



Australian Jet Sports Boating Association
ACN 081 224 491
www.ajsba.org.au
PO Box 717
Runaway Bay QLD 4216
President: Mark Glew 0407484966
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5 September 2018

Dear AJSBA Members, New Committee Members and Affiliate Clubs,

Overview of Key AJSBA Matters

As you are all aware there were some substantial changes in the AJSBA in 2018. I was appointed President in mid April 2018 by the committee along with several other committee member changes.

The primary focus was on organising and delivering the 2018 Australian Watercross Championships in Lake Macquarie in June 2018, which was only 9 weeks away, with much work to do. Following this event it was my intention address a host of matters that I have seen could be changed, fixed or improved within our sport to provide a better outcome long-term. I wrote to all the affiliate club presidents in April 2018 outlining several of these matters, but I received no response.

Unfortunately a personal family tragedy has altered my focus, and I provide the following outline for the members, new committee and affiliate clubs to consider moving forward. I hope that proving this as a public document members will become engaged, debate, support and decide a way forward for the sport within Australia. There are a lot of things that need improving, but limited resources and time. No single person can do it, and nor should they, it will take a combined effort.

Before members raise comments, issues, concerns, idealistic outcomes, I ask you all to consider **'what are you going to do about this matter, personally?'**

Here are the key list of matters that I believe need to be addressed into the future (in no particular order):

1. Organisational Status

There is a lot of discussion about the fact that we should be running a professional organisation, similar to the likes of Supercars, Moto GP, and Formula 1 etc. The reality is that we are an amateur organisation that NO ONE gets compensated for any of the time that they contribute to the sport. None of the riders are professional riders who earn their income from riding PWC's.

We all have commitments outside this sport (family, work, friends etc) that are a priority. For this sport to survive, grow and expand, it requires a significant amount of members to all contribute time, resources and skills.



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2. Organisational Structure

Providing organisation structure to the AJSBA is critical to ensuring that the members and affiliate clubs are engaged. Ensuring that clubs are part of the strategic decision making process and understand why actions are taken is critical. Moving forward I would suggest the following:

- Overall AJSBA Committee – as per the constitution the AJSBA requires no less than 5, but no more than 10 committee members. I believe that these should be:
 - **President (Executive)** – An elected AJSBA member that is currently not an existing executive on any of the affiliate club committees.
 - **Vice President (Executive)** – An elected AJSBA member.
 - **Treasurer (Executive)** – An elected AJSBA member.
 - **Secretary** – An AJSBA member selected by the Executive.
 - **Committee Members** – Each affiliate Club is to nominate a current Executive committee member. (this would currently be 5 members in total)
 - **Any Remaining Committee Positions** – May be filled by an AJSBA member that is part of one of the specialist committee's and the other committee members believe can offer value, skills, expertise and direction to the AJSBA.
 - **Specialist Committee's** – in order for the AJSBA to undertake all of their required tasks and not have the work undertaken by an individual in isolation, the following committee's should be formed. Each committee should be led by a current committee member and may also include several members of the current committee or other members of the AJSBA that have skills, experience and can offer value in relation to the subject matter.
 - International Affiliation Committee
 - Race License Committee
 - Event safety and management
 - **Reporting Structure** – The AJSBA should have scheduled monthly meeting that are held according to a fixed calendar. Each meeting should have a range of standard agenda items considering matters such as:
 - General Update (Activity, issues, insurances, strategic matters)
 - Financials (budgets, Year to Date and projected)
 - Affiliate Club updates
 - Membership matters
 - Upcoming events
 - Safety & event management
 - Other matters
- 1 week prior to each meeting the following updates should be provided to all committee members:
- General Update (President & Secretary)
 - Finance report (Treasurer)
 - Affiliate Clubs Updates (Coordinated by Vice President)



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- Membership (Secretary & Race Lic Committee)
- Safety (Selected Committee Member)
- **AGM Timing & Structure** – The AJSBA should consider holding future AGM's on the evening before or during the National Titles. This would enable a majority of the members and Affiliate Club Committee members to be present. The AGM could elect the new committee to take effect from a select date (say 2 weeks after the nationals).

3. AJSBA budget

One of the first priorities of the new committee would be to develop and approve a budget with key cash flow timings (monthly) for the forthcoming season. This will provide direction and transparency for committee and members.

