

Fireball AGM of February 12, 2024; 20:00 local time Geelong, Australia

Minutes

Present/present online: Nick Rees, Guy Newson, Olivier Burgaud, Heather Macfarlane, Evelyn Chisholm, Jakub Napravnik, *Alastair Bush*, Dave Hall, Mianne Erne (minutes). Representatives from AUS, CAN, CZE, *FRA*, IRL (also standing in for Cormac Bradley) *ITA*, SUI, *Christina Haerdi* (observer), Evelyn Schotte (observer), Fabio Palermi and Adriana Curcio (to promote Worlds 2025)

Agenda

1. Reminder of Mission
2. Introduction of new Committee
3. Minutes from 2023 Europeans meetings
4. Annual Reports (tabled)
5. 2023 Financial report and 2024 proposed budget.
6. Review of Planned Events: Europeans 24 in Maccagno (Italy), Worlds 25 in Riva del Garda (Italy)
7. Options for other future events:
8. Report from Technical Committee about Fireball Mk 2 options.
9. Open forum on promoting strong Fireball fleets throughout the world
10. Feedback from Geelong - measurement etc.
11. Any Other Business

Minutes

1. Reminder of Mission

The mission of Fireball International is to promote and facilitate Fireball racing and sailing worldwide by:

- Encouraging Fireball racing internationally;
- Promoting strong Fireball fleets throughout the world;
- Maintaining the one design nature of the Fireball class;
- Keeping the boat modern; and
- Promoting communication amongst Fireball fleets and sailors worldwide

2. Introduction of New Committee

Going round the table, stating name and function

3. Minutes from 2023 Europeans Meetings

No comments

4. Annual Reports

see appendix A

5. Financial Report

Finances: graphs are handed out, Guy suggests keeping the membership fees the same but making sure we get championship fees. Those used to be between £10 and £20.

Budget: the big expense is £5000 for testing the development of new boat design.

For details see Appendix B

Council decision: budget accepted, including development tests

6. Review of Planned Events

Europeans 2024 at Maccagno, Italy (assisted by Swiss Fireball), Sept 14-20, 2024. Small town, good sailing conditions, in Italy but very close to Switzerland. We would like to have only 3 jurors but have to get permission from World Sailing.

Worlds 2025 at Riva del Garda. Aug 22-30. Presentation for Worlds 2025 will be on closing night of Worlds 2024.

We should try to have charter boats in good condition available, for both Europeans and Worlds.

7. Options for Other Future Events

Executive proposes to change the cycle for Worlds inside and outside Europe. Two out of three Worlds should be held in Europe.

Council decision: new cycle of two inside Europe, then one outside Europe Worlds

For 2026, Nick suggests asking GBR.

For 2028, there is a suggestion of an offer from Kenya, either in Kenya or Zanzibar.

Europeans 2027 possibly France.

8. Report from Technical Committee about Fireball Mk 2 options.

Three options are suggested:

Option 1

Making the boat simpler to build, no changes to the look or current deck. Rule changes to allow different methods of joining. Examples are not having to block off the tanks and the spinnaker tube method. Also using carbon as opposed to Kevlar which is hard to work with and with no difference in cost.

Option 2

Change deck design and making construction and moulding simpler. EG;- Lose aft deck, angle of side decks, recess for jib cleats, materials, case design etc. Additional Rule changes to be added.

Option 3

Completely change the deck, Self-draining with double floor and other possibilities. A set of supplementary rules to be produced to enable those who want to use wood can do so.

For further information: see Appendix C

Council decision: go ahead with testing options.

9. Open forum on promoting strong Fireball fleets throughout the world

The following aspects are crucial to the growth of the class:

- Marketing
- Welcome
- Boat purchase
- Training and improvement
- Events

For more details see Appendix D.

Please send any ideas that may help to promote Fireball sailing to the Executive.

10. Feedback from Geelong - measurement etc.

Measurement was a very good experience, what we learned in Slovenia, and now implemented, helped the measurement team a lot.

Insurance in Australia covers the loan of boats, which helped a lot in the present situation.

11. Any Other Business

Life members: We don't have a record of either former executive members or life members.

Council decision: award life membership to Christina Haerdi.

Nick will try to generate a list of past executive and life members for the records.

