



Chesil Sailability Annual Report & Accounts

1st January 2024 to 31st December 2024

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 2024

<u>Trustee</u>	<u>Office</u>	<u>Original appointment</u>	<u>Most recent re-appointment</u>
David Griffith	Chair	7th February 2017	25th April 2023
	(up to 20/5/24)		
Hugh de longh	Chair	31st October 2013	11th October 2022
	(from 20/5/24)		
Kirsty Lydeard	Secretary	19th May 2014	20th May 2024
Mike Clarkson	Treasurer	19th May 2014	11th October 2022
Philip Hall		31st October 2013	11th October 2022
Shaun Kerigan		5th June 2017	20th May 2024
Rob Lydeard		5th June 2017	20th May 2024
Louis Gale		28th July 2020	25th April 2023
Denise Hepburn		25th April 2023	
Thomas Hepburn		25th April 2023	
Michael Gill	Co-opted	4th November 2024	

A revised management structure with a Management Committee reporting to a smaller Board of Trustees is to be established with effect from 1st January 2025.

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). The Constitution is to be revised during 2025 to reflect the new management structure.

Appointment of Trustees

All the Trustees in 2024 were elected by Chesil Sailability members through the Annual General Meeting, with the exception of Michael Gill who was co-opted onto the Board. The Constitution also allows Trustees to be co-opted. All Trustees are unpaid.

Organisational structure

The organisational structure of the charity remained unchanged in 2024

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 just 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 three Hawk 20s. We have also had access to one Hawk 20 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 all the background administration, finances, funding, maintenance, etc.

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. Aims & Objectives

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 safety boat cover to undertake lifesaving and rescue activity if required.

5. Summary of the year's activity

Getting on the water

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 was wide, with more sailors sailing independently (i.e. without carers) on the one hand, and a significant increase in new sailors with severe learning difficulties needing considerable carer and volunteer support. We have a continuous waiting list and this year we had 8 new sailors come and try sailing, of which 5 are now regulars, one of whom also now volunteers with us.

We are keen to enable sailors to make as much progress as they want, and we normally get everyone helming on their first trip. A core of sailors are developing their sailing skills, including some solo sailing. Four of our young adult sailors made great progress in achieving RYA Sailability certificates.

Although Chesil Sailability is more about the benefits for the individuals than the numbers, our overall individual sailing sessions remain at a good and consistent level. After volunteer training in April, we sailed from May to the beginning of October, running a total of 22 sessions.

We ran 16 of our regular Tuesday sessions (6 others cancelled due to winds above our safety levels), providing 409 individual sails for our 38 core sailors and 23 carers.

We ran 6 Thursday morning sessions specifically for a Day Centre and other groups in the Hawk 20s, providing 73 individual sails for 45 sailors and 16 carers. For another 2 sessions where winds were too high, we ran onshore activities instead.

Our small race team expanded with two new members. The team competed in events around the country, *becoming the third most represented club on the event circuit. The team also took 1st & 2nd place in the double handed classification at the Hansa Nationals, and 3 sailors competed at the Hansa European Championship held in the Netherlands.* Two sailors, new to racing, also took part in the annual worldwide Bart's Bash, one of the great dinghy mass participation events. We hope they will join the Team next year.

We helped to deliver the national race training for sailors preparing for the Hansa European Championships. And we look forward to supporting the Weymouth & Portland National Sailing Academy in running the Hansa National Championships here in June 2025.

What difference does it make?

It is clear from sailors that getting on the water makes a real difference to people's quality of life.

We have been able to quantify the benefits of sailing using an RYA Sailability feedback process.

Although this process is no longer running, our average over the last 5 years has been as follows:

- | | |
|---|--------------|
| • Well-being | 4.8 out of 5 |
| • Connection with Others (social element) | 4.7 out of 5 |
| • Being Active | 4.7 out of 5 |
| • Learning New Skills | 4.3 out of 5 |

Whilst the metrics are important, it is the real difference that it makes to people's lives that is the ultimate aim. This is illustrated by some quotes from our sailors, as follows:

- 'Two words to sum up my experience - Freedom and Independence. Calm and surprisingly relaxing with an incredible crew of volunteers to assist in making something that would have been impossible and out of my reach now possible'. (Sailor with stroke.)
- 'It has been hard for him since his accident to find something that he can really enjoy but this has filled a massive gap and given him a real boost'. (Parent of young man with head injury.)
- 'When you see how many people, with so many different disabilities, get to enjoy sailing with Chesil Sailability you understand what a genuinely great endeavor and asset to the disabled community Chesil Sailability is'. (sailor with MS).

