

Minutes of the Sabre Sailing Association WA (SSAWA) Annual General Meeting 16th February 2016

EFYC 7pm

Attendees		Apologies	
Clayton Erwin	Bob Taylor	Josh Preston	Paul Giadresco
Chelsea Baker	Ian James	Craig Nyland	Jim Gregson
Charlotte Coop	Jenny Jones	Nick Loney	Mark Hawkins
Brian Jones	Ryan Baker	Ray Martin	Graham Hill
Scott Olsen		Mike Dean	Trevor Holm
Robert Depiazzi		Peter Wheatland	Ashley Hood
Charlotte Coop		Bill Gillham	David Meehan
Louis Suriano		Kelly Mirigliotta	Blair Meiklejohn
Chris Holyday		Carl Girolamo	Bruce Moorman
Dave Quinn		Lane Bauer	Kim Short
Peter Johnston		Paul Burwood	Andrew Singleton
Pete Coop		Tony Carr	Adam Viney

Meeting opened by Pete Coop, President at 7.05pm.

1. Minutes from last AGM:-

The minutes of the previous AGM (Sunday 16th March 2015) were circulated. It was moved by David Quinn and seconded by Louis Suriano that they be accepted as a true record of the meeting.

2. Business Arising from last Annual General Meeting:-

There was no business arising from the last AGM to be actioned.

3. Presidents Report:- By Pete Coop

Well in the last 2 seasons since being President, we have had the GOOD
BAD AND THE UGLY

1. Communication – meeting approx. every 6 weeks with committee + fleet captains has been beneficial.

I would strongly recommend that those elected to serve tonight make every effort to keep that going.

2. Decision Making – The survey monkey in my view has been a great success with one exception – “Unity is more important than your damn opinion.” We had a number of issues in the last 2 years where a decision was made and yet despite it being agreed by the majority 80/20 - Still the noisy minority would fire shots at the decision.
If that behaviour happened in a commercial business then those people would be fired.. as this is a voluntary organisation we don't go down that path but just because you don't agree with a consensual decision should not give you the right to try and detonate it.

So let me repeat again - “unity of the class is more important than your opinion.”

3. States format – a combination of morning races with a break before the traditionally windy afternoon races has been an improvement – it gives the lighter sailors a ‘fair go’.
At EFYC we finally got club racing changed to 2 races – despite the early noisy negative minority, the majority think this has been a huge success – if people have a bad race, experience gear failure they know they do not have to wait one more week to redeem themselves. In addition the less skilled skippers on a windy day might decide one is enough but they would not go out there for 1.5 hours on a single race.

If you have the one race format, the danger is that you are almost guaranteeing that there will be a divide between the front and back of the fleet.

Going to different clubs I believe is the way forward –

e.g one guy saw us at Nedlands, asked about the boats then went and bought one, and now sails at Maylands.

Our efforts at Maylands and Walpole has resulted in us establishing fleets there now.

4. The use of 2 sails – not only does this allow the use of a cut down but also addresses the economic argument – sabre sails cost c.\$800.00 dollars and if you have invested that amount and look at the conditions we faced in the afternoon at Nedlands why should we insist they flog that investment when they have the choice to put up an older sail.
Victoria and SA have now built 2 sails into their states.
I will be travelling over to Victoria in 10 days with 2 sails.
5. National Exec and associated issues –
a major time resource and time swallower – the rules were way to loose and as we sit here tonight are still not produced!! They have been sat in draft format for the last 3 months and the lack of urgency in getting these across the line can be no greater highlighted as a risk in what has just happened in the 125 class here in Perth at last months nationals.

It is a miracle no one has built something radical (especially at the bow section). We have got out of jail for now!!

6. Boats – despite the argument still going round that any hull (either timber or wood and regardless of shape) with a good skipper, foils and sail can be competitive – is now bordering on a fraudulent story.

Here is the truth and this comes from the majority of sailors I have spoke to.

The boats shaped like the Botteril and Hazlegroves including many timber one's built in the last few years in WA are not as quick as a modern FRP – Murray Smith a top sailor twice led at the windward mark- (Perth Nationals)

He was absolutely reeled in at an alarming rate on the down wind legs.

We see it every weekend at EFYC – good sailors round the windward mark in the top 3 and will slip into the middle of the pack after one reach / run.

What is happening here is simple the new boats are flatter(less rocker) and stiffer.

I believe we are at a stage where those shapes should be awarded a 2 minute dispensation in any breeze above 12 knots.

It is the new boats ability to accelerate in marginal conditions that is the killer for the older boats.

In light winds they can be competitive – remember Carl led us all round the track at Rockingham in a light invitation race at Rockingham.

Success's have been -

Maintaining good numbers at both EFYC and good growth at PDSC

Maylands from 1-6 boats

Safety Bay from 0-4 boats

Walpole in the last month from 1 to 3 boats.

Going forward

Keep it Simple!!!

Sometimes the bureaucracy and 1960's mentality that surrounds this sport is it's worst enemy.

If anyone in this room thinks that hanging onto to all that tradition is working I can you tell that the Australian public are voting with their feet – the participation and conversion rates following sailing courses is at all time low!

