

2024 BYRA Annual Meeting Minutes: January 13, 2024

The annual meeting was held at the Contentment Island Clubhouse.

Welcome:

Commodore Jim Evans welcomed the attendees and gave an overview of the past year. He thanked certain members for contributions and gave a projected loss of membership expected for the upcoming year.

Officer Reports:

- **Secretary:** A motion was presented to have the minutes from the previous annual meeting approved. David Chapin moved as such, Pete Philip seconded, and all approved the motion. The minutes were unanimously approved. Secretary Courtenay Becerra took the minutes of the current meeting.
- **Treasurer:** Bob Toone presented his report as such: current membership included 29 full-paying members, of which 22 were skippers and 7 were crew, and 2 half-paying members, of which 1 was a skipper and 1 was crew. Donations for the year from 13 members totaled \$1100. The Spring Regatta brought in \$206.02 plus a \$2k sponsorship that went to savings. There was a loss on the banquet from 2023. The club received some refunds on insurance totaling \$742. There is an expected charge from PPYC for the winter haul out of the club boat. Overall expenses for BYRA exceeded income by \$1172. A motion was made by Warren Theis to approve the report; Pete Philip seconded, and all approved.
- **Quartermaster:** Lee Arnold presented his report as such: a new cover is needed for the chase boat which might cost around \$500, as the cover should fit over the entire boat, not just the console. The navigation light that was knocked off of the committee boat will need to be replaced with an estimated cost of approximately \$50. The chase boat needs an oil change and a new water impeller. Warren Theis recommended a boatyard in Penhook (Smith Mountain Boat and Tackle). Pete Philip recommended that John Stable at the Crazy Horse Marina could possibly take care of the impeller for around \$150. Tom Miller moved to have the report approved, Seth Oginz seconded, and the motion passed.
- **Rear Commodore:** John Schramm gave his report as such: nothing to report.
- **Fleet Captain:** Tom Miller gave his report as such: he thanked Mike Maloney for help with the timing calculations for races, Jim Evans for helping with questions, and Courtenay Becerra for getting the race results sent out. He then presented some awards for the Spring and Fall series races that had not been given out yet: in Class I for Spring, 3rd place was awarded to Ragtime; in Class II, Audacious was awarded 3rd place for

Spring and 2nd place for Fall.

Election of Officers:

Two open positions were recognized: Fleet Captain and Vice Commodore. Of those present, there were several members who were either presently serving on the Board, or had previously served. Members were reluctant to volunteer for the open positions, with Fleet Captain being a critical role that needed filling. Glenn Cliborne volunteered to act as Fleet Captain even though he has served in that capacity several times previously. John Schramm volunteered to act as Vice Commodore. It was obvious that more members need to take a more active role in filling some of the spots on the Board in future. Jim Evans read aloud the duties of the Rear Commodore, which amounted to mostly social events, and Pete Philip pointed out that the club used to have someone sign up for each post-race social gathering at PPYC in order to organize the food and drinks. No one volunteered for the role of Rear Commodore, and the post remained unfilled. Warren Theis moved for the approval of the slate of officers, Pete Philip seconded, and all approved. Jim Evans passed the Commodore flag to Des Runyan.

New Business:

- Jim Evans proposed the 2024 calendar, noting that the schedule to start and end earlier in the year would 1) miss every holiday that might conflict, and also 2) help ensure the wind would be better. Pete Philip moved to approve the calendar, John Schramm seconded the motion, and all approved.
- Jim Evans asked for volunteers to sign up for Race Committee (RC) duties; most dates were taken by volunteers and two dates were assigned. Jim Evans said he would update the RC guidelines.
- After a brief discussion, it was established that there was no real interest in either the Night Race or the Pub Race but it was decided that they would be left on the calendar for the present. A suggestion was made as to whether to combine those events with VISA's Raft-Up in June in order to give more interest.
- It was suggested that members could benefit from a review of racing rules and RC training, the latter of which would be mandatory for those who are inexperienced. February and March were given as suggested months for those reviews and training to take place.
- Jim Evans gave a minor update to the Sailing Instructions (SI) as such: the SI were written for four classes, but the club doesn't currently have enough boats for four classes, so there will be a re-write for the classes and a vote will be taken at that time.

