

## NCESA Board of Directors Meeting

November 5th, 2011

A. Meeting called to order at 9:06 AM by Commodore Toby Sutherland

B. In Attendance:

Ted	Beier	Carlyle	Vincent	Porter	Lake Geneva
Art	Brereton	Torch	Sam	Rogers	Minnetonka
Andy	Burdick	Geneva	Lon	Schoor	Mendota
Bob	Cole	Keuka	Donna	Schoor	Mendota
Dave	Hagen	Crystal	Toby	Sutherland	Grand Lake
Pat	Heaney	Mendota	Rick	Turner	Chautauqua
Kevin	Jewett	Geneva	Bill	Wyman	Oshkosh
Bill	Nolden	Lavallette			

C. Rick Turner moved to approve the minutes from the 2010 Board of Directors meeting and Bill Wyman seconded. Motion passed.

D. Old Business

1. Reported that the Jib Attachment vote passed with 80% approval. Suggested the Rules Committee review the use of "pattern" in the jib measurement rule. Suggested it might be good to have measurement marks on the jib sail. Melges plans to include jib attachment method on their jib order form.
2. In August, at the request of the PRO, the Executive Committee approved his travel expenses for the National regatta.
3. Approved expenditure to add video to the website. Suggested we continue to improve the website and regatta reporting – add funds, dedicate a person for reports, include more YouTube links, editor for regatta videos, and more social network presence.

E. Committee Reports

1. Toby Sutherland, 2011 Regatta Committee chairperson, reported on the successful National regatta event hosted by the Torch Lake YC. They did a terrific job to get 79 boats to attend and provided the competitors with very well attended parties on Friday and Saturday nights. All the chairpersons and volunteers did an outstanding job.

Suggestions were received for future National regattas.

- There seems to be a preference for one dinner party and on the other night have a much more causal party immediately following the racing.
- Improve attendance at the trophy presentations. Make it timelier. Notify winners of specialty trophies so they are aware of the award and present to receive it.
- Present race winner awards at the party at the end of each day.
- From the list of competitors, identify some skippers that the PRO can consult with prior to the start of a race regarding conditions, course, and other items in the guidelines.
- Update the Racing Guidelines for the Race Committee to better address:
  - Number of races
  - Uniform line length

- Midline boat issues
- Course length and leg length recommendations for various winds

Torch Lake YC requested an additional \$500 to offset expenses in hosting the National Regatta. Toby Sutherland moved that we provide Torch an additional \$500 and give the traditional host club recognition gifts for the event. Bob Cole seconded the motion and it passed. Bill Wyman agreed to arrange for the gifts to Torch Lake YC.

Mr. Simms, Commodore of the Lake Geneva YC, regrettably requested that the NCESA find a new host club for the 2012 National E Championship regatta. The Geneva YC has approved the building of a new club house and their building schedule conflicts with our Championship in September. The leadership scrambled in the weeks before the Directors meeting to find options for 2012. We had two options. Chautauqua YC had a bid for 2013 and Geneva YC was interested in swapping National regatta dates with them. That would put the 2012 regatta at Chautauqua and the 2013 regatta at Geneva. Or, accept a bid by Oshkosh to host the 2012 regatta and leave the 2013 at Chautauqua. Rick Turner gave a presentation about the Chautauqua venue and Bill Wyman gave one for the Oshkosh venue. Discussion followed about the two options and a motion was made by Sam Rogers to accept the Oshkosh bid of 2012. The motion was seconded by Pat Heaney. The motion failed, 3 approve and 6 oppose. Bob Cole made a motion to have Chautauqua host in 2012 and Geneva host in 2013. Ted Beier seconded the motion. The motion passed, 7 approved and 3 opposed. The Board thanked Bill Wyman for the extra effort he made to provide the NCESA with an option of the 2012 regatta given the short notice we were given to make adjustments in our regatta schedule.

