



Lake Cootharaba Sailing Club Inc

General Meeting - Tuesday Mar 1, 2022

<https://uqz.zoom.us/j/87677396677>

Or Telephone:

Dial: +61 2 8015 2088

Meeting ID: 876 7739 6677

Agenda

1. Welcome

2. Attendance

3. Apologies

4. Minutes of previous meeting

Motion: That the previously circulated minutes of the general meeting held Nov 21, 2021 are accepted as a true record.

5. Reports (Annex A)

Motion: That the reports circulated in advance of the meeting be accepted.

6. Member fees for 2022-2023 (Annex B)

Motion: That the executive's recommended membership fees be approved

7. General Business

Next meeting - AGM scheduled for July 3, 2022

ANNEX A - Treasurer's report

Profit and loss

Lake Cootharaba Sailing Club Inc.

For 1 June 2021 to 11 February 2022 vs 1 June 2020 to 11 February 2021,
cash basis

CODE ACCOUNT	AMOUNT	COMPARISON AMOUNT	VARIANCE (%)
INCOME			
- Sailpass	\$363.61	\$41.73	771.3 % ▲
- Bar - Sailing	-	\$2,445.87	-100.0 % ▼
- Bar - Social	\$7,501.10	\$6,926.82	8.3 % ▲
- Boat Storage	\$7,686.39	\$8,322.76	-7.6 % ▼
- Membership Fees	\$23,224.59	\$18,675.41	24.4 % ▲
- Race Entry Fees	\$6,346.38	\$3,768.33	68.4 % ▲
- Regatta Income Senior	\$19,738.30	\$13,434.20	46.9 % ▲
- Regatta income Junior	\$764.54	\$1,642.29	-53.4 % ▼
- Food Sales	\$1,244.55	\$3,007.85	-58.6 % ▼
- Sales of Club merchandise	-	\$127.28	-100.0 % ▼
- Interest Income	\$28.29	\$145.98	-80.6 % ▼
- Donations	\$425.00	\$347.86	22.2 % ▲
- Hall Hire	-	\$636.37	-100.0 % ▼
- Annual Presentation Dinner	-\$455.10	-	-
- Training income	\$1,640.97	\$1,277.27	28.5 % ▲
- Grants	\$3,241.41	\$7,745.00	-58.1 % ▼
TOTAL...	\$71,750.03	\$68,545.02	4.7 % ▲
GROSS...	\$71,750.03	\$68,545.02	4.7 % ▲
EXPENSES			
- Licenses	\$2,067.70	\$158.75	1,202.5 % ▲
- Maintenance	\$429.51	-	-
- Motor boats	\$5,351.18	-	-
- Sail boats	\$2,321.05	-	-
- Cleaning	\$4,730.14	\$879.54	437.8 % ▲
- Gardening	\$813.64	\$163.64	397.2 % ▲
Total Maintenance	\$13,645.52	\$1,043.18	1,208.1 % ▲
- Bar Food Exp	\$851.34	\$59.68	1,326.5 % ▲
- Junior-Training Committee	-	\$76.33	-100.0 % ▼
- Other Junior	-	\$272.73	-100.0 % ▼
- Junior prizes	\$636.56	\$351.65	81.0 % ▲
- Gunnie	-	\$588.50	-100.0 % ▼
- Brownie	-	\$2,771.83	-100.0 % ▼
Total Junior-Training Committee	\$636.56	\$4,061.04	-84.3 % ▼
- Training-Tuition	\$2,965.34	\$2,713.63	9.3 % ▲

Profit and loss

Lake Cootharaba Sailing Club Inc.

