

Sailing Committee Minutes – Wednesday 24th November 2021

Present: Tony Bishop (via Zoom); Bob Joce, Andrew Craig, Liz Pescod, Tony Woods, Ross Malloy and Janet Hawkins

Apologies for Absence: Andrew Draper

1. Open Meeting Pricing for 2022

(Tony Bishop led discussions via Zoom). Noted that staffing costs have increased significantly in recent years as a consequence of introduction of minimum wage. Tony highlighted that without any inclusion of staff costs relating to open meetings, only a few events break even; with inclusion of staff and depreciation included, most events do not break even. Tony explained that there was a specific keelboating event costing model and that these events were not included in the current discussions. Noted historical pricing and current rate for Bloody Mary 2022 with an entry of minimum 220 boats, the club was moving towards making a return on expenses incurred in running this event (including cost of trackers on boats). Noted that entry for the Bloody Mary 2022 was already open and numbers of entries so far looked in line with similar dates in previous years, despite price increase and compared with other venues. Noted that there would be a further proposed price increase for the Bloody Mary in 2023 in order to bring this event into line with current staffing and other associated costs and break-even. Discussions on this would take place later and did not form part of Sailing Committee's considerations for 2022 open meetings.

Noted that Race Officer credits had not risen year on year for a significant time and proposed that these be increased to £36 from £25; and also noted that many of the RO community did not complete duties just for the discounts on membership available and that this slight increase was not significant in terms of open meeting pricing or costs. Agreed to increase to £36 per duty; also noted that there was work on membership subscription rates and that RO duties might be of especial interest to millennials in terms of keeping their subs down.

Noted that Tony had used the 2021 attendance numbers for the basis of income from open meetings for 2022 and that the smaller open meetings made a proportionally larger loss (safety cover being fairly similar whether 10 boats or 30 attended). Agreed that prices should be adjusted in this part of the meeting and the size of open meetings be addressed later in the discussion. Noted that other venues with volunteer based safety and race management were able to offer much cheaper fees for opens; equally noted that not all clubs will have investigated all the costs related to holding open events when considering their budgets and costs. Noted concerns that fleets which consistently get higher attendance levels at open meetings did not wish to be seen to subsidise those with lower attendance rates, or cross-subsidising other aspects of the club's activities. Agreed that it was hugely beneficial to the club to be hosting open events; noted also that if prices were deemed to be too high this might make class associations or participants opt out of events at QMSC, but that this should be closely monitored during 2022. Noted that when compared with other sports, events in sailing tended to be very much lower cost to participants, despite the higher relative costs in terms of event support.

There was discussion on the possibility of exploring discounted entry fees for club members attending QMSC hosted events, or of a differential rate for the larger events. Tony Bishop

indicated that even with the costs at 2.7% of the annual staffing bill and 10% depreciation costs, these figures did not fully represent actual costs incurred by the club in running events. Agreed that if there was strong negative feedback from the market a discounted rate could be considered if class associations were prepared to underwrite any shortfall if numbers less than 60. Noted that there were already some events where class associations underwrite some events. Agreed that number of QMSC entries per open would be closely monitored for 2022 to analyse proportion of members/non-members attending events.

Agreed: one price for all entries, no discounted rates; to monitor club members' entries to all QMSC opens; pricing stated here would be used for 2022 events; this decision was taken in conjunction with the updating of the open meeting policy in order to reduce the cost impact to the club of holding open meetings.

Pricing for 2022 Open Meetings held at QMSC:

Single-hander one day event:	£35.00
Double-hander one day event:	£45.00
Single-hander two day event:	£60.00
Double-hander two day event:	£80.00

2. Review of Open Meeting Policy for 2022

Agreed the aims of the policy in terms of events to be hosted should be aspirational and that entries currently were closer to half of these stated aims in most cases. Agreed that the number of major events was more likely to be 2 than 3 in any year; amend the statement to Up to three major Events to reflect this.

Noted the use of the East Side for club racing restricted to 4 days per year was much more achievable now that the reduction of the bund had improved the space usable and available for open meetings; which had become very evident with busy weekend activities, which now included more keelboat racing and Saturday Rookie racing too, during 2021.

Agreed that SC should agree a minimum size regarded as viable for open meetings and that this should be stated in the open meeting policy and shared with those seeking to run open meetings at QMSC. Noted that even with the slight difference in ratio between youth and adult events in terms of safety cover, it was the club's policy to allocate 2 safety boat teams at least to any open meeting. Agreed: the minimum number for an open meeting to be deemed viable should be set at 25 boats.

Action: RJ/JPH to review and update the policy and circulate to SC; add information to website and communicate the minimum numbers to those requesting open meetings at QMSC. Tony Bishop be asked to re-work the numbers as an indication of financial situation for both single- and double-handed events with entry of 25 boats; JPH to share this information with SC.

3. Matters Arising

- 3.1 *P Course Geometry:* Agreed that the P Course should remain in the programme for Wednesday Evening Series in 2022. Noted that there had been a few comments about the angles, particularly that reaches could be quite tight. Agreed that the current aims for geometry would stand and that 60° angles should be avoided. Bob Joce agreed to produce new scale diagrams for the course indicating wider angles of the range quoted – 70°, 40°, 70°

for the triangular part of the course. Noted, however, that the actual course geometry did depend on the wind direction and shifts during the set up. Easterly winds tended to lead to shorter reaches.

