

forward to fill the two vacant positions and so the association should be in a position to carry on. The issue of what happens to the association funds should it get dissolved would be discussed at the MPBA agm. The proposal that had been put to them from the section was not legally viable, but they were prepared to accept another proposal. There had been an increase in MPBA membership over the past year, which is something that had not happened since 2011/12. There had been interest shown from someone from Bury St-Edmunds, and hopefully he would attend at least the Althorne meetings and perhaps the Elmbridge meetings. Dave Parker asked if there was any indication that the MPBA would increase their membership fees. Martin said that he did not think they would dare to put them up. The MPBA was well funded and there had been reductions in postage costs (although this year the agm minutes had been posted out to all members). If the Articles of Association were to be changed then there would probably be a cost for legal fees. It was Martin's opinion that if the fees were to go up then there would be a decrease in membership. The scale section has the most members but with little activity in terms of regattas so the need for insurance amongst this group of boaters was small. Any increase in MPBA fees would therefore probably lead to some of these thinking 'what is the point of MPBA membership'.

Treasurer's report:

Club finances remain healthy. The balance brought forward was £2,328.41 and the current balance stands at £2159.43 which is a reduction of £168.98 over the year. This is a good result considering the reduction in numbers and only having raced seven rounds this year. Peter thanked Martin for keeping down trophy costs by recycling old trophies and Sue for helping to collect race fees. There had also been a reduction in entry fees this year. The cost for the website and domain name should not be payable again until 2018.

Treasurers report acceptance proposed by Brian Woolcott and seconded by John Croyden.

Passed unanimously.

Membership Secretary's report:

The number of Electra members is currently 17 which is down from 19 in 2015. We are happy to welcome three new members, Gyorgy Toth, Nathan Vosloo and Barry Mayer. Although we had lost some members they were ones that had not been all that active.

Regatta Records Officer's report:

Martin passed round some charts. The first three meetings had been fairly stable with about 30 entries at each meeting. There had been a dip at the first Althorne meeting although several members were away on holiday at that time. Entries then picked up, with the second Althorne meeting being boosted by several NADS members that came down for the weekend. The last meeting at Elbridge had the most entries of the season. Mini Hydro and Mono 2 both had 40 entries over the season with the other classes being fairly evenly represented. Despite the reduction in entry fees the total number of boats was down from 214 in 2015 to 192 in 2016. However there were 8 meeting in 2015 compared to 7 in 2016. Comparing the last year when we had 7 meeting (2014) we were actually up on entries in 2016.

Public Relations Officer's Report:

Sue said that it had been a steep learning curve for her, but had enjoyed being the PRO, and thanked Martin for getting the results sheets to her. Sue had been on to the Electra Facebook page and currently there were 91 'likes'. Sue explained that it was not necessary to have a Facebook account to see it. David Harvey said that if you tried to look at it without an account then the page got obliterated by a window asking if you wanted to open an account. It was explained that this could be reduced in size by saying 'not now', thus making it possible to view the content. Available statistics showed that there had been quite a few people looking at the site, even from China. Sue was trying to keep it current and up to date but if anyone had any suggestions she was willing to take it on.

Martin said that Barry Mayer had said that he thought the website could do with updating. Martin explained to Sue that the galleries on the website were all old pictures and videos. Sue said that she would try to update the website and remove the outdated articles.

Sue said that she would like more information for the newsletter. Phil asked if it would be possible to put in links to videos that had been taken by other people and that he was quite willing to give a hand to do this.

Phil said that he would write some words for the 'About' on the Electra website around what he had said in his agm report to try to get across some of the flavour of fast electric racing and the club itself.

Safety Officer's Report:

It was noticed that despite having brought up the subject at the last agm some members were still not putting bright colours on the bottom of their boats. There should be at least one third of the bottom painted with a bright colour in the centre

Regatta Records Officer:

Martin Harvey: Proposed by Brian Woolcott
Seconded by David Harvey

Votes for - unanimous

PRO/Web Master

Sue Lockhart: Proposed by Martin Harvey
Seconded by Mark Shipman

Votes for - unanimous

Safety officers:

Brian Woolcott (chief): Proposed by John Croden
Seconded by Mark Shipman

Votes for - unanimous

Deputy Safety Officer

Nathan Vosloo: Proposed by Peter Lockhart
Seconded by David Harvey

Votes for - unanimous

The new committee then took over.

Proposals

There had been no proposals submitted and put on the agenda.

A.O.B.

1. Battery Rules for Mini Classes

Roger Graves wanted there to be no limits on batteries. A discussion then took place on the current rules appertaining to Electra, NADS and Fast Electric Section. Roger pointed out that for the mini classes it was difficult to find 1700mAh batteries on the market. There were 1800mAh batteries available for 3 cell. Martin Harvey pointed out that in the future it may be that 1800 batteries might be difficult to find in an ever changing market. After further discussion it was decided to propose that the capacity for both 2 and 3 cell batteries for the mini classes be increased to 1800mAh for 3 cell and 2700 mAh for 2 cell for the mini classes, but keeping the same run time.

Proposed by Roger Graves
Seconded by Mark Shipman

Votes for: 8
Votes against: 3

Proposal passed

2. Battery Types

Peter Lockhart suggested that all cell types except LiPo be removed from the class rules. David Harvey suggested that only NiCad should be removed as there are now illegal. It was felt by some members that it was too confusing to newcomers having so many options. It was therefore put forward that only LiPo cells be allowed.

Proposed by Peter Lockhart
Seconded by Roger Graves

Votes for: 7
Votes against: 1
Abstentions: 1

Proposal passed

3. Energy Limiters

Mark Shipman asked about energy limiters. Martin Harvey explained that currently Naviga were looking at the use of energy limiters. It was felt amongst Naviga countries that current battery packs were proving to have a short life when used in line with the race classes. To try to get around this problem Naviga M section were

proposing that battery capacity be unlimited within the same cell counts, but that the amount of energy in terms of watt minutes be restricted. This would be as an alternative to the current weight rules. Higher capacity cells would mean heavier batteries so would be a levelling factor. Energy levels would be set and once that amount of energy had been expended the power to the motor would be cut for the duration of the race. It is hoped that this would put less stress on the batteries and thus make them have greater longevity. Martin said that one of the NADS members had developed an energy limiter which had been tested by some of the NADS members. This energy had also been passed to Naviga for trialling. Martin also said that at the Section agm it had been agreed that if Naviga go to energy limiters then the section would also accept them. Similarly NADS had also agreed to their use. The only sticking point at the moment is what would the energy limits be set at. Phil Toler asked the question about their use meaning the possibility of more dead boats on the water, whereas at the moment any boat getting low on power could bring the boat into the safe area in the middle of the course.

4. Novice Challenge

Dave Parker asked if the Novice Challenge was going to continue to be run. Martin Harvey broached the subject of when do you stop being a novice. In his opinion if you have entered it three years running you are no longer a novice. Dave Parker suggested that maybe the name should be changed to 'Run what you bring'.

Proposed by Dave Parker
Seconded by David Harvey

Passed unanimously

Meeting closed at 2:30pm