

## NCESA Board of Directors Meeting

November 7th, 2009

A. Meeting called to order at 9:33 AM by Commodore Art Brereton

B. In Attendance:

Art	Bailey	Island Heights	Pete	Price	Torch Lake
Ted	Beier	Carlyle	Jay	Rendall	White Bear
Will	Demand	Toms River	Lon	Schoor	Mendota
Art	Brereton	Torch	Donna	Schoor	Mendota
Bob	Cole	Keuka	Jeff	Solum	Minnetonka
Dave	Hagen	Crystal	Toby	Southerland	Grand Lake
Charlie	Harrett	Melges	Dick	Turner	Chautauqua
Pat	Heaney	Mendota	Rick	Turner	Chautauqua
Bruce	Martinson	Minnetonka			

There was a special recognition for Dick Turner's attendance at the start of the meeting. More than 50 years ago, Dick was one of the original Directors responsible for the creation of the NCESA.

C. Will Demand moved to approve the minutes from the last meeting and Ted Beier seconded. Motion passed unanimously.

D. Old Business

1. Ted Beier was reappointed to represent the At-Large fleets as a director. His term is for 2010-2011.
2. Jay Rendall moved to approve all new directors, terms 2010-2011. Bob Cole seconded the motion and it passed unanimously.  
The new term directors are: Bob Cole, Will Demand, Pete Price, Jeff Solum, and Ted Beier.
3. Directors & Officers insurance was purchased for \$870 as directed by the Board at the previous meeting. This insurance also covers all Committee members.
4. It was recognized there is no official process for selecting the two Directors to represent the At-Large region (lakes that are not a member of the ILYA, ECESA, or WMYA). After some discussion it was decided to have Art Brereton and Toby Southerland make a selection process recommendation to the Board at the 2010 Board of Director's meeting. Article IX of the Constitution should be modified to describe the At-Large representation process. The discussion included identifying all the fleets that are in the At-Large region and contacting them to see if they have a fleet representative. Also get suggestions from these lakes of people who might be interested in serving on the Board. Other ideas included: ask for volunteers, rotate positions from all At-Large fleets, have the At-Large region members vote electronically, and possibly use the Nominating Committee to recommend At-Large directors. Distribute At-Large region directors between the Southeast and all other fleets.
5. Bruce Martinson accepted a position on the Rules Committee. Bruce will work with Ted Beier during the year to transition into being the Chairperson of the Rules Committee. Ted has been on the Rules Committee for 30 years. He took over as Chairperson of the Rules Committee after Buzz Reynolds' tenure in the early nineties.

## E. Reports:

### 1. Rules Committee - Ted Beier

- a. Bowsprit - There was a proposal to move bowsprit usage language from the Sailing Instructions to the Scantling Rules.

In the proposed language the phrase “*after the yacht pierces the plane of that mark while on starboard tack*” was used. The definition/meaning/intent of this phrase was discussed at some length. The phrase was changed to “*after the bow of the yacht is abreast of the mark on the rounding tack*”. The agreed upon language states:

*“The bowsprit may be extended on any leg of the course where the asymmetrical spinnaker can be carried solely for that purpose. When rounding the weather mark with the spinnaker not deployed, the bowsprit may not be extended until after the bow of the yacht is abreast of the mark on the rounding tack. The bowsprit must be retracted as part of a continuous process of retrieving the spinnaker. The bowsprit may be extended momentarily, when well clear of other yachts, to assist in clearing a fouled tack line.”*

Will Demand moved to approve moving the bowsprit usage statement to the Scantling Rules. Jeff Solum seconded the motion and it passed unanimously. This proposed change to the scantlings must be approved by a membership vote.

- b. Asymmetrical spinnaker dimensions – Recommended a mid-girth measurement be added to restrict the size and measurement tolerances on the spinnaker. Set a mid-girth measurement at 17’4” plus or minus 3”. Currently there is no mid-girth measurement specified. The North asymmetrical spinnakers have a mid-girth measurement of 17’4”.

