

Fireball Council meeting at Montreal, 27 August, 2019

Agenda

- 1 Annual reports (Commodore's, financial, secretary's)
- 2 Annual reports (Rear Commodores')
- 3 Website/Calendar
- 4 Future Worlds
2020 Howth
2022 Geelong
- 5 Future European Championships
2021 Tuscany, Italy
2022 Nice, France
- 6 Further continental Championships
- 7 AOB

Present: Executive, AUS, BEL CAN, CZE FRA, GBR, IRL, RSA, SUI, USA

Minutes

1 Annual reports (Commodore's, financial, secretary's)

For detailed reports, see appendix.

- Commodore's report – Worlds in Carnac and Montreal, European Cup, coincidence of UK Nationals and Europeans, new calendar on website to avoid event dates clashing, class rules discussions
- Secretary's report – cards and stickers, 412 boat stickers, difficulty getting lists of members of committees, 13 NCAs, 3 retired, 2 no information, some newly built boats, goal: have all NCAs in good standing in 2020
- Treasurer's report – slightly more memberships, slightly fewer boats built, finances are quite healthy; World sailing membership for two years, grants for sailors (amount for grants is approved every year by Council with the budget)

Discussion – don't run down all money we have, but now is the time to support young sailors.

2 Annual reports (Rear Commodores')

For detailed reports, see appendix.

- North America: CAN numbers slightly up, USA slightly down. Many individuals doing a lot for the class, distances are a problem especially in the USA
- Australia: Numbers are building a bit, due to upcoming Worlds in Geelong. Association boats have helped, building boats but will need to import boats soon. One

new builder in Australia, as of now only amateur – Australian-built boats are more expensive than imported ones from UK. Very few inputs from New Zealand. Compiling a list of boats with what condition they're in.

- Western Europe: IRL fleet has diminished, up-coming Worlds are having an effect, wish for more young people. 13 boats at Irish Nationals. GBR fleet is slightly better than last year, three big fleets. 40+ boats at Nationals even though it was a 4-day event.
- Central Europe – no collective report. CZE are running well, good attendance. SUI decreasing in numbers. BEL small country, small NCA, quite a few boats that are not really raceable, 1 new team. FRA slowly decreasing.
- Africa – difficult year: KEN had 50th East Africa championship successfully but otherwise numbers are down. RSA trying to build a new fleet with absentee owners' boats. Long distances, two separate fleets.
- Asia – no report presented, but the Japanese fleet is back on the water after being hit by a hurricane.

3 Website / Calendar: www.fireball-international.com

Make sure you check the website calendar situated to the right side of the home page (upcoming events) when planning national events, and send the dates of your national events to christina-haerdi@bluewin.ch They will be added to the FI calendar as soon as possible!

4 Future Worlds

- 2020 Howth, Dublin, IRL
There is accommodation available, but book now! There will be an Irish night in Montreal on Thursday, promoting the event.
- 2022: Geelong AUS
Preparations are on track, conditions similar to Montreal but windier.

5 Future European Championships

- 2021: Tuscany ITA
Elba doesn't have the infrastructure for such an event.
- 2022: Nice FRA
FRA NCA didn't know about it, so they will not get involved – so far it's just a bid, but it's the only one.

6 Further continental championships

- Barcelona – Chris Payne has contacts.
- Poland – P&B would like us to look into that – at the moment no Fireball fleet but lots of Lasers.
- North American Championships are rotated between East, West, North, South; long distances, small fleets don't make the trip worthwhile.

7 AOB

- Look into Nice bid thoroughly
- USA are asking for an update building plans to wide bow. Many of these will be crafts projects rather than plans to race nationally or internationally. Building competitive boats is possible but not on a first try. Estimated costs for designing new plans: 15'000 pounds. Wide bow boats can be built without plans. Building your own boat is usually more expensive than buying a new one. If we could find a student who is looking for a Master thesis, that would be an excellent chance to get plans at reasonable costs.
- Technical topics: longer batons, loose-footed mains, carbon poles and tillers
- Trophies should be kept by FI. Possibly send them forward to the next year's Worlds location.

Aarau, September 2019

Mianne Erne

Appendix: Executive annual reports for 2018/19

A) Commodore's Report

When taking over the position of Commodore last year, the first and most important issue was the World Championship in Carnac.

