**SJMYC Bi-Monthly Agenda and Minutes**

**11:00 am, Mar 5, 2024**

**AGENDA**

1. ***Funding:* (Mark - Purser)** – Total funds: $2280.44 (bench fund short; -$246.38.)   
   That leaves $2034.06 for general expenses. Includes recent charges for memorial plaques.  
   Discussion; Members raised concern about cost of plaques.   
   Tony D. agreed to work with to find less expensive options
2. ***Rules (and lack thereof) Recap:***Basics: Starboard, Leeward, Room at the mark and 360 penalties. - 360 alone not enough, you must result in behind fouled boat before next mark  
   Re-emphasis: Members voted that races will not be held up for ‘tweaking’Robust discussion followed with greater (?) understanding of how leeward priority works
3. ***Crowding – Recap:***May 2023 meeting; 13 boats mean +10seconds handicaps.  
   RO is suggested to extend 1st mark to at least 2/3rds of pond (12 or more boats.)  
   Members were reminded that a surveyed majority supported the above
4. ***Club Purchase Considerations:***a. Purchase cutting plotter (e.g., Cricut) that gives uniform larger sail numbers?  
   b. Mylar roll for sail manufacture? Neither of these were enthused over by attendees
5. ***Sunshade and Pond Cleanup:***  
   Discuss.  
   No pond cleanup is seen as needed. The sunscreen can & will be installed in about a month

***5. New Business:(All******)***

* 1. Wounded Warrior request for boat to auction off  
     Re: Charities – members seemed to see that as an individual action, not club overall.  
     Re: Auctions – suggestion was made to offer an hour of sailing with a boat w/ coaching
  2. Joint club actions; Waccamaw, Winding River, Wilmington?  
     Waccamaw demo race will happen on June 1st. Discussion did not result in a strong decision to other joint actions. Commodore will gather contact information & reach out (KVK has info)
  3. Technique tips to share?  
     Example: overly tightened downhaul can restrict boom movement in light winds  
     Future meeting agendas will include offered tips like the above

1. ***Old Business:***  
   1. It was suggested to re-establish meeting for rules & tactics – discuss  
      Commodore will try seek out getting a minimum quorum to set up – ideally on a Wed
   2. Additional sailing for new additions? Saturday? Wed? 60-90 mins before? Little interest
   3. Reminder – 3rd Thu/month ‘Beer Thursdays’ at FOUNDERS – easier parking FYI

**Bonfires**: As it has been difficult to find a day that meets Skipper avail and weather/FireDept requirements, we will AGAIN try to schedule. Attendees had fewer conflicting days on Sat/Sun

**From # 2 above:**

A. Fouled Skipper must call a Foul and require a 360. Offending Skipper must not only do a 360, he   
 cannot continue to next mark until the fouled boat recovers & is ahead. – AFFIRMED

B. Leeward boat must move upwind for a true course to mark. Must the upwind boat must give way to allow said course? Leeward moves up & contacts Upward who does not give way. Who is at fault?

Much discussion – It largely depends upon how & where the overtaking occurs

C. Recent example question from a member:

The wind is coming from the West. The next marker is to the West, a moderate to far distance away. Boat A is closer to the mark than boat B.  Both boats initially on a starboard tack. Boat B is overtaking Boat A.  
  
Boat B decides to tack to port and hopefully pass behind Boat A to complete the overtaking and pass Boat A.  
  
Are there restrictions on Boat A’s actions? Does Boat A have the option to also tack to block (leeward) Boat B from overtaking? If Boat A can tack, what are relevant rules? Must Boat A give way, heading an inefficient upwind course? Must Boat B keep clear of Boat A’s new course?  What are the obligations placed on Boat B's skipper?

Discussion indicated that Boat A does not have a requirement to ‘give way’

Possible relevant Principles:

Starboard priority

Leeward Priority

“Coming out”

Proper distance

True course to mark