Minutes of the 2025 Annual Meeting of the Membership

Pacific Northwest Model Yacht Club

February 8, 2025

Quick recap

The Pacific Northwest Model Yacht Club’s 2025 annual meeting was held via Zoom on February 8, 2025.

Discussions included the club’s financial situation, insurance policy, and potential By-Laws changes.

The group also discussed various sailing locations and their activities, updates to the Racing Rules of Sailing, the format and requirements for the upcoming Regionals regatta, boat design and measurement, and various topics related to the organization’s growth and marketing strategies.

Summary of Pacific Northwest Model Yacht Club 2025 Annual Meeting

Commodore Allan Van Ness welcomed everyone to the Pacific Northwest Model Yacht Club’s annual meeting, which was being held via Zoom.

The meeting was led by Allan Van Ness and by Philip Hubbell, the newly elected Commodore for 2025.

The agenda included a treasurer’s report, election of officers, and a video presentation by Chris Jerome.

Treasurer’s Report

Treasurer Dan Mathews reported the current balance of $5,842 and explained the club’s expenses with slides providing details and the impact of the rising $800 liability insurance premium due in April.

INCOME 2024

Interest Income 0.91

Membership Dues 189.53

TOTAL INCOME 190.44EXPENSES 2024

Gifts and Donations -378.91

Insurance 678.00

Annual Meeting Lunch 77.85

Regattas

Nationals -183.87

Regionals 11.73

Trophies 304.55

TOTAL Regatta Expenses 378.69

TOTAL EXPENSES 755.63

ASSETS

Bank Accounts Balances

Account 12/31/2023 12/31/2024

Checking 1,891.62 1,325.52

Savings 4,515.77 4,516.68

Total Bank Accounts 6,407.39 5,842.20

TOTAL ASSETS 6,407.39 5,842.20

Notes:

The Membership Dues are not allocated accurately in 2024 but the Cash Flow is correct according to Banner Bank.

Income included sales of three donated boats.

Investing some of the club’s funds in a CD was also discussed, but rejected as the money was needed for operational expenses.

ELECTION OF OFFICERS

The election of officers installed:

Philip Hubbell as Commodore,

Andy Parker as Vice Commodore,

Frank Blanchard as Secretary,

Dan Mathews as Treasurer.

Club Insurance Policy and Alternatives

The meeting discussed the club’s Liberty Mutual insurance policy, which covers liability at all PNMYC sailing venues and protects PNMYC, individual members, and the various venues’ owners.

The cost of the policy has increased significantly to $800, vs. originally $200, raising concerns about its necessity and value.

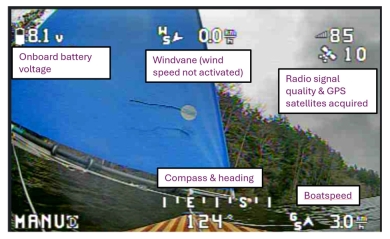
The board decided to form a committee to research alternative insurance options and make a decision before the policy’s renewal date of April 25.

Commodore’s Trophy

PNMYC recognized Dan Darrow for his contributions to the club and awarded him the annual Commodore’s Trophy.

Wind Vane Project

Chris Jerome discussed his project to install an electronic wind vane and camera on his T37 linked to a transmitter-mounted display of relative wind direction, boat speed, and other performance information, in addition to a direct view of the lower telltale on the jib. He installed the system to improve his sailing performance.



He plans to write an article about the project for Model Yachting magazine.

A video is here: https://youtu.be/XiOoWyjjWO0?si=PXzGXj9Ca1N40oUa

Membership Changes, AMYA Membership and Club Activities

In the meeting, Allan, Chris, and Philip discussed the club’s By-Laws and membership requirements. They proposed to remove the dues requirement from the By-Laws.

Notice of a proposed By-Laws change regarding membership dues having been sent to the membership on January 7, 2025, the elimination of membership dues was discussed and approved by a two-thirds majority vote of the members present.

This is Amendment #1 to PNMYC By-Laws adopted by the PNMYC membership at the 2014 Annual Meeting and signed by the PNMYC officers on April 19, 2014.

The By-Laws were changed thus:

“Delete Article III Section 4 and replace with –

“Section 4 REQUIREMENTS FOR MEMBERSHIP:

“Compliance with Sections 1 and 2 of Article III – Membership.

“An applicant may become a Member upon the completion of a current membership application form and approval by the Board of the PNMYC. There is no requirement for dues payment for membership in the PNMYC.”

The group also discussed the possibility of encouraging contributions to the club and the idea of voluntary sustaining membership categories.

Dan Shier, the AMYA Region 6 Director, presented about the benefits of AMYA membership, including access to resources, insurance, and a calendar of events.

He also shared his experiences with promoting model sailing in the Pacific Northwest.

The Grouper dues compensation program was discussed briefly. No one in attendance had enrolled. One had found his policy was ineligible.

Sailing Locations and Fleets’ Activities

Frank Blanchard noted **Seattle South Lake Union pond** sailing is every Monday. A group mailing goes out every Sunday so that we can see responses of who plans to be there on that Monday.  We have between 5 and 7 regularly and sometimes up to 10-12 sailors in unscored fun racing. 1-3 loaner boats are always available, and with the large number of passers-by they are often in the water.  We chase the geese away about 10:30 and have no-score racing till normally after 1:00.

Dan Mathews reported that **Seattle** **Sundays** fleet sail at Bellingham's Meydenbauer Bay Park on second Sundays, except in summer when swimmers take over the venue.

The fleet sails at Renton's Gene Coulon Park on fourth Sundays. Racing is scored and tallied at season’s end for awards.

