

Minutes - Pwllheli Committee Meeting

Plas Heli - 3pm Saturday 2nd April Room 3.

Apologies

Barry Jobson, Suzie Hammett, Anna Wells, David Nicholls, Harriet Ward, Tim Bilbrough, Tom Darling, Lisa Black

Attending

Paul Hammett, Steve Norbury, Gary Walton, Charlie Stowe, Ditta Neumann, Tim James, Ian Handley, Chris Hewitt, Freya Black, Emma Tardrew, Anna Rowe, Ellie Walton

Finances Update

PH gave an update on financials and the class is currently sitting on a substantial surplus partly a result of the Worlds/Nationals (windfalls from late entries and coach boats at the Nationals) as well as larger turnouts at GPs. Noted that the large / "expensive" venues are the most profitable is HISC, WPNSA, GWSC compared to smaller venues as prizes and other fixed costs mean larger turnout tends to mean bigger surplus.

Discussion occurred on how to use the surplus. Agreement to purchase laptop/dongle for the class as Lisa uses home laptop for class business. Could also use for results at GPs. LB to revert on this. Discussion of other options and Agreement to circulate with Committee options or wish list... Suggested in discussion ... expanded event support, expanded new comer support (sailors liked this), spot prizes at the Nationals, helpers reception at the Nationals, support for Northern Series advertising, remove higher entry fee for "expensive" venues, cheaper newcomer training.

Action : PH to circulate committee with priorities and request suggestions. LB to purchase laptop and dongle after checking spec - budget £800 max.

Training Update

SN reported that 7 open training weekends had been completed however of these WPNSA was land based, and Torquay and Pwllheli were cancelled, due to bad weather. For 2016-17 more conservative inland venues were being used to reduce the need to cancel. An example was given of how an Invitational training cancelled at Lymington was run successfully at Datchet on the same day.

SN Stated that 3 Invitational Training weekends had been run and a survey had shown they were well received by the sailors. In particular the last weekend at Draycote went well as it was shared with NYS. FB said the coach ratio to sailor was high at the Invitational training and this was very effective. The committee agreed that Invitational Training is of growing importance as the RYA changes policy with NYS. For 2016-17 a series of 5 weekends is booked.

The 2016-17 season starts in July with newcomer training at Rutland combined with T1 training. For next year T1 will run as part of open training and SN is aiming for more weekends to be shared between Invitational Training and NYS.

Action: None Required

Sailing Update

CS outlined the new slimmed down GP series of 8 events including Winters and Inlands. Venues for 2016/2017 to include the parameters set out in previous meetings - Rutland, WPNSA, Poole, Grafham (Inlands), Draycote (Winters), Pwllheli, Largs, HISC. Plus Sprint finals in March at Grafham.

Action: To circulate and publish dates on website. With with new Sailing Sec on NoS.

Nationals Update

TJ Outlined that the Nationals planning was proceeding well. Some work on SIs that expected to be completed this week. Some aspects of pre weighing need to be resolved. Sailors suggested daily spot prizes at morning briefing. The dinner will need to be at a Hotel as club not large enough for expected entry and parents etc. This adds cost but will be a nice option. Consider parents at club and sailors at Hotel but need to ensure chaperone for sailors. Discussion about managing the location of the after party. Suggest discuss with Tom and Harriet.

Action: TJ to discussed the socials Tom and Harriet as well as other sailors. Work on SIs with Stuart Childerley.

Support at the Worlds

PH/SN outlined a proposal to replace travel grants (cost circa £1,500 2015) with Event support at overseas events for all UK Class members. The travel grants go to a narrow group of sailors that are going anyway and the RYA Summer Squad support will be smaller in 2016. Tom Walker is confirmed as the coach for Medemblik, Suzie Hammett to give transport for the class at no cost and Steve Norbury agreed to take the Class RIB subject to covering additional travel costs. RYA has offered to kindly help with some accommodation costs. Unanimous agreement this was a good use of resources. Expected total cost £1,300-1,500 for Worlds one coach. If we have large entry perhaps consider parent RIB for other course this is TBC. DN suggested liaising with Matt Thomas who is supporting the Irish entry to see if there are some synergies to support all British entries.

