

Christchurch Sailing Club
Cruiser Class AGM
Saturday 7th November 2009

Apologies:

Bob Egerton, Mike Dickinson, Geoff Harwood, Paul & Clare De Feulliard, Richard & Lisa Stewart, Roger & Bridget Allen, Alan Crockard, Don Webber, Christopher & Jane Lockett, Richard & Nicola Hewin, Nick & Gill Woolley, June Cooke, Brian & Veronica Bartlett, Bill & Joy Watson, Nigel Burt.

Minutes of the Last Meeting:

These have been available on the Web – adoption of same -

Proposed: Rick Thompson

Seconded: Barbara Osborne

Carried

Election of Class Captain:

Only one nomination: Phil Whiston

Proposed: Jim Mottram

Seconded: Norman Elphinstone

Carried

Geoff Harwood has agreed to continue as Assistant Class Captain

Barbara Osborne has agreed to continue as Rally Organiser

Rally Report presented by Barbara Osborne

A very successful rally year with only one rally lost – Redcliffe.

1st Rally was to Lymington, huge thanks to Jan and Trevor for their hospitality at a superb pre-diner drinks party in their garden which started a lovely evening off followed by a very good meal at the Royal Lymington.

Next was Weymouth, 20 boats, fantastic weather and a super evening at the Chappel Hay who are very good value for money.

Old Gaffers, again goodish weather and a good Christchurch turnout although not officially a Club rally.

Keyhaven was cold and damp but despite that about 20 boats attended with an excellent BBQ and Disco.

Newtown Creek, weather not so good but about 7/8 boats got to Yarmouth and had a BBQ there instead.

Air Show produced a mini rally at Poole of 5 boats.

Poole Rally, poorish weather but about 8 boats made it for the BBQ, Mandy and Keith deputised and thanks were due to them for a good rally.

Folly Inn, 18 boats, nice meal and of course loads of dancing!

Yarmouth, again despite the weather 23 boats, excellent meal at Kings Head.

In all these rallies the Pontoon Parties are a successful social part of the occasion.

Next years program has already been prepared and something new, although has been done a long time ago, is a one week flotilla in the Solent arranged to start the weekend of Keyhaven Rally on June 26th continuing to Chichester and ending up back in Lymington on 3rd July returning home on 4th July.

Barbara stated that she will be standing down after next year so asked if anyone interested in taking over should speak to either herself or Phil Whiston.

She ended by again thanking Trevor and Jan, Keith and Mandy and most of all Norman and Maggi.

Rick T proposed a vote of thanks to Barbara, seconded by Phil Whiston for all her work in organising the rallies which have been so successful.

Class Captain Report – Phil Whiston

Phil began his report by referring to the momentous decision to buy the moorings.

The weather was better this last season than the previous and the race statistics were as follows:

334 Yacht starts, 289 finishes in 40 races only 7 lost, 2 with too much wind, 3 where all retired and 2 with insufficient entries, in all 40 yachts took part with 11 different skippers winning trophies. The highest number of starts by a yacht (24) was equal between Summer Lightning and Blue Moon.

He mentioned that lack of entries in some races had led to no trophy being presented.

Class 1 rather dominant in the Trophy results and he would like to encourage more Class 3 entries although it was good to see some new faces and some returnees, particularly Ianthe who also did well at Yarmouth Old Gaffers.

There had been one General Recall this season.

Easter, Spring & Evening series all provided good sailing and suggested that a new name be sought for the autumn series as it started in August!

We lost the Lilliput challenge; it will be in Christchurch Bay next year.

Nigel Burt did well in the ISC Round the Isle of Wight race, 1st in class and 2nd in Group and 23rd overall out of over 1500 starters.

Blue Moon had 8 wins including Lady Helm and Line Honours.

The 3 special races were lost through weather, Lymington Spit and Round the Shingles all retired and the Swash had too much wind.

