

NECRA AGM 22 October 2025

People Present:

I Lynch, D Addison, S Marsden, J Hunter, M Frazer, A Gidney, I Maychell, W Kuster, C Jackson, I Holtby, N Richardson, G Boagey, P Ross, J Anderson, L Renaupon, Mac, A Henderson, A Henderson, D Wheldon, M Richard, W Millar, J Carter, L Wilkinson, K Rigg, P Hope, A Cooper.

Chairman's Report:

- Sunderland Blyth was a great race despite being dull and breezy with an excellent evening meal and social at RNYC followed by a good run back on the Sunday.
- The Vernon Dawson saw a good turnout of boats with many new boats joining NECRA from ScYC who then joined us on a breezy run back to Hartlepool. NECRA achieved places 2, 3, 4, 6, 7 & 8 in the Vernon Dawson.
- Sunderland - Whitby overnight had a good turnout of boats and the race started with good winds and spinnaker reaches but the wind died completely inshore with boats stranded but those that chose to go Offshore managed to keep going with Scimitar & Phoenix leading the fleet home whilst others retired.
- The NSR was beset by poor winds with only 5 boats completing the race but again Scimitar achieved a notable 2nd in IRC and Runaway 1st in YTC B so in NECRA Scimitar another 1st in Class 1 and Runaway 1st in Class 2.
- Races to Hartlepool suffered bad weather or the threat of, with 8 boats from Sunderland and 5 from Whitby where the WYC boats turned straight around and went home partly due to the restricted opening of Whitby Bridge.
- The Tyne race only had Hartlepool 8 boats but was a great race there and back despite the threat of no wind. Was a great night at Royal Quays with excellent food and facilities.
- The final race to Hartlepool was again abandoned due to bad weather.
- The feeder events were a non-starter in every case and will probably be abandoned as a series.
- Whitby Bridge continues to cause problems of entry and exit from Whitby Marina.
- The Regatta events were a disaster for NECRA mainly due to bad weather but only 1 boat travelled so the results ended with 4 different boats achieving 3 points each in each class so no winners for NECRA - series abandoned. This series will probably be absent from 2026 programme.
- RNYC did a Bass Rock event this year that wasn't in our programme but I'm hoping that they will put on a Farnes race in 2026 that we can include.

Treasurers Report:

The accounts at this yearend show a balance almost the same as at the year start with a balance of around £2000. The only major expenses have been this club supper, the purchase of merchandise and prizes. There is still a stock of merchandise which is paid for but will return money to the accounts as it is sold.

The usual payment of mooring fees was made and returned to the account as boats paid their invoices. There were 50 membership fees paid this year.

Election of officials:

The current Chairman, Treasurer and Secretary have agreed to serve another year but there is still a vacancy for a Vice Chairman.

John Hunter agreed to stand for the position of Vice Chairman and was seconded by Ian Maychell.

Trophies:

The Trophies awarded were as below. The NECRA Glass tankards were awarded at the prize-giving of each event except where there was no social conclusion. The ✓ indicates where a glass was given and those marked ○ were awarded tonight before the main trophies.

Trophy NECRA Prize giving 2025

Return Class 3 –	Ayesha Salver –	MIJBIL – G LAWS
Return Class 2 –	The Northern Daily Mail Cup -	PHOENIX 2 - C JACKSON
Return Class 1 –	Whitby Rose Bowl –	CORDON ROUGE – J HUNTER
Offshore Class 3 –	Niema Salver –	SPOT ON - J DRAPER
Offshore Class 2 –	NECRA CANNON –	PHOENIX 2 - C JACKSON
Offshore Class 1 -	Aluminium Sail –	CORDON ROUGE – J HUNTER
Best Newcomer –	RNLI Shield –	WABBIT - S ADAMS
Yacht of the Year –	Compass Shield -	CORDON ROUGE – J HUNTER
Club Trophy -	RNLI Sextant –	TEES & HARTLEPOOL YC

