

INTERCLUB CRUISE

MINUTES OF ANNUAL MEETING

BUFFALO YACHT CLUB, BUFFALO, NEW YORK

Wednesday, February 4, 2004

The above-referenced meeting was held commencing at 7:00 p.m. in the dining room at the Buffalo Yacht Club, Buffalo, New York. Those in attendance are on a roster attached to these minutes. All participating clubs were represented except DYC.

2003 Chairman Gary Fritts (EYC) called the meeting to order. He had everyone in attendance introduce themselves and then appeared to be relieved as he “passed the gavel” to 2004 Chairman Dan Ward (BCC) who proceeded to conduct the rest of the meeting.

Dan’s first order of business was a very fitting tribute to Bob Graf, owner/skipper of Bear who was a longstanding member of BCC and BYC (past Commodore) and who, for years, participated in the Cruise (overall winner in 1968 and 1976; and 1998 recipient of our Jim Rhoads award). Bob passed away and a very sentimental moment of silence for him was observed.

Minutes of the 2003 meeting had been prepared and circulated. The Minutes were unanimously approved.

Chairman Ward next specifically thanked last year’s Chairman, Gary Fritts, and perennial workers Jim McBrier, Chuck Chilcott (Race Committee Chairman and operator of one Race Committee Boat) and Bob Ihrig (Race Committee and operator of the Interclub Cruise Flagship Race Committee boat). In addition, Diane Mitra and Cynda Espy were recognized for their volunteer service.

A slate of officers for 2004 was next discussed. The following slate was nominated, seconded, discussed, and then approved unanimously:

Chairman.....	Dan Ward (BCC)
First Vice Chairman.....	Ted Johnson (BYC/BHSC), Chairman of 2005 Cruise
Second Vice Chairman	Louis Johnson (BHSC), Chairman of 2006 Cruise
Treasurer	Jim McBrier (EYC)
Secretary	I. John Dunn (EYC)
Cruise Coordinator.....	Diane Mitra (EYC)
Registration.....	Cynda Espy (EYC)
Eligibility & Ratings.....	Race Committee
Race Committee Chair.....	Chuck Chilcott (BHSC)

Committee Boat	Bob Ihrig (BHSC)
Protest	Dave Haller (EYC), Chairman; Dave Block (EYC)
Program/Printing.....	Jamie Taylor (EYC)
Publicity	Diane Mitra (EYC)
Cruising Fleet-Monohull.....	Hadley Jackson (PDYC)
Cruising Fleet-Multihull	Chad Klahr (EYC)
Awards & Flags	Jim McBrier (EYC)
Web Site.....	David McBrier (EYC)

Next, Jim McBrier gave his Treasurer's report on a four-column worksheet covering 2001 through 2003 on an actual basis and 2004 on a budget basis. He also provided a cash flow report for the immediate past years. These are attached to these Minutes. Treasurer McBrier's report was approved including last year's operations, this year's budget and an increase of this year's fee to \$125 per boat.

Gary Fritts then gave a report on last year's regatta. It was a great year. He again thanked everybody. He liked the daily presentation of flags. He suggested that we get a microphone or bullhorn for flag presentations so that the Chairman could be better heard. He expressed concern about finding ways to make the Colborne stop feasible financially to Colborne without directly charging slip fees to the participants. More on this later.

Next Chairman Ward discussed, in general terms, the 2004 and 2005 race courses. He expressed concern that the fleet was not able to include Dunkirk in its itinerary. In addition to the depth problems, customs was raised as a deterrent. After a somewhat lengthy discussion, it was determined that we cannot put Dunkirk on our itinerary until Dunkirk succeeds in getting a video port of entry (at least) since otherwise a drive to Buffalo or Erie was necessary to properly enter boats into the U.S. Federal Form I-68 might work but it also is a burden. It was agreed that we all should support Dunkirk's getting its customs problem resolved and that our officers were authorized to write letters in support of Dunkirk. Hopefully, when the customs issue is resolved, water levels will be up and we can one day again return to the port and facilities of one of our original member clubs, DYC.

Next occurred the evening's longest discussion: how to get revenue into Colborne's hands so that the discounted slip fees which Sugarloaf Marina grants us can be paid from event revenue held at Colborne. Apparently at Colborne Sugarloaf's sailing club, in conjunction with Sugarloaf Marina uses the revenues from its events to pay the reduced slip fees at Sugarloaf Marina. During the last few years, they were short of enough revenues to break even causing a burden on the Sugarloaf Sailing Club. It seems that unless there is a premier event, such as a lobster bake at Sugarloaf, there has not been enough participation in lesser events to resolve this problem. Several options were considered including requiring crew members to buy \$10 bracelets, further increasing the annual fee, getting Sugarloaf to host more spectacular events, providing a live entertainment budget to Sugarloaf and simply providing an outright stipend to Sugarloaf each year to cover any loss. The discussion ended with a resolution proposed by

Secretary Dunn which was seconded and unanimously approved that Sugarloaf simply account to our Board each year the results of its operations for the preceding Cruise and if any reasonable deficit was responsibly reported, the Cruise would reimburse Sugarloaf for that deficit. This sort of thing has occurred in the past where clubs with expenses but not adequate revenues were appropriately covered.

