

2022 BYRA Annual Meeting Minutes: February 26, 2022

The annual meeting was held at the Contentment Island Clubhouse from 10:20-1pm, with 15 members present.

Welcome:

Commodore Mark Gobble welcomed everyone in attendance and brought the meeting to order. He thanked the current board members for their service and gave a brief overview of last year with regard to challenges the group faced due to Covid; in particular, the absence of in-person Skipper's Meetings.

Officer Reports:

- **Secretary:** In the absence of acting Secretary Paul Hemler, Mark Gobble presented the minutes from the 2021 annual meeting. A motion was presented to have the minutes stand, which passed unanimously. New Secretary Courtenay Becerra took the minutes for the meeting.
- **Treasurer:** In the absence of acting Treasurer Bob Toone, Mark Gobble presented the Treasurer's report which included an overview of the budget and expenses for 2021, with a summary of the expenses being given as just over \$7000, the income being just under \$7000, leaving a loss of approximately \$208. There were no questions asked regarding last year's budget; Seth Oginz made a motion to approve the budget which was seconded by John Schramm, and the motion passed unanimously.
- **Vice Commodore:** Jim Schaible presented his report as such: 1) the new owners of Little Wing were approached to inquire as to whether they were interested in sailing with BYRA, but they did not show interest at present; 2) there will be an addition to Fleet 1 with a boat from VISA; 3) it is possible that George and Holly DeMaestro will look for a replacement boat after having sold Little Wing, and might then continue to sail with BYRA.
- **Fleet Captain:** Glenn Cliborne presented his report as such: 1) stated that the biggest problem the group has faced during races is the lack of wind, and proposed a later start time of 1pm for races in order to allow for a better chance of wind; 2) stated that he would distribute awards for the 2021 Spring and Fall Series later in the meeting.
- **Quartermaster:** Warren Theis presented his report as such: 1) many thanks to Seth Oginz and Maurice Becerra who have helped with launching and recovering the chase boat, Chuck Tunnel for buying fuel for the chase and committee boats, Mike Maloney for helping with QM duties, and others; 2) gave overview of repairs and maintenance for both boats, citing things to look out for going forward. Warren provided a detailed print-out of his report which included his recommendations for work needed to be done in

2022. Mark Gobble thanked Warren for his long tenure as Quartermaster.

- **Member-at-Large:** Tom Miller presented his report as such: nothing to report.

Old Business:

Mark Gobble gave Glenn Cliborne the floor to distribute awards for the 2021 Spring and Fall racing seasons. The awards were presented as follows:

Spring Series--

Fleets 3/4:

3rd place: Bob Grogan

2nd place: John Schramm

1st place: Jim Evans

Fleet 2:

3rd place: Paul Hemler

2nd place: Bob Toone

1st place: Lee Arnold

Fleet 1:

3rd place: Glenn Cliborne on Bandit

2nd place: Dark Horse

1st place: Pete Philip

Fall Series--

Fleets 3/4:

3rd place: John Schramm

2nd place: Bob Grogan

1st place: Jim Evans

Fleet 2:

3rd place: Des Runyan

2nd place: Bob Toone

1st place: Lee Arnold

Fleet 1:

3rd place: Glenn Cliborne on Jolly Mon

2nd place: Dark Horse

1st place: Pete Philip

Overall Champions--

Fleet 3/4: John Schramm

Fleet 2: Lee Arnold

Fleet 1: Pete Philip

Mark Gobble presented some remaining awards from the 2020 Spring and Fall races. He then awarded the Commodore's Award for 2020 to Paul Hemler for his years of service as Secretary, and for 2021 to Maurice and Courtenay Becerra for their contributions in launching/retrieving the chase boat and helping with Race Committee. Kurt Lindquist then presented Mark with an engraved box and pocket knife for his leadership and service as Commodore.

Election of Officers:

Mark Gobble read the list of proposed board members and the floor was opened for objections or further nominations. None were made; Seth Oginz moved to close the nominations, Glenn Cliborne and Warren Theis seconded simultaneously. The nominations were closed and the new officers elected unanimously.

New Business:

- Jim Schaible brought forward the 2022 racing schedule for approval. The floor was given to Tom Miller who read the proposed race dates for the Spring and Fall series and noted that Jim Evans has volunteered to be Race Committee for most races in the Spring series, and that captains will take turns running Race Committee in the Fall.
- Jim Schaible expressed the desire to return to in person skipper's meetings in order to support a return to normalcy. Seth Oginz agreed and the floor was opened to all in

attendance for opinions. All agreed to a return to in person skipper's meetings and the floor was then opened for a general discussion of race dates. Glenn Cliborne mentioned that he had spoken to VISA to discuss race schedules in the hopes of avoiding racing during the Poker Run in particular.

