitment and valuable input. Special thanks to Gilbert Leitch, Ian Ross, Scott Brain, Felicity Allison, Clare Brown, John Dawson, Paul Boutchard, and Ron Bugg. I would also like to acknowledge the exceptional work of our dynamic and highly professional Sailing Operations Manager, Colleen Darcey, who brings all our initiatives together and keeps us focused. The experience and dedication of this group make serving as Chair of the Committee an absolute pleasure. Thank you all!

I am honoured to have led an incredible team of Race Management volunteers who play a crucial role in organising our sailing program. Our team comprises skilled individuals with extensive expertise in all aspects of yacht racing, including race officers, timekeepers, scribes, protest personnel, mark laying experts, measurers, and equipment auditors. They are passionate sailors and boat operators who willingly dedicate their time and expertise to ensure the success of our race program. They are the backbone of our sailing program, and on behalf of the Squadron and all race participants, I extend my heartfelt gratitude for their exceptional contributions. Without their invaluable support, conducting such an extensive race program would not be possible. Thank you all sincerely.

### **Race Directors and Race Officers**

Ron Bugg - Launceston to Hobart, Gilbert Leitch - Autumn Short Handed Series and Midweek Series, Neil Harris and Richard Fisher – Twilight and SB20 Summer Pennant, Ian Ross - King of the Derwent, Combined Clubs Harbour and Long Race Pennant and the Pipe Opener.

### **Committee Boat Skippers**

Alan Perkins, (Masterpiece) - King of the Derwent, Combined Clubs Harbour and Long Race Pennant, Sharpie National Championship and the Pipe Opener, Nick Connor (Trilogy) – Barnes Bay PHS Worlds.

### **Race Management**

Jill Abel, Felicity Allison, Frank Bidejowski, Paul Boutchard, Michelle Boutchard, Scott Brain, David Brett, Ric Buchannan, Ron Bugg, Steve Chau, Michael Cooper, Andrew Davison, John Dawson, Dervla Duggan, Brendan Dwyer, Katrina Fisher, Richard Goodfellow, Paul Gray, Chris Gudgin, Neil Harris, Brendon Herron, Sam Ibbott, Chris Keil, Sophie Kelly, Rohan Langford, Gilbert Leitch, Yuhang Liu, Libby Masters, Katie Nawrath, Rob Nolan, Emma Piecay, Sally Rattle, Jonathon Rees, Ian Ross, Jane Schwerkolt, Isaac Smith, Todd Sproule, Marcus Swan, Jim Thorpe, Michael Wilkinson and Anthony Woolley.

### **Protest Committee**

Scott Brain, Andrew Davison, David Rees and Jonathon Rees.

### **Equipment Auditor**

Ron Bugg, Michael Denney, Nathan O'Shea, Greg Rowlings and Sam Tiedemann.

Acknowledging the growing popularity of the ORC Club as a cost-effective and favoured measured rating system in Australia, the Squadron took the lead in transitioning to the ORC system for the 2022-23 season. Squadron members Scott Brain and Nathan O'Shea played an integral role in measuring over 60 boats, dedicating a significant amount of personal time to implement this cost-effective system for our Hobart sailors across various major clubs. This accomplishment was highly appreciated by the sailing community.

Whenever there is a race, it is highly likely to find a Squadron boat or member participating, be it offshore, inshore, one design, championships, or social racing.

The strength and depth of our offshore fleet were evident through the participation of our members in the Christmas offshore races to Hobart. We had 11 boats spread across the Sydney, Melbourne, and Launceston to Hobart yacht races. Numerous Squadron members showcased their skills in these fleets. Congratulations to all of you on your remarkable achievements.

Representing the Squadron on the national stage during the 2022-23 season, our members delivered outstanding performances. Phil Turner and Duncan Hine sailed the RP66 Alive to victory in division 0 at the Australian Yachting Championships in Hamilton Island. Andrew Smith raced the Melges 32 Cockwomble and emerged as the winner of division 2 in the Australian Yachting Championship held in Port Lincoln. Will Sargent, skippering Ares, triumphed in the SB20 National Championships and also secured the title of the 2022 SB20 Youth World Champion. Jo Breen and the Squadron's women's team were victorious in the 2022 Australian Women's Keelboat Regatta. Additionally, the Squadron's Champions League team dominated the Australian southern qualifier and finished 4th in the Australian final series.

We must also recognise the achievements of our young Squadron members: Will Sargent, Amy Potter, and Dervla Duggan, all alumni of the wonderful Sandy Bay Sailing Club, who continue to excel as members of the Australian Sailing Futures Squad. Hugo Allison, another Sandy Bay Sailing Club legend, sailing in the foiling International Waszp class put in an outstanding performance at the 2022 World Championship at Lake Garda, finishing as 9th Junior and 16th in the open slalom. Well done to all of you.

We take immense pride in the outstanding performances of our local keelboat and one-design race fleet throughout the 2022-23 racing season. Congratulations to all the skippers and crews who performed exceptionally well this year. Some notable performances include:

WHISTLER	D. Latham	<ul style="list-style-type: none"><li>• 1st Group 1 IRC, ORCc &amp; PHS - DSS Pennant</li><li>• Don McKean Memorial Trophy for the Championship skipper in Group 1</li><li>• Overall winner and 1st IRC - 2022 Two Capes Race</li></ul>
RUMBEAT	J. Barr	<ul style="list-style-type: none"><li>• 1st Group 2 ORCc &amp; PHS - DSS Pennant</li></ul>
HORNET	N. Georgeson	<ul style="list-style-type: none"><li>• 1st Group 3 PHS - DSS Pennant</li><li>• David Wynn Memorial Trophy for Champion skipper in Group 3</li></ul>
KARABOS	N. Rogers	<ul style="list-style-type: none"><li>• SB20 Summer Pennant - PHS</li></ul>
SUNDOWNER	A. Grubb / T. Stearnes	<ul style="list-style-type: none"><li>• 1st IRC, ORCc and Overall winner - Launceston to Hobart Yacht Race</li></ul>
IYKYK	S. Chau	<ul style="list-style-type: none"><li>• 1st ORCc and PHS - 2022 Two Capes Race</li></ul>

We were thrilled to witness the return of the race village to the Hobart docks after a three-year break for the 16th Launceston to Hobart yacht race. This year, the event was made even more special with the participation of the renowned Tasmania business, Willie Smith's Cider, as the race's major sponsor. The skilled team from Willie Smith's transformed the race village into a charming yacht race "village by the sea," creating a warm and inviting atmosphere for our sailors. I extend my gratitude to Squadron Life Member Ron Bugg for taking on the role of Race Director for the Launceston to Hobart Yacht Race once again.

In the 2022 Two Capes Race, a brilliant fleet embarked on an 82-nautical-mile journey from the River Derwent into Storm Bay, navigating around virtual turning marks located south of Cape Raoul and east of Fluted Cape on Bruny Island. Wallace Wilkinson and Webster, a prominent Hobart law firm, generously sponsored the race. The navigators' experience and skill were crucial as they tested their abilities to navigate towards virtual marks they couldn't physically see. Andrew Davison, an experienced offshore sailor, stepped into the role of Race Director and provided invaluable expertise in leading the race management team to deliver another exceptional event. I express my heartfelt appreciation to Andrew for volunteering his services.

Once again, I extend my congratulations to everyone involved. Undoubtedly, we can anticipate another fantastic season next year, and I eagerly look forward to seeing all of you on the water.



Will Justo  
Vice Commodore





# 2022-23 SAILING RESULTS

## LAUNCESTON TO HOBART

<b>Line Honours</b>	Fork in the Road	G. Smith		
<b>Overall Winner</b>	Sundowner	A. Grubb / T. Stearnes		
<b>Div</b>	<b>First</b>	<b>Second</b>	<b>Third</b>	
IRC	Sundowner A. Grubb / T. Stearnes	Zephyr Insurance Masters I. Johnston	Heatwave Fish Frenzy M. Keal	
ORC <sub>c</sub>	Sundowner A. Grubb / T. Stearnes	Zephyr Insurance Masters I. Johnston	Heatwave Fish Frenzy M. Keal	
PHS	Big Pup T. Badrock / A. Bezemer	Force Eleven Force Eleven Cartel	Sundowner A. Grubb / T. Stearnes	

## KING OF THE DERWENT

<b>Line Honours</b>	Alive	P. Turner		
<b>Div</b>	<b>First</b>	<b>Second</b>	<b>Third</b>	
IRC	Maritimo 54 B. Barry-Cotter	Kraken 42s A. Sinclair / M. Bayles	Whistler D. Latham	
ORC <sub>c</sub>	Kraken 42s A. Sinclair / M. Bayles	Maritimo 54 B. Barry-Cotter	Whistler D. Latham	
PHS	Eye Candy T. Leseigneur	Alive P. Turner	Kraken 42s A. Sinclair / M. Bayles	

## TWO CAPES

<b>Line Honours</b>	Advantedge	A. Jones		
<b>Div</b>	<b>First</b>	<b>Second</b>	<b>Third</b>	
IRC	Whistler D. Latham	Zephyr Insurance Masters I. Johnston	Arunga A. Parker	
ORC <sub>c</sub>	IYKYK S. Chau	Whistler D. Latham	Zephyr Insurance Masters I. Johnston	
PHS	IYKYK S. Chau	Wings Three P. Haros	Arunga A. Parker	



## COMBINED CLUBS HARBOUR SERIES

<b>Div 1</b>	<b>First</b>	<b>Second</b>	<b>Third</b>
IRC	Whistler D. Latham	Intrigue D. Calvert	Heatwave M.Keal
ORCc	Intrigue D. Calvert	Whistler D. Latham	Assagai C. Sheehan
PHS	Whistler D. Latham	B&G Advantage J. Cordell	Heatwave M. Keal
<b>Div 2</b>	<b>First</b>	<b>Second</b>	<b>Third</b>
ORCc	Hydrotherapy J. Thorpe	Hildr K. Jacobson	Wings Three P. Haros
PHS	Hydrotherapy J. Thorpe	Wings Three P. Haros	Wednesday J. Dodd
<b>Div 3</b>	<b>First</b>	<b>Second</b>	<b>Third</b>
PHS	Camlet Way S. Mannering	Innovator I. Smith / D. Aberle	Astrolabe P. Bosworth

## COMBINED CLUBS LONG RACE SERIES

<b>Div 1</b>	<b>First</b>	<b>Second</b>	<b>Third</b>
IRC	Intrigue D.Calvert	Heatwave M. Keal	Zephyr Insurance Masters I. Johnson
ORCc	Intrigue D.Calvert	Zephyr Insurance Masters I. Johnson	Heatwave M. Keal
PHS	Zephyr Insurance Masters I. Johnson	Heatwave M. Keal	Assagai C. Sheehan
<b>Div 2</b>	<b>First</b>	<b>Second</b>	<b>Third</b>
IRC	Footloose S. Geeves	Mako P. Soley	The Dog House A. Coad
ORCc	Footloose S. Geeves	Jiyuu P. Davis	Mako P. Soley
PHS	Mako P. Soley	Jiyuu P. Davis	Footloose S. Geeves
<b>Div 3</b>	<b>First</b>	<b>Second</b>	<b>Third</b>
PHS	Innovator I. Smith / D. Aberle	Astrolabe P. Bosworth	Camlet Way S. Mannering