Proposal: there was an FI magazine until about 1990. Nowadays, with email, it would be much easier to do; but some NCAs aren't willing to share their members' addresses.

End of meeting: 21:35 local time

Geelong, 13 February, 2024



Mianne Erne

Commodore's Report 2023

Past regattas: In Cooperation with the Lough Derg Yacht Club the Irish fleet did a fantastic job to host the Worlds 22 in Ireland. Both, the organisation on the water and the events ashore kept everybody happy. Despite being 80 boats on the startline, the Race Officer managed well to bring the fleet on the course, and 9 out of 10 races were carried out, although on the first day both races had to be cancelled because of too weak and unsteady wind and were re-scheduled on days 2 and 3. Ashore everybody enjoyed to stay within the Fireball Family and the Club, where two spacy bars fulfilled nearly any wish a sailor could dream of! A great big thank-you to Fireball Ireland and Lough Derg Yacht Club!

In 2023 the Fireballers met in Portoroz for the Europeans, and here again the friendly spirit within the whole class was thrilling anytime. Despite the fact that the wind made the life of the Race Committee really difficult, forcing them to hold 6 out of 8 races on the last 2 days, everybody was relaxed and enjoyed the holiday destination to swim and play and explore the impressive old town Piran.

A highlight for the commodore was the great interest of the Fireballers to actively take part at the Open Council meeting, which combined the yearly Council Meeting with the Open Forum. It focussed on the development of the Fireball to keep up as a modern and attractive class. Many thanks to Dave Hall for initiating this discussion! And of course many thanks to the Jadralni Klub Pirat and Fireball Slovenia, not only for the great organization and the warm welcome but also to bring so many new Fireball sailors on the course!

Next Events: Now, already three containers from Europe are on their way to the **Worlds 24 in Geelong AUS**. Thus, way before the start we have to thank Chris Payne and Heather MacFarlane for their enormous support for the organisation of the boat transports and for those sailors who want to attend with a rental boat. I am convinced that this will be a perfect World Championship!

The next **Europeans 24** will be held in **Maccagno, Italy**, very close to the Swiss border. It will therefore be a cooperation of the Unione Velica di Maccagno, Fireball Italia and Swiss Fireball. Finally the **Worlds 2025** will come back to famous **Lake Garda**. Do I have more to say??

FI website including the FI calendar: Slowly slowly I feel that people get aware of our website. thanks to Webmaster Ruedi Moser it is always perfectly updated with any news related to the Fireball and the Class Organisation. Most importantly, our calendar has to be kept up to date, but this depends on all of you by informing us about the dates of your major national events. It helps to coordinate the international calendar with the national ones, and provide the dates of all international championships to the sailors of each country!

Technical Committee: In Portoroz Chris Henderson, our International Measurer, worked hard to get a base for defining a championship boat weight. He therefore weighed all boats without sheets and centerboard, and will make a proposal to the Tech Committee, accordingly.

Unfortunately the building of new boats came to a nearly complete stop with six boats built in the last four years. Dave Hall has therefore initiated a discussion about how to make the Fireball attractive again for new sailors but also for those still sailing their old boats. The purpose would be to motivate sailors with still competitive boats to buy a new boat and selling their old one to newcomers. In this way, it would keep up the broad interest in sailing a Fireball.

Finances: Based on the good financial status, Fireball International has decided to subsidize the containers going to Australia. I am convinced that this has helped a lot to bring 24 boats from Europe to Geelong and sustain the Fireball visibility worldwide! We still have the possibility to award financial support to young sailors attending international events. Council will decide on this each year by voting on the budget.

World Sailing: In July Fireball International has endorsed Chris Henderson as International Measurer. Thus, Fireball International will maintain its Worlds Sailing designation according the WS Regulations Part III §10.

Thanks: After 6 years my Commodoreship will come to an end. Through all these years I felt supported by all of you Fireball friends! Most notably, I want to mention the organizers of the Worlds and Europeans, where I could rely on the good cooperation and experience of the organising teams to realize events which guaranteed

Appendix A – Annual reports of Executive

great competition and at the same time highlights to celebrate the Fireball friendship! Notably, I would like to thank with all my heart the members of the Executive. Not only their support but also their input and their ideas for sustaining and optimising the organisation has helped to keep the Fireball as an active and vital class. However, I could never have been successful without the great help of Francois Schluchter. He introduced me to all duties of the Commodore. I took over, *e.g.*, the obligations towards World Sailing and the NCAs, and learned how to co-ordinate the organisation of big regattas. Thank you Francois!

