

US SAILING Board of Directors Meeting
Monday, July 21, 2008

Present: Dick Allsopp, Dean Brenner, Susan Epstein, Amy Gross-Kehoe, Gary Jobson, Leslie Keller, Patty Lawrence, Jerry Montgomery, Bill Stump, Jim Tichenor, and non-voting Ex Officio members, Secretary Fred Hagedorn and Executive Director Charlie Leighton.

Guests: Gary Bodie, Martha Carleton, Bruce Cook, Dan Nowlan, Gavin O'Hare and Steve Wrigley

1. The meeting was called to order by Secretary Hagedorn at 8:02 pm EDT. Hagedorn Noted that President Capron and Vice President Hubbell were still at sea while competing in the 100th running of the Chicago Yacht Club's Race to Mackinac. Hagedorn asked for nominations to select a member of the Board to preside over the meeting; by acclamation Hagedorn was selected.
2. Secretary Hagedorn called the roll and announced that a quorum was present.
3. A **MOTION** to approve the Consent Calendar items "a" and "c" was made, seconded and approved.
 - Minutes of the June 16, 2008 meeting of the Board of Directors.
 - Clark Chapin was approved as the Chairman of the Sportsmanship Committee.
4. Item "b" from the Consent Calendar, a policy for naming Umpires for Match Racing and Team Racing events in the USA that was proposed by the US SAILING Umpires Committee was considered. After a thorough discussion involving representatives of the Umpires, Team Racing, Championships, Team Race Championships, Match Race Championships Committees, including written comments from the Chairs of the Match Race Committee and the Women's Match Race Championships, with the Board, concern about the prospect for some unintended consequences became apparent.

Based on the discussion the following **MOTION** was made seconded and **APPROVED**:

That the proposed policy be referred back to the Umpires Committee with the following two requests from the Board of Directors:

1. Please demonstrate the availability of umpire resources to support the requirements of this policy for both MR and TR events in the USA; and
 2. Once you have completed #1, please share the proposal and your analysis with the relevant US SAILING Committees (e.g. Team Racing, Match Racing, and the appropriate Championship Committees), and then bring it back with that input to the Board for final action.
5. Gary Bodie was invited to present the four Submissions to the ISAF that had been developed by the Olympic Sailing Committee for approval and endorsement.

The first three are designed to clarify issues involving the 2012 Women's Match Racing Event (see Appendices A, B and C). Written comments from the Match Racing Committee Chair were included in the discussion.

- “A” specifies the weight Limit for crews of either 3 or 4 persons, and was seconded and **APPROVED** unanimously.
- “B” specifies that Member National Authorities (MNA’s) shall have the authority to determine their entries within established quotas to the following Women’s Match Race Events: Sailing World Cup Events, Olympic Qualifying Regattas, and Test Events., and was seconded and **APPROVED** unanimously.
- “C” specifies that the 2011 ISAF Women’s Match Racing World Championships be conducted in conjunction with the 2011 ISAF Sailing World Championships in Perth, Australia, and that event be an Olympic Qualifying event; and was seconded and **APPROVED** by a vote of 10-1-0.

The fourth submission (see Appendix D) is intended to lead the discussion on how events are selected for 2016, 2020, 2024 and beyond. It is based on a 10 event slate; it provides for equal events for Men and Women; and recognizes the inherent benefits associated with including single and double handed events, keelboat events, multi-hull events and windsurfing events. This submission was seconded and **APPROVED** by a vote of 10-0-1.

6. Dan Nowlan was invited to present the three submissions to change the Special Regulations of the ISAF as developed by the Safety-At-Sea Committee in conjunction with a number of other MNA’s from around the world (see Appendices E, F and G).
 - “E” adjusts Special Regulation 3.14.3(m) to create a definition of a ‘working deck.’ Although the term is used in both the ISO and in the Special Regulations, no definition is provided. This was seconded and **APPROVED** unanimously.
 - “F” adds to Special Regulation 26.2.1(c) the requirement International or Recognized Classes that race in conditions described in Categories 4 through 0 of the ISAF Offshore Special Regulations shall adopt those regulations in lieu of the Equipment Rules of Sailing as minima. This was seconded and **APPROVED** by a vote of 10-0-1.
 - “G” strengthens and clarifies Appendix K of the Special Regulations (focusing on Stability Measurements). This was seconded and **APPROVED** unanimously.
7. President Capron, as noted earlier, was unable to attend this meeting as he was on a boat that was nearing the finish of the Chicago Yacht Club’s Race to Mackinac. Subsequent to the meeting Capron was able to share this brief report with the Board:

