



## **International RS Tera Class Association**

**Annual General Meeting to be held at Aabenraa Sejl Club on  
2 August 2011 at time to be advised  
(please note change of date)**

### **Agenda**

- 1 Welcome
- 2 Apologies for Absence; Zoe Handley, Paul Handley
- 3 Previous Minutes: There are no previous minutes for ratification. Previous meetings of the International RS Tera Class Association were an informal general meeting of sailors held at the inaugural Tera World Championship in Gottskär, August 2008 and an informal meeting held at the Tera World Championship in Carnac, 2009.
4. International Committee Report (President's Report) – see information below
5. Financial Statement – see information below
6. Appointments; The following positions may be voted at the AGM if vacant: President, Vice-President, Treasurer.
7. Future World Championships - see information below
8. AOB submitted in writing to the secretariat: Technical report – see information below

Enc: Copy of International RS Tera Class Constitution  
World Championship information sheet  
Technical Report  
International Committee Report  
Copy of letter from Jerome Pels confirming ISAF World Championship eligibility requirements

## Tera AGM Papers

### **4. International Committee Report**

The International RS Tera Class is currently in the process of establishing itself as an individual and truly International Class. Indeed, this is how the class was set up when we first approached ISAF for international status, as it is for most classes, when the attached Constitution was approved by ISAF. The Class then joined with other RS classes to form a joint international association to establish some initial impetus, but as the needs of the individual classes evolved it became evident that it was important to focus on establishing the individual identity of each class in accordance with its own Constitution.

During this transition period we set up a steering group of Nick Peters (RS rep), Paul Handley (Designer/Technical Delegate) and Zoe Handley (International Secretary) to move things forward.

The first process was to transfer all RS Tera data from the IRSCA website (which will shortly be closing) to the Tera class website at [www.rstera.org](http://www.rstera.org) which now hosts news and information for the RS Tera Class Associations worldwide. Event news and results can be posted on this website by sending reports to Zoe Handley or Richard Gibbons, the webmaster. We have added links to all National Class Association websites with the class contacts for each country and we request all to check that these details are current. If a class hasn't set up a website yet we can provide a national class page on [rstera.org](http://rstera.org) on which you would be able to publish your news and reports direct.

The second process was to review and agree a strategy for future international Tera development and events. There are currently over 2000 Teras in existence and they are well-spread internationally. The UK and RSA fleets are probably the best established with active class associations and busy calendars of events. In other countries there are fleets racing, but often because of the relatively young age of Tera sailors this is at entry level. This means that the majority of their Tera sailors have not yet reached a level of ability suitable for international competition.

It is also worth noting that ISAF require competitions with World Championship status to include participants from a minimum of 8 countries from 3 continents (5 countries and 2 continents for age disciplines) and it is the responsibility of the International Class to ensure that venues are selected to provide the widest possible international participation. The total number of competitors is also important, and with the Tera having both Sport and Pro rigs there is a need to ensure good numbers of competitors in both fleets (ISAF minimum 30 per fleet).

Taking these factors into account, coupled with the current difficult economic climate impacting on families disposable income, our thinking is that it will be better to concentrate on developing national Tera racing activity over the next few years rather than running annual world championships with relatively low numbers of competitors and the risk of falling below ISAF criteria. Further, aim to increase participation at World Championships by selecting each World's venue two years in advance to allow a long lead time for promotion and preparation by national teams.

## **5. Financial statement**

The RS Tera International Association is a non-profit making association. RS Sailing initially loaned the Association a sum of £2000 which was used to purchase international championship trophies and cover other setting up costs. An agreement between RS Sailing and the Copyright Holders provides that RS pay the Association £1 per Tera sold (approx £400 per year income) and this income is used pay the annual ISAF class subscription (£189) and to repay the RS loan. No subscriptions are levied from National associations or individual members. To date and the Association has taken no profit from international events but it is anticipated that future international events will be organised under terms agreed with the Association that will generate some funds while ensuring that the entry cost is low. Ideally any event income for the Association would result directly from event sponsorship.

