



2008 Annual Membership Meeting Minutes

Meeting Called to order at 7:55 PM by Commodore Rick Turner

The secretary reported the regatta attendance:

of boats = 71

Over the past 10 years, the average has been 60 boats, 48 if you take out the highest and lowest regatta totals.

It was moved by Ted Beier, seconded by Peter Robinson, to approve the minutes of the 2006 Annual Meeting. Motion passed.

Old business:

1. The Secretary reported the voting results of the December Ballot.

Asymmetrical vote

Currently the association has 609 members, of which 345 are 'Regular' members with voting rights.

By region, the regular memberships are:

93 (28%) ECESA

45 (13%) At-Large & MESA

138 (40%) ILYA

68 (20%) WMYA

287 ballots were received as of Thursday Dec 20th that had a valid postmark. Since the Dec 16th due date was on a Sunday, we accepted envelopes that had a post mark of Dec 17th or earlier. Like one person suggested, even the IRS gives us that break. It is likely there will still be a few ballots received that will have a valid post mark, but the results are being presented at this time because we believe any additional ballots will not change the results.

12 ballots were not valid because of membership status or received after the due date.

275 Ballots were counted for the final results. Note: Not everyone voted on every ballot issue, so the numbers will not necessarily add up to 275.

227 (84%) Voted in favor of Scantling Rule changes to allow the asymmetrical Spinnaker
44 (16%) Voted against Scantling Rule changes to allow the asymmetrical Spinnaker

187 (69%) Voted for year 2008 implementation if the asymmetrical vote was approved
83 (31%) Voted for year 2009 implementation if the asymmetrical vote was approved

Region Change Vote

265 (99%) Voted to approve the Region change
2 (1%) Voted against the Region change

70 (27%) Voted a June preference for the National Championships
194 (73%) Voted a September preference for the National Championships

Of the 12 ballots that were not valid, the results were:

Asym:	Yes = 7	No = 5
Year:	2008 = 6	2009 = 5
Region:	Yes = 12	No = 0
Month:	June = 1	Sept = 11

The Results by Region:

Eastern Class E Sloop Association (ECESA):

48 (74%) Voted in favor of Scantling Rule changes to allow the asymmetrical Spinnaker
17 (26%) Voted against Scantling Rule changes to allow the asymmetrical Spinnaker

37 (60%) Voted for year 2008 implementation if the asymmetrical vote was approved
24 (40%) Voted for year 2009 implementation if the asymmetrical vote was approved

61 (98%) Voted to approve the Region change
1 (2%) Voted against the Region change

13 (22%) Voted a June preference for the National Championships
47(78 %) Voted a September preference for the National Championships

Inland Lakes Yachting association (ILYA):

95 (83%) Voted in favor of Scantling Rule changes to allow the asymmetrical Spinnaker
20 (17%) Voted against Scantling Rule changes to allow the asymmetrical Spinnaker
75 (65%) Voted for year 2008 implementation if the asymmetrical vote was approved
40 (35%) Voted for year 2009 implementation if the asymmetrical vote was approved

114 (100%) Voted to approve the Region change
0 (0%) Voted against the Region change

23 (20%) Voted a June preference for the National Championships
91 (80%) Voted a September preference for the National Championships

Midstates E Scow Association (MESA) & At-Large:

23 (85%) Voted in favor of Scantling Rule changes to allow the asymmetrical Spinnaker
4 (15%) Voted against Scantling Rule changes to allow the asymmetrical Spinnaker

20 (71%) Voted for year 2008 implementation if the asymmetrical vote was approved
8 (29%) Voted for year 2009 implementation if the asymmetrical vote was approved

26 (96%) Voted to approve the Region change
1 (4%) Voted against the Region change

11 (42%) Voted a June preference for the National Championships
15 (58%) Voted a September preference for the National Championships

Western Michigan Yacht Association (WMYA):

