



**FFIWA Annual General Meeting 2024 – Minutes of Meeting**

Meeting opened at 10.05am on 30<sup>th</sup> March 2024 in the Dinghy Training Centre at Royal Freshwater Bay Yacht Club.

**1. Attendance and apologies:**

Attendees:

S. Dunn (President)	R. Sebo	K. Dawes	R. Dawes
C. Beeton (Vice-President)	D. Yu	D. Reid	M. Reid
T. Few (Secretary)	G. Leaversuch	J. Hassen	H. Miller
P. Mudford (Measurer)	N. Moffat	N. Moffat	C. Smith
G. Howell (Treasurer)	M. Williams	M. Hale	D. Swan
N. White (Committee)	H. Carnachan	M. Johns	P. Rooke
H. Hale (Committee)	A. Reichstein	P. Barblett	P. Packer
S. Eggleston (Committee)			

Apologies: K. Peaker, D. McAulay, D. Mars, R. Nash, G. Howell.

**2. Minutes of the previous AGM held at Fremantle Sailing Club on 18th March 2023.**

S. Dunn noted that no amendments were required.

Minutes considered to be an accurate record of the 2022 FFIWA AGM.

*Moved: N. White; Seconded: P. Mudford; Motion Carried: All in favour.*

**3. Business Arising from the Previous Minutes**

No matters arising.

**4. President's report (Appendix 1)**

FFIWA President S.Dunn spoke to the President's Report.

- S. Dunn mentioned an amendment needed to report to recognize J. Hassen as Australian Champion.
- S. Dunn mentioned an amendment needed to report to recognize C. McFarlane for measuring assistance at the Worlds.

It was proposed that the President's Report be accepted.

*Moved: P. Rooke; Seconded: P. Packer; Motion Carried: All in favour.*

**5. Treasurer's report (Appendix 2)**

FFIWA President S.Dunn spoke to the Treasurer's report on behalf of FFIWA Treasurer G.Howell..

- Healthy funds in bank: \$41,891.61
- The previous transaction account has been moved to Commonwealth Bank.
- \$30k of funds has been moved into a longer term interest bearing account. Interest form account will cover fees paid to FFIA.

- Discussion concerning how best to use funds: Each fleet captain has previously been asked to put forward ideas and numerous ideas have been discussed at the FFIWA Committee. Some further topics raised at the meeting include:
  - Directing funds to support “Girls Who Sail”.
  - Refacing of wharf at EBYC (Approx. \$5k).
  - States entry fee reduced or reduced FFIWA fees. S. Dunn explained that FFIWA would be underwriting any losses from the 2024 States (up to a predetermined maximum amount).
  - Having a monthly lease boat for new starters to use.

It was proposed that the Treasurer’s Report be accepted.

*Moved: J. Hassen; Seconded: M. Millman; Motion Carried: All in favour.*

## 6. **Measurer’s report (Appendix 3)**

State Measurer Peter Mudford presented the Measurer’s Report.

It was proposed that the Measurer’s Report be accepted.

*Moved: N. White; Seconded: P. Packer; Motion Carried: All in favour.*

## 7. **Election of Office Bearers and Committee**

It was noted that all incumbent office bearers had re-nominated and so no elections were required. Three general Committee members had also renominated. Up to three vacancies remain for general Committee members.

The nominations received were as follows –

President: Sandy Dunn

Vice-President: Clive Beeton

Treasurer: Greg Howell

State Measurer: Peter Mudford

Secretary: Timothy Few

Committee: Neil White, Andrew Colquhoun, Humphrey Hale.

It was proposed that the nominees be accepted to form the FFIWA Committee for the upcoming year.

*Moved: R. Dawes; Seconded: M. Millman; Motion Carried: All in favour.*

## 8. **Date and Venue of next State Championships**

It is proposed to hold the 2025 State Championships at Geraldton Yacht Club over the Easter weekend.

