

October NEISA Executive Committee Meeting

October 29th, 2021

Action Items

I. NEISA Specific Action Items

- a. Email Martin and Cc Assad and Pizzo regarding thoughts on 14 race max regattas, Saturday only regattas, and different cut-off times for regattas for next year.
- b. Kalin seeking to put together small working committee regarding refreshing the Developing Teams Symposium. Reach out to him to join – Reineck and O'Connor already volunteered.

II. NEISA Action Items Involving the ICSA

III. ICSA Action Items

Motions

- I. Motion to change the Women's Dellenbaugh Trophy at Brown from a women's fleet race to the Women's New England Team Race Championship with 12 NEISA women's teams as a qualifier for the Women's Team Race National Championship
 - a. Proposed: John Mollicone (Brown)
 - b. Seconded: Mike Kalin (MIT)
 - c. Result: Passed by Executive Committee vote 11-0

Straw Poll

- II. Discussion to remove match racing from the Fowle Trophy in response to upcoming SAISA motion at ICSA Winter Meeting
 - a. Result: Support 8-1 to remove match racing from the Fowle Trophy

Meeting Notes

IV. Call to Order

- a. *Kalin*: There are a lot of random scattered topics I put on the agenda. I'll try to keep the conversations within the time frames we've set out. There are so many things on the plate with so many things going on in College Sailing and we have to discuss them to avoid confusion and to be as clear about the direction we're going as we can be. Just a brief note from me, I was just looking over the ICSA schedule which just got published. Nationals date are as follows: Women's Team Race Nationals are April 23-24 hosted by Brown, Annual Meeting is May 15, Coed Team Racing is May 16-18, Coed fleet race is May 19-22, and Women's fleet race is May 23-26. The 26th is a Thursday. I know there's a little bit of concern from some conferences and some schools that say this is too early, and maybe even a petition going around trying to change it. It is what it is, and no matter where you put it, some schools will have exams, reading period, or convocation that they'll have to make decisions on. It's not ideal for everyone but that's the way it is. At this point, those are the finalized dates for Nationals.
 - i. *Assad*: As far as I can tell, I don't think those are changing under any circumstances. Those are well within the Nationals window which we adjusted

recently, and additionally, Southern Yacht Club can't host over Memorial Day weekend, and that's a big reason for why it's so early. That's been a part of the communication since the beginning of the process of Tulane hosting at that venue. So just it is what it is at this point.

- b. *Kalin*: If you think you're a candidate to go to Nationals, communicate that to your team. Taylor, maybe update that on the NEISA schedule right after this meeting.

V. Roll Call of Executive Board

- a. Full meeting attendance is available [here](#)

VI. Format of Women's Dellenbaugh Trophy – John Mollicone

- a. *Kalin*: John Mollicone wanted to discuss the format of the Women's Dellenbaugh Trophy for this year.
- b. *Mollicone*: I wanted to bring up to all the coaches about the Dellenbaugh for the spring. I know that we're looking for a New England Team Race Championship for the women, so we wanted to propose having the Dellenbaugh being the New England Women's Team Race championship. We host the nationals as well, so it would be great to have that event where the nationals are going to be. We would like to have twelve teams, with the same number and format as the nationals, and it's another great team race opportunity that a lot of women's teams are looking for to build up their resume for the team race selection for at large, plus the conference champion gets an automatic berth. We propose ten NEISA berths and 2 invites for a total of twelve. If we think there's a lot of interest from NEISA women's teams and we think there will be more than ten teams that want to qualify, we can reconsider that, but I wanted to get the conversation going so we can get the change made at the ICSA level for the spring.
 - i. *Leonard*: We totally support this and we think it's the right weekend to do this, but I checked with MAISA, and that's the weekend they're planning on having their women's team race qualifying championship as well. So you wouldn't be getting strong MAISA women's teams coming anyway if it were the Dellenbaugh fleet race.
 - ii. *Kalin*: Going off the women's performance rank as a basic guide for what ten teams might be interested, is there a team that's ranked outside of the top ten in women's that might be interested in this? Carter says yes Northeastern, and Jeff says yes Connecticut College.
 - iii. *Assad*: We have one or two qualifier berths from the Duplin.
 - 1. *Callahan*: So that means Roger Williams would potentially be knocked out from the tenth spot then?
 - iv. *Assad*: It's just an idea if we think we need to have a sail-in. If we have more than ten teams that want to do it, we would probably should have people sail-in I think.
 - v. *Bresnahan*: If MAISA is going to have theirs at the same time, why should we invite Stanford and Tulane to our event to make them stronger?
- c. *Mollicone*: We're open to what's best for the conference. If we think there are going to be more than ten women's teams that want to qualify for the national championship, we're happy to do whatever's best. I would like to limit it to twelve teams, and if we think there are other qualifiers along the way, like the Duplin or the Women's Team

Race at BU, we're open to anything. I don't want to make that ultimate decision on how we want to do the berths altogether, I'm just throwing it out there because I wasn't sure if there were more than ten teams that want to qualify. We just were thinking the Dellenbaugh would be a great event as the New England qualifier.

