

New Zealand Trailer Yacht Association

2022 Annual Meeting of Representatives - Minutes

10:30 am - 30 July 2022 – Meeting Room , Evans Bay Yacht & Motor Boat Club



Present:

Peter Henderson – President – Southland Trailer Yacht Squadron

Dean Roe – Treasurer – LTYC

Colin McDonald – Southland Trailer Yacht Squadron

John Cullens – Canterbury Trailer Yacht Squadron

Leonie Kibblewhite – BOPTYS

Alex Bruce – Technical Officer, OTYS

Alan Simpson – Secretary – LTYC

President Peter welcomed Wayne Holdt –Central Region YNZ Representative as an observer

Apologies:

Philip Rayner – Waikato Yacht Squadron

Simpson / Cullens, carried

Presentation of 2021 AMR Meeting Minutes:

Moved the Minutes be accepted Simpson/Cullens, carried

There were no matters arising from the minutes of the 2021 AMR:

New Matters for General Business:

1.1 What are we doing for cruisers?

1.2 Promotion of NZTYA

1.3 Man Overboard actions/plans

Moved Henderson/Cullens

President's Report:

Peter read his report to the meeting.

THIS HAS BEEN ANOTHER YEAR OF LOCKDOWN AND OTHER STOPPERS TO THE SAILING SEASON. ` Overall the participation has been up with a few boats travelling to Lake Aviemore and more asking about it for this year.

Inclusion of NZTYA on the COIR meeting they have the same problems as us. Handicaps, some of the safety regs are good to see what is coming through.

Special thanks to Wayne and YNZ for the publication of the cruising manual for trailer yachts. This should potentially be something we look at giving every single member or at least bringing them to the attention of this.

This year STYS had man over board in the cold lake of Manapouri. It brings attention to the Southern Lakes again. Something for Colin to talk about later.

As a voluntary organisation, struggling to personnel to help out and suitable qualified personnel as well. If we have problems out on the water one thing I'd like to discuss later on this meeting is about how we as

organisation can help clubs with training funding or resources to gain further qualifications in order to meet Sailing safer practice. The web site traffic is steady and as of yet the spam in the mail box has gone down.

There have been a few new trailer yachts up for approval with one that we will talk about later in the meeting.

I would like to encourage our members to have a look at their individual clubs safety plan and see where or if there are changes needed. There is a review of the safety standards and if the club or the NZTYA need or want to do anything please let your local rep know.

Have another safe and fast sailing season any problems please direct them to me or one of the NZTYA team.

Peter Henderson.

Moved Henderson/Cullens

No Discussion

South Island VP's Report:

John read his report

SOUTH ISLAND VICE PRESIDENTS REPORT 2021/22 SEASON

This has been a season like no other with the effects of Covid being felt over the whole island. Even so regular events were held.

Our premier event at Aviemore went ahead as usual. Not with the numbers of the past but the 34 yachts still enjoyed a well run event. Thanks to the Timaru club for all its efforts in keeping this event on the calendar.

The Donald Hay event was postponed due to Covid and the replacement date proved to be a wash out through weather.

My club (Naval Point) has true to form been chopping and changing about next seasons trailer yacht championships. At the time of writing it looks as though Easter has the nod.

Whilst on this topic I think organisers of regattas should advertising them well in advance. In September I was asked by the Waikawa club for my views on its intention to bring back trailer yachting for the new year regatta. The NOR did not go out until near the end of October. When talking to sailors at my club any that were sailing over the holidays had committed to going elsewhere. I also received unfavourable comments about handicapping and the weather in the Sounds sometimes being unfavourable. However with the late notification and Covid the club decided not to proceed with the event. The club is determined to go ahead with the event next season and to get a NOR out earlier. I wish them luck.

Moved Cullens/ Henderson

No discussion

North Island VP's Report:

There was no report from the North Island Vice President

Treasurer's Report

Financial Report is attached.