## 9. **General Business**

The National Titles will be held at Davey’s Bay Yacht Club on the Mornington Peninsula in Victoria. This is a qualifying event for the 2025 Worlds at Weymouth in the UK.

This year is a ballot year and one of the draft proposals is to require devices to be installed on the free end of the boom (to ensure the main cannot be outhauled past black band) and at the top of mast (to ensure main cannot be hoisted past black band). FFIWA and its member feedback has some concerns with this draft around issues with those boats that require feeding of main onto boom from free end and also those boats that have halyard locks at the top of the mast (a main may have to be hoisted past **the** black band to unsecure halyard).

The cut-off date for determining the number of Australian entries that will be eligible to sail in the worlds is 31<sup>st</sup> Dec 2024. To ensure that the maximum number of Australian boats are eligible, membership of FFIWA has to be paid by 31<sup>st</sup> Dec 2024. Please do not leave it past this date to renew membership.

## 10. **Close**

Meeting closed at 10.30am.

## **Appendix 1 - Presidents Report**





***flying fifteen international - western australia  
(inc)***

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[www.ffiwa.com](http://www.ffiwa.com)

28 March 2024

### **Presidents' Report**

I would like to thank all members of the FFIWA committee for their contributions to the effective management of the association over the last 12 months. Following on from the successful Worlds regatta held last year, there was a risk that enthusiasm may wane, but that has not been the case. Your committee is moving forward with a few ideas that we hope will keep the class energised and generate interest in Flying Fifteen racing amongst a broader audience.

Luke Elliott's success (supported and encouraged by Peter Mudford) at our most recent State Titles in Esperance as well as Lachy Gilmour and Ryan Donaldson's outstanding performance at the Worlds have shown that the class can be appealing to younger sailors. To that end, we are attempting to arrange a Youth Invitation regatta where we can expose the class to a larger group of keen, competent young sailors and give them a taste of what Flying Fifteen sailing is all about. Peter is leading that initiative, and so far, there appears to be a high degree of interest in the concept.

We are also keen to increase our support for our country clubs and have offered funding to them to support training and other club-driven initiatives that will assist them in growing participation in Flying Fifteen sailing.

These two initiatives will assist us in investing some of the substantial financial reserves that FFIWA has built up over the last decade or more to benefit members and assure the ongoing success of the class. Other possibilities are also being explored, and suggestions from members are welcome.

The committee for the coming year is very stable. I would like to thank Clare Wood for her contribution as FFIWA secretary, and also thank Tim Few for stepping into the position following Clare's resignation. Greg Howell has done an admirable job as State Treasurer, negotiating us through the unexpected closure of Bankwest's business banking services, which has required us to change banks, and also establishing a term deposit account, which allows us to earn a much more attractive return on our funds. Peter Mudford, assisted by Neil White, Chris McFarlane and Clive Beeton made substantial contributions, as measurers, to the Worlds and continue to ensure that we are all compliant with the class rules, while keeping the committee up to date on proposed rule changes. And Humphrey Hale's periodic words of wisdom keep us on the straight and narrow.

The World Titles were a very successful event, thanks to the huge effort put in by the Organising Committee, and Humphrey Hale, as Chairman, and Hamish Carnachan, as Treasurer and chief fund raiser in particular. However, just about all of our membership were involved in assisting with the organising and running of the event in one way or another, and I thank everyone for their contributions. Without them, the event could not have been as successful as it was.

The 2023 Nationals were run immediately prior to the Worlds, and Western Australian boats fared well in the international fleet, with Grant Alderson and Luke Paterson finishing second and Nick Jerwood and Brad Sheridan fourth. In all, 7 out of the top 10 crews were from Western Australia.

We congratulate Graham Vials and Chris Turner for their success in winning the world championship for an unprecedented fifth time. Western Australian boats were once again well featured in the results, with Nick Jerwood and Brad Sheridan from SoPYC coming a close second, and the young combination of Lachy Gilmour and Ryan Donaldson, in a borrowed boat, coming third. Yet again, Western Australian boats filled 7 of the top 10 places, showing that we really do have a world class fleet sailing in our State.