As a total newcomer, I heavily relied on the written documents on our homepage as well as the support from the former Commodores Steve and François. And thanks to them, Carnac was a real success! Over 100 boats met in the Baie de Quiberon, and 9 out of 10 races were sailed. The race officer, although living at the Mediterranean, did a perfect job on the water. The only critique was about the social program. In our championship questionnaire 47% of respondents were not satisfied about it. We will have to work on this in the future and certainly include the desires of families and other non-sailing visitors!

The preparation for the Worlds 2019 was very smooth. Two containers from Europe are now underway. We made all efforts to publish any pertinent information on the FI homepage and on Facebook to allow sailors sufficient time to plan their participation.

Also the organization of the Worlds 2020 in Howth, Ireland, is progressing as planned. FI is well-informed at any time. For further Worlds and European Championships bids exist until 2022. FI received no information about African and North American Continental Championships.

The Central European Cup was discontinued in 2019 because of the 2 big events, the Europeans in the Czech Republic and the Worlds in Canada. In 2018 only 3 boats were eligible for the trophy.

A big issue was the co-incidence of the European and the UK National Championships this year. To prevent such a huge flaw in the future, we have installed a publicly visible calendar on our homepage. We therefore ask all NCAs to plan their national events only after considering the major FI events. In this calendar we have also included the National events as soon as we got this information.

In 2019 FI has performed a poll concerning a Class Rule change about twin poles. This has been denied by a large majority of the NCAs. This was most likely due to the concern about the cost. However, we will go on with our discussion to modernize our class. During this year's open forum, we will discuss about the pros and cons of carbon tiller, pole and boom.

A council decision was made about a rule to subsidize organizers of trainings or events being of interest to our class. Financial support is also possible for participants of big events. Every year Council will therefore decide about the maximum amount used for such subsidies in the yearly budget. We are happy to have established this in time for two additional boats to participate at the Worlds in Canada.

Again, I want to thank all those who have supported me during the year! Firstly these are the members of the Executive Committee. We had very constructive discussions during our meetings and they advised me when I had specific questions. A special thank goes to UKFA who informed us about their analysis on opportunities and threads to the Fireball class in the future. They also supported FI in renovating some of our perpetual trophies; namely we thank Chris Turner who did a great job! And finally a very big thank you goes to Francis de Roeck who solved the difficult issue of getting the custom's logistics done for our continental container to Canada. What I tried during months he realized within one week! The boats are afloat now, thanks to his last-minute action!

Your FI Commodore

Christina Haerdi

B) Secretary's Report

The start of the year Fireball wise 2019 was dominated by collecting the number of required membership cards and boat stickers per 'National Class Association' (NCA). Thanks to your support we were able to distribute the cards and stickers with hopefully a not too long delay. Until this date 707 membership cards and 412 boat stickers were issued. At the same time we were trying to get all NCAs in good order, i.e., to receive the names of the members of each NCA; it was too difficult this year. Hopefully for next year we achieve this goal with less effort.

At the moment we have 13 active NCAs, 3 retired ones and of two we do not have a status.

Until the end of August 2019 5 new Fireballs from professional builders and one 'almost professionally built Fireball were released to the waters. Thus the newest Fireball bears the number 15162. Also we granted one amateur builder the right to build a Fireball according to the available plans; although this boat has not yet been measured.

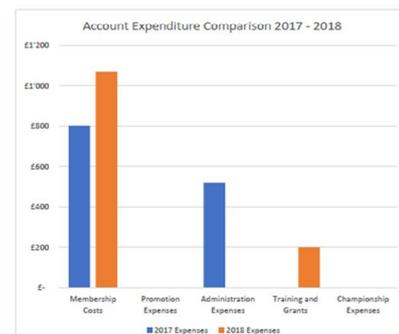
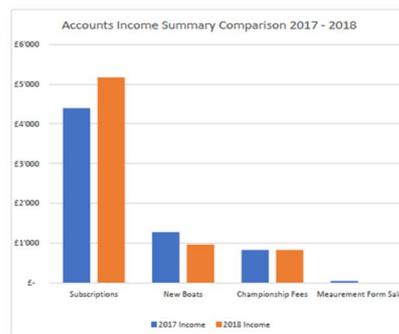
Looking forward we would like to improve the information we know of the various NCAs. The second goal is to get all the active NCAs in good order for 2020. Of course this can only be done with your ongoing support, thank you.