- i. *Bresnahan*: John just listed all the places like the Duplin and BU, and since the onset I've been asking if we could have a Southern New England minor to offset either one of those or coincide with another coed one I'm going to run down here? Instead of just having the women team race in Boston it would be great to have in Southern New England as well.
 1. *Assad*: I think it is likely, and we have talked about hosting something the Wick weekend at Conn, which would be the week after the Dellenbaugh. I need to circle back with Frank and Taylor on that, and honestly, this is also a discussion about what the spring season will look like, and that needs a bunch of work too.
- ii. *Bresnahan*: Is it fair to say that, like I think the idea of having the Dellenbaugh as a team race is a great idea, but it's just the whole two invite thing I'll always try to trip up. We used to do that with the Urn and there were a lot of years we were leaving New England teams on the bench and we weren't growing our district. Anytime we have a New England Champs and invite other teams it just shrinks our district.
- iii. *Legler*: The date and the venue are fantastic. I would like to see a true New England championship with twelve New England teams. I don't want to see two good New England teams being left out, and we shouldn't have to have races that count or don't count or sort of count, so I don't think it's right to have other conferences in our New England championship.
- iv. *Kalin*: I think that was a good little discussion. We don't have to sort out all the little bits and come to terms with a perfect format now, but it's good to get them out there. Are you good with that John?
 1. *Mollicone*: We're happy to do what people want to do. If there's enough demand, we can do twelve NEISA teams which is great, and maybe if it doesn't fill we can invite and open it up to out-of-conference teams, but we obviously need to make this change right away with the ICSEA. It won't be a women's interconference fleet race event, but a NEISA New England championship with the possibility of having open berths available if it doesn't fill. If we think this is the best move for the conference, Justin and I would be talking about this, like where's the best weekend to do this New England championship, because we have to have one. I don't know how much demand there will be for people that want to come to the Dellenbaugh to fleet race.
 - a. *Bresnahan*: Does this mean that the New England championship will always be at Brown?
 2. *Mollicone*: I don't know how we want to tackle that. I didn't think much beyond this spring. Do we want the Dellenbaugh to be the New England

championship and it goes out to bid each year? It doesn't really matter to us.

- a. *Martin*: Generally, no, it should go out to bid because it's a championship, but we currently don't have a framework in place for a women's team race qualifier. This would be a 2022 change with the expectation that we have a framework moving forward.
- b. *Assad*: I think the whole spring season needs an overhaul in terms of what the April schedule looks like because of the implications of the national championship qualification change. I think it opens up opportunity for New England, but we need to get some contingencies in place right now for this coming spring, and then a five-year plan for what it will look like down the road.
- v. *Kalin*: Justin, what's the deadline for the ICSA intersectional schedule? It sounds like removing the Dellenbaugh as intersectional and it would become a New England championship for this year, maybe? So what's the way forward to make that happen?
 1. *Assad*: I have to call Danielle because the deadline for changes was May 1st of this year, but we can pull it off the schedule and if they don't like it, they can create another fleet race for people to sail.
 2. *Leonard*: That's why I called MAISA to tell them we were doing this and they were like yeah, we're going to do the same thing. So what really has to happen is we need to send an email to the ICSA coaches list and tell Danielle what we're doing.
 3. *Assad*: I got all the scheduling coordinators on one email chain with Mitch and Danielle. As soon as this is official, we can communicate that.
 4. *Callahan*: I just want to reiterate what Justin was saying – I think the spring also needs an overhaul. We've got an 8-week season, 4 of them are now taken up by conference championships where it's almost meaningless based on the way we now pick teams going to nationals.
- vi. *Assad*: Should we do a vote on the Dellenbaugh?
- d. *Mollicone*: I propose that we change the Dellenbaugh from a Women's Interconference Fleet Race for the spring of 2022 to the NEISA Women's Team Race championship with twelve berths. I haven't thought beyond next spring. It sounds like there's a chance we might work out the spring schedule going forward and see if this is the best weekend to do it. I think it's a smart move for this spring, especially with the Nationals being at Brown. I would hate to lose the name and prestige of the event so we definitely want to keep the name. Do I care about keeping it at Brown? No not really.
- e. *Kalin*: I think the biggest thing is we need to figure out if it's twelve New England teams or 10 plus two invites?
 - i. *Leonard*: Nobody's going to come and they are going to have it at the same time if we invite them. I don't think people will come even if we invite them.
- f. *Kalin*: I second the motion.

- g. ****Motion passed****
- h. *Mollicone*: It also sound like with MAISA having their women's team race qualifier that weekend, we're going to lose a good chunk of MAISA teams at the Dellenbaugh, so I think it would be a good move.