So even taking into account the economic challenges something is not right with both the perception of the sport and the way it is operationally connected to the masses.

In the UK I watched the solo class go through a complete clear out of old school thinking as the class was dying on it's feet!

The original committee would not allow different sails or mast sections –

What this meant was that lighter weight crews were unable to handle and control the boat so it was limiting the fleet to people who weighed 90KG+

Now 70/ 80 kg skippers can be competitive and as a result hundreds of new sailors joined the class over the next decade.

I would like to thank every one who has worked with me in the last 2 years –

Please express your thanks once I have read out all the names –
Charlotte, Louis, Rob, Kelly and Chelsea, Ian James, Chris Holyday, Peter Johnson, Craig Nylund and Clayton Erwin.

Special mention and thanks also to Graham Hill and Craig for their work in assisting the National Exec building jigs and templates in order to get control of the hull shape in order to try prevent a 125 incident!!

In conclusion we all represent a great class and we now have a Nationals to look forward – while working towards that
Let's focus on the back middle and front of our fleets in that order.

So get behind the committee and let's all focus on growth and enjoyment.

Pete Coop.

4. Secretary Report

Charlotte Coop stated in her report that the transition to the online registration for membership and States entries had been successful. Paper versions were still available. The membership stands at 36. 6 of these were new memberships. this season.

5. Treasurer Report

Income		Expense	
Membership 16 @ \$29.79 (Online)	\$476.64	States Breakfasts	\$484.00
Membership (Cash) 16 @ \$ \$31	\$496.00	States contribution to TCYC & NYC	\$400
New Members 6 @ \$39.40	\$236.40	Trophies	\$353
		Yachting WA	\$132.60
States Entry (16 Entered @ \$44.21)	\$707.36	Contribution to templates	\$500
Extra Breakfasts 9@\$21.14	\$190.26	Capitation Fees \$5 per head x 50	\$250
Tiwi	\$2,700	Printing/Stationary	\$30
Nationals Transport	\$ 600		

Bookings for 2017 Victorian Nationals			
Interest	\$25.51		
Total	\$5,432.17		\$2,149.60

Opening Bank Balance	\$9,433.37
Income	\$5,432.17
Expenditure	\$2,149.60
Profit/Loss	\$3282.57
Closing Bank Balance	\$12,715.94
Assets	
Steel Racking for Container	\$1,100
Total balance	\$13,815.94

By Charlotte Coop

The final accounts will be done at the end of financial year on June 30th 2016.

6. Measurers Report

Rob Depiazzi has had a quieter year with measuring. One Sabre having measurement issues. Awaiting feedback from National Committee.

7. Marketing / Publicity Report:-

Chelsea explained the history and success of the online booking system now used and associated training involved in getting set up. Our Facebook page has 146 'Likes'. It is 2nd largest in the County (behind Victoria), but it is the most active. Mail Chimp being used for regular newsletters.

8. Vote to change the constitution to expand on number of voting positions.

General discussion around the history of this, and the need for a wider base for voting on key decisions.

As we only had a representation of 62% of the financial membership present (either in person or by proxy) we could not undertake the vote. We needed 75%.

This vote will be done electronically.

9. Club Reports

PDSC AND ROYAL PERTH- IAN JAMES

Focusing on class development. Numbers are growing. Support and encouragement to consolidate the fleet.

Coaching happening as needed.

Typically, 20 Sabres are racing – Target is 25.

2 female sailors

Aim – to increase the social interaction.

ROYAL PERTH

3 Sabres. Royal Perth to provide coaching. Targeting older sailors rather than youth.

Recent mini-series had 9 Sabres.

Sunday racing at 2pm

EFYC – PETER JOHNSON

Smaller fleets – gone from 20 each week to approx. 10 Sabres regularly sailing since Christmas.

MAYLANDS – CHRIS HOLYDAY

5 SABRES – 3 BOTTRILS AND 2 TIMBER BOATS.

2 REGULAR VISITORS FROM NEDLANDS AND EFYC ON SUNDAYS

SAFETY BAY – CRAIG NYLAND

Approx 5 Sabres sailing.

10. Election of Office Bearers:-

All positions were declared vacant.

As per notice of the AGM, nominations were called for all positions.

President – Nominations received: – Brian Jones and Clayton Erwin.

Vice President – Nominations received: Ian James and Peter Johnson.

A vote was conducted by private voting slips 23 in total (including proxies) for these 2 positions.

Results:

President

Brian Jones 13 votes

Clayton Erwin 10 Votes

Vice President

Ian James 12 votes

Peter Johnson 11 Votes

Pete declared the new positions filled by Brian Jones and Ian James.

Treasurer – Mike Dean

Secretary – Jenny Jones

Measurer – Rob Depiazzi

Marketing/Publicity –Chelsea Baker.

11. Nationals

Looking forward to the next nationals at Black Rock Yacht Club in Victoria, followed by Perth Dinghy Sailing Club 2017/18.

Meeting closed by Pete Coop at 8.15pm
Next AGM – February 2017