The foregoing discussion was concluded as our dinners (previously ordered during the above discussions) arrived. The meeting was temporarily suspended. The next topic of discussion was whether there were boats at PDYC who could not get dockage and had to find and/or pay for slips elsewhere. Robin McFarlane (PDYC) asserted that PDYC had not turned away any boats. Those boats which did not slip or raft at PDYC had apparently volunteered to raft or slip elsewhere. Some of the multihulls were rafting further up the Lynn River and occasionally some boats slipped down at the Port Dover Marina. It was observed that although this could become a problem, it was not yet a problem and, in fact, nobody was complaining. Therefore, it was agreed that we would simply monitor the issue each year and if it ever became a problem, we would address it (possibly with some sort of reimbursement to those boats who were forced to pay for a slip).

Next, the 2004 course was discussed in particular. It was noted that the 2004 race course agreed upon at last year's meeting was no longer feasible due to a large wedding in Erie on June 26. Consequently, the 2004 race course was modified and agreed upon as follows:

Date	2004 Race Courses
June 26	Erie to Dover
27	Dover Triangle
28	Dover to Colborne
29	Colborne to Buffalo (downtown)
30	Buffalo (downtown) to Abino

The Commodore of the Buffalo Yacht Club assured everyone and was even equipped with a site plan showing that the Buffalo Yacht Club could accommodate 60 guest boats. This news was well received both for 2004 as well as future courses.

Next, the course for 2005 was discussed and the following course was agreed upon:

Date	2005 Race Courses
June 25	Buffalo (downtown) to Abino
26	Abino to Colborne
27	Colborne to Dover
28	Dover Triangle
29	Dover to Erie

It was again made clear that no one was trying to exclude Dunkirk but for obviously practical reasons, we could not schedule Dunkirk.

Entertainment at the various venues for 2004 was discussed. Diane Mitra indicated that Erie would have a Friday night party, band, cash bar and cash meals. Erie would probably provide a margarita party. There would be a cash breakfast in the morning. There might also be free beer Friday night.

Saturday night in Port Dover we would be “on your own.” Sunday morning there would be a full breakfast. After the Dover Triangle, there would be entertainment, the BHSC rum party and a fish fry. On Monday morning, there would be a continental breakfast.

On Monday night at Port Colborne, there would be mussels in their new pavilion and a steak fry. The Cruise was to presell the steak fry tickets as best they could in an endeavor to help funding at Colborne. There would be coffee and donuts on Tuesday morning.

On Tuesday night, the Buffalo Yacht Club dining room would be open. There would be wings and some live entertainment. There would be breakfast on Wednesday morning (full breakfast upstairs and a continental breakfast downstairs).

On Wednesday at Abino, the awards would occur as soon after the end of racing as possible so boats and crews could start home. There would be finger food and probably beer at the awards ceremony which would be in the new dock house. There may be some new docks in place. Buffalo Yacht Club (summer station) made it clear that slips would be available there as well. The BCC dining room would be open and no “coat & tie” rule would be enforced.

Diane Mitra next discussed sponsors for events and publications as well as banners at each port and website exposure. She encouraged everyone to get available sponsors signed up.

Jim McBrier discussed again that our 50th anniversary is coming up. He previously indicated that through budgeting, he is hoping to have around \$15,000 cash reserve by our 50th so that we could do something extra special. No one at the meeting knew exactly when the 50th was to occur. Some thought 2007 but whoever has records should study this.

The last topic of the evening was a discussion of the cruising class. Hadley Jackson made a good case that there ought to be some differentiation between the awards for the racing class and the awards for the cruising class. He wondered out loud whether there even needs to be awards for the cruising class. After a constructive discussion, it was determined that there would be no changes to the cruising class (i.e. they would continue to have a competition) but that their awards should be noticeably different and distinctively lesser (or more trivial) than the cherished flags given for the racing class).

Mr. McBrier indicated he would develop such a distinction for the cruising class awards. Everyone agreed that the cruising class would continue to be given participation plaques for the cruise in the same form as the racers.

It is observed that there was no discussion or motion to make a Jim Rhodes Corinthian Sailor award this year. By its terms, it does not have to be awarded each year.

At approximately 10:15, it was moved, seconded and unanimously approved that the meeting be adjourned, and so it was. It was a very cordial and productive meeting. Thank you, everyone!

Respectfully submitted,

I. John Dunn (EYC), Secretary

Attachments:

1. Roster of February 4, 2004, Board Meeting at Buffalo Yacht Club, Porter Avenue
2. 2001 through 2003 Financial Report, 2004 Budget.
3. Annual letter to participating clubs.

mcbco@peoplepc.com

Document #203936, v1