Action: PH to confirm logistics with Tom / SN re RIB and contact Matt Thomas

Sprint racing qualifiers / Finals

PH outlined the concept behind the new Sprint Finals and qualifiers. Details were provided in event documentation with a 20-24 boat Finals at Grafham in March 2017. The qualifiers were to be hosted by clubs, parents and coaches but the UK Class should not be too prescriptive. Winner of qualifiers would guarantee a place at the finals and other finishers too. Mechanism agreed was minimum of 5 boats and 5 races at the qualifiers for an event to be a qualifier. Finish percentage used to rank all non event winners (this is finish place/qualifying boats times 100) and go down this list until the required invites accepted. Qualifying boats are those than complete at least one race ie not just enter. HISC, RLYC, RTYC and QMSC all receptive to preliminary discussions (subsequent to this meeting 13 clubs have asked for information to consider hosting events) . DN was concerned that winter might be a problem for Scotland. It

was agreed that coaching takes place in Winter and perhaps sprint events can take place then. GW was concerned that all sailors had access to events. Also that some clubs may not have support for events. Agreement this format should be pursued and that it was likely that the problems could be solved.

Action : PH to circulate to potential host clubs / coaches details of 29er dates to avoid and sprint event details. Initial push is to get hosts then second stage to advertise more widely the events and the Finals.

Committee summer 2016 onwards - PH

PH outlined that the following were standing down in summer 2016 - Charlie (Sailing Sec), Debbie (Class Liaison), Tim (General Sec) along with both sailor reps. PH said he had proactively been searching for replacements. Has discussed with two sailors that they may stand for election along with parents for Class liaison and GenSec. Much discussion but no volunteers for Sailing Secretary. SN says he has offers from two people to assist with Training. Initiative to encourage female helpers: CS pointed out that RYA funding is dependent on 50:50 participation. Currently sailors are nearly there at this ratio, but few females are helpers on the water or on the committee.

Action : PH and CS/SN to continue work to find a Sailing Sec and ideally head to Nationals with a most of the roles having some interest. Getting volunteers is really hard !

Sailor Representative within the Class - All

PH outlined a number of suggestions for how to develop sailor representation. PH had invited a number of sailors to attend the committee meeting on an ad hoc basis as measuring had meant those sailor reps that normally attend could not - Freya, Ellie, Anna and Emma fully contributed. It was agreed that;

1) A new sailors forum to be set up and chaired by Sailor Reps (Tom Darling and Harriet Ward) at the Nationals. Run and chaired by the sailors - main committee may suggest a few topics but this is run by the sailors on issues they want to see action on. PH felt no parents should be there.

2) Add *ad hoc* sailor invites to the committee at future meetings in addition to sailor reps. This adds a larger critical mass of sailors and they are more likely to counter the views of parents.

Action : PH to chat to TD/HW about sailors forum and to ask 4-5 additional sailors to future meetings.

Carbon Rig - PH

PH outlined the process by which the international Class is allowing Julian Bethwaite to trial a new carbon rig. Details are a little sketchy but it appears to involve a new taller carbon rig with flat top main, new jib and spinnaker. Approx cost guesstimate of £3,000 perhaps more. While there was agreement that this would result in a better boat concern was expressed about the cost and the impact on the class from such a step change in costs. The committee agreed the wording of a statement to the International 29er Class.

“The UK 29er Class, while acknowledging the need to evolve the boat and be dynamic in the way it is developed, has concerns over a new carbon rig being tested and the large capital cost to existing members. While we do not have an exact specification for the new trial sail plan, we are concerned that a complete change of the boat above deck level could make the economic proposition of the class somewhat worse. We would advise that if a move to a carbon rig is to have a chance of being viable that a more graduated change would be advisable with mast in part or whole then the sail plan in a graduated basis over time. Comparison to the 49er rig changes and well funded professional sailors on a 4 year cycle with multiple boats, to a youth boat where sailors typically use one boat 2-3 years in the class is impracticable. We urge the International Class to consider carefully this move and the economic implications of any changes. While as stated we do not have a strong view, for or against, given the lack of information over what is being developed, we can categorically state that the UK 29er Class is not wholly supportive of a new carbon rig and sail plan but rather has the reservations stated above.”

AOB

With time running out we curtailed discussion. No date for next meeting set but GWSC May and HISC July were discussed.

Action : PH to circulate with committee in due course possible dates for next meeting.