

**Mark Brennesholtz**

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**Sent:** Friday, August 17, 2007 4:21 PM  
**Subject:** Meeting Minutes August 15, 2007

Attendees: Bill Jarvis, Bill White, Harry Preddy, Mark Brennesholtz. Guest: Jeanne Brennesholtz

1. Jeanne presented some of the problems. that exist with. the, present Access database.

- It is very inflexible probably due to the way macros were secured when it was set up by Kip's programmer. - The yearbook is prepared entirely in Word, bGth because the formats in Access are not-suitable for reproduction and because the data in the db is not consistent or complete when compared to prior yearbooks.
- Mailing labels. also. have to be prepared in Word.
- There are boats in the db that clearly do not -exist. It has yacht types listed like "126", "410 SD", etc. It also has Capri boats listed under Capri and Catalina. Due to insufficient field sizes, there are yachts listed as "Beneteau First Class". There is an "Erchells" as well as "Etchelts". And many more.
- The db does not contain J-22 or J-24 ODR or J-105 PHRF or Lippincott 30, and many more.
- There are in the db 13 different designations for prop shaft configuration and 20 different keel configurations.

The Access db needs cleaning up as well as modification to suit the intended purpose.

- Would Excel be better?
- Could Jeff Meyers. (worked for Kip and maybe- wrote the program) be hired. to help? Probably not given the distance.
- Lloyd Moore at FHYC may be proficient in Access\_ Bill J. will contact him. He is a sailor, and would probably be more familiar with what we need than the original programmers and maintenance people at Ki P'S.
- Bill White will contact John Collins at PHRF New England to see what they use, and see if we could get the program for free use.

The group voted up to \$1000 expenditure for outside programming assistance and for deanne to take courses in Access.

It was also decided that Jeanne and Mark will clean up the db as much as possible to eliminate clearly inaccurate entries and to limit entries for prop, prop shaft, rig, keel, etc to those options listed on the application form.

2. Catalina 387 WK was given a base rating of 129P.
3. The appeal on the rating of a Nicholson 303 changed to base from 157P to 162P.
4. Discussed the advisability of separate ratings for ODR vs. PHRF configurations on yachts either within the 60 or 70 identified by USAA, or on any yachts. There was no conclusion.

The next meeting was not scheduled.

If you have corrections or additions to these minutes, please contact me with copy to the group.

Thanks... Mark