New boats, new possibilities

We launched 2 long-awaited boats:

New Safety Boat – ‘Juniper’

This new Safety boat is faster, more seaworthy and has more space for any casualty, giving us better all-round safety cover in the more open and exposed waters of the harbour. It is normally allocated to one of our Safety Boat Leads who is responsible for all the ‘on the water’ safety, and we have been able to train up two more Safety Boat Leads using this boat. This new Safety boat has been a real step change for us.

Wheelyboat V17 – ‘All Aboard’

We secured a wheelchair-accessible small powerboat, so we can deliver the RYA Powerability scheme. This enables people with disabilities the opportunity to try a powerboat, and, if interested, progress to taking RYA qualifications through the Andrew Simpson Watersports Centre. This fully accessible powerboat also gives us extra ‘on the water’ capacity. We started some trials towards the end of the season, with further work over the winter to refine our Safety procedures with input from external organisations.

Safety

The safety of our sailors and volunteers is of paramount importance to us. We work to strict criteria about wind levels, safety boat ratios, and we constantly review how we operate with feedback from volunteers and sailors. We have a clear chain of responsibility for safety when a Duty Officer is running a session, and *Safety is a standing item on the Board of Trustees Agenda.*

We also get input from external partners, giving us independent feedback, which is very valuable.

Meeting the challenges

High winds. Winds above our safety limits meant 9 (29%) of our Tuesday and Thursday sessions had to be cancelled. We try to make use of some cancelled sessions with indoor sailing-related activities such as boat games and knot tying for groups, and a First Aid refresher for volunteers, but it has always been difficult to use cancelled sessions constructively.

Volunteers. Our operations are constrained by volunteer availability, and we could run more sailing activities if we had many more volunteers. We are entirely volunteer run and each Tuesday session needs 20+ volunteers to cover the different roles. We thank our volunteers who provide such support and commitment, an impressive mix of skills, and much valued flexibility too. For some volunteers the sessions are quite long, so we have developed a shift system enabling volunteers to leave early or start later e.g. due to work commitments. We constantly seek new ways of attracting volunteers for both on-the-water and on-shore roles.

Resilience. Due to changes in personal circumstances, we were reduced to only 2 people who could run sailing sessions (Duty Officers) at the start of 2024, and both of these already had responsible roles in managing Chesil Sailability generally. Our priority was therefore on delivering the sailing sessions and keeping on top of overall safety and essential administration; other initiatives were deferred. We were however able to bring on a 3rd Duty Officer through internal training and shadowing.

In order to improve our resilience, it was decided to implement a revised management restructure, with a smaller Board of Trustees covering good governance & compliance, an overview of finance and risk management, and longer- term strategic planning, and with a Management Committee covering the detailed operational management of Chesil Sailability. This revised structure is to be put in place at the start of 2025.

Support

We couldn't continue to do what we do without enormous support: from the volunteers who make it happen, from funders who keep us going with revenue and capital support, and from local partners who help us in so many different ways.

CHESIL SAILABILITY

Independent Examiner's Report to the Trustees of Chesil Sailability

Year ended 31 December 2024

I report to the trustees on my examination of the financial statements of Chesil Sailability ('the charity') for the year ended 31 December 2024.

Responsibilities and basis of report

As the trustees of the charity you are responsible for the preparation of the financial statements in accordance with the requirements of the Charities Act 2011 ('the Act').

I report in respect of my examination of the charity's financial statements carried out under section 145 of the 2011 Act and in carrying out my examination I have followed all the applicable Directions given by the Charity Commission under section 145(5)(b) of the Act.

Independent examiner's statement

I confirm that I am qualified to undertake the examination because I am a member of the Institute of Chartered Accountants in England and Wales (ICAEW), which is one of the listed bodies.

I have completed my examination. I confirm that no material matters have come to my attention in connection with the examination giving me cause to believe that in any material respect:

1. accounting records were not kept in respect of the charity as required by section 130 of the Act; or
2. the financial statements do not accord with those records; or
3. the financial statements do not comply with the applicable requirements concerning the form and content of accounts set out in the Charities (Accounts and Reports) Regulations 2008 other than any requirement that the accounts give a 'true and fair' view which is not a matter considered as part of an independent examination.

I have no concerns and have come across no other matters in connection with the examination to which attention should be drawn in this report in order to enable a proper understanding of the accounts to be reached.

