

2014 Spring HRYRA Annual Board Meeting

Attendees:

President: Mike Colluci

Vice President: Eric Baumes

Treasurer: Cc Dwyer

Secretary: Sally Wellens

CYC Representative: Mark Maxam

CYC Representative: Will Gordon

HCYC Representative: Gerald Cohen

HCYC Representative: John Edwards

KSC Representative: David Wightman

KSC Representative: Ian Westergren

MYC Representative: Bob Tamagny

MYC Representative: Wayne Mitts

NBC Representative: Ruth Yanelli

NBC Representative (One Design): Eric Beck

SYC Representative (Rules/Appeals): Peter Oden

SYC Representative (Jr. Sailing): Peter Feroe (*could not attend*)

PHRF Handicapper: George Samalot

HBRA (Haverstraw Bay Racing Association) Representative: John Nonenmacher

Score Keeper: Sherri Hill (*could not attend*)

Agenda:

1. Opening remarks

President Mike Colluci started the meeting off and thanked everyone for joining the session.

- We have 2 representatives from each of the boat clubs to provide input and take part in decision making which we did not have before.
- Reference was made to the Dave Perry Event hosted by HRYRA in March. There was a good turnout of about 80 people; Dave Perry was very informative and fun to listen to.
- Would like to continue having more events in the future; perhaps consider having a hands-on speaker/coach for the day and even a youth related event with an all-day coach.

In the future we should consider having a treasury update in board meetings, we not prepared to provide one for this session.

Laser Regattas

- Boat clubs to provide Mike Collucci with dates for Laser Regattas so he can post in the HRYRA newsletter.
- CYC is planning on hosting regatta in August; there will be both Laser and Sunfish starts.
- MYC to host Laser Regatta on June 28.
- NBC to host Laser Regatta May 26 (Memorial Day), July 4th (4th of July) and September (Labor Day) NBC will also host the districts for Lasers this year.

2. PHRF splits

The group discussed if any of the PHRF splits among the fleets, should be changed for the upcoming year or remain the same as last year. Group noted that this is hard to estimate as there are unknown variables such as how many boats will be able to participate and how many of the regattas each boat will be able to attend.

- Maybe think about a sprit boat division in the future as more of these types of boats are joining in the races. We will have to analyze how many boats show up to the regattas and their performance.
- Should we adjust splits between division A and B
 - A couple of boats were noted that will not be racing in regattas in both fleets, as well as new boats that will be joining. We need to ensure there is adequate representation in all fleets for fair races.
 - Spring regattas last season had a low turnout. This was probably due to Hurricane Sandy; people needed extra time to get their boats ready for the season.
 - What division would make the most sense for boats with PHRFs of to be in? Should Division 1 be split from 0 – 99. It was noted that a boat with PHRF 111 won Division 1 last year and this may be a good fleet for boats of this rating.
 - Group decided that boats with ratings of from 110-120 (Moonshine, Vixen and Madly Mad Hatter who have a PHRF of 111) should still remain in division A for 2014 and can review again next year for the 2015 racing season.
 - What division would be best for boats with PHRFs of 121 – 123 to be in? Last year they were in Division 1. Such as the J27.
 - Group agreed that including boats of this rating will good fit to include in Division 2. This may also encourage more of the J27s on the river to join in the regattas.
 - Updated PHRF splits agreed upon for 2014 is as follows:
 - Division 1: 0-**120**
 - Division 2: **121**-160
 - Division 3: 161 and above

3. Race Committee / Course Topics

- Discussed the dynamics of the river, difficulties experienced in running races and what the types of courses would benefit the racers the most, such as Windward/Leeward or Buoy courses. How do we best properly manage a race?
- When close to shore, the dynamics of Windward/Leeward change.
- Does the typical race committee have enough people to manage Buoy races? Don't have people proactive in moving the marks. Most of the time the starting line stays the same.
- Maybe the race committee should not commit to Windward/Leeward races until the day of the race. See what the wind will be doing for that day and judge which type of course would be best. Can discuss in the skippers meeting in the race that day.
- Group noted that also setting Windward/Leeward courses requires 2 chase boats and not always possible for all the boat clubs.
- The racers should tell the race committee what course they would like.
- Reaching legs appeal to a new design boat owners, such as the J88s and J70.
- In the Dave Perry lecture, even Dave was promoting Buoy racing over Windward/Leeward.
- Differences in boat clubs was discussed such Kingston, Chelsea and Haverstraw Bay racing have a fixed starting pin. Nyack has a larger race committee, but they are not used to big boat regattas, although trend lately has been for Windward/Leeward for their HRYRA regattas. It was noted they have an advantage that the body of water is wider here.
- The different race committees from the various boat clubs are all at different experience levels. Maybe sailors can communicate with the race committee before the race and give some advice on the current conditions on the water.
- Each regatta should have an on the water communicator who is a racer that can provide conditions / recommendations to the race committee. Race committee does not know all the conditions on each side of the river, like wind shifts. Maybe only one person from the club can provide this information and can call on a different channel, or call on the cell phone. We should communicate and make sure each club is aware of this activity.
- Racers should be able to pass the race committee information, for example they don't want a 5 mile race, but would like a shorter race, such as 3 miles. Group then said it does not have to be one designated person to pass along information to the race committee.
- Other updates to the Common Sailing Instructions are as follows:
 - Class rules and boat standards are explicitly mentioned.
 - Instr. 3.2 eliminated. Thus, changes to the sailing instructions must be in writing and properly posted. No oral changes are allowed, on or off the water.
 - Time limits have been reduced: They are now 2 hours for the first finisher, and 45 minutes after the first finisher for others.
 - 15.1: If no boat sails the course and finishes within 2 hours of her start single, the race shall be abandoned.
 - 15.2: Boats failing to finish within 45 minutes after the first boat sails the course, and finishes, will be scored Did Not finish without a hearing. This changes rules 35, A4 and A5.