Good turn out for pursuit race, 16 and the autumn series 17 starters.

He raised the question about Olympic Day, should we carry on with cross tide or should there be a second race, general consensus was to leave it the way it is.

The two handed race was very popular.

Within the cruiser class there had been several "long distance cruises" by Andy Norman, Jim Mottram, David Day, David Kitson and Alan Crockard.

He ended his report with thanks to the Race Officers, Timekeepers, Buoy Layers and maintainers particularly Stan Evans and his crew and the new tenders, thanks to Rick Thompson. He also thanked Tim and Matthew for another successful craning out and finally Barbara Osborne and Geoff Harwood and Frances York for taking the minutes.

Phil requested that if anybody had not received an agenda for the meeting to confirm their email address with him.

A reminder that Duty Forms and Security Forms should be completed and returned, link lines attended to and trophies returned.

The Cruiser Class Trophy dinner and presentation will be on 9th January 2010.

Dick Jobbins has offered to carry out gas inspection and certification for those who require it.

Sailing Instructions – Proposed Changes

Every 4 years there is a review of the Sailing instructions –there then followed presentation by Chris Arnell of numerous points which were produced by a sub-committee, but these have to be ratified by the Sailing Committee.

RYA RACING CHARTER

- We adopted in 2006
- Rules disputes process makes it easier to resolve incidents on the water without resorting to a full protest hearing
- We have detailed the 3-stage protest in the new version of the Sailing Instructions
- Exoneration Penalty now applies. If a boat penalises another & does not take a penalty on the water – a 20% place penalty may apply.

OTHER CHANGES

- Only 1 boat needs to compete in a trophy race for that race to count (was previously 3 starters)
- Only 1 race in a series needs to be sailed for the series to count (was previously 2 races)
- Cruisers & Hawks may be raced single-handed provided the skipper is wearing personal buoyancy or a harness
- Dinghies not having a sail number may be allowed to enter races at the discretion of the Race Officer (previously this was not allowed so boats could have been protested & disqualified under the rules)
- The Race Officer may change the course for dinghies once they are afloat before the start (typically this means moving the start line or changing the 1st mark to allow a beat) we have clarified the procedure that allows them to do this.
- We have removed the 1hour time limit for Harbour Olympic courses and also removed the “fixed” number of rounds that were specified. This gives the race officer scope to decide the course length and number of laps based on the day’s conditions
- Eligibility – Clarification that trophies may only be awarded to club members unless otherwise specified in a Notice of Race or Sailing Instructions.
- Distinguishing numbers – we have removed the obligation for dinghies to carry a sail number if the Race Officer is prepared to accept an entry (not all club dinghies carry sail numbers)
- Entries – we have retained the time-limits for entering races but have given the race-officer discretion to allow late entries (in practice this

already happened but could have resulted in a protest or claim for redress)

- Altering course before the start – we have clarified the rules that allow the race officer to alter the course before the start, changing the course originally specified at the clubhouse.
- Outside courses – we have made provisions for the replacement of a missing mark. Previously the race had to be abandoned.
- Inside courses – the Inner Distance Mark is no longer stipulated for Harbour Olympic Races
- Olympic Sea courses – this instruction has been re-written. All classes sail the same course and the length of each leg will be at the discretion of the race officer.
- Start Signals – the 5, 4, 1 go sequence now applies to all classes except Scow Capers.
- Individual recall & time limits for restarting are amended to reflect the new start sequences.
- Flags – racing. The size of the class flag is now just specified as a 6in / 150mm hoist.
- Retirements – Dinghies should inform the race office at the earliest opportunity (not when coming ashore as currently specified)
- Means of propulsion – further clarification of this rule has been added, including a provision for yachts undertaking cruiser start duty to use their engines while raising anchor.
- Time limits – Clarification of the status of boats still racing if a multi-round course is shortened by taking the times of the 1st round.
- Personal Buoyancy and clothing: Change of name to “personal flotation device” as per RRS 2009-12. Clarification of requirement for Hawk & Cruiser helms to wear PFD’s when racing single-handed. New requirement for junior dinghy sailors to wear dry suits or full-length wetsuits between November 1st & April 30th.
- Protests – Protest fee is scrapped.
- Dispute Resolution – Exoneration Penalty, Advisory Hearing, RYA Arbitration procedures are now detailed within the Sailing Instructions.
- Harbour Racing Marks are re-numbered.
- The new “Gate Start” procedure for cruisers is illustrated and explained in the new Sailing Instructions

