

Sailing Association of Intermountain Lakes

Annual Meeting
November 1, 2014
10:00 AM

SAIL Officers

Commodore-Robyn Kline
Secretary-Catherine March
Treasurer-Joe Beierl

Vice Commodore-Joe Chinburg
Area F Representative-Brandon Kass
Rear Commodore-Star Malouff

I. Call to Order and Introductions-Robyn Kline called the meeting to order and introduced the board at 10:23.

Brandon Kass was out of the country.

Joe Chinburg didn't respond to invitation to attend.

II. Minutes:

Minutes were approved unanimously. Motion to approve by Joe Beierl, seconded by Catherine March.

III. Officer's reports:

A. Treasurer's Report Joe Beierl:

Year end financial statement: Last Year the budget had a chance of being \$630 short but we are currently \$300 over with an additional check not added yet. We didn't do all the things we thought that we could do which is why we are over. Membership 97 this year. Membership being strongly encouraged to have SAIL membership options either built into the club dues or added as a part of the dues that are optional. SAIL membership numbers might be added. US Sailing as of Oct 11, we have 11 members who joined them. Earned SAIL \$35 credits with US Sailing. This can help us to sponsor people. Discount for people who mention SAIL when joining US Sailing. 30 PHRF Certificates sent out, where is the revenue for this. Actually 52 People. We need to remind people for renewing their PHRF Certificate. Some who race don't renew their certificate. Only really need Certificate for traveling, and with travel down and not happening as much, not as many people are renewing their certificate.

Approval of Budget

Bob Malouff Motioned to approve

Tom Downing Seconded

Unanimously approved

B. Vice Commodore report Joe Chinburg:

Joe was not present so no report was delivered.

Wednesday Night Seminars still staying at Brooklyn's unless a better venue is available

C. Area F Report Brandon Kass:

Brandon Kass was not present so no report was delivered.:

D. PHRF Rick Fell:

2014 issued 30 certificates, all boats are attached to report. Only 1 appeal sent in by Stan Hullett. Issued the rating but will check to see how he did to see if the number issued is good. Used spreadsheet to take average of his races. Then set it up to find where he would end in the middle of the fleet. Given the handicap to keep him in the middle of the fleet. Set it up so that Stan would statistically be set in the middle of the fleet. 1 more years worth of data to decide when to reevaluate his score. Also looked at other displacements of similar boats. Feedback on PHRF. People only complain if they don't win.

At Carter the fleets are generally grouped together pretty well. PHRF blend seemed to do well together. Some issue is that there are some boats that want to fleet but not many clubs have enough. Also giving everyone getting their own start would be nice but that isn't always possible. Rick believes the appeal process has the appropriate amount of rigor. He likes how it is set up for the appeal process. Share information will help people understand the system better.

One pending handicap appeal for Bill Padget. The PHRF Committee is as follows: Duane Chalupka, Tom Downing, Robert Kline, Sue Schwisher, Aaron Smith.

Bill Pagent: Bill has a modification on his boat that could change his score by 5 seconds. Bill is worried that that is a little extreme for the score so is appealing the number he was given. Only 5 of the boat ever made, only three are still around. Because of that the rating is way wrong. Been at Carter lake for ten years now. But there is no way to sail to its numbers. Only way to do that would be long legs in big races with steady wind which we don't get that here in Colorado. Santana Number is way off, Merit number could be off. Most common complaint on race boats is anyone who got a boat with a bad number had no chance at racing. Start with a club get a number and that's that. PHRF one rating system. Could there be a better way? Are there any alternatives? Bill is more than willing to help with his three or four options. Look at boats that have many boats that were made of like kind. They are set with their number with pretty good accuracy. For one design take similar boats to determine that score by using an average. Either straight national PHRF, or Adjusted PHRF from national. How bad is the hurt? That will really determine how high of a priority this is. Ross thinks we should look at every aspect of the boat itself, beam length keel shape etc. Also Bill thinks that we need to start having people showing newbies the ropes so that they can excel in this sport.

