

# BSI Seiling

Annual meeting 2017

21.02.18



# Agenda

1 Election of:

1.1 Election of Moderator

1.2 Election of secretary for meeting minutes

1.3 Two participants to sign the report

1.4 Headcount

1.5 Confirmation of summoning

2.1 Review of the Annual Report for 2017

2.2 Review and approval of the accounting for 2017

3. Budget for 2018

4. Additional cases / member suggestions

5. Election of the 2017 board:

5.1 President

5.2 Vice President

5.3 Treasurer

5.4 Maintenance Coordinator / Harbour  
Manager

5.5 Skipper Manager

5.6 Communications Manager

5.7 Express Boat Manager

5.8 Delta Boat Manager

# 1. Club Organisation

## 1.1 Our hierarchical position as sports club

Earlier we were organised under NSF, Norwegian Sailing Federation. This membership did not benefit us in any way as a student club and we have therefore decided to organise under the Student Sports Club Association. We have notified our resignation to NSF and sent an email to NIF (Norges Idrettsforbund) Hordaland with our decision, and have talked to them on the phone several times. It should be followed up further, as we have gotten no reply.

## 1.2 Our relation to BSI

We are a part of a student Sports Alliance, but we have our own organisational number and our own independent board. We share the name BSI and our logo with our parent organisation, but our bank account is technically BSI main board's account, which we manage.

The BSI logo we use is not the exact same as the one the parent organisation uses. We will therefore change it so that it is similar to this.

## 1.3 Our goal

Our goal is to provide an accessible entry to sailing for students and others, while striving to strike a balance between catering for experienced sailors who can lead, and inexperienced sailors who are regular members.

## 1.4 Elected Board members for 2017

Role	Name
President	Vegard Guttormsen
Vice President	Manuel Hempel
Treasurer	Susanne Mignon Balzer
Maintenance Coordinator	Vlad Konoplia
Skipper Manager	Anne Morée
Express Boat Manager	Tom Langbehn
Delta Boat Manager	Eoghan Reeves
Communications	Ingrid Nøttveit
Social and events	Viktor Svensson
Regatta responsible	Erlend Sand

Everyone on the current board is present, except from Regatta Responsible Erlend Sand.

The president (Vegard) was elected by video conference from South Africa and could not partake in board meetings until late May. The board was therefore led by Vice President Manuel Hempel.

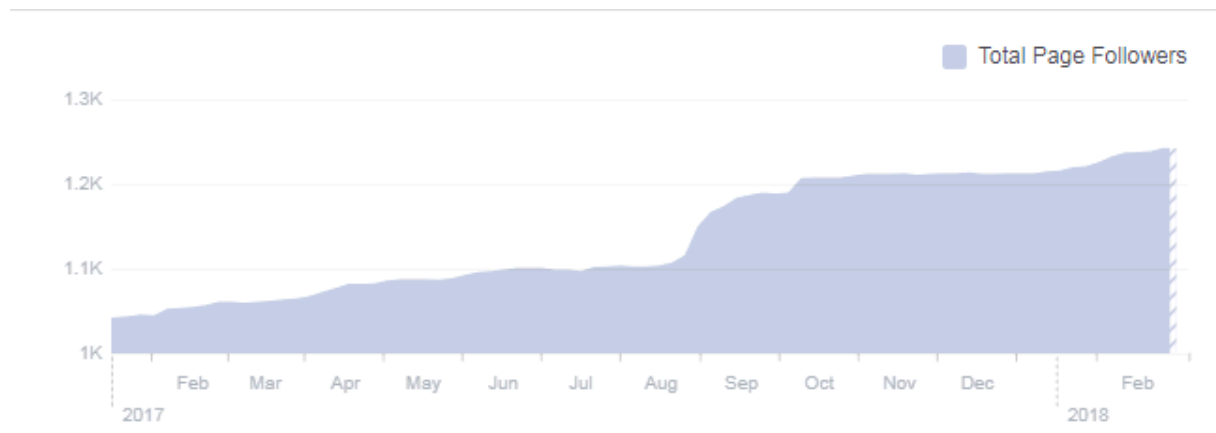
## 2. Communication

### 2.1 Communication with members

#### 2.1.1 Facebook

##### 2.1.1.1 Page

Our Facebook page is progressing well and contains all information needed by ordinary members in relation to news and events. We regularly announce public meetings, courses, talks and social events there and have a steady attendance.



There is definitely a challenge giving time-sensitive messages to people, in that it takes time before posts get a high "reach", and that short text messages won't appear on many member's walls.

The event notifications reach all members who "like" the page.

It has been suggested to make the Facebook *page* into a *group*. There are some pros and cons with both pages and groups. We will not change it as of now, and it will continue to be a page.

We had a suggestion to make a locked group for board members on the web site, because everyone is not on Facebook. Most of the members and the board is on Facebook. We will not vote over this suggestion now, and will continue to use Facebook for now.