C) Finances – accounts 2016-2017

FIREBALL INTERNATIONAL 2018 ACCOUNTS SUMMARY GRAPHIC

	<u>2017 Income</u>		<u>2018 Income</u>		<u>2017 Expenses</u>		<u>2018 Expenses</u>		
Subscriptions	£	4'396	£	5'165	£	803	£	1'070	
New Boats	£	1'280	£	966	£	-	£	-	
Championship Fees	£	830	£	831	£	520	£	-	
Measurement Form Sales	£	48	£	-	£	-	£	200	
					£	-	£	-	
								(£1,762 owed F. Schluchter - paid in 2019)	
Total Income	£	6'554	£	6'963	Total Expenditure	£	1'323	£	1'270
(£3,032 including championship expenses)									
1st January - 31st December									
Balance 31st December									
Opening balance from 2017	£			£			£	32'359	
In-Year Balance	£			£			£	5'509	
Closing Balance	£			£			£	37'867	

Balance January - July 2019	
Opening Balance	£ 37'867
In-Year Balance	£ 1'263
Current Balance	£ 39'130



D) Rear Commodore Western Europe Annual report

Fireball International – Worlds; Montreal, Canada Rear Commodore's Report – Western Europe.

An E-mail request for up to date information was sent to the five (assumed) contact people for the NCAs under the jurisdiction of Western Europe – UK, France, Ireland, Belgium and Shetland in the second-half of July. The E-mail asked for the following;

The Fireball Worlds in Montreal will take place next month. Aside from the racing it provides an opportunity for the administrative side of the class to be given some attention. There will be a Council and Executive Meeting and I imagine there will be a Competitor Forum as well. For the first two, our Commodore, Christina, has asked for a report from each of the Rear Commodores.

I would be most grateful if you could give me a short update on Fireball sailing in each of your countries. I know that UKFA have had their Nationals a few weeks ago and the Irish Nationals were sailed this past weekend. But it would be help if you can update me on your Nationals (if it has been sailed) or let me know when it will be sailed.

Some of the details that you could include are as follows;

- a) Activity levels – clubs, boat numbers
- b) New boats coming into your fleet
- c) Special events (or details of ongoing regatta series)
- d) Any specific issues that should be raised at the meetings in Montreal.

If you could get back to me by the end of next week, Friday 2nd August, I would be most grateful.

Cormac.

Responses received

UKFA

<p>Activity levels – clubs, boat numbers</p>	<p>Taking the 3 biggest fleets and Chew:</p> <ul style="list-style-type: none"> • Blackwater Sailing Club has 12 boats with 8 sailing on good occasions when we have targeted weekends. All boats but one turned out for the club open • Hayling Island SC has about 24 boats registered. Some of these are venerable classics. 6 is a reasonable Sunday average turnout. Up to 12 for a targeted 'Pennant' weekend. • Draycote Water SC: "We have a total of 18 boats racing this season, with a regular turnout of ten Fireballs. The members range in age from fourteen to seventy and eight to sixteen stone in weight. There is a good range of ability, boys n girls and the gold fleet guys can hold their own when the open meeting circuit comes to town. We are white Winders and a couple of composites now and fleet have their own 'ball for rent to encourage newcomers. We race all year every Sunday morning and afternoon with a break for lunch and banter. The fleet having its own start makes the racing so much easier and safer than having to mix it with slower non-trapeze boats. We have a couple of personal handicap events to spice things up a bit every year. The winner receiving a crippling handicap for the next event so everybody has a good chance of winning. We are always on the lookout for new crews as this seems the best way to introduce new blood into the fleet." • Where I belong at Chew we have about 8 Fireballs registered and get up to 3 out racing on a Wednesday night and 2 or 3 on a Sunday.
<p>New boats coming into your fleet</p>	<p>From Dave Hall: As far as I know there were 8 boats sold into the country last year; 4 Weathermark and 4 Winder. All were sold to existing Fireball owners</p>
<p>Special events (or details of ongoing regatta series)</p>	<ul style="list-style-type: none"> • The Gul UK Nationals at the Royal Torbay YC attracted 44 entries this year – up on last year. It was a 4-day event with 8 races held over the May Whitsun Bank Holiday weekend to avoid a clash with the Canadian Worlds. Positive feedback on the 4-day event and the proximity of the 2020 UK Nationals to the Howth Worlds has lead us to stick to the 4 day format for the 2020 Nationals to

