



NCESA Board of Directors Meeting

November 8rd, 2008

A. Meeting called to order at 9:34 AM

B. In Attendance:

Ted Beier	Carlyle	Jay Rendall	White Bear
Art Brereton	Torch	Lon Schoor	Mendota
Bob Cole	Keuka	Donna Schoor	Mendota
Dave Hagen	Crystal	Toby Southerland	Grand Lake
Pat Heaney	Mendota	Rick Turner	Chautauqua
Bill Nolden	Lavallette	Robby Wilkins	Columbia
Brian Porter	Geneva	Bill Wyman	Oshkosh

C. Wyman moved to approve the minutes from the last meeting with a second by Beier. Motion passed unanimously.

D. Old Business

1. Rick announced the appointment of Robby Wilkins as an At-Large Director to replace Bill Misenheimer whose term expired in 2008.
2. Beier moved to approve all new directors, term 2009-2010 with a second by Brereton. The motion passed unanimously.
The new directors are: Pat Heaney, Bill Nolden, Brian Porter, Jay Rendall, Robby Wilkins

E. Reports:

1. Rules Committee - Ted Beier

- a. By-Law changes were recommended to reflect the way the organization was performing certain duties at the National Championship regatta. The change is to replace 'Race Committee' with Jury in the following By-Laws. The Jury is the protest committee and its members are not a part of the Race Committee.

Article V.3. A Certificate of Measurement shall cease to be valid under any of the following contingencies if the ~~Race Committee~~ **Jury (Protest Committee)** or Board of Directors should so direct, on account of protest, or because, in their opinion, infringement of the Measurement and Scantling Rules or irregularity in the Certificate exists.

Article V.5. Should a Measurement Certificate, under which a yacht has sailed in any race, prove to have been incorrect for any reason, the Board of Directors or

~~Race Committee~~ **Jury** may, after inquiry, correct such Certificate as they may deem proper and revise the claim of the yacht to prizes which she may have been awarded in any race.

Article VIII.1. The National Regatta shall be conducted in accordance with the sailing instructions set forth in Part VIII of the current Yearbook of the NCESA and made a part of these By-Laws. Amendments shall be made in accordance with Article XVI 2 B of the Constitution; however changes at the regatta site may be approved by **the Jury and** the NCESA Regatta Chairman as provided in the sailing instruction.

Besides the substitution of 'jury' for race 'Committee', changes to the following article were made to loosen up the crew restriction when a team knows ahead of time they cannot race with the same people for the whole regatta and must make a crew substitution.

Article VIII.2. The number of persons comprising the crew is unlimited, but each yacht shall sail the entire regatta with the same crew except for emergency situations when the ~~Regatta Committee~~ **Jury** of the NCESA may, at its discretion, authorize a substitution. **Variation in crew from day to day will be accepted if declared at registration, and adhered to exactly.**

For consistence in the Articles, 'bowsprit' was added to the equipment list in Article VIII.4.

Article VIII.4.I bowsprit

old Article VIII.4.I will become Article VIII.4.H

Article VIII.4.H. All other equipment - unlimited

Any of the items of equipment listed in A through H which are damaged during an event may be replaced with the permission of the ~~Race Committee~~ **Jury**. All other equipment may be replaced at the skipper's discretion. All substitute equipment must meet Scantling specifications and shall be of the same or greater weight than the equipment replaced. The ~~Race Committee~~ **Jury** may require additional lead ballast to be added if necessary to compensate for any estimated weight difference between original equipment and any substitute equipment approved by them. The position of spreaders may not be restricted or be freed from restriction after the preparatory signal. In the event of a general recall or postponement, this prohibition runs from the new preparatory signal.

The Rules Committee also proposed the removal of language in the Rulebook that addressed wood boats. The following article is deleted.

