

Race Meeting 2018

Agenda January 31, 2018, 19:00 OYS Crow's Nest

Attendees: Scott Lyons, Dusan (Bronte), Lester Springer, Sam Thompson, Andrew Riem, Duff Paisley, Bruce Scott, Sean Dinsmore, Andre Beese, Davide Carnevale, Ken Town, Ed Thompson, Alex McMillian, Karen Wykes

Welcome and Introductions

Debrief of 2017 season and previous seasons

What was lacking/needing improvement from in 2017

- Consistency, leadership, planning ahead, results posting
- Races were too short
- Scoring was not done well last year. Timeliness of result posting lacked, boats not scored that raced, incorrect finish times recorded, incorrect PHRF numbers recorded.
 - o Scott will be overseeing scoring to ensure that results are accurate and posted the night of the race, or at least by the next morning. Suggestion to have the results posted or announced that evening; which would encourage individuals to make use of the clubhouse bar.
- Poor race management on the water was a common theme through the meeting.
 - o Last year RC headed out on to the water too late which resulted in race postponement; triangle course requires 60 minutes of set up
 - o Storage of tackle and equipment was on Oyster. Transfer of supplies to mark boat increased set up time, as did mark inflation. It was mentioned that marks should remain inflated

Ideas from previous years to build on and use to improve 2018

- Encourage education of race volunteers (ie. Course setting, proper mark placement, increase efficiency of mark setting to avoid postponements)
- Incentivize volunteers to participate on the race course
- Smart and fair fleet splits.
 - o Comments that last year, the C&C 33 fleet had its own fleet, but the SIs did not indicate this would occur.
 - o Some fleets had 15-18 boats crossing the start line, while other starts had 2 boats.
- Offer a tender service between OC and OYS after the races. Potential to use the mark boat.
- Suggested to offer a cruising fleet with different rules – see if the cruisers want to participate in race nights
- Scott Lyons & Doug Hawksworth working together to write the SIs for 2018
 - o 2016 a triangle course was used with a short upwind finish – comments heard that it was well received for white sail. Finish and start lines were in the middle of the course
- Beer sponsors and nightly mid-fleet awards (perhaps a pitcher of beer for the crew...this idea will need to be approved by House Director as it does violate AGCO laws).
 - o AGCO states that we cannot give away alcohol (as a prize), but we can do so if the pitcher is charged to the racing budget each week
 - o Look into the feasibility of this program. Karen to speak to Muskoka Brewery in upcoming months about potential sponsorship opportunities.
- Food options for race evenings.
 - o Currently it is hamburgers by Adele on Wednesday for \$7, and pizza from Pizza Pizza for \$1.50 per slice
 - o Last year, unpaid RC ate for free and received 1 free beverage of choice. Billed to RC budget.
 - o Scott suggested to have one boat responsible for preparing dinner for the fleet each evening.
 - o Karen will confirm with Adele about Wednesday evening availability for burger sales
- **Next Meeting:** revisit the topic of start sequence and fleet splits. Mentioned that the slower boats should start first to avoid curfew restrictions

Race Committee structure and implementation

Volunteer RC versus paid

- Paying race committee (likely two, depending on budget). One RO and one mark boat operator
 - o Advantages of paid race committee include consistency, learning from previous weeks errors, more knowledgeable RC,
 - o OYS needs to develop a contract outlining expectations of the paid race committee. This will ensure that all expectations are met. Sam Thompson to look for KYC contract.
 - o Discussion centered around having a mixture of volunteers and paid staff to run the races.
 - o Similar to last year, each boat needs to provide at least two crew for one race in the season. If boat does not contribute crew to RC, one race will be scored as DNS. If the boat does not race as a result of contributing crew to RC, the boat will receive their average score for the entire series. Schedule of sign up to be at race registration night.
- We need to use the race working committee to their strengths
 - o Sam Thompson and Dusan have working knowledge of Sailwave

Next Meeting: talk about our options for scoring; Sailwave vs. Yachtscoring. Is there a better option?

