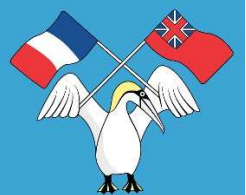


THE CLASSIC CHANNEL REGATTA

DARTMOUTH - ST PETER PORT - PAIMPOL

17th to 25th July 2024

"La Plus Belle Régate du Monde"



CRAB Association AGM Paimpol

July 25th, 2024 @ 10.am, Capitinerie, Paimpol

Minutes

Present: Bruce, Peter, Charlie, Ali, Anne-Marie, Bill & Tony B plus @ 25 English CRAB members; (it should be noted no French CRAB members were present)

Welcome: **Bruce Thorogood** welcomed everyone and then explained that the CRAB Association is a democracy and everyone who takes part in the CCR is a member – the CRAB Association oversees the Classic Channel Regatta (CCR) alongside the Classic Young Sailors Foundation (CYSF) which is a not-for-profit organisation. The CRAB Association is a limited by guarantee company to the value of £1 and has a very good insurance policy with good governance and a good structure.

There are three directors of the CCR who are elected every two years – he offered for himself, Peter and Pierre Colboc up for re-election which was proposed and seconded unanimously. **Bruce** said that he felt that he and Peter were looking to stand down after the next CCR in 2026 so the members present should be thinking of a succession plan – NB see notes further on***

CYSF – Bruce explained that no young sailors had been sponsored or helped by the CYSF this year as our previous use of Pegasus as a sail training ship did not happen as it is up for sale. Other avenues had been explored but possible not fully enough – a discussion then ensued about perhaps working with other Youth Sail Training Organisations. It was suggested by Steve Lacey that CYSF contact ASTO – Association of Youth Sailing Organisations; Rosemary Tomison also suggested that perhaps CYSF join forces with the Royal Dart Youth Sailing trust. There was also a discussion about previous attempts to liaise with BRNC who used to run the Morgan Giles Boats – enquiries are to be made.

Bruce closed this part of the meeting with thanks to everyone on the team including Charlie and Ali.

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Finances: **Peter Costalas** said that at the end of 2022 there was a surplus of @£10K+ - he stressed that we do file accounts and as we are a not-for-profit organisation we cannot hold on to any surplus money otherwise we would need to pay Corporation tax, hence the creation of the CYSF

In 2023 our insurance payments were kept at the same level – he stressed that although we did not run a regatta in 2023, we need to keep insurance in place for the entire time which is costly but necessary to ensure we always have adequate cover

In 2023 we incurred major expense in upgrading the website so our surplus dropped to £6.5K after the 2024 regatta it is hoped that the surplus will be back to @£10k

The general aim of the CCR is to keep the entry fees as low as possible to make it as accessible as possible for everyone; this does however mean the CCR is very reliant on sponsorship which is proving harder to come by as previous stalwart sponsors had dropped out. **Ged Yardy** from Dartmouth Town Council mentioned the generous grant (£4K) the CCR received this year was on the understanding that there was young person involvement and he hinted that perhaps next time DCC would not be so forthcoming – he suggested a summary of how this year had gone might be a good way forward.

It was also noted The States of Guernsey had been very generous in giving a £5k grant towards the cost of harbour fees and the reception at Castle Cornet

Feedback: **Bruce** asked for feedback for this year's regatta especially around the fees and ideas for improvements etc

He went on to say one known issue was the weather window from Guernsey to Paimpol and he apologised for the race having to be cancelled due to the weather – it was acknowledged that as there was a force 6 in the forecast it was not feasible for the smaller boats to safely race and so a decision had to be made to cover the whole fleet.

Ali suggested that perhaps a buffer day in Guernsey was added in with perhaps a local Guernsey race added in to encourage local participants from the Channel Islands was suggested by the super staff in the St Peter Port harbour – Charlie pointed out the ferocious tides round Herm and Sark and also the very nasty rocks! There was lots of conversation about having an extra day in Guernsey – **Bruce** pointed out that there are few places that can accommodate a fleet the size of ours should the weather necessitate this, but the general consensus was an extra day may well be welcome.

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Steve Lacey suggested that there be more marks of the course especially around the Roches Douvres and also an increased finishing window as it was dispiriting for the smaller boats to finish and yet still be timed out – also an opportunity for the course to perhaps be shortened mid – channel if required.

Mary Watson suggested more prizes for each race to allow everyone a good chance of winning something.

A discussion was had regarding the timing of the event and generally agreed holding it mid-week to mid-week had worked well and gave a slightly more relaxed fee and enabled crew changeovers more easily Brexit difficulties and passport stamps notwithstanding!

Bruce announced the 2026 regatta would be held around Bastille Day which was enthusiastically received with maybe an added extension to include an extra day in St Peterport. **Jono Barratt** commented the reception at Castle Cornet was good although the caterer got their ordering wrong and ran out of beer – **Bruce** did say that communication with the caterer had been very difficult. **Tim Dewing** commented that the catering and service at the Market Square in Dartmouth had been much improved – again universally agreed the Cellar Door Caterer did a superb job

Sandy Tynesdale asked for an explanation of how the groupings worked within the classes of boats. Peter explained that it was a bit of a juggling act to try and get consistency and fairness across all groups/classes – he did acknowledge that there may have been a few discrepancies and may need re-thinking.

Steve Lacey mentioned he thought it was unfair that the use of auto helms was banned especially on night crossings with shorthanded crews – **Bruce** agreed and said that on a passage race they could be used.

It was also agreed that the two minutes between start sequences had worked well.

Communications: the question was raised about how the Dartmouth side of the CCR could be better promoted as it is in Paimpol – it was pointed out there is a dedicated team in Paimpol promoting the event. **Ged Yardy** suggested a closer working relationship with the newly formed Dartmouth Chamber of Commerce run by Laura and Jo – the CCR does not have a UK Press Officer but there was a social media volunteer who had done a good job this year of promoting the regatta.

Peter Mulville pointed out that Falmouth Classics had been struggling as had the Sea Shanty Festival – they joined forces and are now thriving.

It was agreed that the use of WhatsApp and especially the general WhatsApp chatter group had been a great success and was engendering a more cohesive spirit across the fleet and crews (it has subsequently been agreed to keep it open and running with **Anne-Marie** monitoring for improper use)

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Richard Bryant said the collaboration with the French was a great success and also the picnic provided was “bloody good”!

*****Continuity & Legacy of the CCR**

As mentioned at the start of the meeting Bruce and Peter feel that their involvement must come to an end and that they must step back and let others take it forward – it was unanimously agreed the task is a mammoth one and perhaps the different parts of the regatta could be broken up and assigned to different groups. **Bruce** said that there would have to be a concentrated programme of handover and management as the regatta holds such a special place in the hearts of many. **Edward Benthall** acknowledged that there was a massive amount of work largely carried out by Peter and Bruce and thanked them. **Jonno B** also thanked the rest of the organising committee for their efforts and for it all being handled so smoothly, he also thanked the race committee too.

Edward B commented that he felt more should be done to include young people – having the Donald Searle had worked well this regatta especially as the crew was all older than 18 which helped with the rigorous safeguarding issues required for minors. (feedback from the skipper of the Donald Searle was also that the crew had greatly enjoyed the experience and had felt welcomed and included). It was agreed that there was more work to be done on trying to find a way forward to include more young people through the CYSF and **Bruce** suggested a further meeting with those interested.

Bruce thanked everyone for their input and the meeting closed at 11am

Date of next meeting: July