~~Article VIII.11. Yachts may be dry sailed at regattas when ample facilities to do so are available upon approval of the Race Committee for any given regatta. In the event that dry sailing of boats is not allowed, each yacht shall be required to remain in the water during the whole time of each sanctioned event, but any yacht that has been damaged and is in need of repair to the hull or to prevent sinking may be hauled out. The skipper shall report the incident to the Race Committee and shall obtain their permission to continue in the Regatta.~~

Cole made a motion to approve the By-Law changes, and there was a second by Porter. It was unanimously approved.

- b. The following proposed changes to Part V Scantling Rules were made to remove references to wood boats since they have not been built for 30 years. Also cleaned up the language where needed without changing the meaning or intent of the rule.

This is a change to bring the Rules into current practices, especially considering the fact that any appeals to an interpretation will end up going to Judicial Committee.

Rule V.GENERAL.2. Interpretations. In interpreting any point not adequately covered, or wording of obscure meaning, the ~~Judicial Committee~~ **Rules**

Committee of the NCEA, shall consider the intended meaning, rather than any technical misconstruction that might be derived from the wording, and shall bear in mind at all times the basic principle of the specifications, which is to maintain the class, within reasonable limitations, as standard, equalized, one-design yachts. A request for an interpretation should be made on Form 3 and addressed to the Chairman of the Rules Committee. An adverse decision may be appealed to the Judicial Committee in writing.

V.GENERAL.3. Experimentation. The Board of Directors may permit experimentation in such matters under conditions ~~which it prescribes~~ **prescribed in Article X of the By-Laws**, including participation in sanctioned events by those engaging in such experimentation.

V.HULL.1.B. Materials permitted for new construction or modifications - fiberglass - polyester - vinyl ester, or epoxy resin - ~~balsa~~ - divinycell - klegecell or closed cell pvc foam core. Wood is also permitted as a core material for local reinforcement purposes. The specific intent of this rule is to ban those materials commonly referred to as "exotic". Examples of such material include, but are not limited to: ~~Kevlar - Carbon Fiber - Hexcell~~ **aramid (kevlar), carbon fiber, honeycomb core.**

V.HULL.1.G. All yachts must be equipped **with hoist points** so as to permit weighing and launching by crane.

V.HULL.2.A.1. ~~The molding or~~ **Any** rub rail shall not be considered part of the hull dimensions. All measurements are to be taken to ~~the outside of the planking or to the outside surface of other~~ **the** hull material.

V.HULL.2.A.3. ~~Spacing of frame, of ribs, of hardwood and deck beams may be as desired, as long as the cross-section per lineal foot of length is maintained.~~

V.HULL.2.A.4. ~~Internal bracing, floor, knees or other stiffening members shall not be included in the area of the frames or deck beams.~~

V.HULL.2.A.5. Crown of deck shall be measured at the mast line in the center of the deck. **The deck shall be a fair curve both fore and aft and athwart ships except for local indentations or built up areas to accommodate deck hardware.**

V.HULL.2.A.6. The deck shall be ~~constructed, if made of wood,~~ to a fair curve both fore and aft and athwart ships (no depressions or protuberances shall be permitted). One or more cockpits shall be permitted, but no cockpit shall extend forward of one inch aft of the mast line, or outboard of the bilge board boxes and their trusses.

V.HULL.2.B.7. ~~Deck Beams - 1 ½ sq. in. min. per lineal foot of length of yacht.~~

V.HULL.2.B.8. ~~Frame of ribs - ¼ sq. in. min. per lineal foot of length of yacht, hard wood only.*~~

V.HULL.2.B.9 ~~Hull molding or~~ **Rub rails shall be no greater than ½ in radius, and for boats built after 2000 shall not extend aft of the forestay.**

(The intent of this rule is to prohibit adding to the effective hull width.)

~~*See Rule 1-B for hulls other than wood and substitute materials.~~

~~*See Rule 1-B for hulls other than wood and substitute materials.~~

V.HULL.3 Method of measuring location - all measurements of slot or hole location shall be taken along, and following the curve of, the planking outer hull surface. Measurements taken "from transom" should be taken from the aft line aft face of the transom at the planking.

V.HULL.3.A.4 Slot distance at planking outer surface from center line - 29 ½ in. max., 27 in. min.