For 1 June 2021 to 11 February 2022 vs 1 June 2020 to 11 February 2021,
cash basis

CODE	ACCOUNT	AMOUNT	COMPARISON AMOUNT	VARIANCE (%)
-	Kitchen Other	-	\$451.57	-100.0 % ▼
-	Kitchen Supplies	-	\$1,787.18	-100.0 % ▼
-	Bar Other	\$72.72	\$21.82	233.3 % ▲
-	Bar Stock	\$5,534.36	\$6,010.73	-7.9 % ▼
-	YQ Fees	\$4,500.00	\$2,696.36	66.9 % ▲
-	Race Management	\$1,646.33	\$2,013.84	-18.2 % ▼
-	Whitey	-	\$1,047.52	-100.0 % ▼
-	Jean	\$99.01	\$2,049.84	-95.2 % ▼
-	Doc	-	\$1,111.81	-100.0 % ▼
-	Kabi	-	\$996.12	-100.0 % ▼
-	Other Race management	\$1,416.31	\$214.30	560.9 % ▲
-	Trophies and Prizes	\$1,678.50	\$1,332.74	25.9 % ▲
-	Fuel and Oil	\$1,020.73	\$720.87	41.6 % ▲
	Total Race Management	\$5,860.88	\$9,487.04	-38.2 % ▼
-	Insurance	-	\$3,057.07	-100.0 % ▼
-	Admin	\$644.74	\$50.89	1,166.9 % ▲
-	Other Admin	\$332.16	\$269.35	23.3 % ▲
-	Bank Charges	-	\$132.72	-100.0 % ▼
-	Phone and internet	\$652.25	\$1,131.73	-42.4 % ▼
-	Accounting	\$1,081.81	\$900.00	20.2 % ▲
-	Printing and Stationary	-	\$172.17	-100.0 % ▼
	Total Admin	\$2,710.96	\$2,656.86	2.0 % ▲
-	Sailing Boats	-	\$145.00	-100.0 % ▼
-	Building Expenses	\$261.82	-	-
-	Cleaning	-	\$801.71	-100.0 % ▼
-	Repairs and Maintenance	\$8,920.46	\$2,533.55	252.1 % ▲
-	Council Rates	\$2,415.98	\$2,365.27	2.1 % ▲
-	Water	\$793.54	\$138.18	474.3 % ▲
-	Electricity	\$1,081.44	\$1,369.65	-21.0 % ▼
	Total Building Expenses	\$13,473.24	\$7,208.36	86.9 % ▲
-	Presentation/functions	\$802.28	-	-
	TOTAL EX...	\$53,120.90	\$41,558.27	27.8 % ▲
...				
	Income	\$71,750.03	\$68,545.02	4.7 % ▲
	Cost of goods sold	\$0.00	\$0.00	0.0 %
	Gross profit	\$71,750.03	\$68,545.02	4.7 % ▲
	Expenses	\$53,120.90	\$41,558.27	27.8 % ▲

