**January 11, 2014**

**BYRA Annual Meeting Minutes 2014**

Current membership is 52

19 Active members were present

Meeting called to order: the 2014 annual membership meeting was held at Pelican Point Clubhouse and was brought to order by Commodore Warren Theis. There was a Quorum of members present as required by the By-laws (at least 13) to conduct business.

New members were welcomed by Warren Theis. The new members are Bill Bouvier, Peter Brinckerhoff, Jim Evans, Tom Miller, Scot Podosek, Jay Walter, Phil Cockram, Darrin Firing, Jim Laseter, and Paul Hemler.

**Minutes:** Motion made, seconded and voted unanimously by the membership to approve the minutes from 2013 without discussion.

**Reports by Officers:**

1. Vice Commodore, Jim Forrester, suggested that the club would benefit in knowing sooner what members are, or are not participating in the Regatta. Having this information early on, helps immensely in the planning and ordering of food, shirts, etc.

1. **Treasurer’s Report:** Bob Toone gave a handout of the treasurer’s report/budget. The club had a net gain of $503.58 in 2013 due to less spending in several categories. $2000.00 was added to the reserve account which now stands at $7262.00. Bob noted that one major increase in the 2014 proposed budget is the Pelican Point slip rental for the BYRA boats. This rent will increase in 2014 to $2556.00 from $1440 in 2013. He pointed out that Pelican Point has been generous in allowing BYRA to use its facilities at no charge as well as giving BYRA a significant discount for many years on the boat slip rental but is unable to continue the discount at this time.

Bob explained that the new budget is based on the previous year with minor tweaks. Bob Toone moved to keep the membership dues at $150 per year for 2014. Motion seconded by Mike Maloney. The membership voted unanimously to approve the budget proposed by the BYRA Board for 2014 and continue the annual dues rate.

A resolution was approved to continue the annual dues at $150 and allow a mid-year rate of $75 for first time new members joining after July 1st.

1. **Fleet Captain’s Report:** Mike Maloney reported that today’s New Years Raft Up was cancelled due to inclement weather. He also stated that the annual New Year’s Raft Up would be removed from the schedule due to lack of interest.

Awards not received at the Awards Banquet were distributed as well as copies of the 2014 racing calendar.

Mike stated that the dates of the regattas were made in cooperation with VISA in order to increase participation between the clubs. Dr. Hull said that we should continue to make a great effort to coordinate our regatta with Visa’s schedule.

Glenn Cliborne volunteered to head the Race Committee for the Spring Regatta and Mike Maloney volunteered to head the Race Committee for the Fall Regatta.

Snack and Clean up volunteer can spend up to $40 for snacks. Beverages are not part of this $40 allowance. If a snack volunteer cannot make their date they should try to trade with another and inform Carl Perdue.

Race committee training will take place on March 15th.

Pete Phillip made a motion to accept the racing calendar and was seconded. The membership voted unanimously to approve the proposed Racing Schedule for 2014.

Handicap correction for the Cal 21 in fleet 3 non spinnaker should be 277.

Handicaps are based on data pulled from 42 inland lake clubs and averaged.

Discussion took place regarding Roller Furling handicaps. Mike Maloney will look up the ruling in the PHRF Guidelines.

Pete Phillip made a motion and was seconded to accept the handicaps. The membership voted to approve the proposed Handicaps for 2014.

1. **Rear Commodore’s Report:** Carl Perdue state that he will let everyone know about their snack assignments. Receipts for snacks should be presented to Bob Toone and he will reimburse right away.

1. **Members at Large Report:** John Short - No report
2. **Past Commodore’s Report :** Pete Phillip – No report
3. **Quartermaster Report:** Report was coordinated with Bob Grogan and presented by Warren Theis in the absence of Bob Grogan. The water leak into the fuel tank on the pontoon boat has been fixed. The binoculars are missing from the case on the committee boat. Please be on the lookout and return to its case. The 2 stroke oil container in the cabinet on the pontoon boat needs to be refilled. The chase boat was winterized by SML Yacht Club at Crystal Shores Marina. Two screws are loose on the captain’s chair on the chase boat and need to be fixed may be an expensive repair. The fuel vent for the tank on the chase boat is allowing water to enter the fuel tank. This also needs to be addressed and replaced.

