UK RS Tera Class Association

UK RS Tera Class Association Minutes of AGM 2022

Date: 30th November 2021 at 7.30pm

Held: via Zoom

Attendees:
Steve Angell (Chair), Max Barber (Wales Representative), Lynn Bew (East Representative), Paul Bew, Ed Caldecott, Emily Chisnell, Angela Clarke, Richard Clarke, Peter Cole, Dylan Collingbourne (South Representative), Marcus Collingbourne (Class Development Manager /Secretary), Andy Gordon (North Representative), Richard Harding (Treasurer), Jon Le Petit, Simon Lomas-Clarke (Vice Chair-Racing), Alison Marsh, Paul Marsh, Jo Powell, Peter Solly, Duncan West (RYA Class Performance Manager), James Whitehead, Mandy Whitehead, Emma Wilson, Paul Wilson, Hayley Wyles, Andrew Yates (Technical Representative).

Apologies:
Simon Greenhalgh

Format:
This years AGM was held as a Zoom video conference. Class Development Manager Marcus Collingbourne facilitated the meeting and illustrated the various reports with a PowerPoint presentation. Any voting was carried out by a show of hands to camera if in disagreement.

Minutes of Class AGM 2020
The Minutes of the Class AGM 2021held via Zoom had been circulated to all member prior to the AGM. Marcus suggested that these were a true record of the meeting and this was formally proposed by Simon Lomas-Clarke and seconded by Steve Angell.

Chair report
The Chair report was delivered by Class Association Chairman, Steve Angell:-
I think it would be difficult not to start with a thought of the people who we unfortunately lost this year. In the Midlands we lost Taylor's parents and we also lost Abby Davies, who

was instrumental in setting up the East Region. Also, we mourn the loss of coach John Lewis, it's been a tough year and they'll leave a big gap. They have left a legacy within the Tera Association and will be missed going forward.
On a more positive note, thank you so to the committee who've been meeting regularly. I think it's great that everything that we've done has been very positive year, so thank you from myself to everybody on the committee.
Huge thank you to the RYA for continuing to support and sponsor us. I think we're starting to get a lot more involvement with the RYA and they're kind of giving us all sorts of help further down the line.
Massive thank you to all our regional reps, they do a fantastic job. I think when we look further into the report, we'll see the number of sailors that we're getting through from the training perspective as well. This is a testament to all the work that the regional reps have been doing. A huge thank you to all the host clubs, not just the ones who've been running the events for us, but also when we've been having training there as well. It's quite a big undertaking for them to have 100 plus children, plus parents running around their sailing club, so a massive thank you to those.
A big thank you to all our coaches as well. I think this year especially, we've really had to step up. Part of the legacy that John has left us is by coaching a lot of the ex-Tera sailors and bringing them through. I think we've been lucky in that respect.
Huge thank you to all the volunteers, as we know the events can't run without the volunteers. So, to all the parent helpers who kind of put their hands up, whether it's being on a rib or whether it's helping out, a big massive thank you to all of you.
And finally, a huge thank you to the sailors and their parents. Without you guys we wouldn't really be an Association. So, a big thank you for all the sailors taking part in the training and the events and the parents for bringing the sailors there as well.
Thank you as well to our Class sponsor, Rooster, not just providing the prizes, but all the effort that they put in. And also, the event sponsors Allen and Noble who help, especially with more of the regional events. So, a huge thank you to everybody concerned with those organizations.
So, taking a step back for the year, I think the big win for us last year was the fact that we managed to get back on the water and as part of the RYA initiative was to take it to the regions. I think hopefully everyone would agree we've delivered on that. We had 109 different sailors trained over the course of the winter, which is phenomenal, and they took part in the 985 sailor training days which were delivered. I think that's huge testament to the sailors, and the coaches as well, and to the regional reps for arranging. I think it was fair to say that nearly every single weekend over the winter period there was some training going on, which is great.
We'll now take a quick look at the events we held. The first one was really the trial of the Battle of the Regions to see how that would shape up in terms of as an event, which was initially geared towards the sailors who were taking part in the winter training. A few minor tweaks will probably be needed moving forward but I think it was very well received. The sailors enjoyed the fact that there wasn't really the competitive nature of having an individual event and everyone was working towards a team, so I think that it worked in that respect. It was great to see 56 boats out there and it was nearly split 50 50 with 27 Pros and 29 Sports. We have taken some of the feedback that we had from the weekend, look to incorporate this for next year.

