

FAQ's (2) regarding Team Racing Championships Proposal

Received Week 4th April - 11th April 2020

Thank you for another week of engagement with us as we look to inform you, answer your questions and adjust the proposal to ensure it works for as many of our members as possible.

If this is approved by the membership, will it definitely happen in 2020-21?

We would like to reiterate that we are constantly guided by you, however no actual event changes can happen before we have BUCS approval. Due to the current Covid-19 outbreak, the BUCS meeting where this decision is made will not be immediate.

What does this mean for you and your club? Even if at the AGM we receive a majority vote of confidence, the format change will not happen immediately and there is a chance BUCS will decide not to support it when they do meet. We would work as hard as we can to put a detailed and justified proposal paper together, with input from our BUCS representative, and keep you informed throughout the whole process to allow you to plan, set goals and budget accordingly.

Why is the region vote separate to the team racing proposal?

In short, we can ask the membership to vote for another BUSA region whether the team racing proposal is accepted by the membership and BUCS or not. The purpose for adding an Eastern Region, and Eastern Area Chair by association, is to firstly increase club representation and improve communication channels between the membership and committee. Secondly, the additional Area Chair offers more capacity to support the development of new clubs looking to join BUSA. Finally, and most importantly, this allows for regional and national growth, such as the development of new regional training initiatives.

Will Area Chairs be organised so that all regions are assigned a chair for this year?

It is normal that not all roles are filled before the annual AGM. This year we had applicants for all roles which was great, however if the region constitutional change is passed, the current Northern Chair applicant (Kate Ledgard) will become the Midlands Area Chair and the current Midlands Chair applicant (Patrick Croghan) will become Eastern Area Chair.

This means there is not a Northern Chair candidate currently. Although the committee can run without this role being filled, it would mean northern clubs wouldn't be able to give their views on proposed changes, gain support on club specific development or have BUSA representation at Northern BUCS events. It would be highly advised that individuals reading this from the Northern teams consider this role and get in touch if interested (busacommittee@gmail.com).

What is the incentive for teams who will qualify for the Championship Finals but miss out on BUCS Points?

The Championship Final is a section of this proposal which is not changing from the Current Finals structure, where only teams that finish in the top 8 are awarded BUCS points.

Similar to the Wilson Trophy, for example, having the opportunity to compete at a high calibre event with many of the top team racing teams within the UK is an exciting opportunity to improve, gain experience and attend an invitation only event.

BUCS Points are important for many universities, but not all. Many universities recognise and support clubs as a result of being invited to the top event in the country for a specific discipline. Event funding for some universities is awarded on the basis of BUCS points being available, rather than whether they are won or not.

How does this new structure benefit clubs that don't rely on BUCS Points?

By giving an extra 13 teams the opportunity to compete at a high-level event such as the Trophy Final, it should benefit the current 'mid-level' teams who consistently just miss out on Finals qualification spots. The choice to open this event up to 24 teams was made to allow the competitors to race a higher number of teams from all across the UK, which may not be possible in other circumstances. The addition of the 'Wildcard' also provides an incentive for these teams to perform at the event so they can then compete at the top UK Student Team Racing event (Championship Finals). Finally, many of these teams end their competition season in February, so have less training and racing time than those teams who compete at events such as Finals, UKTRA and the Wilson Trophy.

How is the proposal supporting lower level teams?

The standard of university team racing should improve progressively across the UK with more teams progressing through Qualifiers. As noted above, this would prolong many teams' competition season as well as providing the incentive and experience of a high standard event. In time, this would also mean the overall quality of the Championship events would improve which would benefit those teams who compete in Qualifiers for the experience and exposure to other teams in their BUSA region, as opposed to aiming to progress to later stages. This will happen over the next few years and will not be an immediate solution.

Without playoffs, could there be another way to allow teams to progress between stages of the competition?

Thank you to the university clubs that have raised this important point and suggested ways of tackling it. Following discussion within the committee, the BUSA Chair took the idea below to the BUCS Sailing Lead. The idea has never been done before in any other BUCS sport. However, if we can fully justify the reasoning for the suggestion, we should be able to include the format change. For this reason, we are now adjusting our original proposal to include it.