2. Finance Committee – Bill Wyman went over the financial reports which showed the organization had a very strong balance at the end of the fiscal year. For 2011 we had positive net income, mostly due to a 79 boat National Championship regatta. The A motion to approve the 2012 budget, after adding \$500 to Foundation expenses, was made by Bill Nolden and seconded by Pat Heaney. The motion passed.
3. Publications Committee - Steve Andersen (no report)
4. Judicial Committee - Bob Cole noted a History of Rule changes has been compiled by Ted Beier. The history has been posted on the website. Suggested to Toby that three new members may need to be appointed to the committee, which must be balanced according to region.
5. Membership Committee - Sam Rogers reported we had great membership numbers for 2011. (See Attachment B)
6. Nominating Committee - Rick Turner reported the membership accepted the nominations put forward at the annual membership meeting.
7. Regional Reports:
  - ILYA There are increases in the number of boats at ILYA lakes. Sam reported the ILYA Board of Directors is supportive of a 'boat membership' concept that would result in NCESA 'membership' for all boats racing in ILYA events.
  - ECESA Bill Nolden reported the east had a successful year and the number of boats racing is increasing. BBYRA activity is up, there were 35 at the Hopatcong Easterns and 30 at the DownBay. Island Heights Foundation program continues to bring in young sailors by providing

two competitive E-Scows to youth skippers.

WMYA Fleets are strong locally. Crystal Lake interested in hosting the 2014 or 2016 E Nationals.

At-Large The Charleston fleet is struggling with only 3 boats. There is still activity at Savanna Georgia and Columbia SC. Gull Lake Colorado activity was also down in 2012 but there is hope for a rebound. It was announced they will host the first Western Championships in June of 2012.

8. Matt Schmidt submitted a written report for the Directors (Attachment A).
9. Brereton, Development Committee chairperson, reported there were discussions about hiring a professional architect to look at the current E-scow, but decided against this because the design was not the hard part, and future boat improvements are fairly evident. There has been no demand for a window in the asymmetrical sail and this may be a result of the perception there is no viable option and no one good location for the window. They investigated a metal alloy casting technique for building leeboards. He congratulated the Rules Committee and Directors for the speed and process to enable members to see the experimental boat that was proposed for consideration by Melges Performance Sailboats. The experimental boat was well received and generated much discussion – no big “flack” from members. Melges is making a new boat design for 2012 with some, but not all the features of the experimental boat. All changes are within the current scantling rules. The current boat will have a center spinnaker launcher, buried boards, normal vang arrangement, turnbuckle forestay adjustment, and traditional cockpit size but designed to be more enclosed and take longer to swamp. Method of construction will remain the existing vinylester process.

Ted moved to approve two scantling rule changes (see Attachment B):

- To allow the use of epoxy resin in hull construction and;
- To modify the current 3 truss hull structure requirement by allowing a structure of equivalent stiffness.

The motion was seconded by Schoor and the motion passed.

Art talked to Southern Spars about a carbon mast for E-scows. He reported the carbon tube weight would be 22 pounds less than the current aluminum mast tubes. They have existing mandrels that would be good for the E-scow. Considerable discussion followed. Among the Directors it seemed to be inevitable that this would happen sometime in the future and the biggest concern and point of discussion was how this conversion could be done in a way that all members could support and afford the conversion when the time is appropriate. The goal of any proposal would be to assure we remain a unified fleet and not allow the fleet to split between aluminum and carbon. Art indicated that the cost difference between carbon and aluminum is reaching parity. There is no timeline, just discussions. The Development Committee will put information together to keep the membership informed in the years to come. After information is presented to members, the Association will survey members and provide a forum for discussions.

#### F. Proposed amendments to By-Law and Constitution

1. The membership Committee recommends a “boat membership” be created in the scantling rules so that all active E-Scow owners that race their boat will be required to pay an annual fee to the NCEA. The fee would include an annual membership in the association for the owner

and their crew. After considerable discussion Sam Rogers moved, and Bill Wyman seconded a motion to add new Scantling Rule I.5. and changes to Article I – Classes of members and Dues as follows:

I.5 No **Boat** shall be entitled to *race* as a bona-fide E-Scow unless:

(a) the annual dues have been paid to the NCESA and;

(c) a current annual NCESA Active Owner Membership Sticker is affixed on the starboard side of the transom.

