**2017 BYRA Annual Meeting Minutes - January 14, 2017**

The meeting took place from 10am-2pm at the Contentment Island Clubhouse. There were 20 members in attendance which meets the BYRA By-laws quorum requirement

**Officer Reports**

**Secretary – Minutes from last meeting. These were adopted as written.**

**Treasurer Report –** 2017 Budget Operatingbalance due to decrease in membership dues.

We had a shortfall in 2016 due to loss of membership and may have a shortfall again this year. We may have to consider raising dues next year if we do not increase membership. We have a goal for 45 members.

We voted to maintain dues at **$150** for 2017. **Dues are due by March 1**.

Please send your check payable to BYRA to Bob Toone 37 Paradise Lane Union Hall, VA 24176.

We also changed banks.

**Vice Commodore, Rear Commodore, Quartermaster, Member at Large, Webmaster, Fleet Captain**

**Quartermaster: 2016 spent $1000 in welding on pontoon boat which resolved the major water leaks in the stern of both pontoons, but it still has some insignificant cracks in the forward area of the pontoons. Failed chase boat trailer bearing and race were replaced starboard side. Replaced anchor light, captains canvas chair cover on pontoon boat and repaired front third of chase boat cover. Assorted covers for both boats need replacing. The canopy cover for the pontoon boat needs replacement. We have a new canvas canopy for the pontoon boat, but it may not fit. We discussed possible replacements with canvas and aluminum. Warren will get pricing if the spare canopy does not fit. We will need to replace the pontoon’s winter cover this year. The chase boat cover needs immediate replacement. Costs for replacing all covers may be more than a couple thousand dollars.**

**Webmaster: We have changed our hosting service for our website. We now have unlimited storage and have reduced our expenses. The website will operate the same, but will be managed better.**

**2017 Racing Schedule**

**Listed on the schedule under RC Primary-Training there are multiple names. The first person listed is in charge of the race committee. The subsequent names are there to help and for training. All operators of club motorboats need a boater’s license or recognized equivalent.**

**2017 Handicaps**

**Provisional ratings will be used for boats as long as there are less than three Freshwater Fleets listed in the PHRF Book. The Provisional Ratings will average All Fleets including Coastal. If there are no fleets listed for a new boat, the handicap committee will determine the closest boat based on dimension and performance and use this average. Boats with three or more Freshwater Fleets will average only those fleets. Boats using provisional ratings in our club are the Alerion Express 20 and the Harbor 20.**

**OLD BUSINESS none**

**2017 Election of Officers & Chairmen - Change of Watch (Bring Officer Flags)**

Comm. Chuck Tunnell, Vice Comm. Kurt Lindquist, Secy. Scot Podosek, Treas. Bob Toone, Fleet Captain Pete Phillip, Member at Large Maurice Becerra, Membership Pete Phillip, Quartermaster Warren Theis, Rear Commodore, Eric Johnson, Webmaster Brandyn Price

There was a unanimous vote to accept the new board. Flags were exchanged. A presentation of a plaque was made to Carl Perdue as Past Commodore.

**NEW BUSINESS**

**2017 Award Banquet Venue**: Waterfront, Westlake, Mariners, Ippy’s

It was expressed that the Annual Banquet is a formal affair. We need a suitable venue that will accommodate the entire group. Prices have gone up and some venues are requiring room fees. We will work to find an appropriate venue.

**Night Race with VISA**

**We have at least 7 commitments to race. We will host the event at Pelican Point.**

**Consider a choice of one of three special races**. Membership votes for favorite:

* Match Race tournament with Laser sailboats
* Pub Race (Continue or scrub) - This year we had two BYRA boats. Location should be changed. Better participation at Crazy Horse.
* Poker Run

We voted to do the pub race and finish at Crazy Horse.

**NEW BUSINESS**

**Sailing Instruction Amendments**

* **Series Make Up Races:** Add to Conduct of Races – Section I opening sentence…”The scheduled Make-Up Races will be held on the scheduled date if less than six races have been run and scored during the first four series race dates.”

We voted to accept this amendment with one opposed.