V.HULL.3.A.5 [Correct a typo, 'father' should be 'further']

V.HULL.3.A.6 Front of slot distance at planking outer surface from transom - 14 ft. 2 in. max.

V.HULL.3.A.7 Back of slot distance at planking outer surface from transom - 8 ft. 4 in. min.

V.HULL.3.B3. Material - Aluminum alloy plates with strength properties equal to or better than #6061-T6 or equivalent tensile strength. *[It was explained that the stiffness of aluminum is a constant and better does not mean stiffer. However, it may not as easily hold a set from being bent.]*

V.HULL.3.C.1. Method of measuring location - all measurements to be taken along, and following the curve of, the planking outer surface. Measurements taken "from transom" shall be taken from the aft line face of the transom at the planking. No part of the post hole shall exceed any dimension given.

V.HULL.3.C.2. Post distance at planking the outer surface from center line - 20 ½ in. max., 19 in. min.

V.HULL.3.C.3. Post distance at planking the outer surface from transom - 41 in. max., 36 in. min.

V.HULL.3.D.4.b. Material - Aluminum alloy with strength properties equal to or better than #6061-T6 or equivalent tensile strength.

V.HULL.3.D.5.a. Material - Aluminum alloy of minimum tensile strength equivalent to or better than #6061-T6 alloy for the center plate inside rudder. Fiberglass, polyester, vinyl ester, epoxy resin, gelcoat, or LP paint is allowed to fabricate the foil shape of the blade. The coring material is optional. Carbon fiber is not allowed for body or core.

V.HULL.6.B.3. Paddle or removable floor board.

V.HULL.6.C.3. Masthead flotation panels.

V.SPARS.2.D.3. New construction or purchase of spars shall be limited to the Melges 1991 spar or the Johnson 1990 spar.

V.SPARS.2.E.2.(b). Diameter - 3/32 in. min. except 1/8 in. minimum in absence of jib luff wire.

~~V.SPARS.2.J. Wood masts are permitted, provided they are constructed, rigged and used in accordance with the rules contained in the current NCESA Rulebook. Sections B through J of this Rule do not apply to wood masts.~~

~~V.SPARS.3.B. Sectional material can be made of wood or metal: shall be Aluminum alloy with properties equal to or better than #6061-T6 an alloy extrusion with 85% min. aluminum content.~~

~~V.SPARS.3.B.1. Metal shall be Aluminum alloy with properties equal to or better than #6061-T6 an alloy extrusion with 85% min. aluminum content.~~

~~V.SPARS.3.B.1. Wood shall be constructed of clear Sitka spruce.~~

~~V.SPARS.3.C.2. Wood~~

~~V.SPARS.3.C.2.(a) Shall be solid except for the routing out of the front rope groove and an outhaul cable groove, or tunnel.~~

~~V.SPARS.3.C.2.(b) Dimensions: rectangular with depth of 6 in. max., width 3 in. max.~~

~~V.SPARS.4.B.2. If of metal - aluminum alloy with properties equal to or better than #6061-T6.~~

~~V.DECK INTERSECTION OF SPARS.3.B.1. Athwart ships - 2 in., plus or minus 1 in. from outer face of the hull planking.~~

~~V.YACHT DIMENSIONS RELATING TO SAILS.3.A. Mastline - 16 ft. ½ in. plus or minus 3 in. from the aft line outer face of the transom at the hull planking.~~

~~V. SAILS.2.A.1. If of natural fiber - nominal 5 oz. min.~~

~~V. SAILS.2.A.2. If of synthetic fiber - nominal 3.8 oz. min.~~

~~V. SAILS.3.A.1. If a natural fiber - nominal 5 oz. min.~~

~~V. SAILS.3.A.2. If of a synthetic fiber - nominal 3.8 oz. min.~~

~~V. SAILS.3.A.3. If of a Mylar laminent laminate 2.1 oz. min.~~

~~V. SAILS.3.B.3. Luff wire (if used) - center of cringle at head to center of cringle at tack - hand taut.~~