Profit and loss

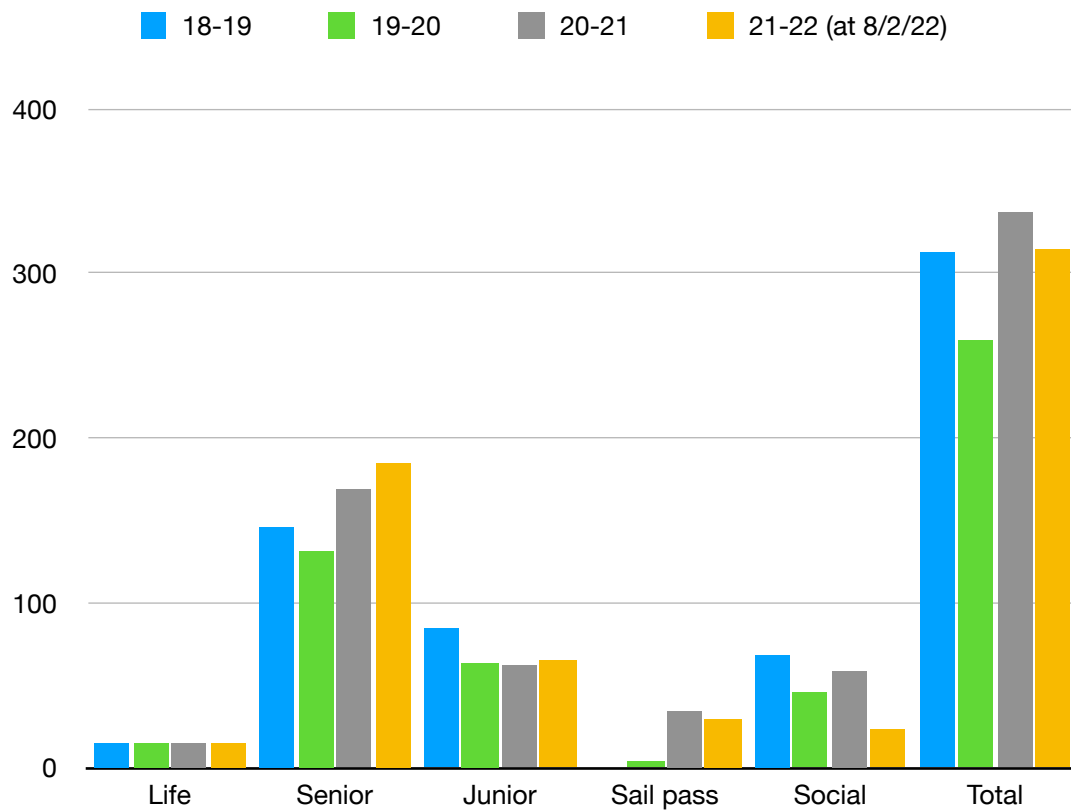
Lake Cootharaba Sailing Club Inc.

For 1 June 2021 to 11 February 2022 vs 1 June 2020 to 11 February 2021,
cash basis

CODE ACCOUNT	AMOUNT	COMPARISON AMOUNT	VARIANCE (%)
Other income	\$0.00	\$0.00	0.0 %
Other expenses	\$0.00	\$0.00	0.0 %
NET POSITION	\$18,629.13	\$26,986.75	-31.0 % ▼

ANNEX A.2 - Secretary's report 20-21

Category	18-19	19-20	20-21	21-22 (at 8/2/22)	New members
Life	14	14	14	14	0
Senior	146	132	168	184	51
Junior	85	64	62	65	29
Sail pass	0	3	34	29	29
Social	68	46	59	23	4
Total	313	259	337	315	113



Secretary's report continued

Member survey regarding September 2022 race format

At the November 21 General meeting it was agreed that a survey would be undertaken to gauge members' opinions regarding the desirability of undertaking back-to-back races in September 2022. An on-line survey consisting of three questions was made available from December 9, 2021 to January 7 2022.

LCSC racing committee feedback

1. I participated in races during September 2021 


Yes

No

2. I would prefer that races are again held back-to-back in September 2022 

Yes

No

3. Please provide any suggestions or feedback you have for the rear-commodore regarding the conduct of racing for next season. 

Although the survey settings were configured to not allow multiple responses from the same device, it appears this was able to be subverted by launching a browser window in incognito mode. However, incognito mode does not mask the IP address of the router used to access the internet. There were 78 responses received. For each response, the date and time of the responses and the IP address of the router were also logged. In some cases, multiple responses were received in quick succession from the same IP address indicating that the same member was submitting multiple responses.

For example, at 8.55 on Dec 10 a member completed the survey (leaving a comment). Three more responses were received from the same IP address between then and 9.32 on the same day. A further two responses were received from that IP address at 8.29 and 8.30 the following day. In another case, six responses were received from another IP address between 16.36 & 16.40 on Dec 18. In total there were 38 responses received from duplicate IP addresses across 12 sessions. Note, this does not imply that 12 different people were responsible. It could have been a smaller number of people, or even only one person. In every case of multiple responses from the same IP address the response provided to Question 2 was "no".