61 (95%) Voted in favor of Scantling Rule changes to allow the asymmetrical Spinnaker
3 (5%) Voted against Scantling Rule changes to allow the asymmetrical Spinnaker

55 (85%) Voted for year 2008 implementation if the asymmetrical vote was approved
10 (15%) Voted for year 2009 implementation if the asymmetrical vote was approved

64 (100%) Voted to approve the Region change
0 (0%) Voted against the Region change

23 (36%) Voted a June preference for the National Championships
41 (64%) Voted a September preference for the National Championships

2. Commodore Rick Turner outlined the NCESA Region changes and indicated the two At-Large directors will take the place of the displaced MESA Director positions. Bill Misenheimer is one of the directors and his term expires in 2008, and Ted Beier is the other director and his term expires in 2009. The At-Large region includes the following Clubs:

Carolina Yacht club in Charleston, SC
Augusta/Savannah, GA
Grand Lake, CO

Carlyle, MO
Columbia, SC
Sarasota, FL
Pigeon Lake, ON
Lake of the Woods, ON

3. Discussed the dates of the National regatta. The December Ballot indicated 73.5% of the people preferred the traditional September date (the weekend after Labor Day), and 26.5% preferred June. It was suggested that maybe the regatta could be in August if the Eastern Championships was moved to June, but the general consensus was there were too many other regatta conflicts in August. After comments about the merits of both September and June dates, there was a straw poll taken. 19 people favored September, 7 people favored June. Then the question was asked would you like it later in the season (sometime between June and September) and 8 people favored that – most of the same people that preferred June.

The 2009 Nationals will be in September, the weekend after Labor Day.

4. Art Brereton, Vice Commodore and Regatta Committee chairperson, thanked the Chautauqua YC for the great job they were doing. He reported that the regatta organization communications started in the winter and everyone was kept very well informed. Chris Creighton, the regatta Chairperson, started organizing for the regatta a year in advance of the event. Art indicated how pleased the organization was with the turnout of 71 yachts for the regatta, saying it went against what could have easily been a much lower number of boats because of the earlier regatta date, very high gas prices, and the asymmetrical spinnaker conversion that everyone had to do between Jan and June.

The future regatta sites are:

2009 - Oshkosh, WI

2010 - Little Egg Harbor

2011 - Torch Lake

2012 - *Available for a bid* (after an anonymous suggestion to go to Grand Lake, Toby Sutherland indicated it could be at Grand Lake Colorado but you would need chains on your trailer in June!)

5. Toby Sutherland, Finance Committee Chairperson, reported the finances of the association were strong. Memberships were up and we had about \$60K in the treasury. The asymmetrical spinnaker vote and good regatta turnout accounted for an increase in membership.

Toby was please to report the success of the Grant Program for young boat owners to convert to the asymmetrical spinnaker. The program was the foresight of Doug Love who had the idea and contributed \$25K to fund the program. To date 13 grants had been awarded and covered about half of the conversion costs for a younger boat owner. About \$7000 remains to be awarded. The grant money has been distributed quite evenly across the regions of the NCEA. *[Doug Love was awarded the Colie Service Award for his efforts and contributions for the successful approval and conversion to the asymmetrical spinnaker.]*

Toby reported the NCESA also offered a Loan Program to all its regular members to help ease the cost of converting to the asymmetrical spinnaker. This program offered a three year very low interest rate loan allowing the member to pay \$100 per month until the loan is paid back. Interest in this program has been low.

It was noted the association approved a new lower regatta entry fee (\$40 rather than the regular \$120) for skippers 25 years old and younger. This effort to encourage younger skippers at the regatta was successful and we had 11 young skippers at the Chautauqua Nationals. It was suggested the host club should not be penalized because of any lower fees and should benefit from the latest increase in fees. The stipend the NCESA gives to the host club is being reviewed for future events.