“Sorry for missing the Board meeting on Monday. I would say that Tom [Hubbell] and I had a good excuse, but maybe not . . . we might have made the meeting if we had sailed smarter and a bit faster. Anyway, Gary [Jobson] gave me a meeting update at the huge Chicago-Mackinac awards party on the lawn at the front of the Grand Hotel. This organizing committee certainly pushed some buttons early in the year to get 437 boats on the line! From the island, it sure was hard to see how offshore racing is in decline.

“While we were not in the hunt, the US SAILING entry did a creditable job on the race course and a better job in the PR department. US SAILING and its president were introduced at the

skippers meeting, and I got a chance to let the sailors in on some offshore projects we are working on. Janet did a great job with US SAILING logos, clothing, banners and graphics. On Saturday, before the start, we had a film crew for the whole three hours before dock departure, thanks to our US SAILING sponsor AlphaGraphics. The logos on the mainsail and spinnaker showed well and we got a big cheer at Navy Pier in the entry parade. Before and after racing, Janet clearly showed leadership in getting the crew to the right parties. That said, it was the US SAILING Offshore Department that drew the complements, from competitors and organizers alike.”

8. Executive Director Leighton reported that the spirit and energy of the staff is up since the decision of the Board to withdraw the proposed change to RRS 46. He also shared that three summer interns are assisting with the workload. Leighton also led an effort to pull together an Onion Patch team entry (four offshore boats) for US SAILING and that team won the event. Earlier in the day, 16 athletes, representing all of the over 600 USA athletes on the US Olympic Team, attended a Rose Garden ceremony at the White House and met with the President. Of the 16 athletes, 4 were sailors – Andrew Campbell, Debbie Cappozi, Amanda Clark and Sarah Mergenthaler!

The Association continues to be on target with our budget. The cost of the Olympic Sailing Team arbitration (\$145,000 so far) has removed most of the elasticity in the budget of both the Association and the Olympic Sailing Committee. The staff has conducted a survey of lapsed members and determined that timing of reminders and their frequency deserves some further fine-tuning. Further, the completion of the new “sailor-base” will allow us to utilize a credit card renewal process. The MetLife experts came for a day to audit our progress with the development and implementation of the new data-base. They believe we are on the right track, but recommended an individual who could add considerable bench strength to the team and help to ensure the completion of the project on its current time-frame – that person has been engaged and is working closely with our consultants and our internal staff. Finally, although we are certainly in a recession, fundraising continues, we do not know what the impacts of the recession will be on our program.

9. Treasurer Keller agreed that we remain in a good place financially. Keller noted that the annual audit is nearing completion. Keller was not able to prepare a full report prior to the meeting as the local sailing center is “under attack” by a member of the city council, and she and other leaders of the sailing center are in heavy action to help keep this important resource available to the people of the City of Seattle.
10. Olympic Report. Chairman Brenner shared that the entire Olympic Sailing Team will be gathering in San Francisco on Thursday for Team Processing. On Friday there will be a series of events at the St. Francis Yacht Club as a send-off for the team, and they will fly to China on Saturday, July 26, 2008. The good news from China is that the Chinese government put a large amount of manpower against the significant algae bloom, and the water is now clear and ready for the event. Looking toward 2012, an anonymous donor may be purchasing a very useful piece of property in Weymouth, UK, and would provide it to the US Sailing Team AlphaGraphics throughout the quad. The Board all wished Dean and the entire team all the best as they enter the Olympic Games of 2008!