- Jim Evans presented updates on racing procedures and handed out packets of the revised Notice of Race and Sailing Instructions that he drafted to update BYRA's documents, in alignment with US Sailing's guidelines. He gave a run-through of the documents and a discussion took place in response to his suggestion of a finishing window and TLE (Time Limit Expired) designation for boats that finish outside of the finishing window. Des Runyan commented on whether the finishing window would affect season standings. Jim explained that TLE is more favorable scoring than DSQ (Disqualified) and that the purpose of the finishing window is for time management of races: e.g.: a light wind race in which larger boats would take a much longer time to finish, and might therefore lead to not being able to have a second race. Bob Grogan protested the implementation of a finishing window. Mike Maloney pointed out that no boat has finished outside of 20 minutes behind the first boat in their class, and that therefore a finishing window of 20 minutes might be unnecessary. Tom Miller supported the idea of time management for the races. Kurt Lindquist pointed to finishing a race as being the reason to keep racing and not have a finishing window. No resolution was reached at present.
- The penalty system was discussed, with Jim Evans offering ideas with regard to a 20% penalty vs. 1-turn or 2-turns penalty in differing scenarios. A discussion among those in attendance took place but no resolution was reached.
- Jim Schaible brought up the question of forming a committee to review the Notice of Race and Sailing Instructions and propose changes. Tom Miller, Des Runyan, Glenn Cliborne, Kurt Lindquist, and John Schramm offered to form the committee. It was decided that comments should be made by March 21 so that changes to the documents could be made and presented to all members.
- Glenn Cliborne spoke on the starting line rule and proposed that the S/F Line Obstruction rule be eliminated. Members offered input. Glenn then made a motion that the rule be eliminated for the Spring series and Des Runyan seconded. Jim Evans suggested that the rule be decided on a race-by-race basis and that the announcement be made orally on the water, per race. Only Warren Theis objected to changing the rule, while the other 12 vote-eligible members in attendance signaled approval. No official vote was taken.
- Jim Evans spoke on the proposed change by Richard Brown to move or eliminate the S/F line. Glenn Cliborne remarked that S/F is useful in very light wind; that in full wind, the Race Committee should not require boats to go through the S/F. Jim stated clearly Richard's proposal: do away with S/F, and move the Finish to the leeward mark. Seth Oginz made a motion to keep the S/F and Warren Theis seconded. An informal vote was taken and only one member was opposed (Des Runyan). It was decided there would be

no change made at present. Jim Schaible said that concessions could be made if desired, and Kurt Lindquist suggested that when Richard Brown is Race Committee, he could try out his idea of moving the Finish to the leeward mark.

- Revenue and Dues: Mark Gobble discussed current membership numbers: 33 (24 racing and 9 crew/non-skipper) through March. Fixed costs vs. variable (such as trophies) were discussed. Dual membership was proposed (captain/racer vs. crew) or an across the board increase for all members was open to discussion. Opinions were divided among the members. Kurt Lindquist proposed a "Post-Commodore Membership Challenge" in which those participating would donate \$100 in an attempt to make up the deficit in the budget, while buying a little time on the money issue and helping to keep current members, as well as attract new ones. Several members offered to participate. Jim Schaible expressed concern that it was only a short-term solution, while Kurt felt that there were already too many changes occurring at present for the members to deal with. Jim Evans said that it costs the club \$640/race day for the chase and committee boats to be on the water, and thus he felt that it was necessary to raise membership dues.
- Mark Gobble brought up a Regatta Sponsorship as a possible solution to narrowing the budget gap, and Bob Grogan offered to reach out to Lynette Webb (granite company owner) and the owners of "Drifters" to see if either party was interested in a potential sponsorship.
- Kurt Lindquist suggested making up invitations to give to PPYC members inviting them to join BYRA, and Bob Grogan offered to speak to new PPYC members about BYRA himself.
- Mark Gobble made a motion to increase BYRA dues across the board to \$195 for all members, as well as have the Post-Commodore Challenge and pursue the Regatta sponsorship. Seth Oginz seconded the motion and it passed unanimously.

Adjournment:

Jim Schaible motioned to adjourn the meeting. Jim Evans seconded the motion and the meeting adjourned at 1pm.