Moved Roe/Simpson

- Deficit recorded as a result of the writing off of the Self Righting Test kits and Trophies, which had both been held in the accounts at cost for years;

- All Clubs had paid the annual levy before the meeting.
- The accounts were reviewed by Neil Ward, Accountant.
- Due acknowledgement is made to Crombie Lockwood who continue to support the association;
- Levy to remain \$10 per boat of Affiliated Clubs, \$10 for Individual Members, \$40 for Affiliated Class Association.
- Honorariums to remain \$300 for President, Secretary & Technical Officer.
- Travel Subsidies for participation in National Champs are available - not used this year
- Travel Expenses for AMR delegates to be refunded – Flight costs, Petrol Cost plus 20%, Accommodation costs for committee and Conference costs.

Technical Officer's Report

Alex provided a verbal report to the meeting.

3 designs had approached NZTYA for approval:

Evans 8.5 – information provided but not yet received for consideration.

Shaw 750 – Deep Purple - Previously evaluated when owned by a former owner and found to lack the necessary quantity of bunk space. Alex reported these have now been installed by a new owner who is now seeking approval. Supported by the Technical Officer with a provisional rating of 1.100. Moved Bruce/Cullens – Passed. Secretary to advise the owner of approval and steps required to re register as a trailer yacht with YNZ and for a formal rating to be approved.

Kotik Design by Iain Oughtred – Refer to General Business item

SRI.

No Self -Righting tests have been completed this season.

Ratings

There are no recommended changes to the ratings for the forthcoming season apart from the additional of the Shaw 750 - Deep Purple at 1.100.

There was general discussion re the rating of the Farr5000 (increased to 0.655 at the 2021 AMR) in that it appeared to remain generous.

Election of Officers

The following were re-elected unopposed

President	Peter Henderson
NI Vice President	Jimmy O'Callaghan
SI Vice President	John Cullens
Technical Officer	Alex Bruce
Secretary	Alan Simpson
Treasurer	Dean Roe

Declared elected unopposed

Membership

Current financial (as at date of AMR) Membership totals 440 members compared with 442 in 2021.

All affiliated clubs have paid their subs and all associations apart from the Elliott 5.9 Group.

Overall membership remains relatively stable.

Reports

The following Reports were received and read at the meeting

Southland Trailer Yacht Association

STYS Commodores Report

Another season has come to a close, and once again a very mixed bag with covid still rearing its ugly head. Most of our events this year were mostly well supported but of course we would always like more yachts to attend.

Not sure how we get these yachts that are not being used out on the water but hopefully someone will come up with a brainwave to get this to happen and also get some young people involved in trailer yacht sailing.

This year we held our 25th running of the Manapouri Classic which is an awesome event and is also very social with a good time being had by all and was well attended this year.

In August 2021 we held another very successful boat show at Stadium Southland. This is something we do every two years and we were very lucky to get it in just before lockdown. As we normally do we donated funds back to the boating community and worthy causes. This year we gave to Marakura Yacht Club, Riverton Sailing Club, Westpac Chopper Appeal and Hospice Southland.

Ernie Foster

Commodore STYS

MacDonald/Henderson

Canterbury Trailer Yacht Squadron

REPORT TO 2022 AMR

In spite of it being a season with many problems the squadron is in good heart. An inflow of new younger members being couples with children gives an optimistic view of the future.

Not only has Covid caused cancellation of races but there has been unsuitable weather as well. Without a breakwater launching in southerly winds can be dangerous.

Cruisers are making up more of our fleet especially with the young families. Almost 80 per cent of our members do not race and of the 20 per cent that remain some may get to the start line only one or two times a season.

Saturday racing can bring small fleets, interesting in one race I was the only starter. Wednesday night often have fleets in the mid- twenties.

The squadron has 157 members 18 of which are new members and 17 have resigned. Our waiting list for parking in the squadron's compound averages at six. We will have our waiting list wiped out as we have been granted more space by the council in substitution for the part of our existing leased area to help with SailGP.