Since there is currently only one sail maker (North), this is also a unique opportunity to adjust the luff length measurement. It was suggested the luff length be reduced by 2”, while grandfathering all sails made for the 2009 and previous years. The reduction in size will help improve visibility. The grandfathering only affects Quantum spinnakers since the existing North sails fit in the recommended measurements. A motion was made by Will Demand and seconded by Ted Beier to have a mid-girth measurement of 17’4” plus or minus 3” and to make the luff length 35’1” plus 0” minus 6” for all new construction. The motion passed unanimously. A membership vote is required to make this change to the Scantling Rules.

- c. A discussion then ensued about our current policy regarding the use of two spinnakers (the second asymmetrical spinnaker can only be used if the primary one is destroyed). Since there is a proposal to narrow the asymmetrical spinnaker dimensions so that essentially all spinnakers will be nearly the same size, the following motion was made: if the asymmetrical measurements are approved by the members, then allow two asymmetrical spinnakers to be registered for use at an

event. The motion was made by Ted Beier and seconded by Will Demand. This would be a scantling rule change to VIII.4.C and a membership vote is required to approve the change. Even if the membership voted to approve this change, it would not become a rule unless the vote on the mid-girth spinnaker measurement is approved.

- d. Windows in the asymmetrical spinnaker – Will Demand made a motion to allow windows of unlimited size and placement, and a minimum 7 oz. material weight. It was noted that this is a clarification of the current understanding about the use of windows in the asymmetrical spinnaker. Ted Beier seconded the motion and it passed unanimously. A membership vote is required to approve the change.
- e. There was a discussion about what should be in the Sailing Instructions verse what should be in the Scantling Rules. The discussion was prompted by our requirements for or about: 360 vs 720 penalty turn, bowsprit use, changing crew during the event, and not changing the number of legs of a race. Without trying to detail all the arguments for or against what should be where, I can say that what is maybe intuitive to one person may not be to another and also what is intuitive may not be correct in terms of what ISAF might expect when dealing with issues after the fact.

It was decided to take this topic off line and form a super committee (made up of the Rules & Judiciary Committees) to address the issues. There should be a logical progression from ISAF to NCESA to the clubs. Part of the committee's recommendation of where the things should be located in our 'rules', should be an explanation of why things should be in one place verse another. This would be a guideline that we can use while making future changes to the rules.

- f. Make a correction to the maximum number of races at a National regatta to 10. 9 races are specified now and that is an error - it is not what the Board of Directors passed a year ago.

## 2. Regatta Committee – Art Brereton

- a. Reviewed the 2009 National Regatta report submitted by Beth Wyman & Diana Isom on behalf of the Oshkosh Yacht Club. Art commented that the NCESA's number one goal this year was to provide exceptional race management. Blake Middleton and crew struggled to get three races in because of no wind during the day. Thanks to the flexibility of the host club, the RC managed to hold three excellent late afternoon races in quite good wind conditions. It was noted that this was a difficult year for good regatta attendance because of the country's economic meltdown. However, the 46 boats that attended had a terrific time and were treated to the best possible Race Committee work by Blake and his team.
- b. The 2010 Nationals will be hosted by the Little Egg Harbor Yacht Club on Barnegat Bay. Bob Cole indicated the co-chairpersons for the Nationals will be Bob Donat and Derek Stoldt. They will be providing housing to encourage participation. Coral Reef Apparel will be used for regatta merchandise and Regatta Network will be used again for registration. They have proposed a Saturday morning annual meeting with breakfast since the sea breeze takes a little time to develop. They are going all out to

make this the biggest Nationals on the East coast.

They also requested to use Bob Steven's for the PRO. Bob was the PRO for the 2005 Nationals at Little Egg Harbor. He also has a US Sailing Regional PRO certification and has a solid resume of high quality PRO results.

There was discussion about PRO assignments with a strong desire to have a couple of people identified, such as Blake Middleton, which would be willing and able to make a longer term commitment to the NCESA National regattas. This would achieve our goal of high quality race committee results. It was suggested that National regatta bids should accept a PRO from a small select pool of PROs that the NCESA has identified. It was also suggested that NCESA regatta budgets maintain a line item for a paid PRO to emphasize our commitment to high quality race management results.