Hybrid Volunteer/Paid Possibility

- This seems to be the most agreed upon method of obtaining RC for 2018. Three fundamental things are required to make this a viable option. Further logistics to be discussed at a later meeting.
 - 1) Need to have group of qualified and interested volunteers to commit to at least 5 nights to participate in race committee. The hours put in will be eligible for membership volunteer hours
 - 2) Need to have boat contribute at least two crew members to the race committee, for at least one race in the season. To make this attractive to racers, scores for the missed race will be calculated based on the average score in the series (not the average score in the series so far).
 - 3) Need to have two paid individuals to guide the volunteers; one on the mark boat, and one on the RC boat.
- Administrative work is required in the off season to obtain the volunteers. Members are encouraged to participate in the Sail Canada offered seminar to become Club Race Officers.
 - o Need to smooth talk members into committing to RC
 - o Could we offer a race committee training course within the club?
- Talked about the club paying for the seminar if the volunteers could commit to participating on RC for X amount of nights. What does this do to the RC budget?
- Ask Doug Hawksworth if he is interested in sharing his knowledge with the 2018 RC volunteers
- Responsibility of the Race Director to source volunteers for RC
- OC race registration fees could subsidize the cost of the paid race committee. We also need to take into consideration the increased cost of minimum wage, gas costs, potential costs for fixed marks, new safety equipment required for Oyster and mark boat under new Recreational Boating School legislation.
- It was mentioned that the Spring and Fall Series will likely be entirely volunteer run. Could help reduce costs for having paid committee for A & B Series.
- Suggestion to have racers from OYS pay to race in addition to OC. ie. \$100 race fee? Rationalize cost as long as the product of racing is good.
 - o Discussion of cruisers not paying for cruising; racers shouldn't have to pay for racing. It seems that a reduction in the number of racers when the racers have to pay for racing will be noticed; only those extremely committed to racing will agree to pay. A portion of membership dues should already be allocated to the race program in the preplanned 2018 budgets (and the cruising program).
- To summarize discussion on race committee. In 2018, we need a dedicated leader to outline expectations for RC and its volunteers. RC needs to commit to being out on the water earlier to ensure ample time to set course. Hybrid volunteer and paid staff seemed to be agreed upon amongst the committee members. Need to improve ways of getting volunteers to consistently make an effort to show up for RC (ie. One person to head up Series A, a separate person for Series B).
- **Next meeting:** Formalize structure of hybrid volunteer/paid program

Role of a PRO

- Part of the job description should be able to manage volunteers well (even if the volunteers have not run a course before).
- Duff Paisley as RO?

Training of Race Committee - ARO/CRO Course March 3-4

- Encourage members of the working race group to participate and register for the course

