

New NCESA Membership Structure Proposed

At the 2011 Annual Membership meeting at the Torch Lake E National Regatta there were two suggestions that had broad support. The first suggestion was to simplify the regatta registration by eliminating the requirement that crew must be Associate members of the NCESA. The second was to create a Scantling Rule to require every E-Scow to display a valid annual sticker to sail in club races, or regional and national events. These were suggestions to address some current membership issues in the class.

Regatta registration has been a hassle for owners because they most often did not have the crew information necessary to complete registration. Even after several iterations to get it, most owners weren't able to complete on-line registration by the deadline, and were forced to provide much of the crew information at the event during live registration when their crew was present. Registration was still a problem on site because owners would have to often make a couple of trips between their boat and the registration area to get the crew data they need to complete registration. A while back the ILYA eliminate crew membership as a requirement to compete in regattas and owners experienced an improved streamlined approach to regatta registration.

As long as I have been an NCESA member (40 years) there has been some contention between the Regions of the Association about equal financial support. The Eastern Region has long required NCESA membership to sail in their events. The Western Michigan Region has required NCESA membership to sail in their E Invitation Regatta. The ILYA has not required NCESA membership to sail in their events, even though ILYA sailors have requested this many times over the years. The suggestion that a Scantling Rule be created to require an annual valid sticker on the boat, is the solution to achieve equitable financial support of the NCESA by all Regions of the Association.

The Board of Directors looked at all the options to address these concerns. At their annual meeting they concluded the best approach would be to revise the membership structure in the By Laws and add a Scantling Rule to require boats to have a valid annual sticker to be considered an E-Scow according to the rules. The Board decided to look for a revenue neutral solution. Eliminating the requirement for crew to be Associate members, the NCESA would lose about \$4300 annually in dues. Requiring an annual boat sticker on all racing E-Scows would increase revenue. It was harder to estimate this number but a look at 2011 local club results and membership data, it was estimated that there are about 260 E-Scows actively racing. Not all racing E-Scow owners choose to join the NCESA in the past so we will have an increase in revenue with a Scantling Rule to require an annual boat sticker.

Here are the numbers used to arrive at a revenue neutral solution:

\$17,000 = total 2011 Membership revenue

\$16,140 = the average annual Membership revenue for the past 11 years

\$16,900 = Active Owner boat sticker revenue if Dues were \$65 for 260 boats

The Board of Directors had a plan that would meet the member suggestions and probably would not adversely affect the revenue needs of the Association. During the discussions, it became apparent they were going to error on the low side for a dollar figure since the NCESA currently has a healthy balance sheet. After considerable discussion they defined the details of the plan that is being presented to the membership for a vote. Those details are:

- Create a new NCESA membership class called 'Active Owner'.

- Set the 'Active Owner' dues at \$65.
- This would be limited to owners of an E-Scow
- The 'Active Owner' receives a boat sticker to put on their E-Scow to make it class legal.
- Only one person shall be the 'Active Owner' of a specific E-Scow.
- People who are in a boat partnership will designate one person to be the 'Active Owner'.
- Active Owner is the only membership class that has voting privileges.
- Create a new NCESA membership class called 'Crew'
 - Set the Crew dues at \$0 (zero).
 - Every person who crews on an E-Scow with a valid annual sticker has a Crew membership.
 - Crew is encouraged to provide contact information to the class for electronic communication and class demographics.
- Continue the 'Regular' membership
 - There are a number of people who join the NCESA as a Regular member to support the association even though they are not skippers or owners of an E-Scow.
 - Dues will remain at \$50.
 - Continue to require skippers to have a Regular membership if they are not the 'Active Owner'.
- Continue the 'Associate' membership
 - Dues will remain at \$15.
 - Encourage crew to join at the 'Associate' level to support the NCESA.
- An E-Scow is only class legal to compete in local club races or Regional and National regattas, if it has a valid annual sticker.
- If approved, the Board of Directors will review the first year's implementation for improvements.

The Board of Directors are aware of the impact at the local club level of these changes. The idea that every racing E-Scow owner must purchase an annual 'Active Owner' membership in the NCESA to get a valid annual sticker will meet some resistance by a small subset of people. Most of these people do join the NCESA when a National, Eastern, or WMYA E Invite is held on their home waters. However, since that is likely the only regatta they will attend during the year, they do not make a habit of annual membership. But NCESA membership is not just about attending regattas and it should not be.

