UK RS Tera Class Association

UK RS Tera Class Association Minutes of AGM 2023

Date: 14th November 2023 at 7.30pm

Held: via Zoom

Attendees:
Steve Angell (Chair), Lynn Bew (East Representative), Paul Bew (Class Safety Officer), Adrian Bullen, Emily Chisnell, Marcus Collingbourne (Class Development Manager /Secretary), Dylan Collingbourne (Lead Coach), Helen Day, Mark Dell, Jake Elsbury (Builders Representative - RS), Andy Gordon (North Representative), Chris Gowers, Richard Harding (Treasurer), Clare Hill, Rikki Hooker, Alenka Hrovat (Midlands Representative), Tim Hulse, Simon Lomas-Clarke, Donna McKeown,Ian Pickard, John Reekie, Peter Solly (South West Representative), Duncan West (RYA Class Performance Manager), James Whitehead, Mandy Whitehead, Delia Williams, Ben Williamson, Emma Wilson, Paul Wilson, Jamie Wilson, Andrew Yates (Technical Representative).

Apologies:
James Day, 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 2022

The Minutes of the Class AGM 2020 held 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 Steve Angell and seconded by Richard Harding.

Chair report

The Chair report was delivered by Class Association Chairman, Steve Angell:-
“Another great year for RS Tera sailing!
I'd like to thank the other committee members, Marcus, Richard, Simon. You've done a fantastic job getting the events in this year.
Huge thank you to the RYA for the support that you've given us and also some funding.
A huge thank you to our Regional Reps. One of the things that we'll see throughout the report is just how we're starting to develop as a Class, and I think the Regional Reps are really responsible for that. It's difficult to take credit really where most of the groundwork is being done by the Reps!
Our host clubs again have been fantastic. We say this every year, but I think every time we come across a new club they really embrace all of our ethos and the sailors and we always have another great event.

Our coaches should be thanked as well. I think it's great to see so many of the sailors develop into fantastic sailors. I think what's really encouraging is actually seeing them beyond the Tera with many of our sailors carrying on sailing and doing well in their next chosen Classes.
A couple of last final thank you's – to the volunteers who muck in and help out at the events. A lot of these events really couldn't function without the volunteers so a huge thank you there. Huge thank you again to our main Class sponsor Rooster providing some lovely prizes for the kids and also to our main Event sponsors Allen.
A massive thank you to the sailors and to the parents for bringing them to our training and events. As a Class we wouldn't exist without you. Finally a big thank you for RS for attending our Nationals and being on hand to fix the inevitable breakages.
It is great to see that the regional model is really delivering our Winter training as we hoped it would. We've managed to break through the 1000 sailor days trained over the last winter, in fact we had 1,100 days compared to 985 last year. We also had 127 different sailors trained as well, up 15% year on year, so it's great to see that we're actually getting more sailors involved in the training and actually more sailors then coming into the racing scene as well.
This year we slightly tweaked the format for our Battle of the Regions and it appears this was welcomed by most. We did see slightly less boats this year, but I think the boats that did participate found that the newer format was improved upon, with sailors preferring having more shorter races.
Moving on a to a quick event summary:-
It's great this year that we had Regatta Fleet at all our National events, with numbers slightly up 62 sailors against 61 the previous year.
Our total event entry across the four Class events was up 11% to 395 entries which is fantastic. We anticipated this was largely driven from an increase in the Sport fleets. So although the Pro fleet was was heavier weighted last year which we suspect was because of the Worlds and sailors hanging on in the fleet, what really happened is that the Pro numbers have been fairly static but we've actually seen a lot more younger sailors coming in so we saw the ratio around that 60 -40 again, which is holding the Class in good prospects going forward.
Our Start of Seasons was slightly down on numbers this year, possibly as we held a lot more sailors in the Class because of a home World Championships. We had the same numbers as 2022 of 73 boats in total and it was good to see a Regatta fleet at the event. Thank you to Northampton Sailing Club for hosting the event.
We saw a big increase in entry for this year's Inlands. This could be partly due to reverting to a summer event rather than the September event we had to have in 2022 because of the early Nationals. The entry was comparable with 2022 and again we did see that we're starting to get some good numbers in the Sport fleet as well with the Pro:Sport ratio so it was back up to the usual 60 -40 ratio. A huge thank you for Burton Sailing Club for hosting us again at what is rapidly becoming one of our favourite Tera fleet clubs.
Our 2023 Nationals broke all records. It was a limited entry, and we could have probably sold a lot more had we had the space, but we had 144 boats. With 47 in the Pro which I think was a record and 73 in the Sport which I think may have been a record as well. We sold out the Regatta fleet, so we had a full complement of 24 sailors in the Regatta fleet which gave us a total entry of 144 boats which was fantastic. A huge thank you to the Royal Victoria Yacht Club having us and for increasing the numbers when we were begging for more capacity!
Finally, our End of Seasons which really smashed the records. Normally we get around 65 boats, whereas this year we managed to get 89 which is fantastic. Again, we also managed to get the Regatta fleet at the event as well which was good for the for the sailors entering. So again, huge thanks to Draycote for having us for the Championships and like I said, it was the biggest End of Seasons we've ever had.
We had a lot of regional events in quite a few of our regions, especially the North, South and the East. I think all three of them had larger Championship events than they had previous year which is great. I think the Eastern region had the the biggest increase, so again a huge thank you to all the clubs for hosting the events and to our Reps for organising. We still do need to try and get a Regionals Champs in each of our regions and that's a goal we need to work towards.