4. Race Officer Update / Active Involvement of new ROs

Noted that all remaining duties for 2021 were now covered. Noted that there were a considerable number of 'dormant' ROs/AROs and that it was important to keep encouraging both these and especially the new ROs. Noted that the calendar for club racing for 2022 was now ready and JPH to put all dates onto DutyMan (with 3rd person place on each duty). Noted that the last RO update had been a while ago and to consider whether there were any further updates or changes that needed to be communicated to the RO Team. LP/JPH to action if necessary.

September 2021's RO training course, in new format, with 2 online sessions had proven both popular and productive, with many of those newly trained first taking part in Rookie Racing and then moving into the club Sunday racing roles as 3rd person. Agreed that Rookie Racing RO duties to be included in the club's routine RO duties and to count towards discounts. To be added to DutyMan for 2022, once dates confirmed (AC/JPH)

Agreed that newly trained ROs to continue to be encouraged to sign up for 3rd place duties early 2022. JPH to liaise with them.

5. August Series format / Club Racing Calendar 2022

Noted that the dates for 2022 Racing Series were now finalised with 4 week August series included. Noted the ideas for the August series included one pursuit race, one week of sprints, one Wednesday style (2 races) and one standard Sunday-style event. These ideas to be discussed and format and sequence to be finalised, once fleet captains have been contacted.

Noted that Fleet Captains would be contacted with the 2022 calendar to choose their series dates for 2022 (action: JPH)

6. RS200 Handicap Feedback

Noted that the RS200 handicap had been changed as part of the autumn 2021 review of handicaps. The rationale behind this was comparison over 5 years of data from 3 big sailing clubs. Noted that any decision to change a handicap is not based solely on the performance of individuals within QMSC racing. Agreed that any such decisions in future would be communicated directly to fleets after consideration by the handicap committee – due to timing constraints this year, the process had not happened. Agreed that the process and reasons for change, not just changes would be shared in future.

7. RS400s Fleet and Separate Results

Noted that SC had agreed to reinstate separate results for the RS400 fleet after pressure to do so and under the proviso that this would be reconsidered if numbers of RS400s racing met a 5-boats average per week attendance. After reviewing the year's racing, it was concluded that this target had not been met and that for the Frostbite 2021/22 series onwards, results would be tabled for the Fast Windward / Leeward Fleet incorporating the RS400s rather than separating RS400s out. This decision needed to be communicated to the

fleet and Liz agreed to do so. Review of the NOR and SIs was also required to reflect this change. (action: LP/JPH)

8. Encouragement of Fleet Captains and Active Support for Fleets

Noted that there was considerable experience within the club of good fleet encouragement and activity; noted that where a fleet captain was particularly proactive, the fleet activity could be seen to prosper as a direct consequence. Noted that Angus Davies was very enthusiastic to take on the role for the Aero fleet and keen to share ideas and learn from other fleet captains.

Agreed: that the club should host a meeting of fleet captains, considering ideas and areas for discussion, followed by a meal to thank fleet captains for their efforts. It was hoped to organise this for February, off-site.

9. Parking on the Upper Level during racing

Noted that the club's position had been to be lenient during Covid-times when limited access to the clubhouse and changing facilities was possible; but that now the clubhouse was fully open again, there was no justification for people parking on the upper level. Noted that parking was also an issue with visiting day sailors and windsurfers as well as windsurfing members. Noted that a concerted effort to remind people, before enforcing sanctions that are included in club racing documents and bye-laws was a good first step.

Agreed: if possible, staff team to try and speak to people before going out on the water (noted that this would be easier to do once the wet team were at full strength and could deploy one person as 'beachmaster'); but if not possible before the start of sailing/racing, then noting registrations, putting a polite reminder notice on windscreens, moving from reminder to subsequent notice of future disqualifications should follow swiftly on from a polite reminder in the form of a whole-club newsletter. If chasing people down on the day was an issue, then the QM Team could call on Council members to support doing this. (RM/JPH/AC to liaise over timing of start for this.)

10. Alteration to Wednesday Evening Series Racing, 2022

Noted, the request from ILCA fleet to have a separate start for the Wednesday Evening Series, has been previously agreed by SC on trial basis for 2022. Initial plans assume a six minute start sequence with ILCA starting at 3 and the remainder starting at 0. U flag would be used to minimise the risk of recalls. Finishing procedure would unchanged all boats being timed and Sailwave automatically adding 3 minutes to the ILCA times. Advantages are considered to be increased ILCA participation, shorter start lines, reduced interference of differing fleets at the start. Further review is needed prior to development of NORs and SIS. Noted that some concerns about the change had been expressed already by other fleets and that SC needed to manage expectations and explain how this might work very carefully to avoid any misunderstanding.

Agreed that SC would come up with a plan, discuss with fleet captains at the meeting in February and prepare and communicate this to racers.

11. Date of the Next Meeting

To be held (hopefully in person) on Wednesday 23rd February 2022.

12. Any Other Business

There being no other business to discuss, the meeting concluded.