

AUSTRALIAN 16FT SKIFF ASSOCIATION  
MINUTES OF POST CARNIVAL CONFERENCE  
MEETING HELD 11/1/08  
AT ROYAL QUEENSLAND YACHT SQUADRON, Manly (Qld)

Meeting opened 10.40am.

Chairman: Lloyd Mulholland

APOLOGIES: Gary Paton; Brad Andrew

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

PRESENT: Rob Wasson, Lloyd Mulholland, Brad Colledge, Riv Robson, John Andrew, Chris Mulholland, Craig Corke, Clint Bowen, Mark Graham, Michael McMahon, Glenn York, Ian Kennedy, Niki Hawgood, Gordon Osborne and Bill Riley.

CONFIRMATION OF RESULTS:

Moved Craig Corke seconded Clint Bowen that the scratch and handicap results for heats 1 to 6 for both 16ft skiffs and 13ft skiffs, as tabled, be confirmed. CARRIED.

The Invitation Race scheduled for 2/1/08 was abandoned due to strong winds and will not be resailed.

Heat 1 originally scheduled for 3/1/08 was also abandoned due to strong winds. It was resailed on 4/1/08 and heat 2 from that date was rescheduled to Saturday 5/1/08 and sailed on that day. Heat 3 scheduled for that day was rescheduled to Sunday 6/1/08. This heat had to eventually be abandoned due to shifting and light winds after a thunderstorm. It was again rescheduled to be sailed Monday morning 7/1/08. Heat 4 was sailed as scheduled on Monday afternoon. The remaining heats (5 & 6) were sailed as scheduled.

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

**Heat 1** (16ft) - "Netkiosk" v "Energy Australia"; windward boat failing to keep clear after top mark rounding. "Energy Australia" was disqualified for failing to keep clear, resulting in "Netkiosk" capsizing.

**Heat 3** (13ft) – "Typhoon Shirts" v "Fire Stopping"; windward boat failing to keep clear after a top mark rounding. "Fire Stopping" failed to keep clear of "T-S" and their spinnaker made contact with a crew from "T-S"; "Fire Stopping" was disqualified.

**Heat 4** (16ft) – "Race Committee" v "Hunter Gaming"; "H-G" failed to sign on, but started the race; "H-G" was disqualified.

**Heats 4 & 5** (13ft) – "Fire Stopping" v "Typhoon Shirts"; alleged that crew of "T-S" were wearing additional weight packs (camabacks); Protest was dismissed, however, crew of "T-S" were warned that ISAF did not allow equipment such as camabacks.

**Heat 6** (16ft) – "Aristocrat (NSW)" v "RW Retail"; port and starboard incident approaching bottom mark; "RW Retail" was disqualified for failing to give right of way; "Aristocrat" also

claimed redress after breaking her spinnaker pole whilst trying to avoid a collision; redress of average points for heats 1 – 5 was granted.

**CHANGES TO SAILING INSTRUCTIONS:**

Moved Mark Graham and seconded Riv Robson the following changes to the SI's be confirmed:

**CHANGE #1**

1. Delete the number "10" from SI 10.3 and replace with the number "5".

The Instruction will now read :-

**"The warning signal for the 13' skiffs will be made 5 minutes after the start for 16' skiffs."**

2. Delete the number "90" from SI 15.2 and replace with the number "60".

The Instruction will now read:-

**"The protest time limit will be 60 minutes after the finish time of the last boat in each class, in the last race of the day."**

3. Insert new Sailing Instruction 23:-

**"Penalty System**

**The 720 degree penalty turn shall be replaced with a 360 degree penalty turn. This alters rule 44.2."**

**CHANGE #2**

4. Amend Schedule of events to read as follows:-

<i>Day / Date</i>	<i>Activity</i>	<i>Time / First Warning Signal</i>
Sat 5 Jan 2008	Race 1 (resail)	1000
	Race 3	1400

**CHANGE #3**

5. Amend Schedule of events to read as follows:-

<i>Day / Date</i>	<i>Activity</i>	<i>Time / First Warning Signal</i>
Sat 6 Jan 2008	Race 3	1400

**CHANGE #4**

6. Amend Schedule of events to read as follows:-

<i>Day / Date</i>	<i>Activity</i>	<i>Time / First Warning Signal</i>
Sat 8 Jan 2008	Race 4	1000
	Race 5	1400

Motion CARRIED.

**GENERAL BUSINESS:**

1. **Start buoy** - Glenn York mentioned that the start buoy had been left in place and it could be confusing as it was identical to a "change of course" mark. It was agreed that, in future, a different mark should be used to clearly distinguish it as a start (and finish) mark. Lloyd Mulholland said that he would ensure that the start mark was pulled up immediately after the start.
2. **13ft skiffs**
  - it was mentioned that there had been a few incidents 16's and 13's rounding the top mark during yesterday's racing, 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".
  - 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, equipment and hull registration** - Glenn York said that the Class Rules required sails, masts, centerboards and rudders were required to be registered with the Australian Association and what system was in place. It was indicated that, for logistical and practical reasons, only sails were registered at present. Glenn indicated that, at the Manly Championships, a full check was made on sails and hulls (in particular, weight) and that we should aim to do that at each Australian Championship Carnival. It was pointed out that this was also a resource issue. If we could get more volunteers, it could be done. Clint Bowen was of the view that measuring was really an issue for club level and this was generally supported by those present. Glenn indicated that one problem with that was the inexperience of some measurers.
4. **Welcome Night / Theme Nights** - John Andrew felt that there were few opportunities during this carnival for social activities after the sailing. Apart from a Trivia Night, which unfortunately ended being scheduled after one of our abandoned races, there were no real organized events. Brad Colledge indicated that the Club had put on "specials" and themes on food on most nights. John Andrew thought that there should at least be a welcome night.
5. **Length of Championship Carnival** - there was again discussion on whether the Carnival period could be shortened. There was some consensus that a Saturday to Saturday (8 days) would be acceptable. This could be achieved by sailing each day or perhaps doubling up on one or two days to still fit in a lay day.

There was also discussion on the timing of the Carnival, some felt early January was better, whilst others were more relaxed that mid to late January was ok. No final conclusions were agreed to.

Craig Corke did advise that Belmont were thinking of starting their Carnival (2009/10) on 29 December 2009.
6. **Carnival Entry Fee** - it was unanimously agreed that, for future Carnivals, the entry fee should include the cost of three tickets for the Presentation Night and, if they are to

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be supplied, three shirts. It was agreed that people would rather pay one up front fee rather than have to keep “putting your hand in the pocket” during the Carnival.

Meeting closed 11.30am.

The meeting was reconvened at 5.30pm (11/1/08) 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 5.35pm.