

Russ started the meeting just after 7:00 with a welcome and round-the-room introductions. He referred to the agenda and item proposals sent to delegates before the meeting.

**I ONE update:** MBSA has agreed to be the Organizing Authority for the 2015 ONE regatta.

- Sponsors: All delegates and members are encouraged to think of any connections they have which might lead to a sponsor for the regatta. Talk to Russ if you have ideas and/or leads.
- MBSA is already at work with the host club, Corinthian YC, planning and discussing conditions, expectations, etc for the contract phase.
- Any input, feedback, etc is certainly welcome.

Russ asked if anyone had questions. No response

Doug R managed the meeting from here on.

**II Certificate Discussion:** General Sailing Instructions for MBSA.

Background: Doug began by giving background info on the subject.

PHRF NE: We have been receiving a lot of great input on this topic. Over the past several years, many have expressed dissatisfaction with the status quo on several points. Among other complaints there's been great anxiety/outcry over the way PHRF NE handled the A-sym modifications in developing a new formula and then not implementing what was voted on. There is some interest among sailors and OA's to look into US Sailing certificates.

In summary, no one is endorsing PHRF NE yet there is a lot of dissatisfaction. Some to the point of looking at other options like US Sailing and other certificate programs.

Buzzards Bay fleets will soon be meeting for a presentation on USSA proposals and vote on adopting it.

MBSA board recognizes that the potential for change is afoot. Our goal is not to be limiting. In order not to be exclusive or to endorse one system alone, MBSA will leave it up to OA's as to what certificate they opt to accept for races.

\*\*\* ACTION: Therefore, MBSA will be changing the GSI's (rule 2.4 and where ever else is applicable) to eliminate references of requiring PHRF NE certificates exclusively and to refer sailors to the ESI's. It is up to the OA to determine what certificates they are willing to accept from racers. MBSA will accept the results for a given event in the Qualifier series as the OA scores it.

\*\*\* OA's should state what certificates they are willing to accept for a given race. Most OA's already reference the requirement for PHRF NE certificates in the NOR/book pages. Each OA is welcome to keep this requirement or change it as the OA sees fit.

Discussion and Questions: The meeting was opened to comments and questions.

Q: how should OA's decide what certificates to accept? At present, most MBSA OA's are not so familiar with other rating systems, so accepting other certificates is totally up to the OA – they

keeping delegates apprised of changes, conversations, etc that it knows of. MBSA will look through year book pages as they are submitted to make sure an OA hasn't forgotten to specify what certificates are accepted for a race.

Q: How does US Sailing ratings compare to NE ratings? Doug was hoping to have more specific information on this to share with everyone, but it hasn't come in yet. USSA is currently using MBSA past season results for test cases (recall at the last delegate meeting, we all voted to give permission as OA's to let them use the data). Lance added information from his experience as a multi-area racer: Most ratings (NE, ECSA, YRA... ) are very close on ratings and within 3-6 seconds/mile on his boat.

Q: What's different about USSA ratings: USSA is working with Storm sail to add more dimensions to the certificate process. The 3+ system will include a rating for varying wind conditions on Windward-leeward courses (light, med, heavy) and a fourth for point-to-point sailing-- all based on Velocity Prediction Program. Their hope is that this allows USSA rating system to become a national rating system rather than regional.

Q: How do we score this??? RMS is already equipped to handle a variety of ratings. As an OA, you select the ratings to be used for a boat. RMS will vary the calculations accordingly. The scorer should not have an extra burden.

### **III GSI CONSIDERATIONS;**

#### **A. DNS Points: Championship Series Scoring for DNS**

A discussion was started at the last meeting concerning DNS scores. Last summer we had unusual number of races canceled due to lack of wind. A proposal is on the table for such conditions. Note, if a race is sailed, the proposal does not apply and the current DNS points apply which is based on the number of boats competing; this is only for when the whole race is abandoned before the start.

Proposal: In the rare occasion that races are canceled for lack of wind, boats shall receive a flat 50 points (instead of the normal DNS score) in order to meet travel and participation requirements. It would also apply for other DNS situations such as pre-start break down.

Conversation ensued resulting in the following additions: GSI's will be altered to include the change in scoring DNS. Race committee will need to be on station. Boats will need to check in on the water. This does not apply to races for which RC was not on station nor for boats not on the water.

\*\* A motion was made; it was seconded; and passed unanimously.

#### **B. Time on Time: Did anyone use this other than ONE?**

Most OA's did not useTOT but stayed with TOD. Hingham Bay switched over to TOT. RMS scoring is already set up to use TOT so the scoring is easy. Nahant used TOT to accommodate a large spread in fleet ratings. They also said it's a good system to use if there aren't enough support boats with gps or difficult distances to measure. Others liked that TOT was better to use in varying wind conditions (if the wind drops a lot). Others still prefer TOD to determine the fastest boat.

