

## Minutes of Sailing Committee Meeting held on 24<sup>th</sup> October 2018

Present: Bob Joce, Andrew Craig, Liz Pescod, Paul Adams, Janet Hawkins

Bob opened the meeting by welcoming Liz Pescod who has agreed to join Sailing Committee, along with Paul Adams, in his new role as Sailing Principal.

### 1. Matters arising

Noted there had been a Race Officer Forum meeting recently and relevant issues were fed back to Sailing Committee here for consideration:

#### 1.1. Request for standard course geometry

- *Can we define the geometry?* Bob had produced some proposed course angles but these were not agreed and prompted discussion over the impact of wind strength on tightness of reaches and how this worked for different fleets. Defining the ideal geometry is not a simple matter. **Agreed** that the triangle course (K and J) should be equilateral but also the RO should be able to adjust mark 2 inwards or outwards to suit wind strength; moving it inwards would give broader reaches (typically for stronger wind conditions) whereas moving it out might be more appropriate in lighter winds. **Agreed** that the trapezoid course (N) should have internal angles of 75°, 105°, 105°, 75° for marks 1,2,3,4 respectively. Feedback would be needed to confirm the geometry after we have found a method of consistently setting the courses.
- *Can the mark layers achieve it?* Discussion covered the need for simple means of measuring angles and the challenges posed by wind shifts, or other weather conditions. Paul suggested that this was something to aim for with further research needed into training and tools that would make course laying more consistent. Noted there was an RYA mark-layers course. Agreement that the purpose of improving consistency of course setting was to avoid bias towards a particular fleet, or 'processional' racing. **Agreed:** further discussion was required and any outcome needed to be clearly communicated not just to RO teams, but through NORs. **Paul** to research and consider these issues – feedback to next SC meeting.

#### 1.2. Basis for award of Race Officer points (OOD) Race Officer Points are awarded to those filling designated duties as defined by Dutyman. Series points are awarded based on the average of the sum of points for non DNC races up to a maximum of 2 duties (4 races) for each Sunday series and 2 duties (2 races) for the Wednesday series. Noted that as the series progresses the Race Officer Points are adjusted to match the current average. **Agreed:** this needs to be made clearer to both competitors and RO Teams and the best means of clarifying this was through the new website on Race Officer pages. This would also be a good place to explain the full benefits in terms of membership discounts applied for completing duties. **Janet / Andrew** to work on this.

#### 1.3. The 2019 sprints will be based on courses L and K to ensure fair racing using the handicaps that are based on the same courses. This will allow the course to be kept in place with quick adjustments, as suggested by competitor and RO feedback. **Agreed:** SC approved this change and **Janet / Andrew** will adjust NOR and SIs for 2019 Sprints accordingly. This information would also be available on RO page of website.

#### 1.4. We wish to encourage less experienced ROs to run Wednesday evening racing and dropping the P course would be a simplification that would support the objective. From a variety point of view K, L and N are sufficient and easier to set. From a handicap point of view we can adjust the handicaps to fit the racing over a season or two, but the change is unlikely to make much difference since the P and N course are really the same, the legs just sailed in a

different order. **Agreed:** SC approved this change. **Janet / Andrew** to amend Wednesday series NOR and SIs accordingly for 2019. Information to be added to RO page of website.

## 2. 2019 Open Meetings

Janet presented the situation as it stands regarding Open Meeting requests for 2019. These were considered against the club policy regarding number of meetings and size of event. Noted that there would be fewer really large events, as Regional Junior Championships, or other large events would not be held at QM in 2019. Noted that London Youth Games would therefore become one of the larger meetings. Discussion ranged over size of meetings and possibilities for combining groups with similar racing styles or handicap groups. Noted the initiative for British Sailing Challenge and that both issues needed further investigation. Andrew indicated that in the past there had been attempts to combine events and that the reasons for its lack of success might be helpful before QM committed to trying to expand this strategy. **Agreed:** SC ratified dates for current requests and that **Janet** would make contact with selected class associations with a view to suggesting combined events, eg. Adding other classes to the planned 2.4 mR and RS400 events. **Janet / Andrew** to investigate Trapeze and Asymmetric association and feedback information to next SC meeting.

Noted that there were current fleets represented in the boat park and club racing, which did not hold open events at QM, which warranted further investigation; also there were fleets that QM would be keen to promote and expand into. Further investigation into active class associations with good attendance at events – offer to host events going forward. **Agreed: Janet** to look into this and report back.

## 3. Race Officer Supply and Demand

Noted that the situation in 2018 had proved challenging with shortages of RO Teams still not resolved until the day of racing. A more proactive approach to resolving this and keeping all members of SC informed of likely shortfall was needed. Noted that for the remainder of 2018, including the start of the Frostbite series, there were 10 further duty slots to be filled. **Agreed: Janet** to publicise these duties and to actively recruit for the gaps on Sunday before racing starts. For 2019, more recruits to the RO team would be sought.

