



Minutes of the 62nd ANNUAL GENERAL MEETING of the Folkboat Association held on Saturday 18th March 2023 at 11:00am at the Royal Lymington Yacht Club

Present: Officers:- David Fox (Chairman), Sally Kalis (President), James Hoare (Vice Chairman), Nicky Henderson (Secretary/Treasurer), David Gredley (Technical Chairman), Committee Members - Tony Smee.
And 27 members .

The Chairman David Fox welcomed members to the AGM and reminded them that the meeting would be recorded to aid the Secretary with the minutes. He also informed the meeting that the President Sally Kalis would make some opening remarks.

The President Sally Kalis welcomed members to her last AGM as President. She thanked all committee members for all the hard work behind the scenes, Especially David Fox as chairman; James Hoare; Nicky Henderson and David Gredley. All those behind the Sessan Cup, in particular: Chris Baldwick and his team, and all the class captains present and past for doing what at times is a difficult job, but she hoped the FB camaraderie makes it all worthwhile.

SK said that new committee members would have an opportunity to introduce themselves during the meeting and give the meeting a few words about their respective fleet aims. 2023 FB Programme, there has been a real effort this year by the working party tasked to integrate the FB programme which includes encouragement to the classic fleet to enter some of the events. NFIA meetings over the last year to encourage feedback from all international fleets: anyone can upload information, stories, tuning notes, rules' queries, anything. Per Buch, the chairman, is also encouraging classic fleet input. SK thought that there is a general will to be really inclusive. Nordic international rules, members were reminded that if they have concerns about any aspect of rules beyond the UK rules, they should always feel they can make representation to NFIA, initially through David Gredley. She pointed out that It is much better to bring up issues in this way rather than feeling that the rules cause you a disadvantage in some way. Everything moves along and rules are always being reviewed and are open to representation from anyone in the fleets. SK wished everyone the best of luck and to Graham, who she was sure all would support to further our aims and objectives to foster friendship and camaraderie between all those who sail and share an interest in Folkboats to encourage the true spirit of FB sailing.

1. Apologies for absence.

Apologies were received from Simon Osgood; Ed Donald; Kim Morley; Stuart Watson; Miles Peckham; Richie Bell; Keith Whitelaw; Chris Beane; Nigel Campling; Jeremy Willcock; Jonathan Proctor; Jeremy Austin; Patrick Farrell; Stuart Wood.

2. To Receive the Minutes of the 61st Annual General Meeting held on 14th March 2022.

The Minutes had been made available to all members. Acceptance of the minutes was proposed by Julian Sowry and seconded by Nick Ingram. The members accepted them as a true record of that meeting by a show of hands.

3. Chairman's Report 2023.

The Chairman said it had been a very busy year; with a lot of the focus being on the Sessan Cup. He thanked all those on the Sessan Cup Committee for all their hard work on what proved to be a larger project than envisioned. He commented that the weather had had quite a impact on the season with either too much or too little wind both at FB Week and the Sessan Cup. He hoped that the Foatboat camaraderie, where like minded people could enjoy their sport would be in greater evidence next season. There are to be some changes to the programme next year involving FB Week and the Nationals. There are also changes on the Committee, with the new rules now having been in a year there will be rolling changes to the Committee. DF thanked James Hoare for all the work and support he had given as Vice Chairman, a position he is stepping down from however he will still be on the Committee. The Chairman thinks that the Folkboat Class in all its guises has a good future, being relatively cheap to buy and run we should be encouraging the slightly younger end of the sailing fraternity. FBs are tough little boats and it is good to see the Classic boats joining the racing more and more. The Chairman pointed out that most of the Committee meetings are done by 'Zoom' which has resulted in a lot more, but shorter, meetings. He thanked SK for coming to so many 'Zoom' meeting where ever she was and for all her support over the past four years. Finally he thanked the Committee and the members for giving him the opportunity to serve another year.

4. Secretary's Report for 2023.

2022 was a busy year, personally the Secretary (NH) did more on a Committee Boat than on a Folkboat. Race officering at the Taittinger, Folkboat Week ending with the Sessan Cup. She thanked the Committees who so ably organised both Folkboat Week and the Sessan Cup for all their hard work to make both weeks such a success. This time last year it was decided to streamline the subscription bands and to put up the subscriptions by a modest amount. We were aware that this might result in a loss of some members. This proved to be the case with about 27 members not paying at all, even with a reminder. Since only Five members actually resigned, it is difficult to know exactly why there was such a large drop out.

Associates tend to me members for a short time, then of course boats are sold, scrapped or sit in sheds or gardens! We did however welcome 14 new members, 9 full members and 5 Associates.

