



# MINUTES

Of the meeting of the **British Water Ski & Wakeboard Board** held on  
**Friday 8<sup>th</sup> March 2024** via **Video Conference Call**

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## 1. To Record Attendance and Apologies for Absence.

### Present:

Martin Winter  
Steve Sopp  
Andy Phillips  
Michael Lock  
Margaret Curtis  
Anny Wooldridge  
Patrick Donovan

Kylie Cooper  
Keir Boissevain

### Apologies:

Richard Fogden

## 2. Racing Discipline

a) IWWF Recent Meeting Update – a meeting had taken place on 26<sup>th</sup> Feb with IWWF and representatives of UK Waterski Racing (unsanctioned 'breakaway' racing group) together with BWSW representatives (Martin, Steve and Patrick) and the BWSW Racing Committee representatives (Tim Mayers and Rod Hawkins) to further explore the potential direction of GB racing in the light of the now long-term discussion on insurance, risk and liability. Attendees included Louis Polomé, IWWF Secretary General, Ivar Fosse, IWWF Insurance lead and Janice Thurgar from the IWWF World Racing Council. From the meeting a number of follow up actions were outlined:

- IWWF stance / clarification on rule 3.04, is it that IWWF is fine for the driver not to have insurance for on water activity as regards other competitors but nonetheless seeks for insurance cover covering this risk to be in place? (Louis / Janice / Racing Council)

*Ongoing lack of response on this point despite requests for clarification since January 2021*

- Clarification of the direct relationship between SRA (Ski Racing Australia, a standalone entity) and IWWF, authority of SRA to act in a governing role regarding the discipline (above and beyond the Australian Federation), any existing documentation on the SRA relationship would be helpful (Louis / Janice)

*A diagram (organogram) outlining this relationship with supplementary notes of clarification was received from IWWF on 7<sup>th</sup> March for today's meeting which further clarified (in a positive manner) the position and relationship of the SRA with IWWF and the Confederation. It was important that BWSW had access to the supporting documentation that detailed this relationship and the authority of SRA regarding the discipline.*

- Clarification from the actual insurer re the scope of cover of the IWWF cross discipline officials insurance policy, the point was raised at the meeting regarding all discipline boat judges / other boat officials which can mean positioned in a moving motorised boat or e.g. with ski racing in a stationery boat in the centre of a race circuit (known as the start boat) where flags are waved to indicate the start / end of race or if the race should be halted in the case of a fallen skier. The question of course is whether there are any implications for the cover extended to officials considering that these individuals may be in a moving or stationery boat but NOT actually driving the boat. We cannot see anything within the policy that answers this point of

detail, however please let us know Ivar in the meantime if you believe there is a paragraph within the policy which you feel provides an answer to this point. (Ivar)

- IWWF officials policy re actual drivers, it is imperative that we understand if there is any cover within the policy for actual boat drivers and motorised activity. It is our understanding that only a boat insurance policy can offer such motorised cover however we do wish to clarify the position in relation to the IWWF officials policy. Broad statements that the policy covers 'all officials' to include drivers can potentially be misinterpreted to include all related activities of those officials to include actual boat driving. (Ivar)

*Patrick had followed this point up as a matter of urgency with the BWSW insurance underwriter re officials cover and was currently awaiting a response.*

- Extension of IWWF policy to include competitors – we understand that this is a work in progress however look forward to any updates on progress. (Ivar). From the BWSW perspective the extent of the existing coverage was uncertain and needed to be clarified in particular sight of a letter from the insurers confirming judges in boats were covered and that drivers were included in the definition of officials and also covered. It seemed likely that as insurance for waterski racing was dealt with through SRA that IWWF's policy did not apply to waterski racing in any event.

b) Decision on Future Direction of Racing in the UK: For Discussion with the Current Racing Committee – Martin had circulated for today's meeting a compilation of background notes and documentation which had been previously circulated to include extracts of IWWF Racing Rules, Racing Council minutes, World Championships statements of insurance cover and various email correspondence. A note on the various points of interaction with IWWF was also provided to inform the discussion and enlighten new board members who were not necessarily au fait with the long term, ongoing discussion regarding issues within the racing discipline. Following the discussion, it was proposed that:

- (i) in terms of best facilitating the resumption of Waterski Racing in the UK and its efficient future governance (ii) reducing pressure on limited BWSW resources (iii) taking cognisance of due stewardship of BWSW assets:

a separate UK limited liability Waterski Racing entity ("Racingco"), supported by the majority of the UK Waterski Racing community, should be created with a direct affiliation relationship with IWWF/EC and with sole responsibility for governance and control of Waterski Racing in the UK and interaction with IWWF/the European Confederation. Such control, governance and interaction would be to the exclusion of BWSW. Racingco's directors (with no crossover with BWSW appointees) would be elected by its individual members from the Racing community.

- Racingco, in taking on the governance role, would be the entity responsible for agreeing the safety recommendations put forward by John Puddifoot. BWSW would assign the benefit of the work in progress and any surplus cash currently allocated to Racing within BWSW.

- in terms of next steps this needed to be canvassed with the existing Racing committee. The group representing the majority of the Racing community needs to be identified. The bulk of the paperwork used by SRA/IWWF still needs to be sourced. The lack of this paperwork is currently the biggest impediment to progress. BWSW would seek to piggyback off such paperwork in assisting the Racing community in setting up Racingco and the preparation of the necessary documents. Important "boilerplate" language is necessary to support a clear demarcation between the activities and responsibilities of BWSW and Racingco.

- all of the above would be strictly subject to finalisation and agreement by all relevant parties (BWSW/IWWF/EC/the UK Racing community) of the necessary documentation. No interim sanctioning would be given, or should be inferred as given, by BWSW. It should be reiterated to the "breakaway group" that any use of BWSW paperwork is not BWSW authorised and that serious issues have been identified by John Puddifoot in the existing paperwork which are not yet resolved.

This proposal was intended as an outline only to establish there is traction with the necessary parties who will, in any event, have their own wish list. A number of issues will require further discussion including whether Racingco has any non-governance tie up with BWSW including whether BWSW would offer limited services eg on safeguarding and on what terms.

It was highlighted that Racing was very unique as a discipline considering the speed and the particularly acute risk profile which was not representative of the majority membership activity of the Federation.

**Action:** In terms of next steps, Martin would prepare a note of the proposal under item 2(b) for inclusion in these minutes and would prepare an updated version of the draft questions already circulated to the board intended to go to IWWF/SRA requesting copies of the documentation supporting the IWWF organogram of 7 March. Patrick would send these questions to Louis Polome and other relevant parties. The waterski racing committee also needed to be approached.

### 3. Confirmation of Future Meeting Dates.

#### Board

Thursday 18 <sup>th</sup> April	9AM * NB Rescheduled date (was 4 <sup>th</sup> April)
Thursday 20th June	9AM
Thursday 5th September	9AM
Thursday 17th October	9AM
Thursday 21st November	9AM

Some additional meetings may well be required to address ad hoc issues and the proposed time for these meetings is 9am on Wednesday mornings.

#### Board Sub-Group

Wednesdays 9AM

**Advisory Council** TBC

**AGM** TBC

The meeting closed at 12:45pm

#### Minuted by:

Patrick Donovan  
**CEO**