

QMSC Sailing Committee Meeting Minutes – Wednesday 15th February 2023

Present: Andrew Craig (Chair), Andrew Cole, Julie Harrison, Liz Pescod, Matt Conner, Katie Osborne, Ross Malloy

Apologies: Tony Woods, Andrew Draper

Andrew Craig opened the meeting and welcomed members of the committee. Actions from the meeting on 16th November 2022 were reviewed and are covered in the items below.

1. Outstanding actions from Minutes from 16th November 2022 meeting

- **Trophies** - Check both the Honey Pot and Tilly's Tiller trophies are to be awarded for significant Club racing events and update trophy webpage. **Action: KO to update webpage**
- **Race Officer Training – Action: LP** to investigate a date for another RO course.
- **Rules Advisors recruitment and training** - LP reported that Chris Simon wants individuals to be invited to take the course. **Action: AC to talk to Martin Pue, Neil O'Leary and Andy Wright and advise them of the next rules advisor course in the region.**

2. Mark layer training - Sunday race courses are usually a good size and shape, just keep windward mark away from shore. GPS tracks from Wednesday racing has shown N and P course setting is not always to the design agreed. RM reported that a 60 degree cut out for the triangular K course had received positive feedback from the safety team so he would create the same for the N and P courses. After the course had been laid, the safety team could drive the Race Officer to make sure they were happy with the course. A discussion ensued on the practicalities of this, and it was decided that an additional set of cut-outs would be produced for the committee boat to enable RO's to check the course from there. **Action: RM to work with Wayne to produce.**

3. Cut off for racing on a Sunday – Feedback from the Race Management update meeting was that racing should not be stopped to accommodate training as we are a racing club. There is no cut-off in the NOR but guidance has previously been issued to ROs on this topic to ensure all racers are ashore by 1pm unless agreed with the Duty Officer. This is to allow safety crews a lunch break before afternoon teaching duties. RM reported that he could only remember one occasion where a request to extend beyond 1pm point had not been possible. He added that training on a Sunday afternoon helps the Club can keep membership fees down. LP asked whether staff could work just an afternoon shift or just a morning shift so that a lunchbreak was not an issue. RM said the Club does offer those shifts but, increasingly, with cost of living concerns including travel, some staff do not want to do just half a day. It was agreed that no start sequence would begin after 12.15pm unless the RO has discussed it with the Duty Officer. RM said that when a request was received everything possible would be done to accommodate it. **Action: LP to include in next RO update.**

4. Getting started in racing – Streamers are available in the office to anyone who is new to racing or youth racers. **Action: KO to add this information to the series online sign-on form and include in the next newsletter.**

5. Club Racing Calendar 2023 – It was agreed to move the Coronation Cup Sprints back to May 1st. Dutyman and Google Calendar is now fully updated with this and all other 2023 events.

6. Prizes – currently all series prizes, except Wednesday evening, are handed out at the end of the year at the Christmas Lunch. James Baxter has suggested altering this to handing out prizes at the end of each series instead. This would enable just one, more inclusive, Christmas Lunch to be held where prizes would be handed out to overall series winners only and other big trophies only. **Action: KO/AC to discuss with TB who will alert Claire.**

7. **Sunday Frostbite start order** – There have not been a lot of non-ILCAs racing in the Frostbite series but the general view from the Race Officers was that the other fleets were having to wait for quite a long time for the ILCAs to finish before starting the second race. JH agreed and said the ILCAs were too close to the line when the other fleets were starting. ACole said he thought the 400s probably preferred the new format. ACraig said it was simplest for all to have the same starting sequence for both summer and winter, with ILCAs going off first. It was decided to revert to ILCA then 400 and handicap fleet starts for all series, summer and winter, retaining the 3-2-1-Go sequence in winter. **Action: LP to provide text for the next members' newsletter**
8. **Spring Handicap Update** – The RYA will be publishing updated PNs for 2023. **Action: AC to update the handicap sheet by 3rd March for Spring Series NOR. AC to provide text for the next members' newsletter. KO/TB to update handicap page on website.**
9. **Wednesday evening racing format** – LP reported that based on the feedback from the Race Management Update Meeting, ROs are generally in favour of keeping the two starts, one race format. This supported the view expressed by members in the survey conducted last year. The recommendation remains that the two starts, one race format is continued but reviewed in 12 months' time. **Action: AC to provide text for the next members' newsletter.**
10. **Keelboat Racing Race Officers** – AC highlighted that a lot of very experienced Race Officers have left the club. New people have been recruited and AC has been working with some AROs to get them to RO status. However, the Club is aiming to have 12 Keelboating events, all of which need one RO. TB has committed to find six potential race officers for training from the current keelboat membership. The Keelboat events can then be included on Dutyman. **Action: LP to remind TB when recruiting candidates for next RO course.**
11. **RO Rota to get Trainee to ARO and ARO to RO** – AC pointed out that action is needed to get the trainee AROs onto the water. **Action: KO / LP to encourage newly trained AROs to book duties.**
12. **Post-race penalty** – James Baxter wrote to the ILCA fleet at the start of the year to remind all ILCA racers that polite and respectful behaviour was expected at all times, no exceptions. In the event of one boat believing another boat had broken a rule the correct procedure was to hail "Protest" and the boat in the wrong then should do turns. If a boat thought to be in the wrong did not do turns then after racing they should seek out a Club Rules Advisor or knowledgeable member of the fleet and discuss the incident. If it was then agreed that one boat had broken a rule, they could accept a Post Race Penalty of 30% of the boats entered in that race as exoneration. **AC to send this email on to Sailing Committee for onward communication.**
13. **Fleet Captains meeting** – 27th March at 7pm. Topics to discuss are Club improvements, especially launching; Current membership profile and trends; View of the club in 15 years; and Ensuring club racing is as inclusive as possible with a focus on development pathways.
14. **AOB** – next steps on launch plans were discussed and the feedback from fleets is that there are several small steps that could be taken which could make a big improvement in the short term based on more matting and more powerful winches, rather than large pontoon structures. **AC to ask Michal Pryer to synthesise all the ideas he has received. Improvements Committee will then come up with a prioritised list to ascertain if there is budget. A fundraising group is being established to fund big projects.**
15. **Provisional date for next meeting:** Thursday 27th April at 8pm in the Clubhouse, agenda based on topics raised at Fleet Captain's meeting.