##### 2.1.1.2 Group

We have a maintenance group. We try to engage members to come to maintenance sessions there, and also discuss technical things. It consists of dedicated members, skippers and the board. It's not always easy to get people to come to scheduled maintenance sessions still, we must continue to work on this.

It is a problem that many people click interested on maintenance events, but don't show up.

## 2.1.2 Instagram account

We have 264 followers on our Instagram account. This is a reasonable number of followers, and Instagram is an important way to connect with the members. We sometimes put information on Instagram as well.

## 2.1.3 The website

The website contains most of the general information about the club that the members need. The sailing plan and the skippers contact information is also located on the website. This makes the website one of the most essential platforms for us.

Suse has done some improvements on the website. Among other things she has updated the FAQ,.

## 2.1.4 Newsletter

We have revitalized our newsletter in order to reach more members, with the help of Communications Manager Ingrid Nøttveit. The benefit of this is the reach, the con is that the email might not get read and we might send unwanted emails to previous members, as we have no way to actively use the UIB Mailman system in conjunction with our members database.

We will use this more for big news, such as bi-annual update letters containing information regarding courses, fee changes etc. We will also try to use this to invite people to maintenance sessions, but will attempt to use it sparingly.

We have yet some work to do with the newsletter. It needs to be updated.

## 2.2 Internal communication

### 2.2.1 Producteev

We still use Producteev to track maintenance tasks. It's proven to be well suited our tasks and contains updated information about what needs to be done.

### 2.2.2 Board Facebook group

The BSI Unlimited Board Meeting is by far the most common channel of communication from within the board. It's been used in conjunction with Doodle to set up Board Meetings. Simple votes are held with Polls directly on Facebook.

The Facebook group is a highly effective medium to reach out to our members.

## **2.3 Communication with skippers**

The past year went well for Anne Morée doing the skipper manager task.

The Google Calendar works well for planning and is easily shared with new skippers. The monthly use of 'Doodles' to check the availability of skippers also worked very well, as almost everyone replied after max one reminder.

She noted that skippers do not read the monthly mail (with the Doodle link) very well, which makes communication/organizing things with them difficult.

Most skippers also do not actively participate on other BSI events, such as SOS socials or dugnads.

# **3 Sailing**

## **3.1 Members Sailing**

The members' sailing was organized similarly as previous years. We have periodically had advanced sailing sessions where more experienced members could sign up.

We continue to use Doodle in order to match skippers with sailing sessions.

New as of this year is that we have had more members and skippers staying in Bergen for the summer, so most days there has been a scheduled sailing also in June/July/August.

There has therefore been an increase in the usage of the boats in the summer season compared to former years. More members want to sail in the summer and some of the skippers has frequently used the boats for weekend trips. In the summer of 2017 we had boats out at least 2-3 times a week.

There has been feedback from members in regards to the low availability of free sailing spots provided to existing members in the Beginner's Course period. It has been decided on the board meeting of December 17' that we are to take special consideration to this in our next course.

The new board needs to look into the problem with low availability on the beginners sailings. Some things we can consider to remedy this problem is that 1) Bella should be used also in beginner sailings, and 2) more spots should be reserved for beginners sailings only.

Skippers have organized many weekend trips with members during the summer and fall of 2017. As more skippers are qualified to use Bella, she gets more use. Her utilization is too low in the period of Beginner's Sailing and we therefore must aim for getting more skippers qualified for using her.

## **3.2 Regatta**

There has as of 2017 been a Regatta Manager, Erlend Sand. Despite this, there has been no notable organized Regatta activity in the club.

If someone who has done some regatta sailing before and/ or has the time for it and wants to start up something, we are open for it. Until then, the regatta project is not considered to be very high on the agenda.

## **4 Vessels and property**

### **4.1 Whiplash**

Whiplash' underwater damage was repaired in late 2016. However, upon inspection in 2017, there was still evidence water seeping out from inside the hull. The probable cause for this is that the void inside the keel joint was not dry at the time of repair due to intense rain and damage to the floor of the cabin of the boat.

The BSI Seiling Annual Meeting agenda gives the details regarding this.

This could possibly result in reduction of strength through delamination. We have attempted to get professional opinions on this matter, but have been unable to reach something conclusive. One option is to take off the keel and rebuild the area. This is estimated to have a cost of over NOK 50'. Another option is that members do this, but it must be done layer by layer, something which requires a very long timespan due to hardening of the epoxy. This requires either too much work and/ or too much expenses.

It is not certain that this poses a substantial risk of catastrophic failure, but considering that we take out paying members that expect good safety standards, the board has decided to sell the vessel.

Parts we are interested in keeping has been dismantled, and Treasurer Susanne Balzer will take pictures and put out an ad for the boat. We will sell the boat and engine separately and hope to get at least NOK 20 000.

### **4.2 Schmelnick**

Schmelnick is regularly used and is in fair condition, but with wear and tear. See the maintenance part.



She got a new sail wardrobe as of fall '17, bought used from a seller in eastern Norway.

Schmelnick has been very actively used in 2017 and has been out most weeks, also in the summer.