A valid annual Active Owner Membership would include annual memberships for the crew.

**ARTICLE I - CLASSES OF MEMBERS AND DUES** would be changed to read:

1. There shall be four classes of members – Active Owner, Regular, Associate, and Crew.
2. Active Owner member shall be yacht owners, or designated owner when in a boat partnership.
3. Regular member shall be skippers, who are not Active Owners, and others wanting to support the NCESA.
4. Active Owner member shall have the privilege of one vote.
5. Only Active Owner and Regular member shall be eligible for elected or appointed offices.
6. Associate members shall be people interested in supporting the NCESA.
7. Crew members shall be people who crew on a boat with a valid annual Member Sticker

2. Bob Cole moved that Active Owner Membership dues be \$65. The motion was seconded by Bill Wyman and the motion passed. It was noted that this membership includes Crew Memberships for all persons crewing on a boat with a valid Member Sticker affixed on the transom.

3. Schoor moved and Cole seconded a change to Article VIII.9. as follows:

No yacht while racing in a sanctioned event may have a paid hand for either skipper or as a member of the crew. The skipper ~~(and owner if different)~~ must be a Regular Member **or Active Owner Member** in good standing; ~~the members of the crew must be either Regular or Associate Members in good standing.~~

Motion passed.

4. Bill Wyman moved, and Pat Heaney seconded a motion to change Article I.6 to say the Board of Directors will set the membership dues. Motion passed.

5. The Directors determined that “mail” mentioned in the By-Laws includes e-mail, when a valid member email address exists. If there is no email address, then US-mail would be used.

6. A discussion on redefining some committees lead to the following proposals: Turner moved and Schoor seconded a proposal to make the Development Committee a subcommittee of the Rules Committee. Motion passed. It was proposed that we define the Foundation Committee

structure in the By Laws. A proposal will be presented at the next annual Board of Directors meeting. It was proposed we change the name of the Publications Committee to the Media Committee. This would be a By Law change that the membership has to approve.

7. Ted Beier made a motion to restrict advertising on yachts and crew (Attachment C). ISAF Rules regarding advertising have changed and they now allow, under Regulation 20 limitations, advertising on boats. Historically the NCEA has not allowed advertising. The motion did not receive a second. The NCEA will be bound by current ISAF Rules.

#### G. New Business

1. Discussed race guidelines and procedures that would provide consistently good quality races for the Nationals Championship regatta. The Regatta Committee will make their PRO recommendation to the Directors before the end of the year. Discussed guideline items such as:
  - Create written guidelines for the PRO and RC
  - Designate competitors that the PRO shall consult with prior to a scheduled race
  - Set minimum leg length guidelines based on number of boats. It was concluded that the mark roundings are too congested for 70-80 boats, creating an undesirable situation that could be improved with longer legs to spread out the fleet. Legs of 1.2 to 1.5 miles should be the minimum length for our large numbers, longer is better.
  - It is not practical with 80 E-Scows to have lots of races (current maximum is 10). Suggest that only in ideal medium conditions would there be 3 races in a day, never more. In stronger winds or very light winds we would only have 2 races a day. (See #7 below).
  - PRO's should have experience with fleets similar in size to recent E National regattas.
2. Talked about weighing boats at the nationals. Chautauqua has a scale. Make every effort to have boat weights certified before the regatta. If the weather is bad a boat cannot be weighted at the regatta because the environment is not controlled for accurate weighing. Toby will follow up on Augie Barkow's recommendations to purchase a scale.
3. Sail Declaration cards have never been used as a follow-up to check sails used at the National regatta and Schoor moved to eliminate them to simplify registration. The motion was seconded by Sutherland. The motion passed.
4. Reviewed procedure for declaring crew at the National regatta. If you start the first race with a different number of crew than you registered with, you shall notify Registration of the adjustment.
5. To help control trophy expenses, the Regatta Committee will recommend uniform style trophies to be used for future National regattas. If a host club wants to choose a different trophy style, they need the approval of the Regatta Committee.
6. Sutherland moved and Schoor seconded the host club would receive a \$3000 stipend and an additional \$500 upon receipt of their final financial report. The host club will be given an additional \$500 for each of three milestones of boats starting; 65, 70, 75. Motion approved.
7. Vincent Porter moved and Bill Nolden seconded that the National Championships will be a 7 race regatta. With a maximum of three races a day in ideal conditions (not too much wind or too little