## **6. Future World Championship**

Offers to host RS Tera World Championships have been received from RSA and UK. Outline details below:

### **RSA**

Date: Exact date to be confirmed either Easter or December 2013. RSA have also offered both 2012 and 2014 as alternative dates.

Venue: RSA's premier coastal inland water Swartvlei Estuary on the Garden Route, it could be hosted from the holiday resort, the entire World's teams could be accommodated on site – as the resort has clusters of accommodation units – it would be like sailing villages just off the water.

I could secure a great accommodation discount for the sailors – the waters are inside the Garden Route National Park – so it is prime tourist area, the airport is only 20min drive from the site. The winds are great and you can't ask for a more scenic venue.

Swartvlei has been inaccessible for sailing regattas for about the last 20 years due to inaccessibility due to private land access to the water. This is changing now with the South African National Parks and the resort owners at Pine Lake Marina – opening the venue up again for National and Provincial regattas. A high performance sailing academy is on the cards for the area too – linked with a new private boarding school. The 2011 RS Tera Nationals will be the first regatta again to be held there for years and it would be stunning for the RS Tera's to be the first Worlds there too!

We really want to bring the 2013 to RSA and would love it to be at Swartvlei, or any other great venue in SA.

### **UK**

Date 28 July – 2 August 2013

Venue: Weymouth and Portland National Academy. The venue for the 2012 Olympic games sailing regatta.

WPNSA have built up a long established reputation for running major championship events. With many years of “hands on” experience, the WPNSA race management team has evolved to become an extremely efficient and professional operation. Portland Harbour covers an area of 8.6 square kilometres and is ideal for sailing as it is exposed to reliable winds from most directions, but is sheltered from large waves and currents between Chesil Beach and the breakwaters.

The clubhouse houses facilities on two floors, including a gymnasium, seven lecture and meeting rooms for 260 people, an event hall with kitchens and a bar, VIP meeting rooms and offices, a lounge bar and cafeteria seating 350 people, and two balconies. The outside of the academy complex has a 40-metre (131 ft) slipway and two deep water slipways, 30 pontoons, boat storage and parking areas.

WPNSA also operates Boscawen House, formerly an admiral's residence, which offers accommodation for a maximum of 47 people. Weymouth itself is a very popular family holiday destination, with excellent beaches and visitor attractions and a wide range of tourist accommodation. See <http://www.visitweymouth.co.uk>  
Website: <http://www.wpnsa.org.uk>

### **Notes on future World Championships**

The following observations have been received from National Members and International Committee regarding the conduct of future world championship;

1 UK has requested that future world championship venues are decided with 2 years lead time to allow competitors plenty of notice.

2 Sweden have advised that future participation of Swedish sailors will depend on good quality and good value venues with large racing fleets.

3 Denmark have stated a preference for holding World Championships every other year, with a European or Nordic Championship in between.

4 RSA have stated a preference for holding annual World Championships to continue National interest and momentum.

5 In order to maintain eligibility to hold World Championships, international Tera events must meet ISAF regulation 25. See Jerome Pel letter. Currently Tera international events have not fully met these eligibility requirements.

6 In view of the above, the International Committee recommends that the next world championship takes place in 2013, giving the class the opportunity to develop racing fleets – See attached committee report.

7 The AGM is invited to nominate the venue for the next World Championship. Final ratification will be given by the International Committee following post meeting scrutiny of contractual terms with the organising authority and host national sailing authority.

## **8. Technical Report**

The Tera is controlled by a set of closed class rules, which means that no alterations or additions are allowed to the boat or rig as supplied by the manufacturer unless specifically stated in the Class Rules. The 2011 Class Rules, which have been approved and published by ISAF, permit some modifications and additions to improve controls for racing, such as extra outhaul purchase, downhaul purchase and kicker purchase. The number of additional blocks that may be used in these additions is limited by the rules to help limit the cost of additions – sailors must therefore ensure that they meet these limits and do not add any further controls or features that are not specifically permitted by the Class Rules. The current Class Rules can be found on the RS Tera Class website and ISAF website.