



RS500 Class Association AGM Minutes 2026

Venue: Royal Torbay Yacht Club

Date: Friday 4 September 2026

Time: 6:00pm

Chair: James Curtis

Attendance: 16

1. Welcome

James Curtis welcomed everyone to the meeting and thanked them all for their attendance.

2. Apologies

- Mike Saul
- Bob Preston.

3. Matters Arising from the 2025 Minutes

There were no matters arising from the 2025 minutes.

4. Election of Committee

James highlighted that the coming year would be an important one for the UK class and that a strong and active committee would be needed to build on the opportunities available to the class. He noted that a committee had been established for the European Championships, which was running well.

The current committee is:

Role	Name
Chair / Social Media Representative	James Curtis
RS Builders Representative	Michiel Geerling
Results	Bob Preston
Circuit Representative	Emma McEwen
Technical Representative	Mike Saul
Social Secretary	Fresh Abendstern
International CA Representative	Nigel Davis
Youth Representative	Ollie Kent

All committee members present are happy to continue in their roles for another year.

Discussion around Youth and training:

Paul suggested that RS Sailing should do more to encourage youth sailors into the class.



Michiel advised that RS Sailing is planning to have six charter boats available for the Nationals and European Championships, which could potentially also be used at other transition or training events.

Luke suggested holding a training day using the demonstration boats, and Michiel offered the use of the boats for this purpose.

Nigel highlighted the need to understand why a significant number of RS500s are not currently being sailed, raced or travelling to events, and suggested that the class should investigate the reasons and identify ways of addressing this.

The role of the Youth Representative was discussed, with an emphasis on ensuring that the role actively drives youth participation in the class.

Emma suggested that the class should also consider appointing a Training Representative.

Tim Wilkins elected as Training Rep.

Training events and charter boats:

James proposed an early-season training event using charter boats and fleet members, ideally at a venue further North rather than concentrating activities in the South. A second training event could then be held in the Solent ahead of the European Championships.

Nigel suggested Draycote as a possible venue, potentially linking the event with the existing plan to have a demonstration boat at a Feva event.

Michiel suggested that starting with three charter boats would be more manageable than making all six available initially.

The committee needs to establish whether it is practical to take demonstration boats to the Feva event in October. Michiel will investigate this over the next week or so.

Paul suggested offering free entry to the Nationals for new sailors as a way of encouraging participation.

Committee positions:

Mike Saul, Bob Preston and Ollie Kent were not present at the meeting. Laurie will confirm that they are happy to continue in their respective roles.

5. Technical

Sail usage

Luke McEwen raised an issue following the RS500 European Championships, where a boat had been penalised for using different sails on different days. The issue arose following the SIs requiring permission from the Race Committee before changing damaged equipment.



Luke suggested that the RS500 Class Rules could include a clause similar to the RS800 rules:

Any number of sails may be used during an event, but no more than 1 mainsail, 1 jib and 1 gennaker shall be aboard when racing.

The argument in favour was that allowing sailors to use different sails would avoid unnecessary wear on good sails in windy conditions, potentially reducing the cost of sailing the class. As all sails are manufacturer-supplied and nominally identical, there would not be the same opportunity for sailors to have deliberately different suits of sails for different wind conditions.

Mike Saul expressed the view by email that the one-suit-only approach was fairest for the wider membership, and that allowing multiple suits could lead to criticism that the class was encouraging "chequebook sailing".

James explained that any change to the Class Rules would need to go through the ICA AGM in January, but that the UK class could agree wording to put forward as a proposal.

Nigel advised that the ICA is developing a new website which will contain the class documentation and would circulate details when available.

It was agreed that, in the short term, Sailing Instructions should be amended where appropriate to provide clarity on sail changes, with a formal proposal for a Class Rule change to be put forward to the ICA AGM.

Michiel suggested an alternative approach of specifying a maximum number of sails that could be used across a season. This was discounted because of the additional administration that it would require.

A vote was held on the proposal to allow sailors to use different sails during an event, subject to the agreed limitations:

- **In favour:** 15
- **Against:** 0

The proposal was therefore **unanimously supported**.

Boat identification and logos

Michiel highlighted the need for greater uniformity and standardisation regarding logos, boat numbers and related boat identification.