wind). Other guidelines remain the same: throw out worst race if 6 are completed, a bathroom break after back-2-back races. Motion passed.

8. Bill Nolden inquired if people were having trouble with the port zipper coming undone on their floatation panels because he has noticed this happening. Bill is going to request an experiment for a different type of floatation panel attachment.
9. Reviewed Experiment procedures – The Rules Committee chairman shall give the Board of Directors written notice of the application, the vote of the Committee, and any written comments submitted with responses. Unless the chairman receives written negative responses from at least a majority of the entire Board within 20 days of mailing the notice to the Board members, the experimental project shall be deemed approved.
10. Decided to not change the Ranking system currently in use. Review again next year.
11. Continue to sell REPORTERS, but print fewer of them.
12. Pat Heaney suggests we post on the website a diagram that shows how to have the tack line also pull the bowsprit out. It is a safer method because the bowsprit would not inadvertently remain extended, or be pulled out too soon.

Toby Sutherland made a motion to adjourn and it was seconded by Bill Nolden. All approved and the meeting adjourned at 4:02 PM.

## Attachment A

### Rules Committee Report to the 2011 NCESA BOD Meeting

*Submitted by Matt Schmidt*

Jib attachment membership vote - This was to allow different attachment methods to the headstay (headfoil, zipper, etc) as well as enlarge the pattern 1/4" to account for existing hanks/attachments that need to be grandfathered in. The membership ballot passed with 80% approval.

New boat and rules that were initially discussed in the experiment - epoxy as a construction material, hull structure change - specifically wording regarding trusses, and allow a sliding vang. None of these items has been brought to a membership vote. I think that the epoxy change is more or less a formality and there are other e-mails circulating regarding this and how rules were changed removing it two years ago. I think the vang would require a further experiment - especially since Melges switched from the compression vang w/ C-boat boom back to the present lever system. My personal opinion is this would require sail shape or boom shape experimentation as well as the actual vang system (compression strut, purchase, etc) The final change requested in the experiment was with regards to the current three truss verbage in the rules. This needs more attention and more discussion with Melges on how they are going to proceed. In the future with collaboration from the development committee, I'd hope we can figure out proactively how to make these changes, rather than at Melges' request. I have not had much contact with Harry since the Inland.

I'd assume that the boat will be a large topic of discussion. It also probably warrants a smaller group discussing further with Harry and Co if that is not already happening.

We have approved the continuation of an experiment with a synthetic main halyard (Jeff Bonanni - Little Egg, I believe). He'd like to try a dyneema (spectra) halyard with a cleat at the base of the mast instead of the masthead lock. This is primarily to deal with the saltwater and lack of swaging/Melges nearby. His intent seemed to be to make a simple system that is easy to use and much simpler to maintain. This may mimic a similar system on the Melges 24 was my understanding - I think this is a 4:1 below deck, but I'm not completely familiar with this.

Other potential future experiments that people inquired about - dyform sidestays/diamond stays and a method to adjust diamonds with one adjuster. Neither of these two ideas resulted in a experiment request, but were inquiries. Also, a number of people asked for clarification of the GPS rule. I think this was mainly due to nothing being stated in the rules.

