



Chesil Sailability Annual Report & Accounts

1st January 2022 to 31st December 2022

Annual Report

1. Reference and Administrative Details

Charity name: Chesil Sailability

Charity Registration number: 1154416 (Registered 31st October 2013)

Principal office: Chesil Sailability, c/o 42 South Court Avenue, Dorchester, Dorset, DT1 2BZ.

Trustees:

During the year ended 31st December 2022

David Griffith (Chair from 7th Feb 2017, last annual re-election as Chair 28th July 2020)
Co-opted 7th Feb 2017, became Trustee 5th June 2017, re-elected as Trustee 28th July 2020

Hugh de longh (Chair until 7th Feb 2017)

Became Trustee 31st October 2013, re-elected 29th April 2015, re-elected 5th June 2017,
re-elected 28th July 2020, re-elected 11 October 2022.

Kirsty Lydeard (Secretary)

Became Trustee 19th May 2014, re-elected 29th April 2015, re-elected 14th May 2018.

Mike Clarkson (Treasurer)

Became Trustee 19th May 2014, re-elected 29th April 2015, re-elected 5th June 2017, re-
elected 9 April 2019 re-elected 11th October 2022.

Philip Hall

Became Trustee 31st October 2013, re-elected 29/04/2015, re-elected 18th October 2016,
re-elected 9 April 2019, re-elected 11th October 2022.

Shaun Kerigan

Became Trustee 5th June 2017.

Rob Lydeard

Became Trustee 5th June 2017.

Louis Gale

Became Trustee 28th July 2020.

Bankers:

Lloyds Bank, Current & Deposit Account, 1-2 High West Street, Dorchester, Dorset, DT1 1UG

CAF Bank, 25 Kings Hill Avenue, Kings Hill, West Malling, Kent, ME19 4JQ

Independent Examiner: Frost & Company, Poundbury, Dorset DT1 3DY.

2. Structure, Governance and Management

Governing Document

Chesil Sailability is a Charitable Incorporated Organisation (CIO), with a constitution as its governing document, dated Tuesday 28th July 2020 (as at last amendment).

Appointment of Trustees

All the current Trustees have been elected by Chesil Sailability members through the Annual General Meeting. The Constitution also allows Trustees to be co-opted. All Trustees are unpaid.

Organisational structure

The organisational structure of the charity has remained unchanged in 2022.

Affiliation

Chesil Sailability is affiliated to Royal Yachting Association Sailability and is accredited by Royal Yachting Association Sailability for disability sailing at our venue.

Risk Management

The Board of Trustees and the Committee of Chesil Sailability believe that sound risk management is integral to both good management and good governance practice, and a culture of risk management is embedded throughout the charity.

Risk management should form an integral part of the charity's decision-making and be incorporated within strategic and operational planning.

Chesil Sailability has a Risk Management policy, which identifies areas of risk, the main ones being operational risk and financial risk, and how those risks are managed.

3. Charity Objects

The charitable object of Chesil Sailability is:

'To promote the equality, inclusion and relief and the rehabilitation and good health of disabled people and to improve their conditions of life through providing and assisting in the provision of activities, facilities, equipment and services to enable them to participate in healthy recreation and in particular but not exclusively in sailing and other water sports.'

Chesil Sailability implements its charitable object by providing sailing opportunities for people with disabilities (physical disabilities, learning difficulties or long-term health conditions). We provide opportunities for people to sail such for the experience and for fun, to learn to sail, and to sail competitively or to progress in any other aspect of sailing.

We are based at the Weymouth & Portland National Sailing Academy, which hosted the 2012 Paralympics, so has excellent accessible sailing facilities. We have a range of accessible sailing boats, the main ones being five Hansa 303s, and two Hawk 20s. We have also had access to two Hawk 20s on a loan basis.

Chesil Sailability is run entirely by volunteers, they are the backbone of what we do, and the time and skills that volunteers bring are invaluable. Volunteers run the sailing sessions, and also all the background administration, finances, funding, maintenance, etc.

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Commented [DG2R1]: Thanks Liz Year Changed

The Trustees have had due regard to the guidance from the Charity Commission on Public Benefit, as our activity is in accordance with our charity's purpose and is for the public benefit.