Of the remaining 40 responses, 15 answered “yes” and 25 answered “no” to the question of whether back-to-back racing was preferred for September 2022. Again, however, it cannot be assumed that this represents responses from 40 different members. Consequently, I am forced to concede that the dishonesty of one or more members means that the numerical values have no meaning. The most that can be said, based on the 22 text responses provided to question 3 (below), is that there is a clearly divided opinion amongst the members regarding the question, with some in favour and some strongly against. The results of the survey have been provided to the vice-commodore.

Responses to Question 3

a passage race around the lake and some fun races
As an extra trial, I would like to see back to back races at least held on Club championship days to allow those who now don't attend races because they live 2hrs away and it becomes too big of a day for them to contemplate coming. They are not presently attending race days at present. Also I would be able to put on a sausage sizzle for the members on Club Championship days, which we used to do when there was someone available.
Back to back racing in the final month of season
back to back racing sucks, reasons Gillbank has advised, and more
Back-to-back racing creates a 'bladder issue' - especially for female sailors! We can't 'relieve' ourselves out on the water in the same way as males can! So we definitely need a break in between races. For slower boats, it would mean a very long time out on the water - which would also mean a long wait for lunch. Therefore, to encourage more participation from women in racing (as well as for health reasons!) - a break in between races is VERY MUCH needed. A big NO to back-to-back racing!
doing a good job
Don't like waiting on the water, need food, drink and toilet.
Focus on scoring errors, stick with what has been proven to work. Understand the racing rules, apply rules equally.
Having a break between races allows sailors to take on food and drink, have a toilet stop and carry out minor adjustments/repairs, if needed.
I did participate in club races in 2021. Consider having a variety of race formats in order to prepare sailors for regattas at a state and national level. This could include more downwind legs, gates and shorter races. Back to back races would help facilitate this as well as providing more time on the water racing without spending time returning to shore between races. A lunch break could also be accommodated on the shore after two shorter back to back races with a longer race in the afternoon when the weather is warmer and the days are longer.
I need to eat and pee!
I prefer food around midday, prefer a toilet, and do not like waiting around on the water but prefer racing when out there.
I would prefer a reduced waiting time during back to back racing in regattas. I suggest to use a separate finish line to start each division as soon as they finish.
More rum

My concern is with the huge volume of rubbish that was left after this last Regatta. The bins obviously did not cope with the amount and rubbish was left to scatter all over the roads and Lake front. Extra bins, strategically placed is a necessity for future large events.

Perhaps consideration could be given to changing the grouping of yardsticks to be < 96, 96-110, and >110 rather than the current 96-120 which sees a Laser radial or scow moth sailing the same distance as Javelins, while a laser 4.7 sails a shorter course.

Prefer back to back all season as it wastes less time going out and coming back. Three races back to back would also be of interest to me. back to back of shorter races has become the standard in many clubs around the country.

Sometimes due to lack of wind back to back is nesessay sailors get Vv cold waiting around on water for everyone to finish then get restarted. Also sailing is about the lunch chat too. Request wind ward leeward races in the afternoon Windier often and tricky for triangles.

Start racing signal at the published timings regardless of the number of boats actually ready to start. Try to keep the start boat as close as practicable to the rigging beach. Keep up the good work.

The start boat does a wonderful job. More of the same would be really great thank you. Tim Guyer. nd

This questionnaire is useless and has no credibility as a genuine measure of the wishes of active racing LCSC sailors. Untransparent and manipulable.

Yea make it back to back but do 3

Rear-Commodore's report - February, 2022

Raceboard Nationals held in January with 26 entrants - all enjoyed the regatta, Thank you to Tony Matta and his team as they did most of the work - Netted LCSC approx. \$3000 over expenses.

Moth state titles held with approx. 10 boats - Saturday 12th and joined with club racing the 13th. Netted approx. \$500 over expenses.

