

RS400 AGM Minutes, South Shields SC, 25 August 2021

Chair: Jacob Ainsworth Secretary: Heather Chipperfield

No.	Agenda Item	Action
1	<u>Apologies</u> : Sally Campbell, Bob Yeamens <u>Present</u> : See list	
2	<u>Matters arising from last meeting</u> : None	
3	<u>Committee</u> Current committee members are Jacob Ainsworth, Chair; Dave Exley, Northern Rep; Bob Yeamans, Scottish Rep; Trisha Clancy & Steve Cockerill, Southern Reps; Andy Powell, Technical Rep; All committee members agreed to start for another year. A new social media rep is required Dave Exley proposed a toast to Jacob & Kayleigh for all their hard work.	All/SC
4	<u>Chairman's Welcome</u> Jacob Ainsworth welcomed those present and gave the following report: It has been nice to restart the circuit and get back to some fleet racing this year after a year off last year. We look to have taken off where we left in 2019 with good attendances on the northern, southern and Scottish tour. The class participated in the first virtual dinghy show this year to help promote the class, in doing so we created a 400 promo video which brought to light how much footage we have of the 400, however some of it is a little dated and we could always do with more video footage to promote and help newcomers into the class. There have been a number of newer boats that have been bought in the past year which has led to a boost to the second-hand market which ultimately can only be a good thing for the class making good affordable entry level boats available. Next year the class has the usual regional circuits along with Carnac in early June, a long weekend regatta at Weymouth for the RS games and the nationals in Scotland for the first time in 8 years at East Lothian. One topic that I would like to open to the floor is the format of nationals. We are planning dates for Mounts Bay in 2023 and would be interested to know if we still want a 5-day nationals and what is the optimum day to day schedule? Eg. Sunday- Thursday, Monday-Friday. The meeting discussed Nationals format for future years. A floating lay day was suggested but not popular. No other suggestions at meeting.	
5	<u>Reports from Reps</u> 5.1 <u>Tricia Clancy & Steve Cockerill (Southern Reps)</u> Southern Tour going well. 9 events, 2 left; some rescheduling due to Covid restrictions. Steady growth on FB page, plenty of new faces on Tour. 2022 – planning good mix of inland and sea venues, prioritising clubs with good fleets; SW/SE/S balance. Some 1-day events attract different people. 5.2 <u>Dave Exley (Northern Tour)</u> 7 events on Tour, 3 to go, 2 delayed. Philosophy is to have good party and racing. 2022 – considering 2 sea venues including Filey & SSSC/Tynemouth, looking for options. Move from Lord Birkett. No single day events. Welcoming new faces, including 5.3 <u>Andy Powell (Technical Rep)</u>	

	<p>The meeting discussed the recent issue with some bowsprit failures on new boats. AP suggested all owners regularly check their bowsprits against measurements available here from recent RS Sailing announcement. AP reassured the meeting that steps had been taken by RS Sailing to avoid further issues.</p> <p>The meeting discussed quality control issues at RS Sailing. Steve Cockerill is working on jib luff tension adjuster, details to be available soon.</p> <p>AP thanked Mike Saul, Zest, Pete Vincent for feedback about issues on RS400s.</p> <p>Mike Saul asked that all faults are reported through the RS Sailing portal to improve support.</p> <p>For full technical report from Andy Powell, please see appendix 1 below</p>	
6	<p><u>Events 2022</u></p> <p>6.1 JA gave details of main events currently organised for 2022, which are available on the website.</p> <p>For regional tours, the meeting discussed 1-day events. Successful in Southern Tour. Consider 2-day event with 1-day option.</p>	Reg Reps All
7	<p><u>Sponsorship & Budget</u></p> <p>7.1 HC reported that the RSCA accounts were looking healthy. Noble Marine were still sponsoring the association despite a change of ownership. The Volvo sponsorship was lost in 5/21. RS Sailing had agreed to match-fund any 2021 cash sponsors. SC had found TridentUK to sponsor the RS400 Nationals, West Country Boat Repairs to sponsor the RS200 Nationals and Salcombe Gin to sponsor the Summer Regatta; total match funding will be £1860</p>	
8	<p><u>Demo Boat</u></p> <p>8.1 Currently at NCSC, to L&LSC after Inlands. Winter in North, Summer in South. Can go to other clubs if there is interest and someone is prepared to manage and maintain. Possibly QMSC. RS generously supplied sails, undercover, top cover, good blocks. Boat had replacement mast after insurance claim. Have developed checklists and process for charging for use. Demo boat has led to around 5 purchases. Suggest RS Sailing follow up on all those using demo boat.</p>	AP AP
9	<p><u>Coaching</u></p> <p>9.1 £50 grants available for coaching sessions. One used at Carsington SC</p> <p>9.2 Feedback included limiting sessions to smaller numbers with more on-water input.</p> <p>9.3 A query was received about the process for organising coaching and finding club. Contact SC to help identify local coach and help with organisation/promotion.</p> <p>9.4 Having a coaching session a week before an open was suggested.</p>	
10	<p><u>AOB</u> None</p>	