The 2024 National Titles were sailed at Lake Macquarie Yacht Club in NSW. Two Western Australian boats made the trip across the Nullarbor, and both came away with major trophies. After winning all three races on the penultimate day of the regatta, John Hassen and Kevin Griffiths sailed tactically on the last day to win the Championship. John is a long-term stalwart and supporter of the class, and his success is well deserved. Karen and Russell Dawes finished fifth overall and won the consistency title. Congratulations to all.

The 62nd State Championships were held at Esperance Bay Yacht Club during the September long weekend in 2023, with a somewhat reduced fleet of 19 boats braving the potentially chilly conditions to compete in the event. In the end, the winds were comparatively mild, although gusty, and the temperature, at times, almost balmy. The social program and hospitality lived up to Esperance's usual standards and a great time was had by all. Thanks are due to David Swan and the members at EBYC for their hospitality.

Seven races were held over two days and the final placings for the Championship were:

- 1st Neffarious – Luke Elliott (FSC) and Peter Mudford (RFBYC)
- 2nd El Toro – Grant Alderson and Luke Paterson (RFBYC)
- 3rd Ineffable – Mike Dunbar and Paul Dunbar (SoPYC)

David Yu and Chris Nelson from RFBYC overcame a slow start to the regatta to finish 6<sup>th</sup> overall and first on Consistency.

Philippa Packer from RFBYC won the trophy for first female skipper, and Ela North from Albany's PRSC won the trophy for first female crew.

The 2023/2024 Tally Hobbs series was sailed at Royal Freshwater Bay Yacht Club on Saturday 10 and Sunday 11 February 2024 with 5 races sailed over the 2 days. 20 boats participated in the regatta, and yet again, Nick Jerwood and Brad Sheridan from SoPYC in Best Foot Forward showed their class with a comfortable win, winning three of the 5 races. David Yu and Chris Nelson from RFBYC finished second overall and won the two races that Nick and Brad didn't. Peter Mudford, with Hamish Carnachan back in charge of steering, from RFBYC finished third.

You will note, in the Treasurer's report, that we had a large surplus last year. In 2022, FFIWA was requested by the World's Organising Committee to provide a donation to assist with the running of the worlds, in addition to having previously provided funds as seed capital for the event. In the end, the Worlds incurred a surplus, and so our seed capital was returned in full, as well as a further distribution of part of the profits. We have, within the last two months, placed \$30,000 in a term deposit in order to earn interest while we decide how best to utilise the cash we have at hand to benefit members.



The next National Titles will be held early in the New Year at Davey's Bay Yacht Club on the Mornington Peninsula in Victoria. This is a qualifying event for the 2025 Worlds at Weymouth in the UK. I encourage you all to consider participating.

Our next State Titles are scheduled to be held at Geraldton Yacht Club over the Easter weekend in 2025.

We note that Albany will commemorate the 200<sup>th</sup> anniversary of its founding in 2026. Given that we have a small fleet of Flying Fifteens sailing down there, it would be good to organise some form of regatta there in 2026. Watch this space.

Sandy Dunn

**President FFIWA**

## **Appendix 2 – Treasurers Report**

The main features of the accounts are as follows:

Cash Reserves at Bank 31/12/2023	\$41891.61
Total Revenue	\$ 18162.00
Total Expenditure	\$ 2738.94
Nett Surplus	\$ 15423.06

The Association bank account has now been moved to the Commonwealth Bank following the Bankwest decision to close business accounts. Access via Netbank is currently in place however Commbiz access has been applied for. The Commbiz access will enable authorisation of payments without the requirement to be able to access the same device at the same time.

The new CBA account took some time to establish and the renewal of membership notices were late being issued which has resulted in some delays with memberships being renewed for the 23/24 year.