Our Start Season Championships were back at Burton SC who once again were a fantastic host club. We were limited on the number of spaces that we had within the Main fleets and the Regatta fleet, with 80 boats in the Main fleet and 24 in the Regatta. The fact that we sold out the event was a huge success. One of the things that we found throughout the year was the numbers of Pro participation was on the higher side than we've seen previously. It was a massive uplift in terms of the number of sailors that we had the previous year. We had 104 boats this time around, compared to 73 last year. Last year we didn't have the Regatta fleet, but the Pro numbers were very buoyant. So, a big thank you to the team at Burton for helping run the Championships.

Our Nationals were held at Dale, and it was another great event. It was great to go to Wales, so huge thank you to Max and the team at Dale Yacht Club and the Celtic Sea Watersports. We were slightly worried, I think, in terms of the event, having the Worlds in the UK this year as well, and we wondered whether there'd be a drop off for the Nationals, but I'm pleased to say we didn't see any drop. In fact, we saw an increase in numbers traveling over to Wales for the event, with 114 boats entering, 46 Pro, 44 Sport and 24 in the Regatta fleet compared to 103 boats last year. It's probably the first time ever that we've actually had a larger Pro fleet than Sport. There was great racing and I think it's the first time that we've ever actually finished a regatta recently. A huge thank you to the team in Dale, everyone really enjoyed it there, it's such a stunning part of the country.

The World Championships were held as a part of The RS Games at WPNSA and we saw a positive increase in numbers, which we would have expected, with it being held in the UK. There were 122 boats compared to the 85 last time the event was run in Sweden. We saw a big uplift, and again, and saw that trend again, where a lot more sailors were staying in in the Pro fleet as well. There were 59 in the Pro, 63 in the Sport and it was great to see those numbers staying high as well. It was great to be down at Weymouth and RS really sort of pushed the boat out for us there, for us, and a huge thank you to the Andrew Simpson Centre for running the regatta fleet for us as well.

Moving on the Inlands at Rutland, I think this is probably the only event that was maybe slightly below par in terms of disappointing in terms of numbers. We were expecting this with the number of events that were being held because of the timing of it, because it had to move its normal date because of the Worlds. We did see a drop down in numbers with 70 boats versus the 92 from the previous year. A big thank you to Rutland SC for hosting the event.

Finally, we had the end of seasons again at Draycote. This event did see the numbers a little bit higher than last year, as we had 68 boats versus the 65 from the previous year, a recod number for this event. Again we saw the Pro fleet being quite high as a percentage of the main fleet. Unfortunately, we couldn't run the Regatta fleet. The forecast was quite windy and I think it will be forever remembered with the gust that came through that knocked out half the fleet.

Again, a huge thank you to the Regional Representatives for setting up the regional events. It's something that we probably need to have a little bit more of a focus on going forward. But I think when you looked at some of the numbers that were coming out, I think it was a great effort. There were 52 sailors at Frensham Pond, 32 at Emsworth, 35 at the Southern Championships for example.

I've noticed the calendar is starting to fill out with more regional events next year. It's that's looking more positive going forward as well. I know that the Northern, Eastern and

Southern regions have quite an extensive schedule and next year we'll probably see much more regional activity across the UK.
And again, a huge thank you to the RYA and our Class Performance Manager Duncan West, for all the funding and advice that we received. It's a massive asset that we've got there that we've got the ability to call on the experience that you guys have.
So, finally, a huge thank you, to everybody who really helps drive the Class forward. We hope that people don't just come for the sailing, but they come to make friends for life!

Treasurers report

The Chair report was delivered by Class Association Treasurer, Richard Harding:-
The accounts are prepared on a cash basis, with no assets such as ribs and trophies capitalised, and no depreciation charges levied. As such, the only reported assets of the Association are its cash reserves.
A number of adjustments have been made to ensure that costs and expenses sit in the correct periods. These adjustments relate to income on winter squads, where the expenses will be incurred in the next financial year and late invoices relating to FY 2022 events.

