

Summary of March 4, 2023 AYC PRO Annual Meeting

Topics discussed included: Safety, RC teams and Assignments, NOR+SI, use of Buoy Zone and new Wind Indicator, and a brief on recent Signal Boat equipment changes

Safety

We've done a lot to make our equipment safe - prop guards on all support boats, use of shutoff lanyards, etc. but we're still counting on you to make conservative decisions and take actions to maintain safety. Just as with any weather decisions you make, I and the AYC Flag Officers will back you up. If someone on your team isn't doing things safely, pull them aside and correct them. As last racing season went on, I did observe more consistent lanyard use, but please keep reminding your team.

We've restored our "jet boat" to operable status. This is an important safety tool and an ideal platform to assist sailors out on the water. We haven't yet come up with a good way to keep it in the water all season, but we should be floating it prior to any regatta in which we may be able to utilize it. I would encourage you to familiarize yourself with the operation of this boat before using it in a rescue - it is like driving a giant jet ski when it comes to steering. (Later, during the dockside discussions, Robert Mitchell demonstrated use of the jet boat.)

Team Assignments/Schedule

We're continuing our overall team approach: large teams of 11-12, two PROs, etc. I encourage flexibility in your scheduling of your team. Certainly, you don't need 12 folks to run fleet races in typical August conditions, so maybe don't require all of your team to support. Regardless, please try to hold them accountable if you haven't agreed ahead of time that they don't need to show. Also, please use the large size to rotate folks into new duties - for training.

Two changes this year:

1. This year I solicited all the PROs for input on the schedule before I started laying it out. I figure the least we can do for y'all that are stepping up to lead the team, is try to accommodate your preferences. Special thanks to Alex and Jennifer for agreeing to do the Open. I was mostly successful in accommodating the expressed preferences.
2. We've started a "Standby Team". This list is in the yearbook and we should use this as first resource if a team is coming up short for an impending event. I got this idea when I noted that some AYC members that live out of state for part of the season were volunteering for RC when they were in town.

Fleet Racing SI/NOR:

Only minor changes were made to update the NOR and SI. They are posted on the webpage. I will make hard copy of SI and post them inside the barge, next to the door, for easy reference.

We also talked about being careful if you want to shorten a race in a modified course. Note that RRS 32.2 specifies where the finishing shall be. if you're running a 2 lap modified course and want to shorten course to the finish line at the barge on first lap, you can't just throw up the S flag on the barge and sound two horns (because the boats aren't required to cross the finish

line on the first lap...) There is Means Davis' explanation posted on our website on how to properly do this. It is much easier to shorten the course at a turning mark or gate.

Buoy Zone

We used an HDMI connection to walk through the basics of the Buoy Zone app on an iPhone. We also talked about some things we've learned using it:

- We're not requiring use of this, but we think it is useful.
- The app isn't as smart as you (shoal markers...) so keep at least one good head on the barge completely out of the app. We've found that having one PRO/deputy use the app seems to work well.
- For regattas, I've been successful by going out in an RC boat early and setting up a "draft" course in the app, then it is easy to later just dial in the fine points on wind/distance.

Calypso Device

We just mentioned this briefly while we're looking at the phone. We have purchased an ultrasonic portable mini anemometer and wind vane. The device, made by Calypso, uses free app (Anemotracker) to display wind speed and true wind direction via bluetooth. The app also has wind shift graphing capability. We're still working with this instrument, but hoping soon we can use this during major regattas. It has to be charged via Qi device before use (150 hrs).

Equipment Discussions

We reviewed these quickly and then went to the barge and looked closer at the major changes. After the meeting, I developed a short slide show for each major topic that will be placed on the AYC website under RC references so you can look up something "Just in Time" to use it or refresh on it.

The signal barge engine and controls were replaced. The entire decking has been replaced. The cabin roof and walls have been sealed and repainted. The barge is much improved. When you see Barry and/or Branson, please Thank them for their hard work.

We should note that a generous donation by Carl Owens' wife, Helen, provided the funds for most of the equipment enhancements that we're about to discuss.

2020 Changes Remain in effect

Basic electrical setup on signal barge:

Main (or Engine) Batteries - two separate batteries located near transom, behind the cabin steps. These provide power via a selector switch (select battery 1 or battery 2) to the engine, engine controls, and the capstan.

Auxiliary Batteries - Two batteries wired in parallel, so basically one battery bank. These provide power to all of the auxiliary equipment including: depth finder, Ollie jack, Horns (in the mailbox on mast), the speakers, VHF radio, etc. Virtually all of these are connected through the master switch/yellow light on barge control panel.

Our new solar panels on the main barge roof provide charging power, one panel goes to each of the main batteries and then the third panel goes to the auxiliary battery bank. There are charge controller for each panel located in the cabin which indicate if they are charging and if battery is totally up to charge.

Capstan

Powered from main battery via the selector switch. There is a circuit breaker for the capstan mounted at that selector switch. Foot switch is located on deck. We tried to position this as far forward as practical to minimize trip hazard.

This is **NOT** to be used to break lose the anchor!!

We will not use the capstan when Lowering/Setting anchor, just use the bow roller as we always have.

When ready to pull up anchor, start the barge engine and follow process to take in some of the scope and then tie off line to use engine to loosen anchor. Once the anchor is loose, then place 2-3 turns of line CCW on capstan and actuate the foot switch to retrieve anchor. As long as tension is maintained on the turns around the capstan, it should pull the line and anchor.

Lightning Detector/Alarm

Solid state, uses latest technology, easy to operate, slides onto mount on barge cabin bulkhead. Laminated copy of quick guide is available. Stored in the RC closet so PROs can use it if conditions warrant. This is expected to supplement our use of cell phone weather tracking sites when storms/lightning approaches.

Installed VHF Radio

We have connected the barge's installed VHF radio to our power supply via the yellow light shutoff switch. Needs to be turned on, mike is plugged in and ready. The antenna is relatively new and located high on the mast, so we expect this will be a good comms tool.

Backup power to Ollie internals

We have developed a backup power cord, available in the barge cabin, to provide power to the Ollie internal battery if it is needed. This backup power cords plugs into the side of the Ollie box just like the charging cord in the clubhouse RC closet.

Work Table:

Last but not least, Buz Benzur has built us a nice sturdy chart or work table, mounted just forward of the control console, which provides a working surface and convenient storage.