The number of Ordinary Members jumped significantly due to sign up for the Worlds, however there are a number of participants in the Worlds who will probably not renew their membership. We seem to have held onto most of the associates who signed up in 2022 however my expectation is that the number of associates will also drop back in 2024.

[illegible]



**Flying Fifteen International - Western Australia (Inc)**

**Profit and Loss Statement  
For the Year ended 31 December 2023**

	2023	2022
	\$	\$
<b><u>Income</u></b>		
Membership Subscriptions - Ordinary	2025	3525
Membership Subscriptions - Associates	550	1550
Membership Subscriptions - Previous Year	1375	1250
FFIWA Event Receipts		
2023 Worlds Funding Contribution return	10000	
Share of Worlds surplus	4212	
Proceeds on sale of WAFFA		
Worlds Jib Rafffle		100
	<u>\$ 18,162.00</u>	<u>\$ 6,425.00</u>
<b><u>Expenditure</u></b>		
Subscriptions - FFIA	2400	2600
Promotions		
FFIWA Event Expenses		
Calibration of Scales	338.94	
Worlds Jib Rafffle		100
2023 Worlds Funding Contribution		10000
	<u>\$ 2,738.94</u>	<u>\$ 12,700.00</u>
<b>Operating Profit Before Income Tax</b>	<u><u>\$ 15,423.06</u></u>	<u><u>-\$ 6,275.00</u></u>

## **Appendix 3 – Measures Report**

Flying Fifteen International – Western Australia (Inc)

Measurers Report for FFIWA for the 2024 AGM

Thank you to the other Measurers, Neil White, Chris McFarlane and Clive Beeton for their support in administering our fleet over the past year.

Three boats were purchased from overseas competitors after the Worlds by local boat owners up grading. This created a much-needed quality second hand boat market which is slowly starting to attract new owners.

Apart from the few Blue Card endorsements, measuring the occasional new sail and a replacement mast, measuring has been relatively quiet. A relief after the hectic times leading up to the Worlds.

Boat owners are reminded of a few Class Rules

#### Part A. Administration Rules

##### 8. NOTICE OF RESPONSIBILITY

It is the owner's responsibility to ensure that the hull, spars, sails and equipment comply with the Class Rules at all times and that any alteration, replacement or repair does not invalidate the Measurement Certificate. World Sailing, FFI, Flying Fifteen Associations, Certification Authorities and Measurers are under no legal responsibility in respect of these Rules, plans or accuracy of measurement and no claims arising therefrom can be entertained. It shall also be made clear that it is the owner's responsibility to contact an appropriate Measurer and to make his own contractual agreement with that Measurer.

#### Part B. Measurement Rules

##### 14. Prohibitions

14.4 Any device or devices which indicate, transmit, receive, or collate data related to wind speed, boat speed, or boat location are prohibited. Devices which indicate time, wind direction, or boat direction are permitted, provided they cannot receive or transmit data. Recording cameras and tracking devices are permitted, provided that data from such devices cannot be accessed on board when racing.

14.5 Except for an emergency a boat shall neither make nor receive radio communications whilst racing. This restriction also applies to mobile telephones.

##### 15. EQUIPMENT

The following equipment shall be on board when racing:

15.1 Two hand bailers each of at least one litre capacity or one hand bailer of at least one litre capacity and one pump.

15.2 One paddle of minimum overall length 1000mm and minimum weight of 0.4kg.

15.3 One anchor, minimum weight 2kg, with not less than 18 metres of line of 6mm minimum diameter. The anchor can be made up to weight by the addition of chain provided that the weight of chain does not exceed 0.6kg.

15.4 One buoyancy aid for every person on board.

15.5 A towing fairlead of stainless-steel construction, with a minimum internal diameter of 25mm and minimum gauge of 4mm, shall be fitted within 700mm of the stem head.



If at any time a boat owner or crew would like clarification of any Class Rules, please do not hesitate to contact me.

Remember, keep your Blue Card in a safe place.

FFIWA State Measurer  
Peter Mudford

Flying Fifteen International – Western Australia (Inc)

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