

UK RS Feva Class Association
Annual General Meeting Minutes

Sunday May 25th 2014

Present:

Tim Bilbrough, David Cotterill, Barry Jobson, Jackie Jobson, Jon Partridge, Ian Jameson, Hedley Tardrew, Lucy Tardrew, Debbie Darling, Jon Webster, Frankie Upton, Nick Neve, Penny Carter, Adam Petit, Dave Hivey (arrived at end of meeting)

Apologies:

Bart & Lindy Prescott

Committee Update:

Tim announced that he was stepping down as Chairman after one year in the role as his children are no longer in the class. David Cotterill has agreed to take over as Chairman. The structure is as follows:

Secretary – Debbie Darling

Chairman – David Cotterill

Treasurer – Tim Bilbrough

Webmaster – Bart Prescott

Builders Rep – Jon Partridge

Technical rep – Nick Neve

Marketing Rep – Hedley Tardrew

Safety Officer – Jon Webster

General committee – Lucy Tardrew

Budget/Finance Update:

Tim explained that Martin Swindon stepped down as Treasurer two months ago due to work commitments. Each race event/training/squad is separately budgeted for & therefore costs are well covered & losses minimised. Sponsorship is not included in the budgets in case they do not materialise. The Nationals budget was set at various entry level points. 100 boats gave the class a £700 expected loss. If SEKONDA sponsorship does appear then this will be a bonus.

Jon explained that Volvo provides RS with two free cars which they turn to cash (equivalent of lease costs) for UK RS Feva CA & RSCA to use towards admin costs.

Debbie then explained that free cars & fuel for events also helped reduce admin mileage expenses.

Tim suggested that the committee agreed £2k event support for the Worlds in Carnac as the bank account has a healthy balance at present. It was agreed that a sub committee would decide whether ribs or rib & coach would be provided. A team gazebo was also suggested.

Parents had complained that the team polo shirts were overpriced. Jon Webster recommended a supplier he used for work clothing. Samples to be sent to Debbie & shirts to be sold for £15 each. Nick to continue with Lands End order for his sailors .

Events:

Jon P had been discussing with Dave Hivy his concerns that the Feva Nationals were not perceived as a credible event as they were only 3 days long & only 3 races per day. Most of the attendees at the meeting agreed that a longer championship with more races would be better. Some suggested 2 days qualifying & one or two days final series or a 'medal race day'.

However, Debbie & Nick who have both sailed the event on numerous occasions told of their concern that younger, less experienced sailors would be put off attending. Whitsun half term is only one week & many families like the fact that part of the week is available for other activities or revision. Debbie suggested that another questionnaire was sent to sailors to ask their views. Debbie asked those attending whether they knew of any sailors wanting a 4th race that day. It was mentioned that everyone attending this meeting was likely to attend the event whether it was a 3 or 4 or 6 day event so the views of the less committed families would need to be taken into consideration. Oakham sailors would struggle to attend a longer event due to exam commitments at this time of year.

The Feva Worlds is well attended because it is held during the summer holidays well away from the nationals date. A Nationals held during the summer would dilute GBR attendance at the Worlds. The Optimist & Topper class have a smaller percentage of GBR sailors attending their Worlds therefore a summer Nationals works well.

A sub committee will review the Nationals format with costings & report back to the main committee. RSC is booked for 4 days in 2015 so Debbie will request a price for 3 or 4 days of racing.

Training:

Discussion about training and how reducing class squads had saved money and training in general had moved to hubs whereby it was important to create legacy and get parents involved in the running and moving it forward. Bewl/Torbay/Chew/Burnham/HISC are all venues at present. It was also mentioned about the possibility that the class needed to do more in the north, i.e Leigh and Lowton, to get far more happening in the north if possible and not making the fleet southerly focussed. It may well be that for the North there are links into either the WYA or SYA.

Marketing:

Publicity dvd's, encouraging the kids to publicise the fleet, identifying centres that have budget and capacity to purchase a sailing fleet of fevas that can be used and taken away, trying to get the old regional fleets relaunched - a triple stack of boats used to be able to be chartered from the RYA. Inroads and marketing to the oppie fleet particularly.

A.O.B:

Penny (Class Judge) asked for a time slot during the nationals to run a rules seminar.

Ian Jameson asked how Tera's could be encouraged to sail Feva's. Nick suggested trail sails. Possibly charter boats available at more events so younger siblings can get out & race. Perhaps a Tera event alongside Feva Nationals. The RYA Youth Steering Group has no representation from RS classes so we are unlikely to have any input on future plans for UK youth sailors.

Debbie asked for suggestions for future nationals venues. Jon P suggested WPNSA every 2 years which was welcomed by most as many sailors only stay in the class for 2 years. Other suggestions: Abersoch, Torquay, Plymouth, Pwhelli, North Berwick. HISC was deemed not suitable for Feva's although entry numbers would be high.

Barry Jobson explained that the Feva Safety Policy is out of date & that he has written a draft policy. Jon W agreed to take on Safety Officer role. The discussion focussed on how people on safety should be safety boat level qualified, a safety liaison was required, the Chair was ultimately responsible even though in cases we sub-lease that activity to clubs. The need for an overarching class safety policy, which Barry alluded to. Also that we didn't necessarily want to go down the oppie route of having a load of ribs out on the water as it starts to dilute what the class is about.