UK RS Tera Class Association

UK RS Tera Class Association Minutes of AGM 2021

Date: 18th November 2021 at 7.00pm

Held: via Zoom

Attendees:
Steve Angell (Chair), Max Barber (Wales Representative), Keith Bailey, Lynn Bew (East Representative), Paul Bew, Mike Casey, Marcus Collingbourne (Class Development Manager /Secretary), Andy Gordon (North Representative), Richard Harding (Treasurer), Andy Jenkins, Steve Jenkins (Vice Chair-Racing), Simon Lomas-Clarke, Paul Marsh, Jo Powell, David Tierney, Duncan West (RYA Class Performance Manager), James Whitehead, Mandy Whitehead, Emma Wilson, Paul Wilson.

Apologies:
Dylan Collingbourne (South Representative), John Edwards, Simon Greenhalgh, Liz Stockdale Andrew Yates (Technical Representative)

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 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 Max Barber and seconded by Richard Harding.

Chair report
The Chair report was delivered by Class Association Chairman, Steve Angell:-
Looking back on the year I think most people will agree that the overriding feeling really is that it's been great to be able to get back on the water. With everything that's been going

on for the last 18 months, getting get the children sailing again has probably been the biggest achievement.
A couple of Thank You's to start. I'd like to thank firstly leaving committee member Steve Jenkins. I know he's been associated with the Tera class for many years, so it'll be very sad to see him go. I'd like to thank the other committee members, Marcus and Richard especially, for making sure that everything's run really smoothly. It's so rewarding just being able to see how things evolve and it is a bit of an eye opener seeing the amount of effort that gets done behind the scenes. So a massive thank you from myself to you guys.
Next, a huge thank you to the RYA. The enthusiasm and the effort that goes in from the RYA and their funding has really helped us realize the ambitions that we've set out in the previous year and put the foundations in for the future as well.
A big thank you again to the regional reps. They're one of the life bloods of the class. Especially this past year, with the adoption of the RYS regional training model, there's probably been more effort and more emphasis pushed on them to make sure that we're drumming up the support on the regional level. The development of the Regional model has really allowed us to evolve and to start dipping into the pockets of the sailors who wouldn't necessarily have got the training if it was still at a national level.

Thank you again to the host clubs, not just the main event clubs, but all the regional ones who've been able to provide training, provide some open meetings, and provide regional events for the Class. Um, I think it's, it's been such a difficult year for, for the clubs, but it's also been a very difficult year for the clubs as well to be able to make sure that we've been able to get the boats on the water and that they've been able to provide the safety cover and the, the facilities that allow the sailors to get on the water to fair. So, a huge thank you for the host clubs.

Thank you to all of our coaches. It's been amazing how quickly our coaches have been able to adapt to the situations that have been evolving very rapidly over time and to see the progression of the sailors. I think it's been wonderful to see the evolution of new sailors that are starting to get towards the top of the fleets. Thank you to all our volunteers that help in a myriad of roles. Finally, thank you to all the sailors and their parents. Its been quite an eye opener being the chairperson. What has made me massively proud is the fact that when we've had events, race officers or the clubs have come up to me and said that the sailors area real assets to the class, um, whether that's being honest enough to do the penalty turns when they've done something wrong, or just the fact that they come along and say thank you to the race officer once they've finished the race.

Huge thanks to our sponsors, our main Class sponsor Rooster for providing the prizes for all of our National events. Also our regional event sponsors including Allen and Noble Marine Insurance. It's great to have the ongoing support from these companies.

Our planned new Regional winter training started with difficultly, mainly due to Covid. Some regions managed to get some training, others had very little. In true Tera spirit, our coaches were dynamic enough to be able to turn around and understand the situation and quickly we managed to launch the Online Sailing Academy, which was very well received.

