

BUSA ANNUAL GENERAL MEETING

Minutes

BUSA AGM 2025
Thursday, 24 April · 6:00 – 8:00pm

Karen Rawson KR Jake Miller JM Dan Flood DF Henry Metcalf HM Neil Collingridge NC George Atwell GA
Jess Beecher JB Matt Shaw MS Ciara Charwood CC Teodor Tiryaki TT Amelie Sadler AS Robin Alexander
RA Amy Wrightson AW Freya Mason FM Tom Clayton TC Becky Caiger BC Angus Collingridge AC

St Andrews Edinburgh Durham Lancaster Newcastle York Loughborough Sheffield Warwick
Brunel Cambridge UEA Imperial Solent Southampton Exeter Plymouth Strathclyde Manchester Nottingham
Reading Oxford Bristol Swansea

	Item	Lead
1.	Apologies for absence <ul style="list-style-type: none"> None 	KR
2.	Notifications of any other business <ul style="list-style-type: none"> None 	KR
3.	Welcome To open the meeting the mission statement was read out to all attendees as a reminder what BUSA is about and where it's going. Its mission is to support all students in the sport of sailing at university and beyond, regardless of their experience level, interests and background	JM
4.	Minutes of the 2024 AGM - 2024 AGM Minutes.pdf Proposed by Neil Collingridge and Second by Matt Shaw	JM
5.	Matters Arising <ul style="list-style-type: none"> 2024 BUCS Points August 2024: Issues raised with BUCS Representative, told that the table was updated. September 2024: BUCS notify BUSA that the Trophy Points cannot be allocated to the Coastal Race October 2024: BUCS Points not updated, asked BUCS again and escalated. Informed that Yachting Trophy Points would be awarded, and 2nd teams amended. December 2024: Meeting with BUCS staff, told that the issues had escalated again and that the decision to award and amend BUCS Points had been reversed. February 2025: Notified by BUCS they will be unable to review the situation until April. April 2025: Informed that BUCS don't intend to award Yachting Trophy Points, but intend to "correct the BUCS Points that were awarded for Team Racing" within the next couple of weeks. BUSA Safeguarding Officer Appointed Karen Rawson as Safeguarding Officer with a safeguarding policy to be written in conjunction with RYA guidelines 	GA KR
6.	Summary of the Year Executive Committee Report <ul style="list-style-type: none"> President A view from the President -Thank you to the Chair, the Committee and all our volunteers and sponsors for their 	JM

dedication and enthusiasm. We should all have great pride in BUSA and the wider University Sailing community. The future of our sport is to keep it professional, competitive and fun. There are issues to address, but we can focus on the controllables.

- Widen recognition of University Sailing
- Financing University Sailing over the longer term
- Relationship with RYA and with BUCS

- **Vice President**

I identified two issues with the way BUCS Points had been awarded in the 2023/2024 season, I will run through each one briefly and then an update on the progress we've made in addressing these issues.

Historically Yachting was run with two fleets – a Championship Fleet and a Trophy Fleet – however after the 2020/2021 season the availability of charter yachts meant that BUSA could only run a single Championship fleet. Due to the pandemic, BUCS points weren't awarded in 2020/21, and it is BUSA's understanding that it was agreed with BUCS that the Yachting Trophy Points could be allocated to the Coastal Race in recognition of the weight of that race and skills required. The points were awarded in this way in the 2021/2022 and 2022/23 season, and the NoR for the 2023/24 Championship committed to awarding the Trophy points for the Coastal Race as had been done for the previous two seasons.

BUCS Regulations state that an institution cannot accrue two 'sets' of Points from the same Championship stage – however BUSA identified that in both the Match Racing Championship and the Team Racing Championship this had occurred. Notably Solent's only BUCS Points for the season were won at the Match Racing Championship.

And at the Team Racing Championship, Bristol's only set of BUCS Points should have been awarded.

The BUCS Points table changed a couple of times since it was supposed to have been confirmed and locked, but the final version published in August 2024 is shown on the left. On the right, it is BUSA's belief of what the points table should have been taking into account BUCS' Regulations on the awarding of points and the precedent of Coastal Race Trophy Points, as advertised in the Notice of Race.

