

UK International 14 Association
Annual General Meeting

Wednesday 28th August 2019, Royal Cornwall Yacht Club, Falmouth

MINUTES

Around 35 Association members plus representatives from French and German fleets were present at the meeting.

Apologies were received from **???? I didn't receive any - did you?**

1. Minutes of previous meeting: November 2018

The meeting was not quorate but notes from the discussion from those attending were circulated previously, and decisions such as election of officers etc had been taken electronically.

2. Treasurer's Report

This is a part-year report ahead of 30th September financial year end.

The Association is self-funding as a result of the higher subs, and able to fund the forecast POW subsidy of £1,100. Pleasingly there have been five Under 25 and first time competitor discounted POW entries; thanks also to our sponsors including Peter Crockford which have helped fund the photographer. There has been normal annual expenditure such as Dinghy Show £900, World Sailing and RYA fees and IT costs, and there has been a saving from transferring class admin from Strawberry Marketing to the online Membership platform.

3. Hon Sailing Secretary/Chairman's Report

Harvey HillaryAndy FitzGerald??? Can't remember thanked the Committee for their work over the year and praised the time people give on tasks that are often invisible – the sterling work that Kimball Morrison does on our trophies is a great example of this.

He summarised recent successes; the Association finances are in good shape with the £1500 saving on paid admin by implementing online membership, all membership is paid up ahead of POW, there is a production 14 available in the UK again – the Ovington B6 and there are regular communication with both Association members and the wider sailing public about the class.

There are still roles that need volunteers – thank you to Tilly Brown for taking on our Social Secretary role, but we still need a Gossip editor, Membership Secretary (now simplified due to online system) and Hon Secretary.

The fleet is returning to Tynemouth for an Open Meeting soon and POW next year which is great news, and other sailing decisions about the Worlds after Flensburg 2021 need consideration.

Now both the boat production and Association organisation are in place, the focus is shifting to increasing numbers, and getting the measurement process online.

3.Election of Officers

Please can you drop in the officer list – I don't have a copy of the agenda

A show of hands elected Harvey Hillary as Chairman and all officers as listed

Martin Jones proposed a vote of thanks from the floor to the Committee and praised their achievements in getting the B6 production in place and pulling the Association together.

Harvey said it was an honour to be elected, and that he'd been involved with the fleet for 19 years. He explained he wanted to set some goals for his term of office as below.

1. To have 40 boats at POW in 2022. To achieve this, the Hayling and Itchenor fleets will need to rebuild and grow, and new fleets like Restronguet, Tynemouth and Netley to start up and grow
2. To update the Boat List so we know where boats are, and move it online with the measurement/certification process. This will be easier for sailors and futureproof this information.
3. How to engage new sailors and get the existing boats in the UK sailing together. The German fleet has successfully focussed on building the mid-fleet with impressive results. The availability of the new B6 is important to create a second hand market; a finance package to enable more people to get new boats will be explored.

At this point the formal meeting was closed and a wider fleet discussion commenced.

FLEET DISCUSSION

POW attendance

Harvey opened the discussion by asking members how to get more boats to come to POW Week – Tynemouth is planned for 2020, but what do we want from a venue, do we want a 4 day event, or longer more family-focused week event?

Suggestions included:

- The club should own the boat parking area to prevent extra cost
- Families should be included with facilities to cater for them
- Good sailing conditions are important
- Flensburg with flat water was a good mid-fleet venue
- The front of the fleet will want the open water challenge and training events will be needed to build confidence in the mid-fleet for these conditions
- Venue with both inside and outside options were suggested
- Plymouth has both, with Mountbatten Centre (like WPNSA) and 3 clubs, Weymouth/Portland Harbour also with Castle Cove preferred.
- Important to consider basics like launching and sail out
- Marketing to other fleets, trial sails, club visits etc would be needed to bring new people in

Harvey said he'd like to find 5 club POW venues that work for the fleet and the clubs and sounded the fleet out about several options for future POWs:

- Combined Hayling/Itchenor event, potentially as a precursor for a Worlds bid
- Plymouth
- Fowey Gallants – hosted c 15 years ago
- Castle Cove
- Mounts Bay

- Falmouth/Restronguet

Feedback was inconclusive, but Hayling/Itchenor was least popular, with Plymouth, Castle Cove and Fowey positively received, the beach launching at Mounts Bay queried, and Restronguet was felt to be too isolated and RCYC disconnected with launching and boatpark.

Harvey concluded by explaining that Neale Jones as new Sailing Sec will be tasked to find 5 venues and clubs as above.

Worlds

Harvey explained the GBR fleet hosted the Carnac Worlds which obviously wasn't in the UK, and that it's between Canada and "our turn" for the regatta after Flensburg. The Canadians are likely to propose Newport which the Committee would happily support.

The choices are non-UK venues like Lake Garda where there would be a guaranteed international turnout or a UK venue to be decided. Comments from members were as follows:

- Garda doesn't really offer tactical sailing
- Torbole would be the best venue for 14s at north end of Lake Garda with 2 race areas and more tactical sailing than the Riva "hit the wall" course
- Soundings from around the world is that Garda is an iconic and desirable venue
- The German fleet considered putting forward a Garda Worlds, but chose Flensburg as it supported the back and middle fleet better
- It's cheaper and easier for UK sailors to have a UK Worlds, but still more affordable to drive to Garda rather than to container further away
- If we want to support the home fleet, Garda doesn't necessarily do that.

Harvey concluded by saying the Committee would open an online discussion covering potential UK venues, the Garda option, and if Torbole is the right base for 14s, and also if the GBR fleet would support the Canadian proposals.

Measuring/Certificates

Mark Tait, Chief Measurer reported that the sail measuring exercise at the Flensburg Europeans was useful and that there was consensus that jib measurement could be improved by tensioning the sail as the Germans had done. He will circulate the new methodology.

Certificates are already online in Germany and this will be replicated in the UK in the future.

There's some work needed to get all GBR sails fully measured and correctly shown on certificates.

Mark proposed a potential Rule change to how the A measurement is used – currently its recorded on the certificate which is not visible. He proposes that it is written onto the mast and on the mainsail to make it more transparent; this can be trialled in the UK and then proposed as a change to World Council.

Martin Jones proposed supporting this change and Andrew Penman seconded. **Im not sure I've got this correct – bears checking...**

AOB

Harvey opened the floor to any other comments:

- It was suggested that while class Facebook pages are great as a shop window, they are not the best forum for a members' contentious rules debate, and it was questioned if there should be a closed circulation group to enable this.
- It was noted things like the POW Buddy System and discounted entry fees were really good ideas to encourage new sailors, but they needed to be better marketed to clubs, other classes, at the Dinghy Show etc
- It was suggested that the class includes Ovington Inlands in the calendar as a shop window regatta as most of the likely target classes attend this regatta
- It was questioned if sufficient event marketing was done for POW to try and get higher attendance.
- It was suggested that to showcase the class to new people, we all need to take different people out sailing as often as possible
- The Armband Cup is a good idea to enable people from outside the fleet to sail a 14, but Itchenor launching is not for the faint-hearted, so running it from Hayling was under consideration.
- It was suggested that to help new people in the fleet develop the required sailing and tuning skills, that training where helms and crews swapped in and out of different boats could really help.

email: secretary@gbr.international14.org