Robyn is giving jobs to the commodores of all the lakes: Find out what the hurt is, and find out what the potential is to figure out what can be done to keep growing. PHRF is supposed to work by taking into account all the different aspects of the boat. And then using appeal process to get the score better. Maybe have a new sailor fleet? Or possibly, take a great sailor and put on a struggling boat or take an inexperienced person and put them on a boat that is doing good. That way people are not feeling left out. Another option is to have the boats start on their personal start time rather than to start on the set time. Set up a follow up with Bill so that he can have his issue addressed.

When given an appeal find out what the issue is. Not just "I don't like the number" but a legitimate issue with the number. That way it makes it a little easier on Rick. Bring all these issues to the next board meeting on November 10, 2014. Appeal process is for any boat not just your own.

Report into US Sailing this year. Get a new book to make it easier for us to apply ratings.

Star Malouff Motioned to approve

Joe Beierl Seconded

Unanimously approved

E. Racing 2014 Awards Tom Downing:

A lot of racers aren't SAIL members. If you don't belong to SAIL you don't get a trophy.

Dinghy Tour No Lasers are sail members.

1st is Kneelie,

Keelboat Tour

Marty May – U20 would have won but he was not a SAIL member. 30 points less is the winner, Rowe on Whisper. No one had more than four.

Four is the minimum number of races to qualify.

2nd place is Brad Lawson

3rd is Cliff Bergnard.

Need to travel to be able to get the trophy.

Junior Tour

1st Rudy Berckey

2nd Cameron Holland

3rd Vishnatmer Kattick

Colorado Cup

Not enough racers. Supposed to be interclub competition, but one boat from a different lake than the rest is not interclub.

Governors Cup

Jim Ulatowski – A Fleet

Robin Jackson – Won the trophy

Junior Sailing/Racing

No update with Brandon absent.

F. Junior Sailing:

Brandon Kass was absent:

G. Governor's Cup bids:

On bid received and awarded to DSA.

H. Calendar: 2015 Regatta Calender: slowly getting this together.

I. Nominating Committee:

Star read the nominees, Ralph moved to accept the slate as nominated. Star seconded and the motion passed unanimously.

Commodore- Bob Malouff

Vice Commodore-Philip Muller

Secretary-Anna Malouff

Treasurer-Joe Beierl

Area F Rep-Brandon Kass

Rear commodore-Robyn Kline

IV. Old Business

No Old business.

V. New business

2015 Boat Show Catherine March, Star Malouff, Anna Malouff, Philip Muller basically the board. Still doing 10x10. Possibly doing one booth together rather than one space divided. Talked about at Dec 8 meeting.

Winter Seminars 2015:

January- April Tactics, Rules, Fiber Glass Boat Repairs, do on 2nd Wednesdays preferably.

Training – Club Race Management Seminar

Planning for February 2015

Proposals and Goals for 2015

2 day race seminar. Didn't happen this year. Maybe in February.

Bring in more club level racers. Give training not just for club level, but also to progress to regional.

Area F: Gary Jobson revisit the maps. There are many different thought on how to be reorganized. On website is very state by state. Make it hlepful to sailors now. Work team has many people on it. 98% are from east coast. They have to get permission from coast guard so use a similar map that coast guard uses. 21 full states, 8 half states would be in one area. Would be all of us in the middle. Star volunteered for the board. Fighting to keep thing they were to some extenet. New Mexico, colorado, whyoming, western half nebraska. New mexico to san diego. Whyoming to washington. Then we get N and S Dakota. Texas along with 2 other gulf states and through pan handle of florida becomes F we would be M. SAIL ends up with nothing if this happens. Stars goals: Not break up RSA, theres only 37 of them.

Adjournment:

Anna Malouff Motioned to adjourn

Tom downing Seconded

Unanimously approved at 12:25pm