Finally, I cordially thank Nick Rees! He accepted to be appointed as my successor and I am more than confident that he is the perfect fit as our new FI Commodore!

Your (nearly past-) FI Commodore
Christina Haerdi

Report of the secretary

The year 2023 was in regard to new boats very disappointing; both registered boat builders did not build any new Fireballs. The figures of this year are

- 15 National Class Associations (NCAs) have registered members and boats. We counted 3 NCAs being dormant or retired. In the previous year we counted 15 active NCAs and 3 dormant or retired NCAs
- 669 members were registered in our boat class, compared to 598 in the year before
- 395 boats were registered in our boat class, compared to 343 in the year before
- No new boats were built by professional boat builders
- No amateur builders started to build a Fireball International of plywood. One plywood Fireball was certified in the USA (sail number and plaque allocated in 2022).
- We distributed about 6 Fireball International building plans. We do not expect that any of the interested parties will start building a boat. One person started to renovate an old boat.
- The highest sail number issued is now 15170.

Linus Eberle

Chairman of the Technical committee report.

There has already been much discussion and a reporting regarding the lack of boats built along with ideas for making changes, both small and radical to encourage teams to buy new boats. I won't repeat them all here since most will have read them.

After the 2022 Worlds in Ireland and the vote to alter Rule 25 RRS 42.3(i): **MAY** now be used at any Fireball racing events. The modified rule was submitted at the end of 2022 and approved by World Sailing with new rules published for 2023.

During the Europeans in Slovenia and back here in the UK I worked with Chris Henderson – our new WS Class measurer – to establish a 'Championship Weight'. I would like to thank Chris for his help and congratulate him on being officially given the role by WS.

Dave Hall

AFRICA FIREBALL REAR COMMODORE REPORT

10 Registered Boats and 18 Active Members in Kenya.

South Africa and Namibia dormant.

Kenya 2023 Nationals (55th) held in good wind in Kilifi with 10 boats.

2 boats new to Kenya (15143 and 14982) have helped increase interest and entries.

Interest brewing for 2025 Garda Worlds.

If any sailors are planning a holiday in Kenya please get in touch, and we can arrange a special regatta for you.

Annual Report from Fireball Asia, 2023

Still Japan Fireball is alive but decreasing , now active boat is 5 only.

Fireball Australia Report to FI 2023

Preparation for the World Championships has been a focus in Australia at every level.

At the individual sailor level some sailors are finding new team combinations and getting their act together as a new pair while other long standing combinations of sailors are practising and tuning how they work together on their boat. There have been a number of training events held across the early part of the season in Victoria with several interstate visitors making the trip to join a combined training / sprint racing event held in October at the World Championship venue of Geelong.

At the organisation level the Fireball Australia Association Committee has been focused on finding quality charter boats to fulfil the requests from overseas. There are several additional charter boats available that have not been taken up. Contact me if you are interested.

The Organising Committee is in the final stages of event preparation. Sailors can see a lot of information at 2024.fireballworlds.com or access via Upcoming Events at fireball-international.com. Watch [this space](#) for sailing instructions to be released early January.

Maintaining momentum post Worlds is a challenge that the Fireball Australia Committee is concerned with.

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The discussions from FI meetings about new fireball design ideas have been received with interest as well as questions about how long such changes might take to ripple through to more remote NCAs like Australia. We are definitely keen to see more information about the ideas and increase the discussion among members in our fireball community.

Association boat maintenance and training events are other avenues we continue to use to try to encourage broader participation and new members to the class. The mainstay is the organisation of National Championships. These are the events that get sailors together from across the country. We have a 3 year program planned looking forward:

- February 2025 : Twofold Bay, Eden, NSW
- 2026: Queensland - most likely around Brisbane
- 2027: South Australia - most likely a country club event.

International sailors are welcome at these events and we'd be happy to try to organise boats for your use should you be interested in re-visiting Australia in these future years and want to include a Fireball competition in your vacation plans.