11. Old Business. Director Epstein shared that the Windsurfing Task Force continues to move forward and is in the process of developing an understanding of the needs and observations of the Olympic Sailing Committee.
12. An amendment to Bylaw 305 was reported out of the House of Delegates. This amendment (see Appendix H) removes the requirement that ballots be mailed out to every member and instead allows for any member to request a ballot be mailed to them. The Legal Committee reported that the wording of the amendment was in keeping with NY State Law. The Bylaw committee indicated that it preferred the current method even though it cost the association over \$10,000. The House of Delegates reported out with no decision, as it did not have enough votes to indicate a quorum.

A MOTION was made seconded and APPROVED by a vote of 10-1-0 to adopt the amendment so that Bylaw 305(c) shall now read as follows:

(c) General Members (individuals and Family members) may vote in person, by mail or by electronic ballot.

- (1) Physical ballots shall be distributed at the annual meeting.
- (2) Mail-out ballots shall be provided to General Members upon request not more than 50 days and not less than 10 days prior to the Annual Meeting.
- (3) Downloaded ballots may be downloaded from US SAILING's website not more than 50 days and not less than 10 days prior to the Annual Meeting.
- (4) Mail-out or Downloaded Ballots must be received by US SAILING not less than 10 business days prior to the Annual Meeting.
- (5) Electronic ballots shall be provided for on the US SAILING website. Electronic ballots may be cast not more than 50 days and not less than 10 days prior to the Annual Meeting.
- (6) Mail-out, Downloaded, or electronic ballots are directed proxies, which the Executive Director shall cast at the annual meeting as directed on the respective ballot.

As the amendment was not endorsed or approved by the House of Delegates, the Board of Directors needed to approve it by at least a 75% majority. 10 out of 11 is a 90.9% majority.

13. New Business.

Gary Jobson noted that some of our event requirements regarding judges, and especially bringing in "outside" PROs is costly and at times irksome for our clubs. Jobson went on to discuss coverage of sports at the 2008 Games and that Sailing, like a few others has been relegated to an Internet-ONLY form of coverage. It is VERY IMPORTANT that as many people as possible visit the NBC Olympic Coverage Site for Sailing, as volume will speak loudly to the network regarding decisions about coverage at the 2012 Games!

Patty Lawrence noted that Dave Rosekrans, President of our US Sailing Foundation, has indicated that the Planned Giving initiative is being well received, and reminds all of us that if we are doing any work on our Estates, to please keep the US Sailing Foundation in our hearts and minds as we make those important decisions.

Finally, Executive Director Leighton informed the Board that the listing of the Nominees for election to the Board of Directors is being published to the Website later this week and that an announcement will be forthcoming in the next issue of e-USSAILING.

14. The meeting was adjourned at 9:49 pm EDT.

Respectfully submitted,

Frederick H. Hagedorn
Secretary

Appendix A

Title: Crew Weight Limits for the Women's Match Race Event

Subtitle:

A submission from the US SAILING

Proposal:

The maximum combined crew weight for the Women's Match Race Event shall be 205 kg. for three persons, or 270 kg for four persons. The maximum crew weight rule shall apply at the Sailing World Cup Events, Olympic Qualifying Regattas, Test Events, and the 2012 Olympic Games. Weigh in shall follow the procedures as established for the Women's Keelboat event.

Current Position:

Similar weight limits are already in effect for Women's Match Racing regattas. The maximum combined crew weight for the Women's Keelboat Event in Ynglings is 205 kg. The procedures for weigh in at the Women's Keelboat Event are well established.

Reason:

The maximum combined crew weight limits have been successfully used in both Women's Match Racing events and the Women's Keelboat event in 2004 and 2008. These weight limits have permitted women of all body types to be competitive at every position in the boat.

Appendix B

Title: Entry to Womens Match Race Events

Subtitle:

A submission from US SAILING

Proposal:

Member National Authorities (MNA's) shall have the authority to determine their entries within established quotas to the following Women's Match Race Events; Sailing World Cup Events, Olympic Qualifying Regattas, and Test Events.

Current Position:

ISAF Womens Match Race Rankings are currently used for the selection of teams to Women's Match Race Regattas with a limited field of entry. .

Reason:

The ISAF Women's Match Race Rankings would not be a fair means for selecting entrants to those events.