Financial Highlights

	2022	2021
	£	£
Membership	5,701	5,217
Sponsorship	0	150
Event Income	41,405	38,078
Event Costs	(35,079)	(32,738)
Net Event Income	6,326	5,340
Training Income	39,970	17,461
Training Costs	(41,859)	(15,288)
Net Training Income / (Cost)	(1,889)	2,172
Gross Profit	10,138	12,880
Administrative Costs	(16,371)	(9,370)
Opertaing Profit / (Loss)	(6,233)	3,510
Other	2,006	7,968
Profit / (Loss)	(4,228)	11,478

Membership and Sponsorship Revenue
Membership revenue increased from £5,217 in 2021 to £5,701 in 2022 which reflected a small increase in membership numbers.
No sponsorship income was received in 2022. The benefit of the Rooster sponsorship, who supply prizes for the main national events, is estimated to be worth c£2k per annum.
Events
The profit generated from events increased from £5,340 in 2021 to £6,326 in 2022. This reflects the strong attendance at all major events and the focus on smaller, more family-orientated venues. The impact of offering a 10% discount on second child entry offset the benefit of strong attendance, however this pricing feature is recommended to continue into 2023 as it supports sailing families and is consistent with the ethos of the class association. The Regatta Fleets at each of the first three major events were well attended, reflecting in part the decision to heavily subsidise the coaching at these events using the RYA grant received in 2021.
Training
The Association delivered a record amount of training in the year, which was organised on a regional basis. The overall loss for the year reflects the decision to run a new subsidised training event, open to all winter squad sailors, in the spring of each year. This event, the "Battle of the Regions", was run at a loss of £1,992, which was also funded from the RYA 2021 grant.
Administrative Costs
Administrative costs increased by £7,001 year on year. Most of the increase in costs was due to the repair and maintenance of the class rib which totalled £3,395 in the year, and the replacement of the class association VHF radios at a cost of £1,424. The core of the cost base reflects the salary of the paid secretary of the class association, technology licenses, insurance and general association marketing.
Other
Other Income in 2021 reflected a grant for £5,000 from the RYA and the income from the sale of two RIBS, neither of which were repeated in 2022. The net income of £2,006 in 2022 reflected small timing differences on income and expenses in relation to club open meetings and donations received to fund the purchase of a trophy for the Battle of the Regions event.

Richard finished his report asking for any questions:-
It was asked what the current balance in the account was and Richard confirmed that the figure was c£30,000.
A number of questions were raised from the attendees regarding the RYA funding which were fielded by Duncan West, the Class RYA Performance Manager, who was kindly wearing his parent and RYA hats at the meeting. Questions were regarding the RYA funding moving forward and the potential recognition of the Pro rig at RYA events. Duncan confirmed that he was working with the Class on future funding and that the RYA were considering future recognition of the Pro rig, but nothing would happen in the next 12 months. Marcus, Steve, Simon and Richard will continue to work with the RYA to make sure we have all the information requested by the RYA in place to be eligible for future funding.

Membership report
Class Development Manager Marcus Collingbourne reported on the 2022 Membership:-

2022 was a year of membership consolidation. We had a huge jump in membership last year, obviously, because of the COVID effect, but we have had a couple of tiny increases in our membership figures. But what is noticeable is a huge increase in participation. Whereas our membership numbers have only increased by a handful, our participation numbers have jumped up hugely.
Our membership showed a slight increase with increases in the east, north and the Southwest, but they've been offset by a slight drop in numbers in the south. This might be due a couple of bigger clubs in that region that have a lot of their own Tera activity that might be taking away from their involvement with the Association.
We've shown a huge increase in sailors taking part in the winter training. And again, as Steve alluded to earlier, many of our events have shown an increase in participation. Now, these figures show we've had a larger percentage of our membership actively involved on the water this year, which is obviously good news. If we can keep that trend going as well as increasing and widening our membership, that should stand us in good stead for next year. And again, it's great to see that our members are active within the class and not just paid up for the sake of filling a form in to join.
We still have the South east incorporated in the South and our East regions, so it's not quite in line with the RYA regions, but some of our Southeast members go to the south training and some of them go to the east, and this which works quite well for us currently. This year we have 60 different sailing clubs represented in our membership.
Our youngest sailor is 7 and our oldest is 15. Mean average age is about eleven and a half, which what you expect from a junior class.
We're very, very healthy with our ratio of male and female with 62% boys, 38% girls, that's on the membership itself. We have a higher percentage if you break that down to actually sailing in our national events and in our training, where the girls are pushing probably 42% to 44%, which is showing near equality across the Tera fleet.
In terms of rigs, obviously some of the sailors will have moved rigs during the year, but at the start of the season they were 27% Pro, 73% sport. Sailors racing nationally, we're holding pretty much 40 60 Pro to Sport rig, which is what it was years ago, but the trend has been slightly higher recently in the Pro rig.
As Richard mentioned in his report, we as an Association are working for our families. Two years ago, we introduced discounted Class Association membership fees for siblings and again, that will continue for 2023.
We added to this by adding a discounted entry fee for siblings at all the national events. We would like to continue with that next year, but that's one of the things that will be for our committee to decide.
In addition to this, again, as Richard pointed out, the Class underwrote the coaching costs at three of our national events. That was a huge commitment, whether we can quite go to that full extent that we did this year, next year we'll have to revisit the budget during the winter and see if that's possible.
It is part of our Class ethos to bring the sailors through and enjoy the sailing and, as I always say each year, let's keep our Class growing. We need our people on the ground to do that. It’s amazing how much you can get by in a dinghy part by just encouraging all your people you sail with locally, just to say, “Hang on a second – the Tera is the boat to be in. Sail with us to enjoy the comradeship, the racing and the friends for life.”.
Our motto as an Association is Fun – Learn – Race and we try and bring that into everything we do. Be it our winter training or our national events, we're never far from that ethos.