Stephen Frost

Stephen Frost (Apr 8, 2025, 9:36am)

Stephen J Frost

Independent Examiner

Unit C, Regent House
9 Crown Square
Poundbury
Dorset
DT1 3DY


6. Financial Summary

Income	Proportion %	2024 £	2023 £	Change %
Membership & session fees	8	3,040	3,132	-3
Grants	57	20,600	47,530	-57
Donations	29	10,629	4,360	144
Fundraising & charitable activities	3	1,119	1,285	-13
Sales	0	50	0	
Other income (Gift Aid, event fees etc.)	3	968	82	1085
Total income	100	36,406	56,389	-35

Expenditure	Proportion %	2024 £	2023 £	Change %
Insurance	16	6,544	4,409	48
Facility fees	9	3,640	3,640	0
Administration & governance	4	1,686	1,980	-15
Repairs, fuel & renewals	22	8,796	4,476	97
Training	0	0	53	-100
New boats & equipment	49	20,015	32,274	-38
Total expenditure	100	40,681	46,832	-13

Total funds held at end of year	46,353	50,629	-8
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Capital items purchased in 2024	£
5.8m RIB (final payment)	15,587
Total	15,587



DM Gill

Chair of Board of Trustees

10 April 2025

Accounts

CHESIL SAILABILITY - ACCOUNTS FOR THE 12 MONTH PERIOD ENDING 31st DECEMBER 2024

RECEIPTS AND PAYMENTS	Unrestricted Funds	Unrestricted Designated Funds (note 1)	Restricted Funds	Total Funds 2024	Total Funds 2023
Receipts					
Subscriptions & session fees	3,040	0	0	3,040	3,132
Grants	5,000	0	15,600	20,600	47,530
Donations	8,660	0	1,970	10,629	4,360
Fund raising & charitable activities	1,119	0	0	1,119	1,285
Project Zoe	0	0	0	0	0
Events	0	0	0	0	0
Race team	0	0	0	0	0
Sales	50	0	0	50	0
Gift Aid & bank interest (note 2)	968	0	0	968	82
Total receipts:	18,836	0	17,570	36,406	56,388
Payments					
Insurance	6,544	0	0	6,544	4,409
Facility fees (WPNSA, Portland Port & room hire)	40	0	3,600	3,640	3,640
Administration, legal & bank fees	1,362	0	0	1,362	1,237
Volunteer expenses	0	0	0	0	0
Promotion & advertising	324	0	0	324	743
Repairs & renewals, boat hire	4,401	0	3,902	8,303	4,275
Training	0	0	0	0	53
Fuel	493	0	0	493	201
Repayment of grant	0	0	264	264	0
Race Team	0	0	0	0	0
Purchase of merchandise	0	0	0	0	0
Equipment (excluding boats)	345	0	0	345	1,280
Sub total	13,509	0	7,766	21,275	15,837
Asset and investment purchases	7,516	2,410	9,480	19,407	30,995
Total payments	21,025	2,410	17,246	40,681	46,832
Excess of receipts over payments	(2,189)	(2,410)	324	(4,275)	9,556
Transfers between funds (note 3)	1,788	2,000	(3,788)	0	0
	(401)	(410)	(3,464)	(4,275)	9,556
Cash funds last year end	26,008	410	24,210	50,629	
Cash funds this year end	25,607	0	20,746	46,353	50,629

STATEMENT OF ASSETS AND LIABILITIES AT 31st DECEMBER 2024

Cash Funds

Lloyds current account
CAF cash account
Lloyds deposit account
Total cash funds

Other monetary assets

Investment assets

Assets retained for the charities own use

Sailing dinghies
Rigid inflatable & power boats
Portable buildings
Sailing & office equipment
Total current value

Liabilities

2024	2023
23,426	23,233
17,804	22,333
5,123	5,062
46,353	50,629
0	0
0	0
20,230	26,160
94,480	46,450
8,020	9,510
2,245	2,735
124,975	84,855
(0)	(0)

These accounts are prepared on a receipts and payments basis with all revenue and expenses shown on a cash basis.

Note 1: Asset Replacement Fund

Note 2: Interest from Lloyds Bank (£60) & CAF Bank (£29)

Note 3: Transferred (within scope of awards) from Restricted to Unrestricted Fund.

Approved by the Trustees and signed on their behalf by:

Michael Gill (Chairman)



Mike Clarkson (Treasurer)



Date of approval by Trustees

10th April 2025