BUSA has been engaging with BUCS since August on this issue to a mixed reception, and we've been assured a number of times by different BUCS staff members that the points would be awarded. However, this is not the case, and last week we were told that BUCS does not intend to honour the 2023/24 Yachting NoR and Coastal Race Precedent, but will amend the points for Team Racing. BUSA will follow up on Match Racing. It has been a drawn out process, but BUSA will continue to contest the awarding of the Coastal Race points for the 2023/24 season in line with the NoR that BUCS agreed to, and we will keep the membership updated on this. Moving forward, BUCS unilaterally amended Appendix 1 that details the allocation of BUCS Points to specify that the Trophy Points would only be awarded "in years where it is possible to secure enough boats to run a qualification leading into Championship and Trophy fleets" – hence the conversations later about how BUSA's competition offering could be altered.

This is halfway through my term as VP, and it's great to see the progress BUSA has made. It's been a strong year for the Committee despite a couple challenges - thanks to everyone for their hard work and dedication to delivering another successful year for student sailing. Rather than personally undertaking any specific projects this year, I've been supporting the General Committee and, as discussed previously, following up with BUCS and helping protect the long-term sustainability of our Championship events in a difficult climate. There's a lot of important conversations being led by members of the Committee, with BUSA welcoming suggestions and feedback from the membership – please do engage in the discussions later

or get in touch through email regarding these or any other matters. I'd encourage people to get involved – whether that's as a member of the BUSA Committee, your USC committee, or in other ways. As Neil discussed there are several challenges university sailing continues to face and that need to be addressed, but I look forward to ensuring the continued success of BUSA and university clubs.

- **Chair**

A very enjoyable year supporting the committee but with such a strong committee I did take a step back, largely due to work commitments. Work on communications was done and the What's app groups seem to be working well but we did need to start using this earlier and better. As I come to the end of my term, I feel communication will be the way forward. Finally, I would like to thank the committee of 24-25 and wish all the best for the incoming committee.

- **Vice Chair**

It's been a great year with thanks to BUSA and good luck to the new committee. Let's keep working with the partners and continue using social media to promote them.

Area Reports

Scotland

- Good qualifiers even though SS2 was cancelled
- Working on comms with SSS unis and working more with KSail
- Lass of strath went well and we also held a great keel boating event
- SSS committee have restructured to streamline committee

Northern

- Assisted Durham in organising a successful Northern Qualifiers
- Had 7 Northern teams at BUCS Finals, including Liverpool and York for the first time in recent years
- Well-run Northern events all year round, including York and Leeds running Howler together at Ripon
- Northern teams also continued to enter all BUCS events, including match racing and women's TR nationals
- Successful inter-club training sessions due to strong links between clubs

Eastern

- Created easy communication between universities and BUSA
- Facilitated training between universities such as Reading and Brunel
- Successful team racing events in the East such as Brunel Badger and Imperial Icicle –

Midlands

- Facilitated comms between midlands USCs and BUSA exec
- Helped Lincoln get their club description and photos on the BUSA website
- Identified suitable location and helped organised TR playoffs

Western

- High standard of events run by the West throughout the year across the disciplines.
- 6 western teams to Women's TR Champs in Scotland!
- Exeter hosted very successful fleets at RTYC.
- 17 teams at Western Qualifiers.
- Western Keelboating Association progressing (Will Caiger).
- Great to see plenty of inter-club training and mixed western teams formed for events.
- Supported smaller clubs to BUCS events for the first time.

South Central

- No Report

Discipline Officers

Team Racing

- 4 qualifiers (+ 3 Scottish qualifying weekends) - no reserve weekends!!
- Playoffs - successfully run event despite tricky weather conditions
- Finals - 3 days of high-quality Swiss League racing with twenty-eight teams, again struggled with the weather but a great event overall
- 522 sailors in total across the year

Keelboating

BUCS Yachting 2025 continued to be a successful event, thanks to our own Neil and Karen on the committee boat. The RYA supported us with Mason King as a coach again, massively helping the midfield.

Despite publishing the pre-event training weekend in the NoRs and in emails from Fairview, uptake was low with around half the fleet present. Some teams mentioned about the possibility of a coached weekend although I fear funds would be too tight.

