

## Minutes – Fall 2015 Hinman Committee Meeting

December 2, 2015 – 9PM EST

- 1) In attendance: Ben Spiller (Chair), Jenn Lancaster, Kaity Potts, Brian Bissell, Clinton Hayes, Justin Law
- 2) Hinman Recap – The 2015 Hinman was held at the Annapolis Yacht Club September 24-27. 12 teams competed with conditions 12-21 knots throughout the event.
  - The format was a success. Conditions allowed for just about as much racing as could be completed in 3 days. 2 full round robins followed by 1 gold/silver round robin (wins in gold worth 2). At the end of the gold/silver, teams were ranked 1-12. Scores were cumulative from the beginning of the event. Teams 1-8 moved on to a knockout: Quarterfinals best of 3, Semifinals best of 3, Finals best of 3 (truncated from best of 5 due to time). Cumulative scoring, until a knockout, is imperative. It's ideal to end in knockout, as similar events around the world also end in a knockout, i.e. Worlds, Wilson.
  - This is the second year of four consecutive with the event being held in Zim 15s. As we saw in 2014 in Marblehead, the Zim 15 does a fantastic job utilizing the lower end of the wind range. Satisfactory racing was held in less than 3 knots of wind. Boat improvements over 2014 were seen, most notably an improved rudder system and hiking strap raisers. This year in Annapolis, we saw the other end of the spectrum for wind. A majority of the racing was held in 12 knots or more. Racing had to be abandoned at the end of day two due to too much wind/sailors spending too much time capsized. A learning curve on how to sail and team race skiff-like boats in higher winds exists. High quality team racing did not occur in winds above 15 knots due.

**Committee Recommendation:** The manufacturer, Zim Sailing, should explore the possibility of cut down main sails in order to provide for high quality, fun team racing in winds above 15 knots. Committee feels this is imperative to the long-term success of the boat at the Hinman Championship.
  - Damage Issue – Collisions resulted in more damage to boats than expected by the sailors/organizers. The significant damage occurred to the boats with only one third of the overall damage attributable to specific incidents (as documented by the Umpires and Rotation Master). At the conclusion of the event, Zim Sailing, had 26.5 hours of repair work done to the boats at their facility in RI. Minor damage, such as gel coat scratches were written off by Zim as depreciation to the boats. A majority of the damage was stern splitting and transom damage. All 26.5 hours were not attributed to specific events. The intention was to split the repair costs, as outlined in NOR 6.2, amongst the sailors evenly. Due to problems at registration, complete credit card information was not

available within weeks of the event. Approximately 2 months after the event, damage invoices were sent to all 36 skippers for the amount of \$55.21. Considerable negative feedback from the competitors was expressed. Some competitors identified that it was not clear how the damage remediation process would work, i.e. they didn't think they'd be charged as a group for damage that couldn't be attributed to specific events. In addition, the unreasonable length of time it took to complete the damage remediation process prompted US Sailing to accept responsibility for the damages and work out the process with Zim Sailing.

**Committee Recommendation:** Hinman Committee to develop a sub committee to assess damage remediation process. Core initiatives for 2016 process may include:

- 30 day timeline for remediation process
- Updated NOR and SI language
- Improved registration process/damage deposit forms
- Independent arbitrator to verify damages, repair process, estimates

- 3) The 2016 Hinman will be held at Sail Sheboygan August 19-21. Dates have been shifted to mid-late August to attract more students, to take advantage of ideal summer weather (wind/temperature), and to create a culmination to the summer team racing series. This time frame is a 1-year test.
- 4) The 2017 Hinman will be held at Seawanhaka. Dates are to be determined, but late September or early October is likely as the host club intends to utilize their mooring field (emptied of boats) for a racing area.
- 5) Hinman Future – The committee believes strong relationship between a boat manufacturer and US Sailing is an important factor in developing sailing in the US. Should Zim's interest in the Hinman fade or if other complicating factors occur, the committee is aware of other options, including the use of keelboats or institutional boats. Keelboats are less than ideal as the World Championship is held in dinghies, but a one-year experiment wouldn't be devastating. The committee feels that the key to a successful Hinman event is outstanding racing paired with organized social events after racing. Including a host club's membership is a great way to spread enthusiasm for the sport.
- 6) 2016 Committee – the committee would like to thank Jenn Lancaster for her consecutive 3-year terms of service on the committee. As per US Sailing conditions, Jenn is required to step away from the committee for 1 year before starting a new term. 2016 Committee Members:
  - Brian Bissell
  - Kaity Potts
  - Clinton Hayes
  - Andrew Loe
  - Justin Law (new for 2016)
  - Ben Spiller (Chair)

Respectfully Submitted,

Ben Spiller  
US Sailing Hinman Committee Chairman