Heather Macfarlane
Rear Commodore Australia

Annual Report for Fireball Central Europe, 2023

Fireball racing in the Central part of Fireball Europe is back on track. We have survived covid and we're racing again. In general, we can see young sailors join the class. Not in high numbers, as there are plenty of options for them (29er, RS classes, etc.), but still, there is some progress. The fleet in SUI is slowly growing, which is a great success. The CZE fleet is keeping its numbers, we can see some seasoned teams leaving the fleet, but they are being replaced by younger enthusiastic guys who keep the FB flag high, there are 37 boats in the CZE Cup ranking.

ITA fleet made a tremendous progress. With a lot of young sailors, they have become much more competitive in the last couple of years. Attending a local event is a great experience, foreign sailors always receive a very warm welcome there.

Slovenian fleet is getting better as well. They have done a great job hosting Europeans this year. What was missing in wind conditions at the beginning, they've made it up with friendly atmosphere and perfect social events for the sailors. Many thanks for the hosting club, JK Pirat, and everybody involved!

What I really do enjoy is the cooperation between individual NCAs in our region. We cooperate in scheduling regattas, there is hardly ever a problem. Shipping two containers to AUS for the Worlds has also been a multi-national teamwork.

Finally, I would like to thank Christina for all she has done for the class. She has been pushing the class forward in difficult times, not only as a Commodore, her relentless presence at events and her friendly attitude whatever the problem was, is something the class needs and we're thankful for that. I guess it will continue, Nick 😊

North America Fireball Rear Commodore report

25 paid members in Canadian Fireball Association and 2 inactive members (a free membership, we introduced, for sailors new to the class with no intention of sailing Nationals)

In Canada we had active fleets across the country this year and Canadian Nationals had 11 boats registered and while light air was a great regatta.

In the USA there were active sailors getting together a few times as 2-4 boat fleets to socialize and build skills. There are plans to have a few more one design starts in 2024.

As of writing there are 3 Canadian boats registered to race the AUS 2024 World's

Fireball International Rear-Commodore Western Europe.

Belgium	No report provided.
France (Jean Robillard, Class Chairman).	<p>In 2023 the French National saw 26 Fireballs racing , including our to be Commodore (FI) Nick and partner Evelyne . After the 2023 very deceptive 15 boats that's more in line with our expectations.</p> <p>The fleet is pretty stable with several crews having changed boats, buying 10 to 15 years old good second hand boats, unfortunately the people buying the replaced boats are not racing and those boats , still perfectly good for club racing , are disappearing in limbo.</p> <p>The boat bought last year in Dromineer by the class, after extensive repair due to a collision that occurred on the last day of the Worlds, has been used by people interested to sail Fireball in the future. Our plan is to rent it, at a very low price, to a crew committing to race all races for a full year. If we cannot find such crew, we will continue to lend it at each regatta to young crews so they can discover how much fun the Fireball is.</p> <p>7 French boats went to Portoroz for the Europeans, and about as many are planning to go to Italy next year.</p> <p>It's becoming more and more difficult to gather enough Fireballs for one design regattas, so we are racing more and more often in handicap races. The results are usually good as Fireball crews are very competitive, but it's more difficult to keep the Fireball spirit alive in such events.</p> <p>It's also difficult to find new blood for the class officers, but we can see local fleets having strong activity, not gathering very often due to cost of transport and lack of time.</p> <p>For 2024 the French National will be held in Saint-Michel -Chef-Chef (it's not a mistake) the first weekend of July.</p>
Ireland (Neil Cramer, Class Chairman).	<p>1. Nationals Entry</p> <p>Ireland had a total of 18 boats at their Nationals which were held in August as a joint venture with the 420 Class association. This has worked out really well for the class as the 420 can be seen as a natural steppingstone for youth sailors</p>