The NCESA is the management organization that makes the E-Scow one of the most successful and popular One-Design racing classes. As such, it has a Board of Directors and numerous committees to address the needs of the class and oversee its development and growth. This is done by representation of E-Scow sailors from all regions of the country and a set of By Laws that require a super majority (66%) of its regular members to approve all changes to By Laws and Scantling Rules. The class has remained unified and strong, even during divisive issues, because we have a history of honoring the majority of E-Scow sailors. That is an important strength of our class that has made it so successful in the past, and will well into the future as well.

If approved, the implementation of the new membership structure and required boat stickers will be something we all have to take part in for a successful implementation. NCESA members at the local club level can and should apply some peer pressure on those owners in at their club who are reluctant to join the NCESA. After all, these people have at least \$10,000 invested in their E-scows and it is not too much to ask for them to support the association with an annual membership of \$65. The E-Scow would not be the success it is without the activities of the NCESA. Remember also, *"The value of your boat depends on the success of your class"*.

The NCESA wants to grow and support local fleets. That was a primary motivation for the creation of the NCESA Foundation a year ago. We recognize that there can be extenuating circumstances where an owner

may have difficulty purchasing an Active Owner membership to get a sticker for their boat. If a local club is aware of such a situation we would hope it is brought to the attention of the NCESA so that we could help find a resolution. The NCESA expects to work closely with local fleet representatives to help assist and resolve any problems/issues that arise if this change to the By Laws is approved by the membership. We believe we can achieve 100% compliance of all racing E-Scows – that is clearly our goal. In no way do we want this change to discourage anyone from joining in on the fun we have racing E-Scows. We look forward to working closer with local fleets to assist not only in any ‘boat sticker’ issues, but any and all concerns they may have. The Foundation has some funds to support legitimate and innovative methods to be sure everyone joins the NCESA. I am sure the Foundation would consider loans, grants, scholarships, ... to meet our 100% goal.

This proposal has been sent to the Regular members for a vote. It is not the only item to be voted on, but it is clearly the one needing the most explanation. The other ballot items are (text underlined is added, ~~strikethrough~~ is deleted):

Hull Bracing

Recommend rules II.1.E & II.5.B to change as noted to better describe and conform to fiberglass building techniques being used today.

II.1.E Bracing of the hull shall consist of at least three ~~trusses~~ longitudinal members. There shall be two bilge ~~trusses~~ longitudinal structures whose length shall be at least two-thirds of the boat. ~~The third truss longitudinal~~ There shall be a center truss longitudinal structure extending ~~from within 6 in. of the bow to within 12 in. of the stern.~~

II.5.B. *[change only the last sentence]* All yachts constructed in 1972 and thereafter shall have 2 holes 1/4 in. diameter drilled ~~in the center deck truss~~ to facilitate placement of lead weights.

Epoxy Resin

Background: Epoxy was allowed as a building material for well over 20 years and was recently removed inadvertently when cleaning up scantling language related to wood boat construction.

The Board of Directors recommends changing rule II.1.B to add epoxy resin back into the scantlings as acceptable materials to build and repair hulls.

II.1.B. Materials permitted for new construction or modifications - fiberglass - polyester - vinyl ester resin – epoxy resin - divynycell - klegecell or closed cell pvc foam core. ...

Top Jib Batten Length

Background: Current rules indicate the jib batten must end 1.5 inches from the luff. However, the 1.5 inches has not been enforced almost since the change went into effect. It has been standard practice to bring full length battens right up to the luff. This change updates the rule to reflect current sailmaking practice, and the way all our jibs are currently constructed.

The Board of Directors recommends rule VI.3.D.1 (c) be changed as follows to bring our jibs into conformance with the rules and current sail making standards.

VI.3.D.1(c) Length – Top, luff to leach; all others, 30 in. max but extending not nearer than 1 ½ in. to the luff.

Media Committee

Change the name of the ~~Publications Committee~~ to the Media Committee.

Directors set Annual Dues

Article I.6. ~~Dues shall be as follows: Regular Members \$50.00 per year, Associate Members \$15.00 per year~~ Membership dues will be established by the Board of Directors at their annual meeting.