She got a new coat of antifouling, a new bilge pump and there was epoxy repair done at the bow.

In the summer of 2017, Vegard went to Skien to get new sails to Schmelnick. The new sails are in good shape. They are now located on Whiplash. Before selling Whiplash we will take the new sails off, along with the anker.

### **4.3 Bella**

As more skippers are comfortable sailing Bella, she is now being used more than earlier.

Bella is in good shape. There have been some problems with discharging of the electrical system and starting, but we expect this to be resolved with a new Engine Panel and a reworked charging solution.

The Diesel heater was sent to a repair shop, but the price for repair was pretty high. We decided on a board meeting against repairing it for the time being.

Bella was scheduled for a major maintenance in May. She was sanded down to the primer and re-painted. She also got a replaced depth-sounder, new analog and digital Windex

She has been on many trips to Løno, Fedje, Rosendahl and more. We hope that even more skippers qualify to use her, and take our members on more weekend trips for the years to come.

She has also been used as a host for BSI events in Vågen, where we have moored up to have beer- and pancake parties around semester start, to attract more members.

As all the boats gets used a lot, they are in constant need of maintenance. This is one of the main challenges the club and the board is facing.

### **4.4 New vessel**

The board has decided to look for a new vessel. We have decided against taking up a loan on behalf of the club due to the high level of documentation needed and the high interest rates. We therefore have a budget of approx 90'.

The board wants a newer boat than what we have, but at the same time something fast, with a good cockpit size, a proven design and that is easy to use. It should be of similar size than our Express.

We will continuously evaluate our options as new boats hit the market.

For a new vessel, we have mostly looked at Albin expresses. We want the new boat to be under 8 meters, so that skippers won't need Båtførerprøven to sail it.

## **4.5 Mille**

The sales contract with NHHS specifies that we can use each others Express if need be, for up to two weeks per semester. For exact terms, see sales contract. We therefore want to use Mille for our Beginner's course, preferably up to three weeks.

There are some logistic challenges with using Mille, as she lays in Eidsvåg and we have experienced that the current owners has been slow to reply our inquiries.

## **4.6 Container**

Skipper Manager Anne was in the harbour regularly, keeping an eye on the status of the container was a small task. It did however get messy more often than she wanted, and the organising/cleaning-responsibility of all people using the container she notes that could be improved.

There has been several dugnads reorganising the container and sails during the last years and it now has most things we need to do maintenance on the boats and emergency spares.

When we use things from the container, we must be careful to put everything back, in the same condition as it was.

The storage room in the container is limited, so we should see to that it is only used for storing things that is necessary to have there.

## **4.7 Harbour**

We have a lease deal for three spots and the container at Merkur Båtforening. One from the club, and two others from private owners.

We have had some issues with our members not obeying the harbor rules, and also rude behavior from board members of the harbor. The matter is considered resolved as we received an official apology from the Merkur Båtforening president regarding this.

Manuel has come up with a secure place for the key. This solution is working very well.

We have a commitment to do an amount of hours of dugnad, as decided by the Merkur Båtförening board. Two of our spots have this duty, while we are exempt at our last one. We did all our dugnad hours for 2017.

We are committed by the agreement with the harbour to do a certain number of dugnad hours. Viktor and Erlend has been organizing the dugnads. They have managed to complete all the dugnad hours we are supposed to do.

## 5 Vessel maintenance

It has been beneficial to use an Excel sheet to keep track of the maintenance that needs to be done and the maintenance that is completed. The next board is advised to continue doing this because it worked so well.

### **General remarks:**

- Both Schmelnick and Whiplash show increasing sign of age showing as increased "wear and tear".
- In 2017 we had 58 maintenance task registered on productteev for Schmelnick and 71 for Whiplash. That totals 129 registered maintenance tasks or 1 task every 3 days (smaller tasks or maintenance that was done spontaneously or proactively are not counted).
- Most of the maintenance needs reported through skippers could have been easy fixes on the spot. Need for increased maintenance awareness and responsibility. Most often general tool handling skills are lacking. We should train these competences in all our skippers.
- A small group of people did most maintenance. We need more people to feel responsible for maintenance otherwise we wear out the people who do it.
- **It is generally too little people to explain what needs to be done, and show how things are done. There also needs to be more people doing things.**
- **It is a problem that the maintenance work often is urgent. Because of this, there is often no time to show or tell people what to do.**
- **Youtube/ google can be very helpful, as you can finds most of what you need to know about the motors and the boats in general online.**
- **Summary of completed maintenance (see full list as excel sheet attached):**

- On both expresses light and electric failure have been a recurrent issue during the past year. Therefore, we mounted additional battery navigation lights as backup.
- Some structural issues with safety relevance on the pulpit and railing fixed by welding.
- Repeated trouble with the engines or engine mounts (nuts coming loose, ripped engine pull rope). Some of it can be attributed to improper use.
- Cockpit drains fitted with meshes.
- Shroud covers added.
- Bilge pumps replaced and/or fixed.
- Rudder blades on the expresses have been switched, Schmelnick has now the ruder with the long tiller handle and no frayed edges on the blade.
- Fabric wall panels inside have been washed and refitted.
- Frequent power washing and cleaning of the outer parts.
- Schmelnick got new railing wires.