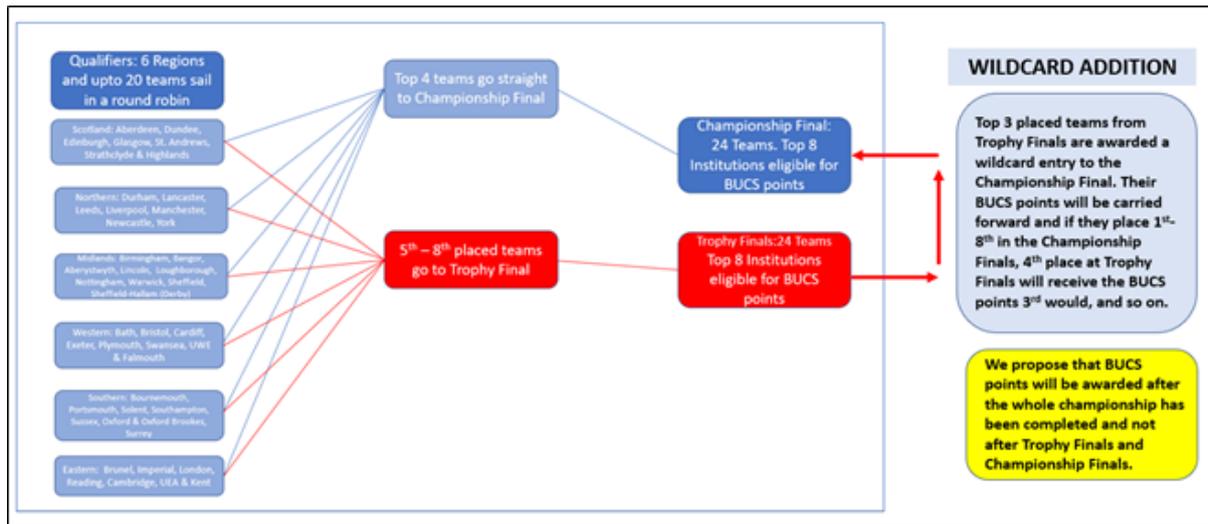


Figure 1. The finalised Team Racing Championship proposal, including the Wildcard addition.

The 'Wildcard' spots will be open firstly to the top 3 placed teams in the Trophy Final. If any of these teams decide not to take up the invite, the following 2 teams will be invited. There will be a cap at the 5th placed Trophy team in an effort to firstly not dilute the competition at Championship Finals and secondly to ensure it is a valuable experience for the teams moving up.

These teams will be invited and not automatically entered as we realise there is a cost and time implication to competing in both finals which not all clubs will choose to take. If any of the top 3 Trophy teams choose not to take the invite, they will receive the BUCS points according to their position in the Trophy final.

Due to the style of racing (swiss league) at Championship Finals, we can keep the entry number flexible between 24 and 27 teams. All BUCS Points will be awarded at the end of the Championships I when both the Trophy and Championship Finals are complete and results have been finalised.

Could you explain why some regions have changed more than others and why there are different numbers of universities in each region?

When deciding the new regional splits, we considered the future potential of each region, ability to host a BUCS event, number of teams (past, present and future) and growth over the last 5 years. We also looked at each university in the region which didn't currently have a sailing club to assess potential for participation growth. Following these considerations and substantial financial analysis, we predict that the proposed regions would be viable and sustainable to each hold a Qualifier event. This would be the case even with a slightly reduced number of teams to begin with in some regions. As more universities join BUSA and start to grow and develop, regional qualifier sizes should increase. Finding and supporting new university clubs will be a primary aim for the Development Officer and the Regional Chairs over the coming years.

Figures 2, 3 and 4 show the number of teams each University Sailing Club has fielded between 2011 and 2019, the expected number of teams at each Qualifier in future years with the new Eastern region, and a geographical map of the UK, split into each of the newly proposed regions.

