


	MEETING	Yachting Australia Federal Assembly	
	DATE	Wednesday 12 July 2006	
	TIME	1300 - 1600	
	VENUE	Crowne Plaza Darling Harbour Sydney	
	AGENDA	MINUTE	ACTIONS
A	ATTENDANCE AND APOLOGIES		
	<p>Attendance: Andrew Plympton President Fred Bevis Adrienne Cahalan John Flower David Kellett Tom King Rupert Leslie Wally Rantanen</p> <p>Phil Jones CEO Alastair Snell Admin Manager</p> <p>Lindsay Brown YNSW Delegate Stephen Leahy YNSW Observer Dayle Smith YQ Delegate Glen Summerville YQ Observer Bruce Chapman YQ Observer Peter Russell YACT Delegate Matt Owen YACT Observer John Burgess YV Delegate Ross Kilborn YV Observer Nick Hutton YT Delegate Bob Silberberg YT Observer Allen Walters YSA Delegate Gary Martin YNT Delegate Alan Tough YWA Delegate Tony Claydon YWA Observer</p> <p>Apologies: David Tillett</p>		

B. MINUTES OF THE LAST MEETING				
		To receive the minutes of the meeting held on 30 April 2006 – previously circulated	The minutes of the meeting held on 7 August 2005 were accepted as a true record.	
C. MATTERS ARISING				
		To consider any matters arising not otherwise dealt with in the agenda	<p>Marine Insurance – DS asked if the issue raised at the last meeting in respect of marine insurance had been progressed. The President noted that he had sought advice and was awaiting a response.</p> <p>Meeting Papers – The issue of the access to National Committee Meeting papers by non-registered observers was raised. It was agreed that this should be discussed at the next meeting.</p>	<p>AP</p> <p>CEO</p>
1. Membership				
		To receive a presentation and workshop the membership model developed by the Board – paper to follow	<p>The Federal Assembly received a paper that aimed to clarify the intent of the proposals to amend the National Membership Scheme.</p> <p>Following a report from the Membership Working Group in August 2005, the Federal Assembly adopted in principle key elements of a revised National Membership Scheme. The Proposed Scheme comprised two parts. A combined Silver Card and fixed fee to determine an MYA's affiliation subscription.</p> <p>It was agreed that each MYA should be responsible for payment of fees to Yachting Australia, with self-determination as to how the funds are collected in their State or Territory. Consideration was given to the breakdown of the total amount required. The option of using the ABS population statistics was explored but there was a perception that this may not align with the demographic of yachting. There was demand for a more equitable model that better reflected the level of sailing activity.</p> <p>Further modelling was carried out, and a model outlined to the Federal Assembly at the meeting in April 2006. The model was designed to provide a basis to calculate what proportion of the total fee paid to Yachting Australia each MYA would be required to pay, recognising that some MYAs may also wish to adopt the same principles to also collect their own fee.</p> <p>Each MYA could use the national model, leverage off the Silver Card system or develop their own model that met the demands and expectations of their membership.</p> <p>It was further agreed in April 2006 that a commercial/licence agreement, covering the services provided by Yachting Australia to each MYA should be developed and put in place between the parties. See MYA Services Agreement - item 3 below.</p> <p>At the meeting Rupert Leslie outlined the model proposed to assess the level of sailing activity in each state and territory from which the fee to be paid by each MYA would be determined.</p>	

			<p>After much discussion, it was agreed that, whilst the Silver Card should be retained as a means through which an MYA might raise revenue and as a recognition that individuals complied with the RRS, it's use in the modelling the amount that should be paid by each MYA only served to confuse the process. It was agreed that a simple club benchmarking process, based on putting each club in band, was preferable.</p> <p>This left the matter of how Silver and Youth Cards should be allocated open to question. Some suggestions were offered but it was agreed that this issue should be further considered by Rupert Leslie and Tom King with recommendations made back to Federal Assembly as soon as possible, to be considered at the meeting in August.</p> <p>RESOLUTION: The Federal Assembly agreed that:</p> <ol style="list-style-type: none"> 1. Yachting Australia supports the MYAs moving to a banding system as means of raising revenue required by each MYA. 2. Rupert Leslie and Tom King should consider the process for the allocation of Silver and Youth Cards under the revised proposals. 	RL/TK
2. Operations Plan & Budget				
		To receive a presentation on the 2006/2007 Operations Plan and Budget – Operations Plan and draft budget attached	<p>The Federal Assembly received the Operations Plan and outline budget that had been previously circulated. The Treasurer provided background, noting that whilst the Board had sought more detail on various budget items, the final budget would see an overall position that would be no worse, and possibly slightly better than that in the draft provided.</p> <p>RESOLUTION: The Federal Assembly unanimously approved the budget for the financial year 2006/07 in accordance clause 11.7 of the Yachting Australia Constitution.</p>	
3. MYA Services Agreement				
		To discuss the principles of the MYA Services Agreement – bullet points attached	<p>The Federal Assembly considered the principles to be incorporated into the proposed MYA Services Agreement.</p> <p>Speaking to the principles, Rupert Leslie explained that it was the intention that these be framed into a formal agreement to be struck between Yachting Australia and each MYA. Whilst the body of each agreement should be the same there may be some variation with regard to targets agreed with each MYA, reflecting the levels of activity in the State or Territory.</p> <p>On the likely date of completion, the CEO stated that due to other work currently with the lawyers, particularly relating to sponsorship and licensing arrangements, and staff commitments already made to deliver the agreed Operations Plan, the end of October was a realistic target.</p>	CEO
4. Training				

