

Mass Bay Sailing Association General Meeting 12-2-2014 Cottage Park YC

Russ began the meeting just past 7:00 with a welcome and round-the-room introduction

I Report from the Executive Committee Meeting

1. **Election of officers:** The officers will remain the same for 2015 with the following exceptions: Russ Chapman will fill a new role as Chairperson to the ONE Regatta and be on the Executive Committee. Doug Ryan will step into the role of president.

Others interested in serving on the board are encouraged to talk to Russ, Doug, or other board members about the open seats: VP One Design, VP Juniors, Marketing VP.

VP Marketing: new and vital role in order to continue as a vibrant organization, this position will help make MBSA's story known and promote reasons for being a member.

2. **ONE Regatta:** When MBSA was approached to assume responsibility for the New England event, it agreed to take it on for at least one year. The board discussed the event, its success, and decided to continue as the Organization Authority for the event for 2015. The Corinthian YC will be host. We will continue to use professional management of Regatta Promotions (Carter White in Portland, ME).

The big task facing us is getting sponsorship for the event: both repeat and additional new sponsors. MBSA asks all delegates to look for any and all potential sponsors in order to grow the event. If anyone has ideas and leads, contact Russ.

LESSONS Learned: Yes: MBSA enjoyed a high response rate to the survey sent out; most response was positive, some suggestions for improvement, but no glaring errors.

Revenue: This year's revenue is difficult to compare to past years as prior event reporting was incomplete. Gross revenues were about \$42,000 with expenses allowing for profit of \$472 which was given to the host club, Boston YC.

Currently we have \$2400 in reserve as per the agreement with the Founder's.

Participation: Lance reported that we lost 1 boat overall from last year which is a smaller decrease than in previous years. Some boats that usually attend were not there this year indicating a sort of low point with everywhere to grow going forward. There were about 25 boats that attended in 2013 but not in 2014 and likewise, about 25 new boats that had not attended in 2013. A number of 2013 boats were not in the water, sold, or had other commitments but plan to attend in the future.

Growing the event: Possibilities include NY 42's line, luring more boats from Maine and beyond the canal, drawing locally is the first priority.

II Open the meeting to the Floor:

General review of the past season: good/bad etc..

1. **SCORING:** No Wind: brought out scoring issues for races unable to have a start. In order to get points for MBSA P or Q, there must have been a start. At least three races in 2014 did not have wind to start. DNS and DNC earns points but doesn't count toward the championship. A conversation ensued questioning whether this needs to be clarified in the GSI's.

BHIR canceled and rerun the following day. Most competitors were not able to return for the following day's race raising questions of scoring from some especially concerning travel

requirements. It was clarified that the Pursuit Series does not have a travel requirement; the MBSA seasonal champs does. The BHIR doesn't factor into satisfying travel requirement. It was clarified that in order to get credit for MBSA Seasonal travel requirement, need to check in but no longer needs to start.

Question: If a race is not sailed on a scheduled day, do we remove the Q?

Proposal: If a race is not held, boats get a flat 40 points for travel by checking in with RC on the water. Doug will clarify this.

2. **Feedback:** A new post race survey was sent out to the entire phrf fleet. Most was very positive, some suggestions, and a few complaints. Lance would to get more info from potential travel boats.

MBSA Exec Board elected to be Organizing Authority again. We're doing it again for 2015.

3. NEW BUSINESS

A). US Sailing and PHRF Certificates: Doug R brought up possibilities of having US Sailing take over our certificate issuance, symposiums for sailors, organizers, racing rules, etc.

Historically US Sailing has been involved in all other types of rating systems but had little involvement in PHRF ratings. They now want to address PHRF systems (the majority of racing) to increase consistency and use more scientific, data-based formulas. Previously US Sailing only had info from small fleets with incomplete data. Because Regatta Management Services (RMS- regattaman) has a wealth of information on boats, ratings, races held, real and corrected times, US Sailing has asked if it can use the information to simulate races and test ratings. RMS has given its approval. US Sailing is asking MBSA if it's okay to use the info. The data is not actually owned by RMS or MBSA but by the OA's of races. This question was put to the delegates. The info given will be used only to test rating data. MBSA delegates voted to let US Sailing use the test data for 2014. A permission slip was circulated to delegates.

B) SCHEDULE: Lance took the reigns for organizing the schedule. He led us through the potential schedule race by race based on last year's schedule. Conflicts were identified, solutions proposed. Some delegates will consult with constituents and continue the discussion via email and finalize the schedule at the next meeting. Lance will send a summary of the evolving schedule via email.

C) Multiplier feedback: Mixed bag. Some thought it didn't make much difference, others commented that there wasn't enough promotion (many racers weren't aware of the multipliers), severe weather lessened participation in some multiplier races skewing its impact. Other ways of meeting the interest behind the multiplier – encouraging more boats to travel– were brainstormed: trying later starts, increasing lure of parties, resolving issues with launch availability, pass options for entry fees, crewboard on MBSA site to lessen crew shortage issues. The discussion will be revisited at the next meeting.

4. Other Issues? No

5. Next meeting Jan 8.

Adjourned 9:30.