Again, with the Traveller Series, it was the the Southern and Eastern regions that drove that for us, and with the Open Trainings really starting to develop hopefully we'll be able to do more regional events over the course of the next season.
Finally, thank you again to the RYA for their renewed funding. It really is helping us make strides moving forward and enables us to run things when from a financial perspective we might not be able to otherwise. This funding is really is allowing us to drive the Class forward so again a huge thank you."

Marcus thanked Steve for his comprehensive report and for the work he has done over the past year.

Treasurers report – to 30th September 2023

The Treasurers 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 Regional Training Groups, where the expenses will be incurred in the next financial year, and late invoices relating to FY 2022 events and administrative costs.

Financial Highlights

	2023	2022
	£	£
Membership	5,670	5,701
Sponsorship	0	0
Event Income	47,999	41,405
Event Costs	(34,951)	(35,079)
Net Event Income	13,049	6,326
Training Income	33,289	39,971
Training Costs	(30,597)	(41,859)
Net Training Income / (Cost)	2,692	(1,889)
Gross Profit	21,411	10,138
Administrative Costs	(16,699)	(16,371)
Opertaing Profit / (Loss)	4,712	(6,233)
Other	7,066	2,006
Profit / (Loss)	11,778	(4,228)

Membership and Sponsorship Revenue
Membership revenue fell from £5,701 in 2022 to £5,670 in 2022.
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 £6,326 in 2022 to £13,049. This reflects the strong attendance at all major events and the focus on smaller, more family-orientated venues. The National Championship, at the Royal Victoria Yacht Club, was the best attended event in the history of the class and provided £8,392 of the net income from events. This was in contrast to the Inland Championship, which made a small loss.
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 2024 as it supports sailing families and is consistent with the ethos of the class association.
The Regatta Fleets at the major events were well attended despite the reduced subsidy in 2023.
Training
The Association delivered another strong year of training, which was largely organised on a regional basis. The profit for the year of £2,692 reflects the decision to cease the subsidy in respect of the Battle of the Regions event, which was taken to account for the non-receipt of the RYA grant in 2022.
Administrative Costs
Administrative costs increased by £328 year on year. The core of the cost base reflects the salary of the paid secretary of the class association, technology licenses, insurance and general association marketing. The small increase reflects an overall rise of administration costs in line with inflation, which was offset by lower rib maintenance costs.
Other
Other Income in 2023 reflects a grant for £6,000 from the RYA which was received late in FY 2023 plus small timing differences on income and expenses in relation to club open meetings.
Cash
The Class bank account was in credit by £76,737 at the 30th September, although this was inflated by c£26k of squad fees, the impact of late invoices totalling c£5k and the receipt of the RYA grant of £6k.