VII. Update on TIDE – Preston Anderson

- a. *Anderson*: Our education sub-committee will have something to give all teams for them to go through a discussion series in the next week or two. It will look similar to the ICSA discussion series that happened last spring. That should be released in the next couple of weeks and we hope all teams do it. The bylaw change from last spring where we only mandate the representative, and we hope teams do it to participate to DEI and having a discussion series. We are also working towards a leadership transition as we are having graduating reps in the spring, and we hopefully will have that sorted out by the December annual meeting to show who our new leaders are. We'll also have an email going out to graduating representatives to have new representatives in TIDE for the new calendar year. A couple of other notes, US Sailing along with World Sailing is doing a Back the Bid, Sail to LA Instagram media campaign, so I'm encouraging all teams to participate in that. I think there are going to be more teams over the next week, so definitely participate in that. If you have other TIDE questions feel free to reach out to the NEISA TIDE email.
- b. *Kalin*: Thank you Preston.

VIII. Performance Rank Discussion: Weighting of B-level regattas with limited participation; duplicate teams

- a. *Kalin*: This flared up over the last couple of weeks. I apologize that that was a little late with some errors. It was a bit tricky to run it and there was some confusion as some stuff has evolved with scheduling, a lot of multiple teams and stuff like that, so we were working through that to get to the right numbers. Anyone want to bring up any points of contention or things that were out of line with the Performance Rank in their opinion? I can lead some discussion – I know there were some comments about sloop events having a floor of 16, so Harmon and Pine are graded as B events with a floor of 16 so I'm not sure if anyone wants to bring that up.
 - i. *Lindblad*: I would bring up that I think it's not just sloop events, but any event that has less teams than it's getting credit for, I think the way the placings are handled could be done differently. Particularly the performance rank does well for the best teams in most cases, where first at one regatta equals first at another regatta, but where it gets tricky is, if you get 8th of eight at a "16 team regatta" with only eight teams there, you could get last at every race and still do well. Where at a 16-team regatta with legit 16 teams and you get 8th or 9th place it's good, but you get less points than a team that just beat nobody. That happened at sloops, but it's also happened at other events. One solution for that is to scale the event – 16 teams, if 8 show up, each place is worth about 2 spots. So, if you win you get first, but if you get last, you get 16th. If you get fourth, you get 8th or 9th or something equivalent.

- ii. *Kalin*: So, B-level events without attendance, the winner should be rewarded the same, but people finishing down the line, their score should start dropping more quickly.
 - 1. *Mollicone*: We're doing the match racing out of 16 even with eight teams, why does single-handed New England's only count the number of unique teams and there's no floor for that as well to match what we do for match racing?
 - a. *Bresnahan*: The difference is that your single sailor for lasers would be affecting your score drastically, where with keelboats you have 3-4 starters that are there. When we had that discussion that's how we got to that. Not to screw the laser sailor, but that potentially was one laser sailor. Ultimately life is about choices.
 - 2. *Kalin*: Thanks Jeff.
- iii. *Pizzo*: I like Greg's suggestion that we get a list going and have a committee do some work on it as opposed to an open grievance about the performance rank about everybody.
- iv. *Assad*: I do think it's important for input from the conference. I was thinking about this, and I think most of our A events had multiple teams from the host this fall in September, and Captain Hurst had three berths, the Stu Nelson wasn't full, and the Danmark was the only regatta that was full in the fall. Most of the competition for this goes towards spring team race selection, and I know the match race and keelboat events and singlehandeds are competitive, but we count five weekends, two of which are pretty much required for the ACC's, ACT's, and the Schell, so those other three weekends are three more weekends with scoring opportunities. I'm unclear why we're still counting those events in scheduling rankings? I know teams use some of their top players at those regattas, but I'm still unclear as to why. There are plenty of other weekends to score? I don't understand why we count those events in doublehanded selection?
 - 1. *Bresnahan*: We used to count 7, then 6 plus the Schell, then 5 plus the Schell, then the scoring was the same for 4 plus the Schell, and I proposed that going into next year that we do 3 plus the Schell, and that would probably solve much of this. The results don't change last time I presented this. I propose to count less events.
 - a. *Reineck*: I don't think that's going to solve the problem that's been presented. You're going to have a lot of teams getting a low finish at a B-level event that's fewer than 16 teams that's going to be their biggest score of the year. Those teams will get those scores, and teams will be 17th/18th at the Schell and they passed everyone that couldn't get a berth at a smaller B-level event.
 - b. *Bresnahan*: I don't really know what you're losing at that point. Once you're below 14, the rank and the choosing you're getting,

and as Justin pointed out, we had big regattas that weren't full this year, so really the only thing the performance ranking does now is qualify the top ten for team racing and also a Danmark berth but we have sail-ins now. The fight below 14 for the performance rank is really not a fight there anymore because there are so many events that are open.

- b. *Kalin*: An email will follow up with this and the performance ranking committee will meet, and everyone can describe their gripes not in front of a huge audience, and we can do that more effectively.

- i. *Bresnahan*: I didn't have a gripe, mine were just all facts.