Q: The question came up as to whether anyone had run results with both TOT and TOD to really compare. Although no one had, Russ contributed that historically the difference doesn't effect podium finishes but has more impact on middle of the fleet.

Q: a potential complaint is that it's harder to figure who's ahead on the water during a race. RMS

has developed a calculator for boats to use via phones.

All handicap systems outside PRHF use TOT. Only PRHF varies fleet to fleet. Many other PRHF fleets use TOT although TOD is the historic preference locally.

- \*\*\* MBSA will continue to leave it as it is: Which system (TOT or TOD) is used is up to the OA and should be in the ESI's.

### C. Pursuit Championship – Race delayed a day

The proposal on the table is that Pursuit Championship points will only be allotted if the race is held on the primary day scheduled. Races which are canceled due to lack of wind and sailed on an alternative date present an unfair situation to boats unable to make the alternative date. The OA can still run a race, have the party, awards, etc,.. but the race wouldn't count toward the Pursuit Series P.

This past summer a small fraction of boats were able to attend the alternative date for the BHIR. Conversation ensued and it was decided that if the S.I.'s clearly stated an alternate date for a race, then the race results would count toward the pursuit series.

- \*\* The vote was to leave the rule alone. If an OA has clearly stated in the SI's

### D. Tie Breaker:

Most local OA's use total corrected time as a tie breaker – which is well suited for single day events. The ONE regatta opted not to use total corrected time but to follow the RRS in order to attract more out of town boats and be more consistent with RRS. Other areas have also shifted to using RRS. The group discussed advantages of using RRS and total corrected time. The group decided to keep things the way they are and leave it up to the OA's to determine tie breakers.

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## IV. OFF SHORE SCHEDULE

Copies of the most recent rendition of the working off-shore schedule was distributed for all. There are still a few small conflicts and locations to be determined. A motion was made to adopt the schedule. It was seconded and voted in. The schedule will be posted soon.

## V. Multiplier:

Background: In 2014 the Multiplier was voted in as a way to increase participation and travel. Several proposals were discussed and this one gained the most traction. Each area (North Shore; Boston/Constitution; and Hingham Bay/Scituate) is to select one race each season for which participants are awarded 1.25% points. The overnight Berringer gets 1.15%. The selected race is to rotate year to year so that no one race is favored over time. At the last meeting a motion was made to keep the multiplier for one more year to see what effect it has.

Proposal: Two parts: The first part with three options; the second part, two options:

#### Part I

A) keep the multiplier as is. The argument for keeping it is so participants can plan ahead and create larger races with more participants and more points available. The argument against this is if a boat is busy any particular multiplier race, it loses out on opportunity.

B) modify the multiplier to give boats traveling to their second away race a bonus of 1.10% and 1.15% for each additional travel race (the first travel race is simply 100% since this is

required for the series.) The argument for modification is it does not favor any one race in particular year and boats can plan their own schedules. The argument against is that boats participating will gain significant advantage.

C) Apply boat multipliers on travel races (1<sup>st</sup> gets 100%) boats decide which subsequent travel race gets its one multiplier for the season (level tbd). The benefits only boats that travel, and only those that do more than one away regatta.

## Part II

A) Keep the multipliers as decided in part I. Dialogue: Some believe the proposal was not well advertised last summer and needs a few years to get participants to realize the impact and change their habits. Others say there is no conclusive evidence this changed the travel habits of the fleet overall.

B) Abandon the multipliers for all races: Dialogue: Some argue there was no conclusive evidence and there is nothing wrong with the historical way we've been running the championship series. The argument against is we need to try new ideas as participation is declining in our local waters.

Conversation: Although there was no significant change in numbers participating in the multiplier races this past season and therefore no conclusive evidence, it was noted that changes in which boats participated had more to do with boats not racing this season, out of the water, sold, or the addition of boats new to the racing scene. Many regular racers did not know about the multiplier until half through the season. Some said it wouldn't have effected their traveling. Others did try to make more travel races: the first one was very early in season and another coincided with a big storm making travel more difficult. There was one notable situation in which the multiplier effected seasonal standings: The season champ between two boats, which historically compete closely over the years, was determined by the multiplier. The boat willing to travel more won.

\*\* Vote: After much discussion, it was decided to keep the multiplier the way it is for one more year. OA's hosting multiplier races are encouraged to highlight this in the NOR yearbook pages. We will reevaluate at the end of the season.

\*\* Beringer: Along with the multiplier system listed above, last season the Beringer, the only remaining overnight race, was granted 1.15% points. This year it will be given 1.25%.

## VI New Business:

Photography: Our local photographer, Leighton O'Connor, moved. To help fill the void (attempt to fill the void with our candid photos), MBSA is looking into RaceQs.com. It's free app for your phone.

Season Passes: There was some talk of creating a Season's Pass to encourage participation. Q races would be grouped together as a pass. Would this increase participation? OA's noted that a pass would change the race revenue available to OA's making it virtually impossible to run the races. Good thought, but it decided not to continue the discussion.