~~V. SAILS.3.C.1. Luff wire (when used) - 22 ft. 4 in. plus or minus ½ in~~

~~V. SAILS.3.J. A luff wire in the jib is not required. When used it shall be - 1/8 in. min. 7 x 7 or 7 x 19 wire cable only~~

~~V. SAILS.3.O. If no luff wire is used, The jib shall be fastened to the head stay by using not more than 20 tabs or fasteners, each not more than approximately 1.5 inches maximum dimension measured along the luff.~~

Some renumbering of the scanting rules will be required because of deleted items. Porter made a motion to approve the changes and there was a second by Schoor. It passed unanimously.

Two additional scantling rules items are being followed-up on by the Rules Committee and discussions with Melges Performance Sailboats.

1. Hull thickness is not ½” in every location of the hull and the rules do not account for that. Proposed change:
V.HULL.2.B.5. ~~Planking~~ Hull thickness - ½ in. min., except for areas of high curvature, adjacent to the hull and deck join, the transom, and areas adjacent to through hull fittings where the core is omitted for structural integrity.
2. There were also questions about the forestay rule with regards to the portion of the stay that exits the deck. Can this be spectra or does it have to be wire rope. Some boats are currently using spectra. The following rule change will be discussed and considered.
V.SPARS.2.E.2.(b) Diameter 1/8 in. minimum except for the tail which penetrates the deck, which shall be 5/32 in. diameter 7x19 wire cable or other material of equivalent strength and flexibility. *(1/4” spectra is considered a material of equivalent strength and flexibility)*

It was also suggested by Beier that people who convert their boats to the I-1 and asymmetrical configuration, that they use new 5/32” wire shrouds for added rig integrity. This idea/suggestion is being followed up on by the Rules Committee for suggested wording in the scantling rules.

- c. Briefly discussed the Measurer’s suggestion of putting a measurement band on the bowsprit. It was recommended we continue to measure the bowsprit extension at the National regatta and publish the measurement method so racers can check their own sprits. The measurement method outlined by the Rules Committee is: “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.”
- d. A motion was made by Beier to restrict the use of electronics with the following addition to Article VIII of the by-laws. “While racing, no yacht shall carry any equipment which displays or computes mark positions or course thereto, true or relative boat speed, or other GPS or computed parameters. This addition to the By-Laws will be reviewed in three years.” This addition to Article VIII was made for a couple of reasons. Some thought equipment like the Velocitek SC-1 was considered outside assistance under Rule 41, and others felt the cost (\$400) was high during the 5 year experiment moratorium that came with the asymmetrical vote. The question was asked if a GPS could record data during a race for post race analysis. Since the data is not being used while racing, this use of a GPS would not violate Rule 41. Nolden made the second and the motion passed with 7 in favor, 3 opposed, and 2 abstain.

- e. After much discussion, Turner made a motion and Cole seconded, to permit two asymmetrical spinnakers on the boat while racing, where one would be identified as the primary spinnaker and the other as a backup spinnaker at the time of registration and the backup spinnaker cannot be used unless the primary spinnaker is damaged beyond being useable. Motion passed with 9 yes votes, 2 no votes, and 1 abstention.
- f. It was noted that Melges is making a design change to the 2009 boats that has improved structural integrity in the chainplate area.
- g. Turner made a motion, with a second by Schoor, to use the USSailing Rules as published. There would be no NCESA supplemental right-of-way 'spinnaker rule' modifications. The motion passed unanimously.
- h. Turner made a motion, with a second by Brereton, to ask the sailmakers to explore the options to include a window in the asymmetrical spinnaker. Apparently some Melges24 asymmetrical spinnakers have windows. Motion passed unanimously.

2. Regatta Committee – Art Brereton

- a. Reviewed the 2008 National Regatta report submitted by Chris Creighton on behalf of the Chautauqua Yacht Club. Art applauded the fantastic job the club did as a whole and to the great social events and spectacular fireworks celebration for the 50th Anniversary event.