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	<p>who wish to progress to a more adult class. Previous year we had 29 entries but that was as part of the world Championships and so the figures were somewhat distorted by that event taking place.</p> <p>2. Growth. Fleet had a total of 31 different boat/sailor combinations in competition this year which is a big increase on previous years. One experienced sailor who is relatively new to the class has had a huge influence on establishment of a new fleet of boats in Cork area mostly manned by youth sailors. Growth has also been driven by: (i) Shared events with 420 class which acts as a promotional opportunity for migrating 420 sailors to the fleet. (ii) Any profit made from the worlds was channelled into promoting and heavily discounting entry fees to Youth sailors at events in Ireland. (iii) Ownership of Class Fireball which is loaned to clubs/individuals as a trial boat. (iv) Appointment of a Youth Development Officer (who is young!).</p> <p>3. Europeans Ireland had 4 entries to the Europeans event. Would have been more but very high ferry costs proved prohibitive for some. Also, container costs were in region of €10-12K which was much too expensive.</p> <p>4. Events The Class had 7 regattas this year. 4 x 2-day events, 2 x 3-day events and 1 x mixed training/racing 2-day event with qualified coach. Late season enthusiasm saw an extra event added to the normal schedule.</p> <p>5. Plans Nothing different from previous years. Hopefully will get a much bigger uptake for Europeans in Italy.</p> <p>6. Personnel New Youth Development officer appointed.</p> <p>7. Ireland will have one definite entry at the Geelong Worlds, sailing a chartered boat and I believe there is the possibility of a second entry.</p>
<p>Shetland (John Manson, Fireball Owner).</p>	<p>Unfortunately, Fireball sailing in Shetland is in decline in recent years. This has been due to a number of reasons, (sailing other boats, family commitments, work, and in the case of both myself and Willum Mouatt - ill health) I have been back on the water this past 2 seasons, and Willum got back in the middle of this season, but we only ever had 3 Fireballs on the water. No one from Shetland has travelled to a regatta outside Shetland for many years now, and I cannot see that changing in the short term. On a personal level, Archimedes has caught up my Ivan and myself. We actually took a decision at the end of the season to move classes, as the Flying 15 is popular here, and more suited to us now. We were lucky to get a quick sale through Frank Miller to a young team from Northern Ireland, so you may well see 15022 in action next year. Looking ahead, it is difficult to tell what will happen with our Association. I may need to talk to Neil Fraser about perhaps going dormant for a while to see if things pick up in the future.</p>
<p>United Kingdom</p>	<p>Original request was sent to Derian who tactfully reminded me that she had passed the mantle of Chairman of UKFA on to Richard Botting. Richard has been on the UK committee for the past two years as Nationals Co-ordinator and is based at Draycote Water. He owns Fireball 15127.</p>

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	<p>Info garnered from other locations; National Inland Champions: David Hall and Paul Constable; 31 boats. National Champions: Tom Gillard and Andy Thompson; 32 boats. I would suggest that while this is down from the halcyon days of a sixty-boat fleet, it stands up rather well in recent years. (Just a personal opinion.) A container of UK boats has been packed for the Geelong Worlds (and FI's trophies have been packed with them). Nine domestic regattas are scheduled for 2024, from the first weekend in April through to the second weekend of November. Their Nationals are scheduled for the North Cornwall Coast in July – 4 days/8races.</p>
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Additional Reports

Status Report United States International Fireball Association

The USA Fireball Association is alive and well. Our membership numbers have declined over the years with a few members retiring from sailing, having families, or moving on to other activities. In 2023 we were able to get enough memberships to retain our 1 vote in FI. We expect the same for 2024.

2024 looks promising with scheduled regattas throughout the US and Canada, and we are holding out first US Nationals in a few years on the east coast in June. We have a new wooden boat on the water and one being built by an expert wood worker. Access to used 2nd generation wide bow Fireballs is an issue to both the Canadian and USA associations. We have a lot of 1st generation Fireballs that may be good for pleasure sailing, but they are unsuitable for racing due to deterioration, and are not competitive against the 2nd generation Fireballs. This has posed a problem for our class worldwide.

USIFA offers varied levels of membership into the Class. Those that want to race buy the whole FI membership package. We have Associate memberships that some buy. We are seeing that some feel that having a membership does not offer any benefit to them and they have abstained from joining the class, yet feel entitled to race at their local clubs. With the decline in membership revenues it is hard to market the Class and be present at the table with US Sailing. The loss of Mike McEvoy a few years back was a blow to both the Canadian and USA Associations as Mike was a good conduit between our associations. Mike's travels to Tampa Bay Florida, his truck loaded with Fireballs for the annual Mid-winter regatta was a tradition that kept our fleets active.