Appendix C

Title: Women's Match Race at the ISAF Sailing World Championships 2011

Subtitle: Olympic Qualification for Women's Match Racing

A submission from US SAILING

Proposal:

The 2011 ISAF Women's Match Racing World Championships be conducted in conjunction with the 2011 ISAF Sailing World Championships in Perth, Australia, and that event be an Olympic Qualifying event.

Current Position:

Ambiguity as to whether ISAF will conduct one or two Women's Match Racing World Championships in 2011, and which event would be an Olympic Qualifier.

Reason:

There should only be one World Championships per year. The Olympic Qualification should be the same event for all the Olympic Events.

Appendix D

Title: “Permanent” Events for the Olympic Games

Subtitle: Events for 2016, 2020 and 2024

A submission from the US SAILING Association

Proposal:

Delete Regulations 16.1.1 b, 16.1.1 e and 16.1.3 a.

Select the following Events for the 2016, 2020 and 2024 Olympic Games:

Singlehanded Dinghy Men and Women
Doublehanded Dinghy Men and Women
Multihull Men and Women
Keelboat Men and Women
Windsurfer Men and Women

Constitution committee to draft new regulations allowing Council to subsequently reconsider the Events for 2016, 2020 and 2024 by a two thirds in favour vote, or a simple majority vote if the IOC reduces the Events for Sailing. Events for 2028 and beyond to be determined by future Submissions and majority vote. Decision on discipline and format (fleet, match, team race, slalom, distance race) to be determined by Submissions five years before respective Olympic Games.

Current Position:

Regulation 16

Reason:

Other sports such as Athletics and Swimming do not reinvent their Events for each Olympic Games. The current discussion of Sailing Events is hopelessly intertwined with the selection of Equipment. Regulation 16 has not enabled a process that will lead to a strategic review of Events. The suggested slate of Permanent Events achieves gender equity, and the inclusion of all the widely recognized Events.

Appendix E

Title: 3.14.3 m) Working Deck

Subtitle:

A submission from the US SAILING Association

Proposal:

3.14.3 m) In order to enable a safe foot treading, the working deck area adjacent to the outer deck edge, **described by a line created by the outside of the bases of the lifeline stanchions**, whether lateral or longitudinal, shall:

i) be free, continuous, and not angled transversally more than **4 degrees** from the horizontal when the boat is upright.

ii) **extend laterally to the outer deck edge**

iii) have a width of at least 100 mm for design category D, 120 mm for category C, and 150 mm for category A or B measured perpendicular to the lateral outer deck edge of the deck.

iv) **The outer edge of the working deck shall not be more than 150 mm inboard from the yacht's extended sheerline.**

Current Position:

3.14.3 l) *It is strongly recommended that designs also comply to ISO 15085*

Reason:

1. OSR 3.14.3 makes numerous references to the “working deck” but does not define the “working deck”.
2. ISO 15085 use the term “working deck”, but does not define it.
3. ISO 15085 as written
 - a. Does not limit the width of working deck area adjacent to the outer deck edge
 - b. Permits the working deck area in (a – above) to be at an angle from the horizontal of up to 30 degrees
 - c. The combination of a) and b) permit designs to place stanchions on an angled surface such that they lose their effectiveness. See photo below.

Appendix F

Title: Regulation 26.2.1 (c) Obtaining Designation as an International or Recognized Class

Subtitle:

A submission from the US SAILING Association

Proposal:

a set of class rules in the ISAF Standard Class Rules format and adopting the Equipment Rules of Sailing, approved by the Equipment Committee. The Equipment Committee may approve exemption to either requirement if in its opinion the class rules are satisfactory and well established. **International or Recognized Classes that race in conditions described in Categories 4 through 0 of the ISAF Offshore Special Regulations shall adopt those regulations in lieu of the Equipment Rules of Sailing as minima.**

Current Position:

26.2.1 (c) does not contain the last sentence

Reason:

4. The Equipment Rules of Sailing do not meet the safety needs of offshore racing.
5. ISAF International Classes can use the current regulation as a means to circumvent the Offshore Special Regulations,
6. ISAF International Classes should meet appropriate, established ISAF standards.
7. It is not advisable for ISAF to provide a means for classes to deviate from international standards such as Safety of Life at Sea (SOLAS) and ISO.