The USSailing partner, Regatta Networks, provided a good solution for our on-line registration problem. It is expected that new functionality and improvements will continue to make this a good choice.

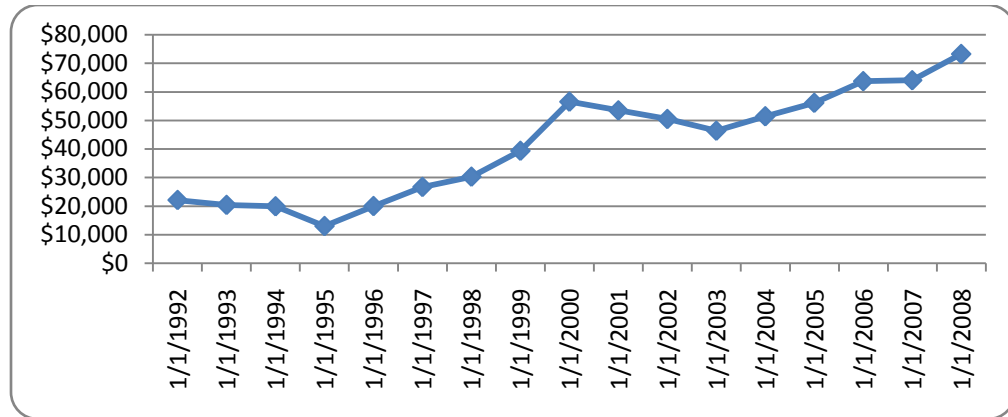
Sponsorship was needed to meet the financial obligations of the 2008 Chautauqua National regatta.

- b. Bill Wyman made a presentation about the plans for the 2009 National Championships at Oshkosh (see [attached](#) report). Oshkosh has a large newly remodeled yacht club, harbor facility for powerboats, and the use of Miller's Bay that is close by with 5 large launch ramps. Oshkosh requested a Thursday through Saturday event on the weekend following Labor Day. Sunday was not an option for the event because of prior commitments at the yacht club. The schedule was approved by the Board, although the Board has expressed a preference in the future to have the National Championship regatta Friday through Sunday, per the wishes of a majority of members. Bill also offered to store people's boats between the Inland Championships and the Nationals if they wanted to come for both events and not trailer their boats back and forth.
- c. 2009 Regatta Budget –Reviewing host club budgets and final regatta reports over the last several years it has become apparent the host clubs should receive more money to assist in the execution of a quality National Championship regatta. Brereton made a motion to provide \$3500, an increase of \$1500, to the host club for the National Championship regatta and to provide an additional \$500 if there are greater than 55 boats participating and another \$500 if the total boats is great than 65. There was a second by Schoor and the motion passed unanimously.

- d. Regatta Bids: Torch Lake submitted a formal bid for the 2011 National Championship regatta. Beier made a motion, and a second by Porter, to award the 2011 regatta to Torch. Motion passed unanimously. The 2010 Nationals was previously awarded to Little Egg Harbor. There are no bids for 2012 or later, but the NCESA is looking for bids from an ILYA or West host club for 2012.
- e. Discussed the request made at the 2008 Annual Membership meeting to have a professional principle race officer run our races at the National Championships. The general consensus that a high level of race management is a requirement for a National championship regatta. Poor race management can taint an otherwise excellent run event. Those members that have experienced the difference between a professional race management and local race management, through their experience in other fleets, did note the racing experience was far superior. It was also suggested we look for someone who would be willing to be a principle race officer (PRO) over a period of many years, much like what we had when Martin Ford was a PRO for our Championship regattas. This would provide consistency and a mutual understanding of what the fleet wants for race management. A set of instructions or guidelines should be prepared for the PRO. Beier already has some guidelines that have been used in the past. These guidelines will be cleaned up and reviewed for inclusion in the Yearbook (website). The use of a paid PRO should not be an additional burden for the host club and the NCESA would find and pay for the PRO. A number of names were mentioned to give the Regatta Committee chairperson an idea of people to start contacting. Schoor made a motion to hire a PRO for the National Regattas at the market rates and not to exceed \$3K. There was a second by Beier and it passed unanimously.
- f. Beier also suggested that the National regatta should have 3 USSailing certified judges. This would have a slight impact on the host club for housing these individuals. It would be expected they would also receive tickets to all social events that were a part of the regatta. USSailing has a contact list of people qualified and Beier offered to help the host club find the right people for our Championship regattas. All agreed that this should be done.
- g. Nolden made a motion to increase the regatta entry fee to \$200, and \$50 for skippers under the age of 25. Expenses are increasing and quality events are a huge priority. There was a second by Wilkins and it passed unanimously.

