

**Report of the Trustees and
Receipts and Payments account
For the year ended 31 March 2021
for
MYLOR SAILABILITY**

**MYLOR SAILABILITY
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FOR THE YEAR ENDED 31 MARCH 2021**

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**MYLOR SAILABILITY
TRUSTEES REPORT
FOR THE YEAR ENDED 31 MARCH 2021**

The Trustees present their report and financial statements for the period ended 31 March 2021.

Objectives and activities

Sailors and power-boaters can gain Royal Yachting Association (RYA) achievement awards. The charity is purposely structured to be cost sensitive and therefore accessible to people from our communities in Cornwall. There are between eight and ten, one and a half hour sessions per week depending on the time of year. Since starting in 2014, the fees have remained the same, per session are currently £5 for under 18 years and £10 for over 18 years. Parents & carers fees are £5 per person. The pricing structure is set at this rate to remain inclusive to the community.

The charity continues to support people to fully engage with the running of their charity which would not only increase their own personal skills but enhance their own Curriculum Vitae. We currently have over eight volunteers helping with the practical sessions and other duties involved with administering the charity.

Aims and purposes

The primary aim of the charity is to make the sport of sailing & powerboating accessible for local people of all ages from 6 years and upwards with mental and physical disabilities. We are also dedicated to increase the proportion of all ages playing sport at least once a week. This is to get the local disabled community on the water and keep them there to maintain a healthier lifestyle. Living in Cornwall and surrounded by water, makes sailing a very popular sport. Traditionally this sport engages individuals from more affluent families and the aim of this charity is to make sailing more available to all, by providing it at a more affordable price.

Achievements and Performance and Public Benefit

Mylor Sailability Projects -

To meet our aims, Mylor Sailability has had the following projects in place -

Mylor Sailability sets out to raise awareness for the facility to as many disabled people as possible with various press releases in the local press, social media and open days. Tracey Boyne has continued to deliver a series of talks to a variety of sailing clubs and other small organisations, raising further awareness in the local community. We also have reviews on 'Euan's Guide' which is a TripAdvisor for people with extra access requirements. This has increased our private session bookings for those living and visiting Cornwall. Mylor Sailability continues to offer inclusive sailing and powerboating sessions for ages 6 years and upwards to a wide span of people with physical and learning disabilities and impairments. During the talks led by Tracey Boyne to various organisations, including sailing clubs, and other small community run groups, this often highlights new support from individuals or donations of useful items to the charity.

The Wheelyboat 'Odyssey', continues to be a fantastic addition to the fleet, allowing larger groups to get on the water which is better for the social aspect and for sustainability of each session.

Although the keelboat, International H Boat, was donated in 2018 and after a complete overhaul, we used the boat for a few months.

Unfortunately, the boat has proven to be too high performance and too technical, so it is unsuitable for our participants. The decision was taken to sell the boat and use the funds to purchase a Beneteau First 21.7 which will be more versatile and meet all the needs of our participants. A used boat of approximately 10 years old will cost around £14,000.

The H Boat was put up for sale in September 2019 and sadly, the sale of the boat fell through 4 times. Although we then had another buyer for the H Boat, the COVID pandemic has halted all proceedings which we hope to take up as soon as possible. In the meantime, we applied for further grants towards the Beneteau keelboat. Finally sold the H Boat

to a broker in Sussex used to import these boats and dealt with the original owner of the H Boat. He has bought this boat for their youth keelboat racing team. Payment of £5300 was received by 3rd March 2021 and the boat was picked up shortly afterwards by a boat courier. They are very happy with their purchase.



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The funds raised for the Beneteau First 21.7 are still being held in the savings account. These were grants in the previous tax year from, Sport England Toyota Parasport grant application for £4500 was successful, Peter Harrison Foundation for £2000 has been shortlisted, the Whirlwind Charitable Trust for £2000. We have £13k of funding grants towards the Beneteau 21.7, including the sale of the H Boat that sold for £5300. Due to the demands, boats are scarce, and prices have inflated quite a lot. We hope to apply for a little more funding this winter once accounts are filed. We have notified the funders to date of the delays in purchasing the new boat.

