



AGM Minutes 2020

Minutes of R600 AGM, held on 2nd Dec 2020 via Zoom

1. Welcome

Class Chair, Ian Montague and Class Secretary Sally Campbell welcomed those present. Sally extended thanks to the committee for their hard work in such a difficult year.

2. Apologies for absence

None received

3. Report from the Chair, Ian Montague

Despite the best efforts of Coronavirus I believe that the RS600 class is in a very good place. We have achieved so much over the last 4 years:

- Established a new Committee
- Grown the Interest
- Developed a Vibrant Facebook group (635 members) with new most days
- Re-established with the RS Association
- New sail
- New Boat builds

In 2019 the Class approved the new Square Top black sails and to date around 20 sails have been purchased.

The consensus seems to be that they look fantastic and I believe have really modernised the look of the boat!

The hull design was always ahead of its time especially with its carbon mast. The new sail really compliments the boat and I believe puts us ahead of our contemporary classes. The first true test for the new sail came at this year's Grafham Inlands where there was approximately a 50/50 split between the new and old sails. Our aim was always to have a sail that had no discernible performance differences to the original and the most telling point that this had been achieved is that there is very little debate within the fleet over the merits or otherwise of the sail. You buy one because you simply need a sail or you like its look. I don't think those with an original sail feel disadvantaged, perhaps over time with more events in various conditions subtle differences will emerge but overall the implementation has gone very well.

The next big thing was of course the building of two new boats this year by Boat Yard at Beer. The boats were built for Jamie Mawson and myself. I am delighted with the boat it has been built to a high standard, on weight and feels rock solid.

I have had the pleasure of acting as the RS600 Class Chairman for the past 4 years and I'm proud of what has been achieved in that time. This has only been possible with the support I have received.

I would like to thank; in particular George Smith, he has been on the committee from the outset. - Four years now and probably thousands of messages between us in that time! His input and support has been outstanding, thank you. Lee Bratley, unfortunately no longer in the fleet, but Lee helped promote the class at the outset and was part of the new committee from 2017 through to 2019 and more recently Ian Marshall who has recently joined us. I hope he doesn't mind being described as the fleet's elder statesman but his inclusion with his knowledge and experience has been of great value. I would also like to thank Sally Campbell. She has provided great support on behalf of the RS Association.

Thank you to you all.

Looking back at my emails it has been four years since I started talking to Heather Chipperfield in December 2016 about us re-joining the RS Association. A lot has certainly followed from our first open meeting in Paignton in May 2017 where I think we had 6 entries and on to the RS games in Weymouth in 2018, our Nationals at Stone in 2019 and our one day event for the Inland Nationals at Graham this year (despite Coronavirus) Things have been extremely positive for the Class and I have thoroughly enjoyed every part of it but it's time to hand the baton on and George has kindly agreed to stand as Chairman. I will remain on the Committee and hopefully repay the support he has shown me.

4. Boatyard at Beer update

Ian Montague reported that, as most sailors would have probably heard, the Boat Yard at Beer have sadly gone into liquidation. This affects not just the RS600's, as Boat Yard at Beer were also builders of the RS200, 300, 700 and 800. This has therefore been a major problem for RS Sailing to overcome. As well as the RS Association, I have also been in contact with Jon Partridge and Jim Hood from RS Sailing, in order to understand what the current situation is. They have literally yesterday advised me that Kevin intends to restart. I managed to get hold of Kevin today and he confirmed that he has all of the RS moulds and that he does wish to continue building the RS300 and 600s and also to act as a parts supplier to these classes. Obviously, it is very early days and there is a lot for Kevin to sort out. He has purchased the existing stock back from the liquidator so he has this available to sell. He will be operating from new premises close to the old ones. He has indicated that he is unlikely that he will be able to build boats for several months. He will operate as a very small company with perhaps one employee and boats will be built on an as and when basis. Kevin is available on his mobile number if you need to purchase spares and I will post his number on facebook in due course. This is of course very recent news so we will have to wait and see how things develop.

A discussion followed about the importance of the availability of spares, particularly sails and foils. Sally Campbell: to take this forward with a member of the committee.

5. Election of committee

Proposed by Ian Jubb, seconded by Bradley Field, voted in unanimously

Chair	George Smith
Committee member	Ian Montague
Committee member	Ian Marshall

Sally extended thanks to the committee for the work in such a difficult year.

6. Budget and Sponsorships

Sally thanked the valued sponsors Volvo, Rooster, Noble Marine and Allen. Unfortunately Volvo won't be continuing with sponsorship after April 2021. An appeal was made for those present to suggest any potential sponsors.

The budget for 2021 shows a modest surplus, but there are a number of assumptions on membership levels, events being able to run and attendance levels. A proposal to require crews to be members to attend major events has been sent to members; if this is not passed we will need to look at alternative measures to boost income or cut costs. Discussion of this followed, including comment that the 10% Noble Marine insurance discount goes a long way towards paying a sailor's class association membership.

7. Report from George Smith -

a. 2020.

Sadly it was only possible to run 1 event, the Inlands at Grafham, this was very well attended with 21 entries and run very well by the club. Despite this the fleet remains strong, with new sailors joining and an active online community.

b. 2021

The Rooster National Tour will comprise 5 events, all of which are on the website calendar <https://www.rs600.org/index.asp?Fleet=RS600&selection=Events> : Oxford, Inlands at Grafham, Lee on Solent, multifleet Summers at Royal Torbay and the End of Seasons at Rutland.

The Nationals will be held at Brixham with the RS300s and RS100s; the club are very keen to host us and keen to work with us to make the championship as good as possible. The Musto skiffs enjoyed a very successful event there this year.

c. Future Years

The RS600s have been invited to join the Eurocup in 2022 and beyond. All members will receive a survey asking about venue and date preference and the factors that are considered important. It is likely that the 2022 Eurocup will be held at Carnac over the June bank holiday or at Maubisson, West France in late August.

d. Training

There is a need for training at various levels within the fleet. It was agreed that the online rigging advice needs to be collated. Various dates and venues were discussed for potential training. The Rs Class Association will provide 2 x £50 grants towards coach costs for 2 coaching sessions at clubs with RS600s.

8. AOB

a. Foredeck Issues

There have been a few incidents of the front of the foredeck peeling off on polder boats. The consensus was that this was easily fixed and as a result of washers pulling through, which can to some extent be prevented by loosening the rig off and maintenance. A repair video would be useful.

The committee will explore this issue to see if it is common enough to need a pre-emptive repair or advice on a repair and report back to the fleet.

b. Trapeze harness rules

The 2023 racing rules are likely to require harnesses to comply with SO10862 in terms of buoyancy and quick release mechanism. It was noted that there is not currently a harness on the market that meets these requirements or evidence to show that the new standard is any safer. The RS Class Racing rules could include a dispensation to state that harnesses do not need to comply, but most clubs would be likely to require compliance for club racing. It was agreed that we would monitor the situation carefully before making any decisions.

The meeting concluded with thanks to those who attended and a vote of thanks to outgoing Chair Ian Montague for his important and ongoing work with the class, the legacy of which is the positive position we now enjoy.