

BSI Seiling

Annual meeting 2020

30.01.2020



Agenda

1. Practicalities re annual meeting
2. Review of the Annual Report for 2019
4. Pre-announced suggestions
5. Budget for 2020
(chapter 5 of the Annual Report)
6. Election of the 2020 board
7. Additional suggestions

1 Practicalities re annual meeting

1. Elect Moderator (Marielle)
- 1.2 Elect secretary for meeting minutes (Freddy)
- 1.3 Two members to sign the annual report (Tom og Even)
- 1.4 Headcount
- 1.5 Confirmation of summoning

4 Pre-announced suggestions

none

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6 Election of the 2020 board

Some people left before the election, and it was 14 people present to vote.

Role	Candidate	No. of votes (for - against - abstain)
President	Ingrid Nøttveit*	14 - 0 - 0
Vice President	Stian Waagner Birkeland	14 - 0 - 0
Treasurer	Laro Gonzalez	13 - 0 - 1
Express Boat Manager (Schmelnick)	Basile de Fleurian	14 - 0 - 0
Skipper Manager	Emmanuel Arrighi	14 - 0 - 0
Express Boat Manager (Juli)	Zoe Koenig	14 - 0 - 0
Delta Boat Manager	Malin Lundholm	14 - 0 - 0
Communications	Marielle Tiller*	14 - 0 - 0
Social and events	Freddy Bengtsson	14 - 0 - 0

**There were no candidates for the positions as President and Treasurer. Ingrid and Marielle agreed to run as candidates and continue in the board for a few more months, until a new annual meeting in spring. Laro originally wanted to be in charge of communications, but he will function as treasurer, at least until the extra annual meeting.*

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ANNUAL REPORT

1 Club Organization

1.1 Our goal

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

1.2 Elected Board members for 2019

Role	Name
President	Susanne Balzer
Vice President	Ingrid Nøttveit
Treasurer	Alexandra Blaser Erke
Maintenance Coordinator	Andrea Cresta
Skipper Manager	Clémentine Le Moal
Express Boat Manager	Olga Shulgina and Zoe Koenig
Delta Boat Manager	Malin Lundholm
Communications	Marielle Hamre Tiller
Social and events	Torborg Emmerhoff Rustand

1.3 Board roles

We have divided the tasks in a natural way according to capacity, competence and motivation. Zoe was elected as a board member on the extraordinary annual meeting in August. Ingrid took over as president in October when Susanne had to quit.

1.4 Board meetings

We had board meetings in February, March, June, August and September. We had them at Ingrid's place, at Studentsenteret and at Sumo.

1.5 Beginner's Course

We arranged Beginners Courses in March and in August. Susanne and Clem held the theoretical course. The course material was edited and updated by them, and can be used by BSI Seiling in the future. Most of the board members were present to help with digital sign-up to the practical sessions.

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2 Communication

2.1 Facebook

We have a BSI Seiling Page that is open to everyone. We share all events and dates here, and general information. We also have a private group called “BSI Seiling Members”. Here everyone can post pictures, announce available sailing spots etc. This is to have a more direct way of communication for the active members.

We also still have the skipper group, which allows for board and skippers to communicate more privately, about organizational matters and practical concerns. We also have a skipper-chat for urgent matters. Some thinks that there are too many channels of information, and we encourage the new board to evaluate if both the skipper-group and skipper-chat is needed.

2.2 Maintenance tracking

We use Click Up. People who wants to help with maintenance are encouraged to contact Andrea or send BSI Seiling a message, and Andrea will add them in ClickUp.

2.3 Board Facebook group

We have used the board Facebook group as before, as well as sometimes a messenger chat.

2.4 Instagram

We still use our Instagram account: @bsiseiling

3 Sailing

3.1 Members Sailing

In 2019 we’ve had good capacity on the sailing spots. We had a maximum number of 60 beginner spots. Earlier years, a lot of beginners took most of the sailing spots, and it was not enough spots for the regular sailors. We changed our strategy to make more room for regular sailors to improve their skills, so that we will eventually get more skippers and more engaged sailors who can help with maintenance. We got good feedback on this, and our regular sailors says that they have sailed more that earlier. We had 4 boats available during beginner sailings, and we could have offered more sailing spots if we had more skippers.