## COMBINED CLUBS TWO HANDED LONG RACE SERIES

Div 1	First	Second	Third
ORCc	Just Jones D. Wyatt	HilDr K. Jacobson	Jiyuu P. Davis
PHS	Magellan R. Grant	Just Jones D. Wyatt	HilDr K. Jacobson
Div 2	First	Second	Third
ORCc	Excalibur R. Cumine	Letoile J. Dawson	Off-Piste P. Einoder
PHS	Wednesday J. Dodd	Excalibur R. Cumine	Serenity G. Hall

## COMBINED CLUBS WINTER PENNANT

Div 1	First	Second	Third
PHS	Wargames W. Banks-Smith	Guilty Pleasures VI G. Cripps	B&G Advantage J. Cordell
Div 2	First	Second	Third
PHS	Footloose S. Geeves	The Dog House C. Frankcombe	Saga C. Sheehan
Div 3	First	Second	Third
PHS	Zest J. Ashmore	Southern Cross D. Pitt	Moonshadow A. Ellis

## DERWENT SAILING SQUADRON PENNANT

	Group 1	Group 2	Group 3
IRC	Whistler D. Latham		
ORCc	Whistler D. Latham	Rumbeat J. Barr	
PHS	Whistler D. Latham	Rumbeat J. Barr	Hornet N. Georgeson



## DERWENT SAILING SQUADRON TWILIGHT SERIES PENNANT

Div 1	First	Second	Third
IRC	Whistler D. Latham	Wargames W. Banks-Smith	Young Magic P. & M. Boutchard
PHS	Young Magic P. & M. Boutchard	Whistler D. Latham	Wargames W. Banks-Smith
Div 2	First	Second	Third
PHS	Jigsaw S. Morrison	Natelle Two P. Jackman	Rumbeat J. Barr
Div 3	First	Second	Third
PHS	Olivine B. Hilliard	SailTrain@DSS UTAS Sailing	Riverdance W. McNeice
Div 4	First	Second	Third
PHS	Helsal 6 R. & S. Smith	Fleur De Lys K. Elliott	Tara II D. Inglis
SB20	First	Second	Third
One Design	Karakos N. Rogers	Pinch W. Sargent	Rebellion S. Catchpool

## FLY SHARPIE CUP & TASMANIAN CHAMPIONSHIP PART 1

	First	Second	Third
OTB	Sassy Foods A. Blacker	Shootin Blanks N. Taylor	Snatch K. Salter

## 79TH AUSTRALIAN SHARPIE NATIONALS

	First	Second	Third
OTB	Sassy Foods A. Blacker	Shootin Blanks N. Taylor	Shaderunner Pro M. Soulsby



## COMBINED CLUBS MIDWEEK SERIES

	<b>First</b>	<b>Second</b>	<b>Third</b>
Series 1	Glenshiel XII H. Garnham	Zest J. Ashmore	Tara II D. Inglis
Series 2	Street Car A. Wise	Zephyr Insurance Masters I. Johnston	Commbank C. Escott
Series 3	Street Car A. Wise	Heatwave M. Keal	Sandpiper E. Pyke

## PIPE OPENER SERIES

<b>Div 1</b>	<b>First</b>	<b>Second</b>	<b>Third</b>
IRC	Kraken 42s A. Sinclair / M. Bayles	Plausible Alibi D. Wecker	The Dog House A. Coad / C. Frankcombe
PHS	Planet X D. Reid	Kraken 42s A. Sinclair / M. Bayles	Plausible Alibi D. Wecker
AMS	Planet X D. Reid	Kraken 42s A. Sinclair / M. Bayles	Jazz Player B. McKay
<b>Div 2</b>	<b>First</b>	<b>Second</b>	<b>Third</b>
PHS	Emotional Rescue M. Hutchinson	Cool Change C. Bobbi	Margarita G. Stevenson
AMS	Emotional Rescue M. Hutchinson	RQ SIX M. Church	Talofa R. Cawthorn
<b>Div 4</b>	<b>First</b>	<b>Second</b>	<b>Third</b>
PHS	Helsal 6 R. & S. Smith	Mojo Rising L. Davis	Marika B. McIntosh

## AUTUMN SHORT HANDED SERIES

	<b>First</b>	<b>Second</b>	<b>Third</b>
Two Handed Non Spinnaker	Dynamo S. Davidson	Adelie R. Clark	Wednesday J. Dodd
Two Handed Spinnaker	Young Lion J. Breen	Cool Change C. Bobbi	Xanthos J. Young
Three Handed Spinnaker	Guilty Pleasures VI G. Cripps	Sailient I. Snape	Jazz Player G. McKay

## BRIDGE TO BRIDGE RACE

	<b>Div 1</b>	<b>Div 2</b>	<b>Div 3</b>
PHS	Acacia II J. Linscott	Saga C. Sheehan	The Dog House C. Frankcombe

# Rear Commodores Report

From the outset, I would like to express my appreciation for the remarkable contribution made by Past Rear Commodore Heather McCallum, who recently stepped down from her position on the Squadron Board. Heather's appointment to the Australian Sailing Board necessitated her retirement from our Board to manage any perceived conflict of interest. Her dedication and achievements within the Squadron have been truly exceptional, and I have no doubt that she will continue to serve with distinction on the Australian Sailing Board.

Following Heather's retirement, I was deeply honoured when Commodore Nick Connor approached me and requested that I consider taking on the role of Rear Commodore on the Board. Given my five-year tenure on the Squadron's Governance Committee and my strong belief in giving back to a Club that prioritise their members, I enthusiastically accepted the invitation. And thus, here I am.

My primary objective is to uphold and enhance the excellent work carried out by the Governance and Risk Committee and the staff of the Squadron. Governance and Business Services form a fundamental pillar of the Squadron's Strategic Plan, which emphasises the importance of establishing appropriate governance structures, operational systems, and resources to consistently deliver value to our members. Our members rightly expect robust governance practices that sustain the long-term viability of the club.

It is crucial for the Board to identify and comprehend the risks associated with the Squadron's operations and take appropriate measures to manage them. Risk management does not entail completely eliminating risks, as that would be impractical. Rather, it involves recognising and evaluating risks, determining our tolerance for those risks, and allocating resources to mitigate and manage them effectively. This will be a key focus for the Squadron as we move forward.

I would like to express my gratitude for the unwavering support provided to the Governance Committee by the Squadron Board and its members, including Heather McCallum (now retired) and Alice Grubb. Their involvement has been invaluable, and I look forward to working alongside the Board and committee members to fulfill our commitment to exceptional governance practices and ensuring the sustained success of our outstanding club.



Richard Fisher  
Rear Commodore

SailTrain holds great strategic importance within the Squadron as a member service. It not only benefits Squadron members but also contributes to the broader boating community playing a vital role in helping our members and the broader community develop and enhance their sailing and boating skills. Emphasising safety awareness is of utmost importance, ensuring that participants are well-prepared to handle any potential emergencies or challenges they may face while out on the water. By teaching safety protocols, emergency procedures, and navigation rules, SailTrain fosters a culture of safety among boaters, which is crucial for accident prevention and the well-being of all involved.

As the Principal of SailTrain, I take great pride in leading this invaluable member service, which provides professional training under various local, national and international frameworks. SailTrain exemplifies the Squadron's commitment to enhancing boating experiences for members and the wider boating community.

We are fortunate to have an exceptional team of marine-centric instructors available in Tasmania to deliver Squadron courses. Their extensive knowledge and expertise ensure that the courses we offer maintain the highest standards. These experienced instructors provide practical insights, share real-life examples, and offer valuable guidance to our students. We commend the dedication of our SailTrain instructors in ensuring positive learning outcomes.

I am grateful for the services of our Chief Instructor, Jeremy Parker, who leads our exceptional team of instructors, including Glenn Phillips, Lizzi Rountree, Michael Thorpe, Greg Brooks, Gus McKay, and Vaughan Lynch. On behalf of the Squadron, I sincerely thank our instructor team for their contribution to the success of our training programs. I would also like to acknowledge the remarkable service of our Chief Instructor, Jeremy Parker, whose commitment to SailTrain over the past 14 years has been invaluable. Thank you, Jeremy, for your outstanding dedication.

Being an Australian Sailing Discover Sailing Centre signifies that the Squadron meets the high standards set by Australian Sailing in offering quality sailing experiences to individuals interested in exploring the sport. Our utilisation of the Squadron's Young 88 designed SailTrain@DSS (Shorty) for various courses has been a valuable initiative in introducing new sailors. The opportunity for our new UTAS Sailing Club members to participate in the Thursday evening Twilight series has allowed them to experience the excitement of racing and immerse themselves in the Squadron community.

## SailTrain Report



Instructor Gus McKay has provided excellent mentoring to UTAS Sailing Club members participating in the Try Racing Program.

Over the past year, our Start Crewing/Helming courses have been particularly popular. The 12-hour Discover Sailing syllabus is designed for participants who wish to begin sailing, and we have had over dozens of students complete these courses. Our wonderful instructors have created a supportive and inclusive environment, offering quality sailing experiences that allow participants to discover the joy of sailing. I extend my thanks to Lizzi Rountree and Vaughan Lynch for their crucial roles in the success of this program over the past year.

Our MAST Motor Boat Licence course continues to be one of our most popular offerings. Our team of skilled and experienced MAST instructors consistently deliver this essential qualification, and we consider ourselves fortunate to have them at the Squadron. Furthermore, our Marine Radio courses enhance our training programs by enabling boaters to effectively communicate and navigate over long distances, ensuring their safety and facilitating efficient communication on the water. It is encouraging to see many of our students taking the opportunity to upskill their qualifications by obtaining Marine Radio certification alongside their motor boat license.

Additionally, the availability of Marine Diesel, Navigation, and Safety & Sea Survival courses demonstrates our commitment to providing comprehensive training for individuals interested in safe cruising and racing. We are thrilled to see our students enrolling in these courses as they prepare for sailing in Tasmania's pristine waterways and beyond.

Lastly, I would like to express my gratitude to Colleen Darcey, the Squadron's Sailing Operations Manager, for her significant support of SailTrain. Under Colleen's stewardship, the professionalism of the SailTrain operation has reached an exceptional level, and I sincerely thank her for her efforts. This year, we welcomed Adele Aucherlonie to the Squadron's sailing operational team, and her youthful and highly motivated dynamic has already made us proud of her achievements.

Once again, I extend my thanks to all our instructors, volunteers, and staff for delivering excellent customer service and tuition to over 550 students who attended training at the Squadron over the past year. Through their dedication, we continue to solidify our position as the leading provider of training services amongst sailing clubs in Tasmania.