These are images of the Beneteau First 21.7 -



The Beneteau First 21.7 large cockpit seating area

View below deck (for seating and cups of tea)



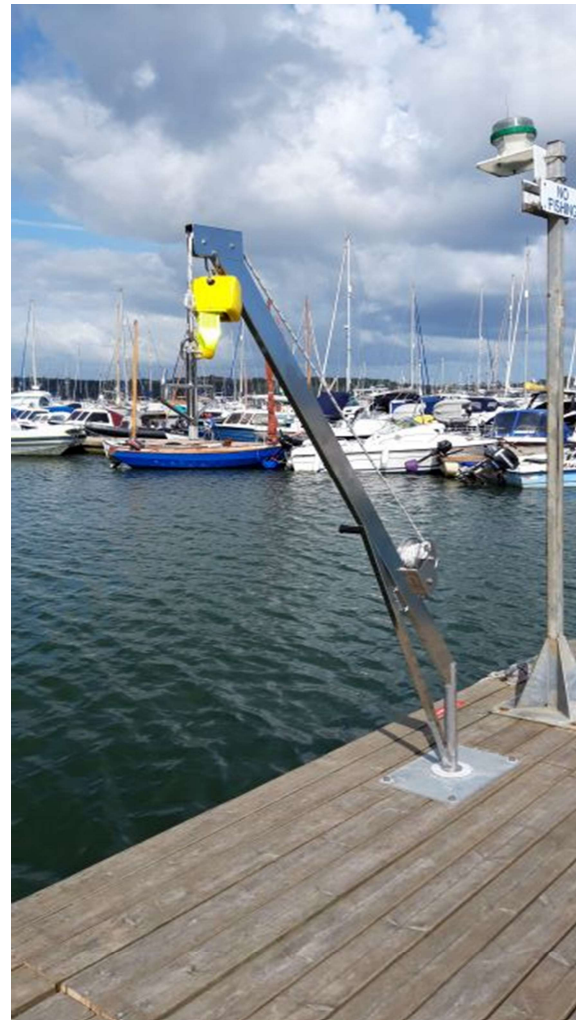
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Further Updates –

Sibleyback Sailability have sadly had to close and donated their Drascombe Longboat to us. This boat has had some adaptations of a couple of removeable support seats and a click down option for a wheelchair and would be a great addition to the Sailability fleet. The boat can take 9 people and has a much larger cockpit space for sailors which will enable us to offer sailing with social distancing. We picked up the boat in March 2021. The boat has no trailer so we used our Hawk 20 trailer. After inspection the boat did need quite a lot of work, sanding woodwork, scrubbing the bottom, new standing rigging, scarfing of the wooden mast and a friend Kellan Radford kindly did this for a discounted price, gel coat repairs on the transom, rudder cast iron stock straightened (this was done by a local fabricator Tony from Pulse Fabrications in Penryn – he did it for free and has now offered to do any work for free. This includes any propeller repairs which normally cost £55 each time). We hope to get the boat launched early this summer. This is a brilliant addition to the Sailability fleet.

Although we worked hard to get the manual hoist installed and working, the pandemic and social distancing has prevented us from using it. This has prevented participants who cannot sit unaided from sailing.

Our facility launches from a wooden, floating pontoon. This means it is constantly moving with the wind and tidal conditions. we also use this for the Drascombe Longboat with the outdoor armchair, beanbag.



This year has seen less participants due to the pandemic, we hope to see our special education providers within schools in returning to attending our activities. Pencalenick School, Richard Lander School, amongst others. This has proven to be remarkably successful allowing children to gain certification and achievements.

