USSCA 2013 General Membership Meeting  
Brant Beach Yacht Club  
Brant Beach, NJ  
July 19, 2013

Call to Order: 7:00 PM

2012 Minutes
Minutes of the 2012 Board meeting and general membership meeting were distributed to the Board via WWL prior to this meeting. Action for approval: Rob motioned, Connie second, approved

Reports:
President’s Report
Rich noted that the past year has been very busy with many projects moving along and coming to fruition. He noted that the new website has launched due in a large part to the dedication and expertise of Eric. Also, Larry has done phenomenal work getting advertising in.

Rich has been attending meeting with ISCA and the builders and discussing the support for future World’s events. He noted that currently there is no site for next year for the Worlds.

Rich also noted the WWL had been published for the first time in 3 years and that the first one was very large as a catch-up issue, but that future ones will be much smaller. He asked board members to spread the word to send articles to Gail.

Treasurer’s Report
I am pleased to be able to report that when we compare the first six months of 2013 to the same period last year, Membership Dues income is up $3000. I’m sure this is helped by the fact that people can now join the fleet through the website and pay by using Google Checkout. But this has only been available for 2 months, so there must be other good factors at work. We have also started receiving some advertising revenues from the banner ads that are on the new Sunfish website. Those ads have brought in $1500 for USSCA so far this year. Unfortunately, USSCA’s share of the cost of the new website was $3100. More ad revenues will be received in August 2013 and February and August 2014.

The Windward Leg has breathed new life for the first time since 2010. The Spring 2013 issue caught us up with the World’s and NA’s results since 2010 along with a few other stories and articles. USSCA’s portion of the cost for this expanded issue was $5800, and this accounts for most of the net loss as of June 30th.

As far as the Balance Sheet is concerned, our total Cash in Banks is $42,221 as of June 30, 2013 and $13,374 of that amount is in a Certificate of Deposit.

Respectfully submitted,

Pat Manning, USSCA Treasurer
Measurer’s Report
Recent rule changes just approved by ISAF that can be made effective as of December 15, 2013:

Rule 3.7.2  Amended rule to read: “One or two halyards may be used. Halyards may be of any length and diameter. The running end of one halyard may be used to create a boom vang and/or to pull the boom out in light air. A single purchase loop may be tied in each halyard to help draw the halyard tight, provided the sail can be quickly lowered in an emergency”. (December 15th 2013 goes into force)

Rules 3.7.3 & 3.7.4  Simple change in both these rules for consistency with new Rule 3.7.2 to make the word “halyard” plural.

Rule 3.6.6  (New Rule approved by ISAF)  New rule to read: “National Letters when required shall be applied as shown on the Measurement Diagrams for the sail. The National Letters on the starboard side shall be placed in the third panel from the bottom of the sail. The bottom of the letters on the starboard side shall be parallel to the seam below the panel, and 1+/- ¼” (25+/- 6mm) from the center of that seam. The letter closest to the leach shall be a minimum of 2-3/8” (60mm) and a maximum of 4-3/4” (120mm) from the leach. The letters on the port side shall be placed in the second panel from the bottom of the sail. The top of the letters on the port side shall be parallel to the seam above the panel, and 1+/- ¼” (25+/- 6mm) from the center of that seam. The letter closest to the leach shall be a minimum of 2-3/8” (60mm) and a maximum of 4-3/4” (120mm) from the leach. This changes RRS G.1.3(c)”. (December 15th 2013 goes into force)

Rule Challenges & Interpretations to ISCA Class Rules voted on at the last World Council Meeting October, 2013 that are currently in effect and posted on the class website with photographs:

Challenge #1: Fairlead tube, attached without hardware, permitted at the aft end of the lower boom to create a smooth turn (and less friction) with theouthaul line going around the boom end cap. Approved.

Challenge #2 & #3: Foerster and Gust adjust type depowering rigs. Approved. Note: the standard Jens rig is still viable with all current and pending changes.

Challenge #4: Adjustable hiking strap. Approved using additional hardware.

Challenge #5: Adjustable boom vang using running end of the halyard with purchase loops and/or led aft of the deck cleat to enable adjustment while underway racing. Rejected. It is no longer permitted to have an adjustable vang with purchase loops or any arrangement that can be adjusted “on the fly” while racing. The “traditional” simple vang using the running end of the halyard to the deck bullseye and terminating at the deck cleat is permitted as in the past under rule 3.7.2.

Challenge #6: Fastening of hiking strap directly to the cockpit lip. Approved.

Additional changes to our rules are still needed, mostly to reflect new equipment provided by the Builder. These changes should hopefully be completed during the next year.

Initial draft of new ISAF “Rules of Conduct for Conducting Major Championship Regattas” completed. Scheduled for circulation to Advisory Council and World Council members and eventual World Council vote.

Regatta Coordinator Report
Mid-Winters & International Masters will be at Pensacola
2014 – Bay Waveland NA’s
Publication of WWL/Schedule Hard Copy
The WWL will have 2 distributed issues through end of year.

Annual Elections
The Annual elections were held and the below officers elected:

Secretary: Susan Mallows
Advisory Council: Jim Koehler; Chris Williams
Masters Event Coordinator: Fritz Hanselman
Women's Even Coordinator: Gail Heausler
Nominations Coordinator: Tom Katterheinrich
Gulf Coast: Todd Edwards
Mid-West: Tom Katterheinrich
South West: Vic Manning
West: Les Piehl