A handwritten signature in black ink, appearing to read 'David Short', written in a cursive style.

David Short  
SailTrain Principal



It has been a fantastic experience witnessing the Squadron engage in numerous social activities over the past year. The efforts of the Social Committee in organising a diverse range of events have brought plenty of opportunities to members, their families, and friends for them to catch up with each other and enjoy the collegiate atmosphere of the Squadron. Despite the unpredictable Hobart weather on event days, both indoor and outdoor social gatherings have energised the club. I want to express my sincere gratitude to the dedicated members of the Social Committee: Michelle Boutchard, Tammy Potter, Christine McMinn, Carol Barber, and Peter Rogers. Your contributions to the social aspect of the Squadron have been truly wonderful.

Friday nights at the club continue to be a favorite among many members, with the members' draw attracting both young and old. It provides a great opportunity to unwind at the end of the week, enjoy a meal, and have a chance at winning the jackpot. A special thank you goes to our members' draw partner, Lewis Marine, for their ongoing support of the weekly cash draw. We are also grateful to Cunic Homes and Machine DNA for their support in organising the popular jacket donation and junior draws, as well as other social events throughout the year. Additionally, I'd like to acknowledge Peter Rogers, who always graciously takes on the role of host on Friday evenings. Peter's recognition as Volunteer of the Year at the Club's volunteer evening in 2022 demonstrates just how valued and important our volunteers are to the club.

The Commodores "At Home" event was once again a resounding success in 2022. Despite the rainy evening, the Squadron's mid-winter feast attracted a full house. Members enthusiastically participated in the Best Beanie Competition and gathered around the warming firepits with an extra layer to savor a mulled cider. The At Home event provided a relaxed opportunity for members to socialise, enjoy a spit roast, indulge in Willie Smith's mulled cider, and cherish each other's company.

After its remarkable success in 2021, the Marina Party made a triumphant return this year. Following the bespoke Bridge-to-Bridge Race, the event faced some challenges with the weather. However, a decision was made to move the live entertainment indoors, and the event remained highly enjoyable for members and their families. Sailors joined in for post-race refreshments and snacks, while the children delighted in a lolly scramble. We extend our gratitude to those who generously donated spot prizes, as well as the kitchen team for providing excellent catering and accommodating the changes for this event.

## Social Report



The Children's Christmas party was another hit, providing families and members with a chance to come together and celebrate before the summer break and the upcoming racing season. The Kids Eat Free nights at the end of term were also a success, creating a fun environment for young members to enjoy themselves while their parents could relax and enjoy a meal after a busy week or term. The New Members' nights have been particularly successful, leading to continuous growth at the Squadron, especially through the UTAS Sailing relationship. The influx of these enthusiastic young members has added an exciting atmosphere during twilight sailing and Uni-related sail days. A warm welcome to all!

Throughout the year, there have been changes to the kitchen and front-of-house teams, but the service levels have remained outstanding. Each team member has worked diligently to ensure the best possible service for the members. The special menus offered on Friday nights have been well-received, providing variety and affordable dining options. The front-of-house team deserves commendation for their relaxed yet efficient service to all guests. On behalf of the members, I would like to express my heartfelt thanks to the House team for consistently delivering excellent member service.

I would also like to extend my gratitude to my fellow Board members and the staff at the Squadron, who have provided invaluable support and guidance to our Social Committee. As outlined in our Strategic Plan, providing social opportunities and delivering high-quality hospitality services to our Squadron members remains a top priority.

A handwritten signature in black ink, appearing to read 'Sophie Kelly', with a long horizontal stroke extending to the right.

Sophie Kelly  
Social Committee Chair

I am delighted to present the Treasurer's Report for the Derwent Sailing Squadron for the financial year ended March 31, 2023. Throughout this period, we have accomplished a net surplus of \$408,093, reduced our debt by \$400,000, and invested \$606,549 in Capital Development. These achievements highlight our commitment to prudent financial management and fiscal responsibility.

Our capital investments during the year have closely aligned with the Squadron's Strategic and Master Infrastructure development plans, aiming to enhance our infrastructure, equipment, and services. A notable project involved allocating \$246,092 toward the construction of an all-ability access pontoon, further demonstrating our dedication to inclusivity and providing accessible facilities for all members, corporate partners, and visitors.

Furthermore, we invested \$38,439 in the installation of a holding tank pump-out system, making us one of the few marinas in Tasmania and the only club to implement this environmentally-friendly and responsible solution. This initiative involved installing a pump-out system, enabling boats to dispose of waste in a controlled and environmentally responsible manner. We take pride in offering our members an alternative to disposing waste at sea.

Moreover, we undertook various projects throughout the financial year to improve the overall experience for our members, corporate partners, and visiting guests. These investments exemplify our dedication to enhancing infrastructure quality, modernising equipment and systems, and enriching our member services. By doing so, we ensure that the Derwent Sailing Squadron remains the preferred club for our members and the premier destination for sailing and boating enthusiasts, providing them with the exceptional facilities and services they deserve.

The Squadron's operational philosophy revolves around maintaining financial sustainability to support high-quality member services, infrastructure improvements, and debt amortisation without relying on government assistance or donations. This responsible approach guarantees the long-term sustainability of the Derwent Sailing Squadron for both our current and future members. We will continue to prioritise financial stability and responsible management, remaining prepared to implement risk mitigation strategies should unforeseen economic circumstances arise beyond our control.

## Treasurer's Report



I would like to express my heartfelt gratitude to all those who have contributed to guiding the Squadron's financial affairs over the past year. We are fortunate to be supported by a dedicated voluntary Audit and Finance Committee, which includes Past Commodore Steve Chau, Dermot Crean, and Heather McCallum. I want to acknowledge Heather's significant contribution to our Audit and Finance committee over the years. Due to Heather's appointment as a director of our peak body, Australian Sailing, and to manage any potential conflict, Heather retired from the committee during the year. On behalf of all members, I extend my sincerest thanks to Heather for her invaluable commitment and support.

I would also like to acknowledge the substantial and ongoing efforts of the Squadron's administration team, led by Abbalena Whalan. Once again, we have received a very positive audit report, and our internal controls continue to be strengthened, instilling confidence in the administration of our financial affairs on behalf of our members.

The Derwent Sailing Squadron is an exciting place to be involved with, and we have a clear vision for the future, with additional exciting projects currently in the planning phase. I eagerly anticipate another year of growth and success for the Derwent Sailing Squadron.

This year marks my last as Treasurer of the Squadron, and I would like to extend my thanks to the Board for their clear guidance and support over many years. Most importantly, I want to express my gratitude to all the members, as it is you who make our club great. The incoming Treasurer, Dermot Crean, has been a member of the Audit and Finance Committee for 6 years and is an excellent choice for the role moving forward.

A handwritten signature in cursive script that reads "Dianne Barkas".

Dianne Barkas  
Treasurer

# **Derwent Sailing Squadron Inc**

## **Financial Report**

**For the Year Ended 31 March 2023**

# Derwent Sailing Squadron Inc

## Contents

For the Year Ended 31 March 2023

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## Board Report

31 March 2023

The Board members submit the financial report of the Association for the financial year ended 31 March 2023.

### 1. General information

#### Officers/Board Members

The names of the Officers/Board in office at any time during, or since the end of, the year are:

Names	Position	Appointed/Resigned
<b>Flag Officers</b>		
Nick Connor	Commodore	Elected 29/06/2022
Scott Brain	Immediate Past Commodore	Retired 29/06/2022
Will Justo	Vice Commodore	Elected 29/06/2022
Heather McCallum	Rear Commodore	Elected 29/06/2022 – Resigned 25/10/2022
Richard Fisher	Rear Commodore	Appointed 25/10/2022
Dianne Barkas	Treasurer	Elected 29/06/2022
<b>Board</b>		
Jill Abel	Board Member	Elected 30/06/2021
Steve Chau	Board Member	Elected 30/06/2021
James Burbury	Board Member	Elected 29/06/2022
Sophie Kelly	Board Member	Elected 29/06/2022
David Short	Board Member	Elected 29/06/2022
Shaun Tiedemann	Public Officer	Appointed 29/06/2022

#### Life Members

R Badenach, W Bale, D Barkas, R Barrett, J Batchler, J Blackwood, S Brain, R Bugg, R Burnell, S Chau, R Cummins, H Garnham, H Hale, K Jacobson, R Johnson, G Leitch, C McCulloch, R Morrison, D Short and M Webb.

#### Principal activities

The principal activities of the Association during the financial year were:

- Promote the sport of sailboat racing, general boating and cruising;
- Provide a meeting place for Derwent Sailing Squadron members, their families and community members; and
- Provide/maintain facilities to the members that facilitate sailboat racing, general boating and cruising.

**Derwent Sailing Squadron Inc**

**Board Report**  
**31 March 2023**

**1. General information**

**Significant changes**

No significant change in the nature of these activities occurred during the year.

**2. Operating results and review of operations for the year**

**Operating result**

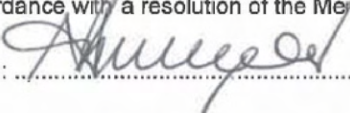
The net surplus of the Association for the financial year amounted to \$ 408,093 (2022: \$ 439,003).

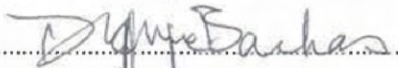
**Meetings of directors**

During the financial year, 09 meetings of Board were held. Attendances by each director during the year were as follows:

Board Meetings		
	Number eligible to attend	Number attended
<b>Flag Officers</b>		
Nick Connor	9	9
Scott Brain	2	2
Will Justo	9	6
Richard Fisher	4	4
Heather McCallum	5	4
Dianne Barkas	9	7
<b>Board</b>		
Jill Abel	9	6
James Burbury	9	7
Steve Chau	9	9
Sophie Kelly	7	6
David Short	9	6
Shaun Tiedemann	9	8
Mendel Zotz-Wilson	2	2

Signed in accordance with a resolution of the Members of the Board:

Board Member: 

Board Member: 

Public Officer: 

Dated this 24<sup>TH</sup> day of MAY 2023.




## Derwent Sailing Squadron Inc


### Statement by Members of the Board

The Board has determined that the Association is not a reporting entity and that this special purpose financial report should be prepared in accordance with the accounting policies outlined in Note 1 to the financial statements.

1. Presents fairly the financial position of Derwent Sailing Squadron Inc as at 31 March 2023 and its performance for the year ended on that date.
2. At the date of this statement, there are reasonable grounds to believe that Derwent Sailing Squadron Inc will be able to pay its debts as and when they fall due.

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

Board Member ..... 

Board Member ..... 

Board Member ..... 

Dated this 24<sup>th</sup> day of may 2023.