- Instr. 14.1 reworded to make clear that when a boat elects to take a penalty for a violation of a rule of part 2, the penalty **will be a scoring penalty. Turns are not an acceptable option.** A one-turn penalty continues to apply for a violation of rule 31.
 - 14.1: The scoring penalty, rule 44.3, will apply to a boat electing to take a penalty for a violation of a rule of Part 2. The penalty will be the number of places as described in rule 44.3(c), where the “number of boats entered” shall be taken to mean the number registered (in that class) for the regatta.
- Instr. 17 now states more clearly how to score DNC for the series: it is one more than the number of boats that have registered for at least one of the season regattas.
 - 17.3: For Regatta scoring, the “number of boats entered in the series” as used in Rule A4.2 means the number registered in that class for the regatta. All completed races are counted. This changes rule A2.
 - 17.4 For Season scoring, the “number of boats entered in the series” as used in Rule A4.2 means the number that have registered in that class for at least one of the six HRYRA scheduled regattas. The number of excludable race scores to be excluded is shown in the following table. This modifies rule A2.

Season Races Completed for the Class	Excludable scores to be excluded
1-4	0
5-7	1
8-10	2
11-13	3
14 or more	4

- Instr. 3.2 eliminated from. Thus, changes to the sailing instructions must be in writing and properly posted. **No oral changes are allowed**, on or off the water.
- Appoint someone to write a paragraph of guidelines of HRYRA. Draw up list of conditions that we would like to share about racing.

4. Review of HRYRA Governance Roles and Responsibilities

In the fall of 2012, we reviewed most of the proposal for HRYRA Governance roles and responsibilities. Goal is to finish review and agree on these roles and responsibilities.

- Group discussed if the HRYRA board members need to be a HRYRA member.
 - Group agreed that HRYRA board members should be HRYRA members.
- Members no longer need to fill out a HRYRA application, this was replaced by submitting PHRF certificate for \$25 and then membership became free.
- How do we get more people involved in the HRYRA organization?
- We should have more people involved in HRYRA meetings, so they can be a part of discussions and understand why certain decisions were made.
- Can offer a reduced fee for crew members.

- We are missing the population of boats that are not PHRF racers. A lot of people start out with smaller boats and we don't have a way to include them. At one time, in HRYRA regattas for one design boats was popular. Thistles and lightening's were a part of HRYRA events and currently we are excluding these types of boats.
 - We should open membership to one design participants for a nominal fee, such as \$5. They may be interested in receiving emails to be kept up-to-date on what has been happening. Offer them ability to have a say, have a voice in the organization.
 - Have one design representatives be involved in events. Can send out notices to email lists for one design fleets to get them involved.
 - HRYRA subsidizes one design trophies.
- How do we deal with aging population of members?
- Have elections at end of the year at the awards presentation.
- At the HRYRA awards dinner, maybe have a speaker come. Such as Dave Perry and provide a 15 minute presentation.
- We should open membership to anyone, does not have to be a member of a boat club. Have a membership fee of \$5.
- All members will be on the mailing and events lists. Can take advantage of any HRYRA discounts.
- HRYRA Board Memberships
 - Based on 2 year term and renewable after 2 years by election.
 - Will keep the members that are currently in office as standing Board Members for HRYRA, don't need to change. Next election will be 2015 at the HRYRA awards dinner.
 - Need to define representatives for HRYRA and representatives for boat clubs.
 - Include under the mission statement that HRYRA is a local racing affiliate of US Sailing.
 - Eric Baumes will add additional language to the proposed HRYRA Governance document and circulate to group for their final review and acceptance.

5. Old Business

- The racing rules were updated and circulated in the 2013 Fall HRYRA board meeting.
- Will add the PHRF splits agreed upon this evening to the rules list.
- Peter will update and we will publish list on the HRYRA website.

6. New business:

- We should consider including overall HRYRA awards for individual or club champions at the end of the racing season. For example, at the end of the year have an overall HRYRA winner and get a trophy for the year. Suggestion was a trophy for those who participated in all 6 regattas.
- Match racing is a goal for next year in 2015.
- Sail wave is used as standard application for scoring.

- At beginning of a regatta, should have a file available from previous regattas, download the file, update with any adjusted ratings of spinnaker and non-spinnaker boats. Will need to be aware if a boat changes fleets.
 - After each event, can we get results posted on the HRYRA website? Eric will provide the scorers with link and login. Will need to take into account new PHRF certificates.
- Boat Clubs provided some updates on business conducted they may be of interest for leveraging to others:
 - CYC has affiliate members which include powerboats up to 18ft, paddleboats, canoes, and sailboats up to 14ft. Membership are half of the regular membership fee.
 - NBC will be having an open house in May, they are advertising in the Nyack Street Fair. They are currently working on promoting their junior sailing program.
 - SYC is having a discussion on Saturday, May 3rd on the hazards and concerns around the Tappan Zee Bridge construction.