

## CFSA Skipper's Meeting Friday, 27 October 2017 at 1830 hrs

Chair: Graham Heath, CFSA Racing Class Captain

### Agenda Items:

- 1) **2018 Keel Boat Racing Calendar** - I have produced a draft of the 2018 calendar. Events and scheduling are basically the same as last year. Note: Awards night Saturday 17 February. If we want to continue to have the CFSA Regatta after Labour Day I am suggesting we schedule for 22/23 September which should be the week after the CRASH Regatta and the week before Thermopylae. (In 2017 the Thermopylae Regatta was scheduled the weekend **after** Thanksgiving, which was not well received by most of RVIC so they will revert back to the weekend **before** Thanksgiving which backs up our available dates). The other option is to go back to our June regatta dates which would end up being 9/10 June.

#### Discussion

Skippers were happy with the September regatta dates for 2017 and it was agreed to schedule the 2018 CFSA Regatta for 22/23 September. The possibility of running a feeder race on Friday afternoon (1300 start?) despite it being a working day was discussed, Racing Captain will see if there is any interest.

Clay Mills raised the point that E1/E2 races are scheduled over the CRASH Regatta and E3/E4 are scheduled over the Thermopylae Regatta. CFSA racers competing in both regattas will only get an average for one, which puts them out of contention for E series. A discussion of scheduling options for E series was held, and while there was agreement to the principle of avoiding overlap between club races and VIRS events there were few options to preserve E series. A motion to remove E3/E4 from the series was defeated.

- 2) **Awards Night** – Date in the draft calendar is Saturday 17 February, which will be **not** the night before a LD race. **Any other suggestions for dates?** The steak BBQ followed by awards has been popular, I would like a boat to **volunteer to do the BBQ**.

#### Discussion

The Commodore and Entertainment Committee are planning a Commodore's Ball for 17 February 2018 to commemorate the 70<sup>th</sup> anniversary of CFSA. Other dates for the Awards Night were

discussed and it was agreed to schedule Awards Night for Saturday 27 January at 1800. Neil Porter and Team Dark Star volunteered to do the BBQ.

- 3) **Division Splits** - The Fleet Captain is to review the division split annually to maintain a balanced racing fleet, the skippers meeting is the best opportunity to discuss how to split between Division 1 and Division 2. As we have discussed before the objective is to maintain relatively equal numbers of boats in the two divisions and to maintain competitiveness within the divisions. The current method is to divide Div 1 from Div 2 at a chosen as-sailed rating. For 2017 the divide was set with 191 (Feisty) and faster assigned to Div 1.

The question is whether very dissimilar boats with similar ratings can be competitive against each other in CFSA Series races. For example, can Hessian at 13,800 lb rated 157 compete against Jaguar at 3,600lb rated 150 on short course series races? In the past we have discussed options such as 1) Leave as is 2) Split by Sail Area/Displacement ratio (Sa/D) 3) Split by Displacement only 4) Split into "Racers" and "Cruisers" based on Sa/D and a judgement call.

**Racing Captain suggestion for 2017** is to split the fleet into two divisions by LOA with boats 30ft and over in Division 1 and boats under 30ft in Division 2, in my view this gives fairer groups and minimizes the outliers.

### **Discussion**

The relative merits of splitting divisions strictly by rating or by other means were discussed. Negative aspects of a 30ft split were discussed. Clay Mills pointed out that the under 30ft division would have a 69 second rating spread and the fast boats would spend a lot of time waiting for the slower ones to finish. Jen Harvey mentioned that the addition of the 3 Sonars to Div 2 has increased the numbers in that fleet. Bill Brekelmans spoke of the differences between larger, heavier boats and lighter ones, on the start line and rounding marks, and that multi-lap short courses put the bigger boats out of competition. The Racing Captain asked if it might be a solution to divide the fleet into a Racer and a Cruiser division and have skippers propose which division they should be assigned to. When asked which division Pitoraq belonged in, the Racing Captain responded "cruiser", prompting laughter all around. The Racing Captain will survey the skippers on where they would belong in a racer/cruiser split and see how that might look.

The discussion concluded with the decision to leave the division splits as is for 2018.

- 4) **Royal Roads Mark** – It was a good effort to establish a permanent R mark but it keeps getting blown away or run over. It isn't useful if RC can't rely on it being there and the maintenance is getting excessive so we should eliminate it from the options for series races.

### **Discussion**

Bill Brekelmans recounted an earlier attempt to get QHM to re-establish a mark on the old Degaussing Range, which met with no support.

- 5) **Race Committee Tips** - (Pauline) Follow the suggested courses in the SI's. Course W/L (Windward/Leeward) requires a designated leeward mark (not the S/F line). Course W (Windward) uses the S/F but if multiple laps need to follow SIs diagram for which end of line for boat vs mark.

Come Within Hail is only required to pass specific direction to the boats, like a change in the course you have already posted. Come Within Hail is not required to tell people to come read the course board, that is already covered by the SIs.

### **Discussion**

A general discussion was held on the direction provided in the SIs, RRS and PIYA safety requirements.

- 6) **Annual Long Distance Race Proposal** (agenda item added at start of meeting) – Colin Nichols raised the idea of sponsoring an annual Long Distance Race, starting at RVYC and finishing at CFSA, racing to be a distance of around 35 miles, taking place in the summer. Racing Captain agreed to look into it and discuss with other clubs.

- 7) **Closing Remarks** – The Racing Captain thanked everyone for their input and mentioned that there were still openings for Race Committee for F series.

Graham Heath

CFSA Racing Captain