

## **Hansa Class Association (UK)** **Annual General Meeting 2014**

The Annual General Meeting of the Hansa Class Association (UK) took place at Frensham Pond Sailing Club on Wednesday 8<sup>th</sup> October 2014 at 5.45 pm. There were 34 members present. HCA(UK) Chairman, Andy Sheath, chaired the meeting.

### **1. Apologies**

Bob Scull  
Malcolm Kirk  
Dick Foyle  
Ian MacNair  
Melvin Kinnear

### **2. Minutes of the last meeting**

The minutes of the 2013 AGM. Proposed by Keith Harris, seconded by Pat Crowley and approved unanimously.

### **3. Chairman's Report**

The main feature of the last 12 months which I want to report to the membership is the increased activity of the Hansa UK Committee and the formulating of a strategy to guide and develop the racing programme in the coming years.

In my time on the committee, up until this year, we have had one full meeting each calendar year plus a short meeting after the AGM. In this calendar year we will meet three times for full meetings as well as the short post AGM meeting.

The main purpose of these extra meetings has been to develop an overview of how we want our race programme to develop over the next 5 years. We also acknowledged that we are predominately a Racing Committee - the many Salability groups around the country know their business and while we are available if they ever needed to get in touch largely we leave them to get on with doing what they do best.

As it stands, the notional 5 year is as follows:

We want to achieve a National Championships each year that runs from Friday to Sunday and moves around the country to give a good spread of locations. The Nationals will not be combined with any other series unless absolutely necessary.

A GP series of 4 weekend events with an early pm first race time to allow the opportunity for Saturday morning travel even for distant events.

The TT series will be organized into 3 regions and eventually maybe more than that. With the development of the GP series the TT's will be positioned more as Regional competitions and we may even remove the National TT competition to put further emphasis on the regions.

We would hope to introduce Blue Fleet racing within the regions these being introductory race days for new racers who we hope would then go on to the TT series in their region.

We are planning to appoint a Regional Development person in each region to take an active role around the clubs in achieving the aims above - Bob Scull may take the Western Region on.

None of the above is written in stone, it is a work in progress and will be tweaked and modified as required. Thoughts and ideas from the membership are very welcome.

I would like to thank the committee for their work over the last year and particularly for taking on the extra travelling that our meetings have demanded.

I'm looking forward not just next year but the years beyond. In a relatively short time we have taken a good look at how we have been organising our racing and introduced new layers to it and clarified what we want to achieve in the near future.

#### **4. Secretary's Report**

Membership:

There are currently 266 members from 30 different clubs. Membership has increased to this from 243 last year. New (2 year 2015-16) Membership cards will be issued in December 2014.

The Hansa Racing programme in 2014:

This includes a National Championship at Frensham and 12 traveller events with 6 to count. This also incorporates a 4 event Northern, 4 event Southern and a 4 event Western TT series with 3 to count in each. We also launched our new Grand Prix (GP) Series of three events with all three counting. This consisted of the Multi-Class, Rutland, The Nationals, Frensham and a GP Event at Chesil.

In order to maximise the quality and consistency of our racing events I have produced and had professionally printed three new "Running a Hansa Event Booklets". They are in TT, GP and Nationals versions. Each club that has hosted an event this year has received a hard copy and a PDF version of the appropriate booklet and has been given support in using it to ensure their event is a success. I hope you have found the standard of the events has been improved.

We have designed and produced new "Hansa" trophies for all the TT Series' and the GP series. We owe a big thank you to Lindsay and Marcus for their direction and to Tom for designing, commissioning and procuring the new Trophies.

Once again throughout the season I have worked closely with the host clubs to achieve a good event report and photos that can be published in Yachts and Yachting and on ours and the International Hansa website. Between us we have achieved this for every event for the past two years. The publicity can only do our class good and I hope you have all enjoyed reading them.

I would like to record a big thank you to Andy, Lindsay, for the great amount of valuable work they have put in the 2014 programme. I also give many thanks to all host clubs for the efforts they had made in staging the events and to all the sailors and their teams for supporting the events throughout the year.

