

Australian Tasar Council Inc



Annual General Meeting - 2020

Meeting Opened 08.36 PM
Wednesday, 9th December 2020
By Zoom video conference

Present:- Nicole Kidman (ATC President), Adrian Nicholson (TASA), Stuart Templeton (ATC Measurer), Blaise Vinot (ATC secretary-TAV), Phillip Potter (TAV), David Meehan (TAWA), Lesley Alford (TANT), Hugh Tait (TANSW), Damien Bannister (QLD), Chris Payne (WTC measurer), Heather McFarlane (VIC)

Apologies:- Darren Watkins (ADF)

Minutes from the last AGM held in January 2019 at Largs Bay Sailing Club were confirmed
Moved Adrian Nicholson, Seconded Philip Potter Passed.

Questions arising from the meeting were subsequently answered in an addendum to the minutes.

Reports

- President report delivered as a separate statement
Moved Nicole Kidman, seconded Adrian Nicholson - Passed.
- Secretary/Treasurer – Finance statements presented and accepted.
Moved Blaise Vinot, seconded Philip Potter - Passed.
- Measurer – Report delivered as a separate statement
Moved Stuart Templeton, seconded David Meehan - Passed.
Measurer clarified that new shroud release system used in WA is not class legal.

Annual Levy

The ATC executive proposed that there be NO increase in National Levy, charge to remain at \$20 per boat.

Districts Business

None Advised

Next National Titles

Confirmed 47th National Titles will be held from 29/12/2021 to 5/01/2022 at Port Lincoln Sailing Club, South Australia. Organisation will be shared between TASA-TAWA and ATC

Open Members and Executive Positions

Nicole Kidman (President) and Blaise Vinot (Secretary/Treasurer) stood down from their 2 year terms and Elections were held.

Nicole Kidman was elected as the Australian President.

Blaise Vinot was elected as the Australian Secretary and Treasurer.

Philip Potter and Heather McFarlane thanked the ATC for their support of the class.

World Executive Report

Seattle worlds have been postponed to September 2022.

Chris Payne confirmed he is reviewing the idea of a carbon mast.

Any Other Business

ATC is still concerned by the high cost of sails and has spent the last year engaging with Bethwaite, McDiarmid and NB Sails Sport. As a result of these discussions prices have come down but further discussions are taking place to review possible savings on packaging of sails.

NK thanked Stuart Templeton and Philip Potter who lead the negotiations with NB Sails.

Meeting closed 9.26 pm

Blaise Vinot
Secretary/Treasurer
ATC

Discussion Points held after the AGM

TAV advised they will be doing their States at Somers YC and that Paynesville SC will be the host venue for the Nationals in a couple of years' time. They have about 4 boats wanting to go to UK.

TANSW mentioned their states were coming up and this would be great training for people wanting to go to the UK Worlds, all are welcome. NOR is available.

James Sly discussed the issue of ongoing supply with Tasar specific items and how Sly Boat Builders are a victim of poor supply chain arrangements. All parties need to work together to overcome issues here. It is hoped that with renewed dialogue with Julian Bethwaite it may assist this long standing issue.

James Sly discussed that we need to do something to encourage younger people to participate. ATC acknowledge the aging class problem and suggested that the TAWA (following recent discussions with David Meehan) consider trialing a new nationals division (Apprentice Master) at the Mandurah Nationals. The ATC does have a spare trophy which could be used for this purpose.

James Bauman discussed Weight Equalization Rule. TAV mentioned how they have been collecting data on this for several years now. As per previous requests, the TAV is now to present this data to the ATC for further consideration. Weight Direction to be set based on ATC recommendation to all states from these findings.

Brad Stephens talked about a proposed new Jib Sheet System and showed a working model that he had brought along to the event. He advised that at the ATC Measurers meeting this suggestion would now be further investigated in NSW along with other options. Findings will be reported quarterly at the ATC teleconferences.

Richard McKinnon raised the issue of Insurance and that all competitors should provide a Certificate of Insurance Currency when they nominate for a Tasar Event. The ATC commented that this had been previously raised by the TAWA and subsequently was included in the modified version of the ATC major event guidelines. This can be catered for as part of the new AS Registration process and should be considered by the TAWA for the next nationals.

Blaise Vinot raised the issue that all entrants to Nationals should be members of a relevant Association. This is to be checked by the various state bodies prior to events taking place.

Post meeting note #1:

The question regarding Sail Royalties was sent to WTC Executive Secretary Pete Ellis. His verbatim response is provided below.

Briefly, \$10USD per sail goes to the WTC. At the end of a two-year cycle (using Worlds as a guide), whatever is left in the account after paying for the website hosting and the World Sailing fees (200GBP this year) (plus any other expenditure that could happen in this cycle) is then distributed to each country based proportionately upon the number of sets bought. The WTC keeps two years' worth of World Sailing fees and website hosting in the account in the scenario that there would be no sails purchased in a two-year cycle between worlds.

To get the sail royalty MacDiarmid periodically send the WTC Executive Secretary itemized details on how many sails have gone to which regions suppliers, and then the WTC invoice Macdiarmid for the sail royalty amount. They hold the royalty tags/stickers on the WTC behalf so that they can put them on at the factory.

There is no royalty for boats. An ISAF plaque costs 30GBP which is paid by the WTC to World Sailing from the WTC account in order to get a sail number, and then this is reimbursed to the WTC by the supplier. There are no royalties on spars either.

Post meeting note #2:

The question regarding the position of the CBs needing to be considered as a standard measurement item was discussed with WTC Measurer.

It was asked if there was going to be a measurement to standardise a retrofit kit for older boats to meet the specifications of the new boats centre board case. The WTC chief measurer has advised that the new centre board case has moved and older boats wanting to retrofit will not be able to reach the same location. Due to this the retrofit proposed rules are written in such a way so older boats can retrofit without major changes to the hull. Therefore a standard measurement could not be achieved.