6. Steve Anderson, Publications chairperson, reported he needs help with the 50 year Anniversary book. He especially needs help with information prior to 1964. Photos, antidotes, club/fleet news, newspaper clips, and articles are welcome. More information about the E-scow development was requested. The 50th Anniversary book will be a separate publication, separate from the annual REPORTER magazine published by the class.

Rick reported that the class took control of domain names e-scow.org and e-scow.com. Bill Bartell Consulting was hired to redesign the NCESA Web site. The class is very pleased with the results.

The Yearbook-Rulebook has not been published for a few years as a cost saving measure. A straw poll indicated that providing the information on the web site was sufficient and an annual printing was not needed.

The Website redesign using the consulting services of Bill Bartel has been well received. The class secretary is able to make most of the web updates in the framework provided by Bill Bartell. Bill continues to support us.

The 2008 scantlings will be put on the web page. No Rulebook publication will take place.

Digital Reaches continues to be emailed many times during the season – sign up is free and can be done at the e-scow website. Currently there are 566 active email addresses. Last year we sent out 15 Digital Reaches and 4 have been sent out this year so far.

7. Toby, the Membership chairperson, reported we have 524 members, above our average of 476. This increase was helped by the large National regatta turnouts at Minnetonka and Chautauqua and the important class vote on the scantling rule change to allow asymmetrical spinnakers. It was mentioned that membership numbers are closely tied to the location of the National regatta. Statistics follow:

524 Active members, 176 Associate, 348 Regular

476 average ave the last 10 years: 265 Assoc, 210 Reg

	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
Regular	198	196	215	224	220	149	136	208	263	296
Associate	304	254	314	283	349	283	194	265	224	185
Total	502	450	529	507	592	412	330	473	487	481

8. No Judicial report

9. Dave Magno, Class Measurer, asked if we should adopt a white measurement band on the bowsprit. It was discussed that on some conversions the original stopper line was not effective, for whatever reason, in correctly limiting the maximum extension of the pole. He questioned if this should be put to a class vote. Rick indicated that the bowsprits were measured at the regatta because of this concern.
- There was discussion about acquiring a class scale. A number of people were not happy with this regatta's weighing, indicating the scale was weighing heavy which allowed people to remove lead if they re-weighed. Rick indicated that the class had funds to do this if needed.
- The asymmetrical spinnaker measurements were questioned because of the difference between the spinnakers from North and Quantum. People said that downwind visibility was an issue, especially with the Quantum spinnaker. This was even more of a concern when racing on the same course as other types of racing boats. Ted explained the luff, leach, and foot measurements had 6" tolerances and the foot roach was limited to 2". There are no girth measurements. Both sail makers fit within the measurement criteria. It was noted the Quantum asymmetrical spinnaker has a much larger girth measurement creating a deeper sail and a sail that is closer to the water. This led to discussions about: should we require windows in the spinnaker, should there be smaller tolerances on the dimensions, and should there be a girth measurement.

10. Ted Beier, Rules Committee chairperson, outlined the approved scantling changes approved by the last membership ballot: Asymmetrical spinnaker and upper set of spreaders. Ted indicated the experiment to use a jib stay headfoil was not extended and that the Board of Directors wanted to delay any more experiments for 5 years to avoid adding any new additional costs to the boats.

There had to be a clarification on how to measure the extension of the bowsprit because the two installers were not doing it exactly the same. "The four foot maximum bowsprit extension limitation shall be measured from the center of the bow, ½ in below the extension of the deck line, directly to the end of the sprit. This distance shall include the end cap and the extension of the eye fitting on the cap. Compliance with this dimension shall be effected, if required, by adjusting the length of the preventer line which limits sprit extension."

Ted indicated that issues with rig integrity are being investigated following reports of some mast and hull failures. Tom Burton said he was using the I-1 type rig and also used backstays and thought this rig configuration had much more integrity than the non-backstay rigs. Ted said it was not spelled out in the rules that you are allowed to do that. Dave Magno thought the rules as written would allow this configuration. The consensus of the members attending seemed to be that it was okay to have backstays with the I-1 rig.