**Derwent Sailing Squadron Inc**

**Statement of Comprehensive Income  
For the Year Ended 31 March 2023**

	<b>2023</b>	<b>2022</b>
<b>Note</b>	<b>\$</b>	<b>\$</b>
<b>Income</b>		
Fee and event income	148,190	141,360
Hire and lease income	1,597,799	1,408,421
Grants and government assistance	9,636	146,714
Other income	232,843	88,259
Sale of goods	1,139,452	919,627
Subscription income	229,485	208,969
<b>Total Income</b>	<u>3,357,405</u>	<u>2,913,350</u>
<b>Expenditure</b>		
Accounting fees	13,706	14,403
Advertising	11,610	4,992
Bad debts	1,373	(324)
Bank charges	15,742	13,719
Cleaning	57,075	37,782
Cost of sales	697,630	578,265
Depreciation	402,910	376,057
Electricity and water	89,075	77,524
Employee cost	939,544	804,937
Event, courses & functions	50,197	58,794
(Gain)/loss on disposal of asset	2,569	3,024
Insurance, licenses and dues	112,398	102,361
Interest & line fee expense	117,577	67,402
Interest expense - leased assets	62,437	55,298
IT expenses	59,206	52,881
Lease rentals rent, rates and taxes	41,247	40,962
Minor asset purchases <\$1000	13,694	6,881
Plant and equipment hire	40,924	16,919
Prizes and awards	41,481	31,416
Repairs and maintenance	85,476	74,116
Sundry expenses	86,322	51,840
Uniforms	7,119	5,098
<b>Total Expenses</b>	<u>2,949,312</u>	<u>2,474,347</u>
<b>Net surplus for the year</b>	<u>408,093</u>	<u>439,003</u>
Other comprehensive income	-	-
<b>Total comprehensive income for the year</b>	<u>408,093</u>	<u>439,003</u>

The accompanying notes form part of these financial statements.

## Derwent Sailing Squadron Inc

### Statement of Changes in Equity

For the Year Ended 31 March 2023

2023

	<b>Accumulated Surpluses</b>	<b>Total</b>
	<b>\$</b>	<b>\$</b>
<b>Balance at 1 April 2022</b>	4,652,075	4,652,075
Net surplus for the year	408,093	408,093
<b>Balance at 31 March 2023</b>	<u>5,060,168</u>	<u>5,060,168</u>

2022

	<b>Accumulated Surpluses</b>	<b>Total</b>
	<b>\$</b>	<b>\$</b>
<b>Balance at 1 April 2021</b>	4,213,072	4,213,072
Net surplus for the year	439,003	439,003
<b>Balance at 31 March 2022</b>	<u>4,652,075</u>	<u>4,652,075</u>

The accompanying notes form part of these financial statements.

## Derwent Sailing Squadron Inc

### Statement of Financial Position

As At 31 March 2023

	Note	2023 \$	2022 \$
<b>ASSETS</b>			
<b>CURRENT ASSETS</b>			
Cash and cash equivalents	2	451,737	662,121
Trade and other receivables	3	14,264	26,057
Inventories		63,800	57,900
<b>TOTAL CURRENT ASSETS</b>		<u>529,801</u>	<u>746,078</u>
<b>NON-CURRENT ASSETS</b>			
Property, plant and equipment	4	8,142,097	7,893,180
Right of use asset	5	2,042,621	2,101,226
<b>TOTAL NON-CURRENT ASSETS</b>		<u>10,184,718</u>	<u>9,994,406</u>
<b>TOTAL ASSETS</b>		<u>10,714,519</u>	<u>10,740,484</u>
<b>LIABILITIES</b>			
<b>CURRENT LIABILITIES</b>			
Trade and other payables	6	219,047	179,174
Revenue received in advance		759,846	783,550
Employee benefits	7	101,805	117,175
Lease liability	1(g)	98,436	98,436
Marina loan		600,000	400,000
<b>TOTAL CURRENT LIABILITIES</b>		<u>1,779,134</u>	<u>1,578,335</u>
<b>NON-CURRENT LIABILITIES</b>			
Lease liability	1(g)	2,071,448	2,107,447
Employee benefits	7	3,269	2,127
Better business loan		500	500
Marina loan		1,800,000	2,400,000
<b>TOTAL NON-CURRENT LIABILITIES</b>		<u>3,875,217</u>	<u>4,510,074</u>
<b>TOTAL LIABILITIES</b>		<u>5,654,351</u>	<u>6,088,409</u>
<b>NET ASSETS</b>		<u>5,060,168</u>	<u>4,652,075</u>
<b>MEMBERS' EQUITY</b>			
Accumulated Surpluses		5,060,168	4,652,075
<b>TOTAL MEMBERS' FUNDS</b>		<u>5,060,168</u>	<u>4,652,075</u>

The accompanying notes form part of these financial statements.

## Derwent Sailing Squadron Inc

### Statement of Cash Flows For the Year Ended 31 March 2023

	2023	2022
Note	\$	\$
<b>CASH FLOWS FROM OPERATING ACTIVITIES:</b>		
Cash received from government, customers and members	3,674,882	3,024,244
Cash paid to suppliers and employees	(2,675,243)	(2,120,127)
Bank interest received	1,781	74
Net cash provided by/(used in) operating activities	10(b) <u>1,001,420</u>	<u>904,191</u>
<b>CASH FLOWS FROM INVESTING ACTIVITIES:</b>		
Purchase of property, plant and equipment	(606,549)	(689,801)
Proceeds from sale of property plant and equipment	10,758	5,848
Net cash provided by/(used in) investing activities	<u>(595,791)</u>	<u>(683,953)</u>
<b>CASH FLOWS FROM FINANCING ACTIVITIES:</b>		
Loan interest	(117,576)	(67,403)
Repayments of loan	(400,000)	(399,500)
Lease interest	(62,438)	(55,298)
Repayments of lease liability	(35,999)	2,683
Net cash provided by/(used in) financing activities	<u>(616,013)</u>	<u>(519,518)</u>
Net increase in cash and cash equivalents held	(210,384)	(299,280)
Cash and cash equivalents at beginning of year	662,121	961,401
Cash and cash equivalents at end of financial year	10(a) <u><u>451,737</u></u>	<u><u>662,121</u></u>

The accompanying notes form part of these financial statements.

# Derwent Sailing Squadron Inc

## Notes to the Financial Statements

For the Year Ended 31 March 2023

The financial statements cover Derwent Sailing Squadron Inc as an individual entity. Derwent Sailing Squadron Inc is a not-for-profit Association incorporated in Tasmania under the *Associations Incorporation Act (Tas) 1964* ('the Act').

The functional and presentation currency of Derwent Sailing Squadron Inc is Australian dollars.

### 1 Basis of Preparation

This financial report is a special purpose financial report prepared in order to satisfy the financial reporting requirements of the *Associations Incorporation Act (Tas) 1964*. The Board has determined that the Association is not a reporting entity. The Association is a not for profit entity for financial reporting purposes.

The financial statements, except for the cash flow information, have been prepared on an accruals basis and are based on historic costs and do not take into account changing money values or, except where specifically stated, current valuations of non-current assets. The amounts presented within the financial statements have been rounded to the nearest dollar.

These special purpose financial statements comply with all recognition and measurement requirements in Australian Accounting Standards. The following significant accounting policies, which are consistent with the previous period unless otherwise stated, have been adopted in the preparation of these financial statements.

#### Summary of Significant Accounting Policies

##### (a) Comparative Figures

Where appropriate, comparative figures have been adjusted to conform to changes in presentation for the current financial year.

##### (b) Cash and Cash Equivalents

Cash and cash equivalents comprises cash on hand, demand deposits and short-term investments which are readily convertible to known amounts of cash and which are subject to an insignificant risk of change in value.

##### (c) Inventories

Inventories are measured at the lower of cost and net realisable value. Cost of inventory is determined using the first-in-first-out basis and is net of any rebates and discounts received.

## **Notes to the Financial Statements**

**For the Year Ended 31 March 2023**

### **Summary of Significant Accounting Policies**

#### **(g) Leases**

##### *The Association as a Lessee*

At lease commencement, the Association recognises a right-of-use asset and associated lease liability for the lease term. The lease term includes extension periods where the Association believes it is reasonably certain that the option will be exercised. Finance leases are recognised at an amount equal to the present value of the minimum lease payments determine at the inception of the lease.

The right-of-use asset using the cost model where cost on initial recognition comprises; the lease liability, initial direct costs, prepaid lease payments, estimated cost of removal and restoration, less any lease incentives. The right-of-use is depreciated over the lease term on a straight-line basis and assessed for impairment in accordance with the impairment of asset accounting policy.

The lease liability is initially recognised at the present value of the remaining lease payments at the commencement of the lease.

The Association has elected to apply the exceptions to lease accounting for both short-term leases (i.e leases with a term of less than or equal to 12 months) and leases of low-value assets.

The Association has elected to measure the right of use assets arising from the concessionary lease (i.e. pepper-corn building lease) at cost, which is based on the associated lease liability at initial recognition.

##### *The Association as a Lessor*

The Association acts as a lessor in leasing arrangements with club members for marina berths and storage facilities. These are accounted for on a straight-line basis.

#### **(h) Employee Benefits**

Provision is made for the Association's liability for employee benefits arising from services rendered by employees to the end of the reporting period. Employee benefits that are expected to be wholly settled within one year have been measured at the amounts expected to be paid when the liability is settled.

#### **(i) Revenue and Other Income**

Revenue is recognised when the amount of the revenue can be measured reliably, it is probable that economic benefits associated with the transaction will flow to the Association and specific criteria relating to the type of revenue as noted below, has been satisfied.

Revenue is measured at the fair value of the consideration received or receivable and is presented net of returns, discounts and rebates.

All revenue is stated net of the amount of goods and services tax (GST).

##### **Sale of Goods**

Revenue is recognised on transfer of goods to the customer as this is deemed to be the point in time when risks and rewards are transferred and there is no longer any ownership or effective control over the goods.

## **Notes to the Financial Statements**

**For the Year Ended 31 March 2023**

### **Summary of Significant Accounting Policies**

#### **(d) Property, Plant and Equipment**

Each class of property, plant and equipment is carried at cost less, where applicable, any accumulated depreciation.

Costs include purchase price, other directly attributable costs and the initial estimate of the costs of dismantling and restoring the asset, where applicable.

#### **Depreciation**

Property, plant and equipment, excluding freehold land, is depreciated on a straight-line basis over the assets useful life to the Association, commencing when the asset is ready for use.

Leased assets and leasehold improvements are amortised over the shorter of either the unexpired period of the lease or their estimated useful life.

The depreciation rates used for each class of depreciable asset are shown below:

<b>Fixed Asset Class</b>	<b>Depreciation Rate</b>
Buildings on Leased Land	2.5 - 20%
Slipways and Jetty	2.5 - 20%
Plant and Equipment at Cost	2.5 - 10%
Plant and Equipment	5 - 50%

At the end of each annual reporting period, the depreciation method, useful life and residual value of each asset is reviewed. Any revisions are accounted for prospectively as a change in estimate.