**Election of Officers:**

Board positions were accepted

Commodore: Glenn Cliborne

Secretary: Jim Schaible

Fleet Captain: Mike Maloney

Past Commodore: Warren Theis

Quartermaster: Chuck Tunnell

Vice Commodore: Pete Phillip

Treasurer: Bob Toone

Rear Commodore: Carl Perdue

Member at Large: Scot Podosek

**Non-Board Positions:**

Membership Chair: Pete Phillip

Web Master: Paul Triska

Assistant Position: George DeMestro agreed to be the beverage procuring person to assist the Rear Commodore.

**Changing of the flags:**

All current officers transferred flags to the new officers.

Pete Phillip thanked Warren Theis for his service as Commodore and presented him with a plaque and flag for his service.

Glenn Cliborne thanked the outgoing and the incoming boards for their service to the club.

**New Business:**

1. A request was made to transfer check writing authority from Loretta Manning to Warren Theis due to Loretta’s retirement. A motion and second was made and the membership voted unanimously in favor to transfer the check writing authority to Warren Theis. Loretta was thanked for many years of service.

**Amendments to By-Laws**

1. The due date for annual BYRA dues needed to be changed to make Article II, Section 4 and 5 consistent. (see Item 2 below). Also, a statement needed to be included that the annual dues rate would be approved by the members at the annual meeting. A motion was made, seconded and approved by the membership to the following changes to the Bylaws **IN BOLD**:

Item 2.

Section 4. Voting**:** Each individual member shall have one vote at any membership meeting. Proxy voting shall not be permitted at any membership meeting or election. No member whose dues are not paid for the current year may vote on any matter. The “membership year” shall terminate **March 1st.**

Section 5.Dues**:** Annual dues shall be set by the Board of Directors at the annual meeting in January. **The dues will be at the rate agreed to by the members at the annual meeting**. Within twenty-one (21) days of the annual meeting, the Secretary shall send to each member a statement of dues for the ensuing year, which shall be due and payable by March 1st.

1. The definition of a new member needed to be incorporated into Article 2, Section 2 that defines dues for new/returning members to eliminate confusion. A new member is now defined as a person who has never been a BYRA member in the past. Also, the sentence referring to Sunfish Fleet was deleted since the fleet does not exist (see Item 3 below). A motion was made, seconded and approved by the membership to the following changes to the Bylaws **IN BOLD**:

Item 3. Revise Article 2, Section 2 that defines dues for new/returning members IAW recommendation by treasurer as follows: (change in red, blue is deleted)

* ARTICLE II – MEMBERSHIP
* Section 2. Applications for Membership: Each applicant for membership shall apply on a form provided by the Board of Directors which shall provide that the applicant agrees to abide by The Racing Rules of Sailing published by the U. S. Sailing Association, and the By-laws, Sailing Instructions and Race Committee Instructions, published by BYRA. The application shall state the applicant's full name, mailing and E-mail address, telephone numbers, and shall bear the written endorsement of one (1) BYRA member in good standing. The application must be submitted with the dues payable for the current year, or one-half the annual dues if the application is submitted after July 1. Half price dues apply to new members only as an incentive to join BYRA. **New members are defined as never having been a BYRA member.** Applications and dues will be filed with the Secretary, at which time the applicant shall become a member. Junior Sunfish Fleet participants (age 10-18) will be considered non-voting members at no charge.

1. The dues for new members as defined above will be $150 if joined BYRA prior to July 1 and $75 after July 1. The BYRA membership application form on the BYRA website must be updated to reflect the dues applicable to new members.