The matter of the successful UKRSTCA Online sSailing Academy was raised at the end of the report. Marcus confirmed that this would be resumed in 2023 as it was seen as a hugely important asset to the Class. The reasons for non-delivery in 2022 were a combination of factors, mainly our lead Online coach Dylan studying for his Finals and a fear of Zoom burnout amongst our sailors

Technical report

The Technical report was delivered by Association Technical Officer, Andrew Yates:-
As normal there have been a variety of questions asked in relation to the Class Rules & Technical aspects of the Tera.
It is a requirement that any Class Rule Interpretations are carried out by the International Class and the Licence Holder / RS, now there is a functioning International committee, these interpretations will be presented at the International RS Tera Class Association AGM in January 2023.
A few questions relating to the downhauls & outhaul set up have again been asked
It has been identified that the text of these rules could be improved
Again this year there have been questions from some boat owner's about packing around the daggerboard slot exit as there is increased "wobble" on the boats from the Mark 2 mould. This is currently not permitted by the Tera Class Rules. However, to understand the extent of the issue a comparison is being carried out to identify if a rule change should be considered to permit some equalisation between the boat from the Mark 1 moulds. Evidence has been submitted to the manufacturer, RS Sailing, and we are awaiting their comments.
A situation arose at the Worlds this year when one of our sailors was questioned about his tiller extension length. The Class rules are not totally clear on this so, once again, this has been referred to the manufacturer and we are awaiting clarification. Once a decision has been made, again this will be communicated to the International Class Association to try and achieve consistency across all participating countries.
While we have had no issues with our boats at UK events this year, it was obvious at this year's World Championships that a scrutineering check is needed at major events.
This has been relayed to the International Class Association and hopefully will be re-introduced at next year's Championships at Iseo.

Training /Events report

Class Development Manager Marcus Collingbourne reported on the Training and Events calendar:-
The Class has a comprehensive program of training and racing through this winter and for next year, again, fully embracing the RYA's transition from National to Regional squads.
We're now fully operational right throughout the country except for Scotland. Thanks to Pete Solly down in the South West for putting the last piece in the jigsaw
This coming year is looking going to be a bumper year. I'm going to pick out a few high spots. We've got three regions, the East, the South, and the North who have sailors lined up and into their five- or six-week training program, signed up, paid, got the t shirts, got notebooks, which is great.
I mentioned Pete earlier on managed to get twelve sailors up and running down in SWSA in the southwest who have ten Saturdays booked through the winter and that they're in full swing.

Max in Wales is starting next week and again he's looking at just Saturdays which he is hoping to work, and we're back up and running in the Midlands as well. So, I think looking at the figures, and being conservative in Wales, Southwest and Midlands, we're looking at over 125 sailors on the water throughout the winter, which if you think back to when we had a national squad of 53, it's massively amount more Teras training throughout the winter than was previous. Thanks again to the regional reps for the hard work they put in, sorting the coaches out, sorting the venues out again, we've had great feedback already from sailors involved in the training that's taken place and the enthusiasm is building for where our young sailors are starting their winter training. Probably half our membership will be training this winter, which is just fabulous.

We are grateful to the RYA grateful for their funding for the past two years. Their funding is to develop the regional training and regional competition. Examples how we've used this is with the additional coaching support in the regions, opportunities for our sailors from across our regions to take part in our subsidised regatta fleets at the events, provision of hire boats for training, and our Online Sailing Academy, to mention a few. We're hoping t to work on other projects to aid this development, including additional open training, regionally, and again, crossing over between training and events.

