

**US SAILING
MULTIHULL COUNCIL
FALL AGM MEETING
Marina del Rey, California
October 19, 2002**

Minutes

I. Call To Order: The Meeting was called to Order at 9:30AM

II. Introduction and Special Guests:

Art Stevens	Chairman, Regional Training Coordinator	King Harbor Yacht Club
Dan Mangus	Vice Chairman, MHC	North American Hobie Class Association
Darline Hobock	Portsmouth Comte. Chair Website Liaison	Windycrest Sailing Club
Gordon Isco	Nominating Comte. Past Chair, MHC Alter Cup Committee	Tampa Bay Cat Sailors/ Gulfport Yacht Club
Jamie Diamond	Alter Cup Chair/Area E Rep.	Alum Creek Sailing Association
Deborah K. Schaefer	Secretary, Inshore Committee	Lake Erie Multihulls/ Put-in-Bay Yacht Club
Roger Brown	Area J Representative	North American Hobie Class Association
Steve Leo	Alter Cup Comte./Area J	North American Hobie Class Association
John E. Williams	Alter Cup Comte./Area D Rep.	Beach Catamaran Sailor
Caleb Tarleton		Fleet 95, Div. 4 Hobie Class Assoc.
Ed Terchunian	PMHRF	Ventura Multihulls, CA/ Pierport Bay Yacht Club
Dave Lumian		Corsair Trimaran Owners Assoc./ Fairwind Yacht Club
Mark Hansen		King Harbor Yacht/ Southern California Yachting Assoc.
Mike Leneman		Corsair Trimaran Owners Assoc./ SBYRC/ ORCA

III. Election of Officers: Nominating Committee Chair, Gordon Isco, presented the MHC with a slate of Officers and Area Representatives. Nominations taken from the floor were uncontested and accepted by acclamation. It was determined that a quorum was present and elections were held. The results were as follows:

Chairman:	Art Stevens
Vice Chairman:	Dan Mangus
Secretary:	Deborah Schaefer
Area A:	David White
Area C:	Mark Santorelli
Area E:	Eric Kennedy
Area F:	Douglas Camp
Area J:	Roger Brown

IV. Budget Review and Discussion: Art Stevens reports that US SAILING has been consistent. There has been no budget for the Multihull Committee or the Council from 1985 to 2002.

- V. **Golden Anchor Program: Darline Hobock** reports that renewals through the Golden Anchor Program have been down, and consequently the number of multihull sailors identified through the US SAILING data base has also been reduced. US SAILING has 44,000 members. There are only 1200 multihull members currently identified. We know this number is not right. It may be that in the effort to integrate multihulls into the yacht club mainstream, we have become a victim of our own success. Yacht clubs have their own Golden Anchor programs and members who sail multihulls are not identified.

To gain the recognition as a multihull sailor, US SAILING members need to check the multihull box on the back of their renewal forms. Multihull member organizations like the NAHCA, can start their own Golden Anchor Programs and get their members recognized that way. Individual members can always renew their membership through the Multihull Council Golden Anchor Program. Meanwhile Darline will investigate adding a link to the MHC website to help identify the multihull constituency.

- VI. **US SAILING Youth Multihull Championship: Art Stevens** reported that the Multihull Committee has put on two such events in a year, but they are not recognized as US SAILING events. Our children do not get any of the same benefits or sponsorship that other youths get when they compete in US SAILING events. You can't even find the event listed with the other Youth Championships on the Youth Web Page.

The Multihull Committee prepared a resolution seeking recognition for a Multihull Youth Championship to be presented to the Youth Championship Committee as follows:

The US SAILING Multihull Committee recommends that a multihull Youth Championship Class be recognized and invited as an integral component of future US SAILING Youth Championships.

It was presented to the Youth Championship Committee and denied.

The Multihull Committee prepared a second resolution seeking recognition for a US SAILING Multihull Youth Championship and presented it as an Action Item to the Board of Directors and it failed 17 to 13.

Dick Hanneman, Chairman of the US Youth Championship Committee, came to the meeting and vowed to work with Art Stevens and the MHC to make it work within the organizational structure of US SAILING.

Art Stevens further reports that the Multihull Committee is working with the Hobie Cat Corporation to sponsor a Youth Boat for youths 10-16 years old. The Dragoon is a 13 foot spinnaker boat with a roller furling jib and a double trapeze. The boat can be seen on the Hobie Cat website at HobieCat.com.

- VII. **Alter Cup Report: Jamie Diamond**, Alter Cup Committee Chair, reports that a very successful event July 9-13, 2002 was held in Syracuse, New York. The Alter Committee is very grateful to the Hobie Cat Company who supplied 10 Hobie Tigers. The Hobie Tiger is a Formula 18 spinnaker boat which turned out to be a great platform for a very even competition.