Glasses Won 2025

Offshore S2B	Class 1 – Cordon Rouge	✓
	Class 2 – Phoenix 2	✓
Return B2S	Class 1 – Cordon Rouge	✓
	Class 2 – Phoenix 2	✓
Offshore Sc2W	Class 1 – Rascal	✓
	Class 2 - Dolphin	✓
	Class 3 – Spot On	✓
Return W2H	Class 1 - Cordon Rouge	○
	Class 3 - Dolphin	○
Offshore S2W	Class 1 - Scimitar	✓
	Class 3 – Phoenix 2	✓
Return W2H	Class 1 - Cordon Rouge	✓
	Class 2 - Phoenix 2	✓
Offshore NSR	Class 1 - Scimitar	○
	Class 3 – Runaway	○
Offshore W3H	Class 1 - Icon	○
Offshore S2H	Class 1 - Still Game	✓
	Class 2 - Phoenix 2	✓
Return W2H	Class 1 – Chaos	○
	Class 2 – Phoenix 2	○
Offshore H2T	Class 1 - Cordon Rouge	✓
	Class 2 - Phoenix	✓
Return T2H	Class 1 – Chaos	○
	Class 2 – Phoenix 2	○
Offshore W2H	Class 1 - Icon	✓
	Class 2 - Fiasco	✓
Offshore S2H	Class 1 – Cordon Rouge	○
	Class 2 - Tarka	○

○ Not presented ✓ Presented

Break for Supper.

Open Meeting:

Offshore and Return Series: both were popular and got a good turnout. The draw is the social at the end of each Offshore event with a Return race the following day. The star events were Vernon Dawson, Whitby Overnight and Tyne. Our aim is to have more of the same. WYC do their Riva series with 4 races to Hartlepool and back twice. It would be good to get other clubs to do similar to coincide with these and the social at THYC being centrally located.

Feeder Series: didn't happen. There were no entries in any of the races programmed so will drop these from the programme unless there is a request for any.

Regatta Series: was a flop this year, largely due to the weather and my immediate thought was to scrap it from our programme but 2 options were presented.

Option 1 – Give it time. Leave it in the programme and see if next year proves more popular.

Option 2 – Have only 1 NECRA Regatta at one of our clubs and encourage boats to attend.

This is an ongoing discussion to be decided.

2026 Programme: A draft programme has been produced for the sole purpose of getting the events on the table so the clubs can work out where and whether they can be fitted into their club programmes. This draft is just the beginning of the process.

Farnes Race 2026: RNYC put on a Bass Rock race this year although only 5 boats took part and they only got as far as Eyemouth. I have suggested to them that NECRA would be interested in doing a Farnes Race but no further. They have agreed to see if they can fit it into their programme although they suggested a date in June which is already a busy time for NECRA. I will ask if they can programme it into July instead. It was suggested that it was too far to go to race and we already had a full programme but the objective is to involve more clubs in NECRA, it would be good to have a change of scenery and RNYC always give us a great reception.

Rating Split: There are less boats competing in class 2 should we alter the rating split to even out the 2 classes. Unfortunately the majority of entrant are in Class 1 with not much differences in the ratings. To include more into Class 2 the rating split would need to be higher at around 0.9100 or even 0.9200. Those involved would not be happy to lose the competition of the larger boats with which they are very competitive. I would suggest the split is about right at this time.

Auto-helm: Will NECRA support the admission of auto-helm in the races?

The use of Auto-helm is at the discretion of the club holding the event. NECRA don't run the races or write the sailing instructions. NECRA can advise and support the use of Auto-helm but if auto-helm is to be allowed it is at the discretion of the individual clubs. The final decision is with them. It was suggested that if we endorsed it there would be little or no objection. It is also down to the organisers as to which takes priority the Sis or the NOR.

We agreed to look at the implications and the practicalities of accepting Auto-helm.

Should we also support single handed racing?

Whitby Bridge: WYC have suffered with not being able to organise any special bridge times and only having access to the Marina 2hrs either side of high water. This has created severe difficulties for starting and finishing races as well as getting visiting boats on berths for overnight. They have a meeting with ScCC this coming week and have threatened taking them to court. Both JA and his wife have experience with the rules governing access in and out of the port and are hoping to encourage a relaxing of the new rules. WYC would like evidence from other port users as to the inconvenience and the discouraging of travelling to Whitby.

The hope is that some common sense prevails and better access can be achieved.

Sunderland Marina: There have been several incidents where boats have been trapped in Sunderland Marina due to low tide water depth. This coming years Whitby overnight again coincides with a low tide. It is possible to exit the Marina and anchor within the harbour mouth as long as boats have sufficient warning. Note should be made on the Sis for those events.

Meeting closed at 21.00