Moving on to our main events for next year, again we've got the four events, not including the Battle Regions, obviously the Start of Seasons, the Inlands, Nationals and the End of Season Championships.

The Association supports our regions with their Regional championships and also their Traveller Series regattas. I know the south have got six events booked in already for next summer and the East are looking at four or for example.

Our Start of Seasons will hopefully be held at Hayling Island SC. There's a slight question mark on it, but its due to held on the 15th and 16 April. If there the any change on that, I will let you know as soon as possible.

For our Inland Championships we were looking to go to Carsington, but they had some problems. So once again, our friends at Burton SC have stepped in and helped out, which I'm sure most of you will be delighted about to go back there because they are fabulous club. The event will be on the 24th and 25 June. We have subsequently heard from Carsington that they would love to have us for an event, so we're looking at that one for the Inlands next year.

The big news. The UK championships. They're going as far south as we can and they're going to be on the Isle of White. They'll be hosted by the Royal Vic, and that's going to be running from the 12th to the 14th, which is the Saturday through the Monday, of August 2023. We have agreed sponsorship with Whitelink and there will be discounted ferries. We will hopefully have that confirmed in the next month. We are going to be looking at opening the entry for the Nationals probably in early January to give you plenty of time to get your ferries booked, to get your campsites booked. We're aiming to keep the entrance fees for all our entry fees for all our events at a reasonable level this year, particularly for the Nationals, because we do realize that you will have additional ferries to pay for, but the Royal Vic have been very, very generous in what they are charging for the events, so we're working together and think we can put a really good package together for the first time the fleet's been to the Isle of White. I'm really looking forward to it and I'm sure it's going to be some fantastic sailing on the Solent. Bear in mind we've had Brightlingsea, Filey and Dale, they've got a tough act to follow over the last few years, but I'm sure they'll rise to the occasion.

And finally, again, we're aiming to go back to Draycote for our final event of the season which isreverting to our normal weekend, the last weekend in October.
So that's our plan for next year. And again, on top of these four main events, we will be hosting Regional Championships and obviously full traveller series across the regions as well.
I'm delighted to announce we've just confirmed that Rooster will be continuing as our Class sponsor for 2023. So, we'll have a similar arrangement we had this year, plus a little bit extra I'm led to believe, which is really nice news.
Allen have also expressed interest in being involved with our Nationals and on a regional basis as well, so can't thank our sponsors enough, because as Richard alluded to, it's great that we don't have dig into our coffers for prizes, where we have generous sponsors helping us out at all our events.
Just a reminder, with my international hat on, the RS Tera World Championships will be in ANS in Iseo. The race dates are 31 July to the 4 August, but the registration will be from 27 July onwards.
All the dates, not only the national events, but all the regional events we have confirmed, are all on the Class calendar on the website, and that will be updated as further events come in.
I hope you're pleased with the variety of events and locations we've got. We are going to keep adopting the Class ethos and moving all our major events around the country, so we're already looking at different parts of the country at different venues for next year.

Date/Venue of AGM 2023
It is proposed that next years Annual General Meeting should be held via Zoom conference late November/early December 2023.

Election of Officers
No positions were for election this year with all officers agreeing to stay in their roles.
There is one change on the committee and we welcome a new regional representative on board, which is Carly Butler Smith, who's taking over from Dylan Collingbourne as our new Southern regional representative. Carly is already got hard at work helping out with events for next year, and the UKRSTCA would like to thank Dylan for all his hard work in establishing the Southern region over the last two years.

Any other business
One matter of business was submitted by the deadline.
Duncan West submitted:-
Sailing age for the RS Tera
"The Class rules state it is a Junior class but do not define the age.
After reviewing a number of events NoRs, the age restriction has been different at each event, and at some not clarified at all, so this leads to a lot of confusion and in the case of the World this year, upset.
My suggestion would be
RS Tera; Sport Rig. U16 on 31st December of the year of the event,
RS Tera; Pro Rig. U18 on 31st December of the year of the event."

After a debate which was mostly in favour of the suggestion, it was unanimously agreed that this would be adopted by the UK Class and recommended to the International Class.

The meeting was closed with Marcus thanking the venues and host clubs for our training and events this past year, wishing fair winds and good luck to all those sailors moving on from the Class, and thanks to our parents, Regional Representatives and Chair, Vice Chair and Treasurer for their ongoing help and support over the last 12 months.

Meeting closed at 8.45pm