Appendix G

Title: ISAF OFFSHORE SPECIAL REGULATIONS

Appendix K

Subtitle:

A submission from the US SAILING Association

Proposal:

APPENDIX K

Moveable and Variable Ballast

Notwithstanding the maximum length limit of 24m in the standard, this Appendix invokes International Standard ISO 12217-2, Small craft – Stability and buoyancy assessment and categorization – Part 2: Sailing boats of hull length greater than or equal to 6m. The functions KFR (Knockdown Recovery Factor) and FIR (Inversion Recovery Factor) are defined in ISO 12217-2, except as modified by this Appendix.

This Appendix applies to Monohull Yachts only. Unless specifically stated, a requirement applies to Special Regulations Categories 0, 1, 2, 3 and 4. This Appendix does not apply to boats racing under Category 5.

1 Stability

1.1 Boat Condition

In the calculation of stability data:

- (a) Deck and other enclosed volume above the sheerline ~~may~~ **shall** be taken into account, ~~in which case~~ **including** offsetting cockpit volume. ~~shall also be taken into account.~~
- (b) Mass shall be taken as Minimum Operating Mass as defined by ISO 12217-2, paragraph ~~3.5.13.5.3.~~ **3.5.13.5.3.**

1.2 General Standards

In the assessment of ISO category for yachts fitted with moveable and/or variable ballast, ISO 12217-2, paragraph 6.1.4 b) shall not apply. Boats shall comply with ~~the requirements of ISO 12217-2 paragraphs 6.2.3, 6.3.1 6.3 (if appropriate) and 6.4.~~ **Paragraph 6.3.2 shall not be used.** Calculations shall be made for the ballast condition that results in the most adverse result when considering each individual stability requirement. **ISO 12217-2 Annex C, para. C.3.3, first sentence, the word “may” is replaced with “shall” . ISO 12217-2 Annex C, para. C.3.4 shall not be used in the calculation of righting lever.**

1.3 Knockdown Recovery

Boats with moveable/variable ballast shall comply with the following minimum values of Knockdown Recovery Factor (FKR) calculated in accordance with ISO 12217-2 paragraph 6.4.4 **with the modification that referenced ISO 8666 paragraph 5.5.2 incorporate actual mainsail area and center of effort.** ~~with the~~ **The** lesser of FKR₉₀ and FKR₉₀ **shall be** used:

SR Category	0	1, 2	3	4
FKR	1.0	0.9	0.8	0.7

Boats with age date prior to 11/04 may seek dispensation from this section 1.3 by application to ISAF.

1.4 Capsize Recovery

For boats racing under Special Regulations Category 0, Regulation 3.04.1 is modified to read:

- 3.04.1 Either with, or without, reasonable intervention from the crew, a yacht shall be capable of self-righting from an inverted position. Self righting shall be achievable whether or not the rig is intact. Boats with moveable/variable ballast shall comply with this requirement in flat water using manual power only and shall demonstrate that any equipment to be used in re-righting the boat is ready for use at all times and will function and is useable by the crew with the boat inverted. Re-righting the boat shall not require flooding any part of the boat.

Boats with moveable/variable ballast shall comply with the following minimum values of Inversion Recovery Factor (FIR) calculated in accordance with ISO 12217-2:

SR Category	0
FIR	0.9

Boats with age date prior to 11/04 may seek dispensation from this section 1.4 by application to ISAF.

Current Position:

Appendix K 1.1, 1.2 and 1.3 references to ISO Standard 12217-2 require clarification and tailoring to racing sailboat designs.

Reason:

Overview- To insure that Appendix K and its modification of ISO 12217-2 is robust enough to provide designers, owners and race committees assurance that moveable and variable ballast boats are safe to take offshore.

Appendix K Para 1.1 a) should be modified to require full calculation of stability including the deck camber, house and cockpits and not allowing the use of flat deck from the sheer line. This is tied to the definition of sheer line and edge of working deck which is another subject. However, by requiring the full hull and deck description, there is no ambiguity regarding the sheer definition.