3. Finance Committee – Toby Sutherland

- a. 2008 year-end statements show the organization is in good financial shape, with higher than usual income in 2008. Membership is at an all time high, primarily because of the important asymmetrical spinnaker vote, a doubling of sail royalty income for the asymmetrical spinnakers, a higher regatta fee, and the 50th Anniversary Regatta was well attended with 71 boats. The Profit and Loss statement for 2008 has a net income of \$8336 not including Grant Program money where all the funds will be distributed for a zero balance. The NCESA Balance Sheet is \$72K not including Grant Program money. There are some outstanding Grant payments to be paid. There are also some large expenses coming due for the REPORTER magazine (\$11K) and NCESA's 50th Anniversary book.



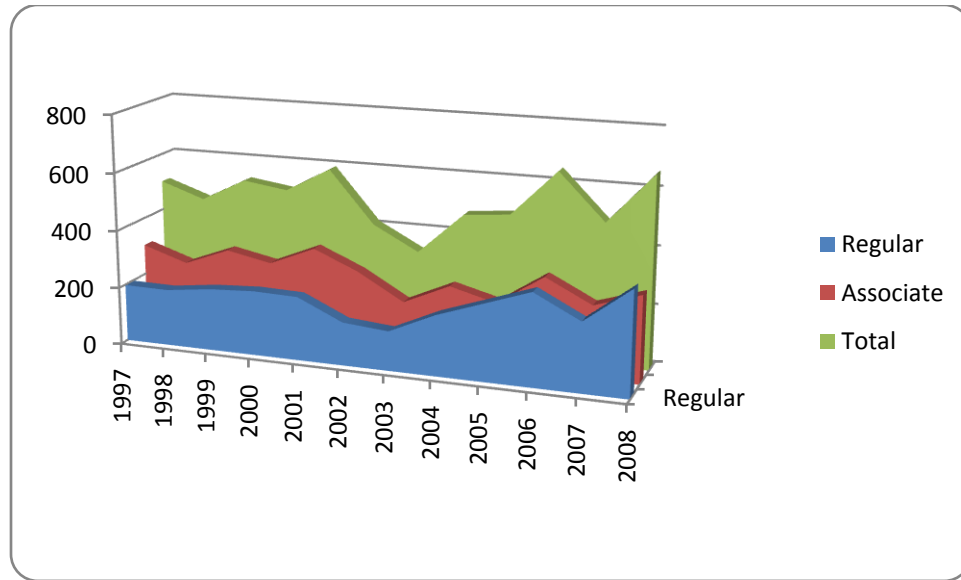
Year-end Balance 1992-2008

- b. The draft 2009 Operating Budget, prepared prior to the Board of Directors meeting, showed a modest profit, partially due to lower revenue expectations because of fewer new boats being built, lower sail royalty income and lower membership figures. There is a cost savings by eliminating the Yearbook-Rulebook publication and including that information on the Website instead. However, actions by the Board during the day require that the 2009 Operating Budget be revised. The Finance Committee will submit a new 2009 Operating Budget to the Directors, taking into account the recent actions of the Board.
- c. Loan and Grant programs – While most E-scows were converted in the initial year of the asymmetrical spinnakers there are some that have not converted. The NCESA will continue its loan program to offer its members up to \$1500 to convert their boats with a payment schedule of \$100/month at a very low interest rate. There is still some money to be paid out for grants that have been awarded, leaving a balance in the account for at least one more grant to assist boat owners younger than 36 years old.