We had two successful RAN-trips. On one of the RAN-trip we borrowed some Walker bay boats from RS and people could try them. Many people enjoyed this, and the new board should consider doing the same.

3.2 Regatta

We had a small regatta group who had some practice sessions and attended one regatta in fall. No regatta activity in the fall. A handful of sailors are really eager to do more regatta in the spring, so that should be encouraged.

3.3 Cooperation with Redningsselskapet

The boats that belong to BSI Seiling are members of Redningsselskapet, and we have done

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some cooperation with them this year. We borrowed their Albin Express boat Alba during the weeks of beginner sailing in fall. They joined us for the RAN-trip in fall, and they provided Walker Bay dinghy's and a free first-aid course, to great success.

4 Vessels and maintenance

4.1 Expresses

Mille: During the spring, we changed one shroud on Mille as one was broken. In spring 2019, Mille accidentally hit bottom with her keel. An expert came in fall and assessed that the damages of the keel where too important to be fixed and that Mille should not be sailed anymore. We got 46 000 kr from our insurance company. We decided to give her away in October 2019. We kept the engine and sold it on Finn.no. We kept the sails and took everything of value.

Juli: In replacement for Mille, we bought a new (old) Express, Juli. This Express was brought back to Bergen from Stavanger mid-August. This new express is in very good shape, made for touring and regatta with a Spinnaker, a Gennaker and GARMIN instruments. This express was own for private use, and some small changes had to be made on the boat so that it fits the use of a sailing club: we change the remote control of the engine to a simple engine, remove the solar panels and lazy jacks.

Schmelnick: Schmelnick was taken out of the water in fall 2019 to apply several layers of soft antifouling. Winches were cleaned, and the attach of the engine too. Before selling Mille, we swapped the bended pulpit from Schmelnick with the one from Mille.

4.2 Bella

Bella is in good shape and have during 2019 been on land for some major work. End of April we brought her up at Viknes on Askøy. As the keel was all rusty and had a very uneven surface, we sanded it all the way into the iron and filled it with epoxy-filler, light primer x4 and underwater primer. The hull was lightly sanded, and everything painted with self-polishing antifouling. All thru hulls have been shifted apart from the one under the engine. They were tightened with Loctite and Sikaflex. The hoses inside was shifted at the same time. The "cutlesslager" on the propeller shaft and the stern gland was replaced by Viknes. Otherwise ordinary maintenance as cleaning and polishing (where Bella's old name was discovered; Meltémi from Stavanger and Frilla). The red stripe also got some new paint. Dieselhose and filter was replaced. During autumn the gas with new leakage detector have been fixed and oil + filter shifted on the engine. Although our Albin Delta has been on land where we did a lot of good maintenance, we still have more to do. There is one leakage in the aft that was quick-fixed this spring, the VHF is not working properly, as well as the diesel heater. There is some disagreement in the club regarding Bella, on whether the costs of maintenance will be too high and the tasks too difficult for the student-based club. The board was not able to discuss this properly before the annual meeting and there is unfortunately no a clear agreement in the board if this should be recommended or not.

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4.3 Container

We have tidied and organized the container, and we have also thrown away a lot of stuff. We have started to keep the life vests inside the container so that they will dry better and live longer. We see the need of a second container to fit all our stuff. We have contacted Merkur and they said yes. We have looked into prices and applied for money to the BSI main board (in December) in the last round of funding. We encourage the new board to buy a second container.

4.4 Harbour

We have had no problems regarding the harbour in 2019. We still pay for three spots and the container.

5 Budget for 2020

See Appendix 1

The budget for 2020 is largely based on the expenses we have had in 2019 (with the exception of new assets). Maintenance costs are unfortunately largely unforeseeable.

6 Economy

6.1 General

We are not expecting any major financial problems in 2020. We are now running the club mainly based on membership fees but are still dependent on contributions from the BSI Main Board. In 2019, we did not have a surplus like 2018 and 2017. We had a deficit of about 51 000 kr.

There were two mayor happenings, who had an impact on the economy. One of them was the damage done on one of our expresses, Mille, when running aground. This made the club vulnerable because we mainly use the expresses for the daily sail trips, and we did not know if we could cover the costs. The other happening was when we bought a new Express on Finn.no. Juli is our latest addition to the club. She is in good shape because her previous owner did some major changes and equipped her well for regatta sailing and overnight trips. We hope to get a lot fun with her on the fjords for a long time.