This may not be rules specific, but more measurement - I figure at least pass the information along. I helped my dad with measurement at the ILYA regatta and I think there were only two or three boats that chose to weigh and had minor tweaks. One boat was not measured recently and the other having glasswork/conversion changes. He said overall having the Minnetonka boats collect measurement information ahead of time worked well and saved considerable time, but you did have to sign for measurement and sign for SI's. This was more of a pain since not everyone signed ahead of time. Not large issues, but things that would help the process go smoother in the future and are laid out to the host club ahead of time. I don't know if any of this is a concern with NCESA or the Nationals regatta.

Ted has been working on updating a document on the summary of rules/scantling changes. Basically a short history of the changes made each year. The History of Rules Changes was added to the NCESA Website.

## Attachment B

### NCESA MEMBERSHIP STATISTICS

as of 10/28/2011

	<u>2001</u>	<u>2002</u>	<u>2003</u>	<u>2004</u>	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>
<b>Regular</b>	220	149	136	208	263	318	238	362	264	224	239
<b>Associate</b>	349	283	194	265	224	328	249	298	299	293	337
<b>Total</b>	569	432	330	473	487	646	487	660	563	517	576
<b>Nationals Participants</b>											
Skippers	78	72	39	56	48	92	50	71	46	70	79
<b>New Boats</b>	17	12	10	22	14	7	19	12	6	11	8
<b>Regatta Region</b>				W	E	I	O	E	I	E	W
<b>ILYA</b>											
Reg	84	65	40	69	79	144	82	140	103	75	82
Assoc	117	120	47	64	46	151	33	76	102	72	82
<b>Total</b>	201	185	87	133	125	295	115	216	205	147	164
<b>WMYA</b>											
Reg	39	24	19	39	32	31	34	66	43	41	59
Assoc	77	54	20	55	51	41	30	72	74	40	122
<b>Total</b>	116	78	39	94	83	72	64	138	117	81	181
<b>MESA</b>											
Reg	24	18	22	25	31	26	19				
Assoc	22	19	20	18	17	14	18				
<b>Total</b>	46	37	42	43	48	40	37				
<b>ECESA</b>											
Reg	61	40	51	65	104	94	73	108	83	85	80
Assoc	111	82	105	109	102	101	120	141	114	170	124
<b>Total</b>	172	122	156	174	206	195	193	249	197	255	204
<b>OTHER</b>											
Reg	12	2	4	10	17	23	29	48	32	23	18
Assoc	22	8	2	19	8	21	36	9	9	11	9
<b>Total</b>	34	10	6	29	25	44	65	57	41	34	27

## Attachment C

### **Advertising on Boats at Recognized Events** *(submitted by Ted Beier):*

Background – NCESA has prohibited advertising on boats and sails for as long as I can remember which goes back to the late '60s. Many of the class founders were quite adamant about this, and the BOD has reaffirmed that policy numerous times. For the past 10 or 15 years we have depended on ISAF Regulation 20, Category A to “carry our water” here. However, in 2009 (I believe) ISAF has changed Regulation 20 by removing the Categories, so NCESA is uncovered here. ISAF does allow class organizations to restrict/prohibit advertising except for International or Olympic classes. As the Jury Chair for many recent regattas, I think that the BOD should set a policy on advertising and put it in the class by-laws. This would be helpful as guidance for juries in the future at recognized events.

Proposal – I would make a motion to the BOD to approve the addition of the following as Section 15 to Article VIII of the NCESA By-Laws.

At recognized events, advertising on the hulls, spars, and sails of competing boats is prohibited except for a maker's mark, which must be less than 10 in. square. Advertising shall be defined per ISAF Regulation 20. Crew gear is not regulated unless the crew presents a common advertising theme when in normal position. The decal for an event's naming sponsor shall not be so regulated for the period of the subject event only, with prior approval of the NCESA Board.

Rationale – These words are very close to the previous Category A requirements. They are more lenient in that they provision for event sponsors, and relax the requirement for crew gear. This rule is compliant with class tradition, and provides workable guidance to event juries.