#### **(e) Income Tax**

The Association is exempt from income tax under Division 50 of the *Income Tax Assessment Act 1997*.

#### **(f) Trade Payables**

Trade and other payables represent the liability outstanding at the end of the reporting period for goods and services received by the Association during the reporting period which remain unpaid. Trade and other payables are unsecured, non-interest bearing and are normally settled within 30 days. The carrying value of trade and other payables is considered a reasonable approximation of fair value due to the short-term nature of the balances.



## **Notes to the Financial Statements**

**For the Year Ended 31 March 2023**

### **Summary of Significant Accounting Policies**

**(j) Goods and Services Tax (GST)**

Revenue, expenses and assets are recognised net of the amount of goods and services tax (GST), except where the amount of GST incurred is not recoverable from the Australian Taxation Office (ATO).

Receivables and payable are stated inclusive of GST.

Cash flows in the statement of cash flows are included on a gross basis and the GST component of cash flows arising from investing and financing activities which is recoverable from, or payable to, the taxation authority is classified as operating cash flows.

**(k) Provisions**

Provisions are recognised when the Association has a legal or constructive obligation, as a result of past events, for which it is probable that an outflow of economic benefits will result and that outflow can be reliably measured.

**(l) Adoption of New and Revised Accounting Standards**

The Association has adopted all recognition and measurement standards which became effective for the first time at 31 March 2023, and the adoption of these standards has not caused any material adjustments to the reported financial position, performance or cash flow of the Association.

### **New Accounting Standards for Application in Future Periods**

The AASB has issued new and amended Accounting Standards and Interpretations that have mandatory application dates for future reporting periods. The Standard AASB 2020-1 Amendments to Australian Accounting Standards Classification of Liabilities as Current or Non-current amends AASB 101 to clarify requirements for the presentation of liabilities in the statement of financial position as current or non-current. This standard applied to annual reporting periods beginning on or after 1 January 2023. The Association has decided against early adoption of this Standard.

**(m) Critical Accounting Estimates and Judgements**

The Board members evaluate estimates and judgements incorporated into the financial statements based on historical knowledge and best available current information. Estimates assume a reasonable expectation of future events and are based on current trends and economic data, obtained both externally and within the Association. These estimates and judgements are based on the best information available at the time of preparing the financial statements, however as additional information is known then the actual results may differ from the estimates.

#### *Key Judgements - Employee Benefits*

For the purpose of measurement, the Association expects that most employees will not take their annual leave entitlements within a 12 month period in which they are earned, but this will not have a material impact on the amounts recognised in respect of obligations for employees' leave entitlements.

## **Notes to the Financial Statements**

**For the Year Ended 31 March 2023**

### **Summary of Significant Accounting Policies**

#### **(i) Revenue and Other Income**

##### **Rendering of Services**

Revenue in relation to rendering of services is recognised depending on whether the outcome of the services can be estimated reliably. If the outcome can be estimated reliably then the stage of completion of the services is used to determine the appropriate level of revenue to be recognised in the period.

If the outcome cannot be reliably estimated then revenue is recognised to the extent of expenses recognised that are recoverable.

##### **Subscriptions**

Revenue from the provision of membership subscriptions is recognised on a straight line basis over the period that the membership subscription relates.

##### **Grant Revenue**

###### *Operating Grants/Subsidies - under AASB 15*

Where grant income arises from an agreement which is enforceable and contains sufficiently specific performance obligations, then the revenue is recognised when control of each performance obligation is satisfied.

Each performance obligation is considered to ensure that the revenue recognition reflects the transfer of control and within grant agreements there may be some performance obligations where control transfers at a point in time and others which have continuous transfer of control over the life of the contract. Where control is transferred over time, generally the input methods being either costs or time incurred are deemed to be the most appropriate method to reflect the transfer of benefit.

###### *Operating Grants/Subsidies - under AASB 1058*

Assets arising from grants in the scope of AASB 1058 (i.e. agreements that are not enforceable or do not have sufficiently specific performance obligations) are recognised at their fair value when the asset is received. These assets are generally cash, but may be property which has been donated or sold to the Association at significantly below its fair value.

The Association then considers whether there are any related liability or equity items associated with the assets which are recognised in accordance with the relevant accounting standard. Once the assets and liabilities have been recognised, then income is recognised for any difference between the recorded asset and liability.

##### **Other Income**

Other income is recognised on an accruals basis when the Association is entitled to it.

## Derwent Sailing Squadron Inc

### Notes to the Financial Statements

For the Year Ended 31 March 2023

#### 4 Property, Plant and Equipment

	2023	2022
	\$	\$
Buildings on leased land		
At cost	1,031,649	988,578
Accumulated depreciation	(350,782)	(315,995)
Capital works in progress	23,499	487,548
Total buildings	<u>704,366</u>	<u>1,160,131</u>
Marina and moorings on leased land		
At cost	8,365,591	8,356,681
Accumulated depreciation	(2,705,981)	(2,529,840)
Total marina and moorings	<u>5,659,610</u>	<u>5,826,841</u>
Total buildings, marina and moorings	<u>6,363,976</u>	<u>6,986,972</u>
Plant and equipment		
Plant and equipment		
At cost	948,675	873,976
Accumulated depreciation	(561,561)	(613,592)
Total plant and equipment	<u>387,114</u>	<u>260,384</u>
Slipways and jettys on leased land		
At cost	2,151,706	1,320,477
Accumulated depreciation	(760,699)	(674,653)
Total slipways and jettys on leased land	<u>1,391,007</u>	<u>645,824</u>
Total plant and equipment	<u>1,778,121</u>	<u>906,208</u>
<b>Total property, plant and equipment</b>	<u><u>8,142,097</u></u>	<u><u>7,893,180</u></u>

#### 5 Right of Use Assets

	2023	2022
	\$	\$
Right of use - Land and buildings	2,252,440	2,252,440
Accumulated amortisation	(218,116)	(162,432)
Total Right of use - Land and buildings	<u>2,034,324</u>	<u>2,090,008</u>
Right of use - Equipment	14,603	14,603
Accumulated amortisation	(6,306)	(3,385)
Total Right of use - Equipment	<u>8,297</u>	<u>11,218</u>
	<u><u>2,042,621</u></u>	<u><u>2,101,226</u></u>

# Derwent Sailing Squadron Inc

## Notes to the Financial Statements

For the Year Ended 31 March 2023

### Summary of Significant Accounting Policies

#### (m) Critical Accounting Estimates and Judgements

##### *Key Judgements - Revenue Recognition*

For many of the grant agreements received, the determination of whether the contract includes sufficiently specific performance obligations was a significant judgement involving review of the grant documents and consideration of the terms and conditions. Grants received by the Association have been accounted for under AASB 15 and/or AASB 1058 depending on the terms and conditions and decisions made. If this determination was changed then the revenue recognition pattern would be different from that recognised in this financial report.

##### *Key Estimates - Estimation of Useful Lives of Assets*

The Association determines the estimated useful lives and related depreciation and amortisation charges for its property, plant and equipment and finite life intangible assets. The useful lives could change significantly as a result of technical innovations or some other event. The depreciation and amortisation charge will increase where the useful lives are less than previously estimated lives, or technically obsolete or non-strategic assets that have been abandoned or sold will be written off or written down.

### 2 Cash and Cash Equivalents

	2023	2022
	\$	\$
Cash on hand	3,200	3,200
Bank balances	448,537	658,921
	<u>451,737</u>	<u>662,121</u>

#### Unused Facility

The Squadron continues to maintain a \$400,000 better business loan currently only drawn to \$500 in order to maintain the facility. This facility is maintained to enable the Association to manage periods of cash flow if required. The redraw facility at 31 March 2023 is \$399,500.

### 3 Trade and Other Receivables

	2023	2022
	\$	\$
Current		
Trade debtors	10,043	5,143
Member debtors	5,417	21,077
Provision for expected credit losses	(1,613)	(240)
	<u>13,847</u>	<u>25,980</u>
Other receivables	417	77
	<u>14,264</u>	<u>26,057</u>

## Derwent Sailing Squadron Inc

### Notes to the Financial Statements

For the Year Ended 31 March 2023

#### 10 Cash Flow Information

##### (a) Reconciliation of cash

	2023	2022
	\$	\$
Cash at the end of the financial year as shown in the is reconciled to items in the statement of financial position as follows:		
Cash and cash equivalents	451,737	662,121

##### (b) Reconciliation of result for the year to cashflows from operating activities

Reconciliation of net income to net cash provided by operating activities:

	2023	2022
	\$	\$
Surplus for the year	408,093	439,003
Finance cash flows excluded from operating cash flows		
- Interest paid on loan	117,577	67,402
Non-cash flows in net surplus/(deficit):		
- Depreciation	402,910	321,888
- (Gain)/Loss on disposal of assets	2,568	-
- Interest on leased assets	62,437	55,297
Changes in assets and liabilities:		
- (increase)/decrease in trade and other receivables	11,794	(1,994)
- (increase)/decrease in prepayments	-	61,089
- (increase)/decrease in inventories	(5,900)	(16,033)
- increase/(decrease) in revenue in advance	(23,706)	(48,031)
- increase/(decrease) in trade and other payables	39,873	(11,983)
- increase/(decrease) in employee benefits	(14,226)	37,553
Cashflows from operations	1,001,420	904,191

#### 11 Loan

During the financial year \$400,000 was repaid off the loans. The remaining loan balances are subject to a repayment schedule until loan amounts of \$1,400,000 is fully repaid in March 2026 and \$1,000,000 is fully repaid in March 2027. There is a government guarantee in respect of the loans.

#### 12 Events After the End of the Reporting Period

No matters or circumstances have arisen since the end of the financial year which significantly affected or may significantly affect the operations of the Association, the results of those operations or the state of affairs of the Association in future financial years.

## Derwent Sailing Squadron Inc

### Notes to the Financial Statements

For the Year Ended 31 March 2023

#### 6 Trade and Other Payables

	2023	2022
	\$	\$
Trade payables	194,295	172,793
GST payable	12,540	(7,819)
Card & key deposits	12,212	14,200
	<u>219,047</u>	<u>179,174</u>

#### 7 Employee Benefits

	2023	2022
	\$	\$
Current		
Annual leave	54,856	73,280
Long service leave	46,949	43,895
	<u>101,805</u>	<u>117,175</u>
Non-Current		
Long service leave	3,269	2,127
	<u>3,269</u>	<u>2,127</u>

#### 8 Capital Commitments

The Association did not have any Capital Commitments as at 31 March 2023 (2022: \$17,861).

#### 9 Contingencies

In the opinion of the Board, the Association did not have any contingencies at 31 March 2023 (2022: None).

## **Derwent Sailing Squadron Inc**

### **Notes to the Financial Statements**

**For the Year Ended 31 March 2023**

#### **13 Association Details**

The registered office of the Association is:

Derwent Sailing Squadron Inc

23 Marieville Esplanade

Sandy Bay TAS 7005

## Derwent Sailing Squadron Inc Auditors Independence Declaration

I declare that, to the best of my knowledge and belief, during the year ended 31 March 2023 there have been:

- (i) no contraventions of the auditor independence requirements as set out in the Accounting Professional Ethical Pronouncements in relation to the audit; and
- (ii) no contraventions of any applicable code of professional conduct in relation to the audit.