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Project - 'HMS Go' –

Help Mylor Sailability Go was launched at the beginning of 2017 to raise awareness, encourage volunteers and donations of any useful items. This project gives the opportunity for individuals to sign up to monthly donations with a direct debit scheme. Progress on further regular donators has been quite slow but this scheme will continue to stay in place. HMS Go will hopefully continue to grow steadily and help with creating a more sustainable facility. Due to the pandemic this will not be possible for the foreseeable future but we hope to resume when things calm down and events can take place again.

Other News –

Mylor Sailing School and Mylor Sailability have not applied for the Cornwall Tourism Awards, for this year, but hope to for 2021/2022. These fantastic award achievements have raised so much awareness, for other users, growing our visiting customers extensively in the last year with further private sessions and therefore increasing the staff employability. It also raises awareness for future funders.

We adjusted the timings of the sessions at the beginning of the summer 2019 based on feedback from our participants and sustainability. Rather than two lots of two hour sessions per day, we have reduced the timing to one and a half hour sessions where we can now fit in three of these sessions per day. This was a popular choice with the regular participants for comfort and attention span and has allowed more people to get on the water in one day, with the same costs, therefore making the sessions more financially sustainable. This helps to meet the further demands but with only slightly increased costs for fuel, and further sessions on extra days is not then required.

We continue to have great support from Seasalt Clothing Company who are sponsoring the charity for three years. This was as a result from a letter that Tracey Boyne wrote to request some funding. The company loved the story and ethos of Sailability. Their involvement includes the charity being included in some of their regular events and a £10,000 per year donation, for three years. For the year 2020 the sponsorship went on hold due to the pandemic. Seasalt wanted to donate funds to the NHS. We were not really opening for Sailability activities, so we were not affected by the pause. Seasalt will resume the final year in early 2021.

The fund raising Charity Boat Jumble was another success with lots of donations either being used for the charity or being up for sale. This takes place in April on our quay and is always supported by the RNLI who have a stand, we have not held a boat jumble since 2019 and hope to resume in April 2022.

We have not been able to hold any fund raising events due to the pandemic. We normally organise a party in May with a more formal sit down dinner dance event that we can hold at Mylor Yacht Club. The Yacht Club kindly allowed the use of the facilities free of charge and are a great support to Sailability.

General Information -

Although all administration is carried out by volunteers, Mylor Sailability requires funding support to assist with the costs of RYA Instructors, specialised equipment, safety equipment, insurance, maintenance and other small general running costs. Core costs such as rent, utilities, phones etc are given 'in kind' by Mylor Sailing School (detailed further below 'In-Kind Contributions').

Funding is met by a combination of subscription charges, Charity fund raising and commercial sponsorship. The charity also relies on collection pots, and small donations from members of the public.

The ongoing growing demand has further increased the number of disabled people able to participate and benefit from the Charity's aims taking advantage of the lower costs to participants. This is now evident as shown by the vast increase of participation throughout the years and it is paramount that further funding is raised to continue to meet demands.

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Mylor Sailability continues to create significant partnerships working with the local disability agencies, trusts and schools, and other community groups in the targeted areas. To date, these include, The Royal Yachting Association's Sailability Charity, The Cornwall Sports Partnership, Scope, The Brandon Trust, The Merlin MS Centre, Spectrum Autism, Green Light Autism Care, Cornwall Accessible Activities Programs (CAAP), Various referrals from NHS departments and SEN within Schools plus many other local care centres and trusts between Penzance and Wadebridge.

Mylor Sailability's seventh year has been full of more exciting news and activities, both challenging and fun. Young and old people have gained confidence, achieved awards and certification.

There have been many achievements from participants gaining more RYA Sailability Achievement Awards. We also welcomed the new RYA Powerability Scheme which allows participants to work towards certificates. This has had a positive impact on many of our participants as some people could only attend the powerboating sessions due to their disability and being able to get onto the boats. New books are now in circulation and parts of the syllabus can be ticked off each time something is achieved.

Mylor Sailability's race team has not raced at all since 2019 due to the pandemic and many participants shielding. We hope to resume in April 2022 along with Mylor Sailing School's After School Club youngsters and mixing up the crews. This will continue to create feelings of belonging for Sailability participants and a great experience for the young sailors.