In the future - I don't know it will it be - we will go to a new site and will possibly have expenses of sealing and fencing that will exceed the funds in hand. Even though we have this problem the Naval Point Club has been trying to get the squadron to agree to give the club \$75,000.00 towards the cost of a new start boat. This has not helped the relationship between the club and squadron. The licence to occupy signed between the squadron and members requires that they must belong to the club. Cruisers are saying why should they pay a \$390 subscription the only benefit they gained is the right to use the club slipway.

Lake Taupo Yacht club

After the disruption caused by Covid during the 2020 season, it was a nice change to have a pretty much uninterrupted season of trailer yachting on Lake Taupo. Wednesday nights remain the focus of club racing with fleets remaining stable during the year. Wednesday night TY fleets peaked at 14 boats with a couple of sports boats thrown in to make 16 on the water. This is similar to last season.

A steady contingent of trailer yachts continue to race in the various Sunday series and the regular cruising fleet set out for overnight excursions during the warmer months.

The winter series remains well supported too, with a steady 6 – 8 boats competing every fortnight.

Overall TY membership remains stable with minimal changes in boat ownership.

LTYC held the NZTYA Champs as a YNZ National Champs event at its Easter Regatta this year. Despite a number of promises of boats attending, overall attendance was not reflective of the effort in organising the regatta. Boats from Taupo and Wellington competed with Wellington boat Hot Line (R650) taking the National TY Trophy and the B Division Ratings and Line Honours. The Bill (Williams 7m) from Taupo took out A Division Ratings and No Remorse (E7.8m) the line honours.

The Club held a number of regattas across all fleets during the year with highlights being windfoilers and the Magic 25 NZ Champs Regatta.

N25s remain the strongest fleet with 6 now sailing regularly with the rest of the fleet being a mixture of 16 – 25 footers of various designs. Fleet racing remains the backbone of the Club programme with cruising activities supported by a small but dedicated group of members.

This season we have been blessed with good levels of water in the Great Lake, which eases launching facilities.

There are no major incidents to report, although close racing at the Easter Regatta in 35 knots of “breeze” did create some challenges and the opportunity for competitors to view the underside of a number of boats. Thankfully there were no injuries.

On the social side the Club invested heavily post Covid to refurbish its kitchen facilities and then secured a new caterer. This has paved the way for a small but dedicated group to ramp up the Club’s social side which will provide the Club with a pathway to grow membership
Simpson/Kibblewhite

Bay of Plenty Trailer Yacht Squadron

2021 – 2022 BOPTYS Commodore Report:

Membership:

131 – up from 2021 (125). Our hardstand is full, with 5 on the waiting list. Approximately 60% of our membership comes from out of town, which affects the numbers available to help run events, serve on committees, participate on working bees etc.

Racing year overview:

- Wednesday evening sailing throughout the season, alternating Olympic and Lake races. 5-6 boats in each of two divisions. A very welcome BBQ follows the racing
- One off events such as the Allan Civil Memorial Race (17 boats); Round Rotoiti (13 boats)
- Monthly Sunday series, one during winter and one summer, with the winter one proving particularly popular (13 boats)
- Two day BOPTYS Regatta late March (11 boats in 2 divisions) incorporating Ross 780 NI Champs
- A popular fun Rum Race, with theme of Pirates and Wenches, with a club breakfast the next day

- Ladies Race and picnic, Night Race (only a few boats). Single-handed and Seamanship were scheduled, but weather or interest meant they didn't go ahead.

Cruising and Social:

- Sundowners, pot lucks, get-togethers arranged on long weekends. Easter egg hunt
- Brass Monkey fun trophy in winter
- A mystery cruise organised for the first time – very popular
- Off water activities in winter e.g. quiz night, 10 pin etc
- A casual Christmas meal; Prizegiving dinner

Other:

- Safety and Training: 2 days held with additional hints in the Mainsheet. Well received.
- A survey to get feedback was distributed at the AGM. Overall the responses were positive with some interesting and useful ideas to consider for the future
- Some serious work on jetties needed. Some repair of compound fence
- Club has a submission on lake levels and structures with hearing in September

A big thank you to all those members who have helped out in many different ways, and who have served on the Executive or Racing and Social Committees.