**Summary of urgent maintenance (before beginners sail) that is still on the list/in Producteev:**

- Check and if necessary all safety pins on the railing
- Replace broken propeller on Schmelnick, with the one on the "half" engine in the container.
- Buy and mount new windex.
- Hose of the bilge pump needs sieve (best use perforated plastic tubing)

**Recommended maintenance:**

- Complete and professional overhaul of electrical wiring (any new electricians in the club?).
- Replace the majority of the ropes with new ones.
- Either remove or fix rotten wooden interior.
- Get sail covers fixed by the sailmaker. This hasn't been done yet. Sails are in the Schmelnick cockpit.
- Fix temporarily tightened hole in the cockpit with fiberglass mats and epoxy.
- Reorder the reef clamp setup on the front deck.
- New life vests - maybe put them in container? We should have some extra vests for RAN. People who take their own boats to

RAN don't always have vests for their crew. We depend on people who bring their own boats to RAN because we don't have enough boats in the club. We should therefore be responsible for providing vests for everyone.

- We have a list over vests and where they are and what condition they are in. This list must need to be updated.
- Battery issues - not all the skippers are able to carry batteries back and forth from the container.

## **6 Economy**

### **6.1 General**

2017 has been an extremely good year for BSI Sailing, with the following economical aspects being worth mentioning:

We have had some cash flow issues in May/June 2017, due to high spending in 2016 and a very low amount of income from the main board in 2017. The leader and treasurer have agreed on a buffer of 30 000 kr such that future cash flow issues can be avoided. This buffer was built up during the summer and has remained untouched since September 2017.

Largely due to the low funding through the main board in 2017, we decided to raise our membership fees by 50% before the autumn semester. Despite the new fees, we have registered an overwhelming interest in BSI sailing and had to close sign-up (at an approximate member count of 160 without skippers/board members) a few weeks into autumn semester.

We have mastered a transition from depending mainly on main board contributions to running the club mainly through membership fees, with a surplus of 67 000 kr at the end of 2017.

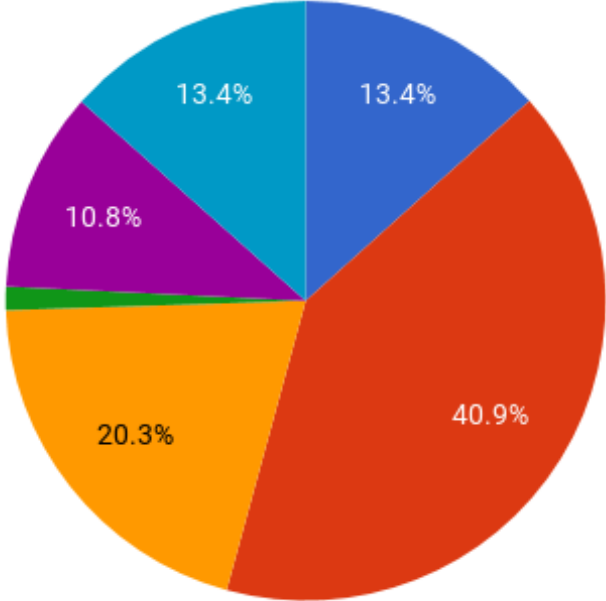
For 2018, a surplus of the same dimension (67 000 kr) would be expected - a rather conservative estimate. However, safety issues with one of our boats (Whiplash) have led the board to the decision to sell Whiplash and buy a new[er] boat. This decision is reflected in the budget for 2018 (see appendix 1). With the good economical results of 2017 and a positive outlook for 2018, we will be able to finance the purchase of a new boat without taking up a loan.

### **6.2 Revenue**

#### **6.2.1 General Income**

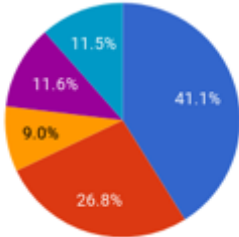
Our main income sources consist of membership fees on the one hand, and payments from the BSI main board on the other hand. However, we have increased funding through membership fees substantially, as illustrated below.

### Total Income 2017



- Main board transfer
- Student member
- Non-student member
- Skippers/board
- Other fees (RAN etc.)
- Other (e.g. tax refund)

### Total Income 2016



## 6.2.2 Membership Profile & Fees

Before the autumn semester, we altered our membership fees, raising fees for regular members (both students and non-students) by approximately 50%, lowering fees for skippers and board members to 300 and 100 kr per year respectively. While we traditionally have many exchange students signing up for one semester, especially in autumn, we have been struggling with recruiting skippers and active members who contribute to board work, including boat maintenance.

We discussed the pros and cons of raising membership fees carefully before summer and can happily conclude that our new membership fees have not alienated neither students or non-students (PhD students, external) from signing up. A BSI Seiling membership is still considered affordable for all members, also for exchange students.