Appendix K Para 1.1 b) Recommend that we require the stability to be met in the light craft condition as defined in 3.5.1 but without sails. This most closely matches the measurement condition in all three handicapping rules and is easy to verify by a third party.

Appendix K Para. 1.2 needs to be modified to remove the exclusion at ISO 12217-2 para. 6.3.2 for boats with positive flotation being allowed a minimum angle of vanishing stability of 90 degrees versus the 100 degree requirement at 6.3.1. 90 degrees is a dangerous limit for racing boats and will result in unsafe boats if left we leave this rule in place.

There is a second problem detailed in 12217-2 Annex C para. C.3.3 and C.3.4. The first paragraph uses the word “may” in the inclusion of superstructures and deckhouses which we are now modifying with the new 1.1 above. The second paragraph allows the inclusion of mast and rigging volume in the calculation of righting lever. This extra volume of flotation is very dangerous to include in the overall calculation of righting lever because it makes the process of calculation checking by a third party very difficult. If this Appendix K is going to be used as a racing rule, it must produce easily calculated numbers that any race committee or third party can reproduce from designer information.

Appendix K Para. 1.3 should require the boats meet FKR using the full mainsail area instead of triangular area as allowed in the ISO standard. With today’s fat headed mainsails, the use of triangular area does not come close to representing the potential loads associated with knockdown. This means adding a modification of ISO 8666 paragraph 5.5.2 that is called by ISO 12217-2. Wording of this paragraph should be modified to use the headsail area of the first fixed headstay as detailed in 12217-2 as already allowed and add the trapezoidal mainsail area as a requirement. All race boats, no matter the choice of handicapping rule have to measure the same mainsail girths so sail area and center of effort height is a simple calculation. This may mean we need to study existing boats to see if they comply with the Cat. 0 and Cat. 1 requirements (FKR = 1.0 and 0.9) with the full mainsail area.

Appendix H

Proposal #2008-01 (Initiated 16-Mar-08)

It is proposed that Bylaw 305 be revised as shown below:

Bylaw 305 – Election/Selection of Directors and Term of Office

Section 1. Elected Directors

.....

(c) General Members (individuals and Family members) may vote in person, by mail or by electronic ballot.

(1) Physical ballots shall be distributed at the annual meeting.

(2) Mail-out ballots shall be provided to General Members upon request not more than 50 days and not less than 10 days prior to the Annual Meeting ~~in the mailing with the announcement of the candidates.~~

(3) Downloaded ballots may be downloaded from US SAILING's website not more than 50 days and not less than 10 days prior to the Annual Meeting.

(4) Mail-out or Downloaded Ballots must be received by US SAILING not less than 10 business days prior to the Annual Meeting.

(5) Electronic ballots shall be provided for on the US SAILING website. Electronic ballots may be cast not more than 50 days and not less than 10 days prior to the Annual Meeting.

(6) Mail-out, Downloaded, or electronic ballots are directed proxies, which the Executive Director shall cast at the annual meeting as directed on the respective ballot.

...

REASONS:

The proposed change removes the requirement that ballots and an announcement of the candidates be mailed to individual members. Eliminating this mailing will save \$10,000 for 2008.

Of the 1,098 ballots cast in 2007, only 237 were mailed-in and an additional 139 were faxed. It is not clear how many of the mailed-in ballots were downloaded from the web site.

BYLAWS COMMITTEE ACTION: This proposal was initiated by the Board of Directors at its meeting on 16-Mar-08. The Legal Committee sent a memo regarding the election process on 2-May-08.

The Bylaws Committee, along with the Chair of the Legal Committee, met on 14-May-08 and agreed upon the wording shown above.

The Legal Committee believes that ballots and proxies should be sent with the Annual Report as a best legal practice, but for purposes of the inquiry, New York Law allows the action for which the Board sought approval.

A notice will be included in the Annual Report that includes a variety of ways that members can participate in the election process, including a telephone request for a proxy form.

House of Delegates ACTION: The HOD did not obtain the necessary 27 votes (60%) in order to take an official position. There were 19 votes cast - 14 yeas & 4 nays.