Leonie Kibblewhite

Kibblewhite/Simpson

Waikato Trailer Yacht Squadron

The Secretary read the written report on behalf of WYS

- Tricky season with COVID, managed to rearrange our racing/cruising calendar to be post lockdown
- Only 1 racing event and 1 cruising event had to be cancelled due to shorter season.
- Revamped our WYS website; Club newsletters (Bilgewater) have grown in popularity comprehensive and regular and well enjoyed
- Our Kawakawa bay compound continues to be in high demand, of the 50ish spots we only have 1 available
- Our membership (including keel boat, trailer yacht, life members, associate members and honorary members) has dropped from 129 to 116 which is a 10% drop in membership
- This year our trailer yacht races have taken place under the halsail handicapping system
- Our trailer yachts are run as one division due to us previously having only 1 or 2 Class C trailer yachts competing in races. Number of boats competing in races is up.
- One of our members has started up a Gazelle trailer yacht page on Facebook, and encourages anyone with information or a Gazelle trailer yacht to join:
 - <https://www.facebook.com/groups/537611244603703> (Or search "Gazelle Trailer Yachts")
- Our premier event (The Gulf Classic) will be run again in the Hauraki gulf with courses of 40nm, 60nm and 80nm. We have divisions for keelers and trailer yachts, this is a well attended event that has grown over the past 8 years, and we highly encourage members from any club to enter. (10th-12th March 2023, Race day is 11th March)

Otago Yacht Squadron

Alex to provide

President Peter asked Wayne Holdt to present a report on behalf of YNZ.

This year there has been an emphasis on producing a resource for cruising trailer yacht sailors. It was recognised that there was little information available for those who wanted to go cruising, often independent from established clubs. Wayne has compiled a substantial body of work in this area and this is now available on line through the YNZ website. Members were invited to add to the resource.

At this point the meeting took the New General Business item - What are we doing for cruisers? General discussion ensued with all agreeing that it was important for clubs to continue to support this group of sailors.

All reports were passed.

Remits

There were no remits submitted for consideration.

NZTYA Championships

2022/2023

NI Champs	BOPTYS
SI Champs	Timaru YPBC
NZ Champs	Naval Point

2023/2024

NI Champs	LTYC
SI Champs	STYS
NZ Champs	Timaru YPBC

2024/2025

NI Champs	BOPTYS
SI Champs	OTYS (to be held in conjunction with Port Chalmers Yacht Club)
NZ Champs	Evans Bay

General Business

Travelling Subsidy

Confirmation of the Travelling subsidy for interisland travel expenses for boats attending NZ Champs events in the other island.

Confirmed at actual cost up to a maximum of \$500 per boat with a ceiling per year of \$2,500. To be applied for in advance of the event.

Request for design approval

Request from owner, Ian Milne, for a Kotik design by Iain Oughtred, to be granted registration as a qualifying exception to Part V requirements.

Detail and measurements provided by the builder, Ian Milne and assessed by Technical Officer as not meeting Trailer Yacht criteria for the following reasons:

1. Not having 1 square metre of cabin area at the required minimum height.
2. Having breaks within the general areas measured as cabin areas, i.e., ribs/frames.
3. Bunk areas are less than required....."

To be more specific:

1 and 2. (Rule 4.1 (h): There is not a square metre of clear cabin sole area, even with the double berth panel removed, because of the off-set centreboard, which is on the same side as the quarter berth, which is built onto the side of the case.

3. (Rule 4.1 (e): Because part of the double-berth (V-berth) platform is removable, the forward cabin is counted as only having a single fixed berth. The quarter-berth is regarded as not counting at all, because its height at the entrance to the foot-box is less than 400mm, because of the beam that supports the cockpit seat, above where a person's shins would be if sleeping there. I have slept there and it wasn't a problem. The rest of the berth is in the main cabin. (The total length is 2.1m, with 125mm squabs).