IX. Scheduling Concept Previous – Taylor Martin, Frank Pizzo, and Justin Assad

- a. *Martin*: I can talk to some of the problems we're trying to solve and the process we're going to go through to get there. We've taken a lot of feedback as we're coming out of COVID from everyone in terms of trying to find a different way forward that is more equitable for our athletes and manageable for coaches and budgets. A couple of things we're trying to fix. One is we're trying to look at the whole schedule and make sure the events on the schedule are correct and that we have the necessary capacity on the schedule, and that the events are in the correct venues. Another thing we're trying to fix is making sure that where that capacity exists matches the competition in the conference so that we're providing the teams vying for nationals berths enough opportunity to sail against the teams that they need to beat in order to get those nationals berths by selection because that's a new process now and we want to make sure the schedule is representing the new nationals selection process. Greg always says, "Every weekend matters now", so we want to make sure that the competition we're having reflects that. The last thing and the big thing we're trying to figure out is, the amount of burnout we're seeing across the schedule because there is a qualifying event pretty much every weekend. That was especially worse this fall because we did not have an accurate performance rank that we sailed off of, so we want people to keep that in mind that the schedule this fall was different than it should be. We put a lot of weight in teams 1-16 in the performance rank and making sure that our qualifying process is not every single weekend like it was this fall. Early season, our goal is to get down to, for the September, in season portion, the potential for one-day Saturday only regattas. The way we're going to make this process work, and we will have our annual meeting the first Saturday in December, our scheduling meeting is the weekday following that, and we will have, for the annual meeting, a schedule that will be voted yay or nay. Along with that schedule will be a slate of changes in terms of how like, second teams are handled at regattas, in terms of how the schedule is written, in terms of how the events themselves are run, so some of those limits we have been working on – 14 races, different cut off times – and there have to be a fair number of adjustments if we're looking to satisfy some of the big-ticket complaints from teams moving forward. I don't expect this to be a seamless or comfortable process. If we are trying to make changes to the schedule, there's always the possibility that there is not appetite to do anything different right now and we will sail a similar schedule that we've always sailed. Next week or the week after next, our scheduling committee will publish a framework for a

different version of the schedule than what we've seen before, at which point we will open up suggestions, gut reactions, straw polls from the conference, about whether or not the conference would support this sort of change to the schedule. Then we'll go from there and tweak it to a point where, nothing changes, or there's enough teams that like it and we feel comfortable bringing it to the annual meeting to vote on some changes. We're not going to try and sit on Zoom calls for three hours a week and get input from everybody on everything. Our goal is to provide our recommendation as a scheduling meeting with all the input we've gotten from most of the coaches in the conference, and once that framework is out, we'll ask for some input and go through at least one or two iterative processes, hopefully one of those processes will be in-person at Jeff's chowder meeting. Then we'll go through a couple iterations where to a point, by the November NEISA meeting, we will have a final thing and can talk about how we got there and whether we're comfortable bringing it to a vote at the winter meeting. The next step is for everyone to email me their thoughts, and then we will then publish a framework to work forward from in the next couple of weeks.

- i. *Assad*: Copy Frank and I on your thoughts there.
- b. *Martin*: The scheduling committee is me, Frank, and Justin right now. So, if you're panicking, email the three of us and you can Cc Mike on the emails.
 - i. *Lindblad*: Can we talk a bit more about this meeting that will happen? It's been a really important and productive thing for our conference traditionally to have a November meeting during the week during the day that people can go in person. It's COVID, so maybe we do it online during the week and during the day. Any plans for that already?
 - 1. *Bresnahan*: I don't think doing it on Zoom is productive, just because we can't get everybody's attention and with some of these items we should come up with an agenda. I asked Greg if we could Sabin Hill on Wednesday or Thursday, the 11th or 12th of November, and we could do a 10:30 to 4:30 type thing with an agenda. If we all have to wear masks, we should wear masks. At times we need to roll our sleeves up and get something done.

X. Selection Committee Discussion: Nationals berths and nominating committee

- a. *Kalin*: Brief Q and A about selection committee issues. I made a somewhat tongue in cheek comment on an email suggesting that the selectors must have considered something outside of the ICSA results to come up with those singlehanded picks, and I know that's false and they don't use that, but they did such a good job getting the most talented laser and radial sailors that they had to have other insight, but I probably shouldn't say that as the commissioner of NEISA. Greg wanted to set the record straight and entertain any questions about the selection committee, what it is, what it isn't, and any confusion we might have going forward. We're probably $\frac{3}{4}$ of the way through of dinghy selection. It hasn't officially happened, but the results are in, and the work of ranking your team is probably $\frac{3}{4}$ of the way through, so any lingering questions or concerns about that process? Greg you've probably been fielding a lot of this questions. Are there some clarifications you want to make about misconceptions?