There were no questions for Richard on the finances . Marcus thanked Richard for his efforts throughout the year, making sure everybody's paid on time and again for keeping the books in such a good order.

Membership report

The Membership report was delivered by Association Secretary Marcus Collingbourne:-

2023 – a year of membership consolidation and participation growth.
2023 has been a year of consolidation in membership, showing a small increase against 2022 and another growth in sailing participation for the UK RS Tera Class Association.
Our membership has shown a slight increase this year, with small increases in most regions, a fall in the Midlands and a resurgence in the South.
We have again shown huge increases of sailors taking part in winter training, and many of our events have shown an increase in participation.
This shows we have a larger percentage of our membership actively involved this year.

East*	41 members	(up 3)	16%
South*	102 members	(up 14)	39%
South West	19 members	(same)	7%
Wales	23 members	(down 1)	10%
Midlands	20 members	(down 9)	8%
North	50 members	(up 4)	20%
Overseas	1 member		(same)

Total	*259 members (up 14)*	*+5.4%*

** South East sailors currently incorporated in South and East regions*

Our members represent 65 sailing clubs – 5 more than last year
Our youngest sailor is 6 and our oldest is 15
The average age of our Class member is 11.3
Our Class Association is made up of 63% boys and 37% girls, with a similar percentage of girls competing in our National events
Our members sail Pro rig - 26%. Sport rig - 74%
Members competing Nationally:- Pro rig - 38%. Sport rig - 62%
These figures show a slight increase in participation with the Sport rig this year
3 years ago we introduced discounted Class Association membership fees for siblings, and this now applies to some 20% of our members.
For the second year we added to this by adding discounted entry fees for all our National events for siblings. In addition to this, the Class underwrote some of the coaching costs of the Regatta fleet at our National events
With your help we can keep our Class growing - spread the word that the RS Tera is THE junior single-handed dinghy to sail, and encourage your Tera friends to join the Association.

Technical report

The Technical report was delivered Association Technical Officer, Andrew Yates:-

There have been no significant technical questions/issues this year.
We have had some of the usual questions concerning the systems, particularly purchases.
At the Nationals we spot checked a number of boats at random and nothing significant was amiss. A few sail number placements were out but nothing of great concern.
Myself and James Day have been working on a few updates to the Class rules we'll put those forward to the International Class for hopefully their approval along with RS, the copyright holder.
The UK RS Tera Class Association will continue to work with the International RS Tera Class Association, RS Sailing and World Sailing on any matters arising.
Andrew asked for questions and the sail number placement was discussed. Jake from RS said he will look at the sail placement lines on the sails which are present on some other Classes sails. Marcus re-iterated that the sail number placement diagrams were available on the Class website.
Duncan West queried regarding the age restrictions for events as as discussed at last years events. Marcus apologised for them not appearing on this years Nationals Notice of Race and will ensure they are incorporated in Class event NoR's moving forward.
It is up to the International Class Association whether they implement similar restrictions. Marcus to bring the matter up at the next Internation Association meeting.

Training /Events report

Class Development Manager Marcus Collingbourne reported on the Training and Events calendar:-

The UK RS Tera Class Association is again building a comprehensive programme of training and racing throughout the winter of 2023 and for the 2024 season
Continuing to embrace the RYA's transition from National to Regional Squads for Junior classes, the UK RS Tera Class Association is building out Regional-based Squad training across the country.
We now have Regional Training Squad winter training programmes in all our regions:-
• East • Midlands • South • South West • North • Wales
In addition, we will be introducing Regional Open Training Days across many of our regions.

East RTS has 16 sailors signed up for the full winter training programme.
Midlands region is launching their new RTS starting this December with 12 sailors.