There has been quite a turnover of boats; sadly a few boats have left Lymington, however Lymington's loss is somewhere else's gain, we are hoping that there will soon be enough boats on the Medway to form a fleet there. We are also trying to raise the enthusiasm of the owners in the West Country, where I think I am in touch with more British Folkboats than Nordics. We need to find someone to get them together.

I have had a lot of technical questions recently which I pass swiftly on to David Gredley (Technical Chairman). Ed Donald has also helped with preparing boats for the Round the Island Race and what the IRC Rules entail.

NFIA is working on clarification of some of the Nordic Rules and are working hard on encouraging younger members. The Dutch Association is active again and there is talk of there being enough boats in Canada to form an Association there.

I have spent some time this winter on documenting all the Association Trophies. Deeds of gift, past winners, what they are for and where they are.

The web site is now up and running, although it has had quite a lot of glitches and at times seems to have a mind of its own. However slowly with a lot of help from my "in house" IT consultant, it is coming together. It now has a lot of information on it, the Gallery still needs pictures and the fleet pages are yet to happen. NFIA also has a new web page with all the Nordic information on it.

This year 2023 is a 'Nordic Measurement Certificate' year. Certificates must be renewed bi-annually. There are 51 current certificates. Owners will be sent a renewal form in April. It has one extra question on it this year about mast type. The type of mast that a Nordic has will now be put on the certificates, this is going to be a NFIA requirement soon.

As usual there are the same old appeals.

Please tell the Secretary if any of your details change especially if you sell your boat and please pass on the Association details to a new owner and encourage your crew to become a member. Also as usual we are looking for contributions for the Yearbook, especially from cruising boats and of course photographs.

5. To receive a statement of Income and Expenditure for the year ending 31st December 2022

First the Treasure apologised, there had to be a revision to the accounts. She said the error was entirely hers and that it should have been picked up when the accounts were finalised at the beginning of January. This was an allocation error in Subscriptions. Subscriptions come into the Associations two bank accounts. HSBC and Lloyds. The HSBC figure was in fact the total figure for subscriptions then the Lloyds figure was added again (An XL spread sheet allocation error) . Giving an extra £1,551 to the Subs value; so giving a bottom line for Income of £6863.55 which should have been £5312.55. It was estimated last year that increasing subscriptions would give us an about extra £750 a year, assuming no drop off in membership. We in fact got an extra £547. The last years subscriptions spread sheet was very colourful as not only were members being asked to pay a different amount but to also pay it to a different bank. Inevitably this led to some chaos. Right amount/wrong bank; wrong amount/ wrong

bank etc. Given all this the Treasure suggested that subscriptions be kept at the same level for this year and try and get everyone singing from the same hymn sheet. Brokerage was significantly up last year, perhaps helped by the new web site. Adverts in the Yearbook and on the website were enough to cover the running costs of both. There was of course very little income from certification as this income is mostly bi-annual. Expenditure was very much as the year before, except for the one off payment to the Sessan Cup Account at the Royal Lympington from the Nordic Account to support the Sessan Cup. You will also note that we now pay £60 a year bank charges, this is for the HSBC account. Given the level of service that we have experienced from them you would understand why I am trying to move our business to Lloyds TSB. All this has given us a loss on Income over Expenditure of £1,012.50. However given that we had the one-off expenditure of £1800 from the Nordic Account. We have pretty much broken even.

The Treasurer asked if there were any questions. Julian Sowry asked about the Alliance Trust shares and why they were in the accounts at their purchase price and not account worth. The Treasurer thought that this was historical and that both were shown. Mark Hall asked why there were two bank accounts. The Treasure said she did not know why she inherited them when she took over, however it is hoped that the HSBC account will gradually get shut.

Acceptance of the Accounts was proposed by Tim Cowin and seconded by Mathew Jones.

Passed by a show of hands from the membership.

6. Election of Officers

The Chairman told the meeting that it was at this point that Sally Kalis was stepping down as President of the Association. He thanked her on behalf of the Association for all her hard work and quiet diplomacy, she has been a great active support not only to him but to the overall Folkboat community. Helping to re-write both the Constitution and the GB Rules, attending numerous meeting and being a positive influence in the background. Sally was presented with an olive tree to the merriment and applause of the membership.

The Officers of the Association are President, Chairman, Vice-Chairman, Technical Chairman, Secretary / Treasurer. These Officers are elected each year at the A.G.M. The following Officers are standing for election or re-election and are willing to be elected. President - Graham Coulter; Chairman - David Fox; Vice Chairman - Kim Morley (& Fleet captain for Hamble); Technical Chairman - David Gredley; Secretary/Treasurer - Nicky Henderson.