*Alison Flakemore*

**Crowe Audit Australia**



Alison Flakemore  
**Senior Partner**

Dated this...19...day of...May...2023.

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## Derwent Sailing Squadron Inc

# Independent Audit Report to the members of Derwent Sailing Squadron Inc

## Opinion

We have audited the financial report of Derwent Sailing Squadron Inc. which comprises the statement of financial position as at 31 March 2023, the statement of comprehensive income, statement of changes in equity, statement of cash flows for the year then ended, and notes to the financial statements, including a summary of significant accounting policies, and the statement by the members of the Board.

In our opinion, the accompanying financial report presents fairly, in all material respects, the financial position of the Association as at 31 March 2023, and of its financial performance and its cash flows for the year then ended in accordance with the accounting policies described in Note 1 to the financial statements and the *Associations Incorporation Act (Tas) 1964*.

## Basis for Opinion

We conducted our audit in accordance with Australian Auditing Standards. Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Report section of our report. We are independent of the Association in accordance with the ethical requirements of the Accounting Professional and Ethical Standards Board's APES 110 Code of Ethics for Professional Accountants (the Code) that are relevant to our audit of the financial report in Australia. We have also fulfilled our other ethical responsibilities in accordance with the Code.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

## Emphasis of Matter – Basis of Accounting and Restriction on Distribution

We draw attention to Note 1 to the financial statements, which describe the basis of accounting. The financial report has been prepared to assist the Association to meet the requirements of *the Associations Incorporation Act (Tas) 1964*. As a result, the financial report may not be suitable for another purpose. Our opinion is not modified in respect of this matter.

## Other Information

The Board is responsible for the other information. The other information comprises the Boards Report the year ended 31 March 2023, but does not include the financial report and our auditor's report thereon.

Our opinion on the financial report does not cover the other information and accordingly we do not express any form of assurance conclusion thereon.

In connection with our audit of the financial report, our responsibility is to read the other information and, in doing so, consider whether the other information is materially inconsistent with the financial report or our knowledge obtained in the audit or otherwise appears to be materially misstated.

If, based on the work we have performed, we conclude that there is a material misstatement of this other information, we are required to report that fact. We have nothing to report in this regard.

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## **Derwent Sailing Squadron Inc**

# **Independent Audit Report to the members of Derwent Sailing Squadron Inc**

### **Responsibilities of the Board for the Financial Report**

The Board is responsible for the preparation and fair presentation of the financial report and have determined that the basis of preparation described in Notes 1 to the financial report is appropriate to meet the needs of the members in accordance with the financial reporting requirements of the applicable legislation and for such internal control as the Board determines is necessary to enable the preparation and fair presentation of a financial report that is free from material misstatement, whether due to fraud or error.

In preparing the financial report, the Board is responsible for assessing the Association's ability to continue as a going concern, disclosing, as applicable, matters relating to going concern and using the going concern basis of accounting unless the Board either intends to liquidate the Association or to cease operations, or has no realistic alternative but to do so.

Board is responsible for overseeing the Association's financial reporting process.

### **Auditor's Responsibilities for the Audit of the Financial Report**

Our objectives are to obtain reasonable assurance about whether the financial report as a whole is free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion. Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with the Australian Auditing Standards will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of this financial report.

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## Derwent Sailing Squadron Inc

# Independent Audit Report to the members of Derwent Sailing Squadron Inc

We communicate with the Board regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal control that we identify during the audit.

*Crowe Audit Australia*

**Crowe Audit Australia**

Alison Flakemore

**Senior Partner**

Dated this...24...day of...May...2023.

Hobart, Tasmania.

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## Derwent Sailing Squadron Inc

# Independent Audit Report to the members of Derwent Sailing Squadron Inc

As part of an audit in accordance with the Australian Auditing Standards, we exercise professional judgement and maintain professional scepticism throughout the audit. We also:

- Identify and assess the risks of material misstatement of the financial report, whether due to fraud or error, design and perform audit procedures responsive to those risks, and obtain audit evidence that is sufficient and appropriate to provide a basis for our opinion. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Association's internal control.
- Evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by the Board.
- Conclude on the appropriateness of the Board's use of the going concern basis of accounting and, based on the audit evidence obtained, whether a material uncertainty exists related to events or conditions that may cast significant doubt on the Association's ability to continue as a going concern. If we conclude that a material uncertainty exists, we are required to draw attention in our auditor's report to the related disclosures in the financial report or, if such disclosures are inadequate, to modify our opinion. Our conclusions are based on the audit evidence obtained up to the date of our auditor's report. However, future events or conditions may cause the Association to cease to continue as a going concern.
- Evaluate the overall presentation, structure and content of the financial report, including the disclosures, and whether the financial report represents the underlying transactions and events in a manner that achieves fair presentation.

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## AS AT 31ST MARCH 2023

Life & Golden	6
Golden	14
Life	13
Veteran	31
Full	204
Family	159
Family Social	151
Family Young	166
Crew	334
Social	83
Corporate	42
Young	15
Honorary	8
Total	1226

### LIFE AND GOLDEN

1967 R Badenach AM	1968 R Bugg
1963 R Barrett	1953 H Garnham
1968 J Blackwood	1969 R Morrison

### LIFE

2016 W Bale	1973 H Hale
2007 D Barkas	1972 K Jacobson
1974 J Batchler	1985 R Johnson
2000 S Brain	2004 C McCulloch
1986 R Burnell	1992 D Short
1998 S Chau	1997 M Webb
1978 R Cummins	

## Members



## GOLDEN

1968 G Abell	1969 N Georgeson	1970 R Marsland	1972 K Taylor
1961 D Calvert	1966 P Green	1968 R McNeice	1968 J S Webb
1969 D Carey	1965 G Groom	1968 P Probin	
1956 B Cashion	1966 J Lucas	1964 J Robertson	

## VETERAN

1977 W Banks-Smith	1999 S Firth	1976 B Jones	1995 N Richardson
1980 S Barnett	1984 I Gough	2015 R Latham	1982 E D Smith
1999 A Boon	1998 T Gourlay	1976 R Loring	1984 J Stevens
2005 G Brownell	1977 P Halton	1976 E Moule	1994 M Swan
1983 P Chadwick	1998 R Healy	1977 R Murdoch	1984 A Tompson
1988 G Cook	1976 B Hine	1986 R Nolan	1988 W Wright
1981 R Crowder	1988 Q Hunt	1992 S Powell	1984 B Young
1984 J M Fiotakis	1977 T Ibbott	1985 J Pretty	

## FULL

2021 M Alderson	2013 B Brooker	2009 J Cumming	2022 C Ferguson
2016 C Anderson	2011 B Bruce	2009 D Cundy	2014 G Fielding
2017 D Appleyard	2016 M Budd	2006 T Dalby	1997 A Fisher
2023 C Archer	1992 P Bugg	2007 N Dalwood	2019 D Fisher
2020 W Armstrong	2011 M Bugg	2020 D Darden	2023 M Ford
2010 D Bailey	2017 T Burnell	2016 G Davoren	2015 A Fraraccio
2017 A Baker	2021 J Bush	1999 J Dawson	2006 J Freeman
2022 K Baker	2004 J Button	2020 J Demange	2021 B French
2010 M Bale	2017 D Byrom	1997 M Denney	2023 A Gall
2010 J Barr	2020 N Carter	2018 C Dick	2004 I Gannon
1988 F Barrett	2010 S Catchpool	2011 P Direen	2007 L Garnham
2021 G Bates	2005 A Champion	2013 B Donnelly	2021 D Giblin
2011 M Bayles	2021 P Christian	2013 B Dwyer	2015 R Glanville
2017 S Bennett	2013 G Clifford	2016 K Elliott	2010 R Gough
2013 C Bobbi	2011 D Clubb	2003 A Ellis	2022 R Gourlay
2011 N Breeze	2017 L Cooper	2010 J Evans	2005 D Graney
1989 D Brett	1984 C Creese	2019 B Evans	2009 P Gray
2016 N Brett	2016 P Cretan	1986 R Fader	2017 P Gray
2022 R Brierley-Jones	2023 T Crowell	2012 L Faulkner	2015 J Greenhill

## FULL CONT.

2018	C Gudgin	2020	S Lewis	2020	C Peacock	2010	N Snare
2006	P Haros	2022	M Li	2021	J Pemberton	2003	J Spaulding
1998	G Harrington	2022	D Lincoln	2021	D Phillips	2022	A Spinaze
2020	J Harris	2017	T Macdonald	2022	S Plumridge	1999	C Squires
2021	L Harris	2017	P Mackey	2004	M Pook	2010	K Stacey
2004	C Harwood	2020	R Maclean	2022	N Pretty	2015	M Stranger
2021	A Hay	2007	R Mannering	2022	H Price	2019	P Sutton
2012	B Herron	2018	S Manson	2016	V Quartararo	2005	P Thompson
2022	S Higgins	2008	H McCallum	2017	J Radonic	2011	B Tiefholz
2000	B Hobbs	2016	P McCartney	2005	Jean-P Ravanat	2020	R Trethewie
2020	C Hood	2016	J McDougall	2023	T Rayner	2022	D Tubb
2004	M Hooper	2017	B McKay	2012	K Read	2002	P Turner
2020	T Hoyle	2019	M McKay	2007	D Rees	2003	P Turner
2020	R Hughes	2013	P McMahan	2021	J Reeve	2014	P Turner
2011	M Hutchinson	2023	M Mele	2015	A Roberts	2021	P Unwin
2016	S Huys	2013	G Morgan	2021	A Roberts	2016	K Van Drunen
2000	S Ibbott	2022	D Morris	2015	P Rogers	2005	K Van Meer
2006	D Inglis	2014	S Morrison	2019	D Roughton	2019	N Walker
2021	J Jarvis	2023	T Morriss	2005	D Rowe	2022	C Ward
2017	M Jensen	2019	M Moschogianis	1998	S Salter	2001	R Ware
2012	K Johnson	2018	R Mudge	2007	T Saltmarsh	2010	J Warner
2023	K Johnson	2001	C Murphy	2020	J Saul	2010	R Warner
2014	I Johnston	2022	A Murray	2021	B Schofield	1995	D Warren
1977	D Johnstone	2012	S Newton	2018	J Sharp	2022	R Warren
2018	D Jones	2008	C Oates	2014	C Sheehan	2005	G Watkins
2015	W Justo	2016	W Olding	2021	P Sheppard	2020	T Webberley
2020	S Kelly	2012	W Osler	2017	N Shuey	2022	D Wecker
2022	V Kratz	2014	B Palmer	2015	G Simsons	2014	M Wilkinson
2022	M Langfellner	2014	R Parker	2021	G Smallwood	2022	R Williams
2019	G Lansdell	2013	S Paxton	2016	A Smith	2019	G Wilson
2018	D Latham	1972	F Peacock	2019	N Smith	1984	R Woehler
2013	H Lewis	2011	B Peacock	2016	I Snape	2019	A Woodley