- i. *Wilkinson*: In the fall, the biggest misconception is that people didn't totally know what the committee was looking at. For both singlehanded and match racing they looked at current year results in those disciplines and past years results in those disciplines, as well as current and past year doublehanded results. I heard a lot of question about that. They didn't do outside of college sailing stuff. The process is also really scripted where they can't skip over somebody's results at a conference championship to take somebody. So if you take the 4th place finisher you have to take everybody in front of them.
- b. *Kalin*: Any questions or concerns?
 - i. *Bresnahan*: I think that just brings up an interesting question Greg, so do you think the Schell and the Urn are our New England conference championships? Where do you think the Schell and the Urn fit into that? They're in theory our fall New England championship? Is what we're racing for this weekend the New England Conference Championship? How heavy does the Schell and the Urn weight for selection? When Mike says things like, we are 95% of the way through and we have one event left and we're talking about team racing in the spring, all of a sudden, the Schell and the Urn become pretty valuable events. We know you can't take the 5th place team in a conference championship unless you take everybody else.
 - 1. *Wilkinson*: I was talking about singlehandeds and match race selection. This years Schell and Urn will count towards next years singlehanded and match race selection. Because for this years singlehanded and match race selection, the selectors are looking at the current year's performance and past years' performance, and they make those selections in early October. This year's Schell and Urn could impact next year. We're mixing and matching a little bit, because Mike was talking about fleet racing data that the selectors will look at is mostly in. That's because most of the fleet racing over the course of the year has already happened in terms of top level interconference events. The events that remain for the fleet racing are the Schell and the Urn, there's the NEISA Dinghy Championships, and whatever other spring fleet racing regattas there are, but in the past there have been far fewer than in the fall. So, when they get to this in the spring, it's already in.
 - 2. *Kalin*: I agree with what Greg said. Mike O'Connor also asked about the Urn being a conference championship. Is there more to that?
 - a. *O'Connor*: I was just setting the regatta up on Techscore and needed to pick a category, and I chose conference championship because I think it's the fall conference championship.
 - 3. *Kalin*: There are no nationals berths being awarded to the winner of the Urn or the Schell.
 - ii. *Callahan*: I just think we should use the Schell and Urn as our conference championship selection for the spring.
 - 1. *Leonard*: I agree.

2. *Legler*: The Schell and the Urn have been known traditionally as informal fall dinghy championships. They got elevated about 10 years ago to fall dinghy championships with no nationals implications, just as the fall championship, that's all.
- iii. *Assad*: Jeff referenced not being able to jump finishers at conference championships, that is only at singlehandeds and match racing. For fleet racing, because there's so much more data, that provision doesn't exist.
- c. *Kalin*: So, Amanda and Zack, interesting comments about the Schell and the Urn and that will be something to discuss at the winter meeting. We can't change it for this year.
 - i. *Martin*: We talked about that last year when we were looking at the schedule, and the resounding consensus from that group like Jeff, Justin, and Frank, maybe Greg, was that we wanted to see how the selection process would work this fall before we made any changes. I think we did talk about that and it has some merit, but we wanted to see how selection would work before we made sweeping changes before the system had the chance to run a year.
- d. *Kalin*: From Justin, Zack, Amanda camp, what's the advantage of that over having a spot in the spring?
 - i. *Callahan*: We could use that weekend for some type of development. The only team that benefits is the team that wins the event. In the spring we have so few weekends we could use it for something else, team racing perhaps.
 1. *Assad*: The team that wins New England's is almost always going to have already qualified unless the #14 team has some incredible New England's and wins. Anyone else who has potential to win has already qualified and probably hasn't qualified outside of the top half of any fleet race this year. We'd be better served awarding our conference championship berth for fleet racing this weekend, or to the performance rank champion from the fall, and then having a fleet race event in the spring that's meaningful for bubble teams trying to qualify for nationals, rather than having a New England championship that pulls a bunch of teams that will be prequalified, another weekend of fleet racing.
 - a. *Martin*: That's exactly one of the things we're trying to look at in the schedule. Teams need opportunities to beat teams that they are similar to. Like sailing 1-25 won't matter that much, but an opportunity for teams 12-18 and for them to compete against each other in the spring especially makes a difference potentially.
 - e. *Kalin*: Understood. I'm glad this all got brought up but it seems like a direction we want to pursue. I'm going to wrap up this discussion unless there are any other questions.
 - i. *Mollicone*: I have one question, when does the selection committee release those rankings for the fall season for where you stand for fleet race rankings for coed and women's? Are we supposed to get ranking data soon?
 1. *Wilkinson*: We'll get that after the season ends, so hopefully in the coming weeks, but everyone should understand that all that that

ranking data is going to do in the spring is going to give the selectors the field of teams that they should be reviewing. That's all it does by rule. They can use it, should they choose to trust that system, any individual selector could use that as a major or minor data point if they want to. By rule, all of the competitive strength ranking is going to do is give the selectors the full field of teams to look at. It will give around 40-60 teams to look at.

2. *Kalin*: I didn't realize they were releasing that.

