

MRRRA Equipment Committee Meeting

January 29, 2013

Meeting Minutes

In attendance: Barbara Mack, Karen Scammell, Stefany Eck, Joe Bernard, Bob Bowen, Anna Hohos, Jason Holden, Dennis McCarthy, Paula Kosewski

The main goal of this meeting was to review the draft questionnaire about boats, programs, and demographics – B. Mack

We briefly introduced and welcomed new EC members, Jason Holden, Stefany Eck, Anna Hohos, Dennis McCarthy, and Paula Kosewski.

We briefly touched on **Equipment, Health and Safety** – in terms of a plan for keeping the oars and other equipment clean on a regular basis once the season starts. Perhaps a routine weekend event, with volunteers.

We touched on the **accounting** methodology used for the fleet, particularly with regard to depreciation expenses, which are taken on a straight line basis at the present time.

For the purpose of allocating expenses to programs and especially to illustrate that club sculling does need to consider depreciation of boats, there is a depreciation expense of \$8,000 indicated in the budget. The MRRRA accounts on a cash basis and is not a true depreciation expense.

By email, Roland Meijer conveyed the following comments on **repairs and racks**:

- The Fluid 1x will be picked up in 4-6 weeks for repairs add upgrades by Fluid Designs Courier I will meet them need to have access to the boat house, 3 weeks ago I checked and was denied entry.* My discussion notes with Fluid regarding the work are attached for reference.
- The rack for the Swift Double/Pair is too short and is damaging the front splash guard on the boat. A team comprised of MEC or other club members needs to look at the problem and take corrective action.
- The ropes for the rack on the fluid double are rubbing on the joists and rafters, this is not good and will chaff wood and fray ropes. A team from MEC needs to look at the problem and take corrective action.

*Karen will look into the boat house access issue.

I read excerpts of the following comments to the group on the Fluid repairs from the attachment:

“Comments from Trevor Fluid Design senior repair tech and production manager for Fluid Design:

The fluid was built in 2004 - it was their super elite racing boat at the time - being able to see the black weave of the carbon fiber means its the lightest boat they made at the time.

The Repair

Repair done by Hunt was acceptable. There appears to be no compromise in the structural strength from the repair

The repair is beginning to separate where the deck meets the hull, however, we could get 1 more season before it needs to be redone.

Fluid would do the repair so cosmetically the joint would only be a hairline plus they would

Upgrade the front splash guard to the V style - Current design shoots water up onto the rowers back instead of to the side.

Upgrade the foot stretcher to the latest version which makes adjustment easier instead of sticking as it does now and add reinforcement between hull and foot stretcher block.

Reroute and fasten the speed coach wiring for a cleaner look so duct tape is not needed to hold wire in place and will be out of the way.

Wet sand the entire hull and recoat with clear coat. Cost estimated at \$700.00”

This proposal was accepted.

We then moved on to the **draft survey** of the membership. We agreed that it should be converted to a Survey Monkey format, for ease of distribution and response.

We assessed the range of questions and focused in on the specific goals of this survey – to obtain feedback from the membership on their program and boat preferences from the past and for 2013. This information will be useful in helping to formulate the Equipment Committee’s recommendations on fleet sales, purchases and equipment issues for the coming season.

We looked at a survey that was conducted of the entire membership in 2009, which contained a broader range of questions and may serve as a template for a follow-up survey later this spring.

We are also interested in speaking with coaches and program managers, most likely through direct contact rather than a separate survey.

On potential boat purchases, we are focusing on the specific needs of a community rowing program. This means striking a balance between novice equipment and more advanced capabilities, both for purely recreational (non-competitive) purposes and for competitive scullers and sweepers. We also should support in-house education on equipment handling and maintenance to limit damages due to inexperienced rowers engaged in rigging tasks and boat storage procedures without proper training.

Regardless of the composition of the 2013 fleet, we need to consider the amount of lead time required with various boat manufacturers. July and August are very busy months for the programs and it could take anywhere from 2-8 weeks to obtain new boats. We may be able to see some equipment demos from manufacturers if we coordinate with other rowing programs, including CRI.

We concluded the meeting with an agreement that the current Equipment Committee MRRA Member survey would be distributed by the end of January or very beginning of February in order to ensure feedback before the next MRRA general meeting on February 12.