## 4. Race Officer Training

Noted that there were a couple of potentially very good Race Officers interested in training to become part of the RO Team. **Andrew / Janet** to liaise over dates for future RO training – this would be early 2019. Noted also that for any other potential candidates who wished to learn more about the role and experience race management were welcome to join the RO team on the committee boat and would be awarded OOD points for the races in question.

Paul explained that the new ideas for Youth Group on Sunday mornings would involve parents playing an active role in informal racing and that some form of RO training was being considered for them. Whether this would be in the form of separate training, or parents could be invited to the RO Training course would need further discussion. Any interested parents would be welcomed into club RO team.

Noted the number of people volunteering to become RO / ARO was small and the existing database of trained ROs was diminishing rather than expanding. The issue of recruiting RO team members from outside the club and active racers was again explored and needed to be considered carefully, so that the club's knowledge base and expertise would continue to meet

the needs of our Open meeting programme; noted however, that taking pressure off the existing RO team also had some merit. The issue needed careful research for the future.

#### 5. **Boat Park Policy**

Noted that there had been an enquiry from a Squib sailor and that Andrew (with Paul Schroeder) had drawn up a list of classes that would / would not be accepted by QM. **Agreed: Andrew** would circulate this and **Janet** would ensure that the Office Team had access to this, for future reference.

#### 6. **Summary of Wednesday racing statistics**

Andrew had produced a breakdown of participation over the last 5 years and this showed that the numbers were up for 2018, bucking the downwards trend of the previous few years. This was encouraging. Noted that the number of boats qualifying overall was also slightly up, from 18 to 25. Noted that, for unknown reasons, the proposed slightly later start times for June and July had not been implemented for 2018 but needed to be, for 2019 summer.

**Agreed (action points with implications for NOR / SIs to be Andrew / Janet) :**

- There would be a later start time for June and July racing for 2019
- The P course would be dropped
- There would no longer be a separate Youth series over Wednesday evenings
- Rather than separating series into two halves, it would remain as one long series (participation in 2<sup>nd</sup> half likely to be adversely affected due to peak holiday season)

#### 7. **Consideration of proposal for a separate Laser start for Wednesday racing.**

Request to consider a separate start for Laser fleet. Tony Woods explained that the Laser fleet had suggested this, with feedback being gathered showing that comments ranged from the likelihood that it would encourage participation to having little or no impact on this. Discussion ranged over the implications likely to arise: namely, the issue of general recall of Laser fleet and timing of the separate start; implications of course geometry revision; simplification of RO role for Wednesday - this would lead to more complications especially if a minimum number of Lasers set to activate the separate start. **Agreed:** Tony to explain this to Laser fleet and canvas opinion again in the light of these comments, reporting back to next SC meeting for further consideration.

#### 8. **Review/endorse handicap changes for Winter Series**

Based on 5 Year's data from QMSC (Wednesday racing), as well as data from Grafham and Rutland the following handicap adjustments will be made starting with the Winter series:

- Laser from 1109 to 1112 - which is now in line with the Great Lakes number for 2018-19, this has been one of our long term aims, getting there step by step over the last 3 to 4 years.
- Radial from 1145 to 1148 and Laser 4.7 from 1207 and 1210 - in line with Laser move (PYS recommendation for Radial is 1057, Laser 4.7 GL number is 1210)
- RS200 from 1046 to 1040 - justified by not only the position of the leading RS200 in the Weds results but the margin by which they won many races
- RS400 from 934 to 939 - needed to redress balance between RS200 and also Laser. (PYN for RS400 is 942 and GL handicap is 952 so plenty of justification for the move)
- D-One from 965 to 959 - to keep in line with RS200 and redress balance to Laser and RS400. (RYA PN is 948, GL handicap is 971, our 5 year data shows 934 - few boats distort data).

No other handicaps seem to justify a move at this stage, our next review is in March when we see the RYA PN changes for 2019. **Agreed:** SC ratified the changes and these would be incorporated into NOR and SIs for Winter Series 2018 until next review in March 2019.

#### 9. **Any Other Business**

- Club Racing Calendar 2019: Janet had circulated draft racing calendar for 2019; Saturday Club dates pencilled in. Noted declining attendance at Bank Holiday Pursuits over past 5 years, so the number of these would be reduced to: Easter and Whitsun May bank holiday Mondays. **Agreed: Janet** to circulate to fleet captains for their series dates to be added.
- Youth Sailing: Paul outlined the plans to revise the Youth Group and Racing offerings for 2019, with 3 different types of youth group – Saturday for those with Stage 2; Sunday mornings for racing skills; Sunday afternoons for general social sailing Youth Group. Noted that it was hoped that more informal racing experience would develop confidence and skills to lead into participation in youth opens, or club racing. Ross Malloy, the new Chief Dinghy Instructor would be leading these developments.
- Date and Time for next meeting: Agreed that there were a number of issues that required further discussion and therefore another meeting of SC would be held before the end of 2018: Thursday 13<sup>th</sup> December 2018, 8pm Clubhouse.