* **Fleet Championship Eligibility:** J. Championship: Each fleet will award a club champion. Scoring for the award will be based on **participation** in the series races run during the year up to a maximum of 16 counted. **(INSERT – RC service races will be included even if RC credit is not earned as per Section 6F.)**  The following table defines the number of races to be counted. Race committee service would count with the same score awarded for series scoring. To qualify for the award, a boat must have participated in the minimum number of races as defined in the table below…

We voted to accept this amendment. \*

**Maloney Amendments to By-Law**

Section 1. **Officers and Board of Directors:**

Existing

C. Fleet Captain – The Fleet Captain will: (1) coordinate the racing program and including annual update of BYRA handicaps with current PHRF Fleet Data, and develop the schedule of events, (2) coordinate the schedule for Race Committee service (3) supervise and coach the RC Directors on scoring procedure and appropriate race courses for the day’s wind and weather condition.Verify the scoring of series and regatta positions and the publication of the results, (4) arrange for the procurement and presentation of trophies and awards, (5) Assist Quartermaster with the maintenance and security of the BYRA property (Committee boat, flags, marks, buoys, equipment, etc.) by assuring that Race Committees properly return and store club property. (6) Advise Race Committees on proper operation and security of club boats.

Proposed

C. Fleet Captain – The Fleet Captain will: (1) coordinate the racing program and including annual update of BYRA handicaps with current PHRF Fleet Data, and develop the schedule of events, (2) coordinate the schedule for Race Committee service (3) supervise and coach the RC Directors on scoring procedure and appropriate race courses for the day’s wind and weather condition.Verify the scoring of series and regatta positions and the publication of the results no later than one week after the conclusion of a race, (4) arrange for the procurement and presentation of trophies and awards, (5) Assist Quartermaster with the maintenance and security of the BYRA property (Committee boat, flags, marks, buoys, equipment, etc.) by assuring that Race Committees properly return and store club property. (6) Advise Race Committees on proper operation and security of club boats.

We discussed many options to improve the process and quicken distribution of results. We did not vote to change the by-laws.

**Reason for proposed change:** To ensure scores are posted in a timely manner so all members can determine their fleet standings before the next race.

**ARTICLE IV – RULES, REGULATION AND POLICIES**

Existing

C. The Race Committee Instructions are subordinate to the Sailing Instructions and maybe amended by the Board of Directors so long as such amendments are consistent with the Sailing Instructions.

Proposed

C. The Race Committee Instructions are subordinate to the Sailing Instructions and maybe amended by the Board of Directors so long as such amendments are consistent with the Sailing Instructions. Race Committee Instructions and related RC documents are to be reviewed and updated annually under the direction of the Fleet Captain.

We voted to accept this amendment. The document has been reviewed and updated for 2017.

**Reason for proposed change:**

Many of the documents posted on the website are old and out-of-date. Others do not reflect changes that have been made during the last sailing season, such as the addition of the automatic sound signals.

**Amendments to Sailing Instructions**

Existing 22-Knot Rule: No race sequence will be started if the consistent wind exceeds 22 knots or if gusts exceed 30 knots.

Proposed 20-MPH Rule: No race sequence will be started if the consistent wind exceeds 20 MPH or if

gusts exceed 25 MPH.

**Reason for proposed change:** Many of the BYRA boats are small and some are sailed single handedly or with small crews. Big winds make sailing more dangerous for these boats and can damage sails and equipment.

We voted to leave the existing 22 knot rule in place. There was discussion to potentially lower the gust limit, but no action was taken to change it at this time.

Existing

1. **Make-Up Races.** In the event that all scheduled series races cannot be completed because of adverse conditions (not enough air, too much air, thunderstorms, etc.) resulting in abandoned races which cannot be made up on the dates scheduled, then the series will be determined as follows:

Proposed

1. Make-Up Races. In the event that all scheduled series races cannot be completed because of adverse conditions (not enough air, too much air, thunderstorms, etc.) resulting in abandoned races which cannot be made up on the dates scheduled, then the series will be determined as follows:

If 5 or more races have been completed in the series the Make-Up races will be cancelled.

**Reason for proposed change:** Five races are sufficient for series scoring. Make-up dates make it difficult for some boats to find sufficient crews, and the extended period can push the series into windless days in the summer and inclement weather in the Fall.