SUSA										North										West									
	Teams 2011	Teams 2012	Teams 2013	Teams 2014	Teams 2015	Teams 2016	Teams 2017	Teams 2018	Teams 2019		Teams 2011	Teams 2012	Teams 2013	Teams 2014	Teams 2015	Teams 2016	Teams 2017	Teams 2018	Teams 2019		Teams 2011	Teams 2012	Teams 2013	Teams 2014	Teams 2015	Teams 2016	Teams 2017	Teams 2018	Teams 2019
Aberdeen	3	2	2	3	3	2	1	2		Durham	3	3	3	3	3	3	3			Bath	3	2	1	1	1	3	3		
Dundee	2	2	3	3	3	1	3	2		Lancaster	1	1	1	1	2	2	1	1		Bristol	4	4	3	3	2	3	3		
Edinburgh	2	3	3	3	3	3	3	3		Leeds	2	1	1	2	1	1	2	2		Cardiff	2	2	2	2	3	3	3		
Glasgow	2	3	3	3	3	3	3	3		Liverpool	2	3	3	2	2	2	2	2		Exeter	3	3	3	3	3	3	3		
St Andrews	2	1	2	2	3	3	3	3		Manchester	2	2	3	2	3	3	3	3		Plymouth	3	4	3	3	3	3	3		
Strathclyde	2	2	3	3	3	3	3	3		Newcastle	3	3	3	3	3	3	2	3		Swansea	2	2	2	3	3	3	3		
Highlands	0	0	0	0	0	0	1	1		Sheffield	3	2	1	1	0	1	2	2		UWE	2	1	0	1	0	1	2		
										Sheffield Hallam	1	1	3	2	1	1	1	1											
										York	3	1	3	2	2	2	2	2											
										Bangor	0	0	0	2	1	1	2	1											
7 universities	13	13	16	17	18	15	17	17		10 universities	20	17	21	20	18	19	20	19		7 universities	19	18	14	16	15	19	20	17	
Mid										South-Central										OVERALL									
	Teams 2011	Teams 2012	Teams 2013	Teams 2014	Teams 2015	Teams 2016	Teams 2017	Teams 2018	Teams 2019		Teams 2011	Teams 2012	Teams 2013	Teams 2014	Teams 2015	Teams 2016	Teams 2017	Teams 2018	Teams 2019										
Birmingham	2	2	3	3	3	3	3	3		Bournemouth	0	2	1	0	1	1	1	1		2011	83								
Cambridge	2	3	2	3	3	3	3	3		Brunel	2	1	1	0	0	1	2	2		2012	78								
Loughborough	2	2	3	3	3	3	3	2		Imperial	1	1	0	1	1	0	1	3		2013	78								
Nottingham	3	3	3	3	3	3	3	3		London	2	1	1	2	2	2	2	2		2014	84								
Warwick	3	3	3	2	2	2	2	2		Oxford	3	3	3	3	3	3	3	3		2015	83								
Kent	0	0	0	0	1	1	2	2		Oxford Brookes	1	0	0	0	1	2	2	1		2016	87								
UEA	2	0	0	0	0	0	1	1		Portsmouth	2	2	3	3	2	3	2	2		2017	94								
										Reading	0	1	1	1	1	1	1	1		2018	17								
Sussex (Temp 2019)								2		Southampton Solent	2	2	2	2	1	1	2	2		2019	75								
										Southampton	4	4	3	3	3	3	2	3											
										Surrey	0	0	1	2	2	2	2	1											
7 universities	14	13	14	14	15	15	17	18		9 universities	17	17	13	17	17	19	20	21											
Additional universities										Bournemouth Arts	0	1	0	0															
Aberystwyth	2	0	0	0																									
Coventry	1	0	0	0																									
Oxford	-	-	3	-																									
Oxford Brookes	-	-	1	-																									

Figure 2. Teams entered into the Team Racing Championships 2011-2019, split by BUSA region.

Scotland	University	Teams 2019	Northern	University	Teams	Western	University	Teams
SUSA	Aberdeen	2	North	Durham	3	West	Bath	3
SUSA	Dundee	2	North	Lancaster	1	West	Bristol	3
SUSA	Edinburgh	3	North	Leeds	2	West	Cardiff	3
SUSA	Glasgow	3	North	Liverpool	2	West	Exeter	3
SUSA	St Andrews	3	North	Manchester	3	West	Plymouth	2
SUSA	Strathclyde	3	North	Newcastle	3	West	Swansea	2
SUSA	Highlands	1	North	York	2	West	UWE	1
SUSA	Edinburgh Napier	1				West	Falmouth	1
SUSA	UHI	1						
9	Universities	19	7	Universities	16	8	Universities	18
Midlands	University	Teams	Southern	University	Teams	New Area	University	Teams
Mid	Birmingham	3	South-Central	Bournemouth	2	Eastern	UEA	1
Mid	Lincoln	1	South-Central	Portsmouth	2	Eastern	Imperial	3
Mid	Loughborough	3	South-Central	Southampton Solent	3	Eastern	London	2
Mid	Nottingham	3	South-Central	Southampton	3	Eastern	Reading	1
Mid	Warwick	2	South-Central	Sussex	2	Eastern	Cambridge	3
Mid	Bangor	1	South-Central	Oxford Brookes	1	Eastern	Kent	2
Mid	Aberystwyeth	1	South-Central	Oxford	3	Eastern	Brunel	2
Mid	Sheffield	2	South-Central	Surrey	1			
Mid	Sheffield Hallam	1						
9	Universities	16	8	Universities	17	7	Universities	14

Figure 3. Forecast team numbers at each Qualifier with new Eastern region.

