

## General Meeting 2019-11-17

### Rear Commodore Report

#### 1. **Online registration for regattas:**

An online registration process has been established with Russell's valuable help. It allows for straight forward and simple entry of details. You can pay online or just enter your details and pay on the day. Please use the online registration as it makes it a lot less work for the person who does the results.

#### 2. **Cat Challenge:**

See attached detailed report.

#### 3. **Foiling:**

Follow up item from previous season's GM. Foiling at LCSC was assessed by the Sailing Committee. A low risk was identified for club racing as reported during the last GM.

No additional risk could be perceived during the Cat Challenge regarding foiling boats in regattas. Other fast catamarans seemed to be more dangerously sailed.

I would like to point out again that singling out one type of boat in this process did not enhance inclusiveness. I also would like to add that according to the safety representative of AS no other sailing club in Australia made this into an issue.

A detailed risk assessment and background information is available on request.

#### 4. **Change of club race start times on general meeting days**

Brought up during last GM. The sailing committee and the executive are still discussing this. Last executive meeting was cancelled so some things are delayed.

The GM normally starts at 09:30 then racing starts at 12:30 back to back. Normal club racing has 11:00 and 13:30 starts.

3 options: a) keep as is,

b) have race start times similar to other Sundays including a lunch break eliminating on water waiting time e.g. 11:30 first race, 14:00 next race,

c) start back to back racing earlier.

I would prefer that more members make their wishes known so that the decision reflects what members want.

#### 5. **Social media and website officer:**

After doing the job for many years Russell now has been officially named as our website and social media officer. Thank you Russell!

Russel has sole access to accounts and if other members would like to contribute something of interest to all on our Facebook or Instagram accounts please let Russell know.

#### 6. **Safety Officer:**

This position is still open. Would be good if someone could step up and update the Safety Management Plan.

#### 7. **Risk warning:**

A risk warning has been added to our regatta entry forms and should be viewed as a risk warning also for club racing. See attachment.

In particular I would like to make members aware that we have volunteers and not professionals on the rescue boats, they may be elderly and not very experienced, and despite best intentions may not be able to assist anybody in distress.

**8. Club racing:**

Spring Series is concluded. 46 entries. 12 of the 14 scheduled races were held. Final results are published. Ari won on PBH and Jane, Jenny on YS. Summer series starts now also with 14 races scheduled.

**9. Boat duty:**

Please put up your hands for next season and if you are rostered please read through the guidelines and other helpful information available on our website under [boat duty help](#). Do you know where to attach the rope for pulling a Laser out of the mud. and why this is different to where to attach it for a 420? See [rescue guidelines](#) for course boat and other [detailed advice](#) on our website.

Boat duty crew sailing in a series will receive advantageous scoring points.

**10. Regatta and club racing survey results:**

57 members and visitors answered so far. A clear trend could be established for club racing. 58% of the 26 actively racing club members (at least one race sailed this season) who answered the survey, prefer triangle + windward/return courses, 35% prefer windward/return courses and 7% didn't answer this question or prefer a mix. The median preferred length of course is 60 minutes. 81% prefer two races per day and 85% prefer a lunch break in between races.

There is a clear difference between wishes of catamaran sailors and monohull sailors attending regattas (visitors and members). This is why the sailing committee decided to have 2x 3 back to back racing sessions with no lunch breaks and windward return courses for the Cat Challenge but will most likely have 5 races with triangle courses and a lunch break on Sunday for the Monomasters.

The survey is still open <https://lcsc.org.au/survey/>.

**11. Monomasters:**

Online registration, NOR and draft SI can be found on our website.

Wetas and Sharpies will hold their state titles in that regatta.

Please let me know if you can help out.

## 2019 Cat Challenge report

49 boats substantially smaller fleet than in previous years.

### Conditions:

15 knots on Saturday decreasing to 10 in late afternoon. 60° turning to 45°.

8-11 knots on Sunday increasing to 13 with just the odd gust of 16. 50°.

### Course:

Different course format than previous years.

Split start finish line (to reduce waiting times), windward/leeward only, gate, 2 top marks, finish line slightly upward from gate and outside of course, continuous starts (as soon as one division finishes it starts again). Option of different lap numbers (indicated with numeral pennants). 4 divisions to reduce starters and waiting times.

Goal: spread out fleet - start fast boats first and slower boats next around same top mark. 3 back to back races each day.

### Conclusions on course:

Positive feedback from competitors about much reduced waiting time.

Start line need not be an obstruction. Start line needs to be min. 1/3 up the course otherwise it became too much of an obstruction for boats aiming at the gate while starts are occurring.

Difficulty: decision when all boats of one division are finished and when to start a division.

Ideally one boat 2 people at gate to monitor last boats of each division and advice starter.

Finish line: finish boat below finish buoy to see numbers but anchor chain may be a danger zone. Line must not be biased too much.

Resetting top marks when wind is changing works well for very top mark and it was good to simply swivel the course around the gate, start line was quickly reset by a RIB. Lower top mark was more difficult to reset because of traffic. Original plan with 4 top marks would not have been beneficial and just cluttered the course even more. Resetting the course did not delay the start because it was done before a division finished.