Ted talked about the two modifications to the Sailing Instructions:

"The establishment of a two-length zone is changed to a three-hull-length zone, and Rules 18.2.b and 18.2.c are modified to assess positions at the edge of a three-hull-length zone instead of a two-length zone. For rounding or passing the

subject mark or obstruction, Rule 18 shall begin to apply at that point. A bowsprit or any other crew or equipment item shall not be included in determining the extent of this zone.”

Ted indicated that the optimum leeward gate span probably should be 6-8 hull lengths, and that 8-10 hull lengths were used for the first day of racing.

“Rule 50 is modified to include, "A bowsprit may be extended only when being used for its intended purpose of flying an asymmetric spinnaker. It may not be deployed until the process of hoisting the spinnaker has begun, or until the yacht is overlapping the windward mark on a starboard tack. It must be retracted as part of a continuous process of retrieving the spinnaker”. (See Appendix III).”

Discussion turned to the issue of safety with the asymmetrical spinnaker. It was suggested we have a “same tack spinnaker right of way rule”, that is a little different than the old ILYA spinnaker rule giving right of way to the spinnaker boat when on a different leg of the course. Not much traction for that idea. Someone suggested the idea of hailing spinnaker boats that are close by number or sail color - then wondered if there should be numbers on the spinnakers. The idea of requiring a window in the spinnakers was discussed. No recommendations or motions were made.

New Business:

1. The National regatta rotations for the past 20 years were reviewed. The allocations ending with 2010 are:
 - Eastern Region = 8
 - Inland Region = 6
 - Western Michigan Region = 4
 - Other = 2 (Charleston and Carlyle)
2. The issue was raised about the over abundant use of the black flag in the first days racing. People were very unhappy with it. Other complaints about the race management were mentioned (midline RC boat, need larger RC boat, long delays between races, line length, gate set up, square lines) . Rick stated he and Art would talk to the PRO/RC to discuss ways to improve the race management for the rest of the regatta. It was recommended that the BOD hire a professional Race Committee to achieve National Championship caliber race management. No motions were made.
3. It was felt by many that the rule to allow only one spinnaker on the boat and for an event was not good. A torn spinnaker could take you completely out of the regatta because you couldn't get it fixed or replaced before the finish of the race or worse not before the next race. It was explained that the rule was made to hold down the cost of the conversion and help with the passage of the asymmetrical spinnaker. There was a motion to allow 2 spinnakers to be carried on the boat and that motion passed unanimously – no one opposed. They did oppose the carrying of two spinnakers of different dimensions, the idea being that the second spinnaker was allowed to be carried only as a replacement for the primary spinnaker if it was damaged beyond being useable. Rick said he would have the BOD discuss for a recommendation at their next meeting.

4. A quick assessment was taken of the fleet's success in converting to the asymmetrical spinnaker.

CH – all 12 converted

V – all converted, some mast failures

M – all but one

Barnegat Bay – 22 of 25

HO – 10 boats, 6 converted, 1 more in process

GL – 10 of 11 converting

Carlyle – 4 of 7 converted

Mendota – 10 converted, 1 non-active did not

UM – 4-5 boats and none converted

WA – all converting, 3 still in the process

LE – all 11 converted

KU – 6 of 7 converted

I – all converted

CR – all 13

TO – all 11

WH – couple not converted

SL – 5 of 6 converted

5. The Secretary reported that because of the early date for the regatta and that regional events had not yet happened, the Regions had not had an opportunity to choose their new directors for 2009 for approval by members attend this meeting, which is customary according to the By-Laws. It was moved and seconded that Directors would be accepted as reported by the regions later in the summer. Passed unanimously.

Art Brereton had some kind words to say about Commodore Rick Turner's leadership during this past year that was one of the most difficult in class history. He commended Rick for being fair, open and objective. He said we were very lucky to have Rick as our Commodore during this time (standing ovation by all).

Meeting adjourned at 9:15PM