Phil then went over some of the points with particular relevance to Cruisers:
Handicap system: – if significant changes are made to a boat or its performance is consistently below the performance limit, and adjustment is felt necessary, the handicap can be altered by the Class Captain.

Carried

Number of boats taking part in series and trophy races: - there is a feeling that if only one boat has gone out and raced then that boat should get the points/trophy (taking into consideration that the race officer should not necessarily have to go out to start just one boat) Suggestion that the rule should be abandoned and if one boat goes out then it should get the Trophy or points in a series race.

Those for 14, 0 against, Carried

Multi- round courses: - In a multi-round race, a minimum of 50% of the starters must complete the course within any time limit imposed; otherwise the times of the first round will be taken for the final placing of any boat still racing at the time-limit. (For the avoidance of doubt, boats that retire after completing the first round but before the time limit shall not be ranked as finishers for that race.

7 for 2 against, Carried

Marks: if a buoy is missing or out of position it may be replaced by something/someone displaying Flag N (In accordance with ISAF Rule 34) (not the GPS position of the missing mark)

Carried Unanimously

Single handed entries to be allowed in all races providing those taking part wear a flotation device

Carried Unanimously

Current retirement rule still applies about notifying Time Keeper or Race Officer.

Security report presented by Ian Wright

Ian stated that he was delighted to have the opportunity to thank all those who have contributed to the patrols, and in particular to those who took part in the joint police and harbour user's special exercises which are termed operation Democrat. He stated that all those doing a duty whatever the weather was a valuable deterrent to thieves.

He stated that we have a good interface with the police via Christchurch Harbour Watch and although there has been numerous waterborne crimes around and about, particularly of outboard engines, there had been no thefts of damage reported at the Club this season and he is sure that the patrols have played a major part in this success.

Ian advised that the Police are anxious that we should be more aware of what to look for and report anything which looks suspicious around our coasts and to that end they would like sailors to register their email addresses so they can be informed of situations where our security can be defended by our watchfulness. They have introduced an operation called KRAKEN and there are forms available for completion.

Ian completed his report with a commercial – mark your stuff – UV markers are available at the Club at £1, funds go towards the Christchurch HarbourWatch, if the police cannot trace stolen items to whom it belongs then it is returned to the thief! He suggested marking items with BH23 1BY and the first 4 letters of the boat name.

Following the presentation there was some discussion about the patrols and the limits that they should take. It was agreed that it was up to the relevant members as to just what area they covered but that generally it was good that a presence should be seen.

Also some discussion re security to owners boats and systems that could be applied.

Lawrence Crapper thanked Ian for his efforts.

AOB

Chris Arnell said that the juniors, with their parents in their cruisers and motor boats were planning to have rallies to encourage the youngsters in other areas of sailing and would like the involvement of other cruisers.

Ray New wanted to know if it was possible to do the same as Highcliffe and have a permanent display of weather conditions within the Club. After some discussion it was agreed that this should be further investigated.

Lawrence Crapper suggested that the Redcliffe Rally should be alternated with us going to them in the Spring and them coming to Christchurch in the Autumn and then vice versa.

Phil Whiston then thanked the members (28) for attending and the meeting closed at 21.45.

<http://www.christchurchsailingclub.co.uk/cruisers/Handicaprules.pdf>