The 2003 event will be held on Bimare Javelin 2 Formula 18 boats in Clearwater, Florida. John Williams will liaison with the Key Sailing team and Pensacola Yacht Club to co-ordinate this event.

- VIII. Fast and Fun Report:** US SAILING is gaining name recognition through this program. We introduced sailing to over 1000 participants in a three-week period and this program is reaching people of all ages, from 8 to 84 years old. That's what sailing is all about.

The next **Fast and Fun** event will be held November 9 & 10 on Alamitos Bay, in Long Beach California. Art is looking for volunteers to help.

- IX. Portsmouth Handicap Comte: Darline Hobock** reports that a new table has been issued for the multihulls this year and a new table will be issued for the monohulls next year.
- X. Website:** As our liaison to the US SAILING website, **Darline Hobock** is requesting short stories on multihulls for the Multihull Council Website. Photos attract interest to the website. She is most interested in close-ups. Darline wants to include links to class associations. Darline reminded the Council that we also have advertising space on the Multihull Council website.
- XI. PHRF: Deborah Schaefer** attended the PHRF meeting and reports that with 20,000 boats racing PHRF in the US, the Performance Handicap Racing Fleet continues to be the largest handicap racing fleet in the world. 10,000 of these boats belong to US SAILING. The #1 request received by the Offshore Office has been to "Fix PHRF". They receive the most complaints about self-serving rating committees. There is a lack of understanding about how PHRF works. Communication is also a huge problem. The PHRF Committee hopes to remedy some of these problems by upgrading the PHRF websites.

Bruce Bingman, PHRF chairman, presented a report of the consortium rating results from the 2002 North Sails Race Week. The primary advantage of the consortium approach is when there are yachts from several different regions competing, there is a perception that the assigned ratings are fairer. Deborah Schaefer further reports that Lake Erie Multihulls will be joining a consortium with the multihull handicappers at Michigan PHRF and Lake St. Clair to handicap some of the races common to racers from all three regions: Chicago Mackinac, Port Huron Mackinac, the Mills Race and perhaps the Trans-Erie.

Mike Leneman reports that all Corsair racing in Southern California is sailed under a performance handicap system with upper and lower limits of ORCA's design. PHRF measurers there have found a simple way to determining whether a given sail should be rated as a jib, reacher or a spinnaker, by determining where on the boat the sail is sheeted. It's a jib, if the sail is sheeted to the main hull. It's a reacher, if the sail is sheeted between the capshroud and the main hull, and it's a spinnaker if it's sheeted outside the capshroud.

- XII. Inshore:** No report.
- XIII. Women's Sailing:** Art Stevens reports that Kathleen Tracy resigned as the Multihull Council Women's Representative.
- XIV. Offshore:** Art Stevens reports that our Offshore representative Bill Doelger is not feeling well and could not attend this year's AGM. Bill has been very active in the MHC these many years since its inception.

XV. Council of Sailing Associations(CSA): Mark Hansen reports that this council is the most powerful organization at US SAILING.

XVI. Safety-at-Sea: Deborah Schaefer reports that one of the primary functions of the SAS Comte is their research into how Man-Over-Board accidents and rescues happen. To facilitate this research, SAS has awarded over 100 Arthur B. Hansen Awards for rescues. Such awards help to overcome the reluctance of crews to report MOB incidents. Such research leads to better MOB recovery techniques. Deb Schaefer recommends that multihull sailors also need to report all MOB incidents. That incidents whereby cat sailors became entrapped under their boats by hooks on harnesses, etc. would also be of interest to the SAS committee.

There seems to be a great deal of antipathy about the wearing of harnesses and tethers on offshore boats. One lesson learned by the SAS has been that the tether will keep you on board the boat and it's easier to keep you on board than it is to retrieve you. Most racers should buy into the idea that falling overboard is really slow!

Deb Schaefer remarked that the recent capsizes of the 44 foot trimaran, *Caliente*, at the Chicago Mackinac, the capsizes of *Great White* and loss of life last summer, three capsizes on the Great Lakes in just over a year, adds emphasis to the need for offshore multihull sailors to follow the Safety Recommendations for Offshore Sailing and ORC Special Regulations for Offshore Racing in preparing to survive a capsizes.

XVII. Training: Arthur Stevens reports that this committee is developing a syllabus which will be published on the Training web page.

XVIII. Terms of Reference: The Multihull Council members found a copy of the Terms of Reference, which were drafted in October 1996. A committee comprising of John Williams, Gordon Isco and Deborah Schaefer will review these Terms of Reference and will come back to the Council with a recommended draft at the Spring Meeting in Cincinnati, OH.

XIX. Representation on the Multihull Council: Class representation on the Multihull Council, is dependent on the class having class rules and paying dues to US SAILING. There can be two different organizations representing the same class.

Respectfully Submitted,

Deborah K. Schaefer,
Secretary