4. Summary of Main Achievements

Chesil Sailability's Aims and Objectives are:

Aims:

- Provide opportunities for people with disabilities to sail for fun, to learn to sail, to progress to sailing competitively, or any other aspect of sailing, regardless of disability.
- Provide a sailing experience which is valued by people with disabilities and becomes an important part of what they do.
- Actively support progression and personal development for sailors and volunteers in whichever area they are interested in.
- Provide access to world class sailing facilities both for local people with disabilities, and at a national level

Objectives:

- Increase our sailor numbers, through more individual sailors and with groups
- Build the numbers of sailors who sail regularly with us
- Introduce new people to sailing, as well as those who have been sailing before
- Run sailing sessions which are fun for sailors, and include challenge where appropriate
- Value volunteers, and make sure volunteering with Chesil Sailability is a fun and rewarding experience
- Develop more involvement of sailors & volunteers in the development of Chesil Sailability as a whole
- Work with partners to deliver national level events
- Provide suitable safe boat cover to undertake lifesaving and rescue activity if required.

Summary

'I love the freedom on the water and the smell of the sea air; it helps me feel good and to forget my disabilities. I'm so well supported by all the volunteers.'

Although Chesil Sailability is more about the benefit for the individuals than the numbers, our overall individual sailing sessions have remained at a good and consistent level, with our core sailor numbers increasing slightly, including several new sailors who have joined us this year. Our Race Team did very well, and we have improved our on-shore facilities.

Our boats

Our fleet comprises 5 Hansa 303s (one dedicated for solo sailing), and 4 Hawk 20s (made up of two of our own, and two loaned to us by members for Chesil's use).

We also had 2 Safety boats. However, one of these was in effect no longer operational following two years of no use during the Covid pandemic, so the Weymouth & Portland National Sailing Academy (WPNSA) helped us significantly by providing a Safety boat as needed.

Sailing sessions

We started with boat preparation in March, volunteer training in April, and sailing from the start of May through to the end of September. We continued to run weekly sailing sessions on Tuesday afternoon / evenings; each session needs around 20 + volunteers to cover the different roles, so is quite a complex operation. We are entirely volunteer run, and the volunteers provide great support and commitment, as well as an impressive mix of skills, and much valued flexibility too – a reflection of the reward they feel from being involved.

This year we ran 16 out of the 23 possible sessions, as we had to cancel some sessions where the winds were above our safety limits. We provided 378 individual sailing sessions for our 42 sailors and 43 carers (8 of whom are family members).

We have a strong core of sailors who come regularly, demonstrating how sailing can become an important part of people's lives. This year again, the range of sailors with us was wider, with more sailors sailing independently (i.e. without carers), and also more new sailors with severe learning difficulties needing considerable carer and volunteer support.

Some sailors don't continue because their circumstances change (e.g. moving out of the area, or their condition worsens), but we have a continuous waiting list of new sailors, and this year we had 12 new sailors who became regulars, and our sailor numbers have increased overall. We also had a further 5 people who had a taster but didn't continue long term.

We are keen to enable sailors to make as much progress as they want, and we normally get everyone helming on their first trip. We have a core of sailors who are learning more sailing skills every time they go out, more who are now sailing solo, and three of our young adult sailors made great progress in achieving sailing certificates.

We ran some Thursday morning sessions specifically for Day Centre groups in the Hawk 20s, providing sailing for 14 sailors and 6 carers. We had planned more, but some groups had staff shortages on the day, so were not able to come.

We have a small race team, who compete in events across the country, and which includes one of our young sailors. Our team won the Nationals in the Hansa double-handed class. 7 of our sailors also took part in Bart's Bash, a sailing race that takes place in September each year across the world, and is one of the great dinghy mass participation events.

What difference does it make?

It is clear from sailor feedback that getting on the water, for whatever reason, makes a real difference to people's quality of life. We continued with a sailor feedback model called Sailactivity used by the Royal Yachting Association (RYA), where sailors score their feedback after each sailing session. Our feedback averaged out over this year as follows:

Improving my Wellbeing	4.8 out of 5
Helping me Connect with Others (social)	4.6 out of 5
Increasing my Physical Activity	4.8 out of 5
Learning New Skills	4.4 out of 5

Improvements this year.

Safety

Through a process of feedback from sessions, and external support from the Royal Yachting Association and other partners, we developed a training syllabus at the start of this year, built around the Golden Thread of safety, which provided consistency across our pre-season volunteer training, and when bringing new volunteers on during the season.

We also improved our ability to go sailing in wind conditions towards the top end of our safety margins, through the use of more contained sailing areas etc.

On-shore facilities

We upgraded our sailing clothing storage with a new container, which is also wheelchair accessible. This is a great improvement, and based on our experience during the season, we will be fitting it out with shelves and racks to improve its usefulness.

Looking Forward

New Safety RIB

With help from a particularly supportive funder, and with further fundraising to do, we plan to purchase a Safety boat. We have decided to go for a medium-sized RIB, which will be better suited to safety cover in the harbour, keeping our smaller RIB for cover around the marina area.