## FAMILY

2016	J Abel	2022	R Amy	2020	A Black	2010	D Brown
2022	S Adams	2020	M Ashbolt	2022	R Blakers	2016	J Burbury
2023	E Albert	2004	D Bailey	2022	J Bleddyn	2002	P Burnell
2021	R Alderman	1996	J Bayly-Stark	2023	P Bonser	2018	D Butler
2014	W Allison	2014	D Bevan	2005	P Bottomley	2018	K Carins
2012	S Allison-Rogers	2019	A Black	2008	P Boutchard	2019	T Chalk

## FAMILY CONT.

2015	J Chau	2015	S Glanville	2022	D Macdonald	2019	S Sharp
2013	R Clark	2014	R Goodfellow	2007	P Maguire	2021	P Sillifant
2022	S Clark	2016	P Gore	2003	P Mason	2017	A Sinclair
1997	B Cleary	2015	S Gough	2017	B Mcintosh	2022	D Skinner
2014	A Climie	2022	G Grant	2021	I Mclean	2005	R Smith
2016	P Collidge	2014	A Grubb	2022	M Merchant	2013	D Smith
2015	D Connor	2018	S Gunn	2015	J Miedecke	2014	B Somssich
2016	N Connor	2011	L Guy	2022	R Miller	2010	A Sprott
2022	H Coomer	2022	J Hadley	2018	M Moody	2007	A Sproule
2011	J Cooper	1990	G Hall AM	2016	D Morris	2021	K Stannard
2012	P Copeland	2021	G Hanigan	2021	A Moy	2017	M Stephenson
2020	D Cottier	2018	D Hardesty	2022	R Munro	2021	J Sundram
2022	S Cottrell-Davies	2017	R Hardy	2015	M Murton	2022	H Tams
2021	K Creak	2010	D Haros	2019	M Norman	2022	T Tatnell
2011	D Crean	2021	B Harrison	2022	A Orange	2008	L Taylor
2022	C Dare	2023	M Haybittel	2018	T Paice	2015	A Thomson
2015	J Davies	2013	R Henry	2017	J Pearson	2015	T Thrale
2021	B Degrassi	2022	J Hill	2022	R Pollock	2011	S Tiedemann
2014	D Dickinson	2016	M Horsham	2019	D Prcik	2018	S Townsend
2014	T Dobie	2016	M Hunn	2008	T Price	2021	A Traill
2020	P Down	2002	G Jacobson	2015	M Pritchard	2022	S Trewin
2021	I Doyle	1984	L Johnston	2002	S Rattle	2020	C Turner
2020	I Duroe	1996	G Jones	2021	R Reading	2021	M Wall
2014	J Dwyer	2011	G Kennedy	2023	S Reeman	2016	R Watchorn
2021	M Escott	2012	C Kerr	2021	J Reeve	2015	P Watkins
2021	S Fairfield	2022	S Kruimink	2016	I Roberts	2020	C Wells
2022	J Fenton	2014	M Lane	2015	K Robinson	2016	C Westlake
2022	C Ferrar	2021	J Lane	2021	D Rockliff	2021	D Whitten
2014	R Fisher	2023	B Lane	2015	B Ross	2013	J Wilkie
2017	W Fromberg	2012	B Latham	2022	L Rountree	2022	C Windsor
2020	P Fuglsang	2019	D Leesong	2020	G Rutherford	2015	G Wood
2013	D Fulton	2017	A Lenton	2015	N Ryan	2016	M Yarrow
2019	T Gadsby	2015	J Linscott	2012	T Saul		
2020	T Gale	2015	T Lord	2020	P Scollard		

## FAMILY SOCIAL

2008	G Abel	2020	T Ashbolt	2014	S Bevan	2008	M Boutchard
2023	D Albert	2006	K Atkinson	2019	A Black	2021	G Bowen
2016	F Allison	2016	B Bailey	2022	N Bleddyn	2015	M Brand
2022	L Amy	2021	C Baker	2009	P Bottomley	2010	L Brown



## FAMILY SOCIAL CONT.

2022	J Brown	2020	J Gale	2015	B Lord	2015	L Ryan
2015	R Buchanan	2022	T Gardiner	2014	S Madden	2022	S Salah
2023	K Burbury	2021	J Glanville	2022	S Maguire	2016	J Sargison
2022	J Burgess	2014	P Goh	2003	J Mason	2020	A Savage
2016	L Burnell	2018	C Goodfellow	2022	J Merchant	2020	S Scollard
2018	B Butler	2016	E Gore	2021	C Miedecke	2021	Y Scott
2020	D Buziak	2022	A Goss	2022	P Miller	2022	S Sharp
2018	R Carins	2022	G Grant	2020	L Morris	2018	C Short
2015	A Cerneaz	2018	K Gunn	2022	M Morrow	2021	J Sillifant
2019	R Chalk	2022	J Hadley	2022	C Moy	2017	J Sinclair
2013	L Clark	2015	P Hale	2022	W Munro	2023	L Skala
2013	J Cleary	1990	M Hall	2020	F Murton	2022	J Skinner
2020	J Collidge	2018	G Haros	2022	L Nicoll	2005	S Smith
2016	L Connor	2021	E Harrison	2019	M Norman	2005	T Sproule
2022	E Coomer	2023	J Haybittel	2016	C Oxley	2009	K Sproule
2014	B Cooper	2013	F Healy	2018	A Paice	2021	T Stannard
2022	G Cooper	2021	T Henry	2021	M Passingham	2011	T Stearnes
2017	V Copeland	2018	M Hodul Lenton	2020	J Paton	2017	L Stenning
2020	S Cottier	2021	N Huang	2020	J Peng	2022	M Tams
2022	A Cottrell-Davies	2015	S Hunn	2017	B Penrose	2021	P Taylor
2021	S Creak	2011	P Hyman	2022	Z Polacik	2021	S Tegg
2020	R Crean	2020	K Jacobson	2016	J Pook	2016	M Tiedemann
2023	K Crofts	2011	M Kennedy	2019	L Prcikova	2022	N Toomer
2022	C Cunningham	2020	K Kent	2020	N Price	2021	K Traill
2022	K Dean	2017	J Kerr	2015	B Pritchard	2017	N Watkins
2021	R Degrassi	2017	N Lane	2021	B Reading	2016	M Westlake
2014	H Dickinson	2020	R Lane	2020	C Reinbold	2018	C Wilcox
2014	T Disney	2021	M Lane	2016	W Roberts	2021	K Wilkie
2019	S Dobie	2021	M Langcake	2019	E Robinson	2021	T Wilkinson
2021	N Fairfield	2018	H Latham	2021	M Rockliff	2017	R Wither
2014	K Fisher	2019	M Leesong	2013	D Rogers	2021	B Woods
2017	P Fromberg	2020	E Linscott	2015	T Ronaldson	2017	S Wright
2020	E Fuglsang	2021	K Logan	2022	B Ross	2016	P Yarrow
2013	K Fulton	2022	K Long	2021	T Rutherford		

## FAMILY YOUNG

2016	C Abel	2020	A Ashbolt	2019	I Black	2009	O Bottomley
2016	S Abel	2020	L Ashbolt	2019	O Black	2023	E Bowman
2016	J Allison	2020	A Bestwick	2022	J Blakers	2015	A Buchanan
2016	H Allison	2019	C Black	2009	G Bottomley	2015	F Buchanan

## FAMILY YOUNG CONT.

2022	J Burbury	2021	R Glanville	2022	B Miller	2022	A Store
2022	L Burbury	2018	C Goodfellow	2022	M Miller	2022	C Store
2022	P Burbury	2018	M Goodfellow	2018	C Moody	2022	S Store
2016	T Burnell	2020	R Grace	2022	A Morrow	2021	L Sundram
2018	A Butler	2018	E Gunn	2022	G Morrow	2021	S Sundram
2018	I Butler	2021	S Hanigan	2022	C Moy	2022	A Tatnell
2018	W Butler	2021	T Haros	2022	J Moy	2022	R Tatnell
2021	C Campbell	2021	I Henry	2019	C Norman	2021	A Taylor
2022	J Clark	2021	O Henry	2018	S Paice	2021	S Taylor
2022	S Clark	2016	B Horsham	2019	B Prcik	2015	B Thomson
2014	S Climie	2016	C Horsham	2019	L Prcik	2015	D Thomson
2015	I Cooper	2016	R Horsham	2019	S Prcikova	2015	J Thomson
2015	J Cooper	2020	F Jacobson	2020	S Price	2018	D Townsend
2017	I Copeland	2020	H Jacobson	2015	O Pritchard	2021	E Traill
2017	P Copeland	2020	R Jacobson	2015	O Pritchard	2021	I Traill
2020	C Crean	2022	V Kruiink	2015	S Pritchard	2021	L Traill
2020	S Crean	2020	H Lane	2015	S Pritchard	2021	O Traill
2022	A Dare	2020	A Lane	2021	B Reading	2022	G Trewin
2022	L Dare	2021	T Lane	2023	C Reeman	2022	M Trewin
2023	J Di Venuto	2018	A Latham	2023	O Reeman	2016	H Watchorn
2021	S Doyle	2018	F Latham	2020	A Reinbold	2016	M Watchorn
2022	A Fenton	2019	C Leesong	2016	R Roberts	2016	P Watchorn
2022	Z Fenton	2019	E Leesong	2019	D Robinson	2020	C Wells
2022	H Ferrar	2019	F Leesong	2019	N Robinson	2021	A Whitten-Hawrelak
2022	L Ferrar	2019	G Leesong	2021	S Rutherford	2021	A Wilcox
2014	B Fisher	2019	N Leesong	2021	B Sillifant	2021	K Wilcox
2014	C Fisher	2018	B Lenton	2021	D Sillifant	2021	G Wilkie
2020	A Fuglsang	2018	H Lenton	2021	H Sillifant	2021	H Wilkie
2020	C Fuglsang	2018	Z Lenton	2017	O Sinclair	2021	O Wilkinson
2020	H Fuglsang	2020	C Linscott	2022	C Skinner	2021	S Wilkinson
2020	W Fuglsang	2020	W Linscott	2022	O Skinner	2021	D Windsor
2013	B Fulton	2022	A Macdonald	2020	T Somssich	2021	L Windsor
2013	S Fulton	2010	B Mason	2019	F Sprott	2021	P Windsor
2013	T Fulton	2017	R Mason	2019	Z Sprott	2016	A Yarrow
2020	S Gadsby	2017	L McIntosh	2009	O Sproule	2016	F Yarrow
2020	C Gale	2017	R McIntosh	2020	F Stearnes	2022	O Zehntnerhill
2020	J Gale	2022	H Merchant	2020	Z Stearnes		
2021	M Glanville	2022	O Merchant	2017	N Stenning		