Javelin States to be held in March Saturday 5th and again joining club racing on the Sunday - expected numbers to be 8-12 boats. Asia-Pacific titles 20-25 May.

Weta and Arrow Nationals at LCSC December/January 2023/24

September 2022 Racing format

It is with serious regret that I have to inform you that the results of the survey were not reliable because multiple responses were received from the same router IP addresses (see the Secretary's report for details). Router IP addresses change infrequently and thus it may be possible to identify the persons responsible by comparing the survey response IP addresses with IP addresses used to register for events.

Could I be bothered? NO.

For the record my personal preference is no B2B, however I am unbiased and refrain from allowing personal opinion to influence my final decision.

I have listened to both sides opinions and have taken all the information under advisement.

Now given what appears dishonesty from a few, I am going to make sure the most important people are given the highest consideration, they are our regular volunteers that provide our start boat, course laying and rescues. Those folk are the back bone of the racing and I feel they should be given priority regardless of personal opinion.

Moving forward, the September format will be that the Club Championship will remain as per standard with Lunch Break.

As for the other 3 weekends in September, I will be taking the "volunteers" preference as to what they prefer the format is for the September races. This will be advised in due course.

Todd McVey
Rear Commodore

Sail Training Report February 2022

By Minyon Avent and Charlie Hacker

1. Monomasters Regatta for juniors on 4 and 5 December 2021 was combined with seniors due to low attendance numbers.
2. Learn to Sail on Sunday mornings has started and been well attended. For new people they will be able to attend on the first Sunday of the month as part of a welcome to our club. Sail training for the rest of the month will be for club members. A number of new families have joined the club
3. River Muster re-scheduled for 21 November due to the weather. Had 22 people participating in combination of 6 yachts and 2 RIBS.
4. A laser bug was donated to the club for sail training activities
5. Australian Sailing will be conducting a FOIL LAB course on Sunday 27 February at LCSC for 14 to 25 year old
6. Ongoing maintenance of motor boats and training boats.



ANNEX B

Proposed members' fees for 2022-2023 season

Section 6.1 of the LCSC Constitution specifies that the membership fees for each class of membership is determined at the last General Meeting prior to the Annual General Meeting. The executive consequently recommends to members that the membership fees for the 2022-2023 season be:

Senior = \$135 (increase of \$15)

Family = \$255 (increase of \$25)

Child = \$70 (increase of \$10)

Social member = \$10 (unchanged)

Rationale

Membership fees have been unchanged since 2018. While senior membership numbers and associated income has increased, social membership numbers and bar income has been reduced. Many expenses, particularly insurance premiums, have increased over that period. Despite this, conservative expenditures by previous executives has ensured the club's reserves have been gradually increased to the current level of just over \$100k.

However, the last 5 years have seen relatively low inflation levels and we are now entering a period of more rapidly increasing costs. This will have the dual impact of both increasing our projected recurrent expenses and also eroding the value of the club's reserves. It is also evident that there is a need to make additional commitments to maintenance and improvements to the club's infrastructure. As examples: the cool room compressor recently required replacement at a cost of \$13.5k; expenditure of about \$8k is required to remove bamboo from the boat storage yard; the lift is in need of refurbishment (cost unknown at this stage); and the ground floor amenities are not acceptable by contemporary standards (estimated cost >\$120k). The executive will seek a grant from the gambling community benefit fund for the improved ground floor facilities, however if this is achieved the club will be required to provide some funding towards the project, perhaps \$20k.

The increase in membership fees is recommended to allow the projected impact of inflation on recurrent expenditure and the anticipated equipment and infrastructure maintenance expenses to be accommodated while maintaining the club's reserves at a prudent level. The executive notes that the proposed fees compare favourably to membership fees at nearby sailing clubs (Tin Can Bay senior membership = \$140; Noosa senior membership = \$210).