		<p>To receive a presentation and consider proposals for recognition of Yachting Australia qualifications</p>	<p>A draft heads of Agreement, reflecting a proposed arrangement between Yachting Australia and the RYA that would a jointly branded RYA/YA/MCA Coastal Skipper and Yachtmaster Certificates available through Yachting Australia Training Centres, had been recently circulated to MYA Presidents only. Copies were tabled for consideration.</p> <p>The President apologised that the document had not being circulated previously but final amendments had only just been agreed. In summary the Heads of Agreement provided for:</p> <ul style="list-style-type: none"> • No further expansion of the RYA training activities in Australia other than in conjunction with Yachting Australia. • Joint YA/RYA qualifications at Coastal Skipper and Yachtmaster, internationally recognised under the agreement with MCA • Qualifications available through YATCs, with the only requirement for jointly qualified examiners to be used • Standards for Coastal Skipper and Yachtmaster aligned to those maintained internationally by RYA • All YA Cruising Courses to continued to be offered through YATCs as at present, keeping control over the broad end of the market • No approaches by RYA to State and Federal Government agencies in Australia, other that in association with Yachting Australia • Potential for a commercial agreement that would ensure revenue to MYAs and YA from RYA publication and resources sales • A period of harmonisation during which both organisations will aim for mutual recognition of Student and Instructor qualifications • Opportunities for joint promotions and expansion of relationship as agreed by Yachting Australia <p>The CEO answered a series of questions in respect of the Heads of Agreement and the implications of a relationship with the RYA in the areas proposed. The CEO noted that:</p> <ul style="list-style-type: none"> • The options for gaining direct recognition of the YA Yachtmaster qualification were limited and would take considerable time. The MCA had indicated that they would not recognise any more organisations in the way that they recognised the RYA and IYT. AMSA has shown little interest in extending their scope down to 200gts as the MCA has done. <ul style="list-style-type: none"> • The RYA Cruising Scheme and the various support and examination materials had been 	
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		<p>developed over many years and the procedures that were in place were very well refined. It would take a considerable investment of time and money for Yachting Australia to develop equivalent materials. At the top end of the Scheme, numbers were more limited, making any investment less viable.</p> <ul style="list-style-type: none"> • The RYA was strong in relevant markets. They were the dominant provider in the UK and most Red Ensign countries. NZ Coastguard Boating Education offered the RYA Cruising Scheme through 17 centres. The RYA was in discussions with US Sailing. • The HoA had been developed to address ways in which Yachting Australia could work with the RYA to the advantage of Australian yachtsmen. <p>The Federal Assembly noted that a “cooling off period” of 60 days was available to Yachting Australia, allowing for the Heads of Agreement to be executed and a period of consultation to then take place</p> <p>Comments were noted from MYAs. VIC supported the execution of the Heads Agreement but urged that attention to be given to a revised “Training Business Plan” that would address the commercial aspects of the training. At present the way in which training might generate revenue and become financially sustainable was not clear.</p> <p>The need to actively market and improve communication about the National Training Schemes was again reinforced. In particular, the selling of the new arrangement with the RYA was considered critical.</p> <p>RESOLUTION: The Federal Assembly unanimously supported the execution of the Heads of Agreement between Yachting Australia and the RYA as drafted.</p>	
	5.	Other Business	
			There being no further business, the meeting closed at 16.05.
	6.	Future Meetings	
		The next meeting of the Federal Assembly is provisionally scheduled for Friday 1 st September.	The Federal Assembly noted a proposed meeting with representatives of the sailing industry on the afternoon of 31 August, followed by an informal dinner.