New items to discuss at the AGM:

1. At the Worlds in Barbados we requested that the building plans be updated and digitized. The discussion was met with some resistance that it would cost \$30K USD to perform that task. USIFA has updated generation 2 Fireball plans that include the improved bow design and comply to the design and measurement requirements. There are at least 4 new boats in the US that have been built using these plans, and instructions. I believe that plans have been sent out to amateur builders outside the USA.
2. There is resentment among many in North America that funds from the Fireball International account were used to subsidize containers going to the Worlds. We feel that the membership as a whole should not have to subsidize those participating in World Championships, and that those funds could have gone towards marketing the class. After all there isn't a lot of money in our general fund. The Fireball competes with a lot of one design and development class sail boats. We need to look at what it takes to grow the class.

Respectfully submitted,

Peter Wirth

Secretary
USIFA

Appendix B - Finances

	Date	Title	Invoice No	Income Amount	Outgoing Amount	Details	Rolling Balance
		Opening Balance				Confirmed by Lloyds bank statement	£ 43,876.22
January							
February	06-Feb-22	World Sailing			£ 220.50	100000001073740585 2023/93 FIREBALL 202674 10	£ 43,655.72
March	10-Mar-23	Shetland 2022 fees	2022-006	£ 64.00			£ 43,719.72
April							
May							
June							
July	10-Jul-23	Australia Fees	2023-001	£ 196.42		PH77CATAUIKUSNC500 203253 10 (payment minus Fireball International web fees paid in Australia	£ 43,916.14
	11-Jul-23	France fees	2023-005	£ 313.00		F/FLOW 1/ASSOC To be confirmed France	£ 44,229.14
	13-Jul-23	UK Fees	2023-014	£ 1,000.00		UK FIREBALL ASSOCI, INV 2023-014, 400000001171068265, 309368 10,	£ 45,229.14
	14-Jul-23	Italy Fees	2023-007	£ 295.00		F/FLOW 1/ASSOCIAZI, INVOICE N. 2023-007,	£ 45,524.14
	26-Jul-23	South Africa fees	2023-012	£ 44.00		GUY NEWSON, SA 22 FI FEES, 00156017632BBDQKBD, 090134 10 (transferred from PayPal account)	£ 45,568.14
August	14-Aug-23	Slovenia Fees	2023-011	£ 156.00		F/FLOW NEMEC MITJA 2023 SLOVENIAN MEMBERSHIP	£ 45,724.14
	14-Aug-23	Measurers Costs			£ 257.79	BLUE MARINE 200000001179898548 FIREBALL EXPENSES 201997 10 (Europeans)	£ 45,466.35
	25-Aug-23	William James fees	2023-017	£ 155.68		New build in USA	£ 45,622.03
	29-Aug-23	Ireland fees	2023-006	£ 281.00		F/FLOW IRISH FIREB	£ 45,903.03
September							£ 45,903.03
October	04-Oct-23	USA Fees	2023-016	£ 64.37		Paid via PayPal then G. Newson's account then into Fireball account	£ 45,967.40
	10-Oct-23	Payment to Mr Dave Hall			£ 138.00	MR D HALL T/AS WEA, 200000001214020481, PORTOROZ EXPENSES, 207093 10	£ 45,829.40
	13-Oct-23	Measurer's Costs			£ 150.00	BLUE MARINE, 100000001216154346, F/BALL EXPS 23/2, 201997 10 (Europeans)	£ 45,679.40
	18-Oct-23	European/Swiss Container subsidy			£ 10,000.00	Paid via C Haerdi account	£ 35,679.40
	18-Oct-23	Bank Charges			£ 15.00		£ 35,664.40
November	06-Nov-23	Second charge - Italy	2023-15	£ 58.00			£ 35,722.40
	06-Nov-23	Switzerland FI Fees	2023-13	£ 659.00			£ 36,381.40
	07-Nov-23	Canada FI Fees		£ 168.00			£ 36,549.40
	10-Nov-23	Kenya FI Fees	2023-009	£ 112.00			£ 36,661.40
December	05-Dec-23	UK Container subsidy			£ 5,000.00		£ 36,661.40
	19-Dec-23	Japan FI fees	2023-008	£ 83.40			£ 31,744.80
							£ 31,744.80

Totals £ 3,649.87 £ 15,781.29

Opening Balance	01-Jan-22	£ 43,876.22
In-year Transactions		-£ 12,131.42
Current Balance		£ 31,744.80