	<p>encourage attendance at both events.</p> <ul style="list-style-type: none"> • The Gul Golden Dolphin Series has had 4 of the 5 weekend events completed with 45 entries across these events. The final event is at Chew in October. • Weymouth Regatta had 11 Fireball Entries • Abersoch Dinghy Week had 8 entries (down on previous years) • We are hoping for a good turn-out at Chichester Harbour week towards the end of August (this will be well supported by the HISC fleet) • Blackwater SC has a club week in August where there will be 8 boats racing • The Gul UK Inland National Championships are on 2/3 November at Draycote Water SC • We put on a Try-a-Fireball day in July, but only had 1 taker (who enjoyed it!)
<p>Any specific issues that should be raised at the meetings in Montreal</p>	<p>I believe carbon poles are on the agenda already? Make sure international events are at accessible attractive places and have plenty of time between them. We would like the interval between Worlds to be 18 months or more. Also, Europeans every 2 years. Please may we discuss a possible introduction of Family membership? We have several association members who have asked if they can join the class association with a membership that includes family: e.g. where the wife, husband and children all sail, and any combination of them may compete in National and International championships, <u>but only in one boat</u>. Having to join each person individually is very expensive. Other classes offer this as an option.</p> <p>Example in the 29er class the fees are £40 for individual membership and £56 for family membership. The Miracle class (quite a small class) has one fee of £26 which includes sailing with family members.</p> <p>Having a family membership option help to introduce the next generation of sailors into the fireball class.</p>
	<p>Irish Fireball Association</p>
<p>Activity levels – clubs, boat numbers</p>	<p>The Frostbites that concluded in March saw an increased level of Fireball racing with a ten-boat turnout in the latter stages of this annual event. We had a ten-boat regatta in N. Ireland in June at Newtownards Sailing Club for our Northern Championships and the Nationals entry was also up on last year. Summer racing on Tuesday nights in Dun Laoghaire is also up on last year but we no longer sail on Saturday afternoons.</p> <p>One Irish boat is in Montreal (Frank Miller & Ed Butler) and one Irish boat was at the UK Nationals (The Thompson Brothers). We also had an open day which attracted some additional 420 interest. (The Thompson Brothers also campaign 420s.) Principal centre for Fireball sailing in Ireland is still Dun Laoghaire with boats spread across 3 of the 4 waterfront clubs. Outside Dun Laoghaire there are non-travelling fleets racing at club level in Killaloe and Clontarf which had strong- numbered fleets in the past.</p> <p>The seeds of a possible new fleet in N Ireland have been sewn with two boats arriving into Newtownards Sailing Club and we have a single boat in Skerries. Our Chairman travelled to the Torquay UK Nationals to promote HYC2020 at their event. Committee members and event hosts will travel to Montreal August 2019 to promote HYC2020 and have booked promotion night with entertainment.</p>
<p>New boats coming into your fleet</p>	<p>We have had 1 new boat coming into the Irish fleet -15116 - is not a new boat but is now the highest numbered boat in our fleet. The ownership of Louis Smyth's 15007 is expected to be resolved soon with the Thompson Brothers pursuing final ownership. Two boats have changed hands recently to see a new Fireball presence established in Newtownards Sailing Club in Northern Ireland.</p>
<p>Special events (or details of ongoing</p>	<p>Recently held Nationals at the venue for the upcoming 2020 Worlds – Howth Yacht Club. Officiating Race Officer Mr David Lovegrove (IRO) will be PRO at Worlds HYC2020. (Is also</p>

regatta series)	visiting Montreal for 2019 Worlds.) 14 Entries, 9 races over 3 days in various conditions. AGM to be held on Sat 28 th Sept 2019.
Any specific issues that should be raised at the meetings in Montreal	No items specifically proposed. Planning for Howth 2020 is ongoing. The principal organisers, Judith and Ian Malcolm and the race Officer for the regatta, David Lovegrove will be in Montreal for the Worlds. The Irish Association and Howth are promoting the event at this early stage with extensive Facebook posts and event T-shirts are being worn at suitable venues to promote awareness of the regatta.
	No response was forthcoming from Fireball France or Belgium.

