

Sailing Committee Agenda – Thursday 27th May 2021

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

Also invited to attend this meeting: Tony Bishop, Ross Malloy

1. Matters arising

All matters arising are covered elsewhere on the agenda.

2. Open Meeting update

a. RO assignments

Noted that RO team assignments were mostly covered. JH to chase the situation regarding Liaison Race Officer for London Youth Games. Noted that there were just a couple of ARO spaces left some later events.

b. Confirmation of pricing

Pricing now fixed at:

- Single-hander event 1 day: £25; 2 day: £40 (previously proposed £30/£50)
- Double-hander event 1 day: £35; 2 day: £50 (previously proposed £40/£70)

Tony Bishop / Janet agreed to provide a breakdown of pricing and the costs associated with the recent ILCA SGP Open Meeting and share this with SC.

c. Foxy Lady

Noted that Wayne has put a lot of effort into the refurbishments but Foxy still not ready for use for Laser open last weekend despite many promises. The windows will shortly be refitted using professional window fitter. Tony promised that Foxy Lady would be ready for London Youth Games.

d. ILCA SGP Event, 23 May 2021

Noted BJ will arrange a separate review after this event, to include a sub-group from SC. The aim of the review will be to capture lessons learned and share these with ILCA office. BJ will provide a response addressing concerns raised by a QM member competing at the event.

3. RO supply and training

a. Updated Race Officer list

Noted that Liz had reviewed the status of ROs, AROs and that there were currently 7 Open Race Officers, 11 Club Race Officers, 22 Assistant Race Officers. Noted that there may be a few of the names on this list not active. Janet would continue to encourage and engage with individuals.

Noted that with less than 20 ROs, this spreads the load quite thinly and a rough estimate would be 6 duties per RO rather than 4, to cover all races.

b. Training

Noted that there were 3 candidates for the RO Training course on Saturday 29th May, with a further 3 or 4 candidates for a future course and at least one experienced RO from elsewhere that could join a team on committee boat and be fast-tracked. Noted

that there were also a few AROs who could be encouraged to take on the role of RO, but that they would need support and encouragement. Liz/Janet to work on this.

Noted the use of professional race management as a possible alternative or additional resource had some merit, but had been trialled with one candidate who had then moved onto QM staff team instead of continuing. This matter to be explored by Tony / Janet. This might work if used on a regularly scheduled basis, eg. once every 6 weeks. Noted the recognition for doing duties to be reviewed again especially in the light of costs to club currently and projected future costs if using professional, paid ROs. Noted there could be issues with relying on professionals which might lead to volunteer pool of ROs dwindling. Noted also that the RYA does have a list of Regional and National ROs who might be called upon for Open Meetings, we have used them before and will consider their use for larger open meetings in 2022. AC agreed to look at what other clubs might do – noted that many clubs did have compulsory duties, using professionals for Open Meetings.

4. Members feedback

a. Separate ILCA starts – Wednesday, Sprints?

Looking at the recent Sprints, there was a 50/50 split between ILCAs and all other entrants, so that might have made the event more enjoyable; however, with lower ratio or numbers, the opposite would have been true. To consider for future sprints. Noted that a survey of the QM ILCA fleet had just been conducted, showing a strong preference for separate starts for Wednesday evenings. Agreed to review situation for next year, after the end of the current Wednesday Evening Series, at the next SC meeting. Noted that the previous years' data on number of participants by class was held for a number of previous years and would be taken into consideration.

Noted that separate racing, for ILCAs and mixed handicap racing would cause logistical issues for QM Team and RO Teams alike (as well as racers). Noted that Stokes Bay runs two starts on mid-week racing with ILCAs starting after handicap fleet.

Agreed for the next Club Sprints, there would be 2 starts with ILCAs 2nd start. Agreed that any issues with recalls would be managed by using U flag. LP / JH to plan on this basis.

b. How/when to determine if 400s and/or 200s qualify for separate fleet status in the next series.

The RS400 fleet has been re-instated for the summer series after as requested by the fleet. The RS400 fleet continues to start in the second start with the windward leeward fleet and there will be separate results and prizes for the RS400s and the windward leeward fleets. Both sets of results will show corrected times to facilitate comparison of fleets. When Sailing Committee are ready to prepare the NOR for the next series we will assess attendance, and if there is an average of more than 5 in any class (for 70 – 80% of the races) then that class will be a fleet within the next series. Conversely, fewer than 5 would mean that class is part of the windward leeward fleet. So there is an extra incentive for the club and fleet captains to build and maintain the numbers in each class.

5. Updated Boat Park Policy

The new Boat Policy and updated spreadsheet that defines requirements for dinghies, foilers, multihulls and keelboats are in the drop box under QMSC Racing Files/Boat Policy. The new policy aligns with the relevant statements in the QMSC articles.