North RTS has 22 sailors signed up for the full winter training programme.
South region has 28 sailors signed up for the full winter training programme.
South West RTS is training 15 sailors in conjuction with SWYSA.
Wales region is starting its RTS this month and hoping to involve 12-15 sailors.
In all we have well over 100 RTS sailors training through the winter!
Some of the regions purposely trimmed down the size of their winter training squads this year.
We are extremely grateful to the RYA for their renewed funding of the UK RS Tera Class Association this year. A proportion of the funding is to develop regional training and competition. Examples include additional coaching support, opportunities for our sailors from across our regions to take part in our subsidised Regatta fleets at the National events, and our Online Sailing Academy, of which we ha over 100 sailors take part this year, to mention a few, and we are continuing to introduce other projects to aid this development, including additional Open training regionally.
This newest addition to our National calendar, our Battle of the regions, where our RTS sailors are invited to an All-Squads coaching weekend, culminating in our inter-region Regatta, will be held at Draote in April.
Moving on from training to our Class national events and again as you're all aware we run four events, Start of Saeson Championships, Inland Championships, UK National Championships and the End of Season Championships as well as offering support to our regions with their Regional Championships and Traveller Series Regattas.
That support can be marketing support designed for publicity and in a lot of cases we've been running the event management support not only for our regional championships but also for some host clubs which we're more than happy to do.

- The Start of Season Championships will be held at Rutland Sailing Club on 13/14 April 2024.
- The Inland Championships will be held at a new venue for the UK fleet, Carsington Sailing Club on 29/30 June 2024.
- After our first circuit of our regions, The UK Nationals Championships will be held back in the East at Thorpe Bay Yacht Club on 18/20 August 2024.
- The last event of the season, The End of Season Championships will be once again held at Draycote Water Sailing Club on 26/27 October 2024.

Marcus then asked for questions on the race programme:-
Duncan West raised the point of whether there would be an entry cap on the nationals, as the winter training numbers could exceed last year's entry cap. Marcus confirmed that these numbers would be closely monitored and wit the help of the host Club would hopefully be resolved.
Marcus closed his report by re-iterating the Class's thanks to Class sponsor Rooster and Event sponsor Allen and other local sponsors for their continuing support of our National race programme.

Date/Venue of AGM 2022

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

Election of Officers

Three very important people are stepping down this year and the UKRSTCA would like to thank our outgoing officers, Steve Angell, our outgoing chair, Richard Harding our treasurer and Andrew Yates, our technical representative for all their terms of service to the class.

Emma Wilson had been nominated for the post of Chair but asked for her nomination to be withdrawn for personal reasons prior to the meeting. The Association expressed their sadness that Emma could not accept the role and Steve Angell kindly agreed to carry on as interim Chair until a replacement could be found.

Ben Williamson had been proposed as Treasurer but he too asked for his nomination to be withdrawn as Emma had withdrawn from her role.
Marcus agreed to speak to Ben following the meeting to discuss the situation.

James Day has been proposed for the position of Technical Representative by the present incumbent Andrew Yates and seconded by Marcus Collingbourne. James was voted in unanimously.

Any other business

Marcus Collingbourne submitted the following item for discussion:-

Membership fees

Our membership fees have been held at our 25 pound rate less for siblings for the last three years. Also, we've shown increasing costs across all the class activity and membership fees for 2024 will need to increase.

At the request of the UKRSTCA Officers, a comparison chart was compiled showing 2023 membership fees for the leading junior dinghy classes in the UK.

RS Tera	**£25.00**	**£20.00**
Optimist	£40.00	-
Topper	£40.00	£25.00
ILCA	£38.00	£28.00
RS Feva[g]	£30.00	£50.00*
29er[g]	£50.00	£80.00*

Two options were presented, a £5 increase and a £10 increase in membership fees.

It was presented that the Association set the membership fee for 2024 at £30 per annum and this was voted I favour unanimously.

John Reekie submitted a question regarding Regional Training Squad selection in the Northern Region. Marcus said he was aware of the situation and he will be working with Association Vice Chair Racing Simon Lomas-Clarke and Association Lead Coach Dylan Collingbourne to produce a coherent selection policy for the forthcoming season.

The meeting was closed with Richard Harding thanking Vice Chair Racing Simon Lomas-Clake for a fabulous job this year and Marcus wishing all those sailors and their families who are moving on to new Classes good luck in their sailing journey ahead.

Meeting closed at 8.22pm