

SM Sailing
Monthly Meeting Minutes
March 29, 2010

Meeting called to order at 19:03 by Nick Pierson

Present on call: Nick Pierson, Cotuit Mosquito YC, Doug Calnan, Scituate Harbor YC, Phyllis Partridge, Beverly YC, Rick Shulz, Falmouth YC, Gary Doodlesack, Falmouth YC, Andy Herlihy New Bedford YC, Lisa Patten, Stage Harbor YC, John Field, Barnstable YC, Robert Reifeiss, Plymouth YC, Sarah Wilsterman, Stage Harbor YC, Ben Knowles, EYC, Peter McAvoy, Stonehorse YC, Joel Hanneman, Beverly YC, Rob Hurd, Tabor Academy, Tom Tullius, Quissett YC, John Dickson, Pleasant Bay Community Boating, Sonja Stevens, VHYC

Nick welcomed everyone. There are 14 clubs participating in the conference. Nick apologized for the need to cancel the prior scheduled meeting.

Nick mentioned that he had received no commentary or opinion on the proposed by-law change. He asked everyone to review this proposal before the next meeting and share with him any comments.

Nick then moved the discussion to the subject of the proposed upgrades to the Grand Prix.

**SMSA Grand Prix Proposals
Submitted by Rob Hurd - SMSA Administrator
August 21, 2009**

Proposal #1: Drop Radials from the Grand Prix format.

The first motion made by Rob Hurd was to remove the Laser Radial (and by default the Laser) from being a competing class within the Grand Prix. It was pointed out that this is mainly due to the small number of Laser sailors traveling the Grand Prix circuit. There was little discussion. The vote was unanimous with no dissent to remove the Laser Radial from the Grand Prix.

Rob Hurd then moved the discussion to a revised Grand Prix format.

Proposal #2: SMSA adopts the following guidelines for Grand Prix event. Guideline will help define what is or can be a Grand Prix Regattas and add uniformity to those events. It will also allow event that want to become Grand Prix Regattas a guideline to strive for.

- ~~1. A Grand Prix Regatta shall be scheduled for at least two days. (As modified and removed during March 29 conference call.)~~
2. For results from a Regatta to be counted towards Grand Prix points at least ~~three~~ ~~(3)~~ four (4) races must be scored. (As modified during March 29 conference call)

3. Results for Grand Prix Regattas shall be listed with skipper (and crew names) as well as sailing organization representation. They shall be posted on-line or forwarded to the SMSA Administrator by noon the day after the regatta ends.
4. There shall be at least four (4) and no more than six (6) regattas in a Grand Prix series.
5. All Grand Prix Regattas shall be junior regatta (sailors may not reach their 19th birthday in the calendar year of the event) *or shall have an official junior division that is scored.* (As modified during March 29 conference call.)
6. There shall be only one Grand Prix Regatta per class per day (i.e. Grand Prix Regattas may not overlap)
7. If at all possible, Grand Prix Regattas shall be spread out over the entire SMSA region (Islands, Off Cape, Upper Cape, Mid Cape, Lower Cape).
8. Grand Prix Regattas will be scored using the posted criteria.
 - a. Participants must represent a SMSA member club and list that club in their registration for an SMSA Grand Prix Regatta each time, regardless of any outside SMSA organizations that they belong to as well.
 - b. Participants must sail in at least two-thirds (2/3) of the regattas scheduled in order to be scored at the end of the year.
 - c. Participants will be scored on the results based as follows:
 - If there are 4 regattas, the best 3 count (75%)
 - If there are 5 regattas, the best 4 count (80%)
 - If there are 6 regattas, the best 4 count (66%)

PROPOSAL IS MODIFIED (*SEE ITALICS*) AND APPROVED BY VOICE VOTE

During the discussion of the above listed criteria, Nick specifically referenced Stonehorse regatta which is one-day. He wanted everyone to be clear that based upon the proposed Grand Prix criteria, a one-day regatta like Stonehorse could no longer be considered a Grand Prix regatta. Rick Schulz questioned why all regattas must be Jr. and how many regattas would this specific criteria impact. Those impacted would be the open regattas of Hyannis, BBR and Falmouth. It was shared by Falmouth during the call that it would like to remain “open” in order to rebuild the size of its regatta. Rob Hurd raised the issue of scoring. It was his experience last year that it is almost impossible to avoid faulty scoring of junior sailors in an open regatta. Big open regattas are not as accommodating at providing clean scoring that enables SM Sailing to score the junior sailors in an efficient and timely manner. BBR took over 2 ½ weeks at the end of last season to properly score its junior participants. This created problems and delay with awarding Grand Prix champions. Unlike the past history where the original Grand Prix format has, over time, been slowly tweaked to accommodate individual regattas, the objective of the proposed new (revisited) criteria is to tweak member regattas around the Grand Prix. Identify what specifically a Grand Prix is required to be. Then let the various clubs decide whether they want to modify their event so it can be considered for qualification as a Grand Prix.