XI. Upcoming SAISA motion at ICSA Winter Meeting to remove match racing from Fowle Trophy

a. *Kalin*: Ward Cromwell and Scott Ikle brought up that it's time that college sailing finally gets rid of the bill of goods they were sold many years ago switching over to match race format. I think that SAISA is probably seriously going to put in a motion to remove match racing from the Fowle Trophy. I don't know where we all stand on that.

i. *Leonard*: I don't have a strong opinion on this, but I did speak to Mike Callahan, and he did say that MAISA is not going to support that.

1. *Wilkinson*: I think that that's true. He was at the event in San Diego several years ago and at the time it was his favorite college regatta he's ever been to, but he hasn't been back since.

ii. *Callahan*: I don't feel super strongly either, but I think I'm in favor of getting it out of the Fowle Trophy.

iii. *Assad*: What's the argument for keeping it in the Fowle Trophy besides the fact that it's always been part of it?

1. *Leonard*: It's such a small proportion that it rarely impacts the result.

iv. *O'Connor*: But the point is, it shouldn't impact the result at all because we don't do it on a regular basis. Why do we have a championship in a discipline we don't compete in ever?

b. *Kalin*: My recollection with some of the things that have gone on with sloops in the past few years is that fewer and fewer people are willing to take on the responsibility and the effort required to run a successful qualifier. Nobody has these types of boats. A lot of resources being put into a single event, and people are questioning the payback and the mission of New England sailing and college sailing.

i. *Assad*: We have two venues capable of hosting a match race championship and they refuse to do it because it's too much work, and there's no other college sport where there's absolutely no regular season and a national championship. I think it's a distraction. We should take all the keel boat stuff that happens and make it its own league, those kids are kind of 50/50 in or out of our dinghy teams depending on the program, and make it its own league and have a separate national championship based on performance at the MacMillan Cup, matching, and get those ocean racing guys involved and do something totally different. That's what it should look like. All of these regattas are dragging us down. They're not college sailing, and it's silly to lump them together as one thing and get the liability for when shit goes bad at those things out of our hands. They're serving alcohol at those regattas.

1. *Wilkinson*: Crusade to eliminate the match race championship.

- ii. *Assad*: We've invested time and money in it, and to do so, our team is pretty well funded, and to be competitive in it we were flying to California to compete in US Sailing events and private match racing and that was the only way to be able to practice and compete to get ready for the national championship, and it was cool when we were doing it, but I don't think most teams have access to that and I stand by my previous statements. The two venues that could host don't want to, and I don't see why we're doing it if that's the case.
 - 1. *Wilkinson*: Who are the two venues that could host it but don't?
 - a. *Assad*: Coast Guard and Maine Maritime. If we could run the Pine and Harmon as much races, but we don't want to because it's too much work.
- iii. *Legler*: There are occasional other venues. We were going to host New England's until Coast Guard came along and said, "We should host because we have J70s, so I said fine, we'll host next year in Marblehead.
 - 1. *Assad*: Most of those other venues, like when he hosted match race at Sail Newport, the boats were uneven and the bottoms weren't clean, and we had a host of other issues where we were trying to host a national championship at a site that wasn't a college sailing venue. We're limping along with this thing hardly anyone participates in. I still don't really get it.
- iv. *Kalin*: Can we run a quick straw poll on that to feel where people are at on that?
 - 1. ***Straw poll supported removing match racing from the Fowle Trophy 8-1***

XII. Developing Teams Symposium

- a. *Kalin*: This was traditionally an afternoon exercise after the winter meeting when it was in person at MIT. Last year we tried a series of one hour symposium things, and it was a lot of work to present for only three to four people showing up. So that obviously is not what we're looking for. Does anyone want to serve on a small working committee with me to figure out where this should go and on how to do that in a more successful format?
 - i. *Reineck*: I can probably be on that. Looking at the performance ranking, it doesn't look like there are very many teams to serve here. Wesleyan and Williams are the only new teams who have a performance ranking, no one else is sailing, so it doesn't seem that there are a lot of customers for this right now.
 - ii. *O'Connor*: I'm happy to help with that.
- b. *Kalin*: We'll touch base and figure out what we could offer as an alternative or how we can go forward with that.

XIII. Drone Use Discussion: Rules are Regulations

- a. *Kalin*: Something David Thompson brought up a few years ago, the use of drones for coaching at events. We've done a lot of discussion and I can't recall if ICSA passed any rules regarding drones, just wanted to get people's thoughts and feelings. I know drones are cheaper and easier than ever now, so wanted to know people's thoughts on the use of drones for coaching at events.