Other considerations with finishing line just below the start line would have created far too large of an obstruction in the middle of the course. There shouldn't be any obstruction close to the lay lines where boats are approaching the gate = min. 1/3 up from gates should be clear, better lower half of course if possible provided there is still enough room to first top mark.

Option with different lap numbers was beneficial.

Improve: radio check of all boats before heading out and replacement with handheld if necessary, anchor attachment on Jean while travelling through chop, anchor type on Kabi to ensure it holds in strong winds.

### Incident:

Race 6, last race Sunday, 14 knots, 13:30.

New club member Shane Reynolds on F18, 519, with crew Mason Collett, and Nacra 5.8NA sq, 1654, Colin and young daughter Gian Bilston. Both boats on port, Nacra on way up. F18 coming down with spinnaker, didn't see each other until they collided. No serious injuries (very lucky!). Wire cutter from Kabi was needed to separate boats, extensive damages, Nacra big hole in stern of one hull, which sank but was brought up and got towed back, F18 both bows damaged, spinnaker pole damaged, rig damage was able to slowly sail back on its own. No protest. F18 insurer contacted.

Improve: equipment check on all boats - wire cutters. Research possibility of inflatable floating help if a hull sinks?

Consideration regarding course and incident:

Besides the fact that both boats didn't hold proper lookout the gate configuration of the course may have been a contributing factor. It is quite difficult for an F18 to look under the spinnaker and see boats below.

The lay line to the gate of the port downwind travelling F18 was above the line the Nacra had when it left the s gate mark travelling on starboard. So when the Nacra tacked to port it was still below the F18 lay line. Their path crossed and they collided.

With a single bottom mark the Nacra would leave the mark from above and the F18 would have gybed later to lay and round the mark from below. Their paths most likely would not have crossed.

### **Registration:**

Online registration - 40% (19) competitors registered online, 9 of those did not pay online. 8 paid on Saturday morning, 1 did not show up, some more paid meals on Saturday morning.

Online entry forms are good as is.

New paper entry forms worked.

Registration Saturday morning in combination with online entry and meal order was manageable and I therefore recommend to keep the online registration with payment option on the day and not add a late payment fee.

### **Food:**

37 meals sold.

Ordering of food in by 12:00 worked well.

Most people had paid by then and ticking off their names when handing out a starter food plate and again for the dinner plate worked smoothly. Self serve on the salad bar worked well. Asking people to get their dinner, table row by table row, reduced lines significantly and all had hot food when sitting down.

Lots of left over because of reduced numbers but Rhonda freezes meat for the Monomasters.

3 course meal with the choices offered was very well received. Early breakfasts and lunches on both days was also a winner with customers.

Obviously the lower numbers helped running things smoothly but the system in place would be capable in dealing with much more so I recommend to keep this.

### **Noosa Triathlon**

Held on the same weekend. Apparently some potential sailors were involved in that.

Consideration of date change could be advisable but clashes with other regattas must be avoided and some breathing time between the Cat Challenge and the Monomasters is needed for some of the more involved executive members and volunteers.

## Risk warning

This RISK WARNING is issued by the Organising Authority Lake Cootharaba Sailing Club Inc. (LCSC) to all persons wishing to participate in any regattas, races or other events at LCSC.

Participants are warned that, regardless of the precautions, which might be taken by reasonable and experienced persons, sailing can be a dangerous pursuit and participants are exposed to significant risk of property damage, physical harm and possibly death.

As an indication, these risks may include, but are not limited to:

- a) The extremes of weather and lake conditions.
- b) The potential that control of vessels may be lost, resulting in collision with objects and other vessels.
- c) The sudden movement of the vessel at any time and the possibility that participants may fall or be thrown overboard, resulting in drowning.
- d) The possibility that participants may be injured by equipment on the vessel, with possible damage and injuries.
- e) The possibility of unreasonable, dangerous or negligent behaviour by other participants causing damages or injuries.
- f) The possibility of submerged objects in the lake causing collisions with the vessel.
- g) The absence of immediate medical care and the likelihood that significant delays may occur before medical care is available.**
- h) Exposure to the elements for extended periods.

**LCSC also warns participants that regardless of their best intentions, they may be unable to render assistance to participants who are in distress.**

Participants are warned to consider the above risks and all other risks before deciding to participate in any sailing event at LCSC.

## Conditions of entry

I agree to be bound by the Racing Rules of World Sailing and all other rules that govern racing at Lake Cootharaba Sailing Club Inc.(LCSC). I acknowledge *Rule 4, Decision to Race*, which states that the sole responsibility to participate in a race or to continue racing is mine alone.

I am solely responsible for the seaworthiness, sufficiency, adequacy and safety of my boat, equipment and crew. Any decision to sail in any race or in the regatta waters between races shall be my own.

I hereby indemnify and hold harmless, the members, officers, servants or agents of Lake Cootharaba Sailing Club Inc. from all claims, costs and demands arising from acceptance of this entry and the participation of myself and my crew or my child, whether it be for death or personal injury, or damage to my boat and equipment, whether during a race or rescue operations or otherwise, whether afloat or ashore.

I acknowledge that I have received and read the **risk warning**.

I warrant to LCSC that I will draw to the attention of all my crew these conditions of entry and the risk warning.

**I declare that I hold third party insurance with a minimum cover of \$5 million per event.**

