

MRRA Equipment Committee Meeting Minutes - February 10, 2013

Attendees: Barbara Mack, Roland Meijer, Bob Bowen, Dennis McCarthy, Stefany Eck

We looked at the slides with a boat purchase proposal provided by Jason and noted that they follow on well from the draft capital plan that was put forward in December. It makes sense to have a convertible quad/4, and the remainder of the fleet might be a mix of singles and some doubles. It is hard to get a cox sometimes and this factors in to the configuration of the 4 person boat. Consensus on moving forward to the general MRRA meeting with these slides.

We reviewed the results of the survey and discussed following up this initial survey with a more focused survey on people's rowing needs and also better coordination of questions to plot changes in individual plans from year to year – more sweeps moving into sculling, more scullers moving into sweeping, and shifts into and out of racing. It is likely that a number of sweeps will branch into sculling as well this year. As has been noted before, on boat brands, the fleet currently consists of:

- Intro boats: Zephyrs which are good for Learn to Scull
- B boats: the Peinerts – an intermediate boat, manufacturer based in Massachusetts, very responsive service
- A boats: the Vespolis – a competitive boat, yet also durable; manufacturer based in Connecticut

Hudsons are well-respected boats, manufactured in Canada. A bit more expensive. Van Dusens are also good boats, manufactured in Concord, Ma. Also a bit more expensive. The Fluidesigns are from Canada and very good personal boats, not necessarily such good club boats; durability issues. However, there are other models and we could look into Fluids that are a step down from the elite class, but more durable for an organizational setting. The Swift is from China. In general, all boats maintain their value quite well from a resale perspective.

Additional items covered in the survey include:

- 1) A strong desire for more coaching, both in sculling and sweeping
- 2) An interest in competitive rowing
- 3) Comments about the weight classes
- 4) Better coordination options for rowing with other people

We discussed the issues of Medium-weight as opposed to Heavy-weight, and Superheavy-weight boats and will look more closely at the overall club data as well as the findings of the survey. We will consult with CRI to see what their experience is with accommodating MW, HW, and SHW classes. There are usage statistics from last year that will also be helpful in seeing what boats get the most use and what the weight classes are amongst the current membership.

We will compile the results of the essays and present that material in the MRRA meeting on Tuesday. Further issues under discussion:

Jay Feenan had asked a question via email about purchasing pre-set torque wrenches – cost estimated to be around \$25. If they can find a set that works in the boating context, this makes sense, as it will help to prevent damage to riggers.

Paula Kosewski had asked a question via email on making an application to a grant program for sweep equipment and we agreed that if she or someone else wanted to make the application, we would welcome the initiative.