

Fireball Executive meeting of 14 September, 2018; 21:00 UCT (online)

Minutes

Present: Christina Härdi-Landerer, David Laing, Cormac Bradley, Mianne Erne (minutes).

Some members couldn't join due to technical problems.

Agenda

1. Worlds Carnac Lessons concerning organisation learned
2. Worlds Montreal: next steps
3. Event planning calendar
4. Insurance for charter boats
5. Rules for financial support
6. Plaque fees and Norris brothers
7. Website and Facebook
8. AOB

Minutes

1. Worlds Carnac – lessons concerning organisation learned

The fact that Francois had to be there is not good. Especially *before* the event. The fact that there was a change of Commodores didn't help; a lot of things were done very late. It is important to let organizers know that the event is mostly their responsibility.

The fact that Francois was there *during* the event made sure the commodore was able to sail.

Evenings and prize giving – we need a clear time when they take place every evening. Have an organized happy hour – things on shore in Carnac were quite chaotic, while on the water it was perfect.

2. Worlds Montreal: next steps

For Montreal, we already have the NOR; starting fee seems very high; it does seem to include social events, but we don't know what all is included. We need to check with the Canadians. Comments about Carnac showed that participants weren't happy with what they got for their money at Carnac.

3. Event planning calendar

It is pretty easy to work with google calendar. Since it's a provisional calendar, we should open it to the NCAs, one or two people should have access to fill in their big events (especially Nationals). Cormac tried to collect information from all the western NCAs, but very often there was no answer. We need to make it clear that it's important to have an up-to-date website. It has to be informative and current. The calendar will be there to communicate dates, if they don't fill them in, then they can't complain if something else is planned on their dates.

4. Insurance for charter boats

Does anyone have connections with insurances that work globally? We would need a solution where we only have to pay for the duration of the event. Can't be solved at the moment. Third party liability insurance is where big damage happens. Kenyans didn't have insurance that would cover them in Europe. With charter boats it's quite complicated.

Christina will try to find someone to ask.

Will non-North-American participants in Canada need additional, Canadian insurance?

5. Rules for financial support

We need more time to study the suggestion. It could get out of hand if we don't word this very carefully. Some points: budget should be approved by Council, afterwards Executive can decide. We could limit how much individuals and NCAs respectively can apply for; we would need a deadline each year. We could also limit numbers of applications from the same body within a certain period.

6. Plaque fees and Norris brothers

There is more information but it hasn't been forwarded to everybody. Christina, Guy and Linus will get in touch with the agent of Norris bros.

7. Website and Facebook

Problem with Facebook: we have no admin rights to keep a post at the top; these rights should be with the secretary. A few experts should sort this out. The website needs to become more user-friendly.

8. AOB

Cormac had been contacted by a former South African Fireballer, Anthony Spillebeen, now living in the UK who works for the shipping company, Peters & May, who specialise in getting (big) boats to regattas around the World. He had expressed the view that Peters & May would be interested in getting involved with the Fireball Class having become aware of the numbers sailing in Carnac. A Peters & May brochure highlighting the services they can provide and the offices they have around the World had been E-mailed to the flag officers and NCAs of the Fireball Class to showcase the services provided. (The E-mail had been prompted by a social media conversation between Anthony & Cormac.)

While there appears to be an offer of shipping in place for Montreal (out of Antwerp as I recall) the meeting was made aware of the fact that for some NCAs in Europe getting boats to Antwerp for containerisation might be a prohibitive exercise and with Peters & May operating out of the UK, their offering might be attractive.

Cormac to liaise further with Anthony. .

End of meeting: 22:14 UCT

Aarau, 29 Sept 2018

Mianne Erne