No action was taken on this proposal due to the vote on a previous proposal on the topic of make up races.

1. **Scoring and Awards:**

Existing

F: Race Committee Score: Boats serving as Race Committee for a series race receive the score for that race which is the average of the best four (4) scored races for that boat for that series. If a boat has sailed in only three (3) races, the Race Committee Credit Score is calculated by adding the finish of the three (3) races plus the total number of boats in the series divided by four (4). A boat may receive a maximum of 2 RC Race Credits per Series. (See J for regatta race committee scoring.)

Proposed a:

F: Race Committee Score: Boats serving as Race Committee for a series race receive the score for that race which is the average of the best four (4) scored races for that boat for that series. If a boat has sailed in only three (3) races, the Race Committee Credit Score is calculated by adding the finish of the three (3) races plus the total number of boats qualified in the respective fleet in the series divided by four (4). A boat may receive a maximum of 2 RC Race Credits per Series. (See J for regatta race committee scoring.)

Note: The addition of “qualified in the respective fleet” clarifies the points to be added. This option imposes a large penalty on the RC score.

We voted to accept proposal (a) as an amendment. This nullified the two other choices listed below.

Proposed b:

F: Race Committee Score: Boats serving as Race Committee for a series race receive the score for that race which is the average of the best four (4) scored races for that boat for that series. If a boat has sailed in only three (3) races, the Race Committee Credit Score is calculated by adding the finish of the three (3) races plus one (1) divided by three (3). If a boat has sailed in only two (2) races, but serves as Race Committee for two complete races, the Race Committee Credit Score is calculated by adding the finish of the two (2) races plus two (2) divided by two (2). A boat may receive a maximum of 2 RC Race Credits per Series. (See J for regatta race committee scoring.)

Note: This option imposes a small penalty on the RC score.

Proposed c:

F: Race Committee Score: Boats serving as Race Committee for a series race receive the score for that race which is the average of the best four (4) scored races for that boat for that series. If a boat has sailed in only three (3) races, the Race Committee Credit Score is calculated by averaging the finishes for those three (3) races. ). If a boat has sailed in only two (2) races, but serves as Race Committee for two complete races, the Race Committee Credit Score is calculated by averaging the finish of the two (2) races. A boat may receive a maximum of 2 RC Race Credits per Series. (See J for regatta race committee scoring.)

Note: This option removes all penalties on the RC score.

**Reason for proposed change:** The existing rule penalizes RC boats if less than 4 races have been completed, and prevent a boat with two complete races from qualifying for the series even though they have raced or served as RC for a total of 4 races.

**Existing**

1. Championship: Each fleet will award a club champion. Scoring for the award will be based on participation in the series races run during the year up to a maximum of 16 counted. The following table defines the number of races to be counted. Race committee service would count with the same score awarded for series scoring. To qualify for the award, a boat must have participated in the minimum number of races as defined in the table below.

**Proposed**

Define “participation” so that a member who serves as Race Committee, but does not receive a Race Committee score, is either included or excluded from overall series qualification.

We did not discuss this item because we already voted on a similar suggested amendment listed above\* labeled Fleet Championship Eligibility.

**Lightning - DeMestro**

Racing during a thunder storm when there is lightning in the area -  No race will be held when Lightning is present and races should be canceled. I would like to propose the abandonment of races when boats are on the water and a thunder and lightning storm comes within 2 miles of the racers and the forecast is for more severe weather.

Example race 8 of the spring series 2016. We had many boats dropping out because of the weather and I was part of the race committee and was asked to just postpone the race till after the storm passed. I feel this is a safety risk.

We voted to leave our protocols as they are and to not adopt this particular proposal.

There was discussion about the use of a storm app to help predict weather.

The Fleet Captain recommended that members of the RC concerned for their safety due to impending weather can seek shelter by taking the chase boat to shore. If all members of the committee wished to abandon the committee boat, they should raise the postponement flag on the pontoon and leave via the chase boat and return when the storm threat passes.

The Fleet Captain also suggested that if a race is in progress, crews could call the race committee phone when they cross the finish line and the race committee phone will have a time stamp of their finish which can be used to score the race.

The meeting was adjourned and lunch (chili) was served by outgoing Rear Commodore Jim Schaible