## CREW

2022	B Aitken	2009	P Browne	2021	N D'Alessandro	2020	J Glover
2013	V Anderson	1996	R Bullough	2012	C Darcey	2021	M Gluskie
2020	S Anderson	2016	O Burnell	2020	D Dare	2021	H Goodfellow
2014	D Aplin	2020	A Burnett	2012	A Davison	2016	D Gore
2012	R Armstrong	2003	B Button	2001	M Dawson	2021	S Gray
2008	C Atkins	2022	C Buxton	2015	R Deane	2014	J Guy
2018	J Atkinson	2022	L Buxton	2017	S Dent	2007	M Hale
2021	J Austin	2022	A Calabro	2022	K Deverell	2010	D Haley
2012	S Baldwin	2022	D Calvert	2019	J Ditcham	2014	S Hancock
2005	S Bale	2015	M Caporelli	2021	K Dobie	2023	P Handy
2017	T Barrett	2021	S Carey	2020	M Donovan	2008	W Hankey
2013	G Barrington	2018	G Carins	2021	G Downton	2022	A Harbinson
2022	F Barta	2021	D Carins	2020	W Doyle	2022	G Hargrave
2022	L Bates	2020	B Carr	2020	B Drake	2008	J Hargreaves-Morris
2016	K Batt	2021	E Carr	2019	J Dryden	2023	J Harland
2023	C Bawden	2007	R Carter	2022	C Duffield	2020	N Harris
2016	H Behrakis	2011	N Carter	1996	W Dyas	2012	S Harrison
2012	L Behrens	2014	I Casey	2021	M Dyas	2022	D Harrison
2008	M Berwick	2022	A Cawthorn	2022	C Eaton	2010	J Heyward
2010	F Bidejowski	2022	A Cawthorn	2006	T Edwards	2015	D Hicks
2019	J Birch	2021	F Charlier	2019	F Elliott	2000	D Hine
2014	C Bird	2022	K Child	2011	C Escott	2021	C Hoddy
2021	J Blake	2020	P Church	2020	T Farmer	2023	J Hoddy
2020	T Blanks	2023	B Clements	2022	T Ferguson	2021	G Holloway
2013	P Bloomfield	2022	J Coburn	2012	M Fergusson	2022	C Howard
2023	B Boland	1993	G Cohen	2018	G Finlay	2016	G Hughes
2009	L Borlase	2020	L Coles	2020	A Firth	2013	J Hutchinson
2015	T Bosworth	2021	J L Coles	2017	A FitzGerald	2000	W Iles
2016	R Boulton	2022	J M Coles	2021	P Fletcher	2019	C Inglis
2014	E Boutchard	2015	C Connor	2022	R Flynn	2021	R James
2014	J Boutchard	2014	H Cooling	2016	M Ford	2020	C Jamieson
2010	S Brain	2017	N Corkhill	2017	R Forinash	2022	B Johnston
2021	J Brain	1999	C Court	2009	J Frawley	2021	D Jones
2018	J Breen	2019	O Coyne	2020	J Freach	2014	M Kalimnios
2022	J Brennan	2022	B Crawford	2022	A Fromberg	2016	S Karanth
2020	A Brett	2022	K Crawford	2022	W Fromberg	2018	S Karpiniec
2001	G Brooks	2023	S Crombie	2022	R Fullerton	2015	C Keil
2023	P Brooks	2021	R Cumine	2006	L Gannon	2022	M Keil
2017	C Brown	2017	C Dabner	2006	P Gartlan	2022	R Kelly
2022	J Brown	2017	C Dabner	2021	K George	2022	T Kennedy

## CREW CONT.

2000	G Kent	2017	A Merridew	2017	G Rainbow	2019	G Stanaway
2021	B King	2019	S Michael	2021	M Read	2011	G Stearnes
2022	B King	2022	S Miller	2022	G Read	2022	L Steller
2008	M Kingston	2020	D Mitchell	2009	D Reale	2019	H Steven
2020	D Kirkland	2022	N Moltow	2011	M Redden	2008	R Suhr
2022	T Kruger Velho	2022	N Moore	2012	W Reynolds	2022	J Sullivan
2022	G Kuehn	2010	N Morgan	2019	G Rigoli	2016	S Sutton
2020	R Lane	2012	B Morgan	2021	M Roach	2012	T Swann
2023	R Langford	2014	A Murray	1989	D Roberts	2020	K Symons
2000	S Lawless	2020	M Muskens	2022	H Roberts	2020	S Tapping
2011	J Lawrence	2020	H Nichols	2012	N Rogers	2016	C Tate
2015	S Lawrence	2020	A Norman	1993	I Ross	1999	C Thomson
2016	W Lawrence	2019	L Noye	2012	M Ross	2014	M Thorpe
2020	K Lawrie	2021	E Noye	2021	D Routley	2021	J Thorpe
2021	E Lee	2020	J Nunn	2016	P Rowe	2007	G Thyer
2018	M Lester	2006	D Oak	2021	G Rowlings	2010	S Tiedemann
2019	A Levings	2020	H Obrien	2001	D Saltmarsh	2019	M Travalia
2017	R Lewis	2017	G O'Donnell	2023	N Saunders	2015	R Trdin
2022	G Lewis	2022	J Okey	2019	R Scandrett	2022	K Tubb
2021	M Lincoln	2022	S Olding	2022	B Schlesinge	2011	R Tuck
2020	M Locke	2018	C Olive	2010	M Schofield	2017	G Tuck
2016	S Lubach	2020	G O'meagher	2016	D Schofield	2022	M Turner
2017	D Lumb	2019	F Orr	2021	T Schofield	2006	T Van de Vusse
1998	R MacDonald	2017	M Osborne	2020	J Schwerkolt	2016	R Van Neutegem
2022	D MacGill	2018	E Paterson	2020	M Scott	2016	M Van Twest
2019	D Maeder	2019	T Pauly	2020	J Scott	2008	R Viney
2014	B Maher	2021	G Peacock	2020	A Sharman	2008	M Viney
2022	J Mainsbridge	2011	J Pearson	2019	T Sharp	2020	M Vosper
2021	N Makepeace	2009	B Perry	2020	A Sharp	2022	J Wadsley
2020	J Males	2010	G Phillips	2020	R Sharp	2014	L Wagner
2010	A Maver	2022	E Piercey	2020	A Sharp	2014	S Walker
2021	A Maz	2011	M Pieterse	2020	I Sharp	2023	P Walker
2008	S McIndoe	1993	G Pignalosa	2013	S Shield	2014	J Walls
2011	B McIndoe	2022	R Pilkington	2023	L Shilton	2022	D Ward
2019	J McIndoe	2014	J Pirie	2021	T Siddall	2017	I Watchorn
2021	L Mcindoe	2013	D Polita	2022	F Siebken	2016	L Watkins
2020	L Mckay	2009	T Potter	2017	D Skrinnikoff	2016	C Watkins
2012	C McMinn	2023	D Purcell	2017	I Smith	2012	A Watson
2022	J McQuaid	2020	G Racape	2020	N Smith	2019	L Watt
2010	L Meale	2022	S Rainbird	2022	S Speirs	2008	S Webster

## CREW CONT.

2014	B Wells	2019	P Wilkinson	2013	T Wood	2022	D Yildiz
2013	R Werner	2021	T Williams	2022	P Woods	2022	O Zalmstra
2009	A Whalan	2020	B Wilson	2018	A Woolley		
2020	R White	2020	T Windsor	2005	C Wright		

## SOCIAL

2021	K Ailwood	2015	M Cooper	2022	A Henderson	2016	A Roberts
2016	R Atkinson	2017	M Copeland	2022	P Holmes	2022	G Roberts
2005	R Banks-Smith	2011	G Cowie	1993	G Hunt	2022	M Rosenberg
2018	C Barber	2019	A Dixon	2020	G Jeffery	2021	P Ross
2014	D Barrett	2023	D Duggan	2022	K Johnson	2022	P Schofield
2020	S Bastick	2010	C Ellis	2021	A Kentwell	2021	C Schwerkolt
2022	J Bayne	2022	J Escott	2023	C Lovell	2022	A Shadforth
2021	J Bennett	2022	G Eustace	2019	R Manson	2017	M Shegog
2023	S Benson	2022	N Evans	2003	L Mathenius	2022	M Shepperd
2023	M Benson	2021	G Feeney	2014	J McDevitt	2021	G Spinks
2022	L Bloomfield	2022	K Fleming	2008	R Mollross	2012	P Stanley
2013	P Brain	2023	B Geard	2023	H Morris	2000	A Stevens
2022	F Bridge	2017	W Gilligan	2021	A Morrisby	2020	R Taylor
2015	T Bukewitsch	2017	S Gordon	2014	J Nibbs	2021	P Thode
2023	J Burridge	2022	A Grant	2009	P Parsons	2022	S Thompson
2022	T Cameron	2021	D Green	1996	G Peart	2017	J Van der Woude
2022	T Casey	2021	H Green	2023	H Phillips	2017	B Watchorn
2020	P Catherall	2021	M Green	2022	C Rapson	2021	A Webber
1977	J Clennett	2023	P Greenwell	2023	M Reardon	2022	S Wells
2018	D Clow	2023	R Greenwell	2020	R Retchford	2016	I Willington
2020	S Connolly	2022	J Groom	2020	B Riley		

## YOUNG

2023	E Broadby	2022	S Greenwood	2020	F Lumb	2018	W Sargent
2022	G Burke	2020	A Hayes-Newington	2022	E Marios	2016	M Schofield
2019	C Ditcham	2022	W James	2023	A Potter	2022	R Spinaze-Littlejohn
2020	I Ermacora	2022	X James	2020	L Racape		

## HONORARY

2013	K Cambridge	1996	J Geursen	2013	J McCabie	2013	L Thomas
2013	G Cowell	2014	R Kerrison	2011	J Parker	2013	B Woodruff

## CORPORATE

2023	J Adkins	2022	F Heather	2022	D Mois	2022	E Smid
2021	O Bell	2022	W Hilfenhaus	2022	A Murphy	2023	P Spyridopoulos
2020	S Burbury	2020	G Ibbott	2022	K Nawrath	2022	A Stanojevic
2023	J Cresswell	2022	G Kelman	2022	D Oberle	2022	L Stewart
2022	M Cumming	2022	Y Liu	2021	N O'Shea	2022	M Walsh
2020	I Declerck	2022	L Loney	2021	J Palmer	2022	K Ward
2023	T Gannon	2019	C Manicom	2016	R Parker	2019	D Watson
2022	S Gant	2022	L Masters	2021	R Phelps	2021	D Wilkinson
2022	A Gibson	2022	G McDermott	2023	S Readman	2023	G Worthington
2022	K Haghparast	2023	R McEwan	2022	A Russel		
2022	E Halliwell	2023	B McGrath	2023	A Shiel		





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