



Conference Call to order: 7:30pm EST

In attendance: Board: President Bruce Burton, VP Cory Sertl, Sec. Martine Zurinkas, Tarasa Davis, Russ Lucas, Clerc Cooper, Jack Gierhart CEO, Richard Jepsen, Ron White, Sally Barkow, Dave Perry

Guests: 10 guests on call

1. Announcements
2. Consent Calendar: *Vote #1 Motion to approve, unanimously approved.*
June 25 minutes Approval
3. President's Report Bruce Burton
Full summary of the report: <https://www.ussailing.org/about/our-people/board-of-directors/presidents-report/>. Highlights of the report include: US Sailing Foundation update looking for directors and trustees for the Foundation; World Cup Miami update; CMO Peter Glass started and met with President, challenges with commercial sponsorship; Olympic Sailing Committee – Fundraising for Aarhus goals and success of One Design challenge thank you to Russ for leading the way with the E-scow class; NGB Board Chairman Summit – reviewed best Practices learned from other NGB.
4. Chief Executive Officer Report Jack Gierhart
Full Association Report at this link: <https://www.ussailing.org/about/our-people/board-of-directors/association-reports/>
Full report on line, summary – Detailed Quarterly Association Report – 27 pages in-depth with each department giving a summary of progress made and 2Q updates.
5. World Sailing / Vice President Update Cory Sertl
World Sailing Cup Miami summary in the CEO report; World Sailing Annual Conference Sarasota, FL October 27-November 2; Youth Worlds Corpus Christi very successful, congratulations to USA for winning the Nations Cup.
6. Treasurer's Report Donna Kane
Financial Report – Donna presented – Dashboard with fully supporting documents.
7. Secretary's Report Martine Zurinkas
San Francisco Board Meeting October 11th ; West Coast Summit October 12th
Board Schedule for the balance of 2018 confirmed – December 3rd Conference Call and December 17th Budget Approval
8. Olympic Report Bruce/ Jack
Summary included in the CEO Report – very successful Youth Worlds Team winning the Nations Cup.
9. Old Business -
Strategic Plan Draft was included as a pre-read; comments provided.
10. New Business –
World Sailing Submissions – *Vote #2 Motion to approve, unanimously approved.*
BAR20180710 – WS Submission of Appeal 117
BAR20180716 – WS Rules Submission
BAR20180720 – WS Endorsements for Intl Officers
12. Executive Session –



**US Sailing Board of Directors Meeting Minutes
July 23, 2018
Conference Call**

BAR20180720 –Compensation - *Vote #2 Motion to approve, unanimously approved.*

13. Motion to Adjourn, 9:25 pm
-

Racing Rules of Sailing

New Case

A submission from US Sailing

Purpose

To provide a clear example of how the changes made in rule 21 in 2017 apply in a simple luffing incident that often occurs as boats on starboard tack approach the committee boat at the starboard end of the starting line.

Proposal

CASE XXX

Definitions, Room

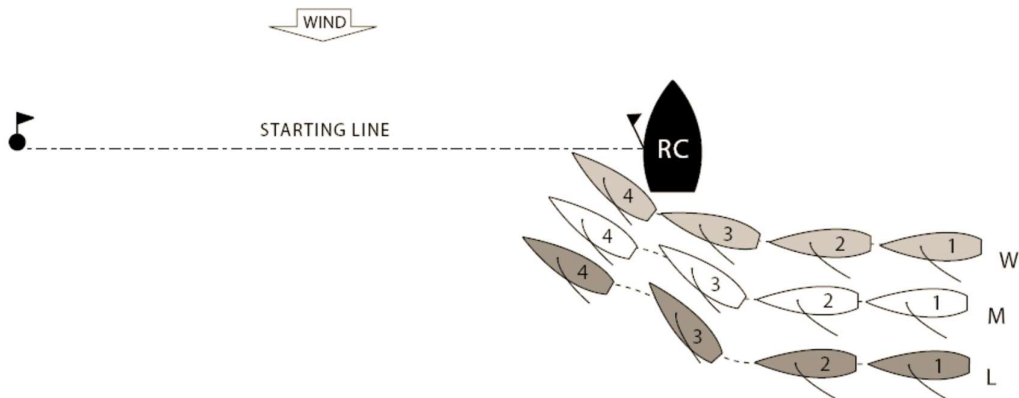
Rule 11, On the Same Tack, Overlapped

Rule 16.1, Changing Course

Part 2, Section C Preamble

Rule 21, Exoneration

When boats are approaching a starting mark to start and a leeward boat luffs, the windward boat is exonerated under rule 21(a) if she breaks rule 11 while sailing within the room to which she is entitled under rule 16.1.



Facts

Three boats, L, M and W, were approaching the race committee signal boat, overlapped on starboard tack, ten seconds before the starting signal. As W was passing astern of the committee boat, L luffed. M luffed slightly but was unable to respond further to L's luff without hitting W. W luffed slightly but was unable to respond further to M's luff without hitting the committee boat. L and M bore away to avoid contact. L protested.

The protest committee disqualified W under rule 11, claiming that she should not have sailed between M and the committee boat and that she was 'barging.' W appealed.

Decision

The race committee signal boat was both a mark and an obstruction for L, M and W (see the definitions Mark and Obstruction). However, because the committee boat was surrounded by navigable water and L, M and W were approaching it to start, the rules in Section C of Part 2 (specifically rules 18 and 19) did not apply. Accordingly, L was under no obligation to give M and W room to pass the committee boat, and M was under no obligation to give W room to pass the committee boat.