Course Selection / Setting

Pinwheel marks versus dropped marks discussion

- Comments about using dropped mark courses
 - o Never going to get a perfect upwind course
 - o Last year postponement was frequent as RC had difficulty setting dropped marks with shifting wind. Result was many DNF races, as wind speed rapidly declines approaching sunset. Slower boats with later starts were at a disadvantage
 - o Mark boat should have an additional mark already inflated to drop quickly when wind shifts
 - o Mentioned that RC last year had difficulty determining exact wind direction
 - o Noted that equipment and tackle should be stored on the mark boat to maximize efficiency of course setting
- Comments about using pinwheel/fixed marks
 - o Fixed marks offer relief to RC in the amount of time saved in course setting
 - o Permission to lay fixed marks? – thoughts are you just have to let the Coast Guard know the location
 - o Cost of getting proper fixed marks should be considered
 - o Generally, races occur in 3 directions; need a short and long course depending on wind speed
 - o Can set fixed marks at greater depths
 - o Problem with fixed marks, we could go on conservative side and end up with a short course and unhappy racers
 - o Course may not be square, but you are never more than 22.5 degrees off, however cannot adjust marks for wind shifts
 - o Maintenance of fixed marks?
 - o Requires less volunteers
 - o Creating laps with fixed marks, easier to adjust number of laps depending on wind speed (ie. Easier to shorten course if wind speed drops)
 - o Delay (postponement) anyways using pinwheel, because you are going to have to move the RC boat
- HYBRID idea proposed by Scott – different idea
 - o Lay fixed marks but only use them one night per week (windward-leeward course– advantage to control course speed better).
 - o At whatever configuration, use Thursday fixed marks, use drop marks on Wednesdays
 - o Easier time for RC on Thursdays and reduce labor costs
 - o Pinwheel Thursdays – advantage is that it reduces the need for a mark boat and the time of the day, reducing cost of labor, better chance to set course on time.
 - o More demanding courses on Wednesdays. Comment: Thursday shouldn't be second to Wednesday night racing
- General comments and concerns with course selection and setting
 - o Comes back to good race committee. Few fixed marks can save time in course setting. Skill set of the volunteers/paid employees plays a factor into the quality of the racing due to course setting ability.
 - o Must consider drift of the committee boat when Oyster is used as the start line
 - o Need to ensure flexibility within the Sis to allow for optimal course setting
 - o Almost always a 1 mile leg (depends on how many times you go around the marks) – ie. Bill and Bill race team
 - o Need to obtain length-to-wind speed guide – Doug Hawksworth will have – 2 years ago this existed, for the average of the fleet (ie. 165 PHRF)
 - o Race director of OC could also use the fixed marks for OC Regatta, for example
- General consensus amongst the group was to use both dropped marks and fixed on Wednesday and Thursday nights– RC will have to drop less marks, but PRO has to have a good understanding of location of the fixed marks (could cause difficulty).
 - o 3-4 permanent marks and then use drop marks around (particularly in deep areas), in a right angle. Hybrid is best, as it creates the most diversity in course options and significantly reduces course setting time
 - o Suggestion to use fixed marks as the starting point and set windward mark based on the wind of the evening.

- o Suggestion for Thursdays – triangle windward leeward or set two windward marks
- **Next meeting:** develop course that promotes competitive, fair and fun racing

Schedule

Preliminary Schedule - dates subject to change!

Spring Series (dates still to be finalized)

- Race 1: Sunday, May 20th
- Race 2: Sunday, May 27th
- Race 3: Sunday, June 3rd
- Race 4: Sunday, June 10th
- Bronte will participate in the Spring Series (part of the OYS/OC/Bronte mini-series)

Summer A & B Series

- Structure of alternating A & B series weeks will continue. Advantages: beginning of the season tends to be windier; allows racers to take vacation away from racing and not completely forego standings in the series
- First race: Wednesday, May 16th 2018
- Last race: Thursday, September 13th 2018
- Warm up race: Monday, May 14th 2018 (will be a practice for the RC and the racers)

Fall Series (dates still to be finalized)

- Will consist of 4 races in the series, plus Bluenose Race and Turkey Regatta for 6 races total
- Race 1: Sunday, September 9th
- Race 2: Sunday, September 16th
- Race 3: Sunday, September 23rd
- Race 4 & Turkey Regatta: Sunday, September 30th
- Race 5 & Bluenose Race: Sunday, October 7th
- Race 6: Sunday, October 14th
- Bronte will host 2 of the Sunday fall series races

Extra Races/Regattas (dates still to be finalized)

- OYS Regatta August 10th-12th
- Easter Seals Regatta July 14th (need to encourage participation in this amazing event)
- OC Regatta: _____
- Jeff Robins Pursuit Race: July 28th or July 29th
- Bronte Rocks: _____

PHRFLO Changes

Non-measured Mainsail penalty

- New rule – every mainsail to be measured. Only about 12 sails that are required to be measured within the club.
 - o Penalty for unmeasured sail: corrected time minus 3
 - o Submission of sail measure certificate may be adequate to meet requirements
 - o Sail measuring day will be one day, with the option to drop off your sail to be measured.
- **Next meeting:** discuss potential dates for sail measuring.

Set next meeting date and adjourn: February 28th