4. Insurances

The current AJSBA insurances have lapsed. The reason that the quotes provided by the broker were not renewed is that they were based on incorrect assumptions and did not provide the level of cover that would be required. The insurances required by the AJSBA are as follows:

- Public Liability (quote due 5/9/18)
- Management Liability (requires application forms)
- Volunteer Workers (expires end of September)

The broker is currently sourcing amended quotes for the Public Liability Insurances. This has been communicated with each of the Affiliate Clubs. A decision needs to be made on this matter immediately. The AJSBA needs to consider if they pay for insurance for any Clubs that are not renewing their AJSBA Affiliation (as this would be waste of money).

5. International Affiliation

Over the past 12 months there has been considerable discussion about the direction that the AJSBA and PWC racing in Australia should go. We have already approached by several organisations and need to consider and decide how we proceed. The options include:

- Remain under the IJSBA
- Aqua X P1 structure from the USA (part of the IJSBA)
- UIM Affiliate
- A combination of the above

In order to completely consider each of these options, the AJSBA needs to undertake due diligence into each option to clearly understand what are the pro's and con's for each. I believe that a select group of people should undertake this review (lead by an AJSBA Committee Member) to present the options for consideration. Areas of investigation may include:

- Racing rules, class / event structures & international transitions



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- Corporate structure and requirements from the governing body
 - where does the AJSBA sit in the structure
 - what benefits can the affiliation bring to the sport
 - what costs and/or rewards can the affiliation bring to the sport
- Transitional arrangements and impact on events within Australia

6. AJSBA Technology & Interface

Whilst we all live in the 21st century the management resources and tools utilised within PWC racing in Australia are significantly behind the times. The processes that we utilise to manage memberships, events, licensing, insurance returns, member communication and general data storage is out of date. One of the biggest issues facing the progression of this sport is 'burn out' of the members that try and manage the AJSBA and the affiliate clubs. This could significantly be improved through the following:

a. Email & Communication

The AJSBA email system is slow and inefficient to utilise. Without knowing the in's and out's of how email systems work, a simple upgrade to a 'Gmail' (but where you can use your own @ajsba.org.au email) would improve the system, usability and storage dramatically.

b. Data Storage

As per the email system, the existing 'Dropbox' account is basically full and we need to start purchasing a monthly subscription for users (expensive outcome). Again without knowing the in's and out's of how cloud storage works, a simple upgrade to 'google drive' would improve the system, usability and storage dramatically.

c. Licensing & Payments Program

The existing AJSBA licensing utilises an extensive series of excel spreadsheet, that is complex, congested and requires extensive manual work by the secretary (which includes the risk for errors). Interaction with each of the clubs is difficult and members cannot simply see their current status, payments, expiry dates etc. This is replicated by most of the clubs on how they manage events. Even though all the clubs essentially do the same thing, we all do it differently.

Upgrading to an online database sporting management program would allow all of the members to manage their own memberships online, including payments and change requests. All of the clubs could utilise the same system and upload events for members to access. All entries and payments can be managed online, enabling clubs to focus on managing the actual racing, not paperwork. Similarly, clubs could be confident in knowing that members are licensed before they are able to enter an event, and insurance returns can be completed with minimal effort post the event.

d. Website



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Whilst the website appears to be fulfilling our requirements, it would be great to have it regularly updated with news and events on a weekly basis.

I am confident that there are people within the members that understand how all of these technical matters could be improved, evaluated and actioned. Several of the clubs already have good solutions, but why do we all continue to do this individually?

7. Juniors

Developing and managing a junior program is a fundamental aspect of being able to grow the sport. Providing a safe and controlled atmosphere for junior riders to explore and learn the sport provides for future success. Junior are currently only allowed to ride Lites class Ski's and not be on the track with any senior racers. Several Affiliate Clubs have raised the question about allowing juniors on different craft and with seniors. The AJSBA needs to consider these matters carefully and consider the consequences if there was an incident involving juniors and seniors.

The option of allowing a junior sport / recreational lites class has also been raised. The AJSBA should also explore this matter.

8. Event Calendar & Classes

The AJSBA recently produced a national events calendar to enable members to see what events are planned. This also provides a planning tool for the Affiliate Clubs to manage their proposed events and potential clashes. I would encourage that this calendar is maintained and updated to provide a constant referral point for members. This can only be done with the assistance of the Affiliate Clubs.