At positions 1 and 2, L and M were able to sail their courses with no need to take avoiding action, and could change course in both directions without immediate contact. Therefore M and W were keeping clear as required by rule 11 (see the definition Keep Clear).

When L luffed at position 3, she was required by rule 16.1 to give M and W room to keep clear. This obligation applies even when boats are passing the committee boat and are about to start. 'Room' is the space M and W needed to keep clear of L while also complying with their obligations under the rules of Part 2, which includes rules 14 and 16.1, and rule 31. See Case 114.

M luffed as far as she could without risk of having contact with W. M was also required by rule 16.1 to give W room to keep clear which was the space W needed to keep clear of M while also complying with her obligations under the rules of Part 2 and rule 31. W luffed as far as she could without risk of touching the committee boat which would have broken rule 31. By bearing away, both L and M gave M and W room to keep clear in compliance with rule 16.1.

At position 3, L and M were unable to sail their courses with no need to take avoiding action; therefore M and W broke rule 11. However, as M and W were sailing within the room to which they were entitled under rule 16.1, they are exonerated under rule 21(a).

W's appeal is upheld, the decision of the protest committee is reversed, and W is reinstated in her finishing place.

Note: The term 'barging' is not used in *The Racing Rules of Sailing*. The term is commonly used to refer to the situation where a leeward boat (L) is holding her course and a windward boat (W) sails between the committee boat and L and either hits L or forces L to bear off to avoid contact. In such a case W breaks rule 11 and is not exonerated because L is holding her course and, therefore, rule 16.1 does not apply.

USA 2018/117

Current Position

None. The case is new.

Reason

Two changes were made in rule 21 in 2017. The words 'under a rule of Section C' were deleted and the rule was moved from Section C to Section D. The effect of these changes is that now, when either rule 15 or rule 16.1 applies, the keep-clear boat will be exonerated if, while sailing within the room to which she is entitled under either of those rules, she breaks a rule of Section A, rule 15 or 16.1 or she is compelled to break rule 31. This case illustrates how these changes in rule 21 apply to a simple luffing situation, which frequently occurs as boats on starboard tack approach the starting line. The interpretations and applications of the rules are consistent with those in MR Call B11.

This case also describes what “barging” is. That term is commonly used when describing a windward and a leeward boat passing a race committee boat, a situation that is commonly misunderstood.



Action Request Form

Request No. BAR20180716

Date Submitted: 7/16/2018

Submitted By: Rob Overton and Dick Rose, Racing Rules Committee

Subject: Nine WS Submissions related to the racing rules

Action Requested:

Resolved, that the US Sailing Board of Directors gives its approval to submit to World Sailing Submission of Rules submission as attached.

Appendix L, SI 15.1

Definition Party

Definitions Clear and Mark-Room, Rules 18.2(d) and 18.5

Rule 18.1(c)

Rule 21

Rule 27.1

Rule 42.3(c)

Rule 90.3(c)

Case 132

Member Impacts: Describe below the impacts (i.e. Will it be seen as a member benefit or not? Explain)

Our submissions are designed to provide clear, as simple as possible, rules that help to promote the sport of racing sail boats.

Will this proposal bring in new members? Improved racing rules helps the sport and, therefore, US Sailing to grow.

Mission Impacts: Describe below how and why this creates value.

Positive impact (be specific): US Sailing Racing Rules Committee continues to be a leader in World Sailing committee work.

Financial Impacts: Describe below any expected financial impacts on US Sailing. Include figures.

No impact.

Summary:

Please see attached submission document for further information.

I certify that this proposal has been checked. Governing Documents affected:

Bylaws

Committee Terms of Reference

Championship Conditions

Ted Stephens Act

Regulations

Submitted by:

Dick Rose dickrose123@gmail.com (206) 525 2588

and

Rob Overton rob.overton1@gmail.com (954) 240-3666



Action Request Form

Request No. 20180720

Date Submitted: July 17, 2018

Submitted By: Matthew Hill, Race Administration Director

Subject: Nominees for international race official certification by World Sailing

Action Requested (word this in resolution form):

Resolved, that the Board of Directors endorses the nomination of the following for initial certification as World Sailing international race officials:

Jared Hickman – Seattle, WA – International Judge

Kevin Hawkins – Newport Beach, CA – International Judge

Barbara Caplan – Larchmont, NY – International Classifier, Level 1

Member Impacts: Describe below the impacts (i.e. Will it be seen as a member benefit or not? Explain)

Any perceived positive effects:

Appointment of US international officials reflects well on US Sailing.

Any perceived negative effects: None.

Will this proposal bring in new members?

Yes, _____ Estimated Number No Unknown

Mission Impacts: Describe below how and why this creates value.

Positive impact (be specific): None

No impact (be specific): None

Financial Impacts: Describe below any expected financial impacts on US Sailing. Include figures.

Positive effects: None

Negative effects: None

Summary:

These candidates for have been approved by the Judges and Classifiers committees and are presented to the Board of Directors for endorsement.

I certify that this proposal has been checked. Governing Documents affected:

- | | |
|--|---|
| <input type="checkbox"/> Bylaws | <input type="checkbox"/> Committee Terms of Reference |
| <input type="checkbox"/> Championship Conditions | <input type="checkbox"/> Ted Stephens Act |
| <input type="checkbox"/> Regulations | |

Submitted by: Matthew Hill (matthewhill@ussailing.org)