Challenges for the year to come –

With the pandemic still at large, and the pause on activities for many people, we hope to get some of our regulars back. The charity will be ok financially as the largest costs are for the actual session direct costs. We hope to be successful in future grant applications that are in process and remain optimistic that the funders have not been affected too much by the pandemic.

We took the decision to cancel the boat jumble and the fund raising dinner for May 20. This had a small affect on the in-house fund raising amounts, we hope to resume in 2022. The boat jumble not being held, will not have a great impact on the charity funds. It normally only raises approximately £300 but is a great social event and opportunity for the RNLI to help with safety advice.

Public benefit -

The Trustee's consider they have complied with their duty in Section 4 of Part 1 of the Charities Commission on public benefit.

Financial Review -

Total receipts on unrestricted donations were £1274 of which some funds had to be allocated to general direct costs of session which went towards the instructor and powerboat fuel costs each week. HMS Go donations totalling £194 which is slightly down on last year due to one cancelled direct debit, there were no collection pots income due to the pandemic. General small donations totalling £1080.

PayPal Just Giving donations £106.21.

There were no Inhouse fund raising events due to the pandemic.

Restricted funds income was a total of £26800 of which £5300 was from the sale of a donated boat 'Hoping To', the Peter Harrison Foundation donated £2000 towards the Beneteau 21.7 keelboat, Elm Grant Trust of £1000 towards core costs, Toyota Parasport funding of £4500 towards the Beneteau 21.7 keelboat, £2000 from the Foyle Foundation for core costs, £2000 from the Whirlwind Trust towards the Beneteau 21.7 keelboat, £2500 was received from Cornwall Community Foundation for costs towards the Good Day Promise project, and a Drascombe Longboat was donated from Sibley Back Sailability near Liskeard to the value of £7500.

The restricted expenses of £3000 relating to this were split to insurance £908, staff costs £1500, boat and fuel costs of £450, Maintenance £142.

The Subscription Fees paid by each participant for their session was at a total of £1300 which is substantially less to previous years due to the lockdowns and being unable to operate the adapted boats safely with social distancing restrictions. This is a decrease to the previous year's total of £6910.

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The direct costs are more sustainable due to changing the session structure from 2 x 2 hour sessions per day to 3 x 1.5 hour sessions per day, the instructor fees are the same, but the boat fuel is just a little higher. The HMS Go donations of £194, and in normal circumstances the repeat of the in-house funding events that usually raise a good amount towards the core costs. The Trustees hope that the HMS Go project, will continue to improve steadily each year once we can promote it more at events.

In-Kind Contributions -

Thanks go to:

Roger Angell, a boat builder and fabricator who gives his time tirelessly to help repair any Sailability boats free of charge. Only charging for materials.

The Wheelyboat Trust for all their ongoing support and advice.

Mylor Yacht Harbour and their team for always supporting Mylor Sailability, with all aspects including boat and trailer storage, marina use when the wind and weather are unsuitable for boats to be left on our pontoon, and generally helping us to offer the accessible facility. The charity really couldn't operate without any of this help from the marina or the local community.

Mylor Sailing School give many items in-kind for the smooth running of the sailing and powerboating sessions, including various sailing dinghies and powerboats. Also, the use of the centre, workshop, pontoon, drying room and other general facilities.

Finally, to the many local members of the community who have supported Mylor Sailability either with concerts, selling teas and cakes, running up mountains, other various events, donating various small and necessary equipment and organising the collection pots.

The Charity's Policy On Reserves -

It is Mylor Sailability policy to maintain a balance on unrestricted funds (if possible), which equates to at least three months unrestricted payments for operational direct costs.