6.2 Revenue

General income

We had almost the exact amount of income this year, as the budget set for 2019. Every semester we get an amount from the main board. As by mid-January 2020, we have not received the sum for the autumn semester.



As every year, we also get money from «Norges idrettsforbund og olympiske og paralympiske komité». This year we got a sum of 20 000 kr. We also got 46 000 kr from our insurance company because of the damage to Mille. This helped us a lot with the purchase of a new boat.

Membership profile and fees

The summer 2019 we changed our membership system to an annual fee. Thus the larger sum of income in the autumn. We will try out this system and see how it affects the sign-ups. The changes were motivated by a wish of having more members who stay in the club for a longer time. Due to the crash at our membership system Spoortz in December, we don't have accurate numbers of how many of our members are students, external etc. On this date, Spoortz is still working to try to reconstruct our membership information.

6.3 Expenses

In 2019, we spent 321 000 kr- which is 72 000 kr above the adjusted budget that was made for the year.

There are two main reasons why we have exceeded our budget for 2019. The first one, under the budget post of "New Assets", is due to the purchase of a new express, Juli. The cost of her was 85 000 kr plus travel expenses.

The second reason for high expenses, under the budget post of "Maintenance", is the (unforeseen, but necessary) reparation of our express sails. The cost of the reparation was 17 500 kr. We did not have a written agreement on the cost and reparation-details. The price came after the reparation, and it was higher than expected. The reparation of the sails will reduce our repair costs in years to come.

One of our expresses and our Albin Delta was on land this summer. There were some unforeseen maintenance issues where we had to get help from the harbour. This made the maintenance- costs bigger than expected.

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, plus electricity) and insurance (13 000 kr per year). In addition to that, we had to pay a 1000 kr because of not attended «dugnads-arbeid» for 2018. We have started to have a larger focus on (theoretical and practical) education of both regular members and skippers, e.g. taking the «båtførerprøven». That is why we made an «Education»-post. A great part of the sum went to buy new books: «Seamanship» and «Sail and Rig Tuning». We sell them without profit to our members.

6.4 Debt

BSI sailing has currently no debt.

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6.5 Suggestions

In the future, we have to be more consistent on having written agreements to avoid similar situations with the sails. Especially where there will be larger sums.

7 Social

We have had the following events:

- One student stand at Studentsenteret during the open day arranged by Sammen
- Two Ran-trips organized by Ingrid and Torborg with help from Freddy
- Some Sailors on Shore events (including pub nights, quizzes and social gatherings hosted by members).
- Maintenance events organized and attended by members, skippers and board members. Both events planned in advance and spontaneous events announced on Facebook the same day.
- Christmas party for board and skippers hosted by Clem.

The club has gotten good feedback on the events that have been organized, but can aim for more social events in the coming year. A continuing challenge is to get regular members interested in coming to pub nights or social gatherings.

8 Skippers

8.1 Communication

We have continued to use Doodle for the organisation of the sailing plan. By sending it few weeks before most of the skippers answer before the deadline. The skippers are using both the facebook group, the skipper chat and the member group. The skipper chat tends to get busy and should be use for more urgent and simple communication. More technical communication should be discussed in the facebook group.

8.2 Skipper roster in 2019 and looking ahead

We have 16 skippers at the moment. This number is quite low but the skippers have been very active. We have proposed until three sailings per day during the beginners sailings and they were many free spots during oktober. We should recruit as many skippers as possible. We have already two candidates.

8.3 Checkout

To help the sailors to jump the gap between being a good sailor and a skipper Geir-Olav has proposed some skipper training. 7 people has participated one or several times. One has become skipper and three beta skippers. The beta skippers are now regular skippers. The beta skipper status allows the skippers to sail only with experienced sailors. After one month they take a final

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check out to be normal skippers.

The results are really positive and has enabled to get trustfull new skippers, but is a long prossess. It's important to find the balance between training competent skippers and letting them try by themselves.

8.4 Increasing competence of skippers

The new skippers are still offered a sailing book « Sail and rig tuning » or « Seamanship » by Ivar Dedekam. The skippers have been proposed to get the Båtførerprøve sponsored. One skipper has used this possibility.

7/2-20

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