Allan from **Idaho** shared that they have about 50 people on their mailing list, with around a dozen actively participating in sailing at Kleiner Park in Meridian, Idaho, on second and fourth Saturdays. They have a casual mix of T37s, DF 95s, and other classes that start together and race a course that loops around a fountain in the middle of the pond.

Jim Christianson from **Puyallup** shared that they have a mixed fleet of about 15 boats on Tuesdays, including 8 T37s, and they have a lighted display at Christmas time to introduce sailing to the community.

They also have a coffee and chat every Saturday and a social hour with a nautical theme on the last Saturday of each month. The Puyallup fleet is based in a retirement community. Jim shared photos of the lake venue and promised tp share details of a special weed control boat.

Dan Shier from **Olympia** mentioned that they have a regular sailing schedule on second and fourth Saturdays. They sail a mixed fleet of T37s, DF95s, and Victorias with chase starts.

Shier stressed the importance of sailing longer events, perhaps four hours, to improve the ratio of hands on transmitter vs. hands on steering wheel.

Dan Darrow and Andy Parker from **Port Ludlow** shared that they have no formal organization and no dues, but they sail every low-key, unscored races Wednesday year-round. They have a mix of T37s, DF95s, and other classes with a good turnout with around 10 to 12 regulars.

They also have a social aspect with hot chocolate and apple cider after racing.

They are concerned that half of the T37 kits acquired locally remain unfinished. Dan Newland said that the Ludlow fleet is considering adding racing on a weekday evening to facilitate growth.

Dan from **Bellingham** shared that they have a good venue at Sudden Valley, but they have not been sailing through the winter due to choppy conditions.

There are two other venues in the area.

They plan to start sailing again in March.

Racing Rules of Sailing

Philip discussed the 2025 updates to the Racing Rules of Sailing, highlighting minor changes that will not significantly impact radio sailing. He also mentioned the need for clarification on certain rules via Appeals and Cases, particularly the definition of “cause” in rule 14.

Allan Van Ness and Dan Shier discussed the challenges of determining who has the right of way in certain situations, with Dan emphasizing the importance of communication and anticipation in model sailing. Dan Newland suggested that filming starts and mark roundings could be educational for beginners.

Tippecanoe Boats

Will Lesh introduced the topic of Tippecanoe boats, explaining their history and the close link between Tippecanoe boats and T37s.

Will gave a tour of the studio, discussing various boat models and their evolution over time, though the T37 hull specifically remains unchanged.

Sales of the entry level boats, from 12 inches, lead to repeat sales of larger boats, including T37s. Business success is dependent upon sales of all sizes of boats. Sales orders seem to come in boat size batches.

A University of Washington business study concluded that the average customer owned three Tippecanoe boats.

The Tippecanoe conversation included a discussion about recent challenges of maintaining computers and systems in relation to publishing brochures, boat building instruction manuals, kit packing lists, and managing the website.

Will, the owner of Tippecanoe Boats, discussed the challenges and successes of running a niche business. The company has been in operation for 42 years, producing over 85,000 boats worldwide, including 18,000 T18s.

Will expressed his excitement about upcoming projects, including replicating the Keystone boats and producing a 40-inch launch.

He also mentioned the possibility of expanding the business to other regions, such as South Carolina. The T37 count is now at 3,500.

Will emphasized the importance of the boat owners’ support in marketing the boats and the need for new sailors and clubs to drive demand. He shared the challenges of producing boats efficiently and at a low cost.

He stressed the importance of finding the right person to take over the niche business in the future.

Regatta Format and Participation Discussion

The group discussed the format and requirements for the upcoming Regionals regatta. They considered whether to require AMYA membership for event participation, with some members suggesting that the $50 cost might deter potential participants. The group decided to not require AMYA membership for entry in the Regionals regatta.

The team also discussed the possibility, with two separate ponds at the Port Ludlow venue, of having a separate ‘Blue Fleet’ for beginners or less experienced racers. The objective would be to make the event more accessible and less intimidating.

They agreed to set a budget for the event and to consider the costs of entry fees, trophies, and catering.

The team also discussed the use of the AMYA sign-up system for the regatta, with the understanding that AMYA membership would not be mandatory for participation.

The team agreed to make decisions based on how to increase participation and make the event more about the sailing and racing experience.

Boat Design, Measurement, and Performance

The team discussed various aspects of boat design and measurement.

They covered standard keel shape and size, with a finished bulb maximum length of 3/16 of an inch more than the metal casting.

They also discussed the importance of having a bow bumper and the need for it to extend low enough to prevent damage, yet remain clear of the waterline. Philip noted that PNMYC Notices of Races require a bow bumper that extends to within 5/8ths of an inch of the hull bottom plane at the knuckle.

Andy Parker shared a tip for adjusting rigging using a loop and string method cinched around the spar, rather than wire clamps, Velcro, or rubber grommets. Allan suggested the procedure should be written up for the website.

Dan Newland shared a tip for lifting boats off bridges using a loop at the top of the mast.

Andy also discussed the performance of a boat with experimental Mylar sails, noting that it was fast in certain conditions but struggled in light air.

Dan Newland proposed the idea of 3D printing keels and hatches to improve the build process and make it more accessible to beginners.

Organization Growth and Marketing Strategies

The meeting discussed various topics related to the organization’s growth and marketing strategies.

Some suggested promoting the organization through local press and events like the Monroe Hobby Expo and the Port Townsend Wooden Boat Show.

Arranging special 'Just For You' events for yacht clubs, high school, college teams, and other targeted groups was proposed.

The team also discussed the pros and cons of Zoom meetings versus in-person meetings, with a consensus leaning towards in-person meetings for better communication and interaction.

Adjournment

The meeting ended with the announcement of new board members, thanks given all around, and the adjournment.

2/15/2025