As a small charity, reliant on public and charitable funding and susceptible to factors beyond the control of the organisation, the trustees recognise the need to keep reserves at a level which will give the organisation stability to enable it to continue to operate in the future. The actual minimum level of reserves required for peak months of between May and September, is £5,000 for any three month period during this time. The funds to be held in reserve are for the direct operational costs which includes instructors and powerboat fuel, less the session fees payable by the participants. As this is a seasonal activity, most of the grant applications are done in the winter months.

Restricted grants in this financial year were £26800 a large increase on last year of £8146 due to a boat donation. Unrestricted donations dropped this year from £13200 to £1274 due to the pandemic and lockdowns. The Subscription Fees paid by each participant for their session was at a total of £1300 down from the previous year of £6910 due to the pandemic. There were no inhouse fund raising events due to the pandemic. There was no bank Interest. Direct costs for the year were £6570, down from last year's £21935 due to the pandemic.

General costs for the year were £2247 down from last year's £8511. There were no asset Purchases on Sailing Boats or Powerboats, only the donation of the Drascombe Longboat valuing £7500. The increase in mooring costs is due to running 3 boats this year rather than 2 boats in the previous year.

Cash at bank was £25361 as at the end of the financial year. The funds at the end of the year are in-line with the target amount.

Structure, Governance and Management -

Mylor Sailability is a Charitable Incorporated Organisation (CIO), registered with the Charity Commission and governed by its constitution, adopted 12th October 2013. The members of the CIO are the charity trustees. Membership of the CIO cannot be transferred to anyone else. The affairs of the charity are managed by the trustees, who may exercise all the powers of the charity. The liability of each member to contribute to the assets of the CIO, in the event of the CIO winding up, is limited to a sum not exceeding £1. The trustees who served during the year are shown in this report.

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TRUSTEES REPORT
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Statement of Trustees' Responsibilities

The trustees are responsible for keeping proper accounting records which disclose with reasonable accuracy at any time the financial position of the charity and enable them to ensure that the financial statements comply with the Charities Act 2011. They are also responsible for safeguarding the assets of the charity and hence for taking reasonable steps for the prevention and detection of fraud and other irregularities.

Legal and Administrative Information

Charity Name — Mylor Sailability

Registered Charity Incorporated Organisation (CIO) Charity Number 1159984

Principal Address —

Mylor Sailability

Mylor Yacht Harbour

Mylor Churchtown

Falmouth

Cornwall

TR11 5UF

Nature of Governing Document:

Mylor Sailability Foundation Constitution

Trustees:

Miss Tracey Boyne — Secretary

Mr Euan Beattie — Chairman

Mr Jonathan Stevenson — Treasurer

Miss Sara Pugh — Trustee

Mr Geoff Squib — Trustee

Independent Examiner:

Debbie Risborough (FCCA)

Cornwall Community Accountancy Service

The Elms, 61 Green Lane

Redruth

Cornwall

TR15 1LS

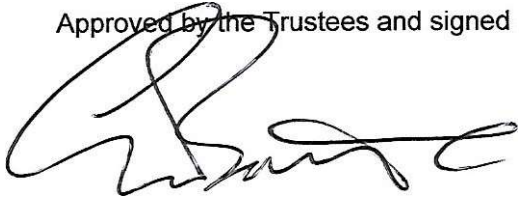
Bankers:

Barclays Bank Falmouth Branch

Cornwall

TR 1 3RD

Approved by the Trustees and signed on their behalf by:



Euan Beattie — Chairman

November 2021



Jonathan Stevenson - Treasurer

November 2021

**MYLOR SAILABILITY
INDEPENDENT EXAMINER'S REPORT
FOR THE YEAR ENDED 31 MARCH 2021**

I report on the accounts of the company for the year ended *31 March 2021*, which are set out on pages 9 to 15.

Respective responsibilities of trustees and examiner

The trustees (who are also the directors of the company for the purposes of company law) are responsible for the preparation of the accounts in accordance with the requirements of the Charities Act 2011 ("the 2011 Act"). The trustees consider that an audit is not required for this year under section 144(2) of the 2011 Act and that an independent examination is needed.