The Chairman informed the meeting that Graham Coulter (President) is a long standing member and owner and that Kim Morely, who was unable to attend the meeting, started FB sailing in a Classic FB and now has a part share in 'Valhalla', they have been coming to FB Week for the last 5 years or so. Kim has for the last couple of years been busy re-establishing the Hamble fleet.

These officers were proposed by Tim Cowin and seconded by James Hoare and then elected on block by a show of hands.

7. Election of National Committee

All the Committee members listed below are eligible for election or re-election and have indicated that they are willing to be nominated.

Ed Donald

James Hoare

Mark Hall (Yarmouth fleet representative)

Tim Cowin (Cruiser/British Folkboat representative).

Tony Smee.

Chris Fox (Lymington fleet representative).

Simon Flack (Poole fleet representative)

These Committee members were proposed by Graham Coulter and seconded by Mathew Jones and then elected on block by a show of hands.

8. Subscriptions for the year 2023 starting 1st April.

The Treasurer suggested that the subscriptions should stay the same for this year.

This was accepted by the meeting.

9. Technical Chairman's Report

The Technical Chairman reported that he did not have anything momentously earth shattering to report. However in no particular order, he would refer to boat weighing; NFIA Chairman's annual newsletter; the UK's revised rules and regs; Ed and Cy's tuning thoughts; helmsman's seats and mast and boom black bands.

A. Boat Weighing - To remind you about UK rule 4.0 - a boat is required to be reweighed if it has been unavailable for inspection for a year; has been subject to protest and found not to comply with the Ass's Rules and Regulations; has been altered, repaired or refitted so that it's weight or measurement may have changed; has had its corrector weights altered or has a change of owner. By far the best place to weigh a boat is here at the Royal Lymington where the boatman know what they're doing and we use a weighing machine in calibration. The whole thing takes no more than 30 minutes. Alternatively, the TC can travel to weigh a boat elsewhere with the Ass's weighing machine, however he would have to charge for expenses. How the boat has to be presented for weighing is more or less clearly specified in NFIA Rule 10.0 which together with my guidance notes are on our website. NFIA Chairman's Annual Newsletter - Some of you may have noticed the NFIA's chairman Per Buch's annual newsletter which had some interesting content. Firstly, on the continent they have noticed that boats gain weight when a mast has been changed from wood to aluminium whereas the perception here is that it is the other way around. Some time ago two or three wood masts were weighed here in Lymington on an ad hoc basis and there was surprise that the minimum weight of the then new aluminium masts seemed to be less at 37kgs. inc. all fixed fittings, jumper struts. There is also a minimum 'Tip weight' of 17.5 kgs. for the mast fully rigged, supported at the lower mast point and weighed at the upper mast point. Out of interest the TC is planning to complete that exercise again and he will let us know the results. Secondly, it has been suggested that

on the continent, spinnakers are used for international events. At present spinnakers are only permitted in the UK, Finland and Estonia. We will have to wait and see as it is understood that there is strong resistance to the use of spinnakers on the continent. Thirdly, a new NFIA rule 13.21 is being proposed where everyone on board must stay in the cockpit with both feet while racing upwind. We wait and see whether the new rule or a derivative of it is adopted. Fourthly, it is proposed that the mast and boom's material shall be recorded on measurement certificates. In anticipation of that, Nicky and the TC have included that in our certificate and application for certificate. The UK's Revised Rules and Regs. - Incidentally, to remind you that the UK's Rules and Regulations and our Constitution were reviewed and revised a couple of years ago and are on our website.

Ed and Cy's Tuning Thoughts - You'll know that Ed and Cy have learnt 'state of the art' techniques and tuning tips gleaned from their racing experiences on the Continent, often learnt the hard way from what we hear. This is very generous of them to share their hard gleaned knowledge with us. At least, if some of it rubs off we'll all improve and the standard of racing will improve.

Helmsman's Seat - The question of the helmsman's seat often comes up. The weighing rule 10.0 requires that when a boat is weighed, the helmsman's seat must be on board. The standard seat is made from Teak or Iroko and slides underneath the aft deck and is quite heavy. Several boats have exchanged their wood seats for a lighter version which is broadly a trampoline type construction comprising a fabric stretched over an aluminium usually tubular frame. In the rules the construction of the helmsman's seat is not specified and so as far as I can see provided a substitute for the standard wood version can perform as a 'seat', then its legal.