Appendix 1 – Technical Report

Bow Sprit Failures:

- 5 Reported pole failures affecting both relatively new boats 1508 – 1511 and replacement poles.
- Prompt Joint investigation, with Class Association, RS & Selden
- Cause: Process control issue of the bond between the outer surface of the Nylon strengthening sleeve & inner surface of carbon tube and allowing the tube to move forward.
- Containment: Process issue understood & action put in place to ensure no repeat going forward. Joint RS Class Association Statement issued.
- Following a further failure of the pole fitted to 1509 it was clear that the issue was not contained to just 5 boats and as a result 34 sailors with new poles have been alerted to the issue and requested to measure their poles.
- At least 3 further poles have exhibited evidence of movement of the sleeve by on average 22mm fwd RS aware.
- Actions on going with RS to identify at risk poles and ensure supply of correctly manufactured poles

Easy Adjust Jib Cunningham device:

Following a short development period by Rooster sailing both Rooster & RS are now supplying the class legal easy adjust Cunningham system. The introduction of this part was jointly agreed with the Class Association and the rules amended as required.

General Build standard:

I have recently bought a new boat and used the opportunity to I conducted an independent quality audit of it with the assistance of industry experts. I have formally sent feedback to RS with my findings. Below is a summary of my findings however in general I think the boats are well made and finished to a high standard. I also took the opportunity to validate the leek test and weight and found them to be as expected.

- An area of post moulding finishing that had not been completed correctly. RS acknowledged the issue, have addressed it with the supplier and provided a new hull within a week, demonstrating very good customer care.
- A few of minor cosmetic jell coat issues all of which RS sorted out as minor Warrantee repairs but in no way effected the fit form or function of the boat. (TBH a very fussy customer)
- Some minor supplied hardware issues that once snagged on collection where swapped out while I waited
- Rudder keeper plate did not clip on the rudder
- Failed Mainsheet ratchet block replaced by return post

Throughout the purchase process of the boat when I had an issue RS where responsive and able to provide a fix. Little or nothing in the marine business is perfect but by working with RS I quickly got the boat I wanted and I am now very happy.

Fault Arising Reporting:

We have a request from RS that owners of new boats should in the first instance report issues on line on the [Customer Support Portal](#) This is where data of fault arisings is collected and subsequently actioned. However without this data RS can not monitor for themselves the issues that we the sailors are having

RS400 General Ongoing issues:

As ever at this time of year ahead of the AGM I contact the various dinghy repair shops that I know to work RS products to see if there are any new or emerging issues with the RS400. I am pleased to report that there is nothing new out there. Older boats still require the same repairs through their life, but what is great to see is that despite this once professionally repaired the boats go on and deliver great fun and in many cases great results relative to some of the newer boats.

Andy Powell