Balance

FIREBALL INTERNATIONAL Balance

	2017	2018	2019
	£	£	£
Fixed Assets			
Trophies at estimated value	600.00	600.00	600.00
CURRENT ASSETS			
Debtors	2,172.58	988.00	1,304.00
Bank	32,358.65	37,867.15	40,090.87
TOTAL CURRENT ASSETS	34,531.23	38,855.15	41,394.87
CURRENT LIABILITIES			
Creditors plaque accrual	8,972.00	9,344.00	9,344.00
Creditors	691.25	1,762.00	1,347.00
NET CURRENT ASSETS	24,867.98	27,749.15	30,703.87
TOTAL	25,467.98	28,349.15	31,303.87
REPRESENTED BY:			
b/f	20,237.64	25,467.98	28,349.15
Profit/(Loss) for the year	5,230.34	2,881.17	2,954.72
TOTAL	25,467.98	28,349.15	31,303.87

Profit&Loss

FIREBALL INTERNATIONAL Profit and Loss Statement

	2017 Income £	2017 Expenditure £	2018 Income £	2018 Expenditure £	2019 Income £	2019 Expenditure £	2020 Income £	2020 Expenditure £	2021 Income £	2021 Expenditure £	2022 Income £	2022 Expenditure £
Subscriptions	4,396.00		4,538.00		4,268.00				3688.00		3,412.00	
Certificate Sales	0.00				72.00							
Meaurement Form Sales	48.00											
Plaque Sales	1,280.00		966.00		1,120.00		800.00				320.00	
Championship Fees	830.00		1,010.00									
TOTAL INCOME	6,554.00		6,514.00		5,460.00		800.00		3688.00		3,732.00	
Subscription discs		307.18		310.58		735.00		594.16		50.00		476.80
ISAF plaques		0.00		319.98		273.60						
Plaque commission to sponsors		496.00		372.00								
Secretary's expenses		0.00				291.00			15.00			24.24
Subscriptions - ISAF		240.00		240.00		240.00		252.00				226.67
Postage		53.56		87.96				14.78				218.06
Website		140.67		41.53		130.10		119.50		187.29		191.96
Bank Charges		86.25		120.21		95.58		18.62		46.68		104.04
Bank charges unpaid												
Championship Expenses		0.00		1,940.57		90.00						1,091.85
Grants				200.00		650.00						400.00
Promotional spend												
Bad Debts												340.00
TOTAL EXPENDITURE		1,323.66		3,632.83		2,505.28		999.06		298.97		3,073.62
PROFIT/(LOSS) FOR THE YEAR		5,230.34		2,881.17		2,954.72		-199.06		3389.03		658.38

Profit&Loss

2023	
Income	Expenditure
£	£
4,172.00	
164.00	
4,336.00	
	556.64
	20.71
	220.50
	109.35
	123.58
	61.55
	15.00
	£407.79
	£15,000.00
	£138.00
	16,653.12
	-12,317.12

FI Accounts 2023
27/01/2024 - 20:35
Von:
hbacher@gmx.ch

Dear Christina

Based on the information available I reviewed the Fireball International financial statements for the period from January 1, 2023 to December 31, 2023.

Supporting information and bank statements exist for payments made and received. Fireball International's loss for the year 2023 was GBP 12'317 and net assets as of December 31, 2023 accrued to GBP 32'179. The loss for the financial year 2023 was driven by the container subsidies for the UK (GBP 5'000) and the European/Swiss container (GBP 10'000).

To the best of my knowledge and the information available, the financial statements fairly represent Fireball International's financial position at December 31, 2023.

I accept to review the FI accounts for the next period.

