

AUSTRALIAN 16FT SKIFF ASSOCIATION
MINUTES OF POST CARNIVAL CONFERENCE
MEETING HELD 10/1/09
AT ILLAWARRA YACHT CLUB

Meeting opened 11.30am.

Chairman: Lloyd Mulholland

APOLOGIES: Gary Paton, Brad Andrew, Mark Graham

CLUBS REPRESENTED: Belmont, Manly, Georges River, Drummoyne, Queensland Cruising Yacht Club and Royal Queensland Yacht Squadron.

PRESENT: Rob Wasson, Lloyd Mulholland, Riv Robson, John Andrew, Chris Mulholland, Michael McMahon, Sean Harrison, Kieran Humphries, Andrew Stone, Rob Flanagan, Trent Morgan, Neale Jones, Jason Thomson, Ben Bruniges, Troy Dobinson, Scott Ovenden, Murray Atkins, Paul Harrison, Danny Anderson, Phillip Cooke and Ian Heritage.

CONFIRMATION OF RESULTS:

Moved Troy Dobinson seconded Trent Morgan that the scratch and handicap results for heats 1 to 6 for both 16ft skiffs and 13ft skiffs, as tabled, be confirmed. CARRIED.

Heat 1 for the 13ft skiffs, originally scheduled for 4/1/09, was abandoned due to strong winds (the 16's were able to race that day, but it was their upper limit (24-32 knots North-East). It was resailed at 11.00am on 7/1/09. Heat 4 (for both classes) scheduled for the afternoon of that day was abandoned due to inconsistent wind and direction. The heat was rescheduled to be sailed Friday morning 9/1/09 (11.00am).

It was reported that there had been several protests lodged during the Carnival.

Heat 2 (13ft) – “Bob Jane T-Marts” (No. 15) v “Switched on Innovations” (No. 8); and Switched on Innovations” v “Bob Jane T-Marts”. “Bob Jane T-Marts” on starboard tack off a wind and to windward of “Switched on Innovations” was alleged to have failed to give way to “Switched on Innovations” who was close hauled on starboard tack. “BJT” was disqualified under RRS11 and “Switched on Innovations” was disqualified under RRS 14.

Heat 3 (16ft) - Race Committee v “Belmont Smash Repairs”; the skiff was alleged to have raced with an unregistered mainsail in breach of Class Rules 11.1 and 11.2. Protest upheld, “Belmont Smash Repairs” was disqualified.

Heat 3 (16ft) – “Simply Aviation” v “Truefun”; windward and overtaking boat failing to keep clear just before the starting signal. Protest upheld, “Truefun” was disqualified and “Simply Aviation” granted redress – average points for the series (excluding this heat).

Heats 6 (16ft) – “Fire Stopping” v “Energy Australia”; alleged that crew of “Energy Australia” had three crew supported on trapeze at the same time (forward hand went out before the skipper had come in); Protest was upheld and “Energy Australia” was disqualified for breaching Class Rule 14.7 (in accordance with Class Rule 15.1).

Heat 7 (16ft) – “Bob Jane T-Marts, Edgecliffe” (“BJT”) v “OAS”; the clew and part of the spinnaker of the skiff “OAS” was alleged to have come into contact with the pole and spinnaker of the skiff “BJT” as they passed to windward and overhauled “BJT” just after the first windward rounding mark. Protest dismissed due to inconclusive evidence.

CHANGES TO SAILING INSTRUCTIONS:

Moved Sean Harrison and seconded Riv Robson the following changes to the SI's be confirmed:

CHANGE #1

1. Amend Schedule of events (for 13ft skiffs only) to read as follows:-

<i>Day / Date</i>	<i>Activity</i>	<i>Time / First Warning Signal</i>
Wed 7 Jan 2009	Race 1 (resail) Race 4	1055 1435

CHANGE #2

2. Amend Schedule of events (both classes) to read as follows:-

<i>Day / Date</i>	<i>Activity</i>	<i>Time / First Warning Signal</i>
Fri 9 Jan 2009	Race 4	1055

Motion CARRIED.

GENERAL BUSINESS:

1. **13ft skiffs**

- it was mentioned that there had been a few incidents 16's and 13's rounding the top and bottom marks during the series, particularly in the fresher conditions. The 13's sometimes take longer to bear away, meaning that several 16's were also “taken along with them”. They also tend to travel a bit slower.
- it was agreed that, ideally, two lots of marks would be better (one for 16's and one for 13's), however, depending on the venue, this may not always be possible and would also require two additional marks for a possible change of course.
- Michael McMahon indicated that the RC's workload had also been doubled with the advent of the 13's and, with their growing numbers, it was becoming necessary to have their own representative or separate regatta administration to assist. It was agreed that, if there was a separate RC, there should at least still be one 16ft skiff representative.

3. **Sail and equipment registration** - John Andrew reported that there had been no problems with registrations, although it was lucky that he had set aside the day before heat 1 to also register sails, otherwise, he would have run out of time. A check was completed on shore after heat 3 and on water after heat 6. All ok.
4. **Australian 16ft Skiff Association Secretary** - there being no further nominations since the pre-Carnival Conference and AGM, Gary Paton was confirmed as Secretary.
5. **Maximum wind strength** - there was further discussion on maximum breeze strength. There were still suggestions that consistent gusts over 25 knots were probably the top breeze strength for the 16's as they are now rigged. After further discussion, it was ultimately agreed that each day needs to be considered by the Race Committee on its

own merits. They should ignore the emotional comments from crews and consider the impact on the fleet as a whole.

6. **Starting lines** - Troy Dobinson commended the Race Committee on the good length of the starting lines during the series. He said that all competitors had commented that it had lead to only one race where there needed to be a general recall and that was probably more due to the shifting breeze conditions.

Meeting closed midday.

The meeting was reconvened at 6.15pm (10/1/09) to confirm the results for Heat 7 and also the final placings for both the Championship and Handicap results. It was moved Riv Robson and seconded Michael McMahon that the results as published be confirmed. CARRIED.

Meeting closed 6.20pm.