The Association Website:

This has now been completely updated. The site has been given a fresher modern look and features two focus boxes on the Index page giving a Facebook feed and a Twitter feed. You will now find three focus boxes on the RH side of each page giving "Latest News", "Links" and "Upcoming Events".

You will find on our website an Events Calendar and all Programmes entry details and results for all of our Racing Events from the year 2000 to date. Results and reports are mostly published within a week after each event.

You will also find all management documents, minutes of all meetings, information on the boats, details of clubs sailing Hansa class boats with all contact information, newsletters from Sailability groups and much more.

I encouraged you to look at least once a week at the news section of the website because I uses the news section to bring members attention to all significant additions or changes on the site.

I record a special thanks to Tom for his work in setting up and linking both Facebook and Twitter to the website and for all his work in designing and producing the new Logo.

I thank the many people who contribute to the success of our Association and I particularly thank our Chairman Andy and Vice Chair Richard, for their excellent leadership throughout the year under which we as an Association have continued to grow and prosper.

## 5. Treasurer's Report

This year's accounts have not seen any significant outlays by the Association, and it was very much business as usual for 2013. The accounts end of the year somewhat lower than usual due to the late payment of the IHCA sail levies which would normally clear the account in December.

The savings account remained in good condition and it was not necessary to transfer any funds to the current account.

As the class changed its identity the committee decided to rebrand and modernise its image at the end of 2013. As a result it is anticipated that spending will have increased in 2014, as Hansa Class Association UK launches new initiatives to raise its profile and provide new opportunities for existing members, as well as encouraging new ones.

<b>ACCESS CLASS ASSOCIATION ACCOUNT STATEMENT 01/01/2013 – 31/12/2013</b>			
<b>CURRENT A/C LLOYDS TSB</b>		<b>IN</b>	<b>OUT</b>
OPENING BALANCE AS AT 01/01/2013		<b>£2,512.90</b>	
03/01/13	RYAS training expenses (Lindsay)		<b>£95.20</b>
04/01/13	Bishop Skinner Marine Insurance		<b>£181.04</b>
08/01/13	RYA affiliation fee		<b>£110.00</b>
21/03/13	Chairman's leaving present/Supporter gifts		<b>£121.53</b>
03/04/13	Promotional Printing		<b>£40.34</b>
03/04/13	Promotional Printing		<b>£94.16</b>
20/05/13	Wealden, Whitefriars TT entries	<b>£75.00</b>	
22/05/13	RYAS training expenses (Lindsay)		<b>£130.40</b>
10/06/13	New Forest, Carsington TT entries	<b>£80.00</b>	
11/06/13	SS Marine boat trailer		<b>£79.20</b>
11/06/13	SS Marine flags		<b>£134.40</b>
14/06/13	RYAS training expenses (Lindsay)		<b>£78.32</b>
17/07/13	Postage (Ron)		<b>£88.00</b>
18/07/13	Frampton TT entries	<b>£32.50</b>	
23/07/13	Burghfield TT entry fees	<b>£42.50</b>	
12/08/13	Rutland Sailability Nationals trophies		<b>£175.00</b>
30/08/13	Bristol Sailability hoist		<b>£395.00</b>
10/09/13	Bristol, Notts, Woolverstone TT entries	<b>£115.00</b>	
30/09/13	Northampton TT entries	<b>£45.00</b>	
01/10/13	RYAS training expenses (Lindsay)		<b>£22.32</b>
03/10/13	Rutland Sailability Geoff Gibbins memorial		<b>£50.00</b>
03/10/13	TW Trophy Ctr (all TT annual trophies & engraving)		<b>£381.90</b>
07/10/13	Oxford TT entries	<b>£45.00</b>	
21/10/13	Frensham TT entry fees	<b>£52.50</b>	
25/11/13	Bishop Skinner Marine Insurance		<b>£184.47</b>
27/11/13	Meeting Room		<b>£125.00</b>
23/11/13	Hyde Charity Donation		<b>£100.00</b>
		<b>Total</b>	<b>£2,586.28</b>
<b>AVAILABLE BALANCE</b>		<b>£414.12</b>	

SAVINGS ACCOUNT / STANDARD LIFE		IN	OUT
OPENING BALANCE AS AT 01/01/2013		£8,306.22	
N/A	Interest	£98.51	
<b>Total</b>		<b>£98.51</b>	<b>£0.00</b>
<b>AVAILABLE BALANCE</b>		<b>£8,404.73</b>	

## **6. SSM – Agent’s Report**

The business is looking good, having weathered the recession by reducing cost and maintaining a reasonable level of sales.

