

YQ Fees Proposal

Response by Tim McCall on behalf of
Capricornia Cruising Yacht Club (Current Band \$10500 this year)

The Proposed Fee Structure that was presented in the Discussion paper by YQ (dated the 18th Sept 08), has invoked a lot of discussion in our club, and as a general rule, has been rejected. CCYC is a club that was formed for yacht owners interested in cruising and racing some 35 years ago, and had grown significantly, and now has a large number of power boat owners.

The current system at CCYC requires anyone wishing to vote be a full member, which in turn for us means paying the required amounts to YQ and thus YA. Thus any member who wants to vote is joined up with YQ by the club. Under the new proposed arrangements by YQ of individual membership, it would require constitutional change otherwise, only members actually racing would join YQ. It is estimated that would be around 20 Persons (mostly skippers). In general, crews for our racing boats are sourced casually, and would not exceed the three casual races per year. At the proposed \$175 per year, that would mean revenue of \$3500 for YQ, a drop of \$7000. All cruising members interviewed indicated that not join YQ, and our volunteer starter would not remain a member of YQ.

Our junior members are usually also a member of our sister club, KBSC, so would join via that club.

From interviewing members, it appears very few persons sense any value in their YQ membership. Racing sailors are prepared to cop \$50-\$80 per year, but cruising sailors think \$20-50 is fair for them, if more services were delivered for them (however they could not tell me what services). As I'm sure YQ is aware, there is a credibility issue with most sailors, and still the perception that YQ only looks after the elite racing sailors. Further to this, no person interviewed thought **YA** did anything for them! Most were horrified that they paid around \$34 to YA.

It would appear that YQ work on around 4000 members, and in order to meet their current budget (with Government Grants still in existence), a fee of \$80 for full members, around \$40 for cruisers, \$40 for powerboat owners, nothing for volunteers (club pays \$20 to have them registered with YQ), junior (under 18) \$40 and a family membership of \$160. The family membership would throw the children in for free, but that's the way to grow the sport!

There was no provision in the original proposal for a day or regatta casual membership. This would mean anyone competing in the Bay to Bay and other high profile yearly events would have to pay the full fee of \$175. I am sure they would stay away in droves! A casual/regatta membership should be available for perhaps \$30-40, and be used towards full membership if the person joins within 3 months.

Clubs affiliated with YQ should also pay a small fee, between \$50 for a small association, \$100 for a small club up to \$2000 for the larger clubs.

While individual membership may seem desirable, it would create many headaches for clubs like ours, having to make constitutional changes, and it would seem better to go back to a capitation method. It would seem better for YQ to send out an entry forms to clubs for the member to fill out (on the day of paying their club fees), and post back to YQ with a receipt from their club showing full membership. This would put a check on clubs that constantly claim less members to YQ than they actually have. It would also mean that YQ would have an accurate database of members that it could market. From the clubs point of view, the cost of a full member would have the capitation fee built in, but would alleviate the need for them to send anything to YQ, except a cheque. As YQ would then have an accurate data base, each year they could print and send current details back to the members or the club, and thus only have to edit changed details.

From the perspective of a regional club, the concept of individuals having a vote at a YQ meetings is grossly unfair, unless YQ are prepared to hold their meeting at a Central point (Yeppoon or Mackay). If individual members were allowed to vote, it would mean that a club (or motivated group) could lobby for their group to attend a meeting in Manly, and thus out vote everyone else. Regional members would be severely disadvantaged with this approach. This would cripple YQ from making the hard decisions that will be required in the next few years.

The need for a silver card (the actual plastic) should be alleviated by having an up to date data base. Upon membership, the person would be sent a receipt with their number on it, and from there they just quote that number at a regatta, and the membership is either valid or not (checked online). There is much resistance to the \$10 fee for a piece of plastic that you rarely have to show. There is a perception that the insurance offered is worthless, as previously explained in a visit from YQ.

The opinions expressed above are from talking individually to members, rather than as a group where volume can overrule common sense. I have tried to get a mix of cruising, racing and powerboat members' opinions, and within the conversation, explained the things YQ do for each group.

Finally, I wish YQ management all the best at this difficult time

Tim McCall

Past Commodore CCYC (2005-2008)
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