- i. *Bresnahan*: Having been involved that discussion where all of a sudden, we were slapping rules on drones when we should've been handling ICSA business and real stuff, what came from that was, that if you're at a site, and you just need to share with a person. The whole thing of uploading it to a fictitious site where somebody then would have to take time out of their day to upload it for somebody else, that's like big brother. That's like Mike filming your chalk talks because it's not fair you get to speak to your team. If we're at a site and 18 drones want to go up, whoever the ICSA rep or NEISA rep is should say, is it possible to do different altitudes, or we're only going to film one thing and upload the footage. The drone shaming that's going on, like it's technology, and everyone relax just a little bit. If people want to share their drone, great, but getting beat up because somebody has a different angle, just everyone take a step back and relax.
 1. *Martin*: I second Jeff's proposal of "relax".
- ii. *Reineck*: I'm for using technology to further our sport, but I have some concern about drones operating too close to races and maybe we need some guard rails about how close people can get. I don't think sharing footage after the fact is the right solution here. I don't think saying people can't coach from drones is the right solution either, and the willingness of some coaches to share what they're seeing is great. If you're in a coach boat, you're far enough from the course where everyone has an even view of what's going on. Similar thing with drones where if you have to be a certain distance from the course that helps with access being unequal.
 1. *Bresnahan*: Your point was safety, you're worried about getting hit by a drone, and in the end, you switched it to access. If you're concerned about safety, ok everyone fly the drones higher, but the access thing is, its technology that people are taking advantage of. So, is it safety, or is it access?
- iii. *Reineck*: There's a third thing where I don't think it should be close enough to be distracting the sailors either. If someone is operating their drone really close to you, that's going to draw your attention.
 1. *Leonard*: How many of you guys remember when the professional flown drone from nationals flew into the mainsail of the 12 meter in Newport and landed on the deck right next to the sailors working on the boat? Very dangerous.
- b. *Kalin*: There are no rules and regulations regarding drones?
 - i. *Leonard*: You can outlaw it at your facility which we've done. I wish everyone would.
 1. *Kalin*: So, if it's written in the sailing instructions that you can't use a drone, that has to be obeyed?
 - ii. *Leonard*: ICSA has a database where hosts can put their drone policy, it's either yes or no. That's there.
- c. *Kalin*: I mentioned that to Jeff, and he said 499 grams, the mass of the drone for registration. I briefly looked up the FAA regulation for flying. At MIT we're particularly

sensitive because we're within 5 miles of Logan and we don't want to get in trouble for endorsing use of drones, but correct me Matt and Fran, but I believe our answer on drones is it's against the law.

- i. *Charles*: Yeah, we've already banned it in our sailing instructions.
 - 1. *Bresnahan*: I find it hard to believe how you can ban something. If you make rules, you have to be willing and able to enforce them.
- ii. *Kalin*: So, if the state police stop by our dock and question whether those are our drones, we can say they're not ours and we do not allow them. So if you find someone doing that, go and arrest them because it's not under our watch.
- iii. *Leonard*: If someone flew a drone knowing it's against the rules, that's a fair sailing situation. They could get in a lot of trouble for potentially breaking the rule.
 - 1. *Reineck*: We're talking about having outside people flying drones. An alum is not under the purview of the sailing instructions.
- iv. *Legler*: You can still get in a lot of trouble. Emmett was flying a drone a year or two ago at Harvard, and someone from the FAA or something came in and said stop that right now or else you're in big trouble.
 - 1. *Leonard*: Our facility is half a mile from our airport and our neighbors are close together and don't like the idea. So, we would definitely institute a fair sailing protest against somebody who knew they were operating a drone for their benefit.
- d. *Bresnahan*: It's just the whole "you'll get in a lot of trouble" thing. I'm next to a sub base and I'd love to see someone shoot my drone out of the water. I understand Zack and MIT's points, but forcing it and making up rules and rules being vague where all of a sudden, the conference commissioner is going to slap rules on a young coach who is trying to figure out college sailing, the wounds are still deep. So just be careful making rules where we could just put a thumb on someone's forehead because you don't like them.
- e. *Lindblad*: I think that one of the things about drone use, is if you're going to fly a drone at an event and people ask for your footage, you just give them a link to a drop box or just somehow make it available. It's not help them at the event, but it may be a nice teaching tool later and it's a nice courtesy, and we still have some programs that may not have the budget to support drone use, so that should continue unless there's a real strong sentiment not to do that anymore.
 - i. *Bresnahan*: I would suggest we then start limiting how many sets of sails to buy, how many boats to buy, how many coaches to have. I understand the drone thing, but there are some leagues and sports that limit the amount of money and number of coaches, and so we're all fighting against teams with way too much. There are a lot of other things to focus on.
- f. *Lindblad*: It's pretty universal in college athletics that teams share footage from games, and it's the standard at many events that it's the host's responsibility to provide game footage to the visiting team. We obviously don't have that specific thing. As a courtesy, it seems like a nice thing to have that be our standard. If you don't want to participate in that Jeff...

- i. *Bresnahan*: I'm just telling you you're opening the door. I get it, you're supposed to exchange stuff. But having someone go drone and then go home, and say, you can't look at it until you share it with everyone else... I like your thing, like when you get to it just send it out.
- g. *Kalin*: I think the overpowering thing is that a host can put in their policies and everyone has to obey them.