Best regards,

Hans Ulrich Bacher

Dr. Hans Ulrich Bacher

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Fireball International Budgets and Accounting

	Budget 2023	Actuals 2023	Budget 2024
Income			
Subscriptions	3600	4172	3800
Plaque Sales	320	164	320
Championship Fees	0	0	200
Miscellaneous	0	0	0
Total income	3920	4336	4320
Outgoings			
Subscription discs	600	557	600
Plaque costs to World Sailing	75	0	75
Membership World Sailing	250	221	250
Administration Expenses	250	130	200
Website	200	124	150
Championship expenses	16000	15000	0
International Measurer	1000	408	500
Miscellaneous / Bad Debts	0	0	0
Concessionary Awards	1000	0	600
Design Development Costs	None	138	0
Bank Charges		77	100
Total Outgoings	19375	16655	2475

In-Year Balance	-15455	-12319	1845
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Note for 2024: Without the £5k design development cost, total outgoings would be +£2475, and in-year balance +£1845

Discussion / Proposal document to the Fireball class

Geelong February 2024

Background

There are currently two licenced Fireball builders in the World – both in the UK. Concern from both builders has been raised regarding the lack of new boats purchased.

There are many reasons for this. However, the builders believe a major reason is the lack of any change in the boat and the fact that they stay competitive for many years. The result means existing owners have no reason to replace their boat. This in turn means there is a lack of good used boats for new teams wanting to enter the class who would like a competitive used boat before committing to brand new. A turnover of boats is necessary to grow the class.

To give a reason for teams to buy a new Fireball the builders believe the boat should be updated with changes that may improve it without altering the characteristics or performance. For example – the hull shape will not change.

There is more information and background published in an article on the web site after the presentation at the Europeans in Slovenia.

As a side note, there has not been a change to the boat or construction rules since 1995 and it is interesting to note in an article written by Peter Milne in 1983 that he expects the Fireball to be developed and modified over time.

If there is no market for new boats, the class could find itself without a builder possibly resulting in the slow demise of the class.

There are three possibilities, the first one is just a rule change that will make the boat simpler to build with a small reduction in price and no perceived difference for the casual observer.

The other two are construction and design changes with the potential for a small reduction in hull cost.

There is no silver bullet to reduce cost, a large part of the price of the boat is in the fittings, spars and sails which the builder has little or no control over.

Option 1

Making the boat simpler to build, no changes to the look or current deck. Rule changes to allow different methods of joining. Examples are not having to block off the tanks and the spinnaker tube method. Also using carbon as opposed to Kevlar which is hard to work with and with no difference in cost.

Option 2

Change deck design and making construction and moulding simpler. EG;- Lose aft deck, angle of side decks, recess for jib cleats, materials, case design etc. Additional Rule changes to be added.

Option 3

Completely change the deck, Self-draining with double floor and other possibilities. A set of supplementary rules to be produced to enable those who want to use wood can do so.

Costs

Option 1

This is just a rule change so no substantial cost – just admin.

Option 2.

Will involve a new deck plug and mould along with some design work. The question might be if there will be enough volume for the two current builders to justify two plugs and two moulds as it is unlikely one will fit both the Winder and WM hull. At present there are only 2 licenced Fireball Builders.

Estimated cost for one plug is £12K to include design from the builders, Estimate for deck mould £9K.

No 3.

This will involve a designer and considerable work on plugs. It may need a prototype built in rough form to see if the self-draining theory will work and if in practice the boat is useable for the helm and crew.

Estimated cost for design £3K.

Construction of prototype £4K

Plug and moulds £21K

It could be that after the construction of the prototype and the discovery that it is a no go it would be scrapped.

Time line

Option 1 – a vote from the class and a rule submission to WS - mid 2024

Option 2 – Subject to class approval and rule changes to WS – Production of first boat in late 2024.

Option 3 – Prototype and testing mid 2024 subject to class approval and funding. After successful testing and approval, plugs and mould produced winter 2024 for launch in 2025.

With some of the questions and issues in all the above, along with both licenced builders moulds being old, should the class fund a new hull plug from one of the builders along with whatever is decided for the deck plug? This would be available to the current and any future licenced builders to use to make their mould. This a similar to what has happened in the Cadet and Optimist class.

Appendix D

The growth pathway

Marketing

Need people to hear about the class - that it is an exciting and modern boat for all ages and skills.

Welcome

The first contact with class members is important since it needs to reinforce to ideals of the class and the local club.

Boat Purchase

Newcomers need access to good boats, and help to set them up.

Training and Improvement

Formal training with coaches is only part of this - most of it is dinghy park chat, boat sharing, two boat tuning, and after race retrospectives.

Events

These have to be destinations for all competitors, not just the top few. The social and environmental aspects are equally, or more, important than the race management. They have to be known about well in advance so people can plan.

