

FSSA Boat Borrowing and Eligibility Committee

- Team members: Steve Comen, Nina Cummings, Eugene Vogel, Jeff and Amy Linton, Dave Safirstein
- Goal: Propose constitution and/or by-law changes relating to boat ownership, skippering, boat borrowing, and eligibility for sanctioned regattas that will increase FSSA membership and participation. Ideally these changes should also increase demand for new boats, but at a minimum they should not depress demand.

Primary Areas of Emphasis

- Rules around co-ownership, active versus family membership are misunderstood and enforcement is inconsistent
- The boat borrowing rules have generated confusion, prevented people from sailing, and led to at least one person leaving the class
- The requirement for boat ownership to compete in sanctioned regattas is a significant barrier to getting younger sailors into the class
- The bylaws currently are written with the assumption that the boat owner is the skipper/helmsperson. There is no provision for the owner to not be the helmsperson. Bylaws also focus on the skipper, not on concept of a team racing together

Proposed Changes- membership categories

- Change 'Active' membership to 'Individual' membership
 - Clarifies intent between 'Active' and 'Family' members
 - If one spouse is registered as the boat owner, the couple needs to have a Family membership for the other spouse to be able to sail the boat with anyone else.
- Modify 'Life' membership to apply to member and family
 - Allows spouse of Life member same status as the Life member, so the spouse (or children) can sail the boat without the Life member aboard.
 - Today a Life membership is for an individual, so to have family members sail the boat the Life member also has to have a Family membership, which defeats the purpose of the Life membership.
- Add an 'Honorary' membership
 - Available to long-time class members who are no longer boat owners. Honorary members pay no dues, may not hold office, and may borrow a boat to sail in a sanctioned regatta on singular occasions with NCC approval. Honorary membership requires Executive Committee approval.

Proposed changes- boat borrowing

- Owners should be allowed to borrow boats at will
 - Removing the need for getting approval to borrow a month ahead of regattas will increase participation, reduce competitor uncertainty, and eliminate the need for last minute exceptions and paperwork
 - NCC has the ability to reject an entry to a sanctioned regatta; this provides the necessary tool to deal with someone who buys a derelict boat and repeatedly borrows a good boat for regattas.

Proposed changes: skipper/helmsman/team

- There are multiple examples of current owners who would rather crew than helm
- There are also examples of teams where one person helms upwind, and the other helms downwind
 - This is more common when people are learning, but also happening with some experienced teams
 - We feel that the chance that can lead to any competitive advantage at the top of the fleet is highly unlikely
- Changes:
 - Skipper should be defined as person financially responsible for boat
 - Team sails the boat with no restrictions on who handles helm or performs other duties
 - One exception: the boat owner must be the helmsperson at NACs (and Midwinters?) Exceptions require approval by the NCC prior to the regatta.
- We think eliminating restrictions on who helms will lead to more participation, better learning opportunities, and an easier path for sailors to become comfortable on the helm

Increasing participation by younger sailors

- With boat ownership a requirement for sanctioned regattas, it can be difficult for younger sailors to be able to afford a competitive boat
- In order to support younger sailors, Flying Scot Inc will provide discounted factory service for younger sailors who have purchased an older boat that needs upgrades/updating