E) Rear Commodore Central Europe Annual report

Fireball racing in “Eastern” Europe varies from country to country. The fleet in SUI is slowly growing, they have managed to attract young sailors, which is a great success. The CZE fleet is keeping its numbers altogether, with slightly lower attendance at Czech cup regattas. The fleet in ITA is active but not so keen on travelling abroad. On the other hand, foreign sailors always receive a very warm welcome at Italian events. The Slovenian fleet has diminished to only a handful of boats. They have agreed to keep the class alive at all costs with the perspective of attracting a younger generation of sailors – both family members and friends of current fireballers and sailors from other classes, e.g. Flying Junior which is popular in Slovenia.

The „Central“ European Cup has been discontinued for 2019. However, the short tradition of visiting our closest Fireball neighbours at Nationals and other important regattas seems to continue. The NCAs keep in close touch and work on a regatta calendar together so the Nationals do not collide.

CZE has hosted the Europeans at Lipno lake this year, 47 boats attended the event. I would rather leave the evaluation to somebody impartial, from my point of view, the event was successful both on and off water even though the weather was colder than originally expected.

F) Rear Commodore North America Annual report

Our overall numbers haven’t varied too much from 2018. The American numbers are down by 3 boats compared to the Canadian numbers are up by 12. This would be due to Montreal hosting this year’s World Championship. Joe Jospe is the event coordinator and along with other Pointe Claire sailors have worked hard to put together what should be a memorable regatta. Pointe Claire has the largest fleet in the country, followed by the Victoria/Duncan fleet anchored by Rob Thompson. He and Mark Cummings have produced some fast glass boats, along with some older, Dr. Rob wooden boats that are still very competitive.

Alberta is still home to some of the country’s longest standing members, four of whom are over 70 years and still very active and fast. Liz Brennan, an active Alberta fireballer and president of CFA, has been absent this year as she and crew Iker have taken a year off to cruise the Mediterranean. Ottawa continues to be active with Mike McEvoy using his large covered trailer to transport boats from Ottawa to Florida, making it possible for us to fly into distant regattas.

Fireball US continues to be challenged with low numbers and great distances spanning the remaining active sailors. Davis Island YC in Tampa, hosted the 54th annual Midwinter Regatta in March with 3 boats having attended. Always a great break from a Canadian winter.

Clay Poulson continues to be the most travelled US sailor and is currently encouraging 2 boats in the Los Angeles region. There has been no activity from the Portland Fleet.

G) Rear Commodore Africa Annual report

Namibia - No activity

Kenya - 50th East African championships held in Kilifi in July. Eight boats competed with myself and son as a guest appearance. Otherwise Kenyan fleet not very active. Tom Morton has taken over as chairperson of the association.

South Africa - Post worlds slump and economic situation means very little activity with only four boats regularly sailing. 2018 National championships did not happen due to insufficient boats

H) Rear Commodore Australian Annual Report

In Australia there has been a resurgence of the Fireball class with excitement growing over the 2022 worlds in Geelong, Victoria.

The nationals were held at Geelong YC in February as a way for sailors and the club to look at how the worlds will run. The event attracted 27 boats from 4 states of Australia with the furthest travelled going to Kevin Luff and Lance Rock who made the 8200km round trip to compete.

Boat numbers are up in our three main fleets with new juniors buying boats and 3 new boats being purchased / built by senior members. We expect at least 5 more new boats to be built before the worlds and will run out of second-hand boats forcing us to import good second-hand boats. There should be 50 boats sailing across Australia within the next twelve months.

In New Zealand the fleet has literally died off with a number of senior Fireball sailors passing away. There is still a New Zealand Fireball page and a couple of interested people scattered across the country but all boats are getting very old and only sailing occasionally.

Two Australian boats are sailing here in Montreal and we hope to have four boats in Ireland next year. Shipping costs as always make it hard to convince more boats to attend. Having access to good lease boats and more information promoting events earlier could help.

Ben Schulz