Despite the strictures of Covid, we were fortunate to hold all our planned National events in the year, which is a phenomenal effort in itself.
Royal Lymington were amazing in being able to step in at the last minute to allow us to hold our Start of Seasons. We did have a number cap on the event, but we still got a very good turnout. 73 boats in total attended, 22 Pro and 51 Sport sailors there as well. Lymington gave the fleet some testing conditions, but it can be deemed a phenomenal success that we could actually get an event running this early in the year.
Burton Sailing Club hosted our Inland Championships in June. This was the first time that we managed to get a full program programme completed in over 18 months! It was great to be able to get a Regatta fleet at this event. 92 boats participated n total, 32 from the Pros, 41 in the Sport and 19 in the Regatta fleet and the hospitality from Burton was phenomenal.
Our Nationals headed North to Filey Sailing Club. A massive thank you must go to Filey for putting on a brilliant event for us, even though it seems we had all four seasons in a single day! Participation in the event exceeded 100 boats, with 31 in the Pro, 48 in the Sport, and a full complement of 24 in the Regatta fleets. Once again, we managed to complete the race programme at a great venue.
Our final event saw the fleets return to Draycote Water SC and it was fabulous to see that we managed to get the 65 boats in total, 25 from the Pro, 35 in the Sport, and 5 in the g Regatta fleet. What was brilliant to see there, though, from the Regatta fleet was that when we looked at the numbers, nine of those in the main fleets were ex-Regatta fleet sailors sailing in their first event.

Again, due to the on-going situation arising from Covid, the Class didn't get as many Regional events in as we hoped but we did manage to hold an Eastern, Southern and Welsh Regional Championships as well as a few Open meetings. We'd like to be able to aim towards getting a full calendar of regional events in the coming year so that they can, champion the Class from a local perspective.

To repeat what I said earlier, a massive thank you to the RYA, who's funding really does help us realize our goals going forward., allowing us to set the foundation to expand the Class going forward.

Again, I would like to reiterate my thanks to everybody who's helped us along this journey year. It's been such a difficult year but when we look back, we can see that we've got all main four events, our, our, our main four events away and hopefully it's the start of a return back to normality."

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.

Financial Highlights

		2021	2020
Membership		5,320	2,047
Sponsorship		150	180
Event Income		38,078	14,211
Event Costs		(32,738)	(11,614)
Net Event Income		5,340	2,598
Training Income		17,461	18,110
Training Costs		(15,288)	(14,995)
Net Training Income / (Cost)		2,172	3,115
Gross Profit		12,983	7,940
Administrative Costs		(9,370)	(9,094)
Opertaing Profit / (Loss)		3,613	(1,154)
Other		7,968	6,642
Profit / (Loss)		11,581	5,488

Membership revenue increased from £2,047 in 2020 to £5,320 in 2021. This reflects an increase in membership fees from £17.50 to £25.00, increased membership numbers following COVID- depressed 2020 and the fact that in 2020, the membership fees for National Squad sailors was reflected within training income.
Sponsorship income of £150 excludes the benefit of the Rooster who supply prizes for the main national events. This agreement is estimated to be worth c£2k per annum.

The profit generated from events increased from £2,598 in 2020 to £5,340 in 2021 This reflects the fact that the Association was unable to run the Start of Season Championship and the Inland Championship in 2020 due to COVID restrictions. Overall, the 2021 profit reflects strong attendance at all major events and focus on smaller, more family-orientated venues.

The Association delivered a reduced amount of training in the year against what was planned, due to COVID, which was organised on a regional basis
The profit of £3,115 in 2020 was largely due to membership generosity as the final training event was cancelled, due to COVID, however many participants declined take a refund. The profit of £2,172 in 2021 largely reflects costs not billed at the period end, and a small profit in the Midland area which was generated by delivering training at Rutland SC where costs were slightly lower than forecast. This surplus will be applied to future training events in the region.
Administrative costs remained stable year on year, with the costs incurred reflecting the salary of the paid secretary of the Association, technology licenses, insurance and general association marketing.
In aggregate, membership revenue and net event costs represented 113% of administrative costs in 2021, which was a small excess over the 100% targeted. However, in 2020 only 51% of the administrative costs were covered due to the impacts of COVID.
Other Income reflects grants for £5,000 from the RYA in each year, supplemented by the income from the sale of two RIBS one for £1,170 in 2020 and one for £3,600 in 2021.
In April 2021 the outboard engine from the remaining Association RIB was stolen. It is expected that the cost of replacing the c. 2 years old engine with a new engine, plus the excess on the insurance policy is forecast to be c. £2k.
As at 30th September 2021 the Association has £31,034 in its Lloyds Bank account.