**Amendments to Sailing Instructions:**

Sailing Instructions: Pete Phillip discussed some changes to rule 6-D Did not start. See below changes. Marked through areas are to be removed. Bold areas are additions.

6 - D Did not start:

1. **For Series Scoring**, Boats that were not in attendance on race day will receive no points for that race and the race will not count toward series qualification.

If a boat is registered and ~~present on the race course prior to the start but~~ checked **in on the water but** withdraws she will notify the race committee and receive a DNS score for that race. The DNS score will be equal to the number of boats **in her fleet** registered in the ~~series plus two~~. **race plus one**

1. **For Regatta scoring, if a boat is registered but does not start in a race, she will receive a DNS for that race and receive a score equal to the number of boats registered for the regatta in her fleet plus one.**

Pete also discussed clarifying rule 6-B Registered Yacht. See amendments below:

6 - B Registered Yacht

1. A boat which is qualified to race in a series shall be registered for the series when she starts and finishes at least one race in the series
2. **Regatta: A boat shall be registered for the regatta when the registration form and the entry fee are received by the club representative.**

Pete then discussed rule 3-L Use of Engine and clarified the rule on using an engine to get clear after grounding. Bold are the additions. See below.

**3 - L. Use of Engine:**

1. **A boat may not use her engine after her class preparatory signal.**
2. **To get clear after grounding a boat may use an engine or any other method provided the boat does not gain significant advantage in the race.**

A motion was made, seconded and approved by the membership to make the above sailing instruction amendments.

Mike Maloney discussed the option of including the Chesapeake Bay PHRF data points with the inland fleet averages that we currently use. He stated that including the Chesapeake Bay PHRF averages would increase data points to more accurately handicap some of the boats in our club that are poorly represented in the 42 Inland fleets that we currently use. Please see proposal below:

1. Include Chesapeake Bay in calculation of inland fleet averages.

* Current protocol includes all Inland Lake Fleets but excludes the Bay
  + “A” rated data is excluded
  + “B” rated data is excluded if there are zero boats listed
  + “C” rated data is always included even if zero boats listed
* Adding Chesapeake Bay would provide more data to average into our BYRA handicaps for all boats.
* Comparison of 2013 Bay numbers for each BYRA boat shows a higher number for nearly all boats, the same for two and no lower numbers for any boat. Therefore the impact is negligible for most boats in the BYRA Fleet.
* Chesapeake Bay includes several fleets around the bay providing a higher population than most other inland fleets and thus better history (more races) on which to base the handicap.
* Chesapeake Bay has experienced handicappers with consistent process for establishing handicaps and evaluating challenges.
* Chesapeake Bay has wind similar to SML. We currently use Great Lakes including Lake Michigan, Lake Erie, and Lake Huron. Why not include Chesapeake Bay?

A motion was made, seconded and approved by the membership (one member, Ibaugh opposed) to include the Chesapeake Bay data to be averaged into our BYRA handicaps for all boats.

Mike Maloney presented the option of adding a factor for Smith Mountain Lake (BYRA) in the calculation of average inland lake PHRF handicaps in BYRA calculations.

Warren Ibaugh addressed the membership and presented his opposition to including local performance in the calculation of BYRA handicaps. It was his opinion that by including individual boats as a data point, you could affect the handicap by the sailing ability of the skipper and crew instead of the potential rating of the boat itself. He stated that it is a slippery slope towards subjectivity and one that we should avoid. Please see the proposal for adding a Smith Mountain Lake factor below:

2) Add a factor for Smith Mountain Lake (BYRA) in the calculation of average Inland Lake PHRF