Mr Milne has subsequently approached NZTYA requesting approval of the design as an exception being a non-compliant design.

In support of his request Ian offers the following:

"Problems 1 and 2 go together. This is the way the interior is designed. There is an alternative layout which is all in one space, without the bulkhead, but still has a part-bulkhead which helps support the centreboard case.

Problem 3 could have been avoided by building either the cockpit seats higher or the bunk tops lower, or both, neither of which I would have wanted to do.

None of these "defects" can be remedied at this stage. They have no detrimental effect on the performance or safety of the boat. The layout may be unconventional but it works perfectly well for my wife and me as a day-cruiser (anchoring at night)."

The request for non-compliant approval was made under the following provision:

"The Preamble to Part V of the Regulations provides that "individual class owners' associations may, with the approval of NZTYA, vary a particular regulation, where the size, design or equipment of a yacht makes the application of any regulation impractical". As there is not likely to be a class association for Kotiks, may I respectfully request that the NZTYA Executive acts in lieu of a class association in respect of individual (one-off) cases. and grant an exemption from the above requirements, as they are relatively minor and do not affect the safety or performance of the boat."

In general discussion around this request it was noted that:

1. The builder had been involved with a previous application for approval of a new design and was aware of the requirements of Part V;
2. There were opportunities to make this design compliant during its construction, but that the builder had chosen not to make those changes; and
3. Contrary to builders opinion the lack of the required amount of clear cabin sole is a safety issue as, in

the event that the double berth panel remained inserted, there was insufficient room to safely move around in the cabin.

It was moved Cullens and seconded Henderson that the Kotik design by Iain Oughtred not be registered as a non-compliant design. The motion was passed.

The Secretary is to advise the builder that NZTYA will not accept the Kotik design for registration as a non-compliant design.

Discussion on revisiting the definition of a trailer yacht contained in Part V of the Safety Regulations of Sailing

In general discussion it was agreed that there was merit in revisiting the definition of a trailer yacht to ensure it remained relevant and fit for purpose. Secretary to arrange for this to be completed during the current year and to report to the next AMR

Discussion on the future of NZTYA/Promotion of NZTYA

- The underlying theme of this discussion was that we are all getting older and approaching the time where we will be unable to function as a quasi regulatory body.
- President Peter reminded the meeting that our voice is important and is respected by YNZ through his membership of the CORC Committee.
- Overall membership of NZTYA is relatively stable with some clubs growing membership while others are slowly losing members.
- Cruising resource is expected to assist in growing TY membership.
- NZTYA has approached this point in the past and it required a change in thinking around terms of officers etc to retain its existence.

Man Overboard Actions/Plans

Colin MacDonald produced a copy of the incident report on a Man Overboard incident at the 2022 Manapouri Classic

STYS would like NZTYA to circulate to all member clubs the following recommendations that arose from the investigation into this incident and the Coroner's Report into the 2017 incident on Lake Te Anau:

SYA Recommendations to Clubs

After receiving and reviewing the suggestions from the coroner's report on Howard Phillips incident at Lake Te Anau in 2017.

SYA are highlighting three areas to be addressed by each club

- 1. That life jackets / personal flotation devices be of a highly visible and bright colour and be worn on the outside of other sailing clothing**
- 2. Race documents, safety plans and procedures should be compliant and specific to each clubs sailing events and activities. These documents and safety procedures must be communicated to race officials and volunteers and to all sailors participating in the activities**
- 3. VHF radio communication should be on a reliable channel that can communicate from boats on the water to land based sets. All people involved with the sailing activity should know which channel is being used and know how to operate a VHF radio**

Meeting Closed at 1445 Hours

Next Meeting to be 29 July 2023 at Evans Bay Yacht & Motor Boat Club