We have sold 29 Hansa boats this year. They are made up of 2 x Libertys, 5 x 2.3s, 20 x 303s and 2 303 Breeze’.

We are pleased with the quality of the imported boats but have been disappointed with the delivery times and are currently working with the suppliers to improve this.

Sale of second hand Hansa boats have increased as people trade in their older boats to maintain the quality of their fleet. This has provided a much needed flow of less expensive boats that allows new and small clubs to start or build their Sailability fleets.

We have supported each of the Hansa racing events this year and plan to continue to do this in the future.

For the future, we forecast sales to continue at about the same level and we plan to increase the quantity of Hansa boats, sails and spares that we hold.

I'd like to thank all of you for the support you have given to us throughout the year.  
Steve.

## **7. Election of Committee Members**

Committee Members retiring at the end of their current three year period:

- Martin Hadley - New Forest Sailability

The Chairman thanked Martin for his very useful contributions to the committee over recent years.

Existing Committee Members standing for re-election this year:

- Lindsay Burns - Frensham Sailability

New Members standing for election:

- Bob Scull - Dart Sailability
- Ric Cassell - Swarkestone Sailability

The above three members were elected en bloc to the Hansa Class Association (UK) Committee by a show of hands.

## **8. Future National Championships**

Andy said that Chesil Sailability had agreed to hold the 2015 Championships at the National Sailing Academy, Weymouth over 3 days on 14<sup>th</sup>, 15<sup>th</sup> and 16<sup>th</sup> of August.

He also reported that Carsington Sailability is being invited to host the 2016 championships. It is hoped to hold a GP event there before finalising the decision to hold a Hansa Class National Championships there. Members of Waveney Sailability expressed an interest in holding a future Hansa National Championships. Andy said that we would follow that up.

## **9. Any Other Business**

a. Peter Etherton raised the following points:

- *Entry fees for 2 person boats: HCA(UK) adopted a policy some years ago of charging per boat – not per person. At the Chesil GP the entry fee for the 2 person class was an additional £10 - not a big difference but it's the principle.*

*More disturbingly, the published Euros entry fee for the 2 person class is a staggering £240 – almost twice that of the solo classes! How is this justified? The physically/sensory/cognitively impaired helms use a buddy as a “human servo” to allow them to compete – why should they be penalised for this???*

- *TT series qualification: the norm for most series is that competitors should compete in at least 50% of a series' events to qualify. In past TT series 5 or 6 events were required to qualify with at least 1 or 2 events to count from another region i.e. the North and South. In 2014 the Western region was created, a welcome development. However, to qualify for the overall series it was decreed that the qualifying events must include 1 event from each of the 3 regions.*

*I understand that this was to encourage more sailors to travel further afield but I am not convinced that this has been the case. Sailors who rely on others to tow boats (the majority) have found that this is getting more difficult, especially for long distances and overnight stays. I suggest that however many regions there are, qualification continues to be based on 50% of total events, from a minimum of 2 regions.*

There was a discussion around these points which resulted in the following decisions:

1. That the subject of fees per person in relation to GPs would be taken up by the HCA(UK) Committee.
2. That the issue of the cost of Entry fees for the 303 2 person class would be taken up by Marcus and Ron with the Euro's Organising Committee.
3. That the issue of how many regions should be the minimum to be included for future National TT Series' will be considered by the Events Team and ratified by the HCA(UK) Committee.

b. Chris Emmett raised the point that the race entries for the 2.3 fleet were low and was there anything that could be done to improve this. This was discussed. The main points made were that it was the Rutland team that traditionally upheld numbers in the 2.3 fleet and that our planned “Blue Fleet events” (which are to be novice/fun events) are hoped to encourage more new 2.3 sailors to get involved in racing.

c. Pat queried the fact that there had been no mention of the 2015 Multi-Class. Andy said that as far as we know there has not been a date set for that event yet.

The AGM was then closed.