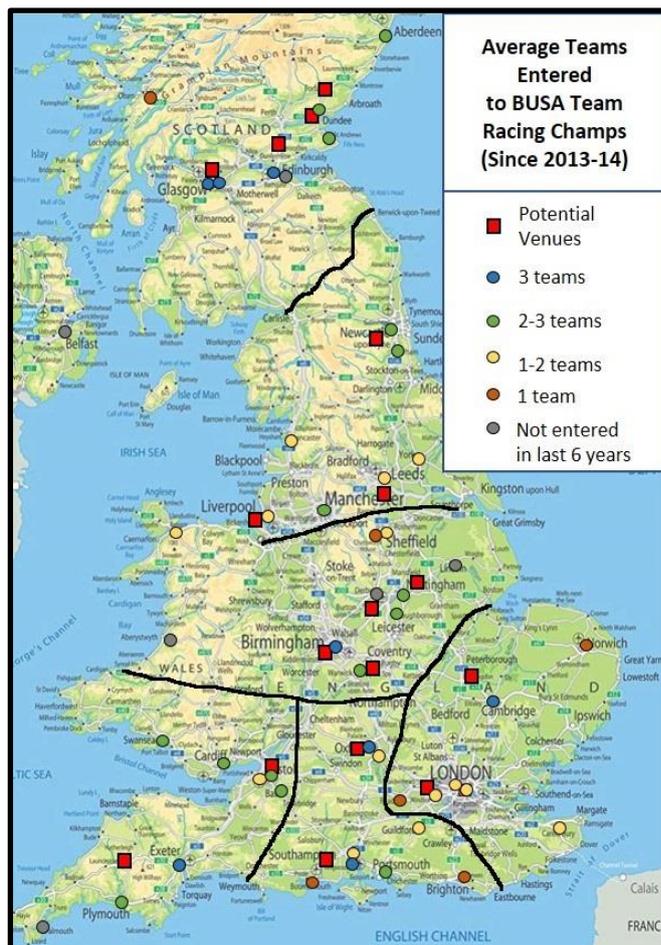


Figure 4. A map depicting the location of each University Sailing Club, size and proposed regions.

Why haven't you used the RYA Regions to allow closer working with the RYA Regional Teams?

The figure below shows the current RYA Regions. These are split into the 10 following regions:

- Scotland, Northern Ireland, Wales, North East, North West, Midlands, London and South East, East, South and South West.

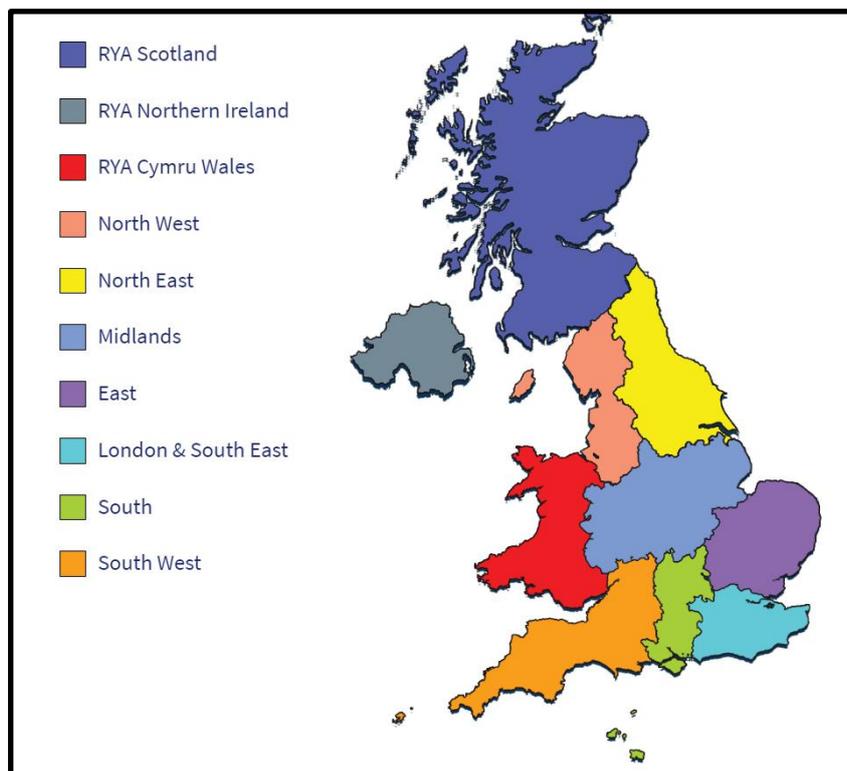


Figure 4. A map depicting the location of each of the 10 RYA regions.