We have not changed our strategy of attracting long-term members by giving a discount on membership fees for one year as opposed to one semester, trying to find active and committed members who are the soul of BSI Seiling.

In addition, we created an "early starter fee" for those who wanted to join the club during summer, membership being valid for the summer months in addition to the autumn semester. This is relevant for those who already have some sailing experience and do not want to wait until the beginner course at the beginning of the autumn semester. Four non-students made use of this offer, at a rate of 850 kr each. Since we have limited sailing activity in the summer semester break due to many skippers being on holiday, we consider this fee a fair deal and will evaluate whether to make the same offer in summer 2018.

The new fees since autumn semester 2017 are:

	<b>Per Semester</b>	<b>Per Year</b>
Students	750 kr	1 000 kr
Non-students & PhD students	950 kr	1 500 kr

(Active) Skipper	-	300 kr
Board Member	-	100 kr

Electronic payment through the payment platform kxweb is mandatory for all members for both administrative and transparency reasons.

In spring semester, we had 145 members (73% students), as opposed to 172 in autumn (72% students). The breakdown of member count and revenue can be found below.

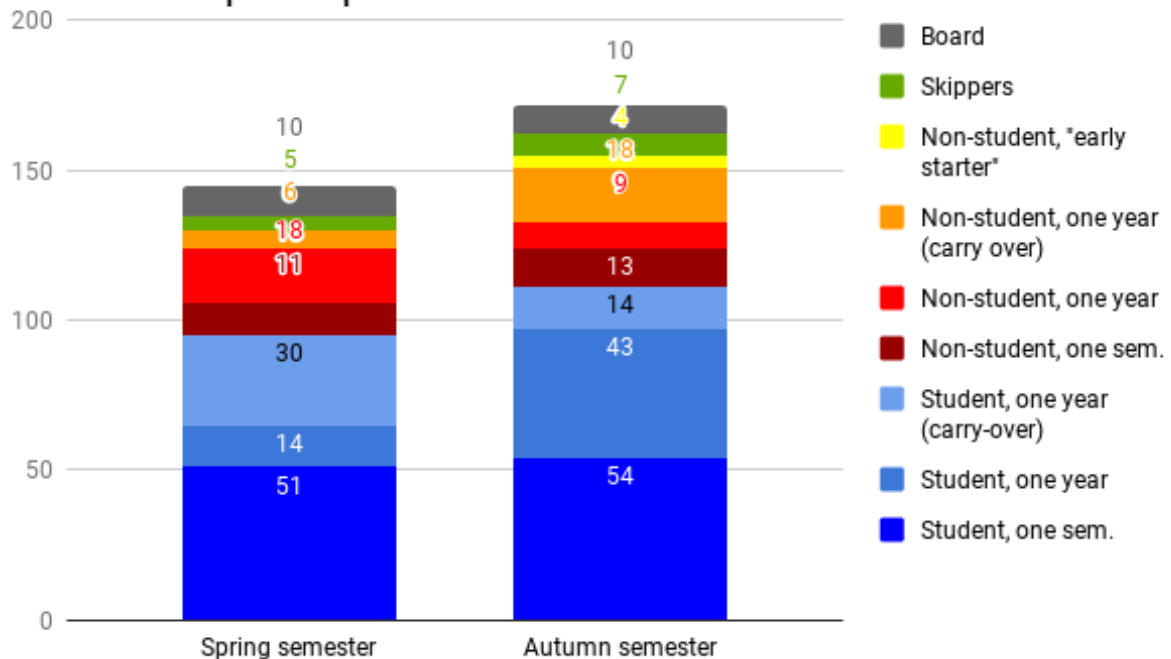
The two most noticeable changes that has been done to improve the economy is that the member fee has been increased, and that we now effectively make sure that all members actually pay the members fee.

The membership fee will not be raised in near future.

It is suggested that we should make the members register what country they are from when the register for membership. This could be useful data for the club, but it's not possible with today's payment solution.

Today's solution is working fine for payments, although it doesn't always give us all the data about the members as we'd like. Still, this is only a minor issue, and we will not change it as of today.