Technical report
The Technical report authored by Association Technical Officer, Andrew Yates and delivered by Marcus Collingbourne.
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 Racing hence with no International Class Technical Officer in place interpretations are not possible.
A few questions relating to the downhauls & outhaul set up have been asked and it has been identified that the text of these rules could be improved.
There has been a question 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.
Additionally, there are a number of items that are standard in the UK Notice of Races that we should look to include in the Class Rules – 8m Painter, Electronic Compasses & Transom Handles.

Training /Events report
Class Development Manager Marcus Collingbourne reported on the Training and Events calendar:-
We have a comprehensive program of training and racing throughout this winter and for next season. The UKRSTCA has fully embraced the RYAs transition from national to regional squads for junior classes, and we've built out our regional base training across the country. I'm pleased to report we now have active winter training programs in all our areas. We've adopted various models for our regional training currently. We have regions

where we have a fully signed up program of winter training varying from five or six events and we also have a couple of regions where they're doing on a pay and play basis where we're advertising the training and people are turning up on a monthly basis. But I have to say that it's almost like our fully paid up model because we, we seem to be getting the same number of sailors pretty much each time at every event. In the Southwest we are having training with SWYSA, which is something we need to look at developing further. Personally I think we should try and move all our regional training to the fully signed up, paid up model for the winter training. Our south region was the only one that did it last year and that proved successful with 24 sailors enjoying the winter training. The East picked up very well with 24 signed up, which is at full current capacity. Our North Squad signed up 18 sailors against a projection of 12, which was brilliant. Our Midlands and Welsh Squads wee both training 12-15 sailors regularly, and all in all, if you look at the averages, we are probably training around 100 sailors as a Class throughout the winter, which compares to the 58 we had in our last season of National training, so we've nearly doubled the number of boats we are training each year by adopting this regional model. I think there's two weekends if you exclude Christmas where there aren't some Teras on the water somewhere around the country.

As Steve and Richard both mentioned, we're extremely grateful to the RYA for their funding of the UK RS Tera class over the last two years. A portion of the funding they gave us is to develop regional training and competition. Many of our plans last year were curtailed by Covid where we used this funding to aid our regional development moving forward. Examples of how we spent this funding include additional coaching, sport provision of hire boats for training and our Online Sailing Academy to mention a few, and we'll continue to develop our other projects to aid this development.

Moving on to events, as you all know, we run four national Regatta events during the sailing season, Start of Season, Inlands, Nationals and End of Season Championships. And also the Class support our regions with their regional championships and traveller series regattas. Our National event programme is set out below:-

Start of Seasons – Hayling Island Sailing Club: 30 May/1 June 2021 (tba)
UK National Championships – Dale Yacht Club: 3/5 June 2021
Inland Championships – Rutland Sailing Club: 10/11 September 2021
End of Season Championships – Draycote Water Sailing Club: 15/16 October 2021

A new event for 2021 is our Battle of the Regions train and Race weekend. This is a new addition to the calendar and we will be taking our Regional Training Squads to Draycote for a coaching weekend with our leading Tera coaches for aday's intense race coaching, and an inter- region Regatta on the Sunday. This event will be subsidized by the Class.

I am delighted to report that we have just confirmed with Rooster that they will be continuing as our main Class sponsor for next year and I am please that we're working with Allen and Noble Marine as our separate event sponsors.
We're always looking for additional event sponsors, so if you've got an event running in your local area, please do put me in touch with anybody you think might be able to support us.

Nothing to do with the UK Class, don't forget, we have the RS Tera World Championships in 2022. These are organized by the International Tera Class Association and a part of the RS Games and will be at WPNSA on 1-5th August 2022

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 2022
It is proposed that next years Annual General Meeting should be held via Zoom conference late November/early December 2022.

Election of Officers
Simon Lomas-Clarke - Vice Chair, Racing. Proposed by Steve Jenkins, seconded by Steve Angell
Paul Bew - Class Safety Officer. Proposed by Simon Lomas-Clarke, seconded by Marcus Collingbourne
Mike Casey - Safeguarding Officer. Proposed by Steve Angell, seconded by John Edwards (via proxy)
All nominations were confirmed unanimously.

Any other business
No other matters were submitted by the deadline.

The meeting was closed with Marcus thanking the venues and host clubs for our training and events this past year, our parents, Regional Representatives and Chair, Vice Chair and Treasurer for their ongoing help and support over the last 12 months.

Steve Jenkins proposed a vote of thanks to Marcus Collingbourne for the efforts he puts into the Class Association.

Meeting closed at 8.01pm