6. Member misconduct

We are aware of various reports about member misconduct, specifically being rude to staff or treating staff members in a demeaning way. Such behaviour is unacceptable and in breach of the QMSC Code of Conduct. The following actions are proposed:

- We should include a short and polite reminder to all members in the next newsletter about members being courteous towards staff members and complying with the Code of Conduct. If in the heat of the moment something rude is said then that member should later apologise. This reminder can be re-posted by fleet captains.
- Staff members to be instructed to carefully memorize the exact words used and who used them. Also identify any witnesses and then promptly report the matter to the DO. It is essential that a clear and accurate record is made of the incident if effective action is to be taken.
- The DO shall investigate, if possible, talk to the member to explain that such behaviour is unacceptable and seek an apology to resolve matters. Also talk to witnesses and record their version of events.
- If an apology is not forthcoming then the matter should be followed up by a discussion with the member by a club representative (fleet captain, event organiser, council member).
- If an apology is still not forthcoming:
 - a Rule 69 hearing should be convened if the incident related to racing.
 - Otherwise the matter should be brought to Council
- Second offences will be considered as a matter of the utmost gravity

7. Saturday afternoon rookie racing

In line with stated aims to encourage less confident/experienced sailors into club racing, a Rookie Racing, Saturday afternoon series was being introduced for 3 dates in June, limited to 12 boats to stay within Club Safety rules. This would be run along the lines of Wednesday-evening style racing with simple rules, weekly briefing and be reviewed for July onwards if it proves popular. This was also seen as a good introduction to ARO duties for newly-trained AROs. AC leading the initiative with support from some of the RO Team and JH to set up online booking, etc. TB to send a newsletter to all members and fleet captains to encourage attendance too.

8. Bank Holiday racing

Noted that the HoneyPot Pursuit is scheduled for late May bank holiday. Discussed the issues of length and style of racing and start time for this. Agreed that a variety of different types of racing and more rather than less Bank Holiday racing would be trialled. Agreed that Pursuit Racing was a good practice for RO Teams associated with Bloody Mary, but that sprints and club-style racing was also popular. Awarding a trophy on the day was also popular.

For August Bank Holiday, another pursuit race is scheduled, but September 2021 SC meeting would look at plans for more variety for the 2022 racing calendar.

9. Sunday racing last finish time limit

Noted that the Sunday racing conditions since re-starting in April 2021 had been very variable and with light and shifting winds, there had been issues with the first club race starting late leading to conflict with afternoon activities (many of the staff involved being instructors for the youth members' sessions in the afternoon). Noted that the staff team had attempted to facilitate a second race wherever possible but that staff involved in safety cover for club racing needed a break before their afternoon duties. Agreed to push back start times for some of the scheduled afternoon activities and endeavour to finish club racing by 13:30. Agreed that as an employer, the Club had a responsibility to its staff for hours worked and breaks to be taken.

Noted that particularly for open meetings, there is normally a statement indicating the latest start time for the last race of the day. Agreed that a latest start time of 12:15 for race 2 should lead to racing finishing by 13:30.

Noted that RO Teams have a duty to wait until 11:30 to see if wind conditions improve enough to start a race, before abandoning club racing for the day. If that is the case, then racers should be prepared for only one race that day, or a very shortened course if attempting to get two races on that day. Agreed that two short races would be the preferred option in this situation and RO Teams to be encouraged to attempt to do this.

Agreed no start signal after 12.10 for a 12.15 start for second club race unless after a general recall. Agreed that the time limit for finishing a race had been amended to allow RO Teams some discretion and that this was useful.

Agreed that how and why to use the above needed careful thought and communication to the RO Team. Noted also that discussions with the Duty Officer at all stages in such situations is vital. Noted that this also needs to be communicated carefully to the wider racing community. The NOR and SIs for the next Sunday Club Racing series needed to be amended and SC to review in good time for the Autumn Series.

10. Youth Racing

PA explained that the first ever QM Youth Committee meeting had been held, with very positive discussions and agreed roles within the group. Noted that the Regional Development Officer was interested in this initiative and happy to publicise QM's initiative. Noted also that Hannah, new Lead Instructor will be coordinating this effort and engaging with the group: youth fleet sailing and windsurfing captains and racing, and Team 15 and social captains who would be looking to set up activities for youth members of the club.

a. Team racing

Ross Malloy explained that the Club had expanded its fleet of Fevas to 10, at least 8 of which would be kept in the long term and so there would be sufficient for team racing. Currently, Ospreys were using Toppers and Teras, but could move to Fevas if Team Racing was offered. Noted that a couple of people had indicated their support to become involved in this initiative. All these plans were subject to Covid-restrictions being lifted. Agreed that it would be helpful to have a report on the number of active youth sailors outside of courses.

11. Date of next meeting TBC, but likely to be 23 Sept

Noted that this date would allow time for the Wednesday evening handicap analysis to be completed in advance of the meeting

12. AOB

a. Date for the BM Strategy Meeting:

AC keen to set a date and for a sub-group of SC to be involved in the strategy meeting (typically end of August). To be included: AC, BJ, TB, JH, Charles W-T, Sailing Principal. Noted that BJ would talk to Charles.

b. Pathways

AC has drafted documents showing both youth and adult pathways and will share this with PA and Ross particularly. SC to have input to the initiative before publicising more widely.

c. Signing-on for Club Racing (and those who don't ...)

LP raised this issue – should 'serial offenders' who don't make contact with the office if they don't sign-on online be given a result? JH / TB agreed to look at trying to streamline the booking process, but there were signs around the clubhouse indicating that any racers could come to the office/phone or email to sign on in advance if they failed to be able to do so online. Agreed that it was crucial that people signed on each week they intended to race, as stated in the NOR for all club racing. JH to communicate with people and remind them if they don't sign on they may not get a result. NOR could include statement to that effect – if you don't sign on, you may be scored DNC.