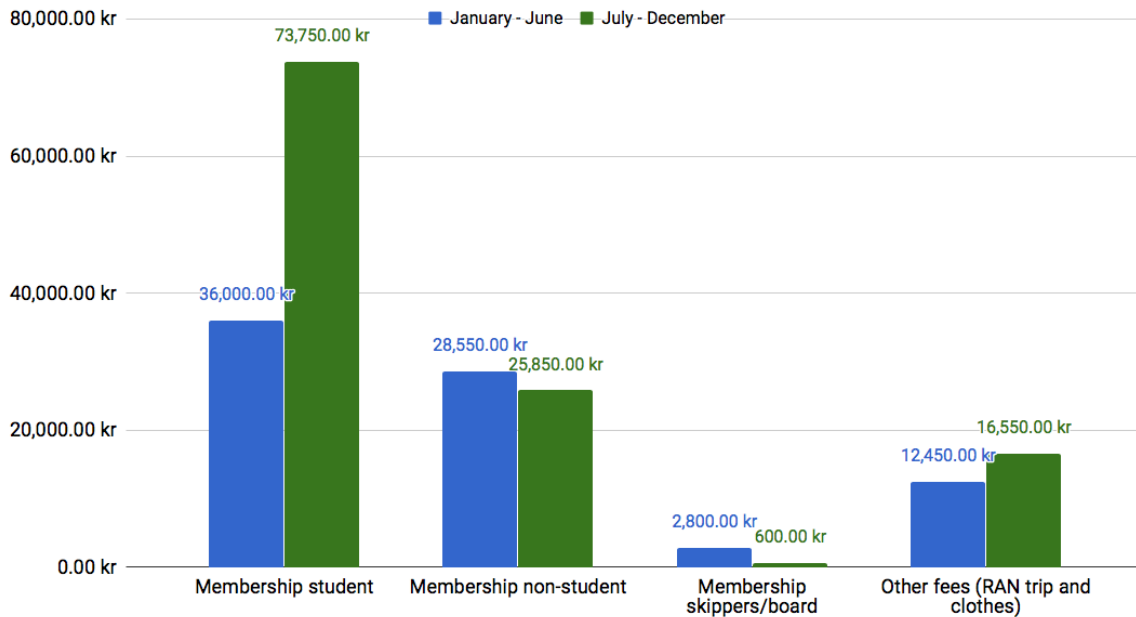
### Membership Composition 2017





## Income through membership / events 2017

(before electronic payment fees)



## 6.3 Expenses

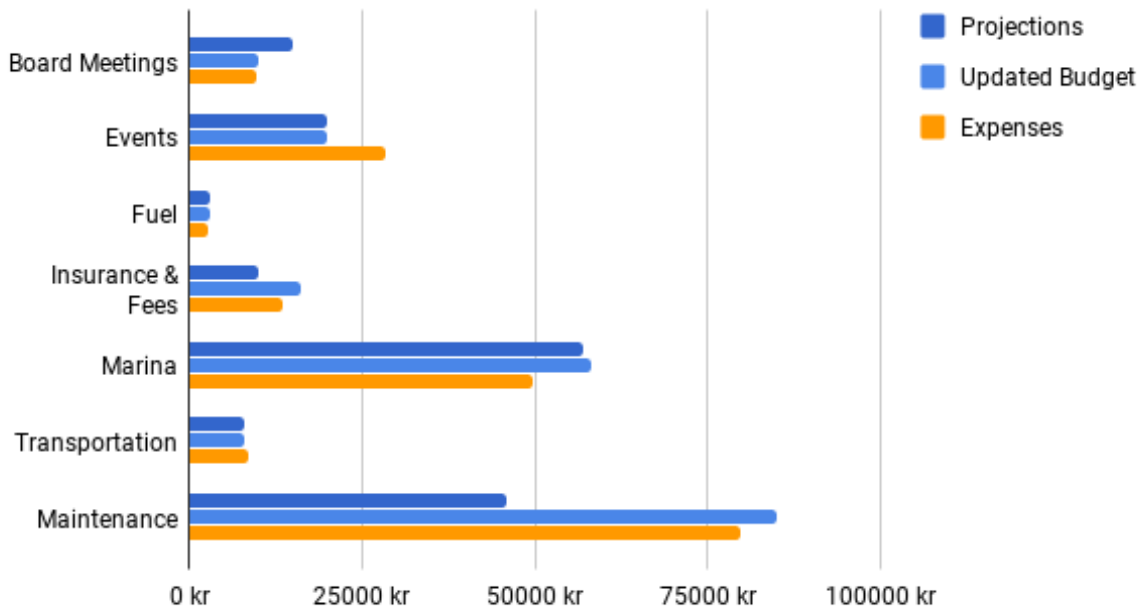
In 2017, we spent 192 000 kr - which is 8 000 kr below the adjusted budget that was made right after the previous annual meeting (February 2017). The breakdown of these costs is presented in appendix 1 and the graphs below.

It has to be mentioned that we have high fixed costs for marina (48 000 kr rent per year for three marina spots and a container) and insurance (11 000 kr per year).

Apart from those, main expenses in 2017 have been related to the purchase of instruments for our tour boat Bella (new array of sensors and screens), and maintenance of all three boats in our fleet.

All three boats have been taken onto land in summer 2017, with extensive work on Bella over a period of approximately one month, and a very (both cost- and time-) efficient maintenance week on Schmelnick. Both boats are in rather good condition now. Other maintenance expenses are some minor upgrades on the Expresses such as cabin bags, halyards, shackles, and a new anchor system, and the purchase of self-inflatable life vests for ensuring safe coastal sailing on Bella.

