



**MEETING OF THE FARR 40 OWNERS GROUP HELD FRIDAY, 27 MARCH 2015 AT THE  
ROYAL SYDNEY YACHT SQUADRON COMMENCING AT 4.15PM**

**MINUTES**

**IN ATTENDANCE:**

Guido Belgiorno-Nettis (Transfusion), Jeff Carter (Edake), Joachim Fluhrer (Harlequin), Martin Hill (Estate Master), Andrew Hunn (Voodoo Chile), Jennie Hughes (Minute Taker), Gordon Ketelbey (Zen) and Carl Russett (Windy Too).

**APOLOGIES:**

John Calvert-Jones and David Lambourne.

**ITEM 1 – SEASON SUMMARY**

- Andrew Hunn thanked Owners for attending the meeting and for their contributions this season.
- The major concern for the Australian fleet is lack of participation. All other aspects of the Class have gone well.
- Our sponsorship agreement with Aberdeen Asset Management concludes at the end of the National Championships.

**GORDON KETELBEY**

- The new rule in relation to keel weights is a major issue for boats participating in the Corinthian division.
- Mark Griffith was very interested in sailing this season, however, cancelled due to the keel weight rule.
- The “Fast 40” division was not a good idea, which resulted in a lack of boats in the Corinthian division. The Australian Class needs to get the Corinthian division competing.

**JEFF CARTER**

- The Australian fleet was the most affected by the keel rule with 16 boats impacted, which was the most boats in the International fleet.
- It was suggested we request that Corinthian boats do not need to adjust their keels as allowances were made two seasons ago on the West Coast of United States.
- It was agreed that the rule needs to focus on the big events.

Andrew Hunn explained the reason behind the “Fast 40” division. An email was sent to all Australian Owners requesting permission for Corinthian boats to sail in our 2014/15 season without modifying their keels, which received a unanimous response in favour.



The results of this Owner survey were then forwarded to Stagg Yachts' Technical Committee and the request was DECLINED advising that all boats must be compliant to sail in the National Championships.

The Australian fleet AGREED that all Corinthian boats should be able to sail in our season without modifying their keels, however, all boats wishing to compete in the Rolex World Championships would need to carry out this work.

### ITEM 2 – 2015/16 SCHEDULE

Discussions were held regarding the Rolex Farr 40 World Championship date and venue and the following comments were made:

- The Worlds should be held in February 2016 because racing conditions will be better than in March.
- It was AGREED to have a 2 day Pre-Worlds prior to the Worlds.
- The Australian National Championships should be held prior to the Pre-Worlds at the end of January in Sydney.
- It was AGREED to hold two day State titles and a three day Nationals.

### ITEM 3 - SPONSORSHIP

- The Class Administrator has held preliminary discussions with Porsche Australia.
- The Australian Class needs to make a commitment of 8-10 boats.
- Rod Jones suggested Australian Owners contribute to purchasing another Farr 40, so a boat is always available for charter.
- Gordon Ketelbey suggested the MHYC boats organise mini regattas every 6 weeks throughout winter.

The following schedule was proposed:

DATE	REGATTA	VENUE
24-25 October 2015	One Design Trophy Series – Sydney Harbour	MHYC
14-15 November 2015	One Design Trophy Series – Pittwater	RPAYC
12-13 December 2015	One Design Trophy Series – Sydney Harbour	MHYC/CYC
24-25 January 2016	NSW State Title – Sydney Harbour	MHYC
28-30 January 2016	National Championships: John Calvert-Jones Trophy	RSYS
12-13 February 2016	Pre-Worlds	RSYS
16-19 February 2016	Rolex Farr 40 World Championships	RSYS

**ACTION: Jennie Hughes to check the abovementioned dates with other classes and yacht clubs and then circulate to Owners for confirmation.**



Gordon Ketelbey suggested “The Sound” as the most appropriate location for a spectacle and suggested that inshore sailing take place on weekdays and offshore sailing on weekends to avoid the weekend traffic.

Geoff Stagg arrived at 5.24PM.

Andrew Hunn updated Geoff Stagg on the lack of participation this season in the Corinthian division due to the keel weight rule. After lengthy discussions, Geoff Stagg advised that all boats must be compliant and no compensations will be given.

The following Australian boats still need to carry out keel adjustments:

1. Forty – remove 9kgs
2. Lambourдини –remove 10kgs
3. Nightnurse – remove 30kgs
4. War Games – remove 18kgs
5. Windy Too – remove 20 kgs
6. Wired – remove 19kgs \*Correction – this work has been carried out
7. Enigma – remove 34kgs

Martin Hill arrived at 5.41PM.

Discussions were held regarding the Australian fleet holding two regattas prior to the Worlds for the International boats to attend.

*It was AGREED that a twilight race showcasing the Opera House and Sydney Harbour be held prior to the Pre-worlds.*

Depending on suitable conditions, the Worlds will potentially include both inshore and offshore courses, to be decided by Geoff Stagg in consultation with the Owners.

The following points were discussed in relation to parking:

- Suitable parking requirements need to be negotiated with the RSY
- Previously parking has been made available for trailers in the Ensemble Park
- One car space per boat is required for all weekdays
- Gordon Ketelbey suggested a wharf schedule with pick up locations around the harbour

Andrew Hunn thanked Martin Hill and Geoff Stagg for attending the meeting.

The meeting closed at 6.26PM.