- It was suggested that protest hearings be held sometime in the week following the race in which a protest occurs instead of immediately following a race so that those involved would have more time to prepare for the hearing; additionally, the hearing could be conducted via a Zoom call. The exception for the delayed protest hearing would be the Regatta, in which winners are named immediately following the conclusion of both race days. Glenn Cliborne raised the concern that all those involved, including witnesses, might not be available if the hearing was not conducted the day of the race. David Chapin suggested the hearing could be held before the social hour of the next race. Pete Philip suggested the wording for the timing of the hearing be changed to "the next opportune time," if not after the race in which the protest occurred. Mike Maloney brought up the issue of scoring a race in which a protest has been made but no hearing has yet taken place. Jim Evans responded that the race results could be held off for a week or so to allow time for the hearing. The issue was left unresolved.
- The question of self-steering was raised; John Schramm was of the opinion that self-steering doesn't really provide an advantage, and proposed that the club allow them so that we don't go against the SI. Jim Evans pointed out that self-steering is helpful for one-man boats when adjusting sails, etc. Pete Philip questioned whether they would be allowed during races or between races, to which Jim answered that if the sailor needed to move to the bow to fix something, the self-steering would allow the boat to hold its course, providing more safety. Ken Whitt supported the idea of allowing self-steering in the capacity of a safety tool, but wondered about the boundaries of an auto-pilot. Jim Evans proposed the following question to the members present: "Should some sort of self-steering gear be allowed?" Des Runyan suggested that a time limit be applied to its use during a race. Glenn Cliborne suggested the wording be used to indicate "use during a short period of time to make maneuvers safer." Ken Whitt suggested that wording be used to indicate that no advantage is to be gained by using self-steering. Jim Evans said that he would work on the wording for guidance in using self-steering, and would add in to the SI that "use of some kind of self-steering equipment for a brief period of time" is allowed.
- Jim Evans read some correspondence he had from Marcie in which she made it clear that she no longer wanted BYRA based at PPYC, due largely in part to a lawsuit she is dealing with, and the subsequent insurance problems she has faced as a result. Seth Oginz proposed that if it were solely an insurance issue, the club might be able to find a company that would provide coverage for BYRA activities. Jim Evans indicated that BYRA's insurer is US Sailing, whose broker is based in CT and who underwrites with Chubb. The coverage is broad and doesn't allow for sailing instruction (no teaching events hosted by BYRA). Dawn Pierce suggested that there might be space at VISA for BYRA. Jim Evans read a letter from Marcie dated Jan. 11 concerning the insurance issues PPYC is facing, as well as his response, in which he stated that PPYC is specifically named on the waiver that BYRA uses on racing sign-

in sheets that every sailor is required to sign, that waive all rights to sue PPYC-- wording that should cover the marina entirely. Mike Maloney suggested that BYRA move on from PPYC since it appears that Marcie is immovable on the subject, and suggested that the club clean out the storage unit it uses at PPYC and begin looking for another home base. Pete Philip offered to donate a West Marine dock box that could be used on the committee boat. Glenn Cliborne wondered whether BYRA could keep its boats at PPYC, as well as continue to use the storage facility there, with only a couple of people going onto PPYC property to collect the boats and gear for races, but meet for a social hour at another location (possibly Crazy Horse). Jim Evans said that Crazy Horse is currently not allowed to make arrangements with anyone for social events, as they are undergoing a change in management. Seth Oginz pointed out that he had noticed a large number of new sailboats at PPYC and wondered if that might sway Marcie into allowing BYRA to remain. Des Runyan proposed offering a reduced fee for PPYC members wishing to join BYRA. Mark Gobble reminded him that BYRA offered PPYC members a free year of membership a couple of years ago. It was determined that the BYRA brochure needed updating.

- David Chapin gave a marketing presentation with the goal of deciding the best way to help people learn about BYRA. He stressed that this was NOT a sales presentation, but rather a presentation geared toward generating interest in the club; that using a short message with clear and repeated wording aimed at a local populus would offer the best results.
- Jim Evans discussed the budget and said that the club's major expenses consisted of the cost of running the boats and the cost of insurance, with 78% of membership dues being spent on insurance. He then presented the suggested budget for 2024 with an expected total of \$13,309.96. The banquet income was discussed and how much attendance was needed to offset the cost. The Regatta was then discussed and Pete Philip offered to talk to Mary Lou about sponsoring it again. It was realized that the club needs more participation in the Regatta in order to not have to take money out of the budget to run it. Des Runyan offered to tie the committee boat up at his dock if needed because of potential changes with PPYC. Jim Evans next posed the idea of reducing the number of trophies awarded for boats racing in the Regatta based on the low number of boats participating overall. Glenn Cliborne pointed out that currently, the number of trophies is based on the number of qualifiers. Mark Gobble suggested listing all the awards won by a participant on one trophy, simplifying the number of trophies given to any winner. Pete Philip felt that people like getting awards, that it is an effort to come out to race, and that a trophy as a prize is a good incentive to participate in races.
- A discussion of dues took place and Bob Toone posed the questions of whether the budget was based on anything solid, and what direction the club was going in. Des Runyan wondered if lowering the dues for crew would offer an incentive for more crew to join. David Chapin wanted to keep crew dues the same, while Jim Evans

recommended raising dues for skippers to \$300, keeping the dues for crew the same, and offering a reduced rate of \$50 for any new member joining who wanted to learn how to race, suggesting that the nominal fee would encourage participation. Mark Gobble suggested that it might not be wise to charge people a fee if we were trying to encourage new participants, while Jim Evans pointed out that we have to have people sign the waiver in order to sail with the club, so they should not object to paying something to participate. He then moved that dues for skippers be \$300/yr., an optional fee of \$200/yr. for crew (which would allow them to skipper the boat in the captain's absence), and a new member trial fee of \$50 for the year. Pete Philip seconded the motion and the floor was opened to questions or concerns. Bob Toone felt that the \$50 trial membership fee didn't really impact the club in a significant enough way to impose it. A vote on the motion was taken, with seven in favor and six opposed. The motion carried.

- Pete Philip suggested the Board continue to explore Crazy Horse Marina as an option for housing BYRA, and that the club should clean out its two storage units at PPYC in the meantime.
- Jim Evans made a motion to clarify the wording on race entry forms to specify minimums. The motion was not carried.
- Mark Gobble provided a VHF marine radio to BYRA which he arranged to have donated by West Marine.

Adjournment:

Seth Oginz motioned to adjourn the meeting, and Pete Philip seconded the motion. The motion carried and the meeting was formally adjourned at 1:17pm.