Ted Beier made a motion to use Bob Stevens for the 2010 Nationals at Little Egg Harbor. Will Demand second the motion and it passed.

- c. A review of the regatta budget showed the importance of good attendance. This is not something that happens without a lot of effort by many people. Much of that responsibly has been and will continue to be on the host club. Little Egg Harbor Yacht Club is committed to having a large number of boats to meet the goals of an NCESA regatta budget.
- d. Regatta Bids - The 2011 National regatta has been awarded to Torch Lake YC. Bids for the 2012 or 2013 National regatta were made by Toms River and Lake Geneva bid for the 2012 regatta. The Toms River bid indicated they wanted a weekday event (Wed-Fri after Labor Day) and they would tow all boats to the course, about 30 minutes from the club. They would provide powerboats for sailors to take necessary breaks before and after races. The Lake Geneva regatta bid was for a Fri-Sun event and the NCESA would provide the PRO. Toby Sutherland made a motion to accept the 2012 National regatta bid from Lake Geneva. Will Demand second the motion and it passed. Rick Turner made a bid to host the 2013 National regatta at Chautauqua on the preferred Fri-Sun format. The decision to award the 2013 was tabled until next year.

### 3. Finance Committee – Toby Sutherland

- a. 2009 Year-end statements show the organization is in good overall financial shape. In 2009, expenses exceeded income. The severe economic recession had a negative effect on NCESA regatta attendance, memberships, royalty sail stickers, and new boat fees.
- b. Reviewed the draft 2010 Operating Budget  
Made the following changes to the draft budgets:
  - Increased the estimated number of boats for the National regatta
  - Added an expense line item for PRO and recognition awards
  - Correct Trophy line item to \$2500.
  - Reduced REPORTER line item to \$5K.

- b. The REPORTER expense over many years has become a larger portion of the NCESA Budget. The REPORTER has a long history of being a quality magazine for our membership to enjoy. Art Brereton moved to set the REPORTER budget at \$5000 and create a committee from members of the Membership, Publication, and Finance committees to investigate alternatives that would meet the new budget amount. Toby Sutherland second the motion and it passed.
  - c. Loans made for the asymmetrical spinnaker conversion have been paid back in full with interest. The grant program has about \$1500. Toby Sutherland moved to donate this money, with Doug Love's consent, to the Island Heights Sailing Foundation in support of their effort to provide two competitive E-scows to two qualified youth for a season. Bob Cole second the motion and it passed.
4. Judicial Committee – No pending issues. It was noticed that we have two committee chairpersons that are also Directors and this is a violation of the By-Laws. Those committee chairs will be replaced.
5. Publications Committee
- a. See Finance Committee report above for changes to the REPORTER budget.
  - b. Website & Digital Reaches – Continued to actively add/update information to the website as it is provided. Published 17 Digital Reaches.
6. Membership Committee – Toby Sutherland reported the membership was not down as much as might be expected with the poor economy and being a year after one of the association's biggest votes when membership spikes.

**NCESA Membership History**

	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
<b>Regular</b>	198	196	215	224	220	149	136	208	263	296	348	358	261
<b>Associate</b>	304	254	314	283	349	283	194	265	224	185	176	300	294
<b>Total</b>	502	450	529	507	592	412	330	473	487	481	524	658	555

	2008	2009	% Chg
Easterns	250	196	21.6%
Inlands	214	201	6.1%
Western Mich	139	115	17.3%
At-Large	55	43	21.8%
Total	658	555	15.7%

7. Nominating Committee – No additional activity since the Annual meeting in Oshkosh where the present officers were nominated and elected.
8. Regional Reports –

Will Demand reported for the Barnegat Bay area indicating the health is good. There are 15 clubs in the bay area. They were doing short races in the spring and fall to emphasize boat handling skills. The Island Heights Sailing Foundation is going to continue the program of providing two competitive E-scows to young sailors.

In New York, Chautauqua got a boost from the 2008 regatta and has 13 boats. The ECESA Championship will be in Chautauqua in 2010. Keuka has 7 boats.