Michiel will ensure that replacement materials are available for sailors whose existing boat numbers or logos are missing.

Members were asked to provide feedback to James if they have noticed any performance difference between the older white sails and the newer black sails. Tim reported that he had not noticed any difference.



Paul asked whether the price of RS500 sails could be reduced. Michiel will investigate pricing and discuss this with Hyde.

6. Review of 2026 to Date

It was noted that attendance at UK circuit events has generally been lower in 2026, although attendance at the European Championships was good.

The number of UK events was deliberately reduced to improve attendance. Tim noted that school half-term dates can make it difficult for some sailors to attend circuit events.

The importance of choosing venues where there is already an established RS500 fleet was discussed. The lower attendance at Dabchicks was thought to be partly attributable to the lack of an existing RS500 fleet at the venue.

2026 Event Attendance

Event	Entries	Notes
Sprints, Rutland – April	3	6 in 2025
Dabchicks – May	2	With the RS700s
Gurnard Club Championships – June	8	Multi-fleet; 7 in 2025
RS Games, Travemünde – July	9 UK / 47 total	European Cup
Nationals, RTYC – August	8	With RS700s and RS800s; 12 in 2025

7. Plan for 2027 and Beyond

The following events were discussed for the 2027 calendar:

Event	Date / Notes
Lymington Regatta	12–13 June
Gurnard Club Regatta	July – high-season accommodation needs to be booked early
RS500 European Championships, RSYC	7–14 August; Nigel Davis and James Curtis leading
RS500 Nationals, Mounts Bay Sailing Club	18–22 August – confirmed; with RS800s

The committee would like to publish the 2027 calendar before Christmas to allow sailors to plan and book accommodation early.

Other potential venues and events discussed included Grafham Water, Yorkshire Dales, and a possible return to Chew Valley Lake. A racing and training event held at BCYC in March 2025 had attracted six boats and was considered successful.



The Grafham Water Skiff Challenge, which attracted four RS500s in 2025, was also discussed as a potential event.

Emma is the circuit rep and would like to be more involved in selecting events for the coming season.

School holidays and event dates

The committee discussed whether Nationals should be scheduled within school holidays to make attendance easier for teachers and students. However, it was noted that there can also be significant clashes during the summer holidays, which may prevent some regular sailors from attending.

It was suggested that avoiding the weekend immediately before schools return may be particularly beneficial.

The possibility that three boats may have been unable to attend the 2026 Nationals because of term-time commitments was noted.

Nationals format

Historically, the RS500 Nationals have generally been a three-day event, whereas the 2026 Nationals was four days.

The view expressed at the meeting was that, given the current size of the fleet, a maximum of three days of racing may be preferable.

2028 Nationals

Tenby has been proposed as the venue for the 2028 Nationals, potentially alongside the RS100s and RS800s.

Dates under consideration are:

- **12–18 August**, Monday–Friday to be confirmed
- **19–25 August** as an alternative, although this may be less favourable due to spring tides

The final decision will depend partly on the date of the RS500 World Championships. If the Worlds allow the 12–18 August dates to be used, Tenby remains an option; otherwise, an alternative venue may need to be considered.

8. Any Other Business

Class Association staffing

Laurie provided an update on the current Class Association staffing situation, including the recent appointment of new class secretaries and the plans for the coming months. Laurie will remain the class secretary for the 500s.



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Actions

Action	Responsibility
Confirm whether Mike Saul, Bob Preston and Ollie Kent are happy to continue in their committee roles	Laurie
Investigate use of RS Sailing demonstration/charter boats at the October Feva event	Michiel
Develop proposal/wording for RS500 sail-use rule change for ICA AGM	Committee
Ensure clarity around sail changes is reflected in event Sailing Instructions in the short term	Committee / Event Organisers
Provide ICA website/documentation details when available	Nigel
Provide replacement boat numbers/logos where required	Michiel
Investigate RS500 sail pricing and discuss with Hyde	Michiel
Explore reasons for inactive RS500s and ways to encourage more boats back onto the circuit	Committee/Laurie
Develop early-season training event using charter/demo boats	Committee
Investigate potential training event at Draycote / Solent	Committee
Aim to publish 2027 calendar before Christmas	Emma/Laurie

Laurie to support all actions as required.