Wheelyboat

We have medium term plans to purchase a small accessible motor boat, which has a bow ramp so people with disabilities, particularly wheelchair users, can come onboard directly (rather than hoisting people in and out). This project will have three main aspects:

- Separate activity taking people with disabilities out for journeys round the harbour.
- Motor boat driver training for people with disabilities, under an RYA programme called Powerability, as the layout enables a wheelchair user to drive. People can then also take RYA qualifications through our neighbour, the Andrew Simpson Watersports Centre.
- Increased 'on the water' capacity for our normal sailing sessions.

Hawk 20

One of our members who loaned us his Hawk 20 for the season is moving away, and so we will not have the use of this Hawk next year. We are very grateful to have had the use of this boat, and the Wheelyboat will help increase our 'on the water' capacity to make up any shortfall.

Performance dinghy

There is an adapted performance dinghy, the RS Venture Connect dinghy, owned by the Andrew Simpson Watersports Centre, allowing our sailors to experience higher level dinghy sailing. We had hoped to get this into use in 2022, but we didn't have the extra capacity to enable us to do this, apart from some volunteer training. We do hope to get this started in 2023, and the new Safety RIB will help us to do this.

Multiclass

The RYA Multiclass is the biggest accessible sailing competition of the year, and we will be helping WPNSA to host this in July 2023, with around 100 sailors with disabilities expected to compete.

5. Finance

Sources of funds

As maintaining sailor fees at an affordable level is a priority for us, and so generates limited income, we have to be pro-active about securing funding. During the year, funding has come from a number of sources:

- Sailor & member fees and session fees. This represents a small proportion of our income as we maintain fees at an affordable level particularly this year with a limited number of sessions.
- Own fundraising. Members did some fund-raising activities, all of which are really valuable.
- Grants. We secured some grants towards our general running costs, although most of our grant income was for specific projects or equipment.
- Donations. Many individuals and local organisations have supported us with donations, particularly appreciated both as this helps our finances considerably, and because of the local support it demonstrates.

Commented [ED13]: Members rather than volunteers, so this includes both sailors and volunteers – to include Adrian's fundraising, without having to name individuals here

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Expenditure

The main fixed costs are maintenance, facility fees and insurance.

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A summary of the Income and Expenditure costs, including a comparison with the financial year 2022 is given below.

Reserves Policy

Chesil Sailability's Reserves Policy during the year was to have operational and asset replacement reserves as follows:

Operational Reserves, which

- a) Cover up to nine month's running costs (within Charity Commission recommended range)
- b) Help with cash flow as some of the big expenses are at the early part of the year
- c) Help forward fund grants when grant payments are in arrears

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Asset Replacement Reserves, which

- a) Enable us to cover replacement of any essential equipment quickly
- b) Build up funds to put towards long term replacement of equipment & facilities, (the purchase of the container above being an example)

In implementing this policy, Chesil Sailability held reserves of £22,000 during 2022

Carry forward to 2023

Of the £31,220 of Unrestricted Funds carried forward from the end of 2022 to the start of 2023 we will continue to hold reserves of £22,000 so as to maintain our financial resilience. These reserves comprise £13,000 for operating costs (approx. nine months) and £9,000 for replacement of key equipment and assets. From our carry forward to 2023, we also have commitments of £11,000 as our funding input towards the new Safety Boat, and £2,000 as our funding commitment to the Wheelyboat project.

Summary of Income & Expenditure



Income	Proportion %	2022 £	2021 £	Change %
Membership & session fees	7	2,820	2,505	13
Grants	78	33,724	10,903	209
Donations	6	2,610	2,508	4
Fundraising & charitable activities	2	715	627	14
Sales	5	2,236	68	3188
Other income (Gift Aid, event fees etc.)	2	1,069	1,045	2
Total income	100	43,174	17,656	145

Expenditure	Proportion %	2022 £	2021 £	Change %
Insurance	9	3,631	3,484	4
Facility fees	9	3,610	3,600	0
Administration & governance	3	1,120	974	15
Repairs, fuel & renewals	7	2,748	1,997	38
Training	0	0	492	-100
New boats & equipment	73	29,809	1,203	2378
Other expenditure	0	35	0	
Total expenditure	100	40,953	11,750	249

Total funds held at end of year	41,073	38,852	6
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Capital items purchased in 2022	£
Replacement of BT trailer	5,520
5.85m RIB (initial build payment)	22,266
Total	27,786

David Griffith
Chair of Board of Trustees

Accounts