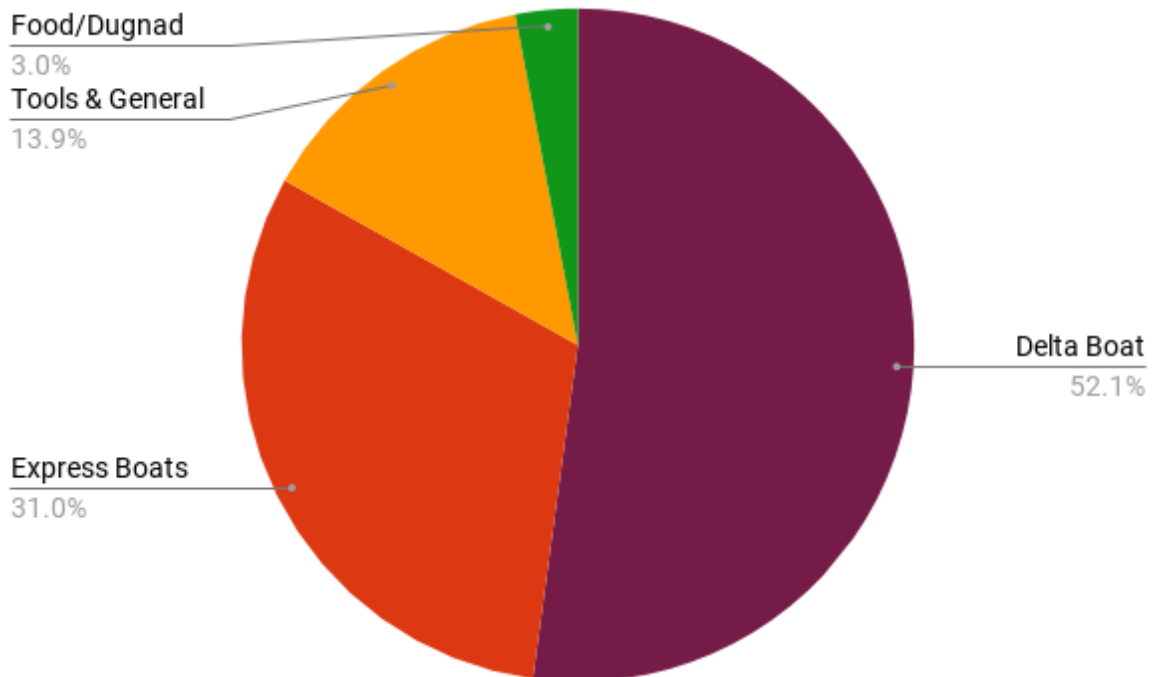
## Expenses 2017



The biggest difference between projected and updated budget is in the "maintenance" post. This is due to much work done on Bella and Schmelnick.

Suggested to check new boat on land before it goes in the water when we buy a new vessel. This way we can do potential work on the boat when it's still on land. This will save possible future expenses and/ or maintenance hours.

For a better overview, we have made new categories for expenses related to maintenance. This will allow us to distinguish between money spent on Bella and money spent on the Expresses. Tools and maintenance equipment that can be used for all boat types (and that are usually kept over many years) have their own category.



"Events" is the post that has gone most over budget. This is because we had a 20 years celebration for the club in December.

## 6.4 Debt

BSI Seiling currently has no debt.

## 6.5 Suggestions

After the 50% membership fee raise in 2017, it is recommended to keep members fees stable for a couple of years in order to keep the number of members at the current level. Norway is an expensive country for exchange students who account for many of our one-semester members, especially in autumn semester.

It should be re-evaluated around June whether there will be a sufficient number of skippers staying in Bergen during summer time, such that we can offer the "early starter fee" like we did in 2017 -

summer is the best season for both day and overnight sailing trips. This also generates some (although little) additional income at no extra costs for the club. 850 kr for students and 1100 kr for non-students seem reasonable fees. We only offer the "early starter fee" in combination with a one-semester sign-up in order to keep administrative efforts low.

We have had relatively (although not unreasonably) high expenses related to events (i.e. mainly the two RAN trips). Lowering attendance fees for both skippers and board members have had the desired effect of more people contributing. A low (100 kr) fee for members who bring their own boat has led to a situation where we still run short of skippers, such that we (as of today) cannot allow a higher number of participants. In consequence, it is suggested to raise the participation fee for regular members by 10%, to 550 kr. Most participants are exchange students from foreign countries, such as we have to keep the participation fee rather low.

The current board has been discussing the sale of Whiplash and purchase of a new (used) boat for many months. We have been in contact with our bank, Sparebanken Vest, and eventually decided against taking up a loan from the bank. Our current financial situation allows us to purchase a boat for up to 90 000 kr - which is a reasonable price for a boat of the same class/type as Whiplash. This requires, however, that both Whiplash and its engine are sold prior to the purchase of a new boat. The process of selling Whiplash has been started, and all board members have been encouraged to look out for boats that are good candidates for our fleet.

Suggestions for improving the economy:

- Apply for more sponsors
- Possibly increase of RAN fee

These suggestions will be taken into consideration and decided upon by the new board.