Discussion then revolved around whether Falmouth (in trying to meet the proposed new criteria) could have an open fleet and a junior fleet and if the junior sailors could be scored separately. It was mentioned that the Grand Prix originally was designed by Peter Durant and Rob Hurd to replace the season-end SM Sailing 420 championship. Rather than a make-or-break year-end event, the concept was to make the championship more inclusive as a summer-long series. Peter Durant and Rob wrote the original rules.

At the conclusion of discussion prior to bringing the proposal to a vote, it was stated that these be suggested guidelines would allow for flexibility. Falmouth YC wished to go on record in its opposition to the one criteria of a regatta needing to be a junior regatta. Rob indicated receptivity to the Falmouth suggestion. It was recommended that Falmouth would be required to split its fleet. Yet in doing so, it was mentioned that this could create a scoring problem.

The proposal was approved in its slightly modified version (listed above).

Rob Hurd will now bring the new Grand Prix criteria to the new Jr. Program Director Committee. This committee will meet to discuss which regattas meet the new criteria and of those regattas, which ones will be included in the Grand Prix regatta circuit for the 2010 summer. The program directors collectively have their finger on the pulse of what is best for the sailors. This committee has been identified as currently including Mike O'Connor from Falmouth YC, Mike Callahan from New Bedford YC, Deirdre Rynne from Edgartown YC, Drew Carlson from Stage Harbor YC, Justin Asad from Nantucket Community Boating and Rob Hurd from Tabor Academy.

Whatever decisions this committee makes, it will consider how their decision(s) will affect the SM Sailing organization for the 2010 summer. Such as if the 420 were dropped from 8 to 6 events, most logical regattas to be removed from the Grand Prix would be Hyannis and BBR. Decisions such as this will be covered by the Jr. Program Director Committee.

It was mentioned that the next meeting is April 12th. It was generally agreed that April 12 might be too long to wait for the Jr. Program Directors to arrive at a decision. Rob is going to try to convene his committee and make a selection of which regattas will be included in the Grand Prix prior to ~~April 12~~ (Monday April 19th)

Joel Hanneman then discussed Team Racing. He spoke about disparity of skill at the team racing skills clinics. Already skilled sailors don't get benefit as much as they could. And the less skilled sailors really receive hardly any benefit. In the end, SM Sailing needs to provide good value. So his plans are to continue to run team race clinics for skilled sailors with experienced coaches. But also have a B team round-robin circuit with not much SMSA resources thrown at it. With their local coaches the lesser skilled sailors time will come as they improve. Andy spoke about it being a waste of money because we're not getting the most out of the money spent. We may also lose the interest of high level coaches because of watered down skill level of group. Joel didn't feel the need of getting into more detail but if SMSA wants to promote team racing it doesn't have the

resources to provide it to all sailors. So let the sailors develop themselves. He mentioned that SM Sailing team racing skills clinics are not being designed as a club program. The clinics are a boat program. If all a club has is one qualified boat, then it shouldn't feel like it's obligated to send two lesser skilled boats. Boats at these clinics will be partnered with other boats if needed.

Rob Reifeiss questioned what the impact would be if we were now only sending A level kids. In doing so we would be lengthening the gap between A and B skill sailors. In affect, SM Sailing is asking the clubs to raise the skill level of their respective program's participants so their skill level can allow them to develop to a point where their sailors will be ready for a clinic and actually benefit from it. An important clarification was made that a sailor doesn't have to be experienced in team racing, just have a high level experience in fleet racing.

EYC explained their idea of having 3rd day of Edgartown being a team racing event today. 420 fleet racing would be a two-day event. Any fleet racing boats could head home after two days. Or stay around for inclusion in team racing for the regatta's third day. Rob mentioned that Plymouth would be very interested in B team racing. There was some subsequent discussion on how to better meet the needs of sailors with B level skill. In the end Joel felt he had gained insight into the groups direction and will continue to go down the path discussed.

John Dickson mentioned that on June 26-28 at Pleasant Bay in Chatham for the Cummings Cup. Make sure programs have it on their radar and their teams are aware.

Next meeting is April 12, 2010

Meeting adjourned 20:07 hours.

Respectfully submitted,

Douglas J. Calnan
Secretary