Reduced entry numbers have caused the event to run over budget, however we are awaiting final fuel costs and volunteer claims forms; I am not anticipating being more than a couple of hundred pounds over spend.

Bringing back the quiz social on the first night and the fresher bake off during the round the cans all received positive feedback.

Difficult times may lay ahead for the discipline though, as I worry that as costs rise nationally, and money gets tighter more teams will be forced to pull out due to limited or no funding from their university and students tightening up on finances. The event comes to £2.6k between eight sailors, for three and a half days racing, and £800 for the training weekend. In coming years, I hope we can push to not have the event ending the day before Good Friday, allowing us a later finish on the Thursday as in 2024.

Match racing

-3 days of high-stakes, high-quality racing between sixteen teams, most teams since COVID-19 pandemic

-Pushing the upper limit with the quantity of boats available

-Issues arose due to boat breakages on Sunday from breeze

-272kg team weight limit continues to present barriers to participation, with some teams unable to compete as a result

-The event underscored our continued close collaboration with the RYA in supporting top-tier university match racing

Using the whiteboard the universities were able to make suggestions regarding Match Racing moving forward which included 2022 Ullswater to improve access for Northern/Scottish Teams although not much take up from the North/Scotland. The fact that the Elliots are getting older and breaking, the South being too far for some unis to travel and the support we receive from the RYA. This will be taken up by the new committee for the 2026 event.

Fleet racing

-We had an enjoyable event last November.

-Managed to get all six planned races in and two fun socials.

-This was also the first time ever at any BUCS event that a carbon levy was applied. I am hoping that the new discipline officers for next year are willing to expand upon what we started this year to roll it out across our sport and set a real example for University Sports more widely.

-We also made a big push to make it easier to attend with the provision of thirty rental fireflies. This required a huge amount of firstly towing, but secondly proper contracts, so we are hoping to be able to share these to enable unis to use these templates.

-Then finally, the issues we have had this year around the previous misinterpreted regulations by BUCS are hoping to be fixed with the motion, while also adding a few more improvements particularly around encouraging more female helms while ensuring the full amount of BUCS points are awarded.

Tour

All dates that were suggested with the Irish conflicted with events or exams, therefore there was no tour for 2024-2025.

Media

After taking on the role halfway through the year

-Interaction increased significantly, avg 80,000 views a month

	<p>-Social media collaboration with SSS -WhatsApp community setup at the beginning of the year for improved communication with USCs -Continued support from partners KSail and Rooster</p> <p>Development So, from a development point of view, the club development survey and sailor survey at the start of the year highlighted issues that many clubs face such as lack of SU funding, poor member retention and high costs of events. This info is then shared with the rest of the BUSA Committee so that we can best serve our members throughout the year. So, it's important to fill that in next year.</p> <p>During the summer I also had lots of discussions with Kate and Terry from the RYA to help redesign the Green Blue Challenge. The hope was that this was more innovative than previous years and less of a "tick box" exercise. It was great to see so many high quality and innovative applications coming from that</p> <p>With 24 applications asking for a total of £4,136.44 in funding, the Dev Fund has been very successful this year. By redefining the criteria, we have seen some creative and sustainable applications that will make a tangible long-term difference. For example, Glasgow and Strathclyde were granted funding to convert full mains into cut downs while York was awarded funding for waterproof cameras to improve the provision of team racing and beginner coaching.</p> <p>Finance and Accounts -The Financial Report for 2023-2024 was explained and this is to be published on the website this week. The major point was the loss of 7000-00 largely fueled by the Northern reserve weekend that was needed due to adverse weather and the increased costs of finals. The 2024-2025 finances are quite buoyant, 10,000-00 up at present but this will decrease as we head towards August with the normal standard running costs. This was also helped as no club ran finals, so we did make more money from this. NC raised the issue regarding the USA debt from 2023 tour where 3016-00 is still outstanding as payment from them. The last two committees have been trying to resolve this and are still working on receiving the payment.</p>	
7.	<p>Discussion Points Motion to amend BUCS Team Racing Championship format BUCS Team Racing Championships 2025-26 Structure Proposal</p> <p>There were also two more proposals submitted</p> <ol style="list-style-type: none"> 1. Implementing University Sailing League similar to Keelboating at BKL 2. BUCS Women's Team Racing Championship Proposal <p>Summary <i>Off the back of Lass of Strath, the BUSA Women's Team Racing Championships this year, the BUSA community has shown to have both the incentive and the competitive numbers to make a high-quality women's team racing event. Lass O Strath had 24 teams competing, with a 5-team wait list. Two teams at the event were 'non-BUCS' eligible: a combined Bristol and Bath team, and a Strathclyde team which included an Alumni Sailor. The success of this event indicates that with the proper preparation and motivated volunteers to run the competition, enough female sailors exist to consistently make up a large-scale team racing event. The allocation of BUCS points to an event incentivises universities to put funding and support towards their sailors. Whilst there was a significant push for Lass O Strath this year, which made its numbers so successful, BUCS support would be required to maintain this quality consistently. We intend to continue to support women's sailing, and putting BUCS points behind the Women's Team Racing Championship is the most effective way to do so.</i></p> <p>The current BUCS precedent is that women cannot compete in a 'women's' category and an 'Open' category in the same discipline in the same season. So, if a women competed in a 'Women's Team Racing Championships' they would not be eligible to also compete in the '[Open] Team Racing Championships' within the same academic year. However, they would</p>	JM