Having satisfied myself that the charity is not subject to audit under company law and is eligible for independent examination, it is my responsibility to:

- examine the accounts under section 145 of the 2011 Act;
- follow the procedures laid down in the General Directions given by the Charity Commission under section 145 (5) (b) of the 2011 Act;
- and state whether particular matters have come to my attention.


Basis of independent examiner's report

My examination was carried out in accordance with the General Directions given by the Charity Commission. An examination includes a review of the accounting records kept by the charity and a comparison of the accounts presented with those records. It also includes consideration of any unusual items or disclosures in the accounts, and seeking explanations from you as trustees concerning any such matters. The procedures undertaken do not provide all the evidence that would be required in an audit and consequently no opinion is given as to whether the accounts present a 'true and fair view' and the report is limited to those matters set out in the statement below.

Independent examiner's statement

In connection with my examination, no matter has come to my attention:

- 1) which gives me reasonable cause to believe that in any material respect the requirements:
 - o to keep accounting records in accordance with section 386 of the Companies Act 2006 and section 130 of the 2011 Act; and
 - o to prepare accounts which accord with the accounting records, comply with the accounting requirements of section 396 of the Companies Act 2006 and with the methods and principles of the Statement of Recommended Practice: Accounting and Reporting by Charities have not been met;
- 2) or to which, in my opinion, attention should be drawn in order to enable a proper understanding of the accounts to be reached.


.....
Debbie Risborough, Chartered Certified Accountant
Cornwall Community Accountancy Service
The Elms, 61 Green Lane,
Redruth, Cornwall TR15 1LS

30 January 2022
.....
Date:

**MYLOR SAILABILITY
ASSETS AND LIABILITY STATEMENT OF
AT 31 MARCH 2021**

	Unrestricted Funds	Restricted Funds	Year ended 31/03/2021	Year ended 31/03/2020
RECEIPTS				
Funds Introduced				-
Donations	1,274		1,274	13,200
Donated goods	-	12,800	12,800	-
Grant income	-	14,000	14,000	8,146
Session fees	1,300		1,300	6,720
Inhouse Fund Raising Events	-		-	2,759
Uncategorised Income	-		-	108
Bank Interest	-		-	3
TOTAL RECEIPTS	2,574	26,800	29,374	30,936
PAYMENTS				
Promotion and fund raising expenses	-		-	1,425
Instructor Wages	3,905	1,500	5,405	18,295
General Office Costs			-	22
Powerboat Fuel	715	450	1,165	3,640
Boat Moorings	954		954	106
Insurance	241	908	1,149	1,259
Repairs & Renewals (boats)	-	(193)	(193)	2,650
Equipment Repairs & Renewals	-	335	335	2,990
Staff Training	-		-	105
Asset Movements:				
Buildings and improvements			-	2,450
Sailing Boats	(5,299)	12,800	7,501	(1,200)
TOTAL PAYMENTS	516	15,800	16,316	31,742
CASH MOVEMENT	2,058	11,000	13,058	-806
OPENING BALANCES				
Current Accounts	12,274		12,274	11,041
Deposit Accounts	30		30	2,069
	12,304	0	12,304	13,110
CLOSING BALANCES				
Current Accounts	8,925		8,925	12,274
Deposit Accounts	16,437		16,437	30
	25,362	0	25,362	12,304

**MYLOR SAILABILITY
ASSETS AND LIABILITY STATEMENT OF
AT 31 MARCH 2021**

	Year ended 31/03/2021	Year ended 31/03/2020
	£	£
Non-current assets		
Building Costs	41421	41421
Powerboats	30529	30529
Sailing Boats	19701	12992
Other Assets	2450	2450
Total non-current assets	94101	87392
Current assets		
Cheque Account	8925	12274
Barclays Saver Account	16303	(4)
Paypal Bank Account	133	27
Total Bank and Cash	25362	12297
Accounts receivable		290
Total current assets	25362	12587
Liabilities		
Accounts Payable	0	288
	0	288