## **7 Social**

We have had the following events

- Sailing with "Døråpner" and the Red Cross, organised by Erlend Sand
- Talk with Jan Nordbotten about his round-the-world trip while working as a professor at UiB, organised by Erlend Sand
- Two student stand attendances, organised by Viktor Svensson

- Regular "SOS", Sailors On Shore events organised by Viktor Svensson
- Regular maintenance sessions organised by Express Manager Tom Langbehn, Eoghan Reeves and others.
- Dugnad sessions organised by Viktor Svensson
- Bi-annual Ran trip organised by Viktor Svensson

We have had a good amount of social events this year, which draw a regular crowd. We have gotten good feedback on the bar nights and the Ran trips are a huge success. Unfortunately, some of the other events have been poorly organised and we must do quality assurances on that we have done due diligence before attempting to do more public events where we must book venues or coordinate a lot of people.

We need to make sure that people that wants to organize talks, arrangements, etc. are in control of the arrangement, so that everything goes according to plan.

## **8 Skippers**

### **8.1 Skipper roster in 2017 and looking ahead**

We do at the moment have 19 active skippers, which is sufficient. We are looking to recruit 1-2 new long-term skippers, but do not think we have an urgent need as of right now.

We have many skippers in the club now. We will as a general rule not allow people who are staying only one semester to become skippers - this will only happen in special cases and if they are especially fitted.

Suggested that there should be some general rules for safety for going out with the boats. Suggested that 2 people on the boat is too little.

### **8.2 Check-out**

The check-out of new skippers was very informal (no check-out list) on Bella, which should be improved.

The basic check-outs went well, although the availability of the 'check-out-skippers' (Geir Olav, Lukas, Manuel, Anne) was very limited at times. The basic check-out lists are located in the container. There is a suggestion to upload the check-out lists online, so that it is easier accessible.

For skippers who completed their skipper training a long time ago, it could be necessary to update some skills. This can be done by making them go through a new, possibly simplified check-out. This suggestion is for the new board to look into.

All new skippers in the past year have a digital copy of their check-out uploaded in the BSI Sailing Google-Docs, as well as their licence if they had one. This is very nice to have in the event of an insurance case.

We noticed that the pressure on the skippers in the new-beginners period was a bit on the high side, which is a good argument to train/acquire more skippers. However, if we have very many skippers they get to sail so little that they might get out of practice with the boats: this already happened to some extent in the past year.

## **9 Decisions and approvals made in the annual meeting:**

- 1.1 Election of Moderator: Vegard Guttormsen, unanimously chosen.
- 1.2 Election of secretary for meeting minutes: Isa Emilie Dahle, unanimously chosen.
- 1.3 Two participants to sign the report: Michael Wuchevich and Tom Langbehn, unanimously chosen.
- 1.4 Headcount: 15.
- 1.5 Confirmation of summoning: this has been done through Facebook within the deadline.
  
- 2.1 Review of the Annual Report for 2017: unanimously passed.
- 2.2 Review and approval of the accounting for 2017: unanimously passed.
  
3. Budget for 2018: unanimously passed.
- 3.1 Budget for 2017: unanimously passed.
4. Additional cases / member suggestions
  
5. Election of the 2017 board:
  - 5.1 President: Vegard J. Guttormsen
  - 5.2 Vice President: Ingrid Nøttveit
  - 5.3 Treasurer: Susanne M. Balzer
  
  - 5.4 Maintenance Coordinator / Harbour Manager: Imrad Nooradin
  - 5.5 Skipper Manager: Clementine Le Moal
  - 5.6 Communications Manager: Isa Emilie Dahle
  - 5.7 Express Boat Manager: Michael Wuchevich
  - 5.8 Delta Boat Manager: Eirik Sundal Karlsen

5.9 Socials Manager: Torborg Emmerhoff  
Rustand

6. Annual report unanimously passed as is.

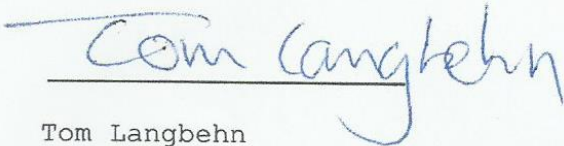
## 9.1 Additional closing notes

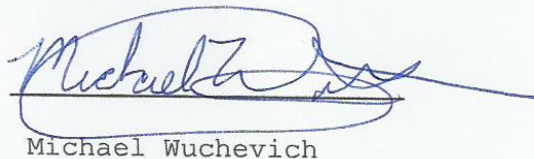
Clems boyfriend Runar can pick up our mail since he works at the Student Centre. Torborg takes the banner. Eoghan will look into organising Båtførerprøven. He will also look into which international licences that are valid in Norway. Michael will arrange the dugnad at the 17th of March.

Vegard will make a doodle and invite to a boardmeeting before March 15th (beginners course). Board meeting will be on February 28th.

This concludes the BSI Seiling annual meeting 21.2.18.

Notes and additions made by Isa Emilie Dahle and Ingrid Nøttveit.

  
Tom Langbehn

  
Michael Wuchevich