Also, the future Eastern Championship rotation is:

Chautauqua 2010

Hopatcong 2011

Little Egg Harbor 2012

Keuka 2013

Pete Price reported the Western Michigan fleets are stable with Crystal and Torch, being the mainstays. The Championship will be at Torch in 2010.

Jeff Solum reported that Minnetonka had 3 additional boats (20 boats) and thought they would have one additional boat in 2010. There seemed to be more interest on the lake with the conversion to the asymmetrical. Jay Rendall said White Bear was up to 12 boats, with one more new boat for 2010.

Pat Heaney said Mendota is up a couple of boats. Saturday mornings were set aside for practice and coaching to improve the fleet's regatta results overall. There was a noticeable improvement in regatta participation and overall results. He also indicated the ILYA Championships were suffering and thought scheduling was the major reason. Also youth sailing is big and parent owners of E-scows give their time to youth regattas. He wondered if a combined E-scow and youth event should be tried. The 2010 Invite is at Minnetonka and the Championships are at Lake Geneva.

The At-Large area is having more activity. Toby reports Grand Lake is doing well. Bob Cole was at Augusta GA in October and said they had 10 E-scows. The Mid Winters at Lake Eustis is going to include Es. Columbia SC was trying to start a fleet. There was also activity in Canada at Pigeon Lake and Lake of the Woods. Will spoke to Kia in Finland and they have 13 boats being converted. Jay reported Bald Eagle had some older Es.

#### F. Proposed amendments to By-Laws/Constitution

1. [See Rules Committee report]
2. One vote per boat issue was tabled – no date set for future consideration.

#### G. New Business

1. PRO for Nationals (see Regatta report) – add line item in the budget for the PRO/RC. Bob Stevens to be the PRO for 2010 and Blake Middleton for 2011.
2. Island Heights Sailing Foundation requested a donation from the NCESA to help support the two donated competitive E-scows that are awarded to two young sailors for the season provided they regularly campaign them at club series and regional regattas.  
*[From the Financial Committee report – “The grant program had about \$1500. Toby Sutherland*

*moved to donate this money, with Doug Love's consent, to the Island Heights Sailing Foundation in support of their effort to provide two competitive E-scows to two qualified youth for a season. Bob Donat second the motion and it passed"]*

Will encouraged other regions to try to do the same to encourage youth participation. Their program was modeled after the Lightning Class boat loan program. With that as a model, it was easy to set up and has worked very well in it's first year.

3. Pat Heaney made a proposal to create a Points Championship and award a trophy for it at the end of the year. Members would earn points based on their finishes at regattas. The person with the highest points would be the Points Champion for the season. After much discussion about how to do this and which model to follow, Pat made a motion to submit a plan to the Regatta Committee for approval that would identify three regattas this first year, award points to all competitors, and present a perpetual trophy to the Points Champion at the National regatta. Toby second the motion and it passed.
4. A Boat Development Committee for long range planning was proposed by Art Brereton. Currently boat development is driven through the approved Experimental Procedures by individuals with approval of the Rules Committee. A Development Committee would maintain a list of things that could be done to improve the boat based on some established objectives, estimate the financial impact, determine the value to the class, and maintain a prioritized list of improvements for the long term.

Will Demand made a motion and Jay Rendall made the second. The motion was to present a plan to the membership for approval at the 2010 Annual Membership meeting. The plan would have representation from each area and a committee chairperson. Committee members would have a 3-5 year commitment. The committee would have a staggered replacement method to appoint new committee members and maintain long term continuity. Obviously, the Development Committee would be expected to work very closely with major class suppliers. The motion passed.

Although the complete and final proposal will be presented to the membership at the 2010 Annual meeting, the new procedures would mean boat improvements would be done differently. The Development Committee process defers from the current Experiment Procedures, in that members would submit ideas to the Development Committee first. The Development Committee would prioritize the request along with other ideas on their list. The Development Committee would then make recommendations for changes to the Board of Directors. The Board of Directors would move it along as an experiment to be reviewed by the Rules Committee. Implementation of approved experiments would be managed by the Board of Directors.

H. Adjournment at 4:00 PM

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