If these regions were to be used, the numbers in each of the regions would be too low to feasibly host a Qualifier event. It would also significantly increase the size of the BUSA National Committee, making inter-committee working and communication more challenging. However, the BUSA Development Officer will aim to help each regional chair remain in close contact with the RYA Regional Teams. This will allow for further development and club specific support from our National Governing Body (RYA) in addition to BUSA.

Why is the Trophy Final more expensive than Playoffs was? Where are the extra costs from?

We have included an example of the predicted costs associated with hosting the Trophy Finals. These can be seen in figure 5 below. This budget includes all variables which must be considered by a host club, but it is important to be aware that these will be changeable, depending on the venue selected. The budget is intended to be a “worst case scenario” with entry cost at £450 per team.

BUSA appreciates that funding to enter BUCS events is not necessarily paid for by Universities, and we are aware costs at different venues may be significantly cheaper than those outlined here. Each club bidding to host the event is required to submit a detailed budget which will be carefully considered by the Selection Committee, prior to any bid being accepted. If the evidence provided suggests that the event can be run for less, **we will make every effort to reduce the entry fee.** The entry fee will be no higher than £450 per team.

A copy of the example budget can be provided on request (busateamracingofficer@gmail.com).

EXAMPLE BUSA TEAM RACING TROPHY FINAL BUDGET					
NOTE TO EVENT HOST: ONLY AMEND THE YELLOW HIGHLIGHTED CELLS					
INCOME					
Description	Amount £	Quantity #	Sub-tot £	Total £	BUSA comment
Entry fee	450	24	10,800		
less BUCS cut	56	24	(1,350)		BUCS take 12.8% of each entry fee paid by a team
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Total income per day				8,100	
Total income for event				8,100	Event fee applies for whole event
EXPENDITURE					
<i>Boat hire</i>					
Description	Amount £	Quantity #	Sub-tot £	Total £	BUSA comment
Boat hire	25	24	600		Represents 4 nights of six Firefly-type dinghies (as per event NoP). Amount is based on BUSA recommended hire price. Assumes each event will have three boats on standby. Ideally, event host will negotiate an agreement that means that if the boats are not used then a hiring cost will not be paid. However, it is prudent to budget for this.
Spare boat hire	25	3	75		As per BUSA request list, an appropriately equipped start and finish boat is required for the duration of the event.
Start boat hire	100	1	100		As per BUSA request list, an appropriately equipped start and finish boat is required for the duration of the event.
Finish boat hire	80	1	80		Five ribs are required - four for umpires and one for course manager. It is up to the event host to choose whether they would prefer rib changeovers or pontoon changeovers. If rib changeovers are selected, then it is recommended to budget for an additional two ribs. It is assumed that fuel is
Rib hire	120	5	600		
Total boat hire per day				1,455	
Total boat hire for event				2,910	The event is two days long and so equipment should be hired for this length
<i>Race officials expenditure</i>					
Description	Amount £	Quantity #	Sub-tot £	Total £	BUSA comment
Accommodation	70	11	770		Assumes two nights of accommodation required for 11 officials (8 umpires and 3 members of the race committee - PRU, APR and TD).
Subsistence - breakfast	5	11	55		BUSA expenses policy states max claim of £8, but BUSA is confident that universities can provide breakfast for less.
Subsistence - lunch	10	11	110		Assumes £10 per day for lunch, as per BUSA expenses policy.
Subsistence - dinner	18	11	198		Assumes £18 per day for dinner, as per BUSA expenses policy.
Race official expenditure per day				1,133	
Race official expenditure for event				2,266	
<i>Travel costs</i>					
Description	Mileage £	Miles #	Sub-tot £	Total £	BUSA comment
Race official travel cost	0.3	1,800	540		Assumes mileage rate of £0.3 per mile, as per BUSA expenses policy.
Towing travel costs	0.4	500	200		Assumes towing mile rate of £0.4 per mile, as per BUSA expenses policy.
Travel costs per day				740	
Travel costs for event				1,480	
<i>Sailor and venue fees</i>					
Description	Amount £	Quantity #	Sub-tot £	Total £	BUSA comment
Sailor fee	0	144	0		Assumes 144 sailors (24 teams with 6 sailors each). BUSA is aware of some venues charging a sailor fee in place of or in addition to a sailor fee.
Venue fee	300	1	300		BUSA is aware of some venues charging a generic venue fee in place of or in addition to a sailor fee.
Sailor and venue fees per day				300	
Sailor and venue fee for event				600	Assumes the sailor and venue fee are re-charged for both days of the event. If this does not apply, half the sailor and venue fee inputted in cells E46 or
Total expenditure for the event				6,516	

Figure 5. An example BUCS event budget, using approximated costs taken from host club budgets submitted for the 2019 Championship events.