	<p>still be able to compete in any Open Match Racing, Yachting, and Fleet Racing competitions.</p> <p>Participants of the meeting are able to submit 'Amendments' to a proposal. Matt Taylor and Becky Caiger both submitted such amendments. It did not seem appropriate to officially vote on the proposal and these amendments given how substantial they all were, and the short amount of time had to review them. Instead, we had a large discussion about what the Membership would like to see in their BUCS Competition offering moving forwards. The BUSA committee will work to draft proposals which the membership needs to submit to BUCS by 1st June 2025. The BUSA Committee may request members to join a sub-committee to help complete these proposals on time.</p> <p>Motion to amend BUCS Fleets Regs & NOR</p> <p>-RA answered questions during the vote for the motion and clarified some parts of the motion. The BUCS regs that were inherited are out of date and do not work with the current formula, while also having direct contraindications. This motion aims to fix as many of the points as possible. All options are listed in the document. 18 03 Motion to amend the BUCS Fleets NoR and BUCS Regulation.pdf</p> <p>The vote was passed and voting for each option listed below.</p> <ul style="list-style-type: none"> Option 1 54-1 Option 2 53-2 Option 3 41-14 Option 4 51-1 Abstain 3 Option 5 51-3 Abstain 1 <p>-NC Can you ensure you work with the new fleet officer to ensure this is passed with BUCS moving forward</p>	
8.	<p>2025-26 Committee Applications_v1.0.docx</p> <p>Officer Elections and Results President Neil Collingridge uncontested Chair Dan Flood This was contested on the night but as the nomination was not within the time limit this was not accepted. Vice Chair Freya Mason-uncontested Treasurer Henry Collins-uncontested Team Racing Officer This role was contested. The two candidates were Max Lawrence-Griffiths and Isobel Hedley-Fenn who both gave a short chat to members. The role went to vote, and Isobel Hedley-Fenn was voted in for 25-26. Fleet Racing Officer Kate Wharmby-uncontested. Keelboating Officer Ella Nichols-uncontested Match Racing Officer Thomas Edwards Development Officer Jack Dolder-uncontested Media Officer Will Fearn Uncontested Tour Manager Henry James Alexander Hollingworth applied at AGM to an uncontested role. JM proposed and RA seconded so co-opted into the committee by the general committee. Regional Chairs <ul style="list-style-type: none"> ○ Scottish James Gifford-voted on at SSS AGM uncontested ○ Northern James Edwards-uncontested ○ Midlands no nominations ○ Western Ollie Meadowcroft uncontested ○ Southern Lottie Holland uncontested </p>	JM

	<ul style="list-style-type: none"> ○ Eastern Alexander Inchbald-uncontested 	
9.	Any Other Business (AOB) NC thanked JM for his 2 last years as chair	JM
11.	Annual General Meeting Dates for the coming year - April 2026 AGM TBC	KR