4. Publications Committee - Steve Andersen

- a. Anniversary Book & Reporter – Andersen
Turner talked to Steve and reported on his behalf that Steve needs help to get the Anniversary book moving along. It has been tough to get information by asking people to voluntarily make submissions to the publication. A more proactive approach is needed. The only information so far has come from old REPORTERS. Jay Rendall and Bill Nolden said they would help (call, write, arm twist) Steve. There was mention of rolling the 2008 REPORTER and Anniversary book together but it seemed too late for that and others thought they should be separate. Hopefully during this quiet time of the NCESA, the Anniversary book can get done. Steve still needs an article on the 2008 Nationals at Chautauqua and Rick said that he would get someone to provide it.
- b. Website & Digital Reaches – Updates in progress are to get the Yearbook-Rulebook information on the Web. There were 19 Digital Reaches sent out in 2008. The feedback has been very positive.

- Membership Committee – Toby Sutherland reported the numbers are at an all time high for the organization. This is most likely due to the important asymmetrical vote this year, and the large turnout for the 50th Anniversary Championship regatta.



Membership Statistics 1997-2008

- Nominating Committee – No activity to report this year.
- Judicial Committee – Turner reported that it was recommended by the Judicial Committee that the Board of Directors not get involved in disputes between members where the sale of a boat had gone sour. It was noted the NCESA did not have Directors & Officers (D&O) insurance coverage. It was recommended that each Director have an umbrella insurance policy to cover their liability while on the Board of Directors. Schor made a motion, a second by Beier, that the NCESA look into the purchase of D&O insurance. It passed unanimously.
- Regional Reports – Across all the regions of the NCESA it appears that the asymmetrical conversion was hugely successful in that a great majority of the boats choose to convert. Even lakes that were strongly opposed appeared to have a healthy conversion effort and successful racing season. It was also reported that of the few that did not convert, many are choosing to do it for this coming year. Also the few remaining boats that did not convert were older boats and these were owners we were probably going to lose with or without the asymmetrical choice. The good news is that there seemed to be much more interest, excitement, and potential growth than we've heard for several years. Augusta Georgia is turning that interest into growing their fleet and Lake Murray SC is making a comeback to the E-Scow. Nolden reported that racing in multi class events, where good visibility is at a premium to avoid altercations, was more difficult with the asymmetrical spinnaker. There were some close calls with the A-cat fleet and everyone had to be paying attention at all times. It was reported the 2009 ECESA Championships will be on Barnegat Bay, August 3-5. Also, the future Eastern Championship rotation is:
 CH 2010
 LH 2011

LE 2012
KU 2013

F. Proposed amendments to By-Laws/Constitution

1. [See Rules Committee report]
2. One vote per boat issue was deferred until 2011 meeting.

G. New Business

1. National Regatta

- a. For the optimum span of the leeward gates under the new *three length rule*, we will defer to the Race Management Guideline book by US Sailing. We guess it will be between 7-10 lengths. There was some concern that on our race venues a wide gate may negate the desired effect of gates and most boats will all go around the same gate mark because of a favored side of the course. We'll watch and see, and make a recommendation in the future about how and when to most effectively use gates.
- b. Review trophies for National event. It has been, and currently is, the host club's responsibility to get the keeper trophies for the National championship regatta. The ILYA recently started handing out new keeper trophies and an example was shown. They would be in the \$30 range. The NCEA provides up to \$2500 for trophies. The proposed trophies should be reviewed with the Regatta Committee chairperson before final selection and ordering.
- c. Beier has class flags for RC use.
- d. Need to do a better job of promoting the next Nationals at the current National event.
- e. Propose more scheduled races for the National Regatta – Heaney
The current By-Laws and Race Instructions propose a six race regatta (with one throw out after 6 races) and no more than three races in a day. Heaney proposed more races be allowed if conditions permit. It was noted that many of our races last year, with the advent of the faster asymmetrical spinnaker, were taking 45-60 minutes to complete. Using a downwind finish in the first of back-to-back races would allow a second race to proceed soon after the first, allowing two shorter back-to-back races in both the morning and afternoon segments. Currently the guideline is to have a shore break after three races, and there was no discussion to change that guideline. Much of the success of a four race per day format would rest in the competence of the PRO and RC to get races off on schedule, keep them between 45-60 minutes, and have good communications with the fleet to determine if the weather conditions are suitable for 4 races, or if the majority would prefer three races. The discussion consensus was to allow more races if wind, water, temperature and facilities were ideal, but not force more races if they were not. A motion was made by Turner to allow 10 races for the regattas with 1 throwout after 6 races, and no more than 4 races in a day. The cut off time would be at the discretion of the host club. The Race Instructions would cover when the breaks should occur. there was a second by Brereton and the motion passed unanimously.