XIV. Rule 42 and Individual Recall "Attempt to Hail" – Fran Charles

- a. *Charles*: I can talk about OCS. This past summer I took a couple of US Sailing race management seminars. They are being told to teach a certain style of OCS by World Sailing where you simply fly the X flag, make a sound signal, and write down the numbers. The way we play our game, even though it's fairly easy to identify who the infringing boats are, is different than the way our leading bodies of the sport are asking us to play the game. I wonder if we should move our direction on a national scale, and perhaps on a regional level first, to simply fly the OCS flag and make a sound signal that's different from the sound signal we use for a start, and identify people on an iPad or write it down and give them a big penalty. There is certainly some unfairness in the way we hail numbers, such as who gets hailed first, who gets hailed maybe 20 seconds later when you finally see behind that last mainsail, and it's not exactly fair. I wonder if we should consider trying to make our sport look more like the rest of the way the world is going with it. Just like to open that up.
 - i. *Callahan*: I think we do a ton of things differently in college sailing in terms of race management from the way US Sailing prescribes we do them. While it is unfair one boat gets called before another boat, it is more fair than if they get an OCS at the end of the day, and if they come back late, they still have a chance to get back in the race. I personally like the courtesy of calling boats back. At the end of the day, we know it is each boat's responsibility to know whether or not they were over early.
 - ii. *Leonard*: The other difference between us and other regattas is we don't have throw-outs. I think that Fran's proposal would make sense if had throw-outs.
 - iii. *Reineck*: I think for a lot of the lower-level events, it's as much a learning experience as anything for the sailors. Calling them over so they know and can learn is good at lower-level events.
 - iv. *Kalin*: Fran can you clarify something – you're saying the race committee flies a flag and writes numbers down, can they clear themselves?
 - 1. *Charles*: Yes, it's their responsibility to clear themselves and start correctly. When all boats have started correctly, the flag comes down. The way we're doing things is starting to evolve quite a bit in a different manner than the rest of the sport. As Zack brought up, we don't have a throw out race, maybe we should? Maybe we should have an Oscar flag like they do in many classes and allow people to go wild in over 15 knots of breeze. We are starting to look more and more different than the rest of our game and I wonder if that's healthy.
 - v. *Leonard*: At every keelboat regatta, the OCSs are broadcast over the radio.
 - 1. *Charles*: Yes, but that's not going to happen for long, they're changing it.

- vi. *Legler*: Personally, I'm not a fan of everything that World Sailing does, our sport is incredibly diverse in terms of boats and conditions, and we need some flexibility where the rules allow. For instance, to allow changes to Rule 42 for some classes. We've done a good job of changing Rule 42 to meet our needs. When it comes to recalls, World Sailing doesn't have a one size fits all. They are adamant against the I flag, for example, which I think works fantastic. I don't think we need to standardize how every rule is considered when our sport is incredibly diverse in terms of classes and venues. I think we've got it right the way we're doing it now.
- b. *Kalin*: What do the Olympics do now for individual recalls?
 - i. *Charles*: They did a percentage penalty in many of the races, and they also had a black flag penalty if you were over. Essentially, they start cleanly at the Olympics. Everyone knows it's a very severe penalty to start early. You're talking about a field of competitors pretty similar to college sailing. They were in the 12-22 boat range in number of competitors. I'm just suggesting, I'm not saying World Sailing always gets it right, I'm just saying we're starting to look more and more different than what the game is played at bigger events. Maybe should get back to the old 42 and have the go wild Oscar flag in some conditions. It would change our game dramatically, but we might be more similar to the way the game is played in the rest of the world.
- c. *Kalin*: We certainly couldn't get away with the whole change. Is there an event we could use as an experimental event to try out different concepts where the stakes aren't as high and people would be willing to try it out to see how it works? Can anyone think of an event?
 - i. *Legler*: Any event at MIT!
- d. *Kalin*: Any other suggestions? I know Greg says every that weekend matters and that's kind of true.
- e. *Lindblad*: While we're talking about crazy ideas why don't we come up with about a better way of starting in general! Like, sighting down a line seems pretty antiquated, feels like World Sailing should just have a manual race committee. Just put some kind of positional thing on a bow of every boat, and if a buzzer goes off, then you're over.
 - i. *Leonard*: MIT should be able to figure that out. That would be amazing if that were the case.
- f. *Kalin*: I'm assuming Ken's suggestion of making MIT regattas that way, there would be objections to switching the rules for this weekend. I think we're over time, and it doesn't sound like we'll get to any productive conclusion right now. Are there other issues we wanted to clean up with protocols and race management? Is that worthwhile to look into? I think people are toast right now.
 - i. *Assad*: I think that with umpire and fleet racing, I'm hearing a little more about that being introduced and looking into again.
- g. *Kalin*: I think people have reached the end of their attention and are checked out. I think this will have to continue as a discussion. Maybe I can look into some practices and look into a committee to look into advancing race management and best practices and

presenting that at the winter meeting. I'm going to wrap this up. I apologize for going over, and thank you for your time.