Mast and boom black bands - The positioning of the black bands on the mast and boom is included in NFIA rule 6.1.11 and 6.3.3 respectively and if you haven't done it lately, they are worth checking now most masts are still out of the boat awaiting launch. Beware though, the positions take a bit of working out. A common mistake is in finding the position of the black band on the boom. The maximum position of the forward edge of the black band is 3380mm from the aft face of the mast. That is not the aft face of the mast including the cut out at the goose neck, but the aft face of the mast on an imaginary line projected down from the aft face of the mast taken from the face of the sail track. DG suggested that owners check their black bands.

If anyone has any queries or thoughts for Technical Chairman he would be happy to try and answer them. There is no minimum weight for a wooden mast. Claire Sowry asked if boat weights could be made public.

10. The Sessan Cup 2022. Report

Chris Baldwick: Chairman Sessan Cup Committee.

CB told the meeting that he would not give a blow by blow account of the Sessan Cup as Claire and Julian had done a great write up of the event which is available on the Royal Lymington web site and will be in the FB Year Book. The event was 3 years in the planning from the time the Association was awarded the event to the start of the

event, however Covid intervened, making meetings very difficult and having to be done via Zoom. 2022 was the 100th anniversary of the Royal Lymington Yacht Club CB said he had hoped that they would make more of the Sessan Cup, it being the only international event of the year. However the support was not forthcoming, with major changes in personnel at a very inappropriate time. CB thanked the sponsors all of whom were very helpful; Spencers, Europa Composites, Walcon, Lymington Yacht Haven and North Sails. It was decided to take a light touch re. weighing which on the whole was the right approach and worked well. Travel grants did not actually seem to make any difference and the money could perhaps have been better used (Free Beer!!!) James Hoare, David Gredley and the Sowrys were all thanked for their input into the running of the event. The social side was particularly successful. CB commented that if he took anything away from the running of the event it was that on the water communications need to be clear and short and also that a windward/leeward event can be run successfully in Christchurch Bay, if you get the tides right, and that he hoped we would use Christchurch Bay more.

11.2023 Race Program and Special Weekends.

The Committee looked at ideas for promoting racing for both the Nordics and Classic boats and what to do in the future.

1. It was decided to try moving the Nationals into FB Week, 24th-25th August, with Prize Giving for the Nationals at the FB Week Dinner. There will be 3 windward/leeward races on the Thursday and two Solent races on the Friday. The National SIs will be an appendix in the FB Week SIs. Folkboat Week will be one day shorter, finishing with a Prize Giving Dinner on Friday, it is hoped that this will make accommodation easier and get people home for most of the Bank holiday weekend.
2. One of the things that add to the success of FB Week is the social side. So 3 weekends have been arranged where both Nordic and Classic boats will race and social activities are arranged. 20th-21st May Lymington - hosted by the Lymington Fleet at the Royal Lymington Yacht Club. 14th,15th 16th July Taittinger Regatta hosted by the Yarmouth fleet at the Royal Solent Yacht Club. 9th,10th Sept Battle of Briton Regatta hosted by the Hamble Fleet at the RAF Yacht Club. 5 races at each regatta , prizes at each regatta. it is hoped that there may be 4 races at the Taittinger but at this point we must assume that they will be the normal 3. The Lymington Fleet Captain (Chris Fox) said there would be a BBQ straight after racing so boats/people could get back to the Island. Berths would be available at the R.Lym. Berths for visiting boats would also be available at Hamble. Overall prizes for the combined weekends would be awarded at the AGM.
3. Tracking. This would work off a mobile phone. This is an exciting prospect. Ed Donald has offered to look at the tracks and talk about the race/races before prize giving each evening at FB Week Tim Cowin suggested that a Classic helm should be at hand to speak about the Classic race.
4. Round the Island Race. It is hoped that there might be more participants this year. It is a great race where historically FBs have done very well.

12. Presentation of the Roddy Ainsley Trophy.

The President outlined the history behind the trophy and for what it is awarded. It will be awarded to Simon Osgood and his crew for their results in the Gold Cup 2022, with a third place in one race and 7th overall.

13. AOB

The Chairman stated there had been no written questions submitted, he opened the meeting to questions from the members.

The Chairman told the meeting that Simon Osgood would be representing the Association at San Francisco this year, although we had two boats last time we have only been offered one this time.

The Chairman introduced Mike Cowin who is the new RO for One Design Classes at the Royal Lyminster.

Mark Hall with his race officer hat on asked if RO across the Solent could communicate so as to avoid clashes at buoys.

The Chairman thanked everyone for coming.

The Chairman closed the meeting at 12:35.

National Committee meetings will be held on the 28th November 2023 and the 13th February 2024 at 18:30 and on other dates as deemed necessary.

Association AGM will be held at the Royal Lyminster Yacht Club on Saturday 16th March at 11:00am.