2. Class Promotion

- a. Dress up the trophy presentation tables with a Class banner. Use award pictures in promotional material, event reports, and publications. These will be purchased for the 2009 Nationals.

- b. Institute a skippers "Ranking System" for the E Scow class. Turner volunteered to take on this effort. It was suggested it could be modeled after other scow ranking systems such as in the C-scow class or MC class.
 - c. Nolden volunteered to put together a list of used boats and match it up with potential buyers to try and get more boats racing.
3. Acquire a class scale
Beier said he had a scale that the class could use. He will get it certified and get it to Melges to compare with the Melges scale since all new boats are certified on that scale. The scale will be used at the National Championship event.
4. Adjournment at 4:23 PM

2009 E National Regatta --- Oshkosh WI September 9 - 12



WHAT

The Oshkosh Yacht Club is very excited to host the 51st E National Regatta on beautiful Lake Winnebago. This will be the first E National Regatta in Oshkosh in over 20 years. The OYC is preparing to put on a show the fleet will not soon forget.

WHERE

Oshkosh, a city of 62,000 residents in northeastern Wisconsin, is known for hosting great events. The internationally renowned EAA fly-in, Country USA, and Ducks Unlimited all are annual national events that come to our city. But the most cherished and traditional events for our city are one-design regattas. The ILYA Championships have been hosted by the Oshkosh Yacht Club more than any other club in its 135 year history. The city sits on the shores of Lake Winnebago, the second largest inland lake in the United States besides the Great Lakes. This 15x30 mile span of water is terrific for long legs, fast spinnaker runs and clear steady winds. The mooring site at Miller's Bay in Menomonee Park has a massive parking lot with five launch ramps and a huge grassy area for dry sailing. The social headquarters will be at The Waters, the original Oshkosh Yacht Club, and a terrific location to watch the races. This beautiful newly refurbished building is now a premiere event facility which houses the home of the OYC during the sailing months in its lower level. The building's interior engulfs its visitors in the history of scow sailing on Winnebago. This winter the adjoining harbor, which the OYC will lease for the next 50 years, will be renovated. It will be the home base for all fleets of the OYC. It will also have docking space for this events RC committee, spectator boats and maybe some visiting E's that want to wet sail.

WHEN

The 2009 E National Regatta is scheduled Wednesday, September 9th through the 12th. Registration will be the Wednesday after Labor Day, with sailing Thursday Friday and Saturday.

WHY

The Oshkosh Yacht Club is excited to invite fellow sailors to their club to show off the historic roots and their brand new facilities. Also the ILYA E Championship Regatta is only 3

weeks prior to this and only 40 miles away from Oshkosh on Green Lake. Come to both regattas and we will store your boat between the events.

WHO

Regatta Chair, Diana Isom
Fleet Chair, David Sitter
NCESA Regatta Committee Member, Bill Wyman
OYC Commodore, Adam Cummings
OYC Member Volunteers

ROOMS

Park Plaza Hotel 920-231-5000 Block of 20 rooms reserved @ \$85.00 per night
AmericInn Hotel 920-232-0300 Block of 20 rooms reserved @ \$69.90 per night
Hilton Garden Hotel 920-966-1300
Holiday Inn Express 920-303-1300