* Current protocol includes all Inland Fleets but does not factor our experience at BYRA
* Propose developing a handicap number for our boats based on performance to a base boat in each fleet. The “base” or benchmark boat could be either the boat in the fleet with the largest data base (the greatest number of inland fleets used in our calculation) or choose to benchmark against the 2nd place boat in each fleet. An example of the first “base boat” option would be the J/24 in Fleet I, The S2 6.7 in Fleet II with 4 fleets in our average calculation, the Hunter 23 WK in fleet III with 6 fleets in our average calculation, and the Catalina 30 in Fleet IV with 18 fleets in our average calculation.
* Average Corrected time for each boat in the fleet would be compared to the base boat for the season. The difference would result in a handicap change for the BYRA Fleet listed in the PHRF annual book. This number would be then included in the overage calculation along with other PHRF fleets. **The SML rating would not become the only number in your handicap.**
* **Only boats with at least 8 races for the season would qualify for the inclusion of a BYRA handicap number.**
* **Protocol to develop BYRA data and performance handicap base:**
  + Choose one **base boat** for each fleet **that has**:
    - Reasonable # of PHRF Fleets used in the current calculation of BYRA handicap.
    - Participation in most BYRA races to allow comparison (boat to boat) with the other boats in the fleet.
  + Compare time difference of each race to the base boat to arrive at time difference average.
    - Create a % of individual boat to base boat (The performance based adjustment is limited to 10% of the time differential.)
    - Apply to current handicap used in races
    - Subtract modifiers (if any)
    - Convert to spinnaker rating (15 sec. deduct) (if needed)
    - BYRA performance based rating may not fall outside the range of US Sailing PHRF handicaps from other fleets in the current PHRF Book.
  + Add SML number to other PHRF fleets (established process) and divide by the new fleet total to arrive at the BYRA rating.
  + Two or more boats of the same model – average the times to arrive at the comparison number.
  + **Provisional Ratings**: If the only data available in PHRF is the BYRA data, the handicap would continue to be established as “provisional” by the BYRA handicap committee consistent with current practice. **Boats with current Provisional Ratings** **would retain these. The Harbor 20, Alerion Express 20 and VX One have not had adequate PHRF data to compute handicaps using our accepted averaging formula. These provisional handicaps have been arrived at by using all available sources and local SML lake experience.**

A motion was made, seconded and not approved by the membership to add a factor for Smith Mountain Lake (BYRA) in the calculation of average inland lake PHRF. There were 6 Yays , 10 Nays and 3 abstentions.

Warren Theis presented a Sponsor Hunter Proposal. See below:

Sponsor Hunter Proposal

Mission: Contact and confirm potential financial sponsors for BYRA Regattas.

Plan: “Sponsor hunter” actively pursue local businesses for the Fall Regatta only in 2014.

Do not pursue sponsors for the 2014 Spring Regatta to prevent interference with the current prime sponsor.

1. Identify local businesses that we interact with as potential candidates. Examples: SunTrust Bank, Hager Insurance, Smith Mtn. Yacht Club (Lee Arnold), Aztec Rental, Haywood Jewelers, restaurants, brewery (Sunken City), UPS store, Food Lion, others.
2. Sponsors have option to provide cash or barter their products, i.e. Sunken City provide beer kegs or growlers in exchange for sponsorship.

Offer four levels of benefits to the businesses:

Level A: Sole sponsor-$2000

1. Exclusive name recognition
2. Business name on regatta shirt. BYRA members are walking advertisements & “word of mouth” promotion.
3. Coverage in articles BYRA writes for local newspapers
4. Banner of BYRA committee boat
5. Sponsor logo banner flown on some race boats while racing
6. Invite business owners to Skippers meeting for recognition, promotion and to race on BYRA boats at the Regatta
7. Invite business owner and guest to BYRA awards banquet for recognition at BYRA expense
8. Give business owner five regatta shirts at BYRA expense
9. Business name on racing marks
10. Link on BYRA website for one year

Level B: Two Sponsors-$1000

All benefits above except 1, 4, 9

Level C: Multiple sponsors-$500

All benefits above except 1, 4,5,7,8,9,10

Barter: Multiple sponsors All benefits above except 1, 4,5,7,8,9,10

No motion/vote was requested to proceed with the proposal, just needed tacit approval by the BYRA membership which was given.

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