9. AJSBA Nationals – Dates, Venue and Classes

The AJSBA Nationals should be the focal point of each season. Being able to secure this event and nominate the classes before the season commences enables members and potential international riders to prepare for the upcoming season. It also allows the Affiliate clubs to determine how they structure their seasons, classes etc.

The 2018 nationals were organised and held in a very short period of time, at a time of year that was our only option. NSW PWC already has an approval, council support and funding for a similar event in 2019, but at a more appropriate time (proposed April).

The AJSBA needs to decide on the process or decision relating to the 2019 nationals over the next 2 months. They need to provide certainty to the members.

Event planning and options for the 2020 nationals should also commence in early 2019 (January / February), so that a decision about the 2020 nationals can be made at or just after the 2019 AGM.



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10. Affiliate Clubs

The AJSBA currently has 5 affiliate clubs around Australia. These are:

- JSW (Western Australia)
- Jetin Vic (Victoria)
- NSWPWC (NSW)
- QPWC (Southern Qld)
- NQPWC (Northern Qld)

In 2018 the AJSBA did not issue any affiliate costs (affiliation fee) to any of the clubs. This decision was made as the management of the AJSBA was significantly lacking for 10 of the 12 months. Having said this, the AJSBA did provide the required insurance coverage and nationals for the members.

In order for the sport to grow all of these clubs need to interact and work together. We also need to consider how to encourage new affiliate clubs in particularly South Australia.

The QPWC committee has advised that they are considering not being affiliated with the AJSBA from this year forward. This is a decision for the QPWC and its members. Should this be the case, the AJSBA needs to understand this decision immediately (in the next 7 days) to avoid paying for redundant insurances and coverage. The members of the AJSBA need to be aware of this matter to enable them to make clear decisions relating to their sport and the election of people whom manage their sport. Should this be the case the AJSBA should consider options for future events in Qld for members.

11. Training facilities

Members are currently consulting with Lake Macquarie City Council about a venue for a fixed training facility. This would provide a long term facility for management by a club that could be used on a regular basis (say each weekend) for training, events etc. It would enable the development of the sport within NSW.

WA currently has a similar facility in Mangles Bay, near Perth. In order for the sport to maximise these opportunities, we need to develop (or transpose from another country) a series of rider training programs (similar to junior motocross). I believe that this should be a role for the AJSBA Safety committee.

12. External Event Promoters

The AJSBA has the opportunity to work with several external event promoters to host significant (once a year or season) events. In order for this to work, the AJSBA needs to understand how an event managed and operated by an external promoter (that may not be a NFP entity) can be covered by the AJSBA insurances without removing the liability from the promoter (or placing significant extra liability on the AJSBA).



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13. Scaturchio Coronial Inquest

Finally, as many of you may be aware the Coronial Inquest into the death of Joseph Scaturchio at the 2012 Australian Championships on the Gold Coast has been reopened. The formal inquest is scheduled to be held at Brisbane Coroners Court in November 2018. The following AJSBA members have been summoned to appear:

- Mark Glew
- Darren Williams
- Paul Leven

The AJSBA and former committee members have already prepared an extensive range of documents and statements for the Coroner which were submitted in May 2018. This has come at a considerable legal expense \$7,000, which is considerable less than the \$65,000 cost that would be expected with typical representations (which obviously the AJSBA cannot afford).

Along with a range of documents provided by other parties involved in the matter, the Coroner will consider the matter and make recommendations accordingly. The inquest will examine the conclusions reached by original inquest including:

- the cause of the collision;
- the point of contact, and
- the cause of Mr Scaturchio's injuries.

If a more accurate understanding of the circumstances of Mr Scaturchio's death can be achieved, it may also be possible to make coronial recommendations to reduce future deaths occurring in similar circumstances. This would also be in the public interest.

Some of the options currently being explored by the Coroner may have significant impacts on the sport within Australia, including:

- Only allowing 1 PWC craft on a race track at any time.
- Control of all Pro licensing by a government regulatory authority.

The actions and management of the sport from the AJSBA, Affiliate Clubs and members since the accident and into the future will have a significant impact on what recommendations are made by the Coroner.

Regards,

A handwritten signature in black ink, appearing to be 'Mark Glew', followed by a period.

Mark Glew