

NCESA BY LAWS
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ARTICLE I - CLASSES OF MEMBERS AND DUES

There shall be three classes of members – Active Owner, Regular, and Associate.

1. Active Owner member shall be yacht owners, or designated owner when in a boat partnership.
2. Regular members shall be skippers, who are not Active Owners, and other people who want to support the NCEA.
3. Active Owner members shall have the privilege of one vote.
4. Only Active Owner and Regular members shall be eligible for elected or appointed offices.
5. Associate members shall be people interested in supporting the NCEA.
6. Dues shall be payable at the beginning of the fiscal year. A member shall become delinquent upon his failure to pay dues before the Annual Membership Meeting.
7. All Regular and Active Owner Members shall receive all the publications of the Association

Dues: (set by the Board of Directors at their annual meeting)

Active Owner \$65

Regular \$50

Associate \$15

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ARTICLE II - MEETINGS

1. Notification of the time and place of the Annual Membership Meeting shall be sent to all Active Owner members at least one month in advance of such meeting.
2. The substance of the matters to be discussed shall be included in the notice of the meeting.
3. The Commodore shall preside at the Annual Membership Meeting.
4. The order of business at the Annual Membership Meetings shall be:
 - A. Call to order.
 - B. Report of Secretary on registered attendance.

- C. Minutes of the last meeting.
 - D. Old business.
 - E. Reports of committees.
 - F. Proposed amendments.
 - G. Other new business.
 - H. Election of Officers and/or Directors for the coming year.
 - I. Adjournment.
5. Notification of the time and place of any meeting of the Board of Directors shall be sent to those eligible to attend at least two weeks in advance.
 6. The substance of any unusual matters to be discussed at the Directors Meeting shall be included in the notice.
 7. The Commodore shall preside at the meetings of the Board of Directors.
 8. The order of business at the Directors Meetings shall be the same as the Annual Membership Meeting, except where inappropriate.

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ARTICLE III - AMENDMENTS

1. Amendments to the Constitution, By-Laws and Scantling Rules may be proposed by:
 - A. The chairman of any committee unless his committee has voted otherwise.
 - B. A member of the Board of Directors.
 - C. A petition signed by any five Active Owner Members.
2. The substance of the amendment shall be included in the notice of the meeting in which final consideration is to be made, or in the case of voting by mail, the substance as well as the text of the amendment shall be included with the ballot.

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ARTICLE IV - VOTING

1. Only those members with the privilege of voting who register with the Secretary at the start of the Annual Membership Meeting shall be eligible to cast votes at such meeting.
2. All Active Owner Members shall have the privilege of voting by proxy at any meetings which they are unable to attend or for any other reason they may have for not wishing to cast their vote in person. Proxies shall contain suitable instructions and be properly validated by the Secretary, at the start of the meeting.
3. Only Active Owner Members in good standing may cast their ballot in person, by proxy or by mail.

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ARTICLE V - ELIGIBLE YACHTS

1. A yacht is eligible to compete if it conforms to the Scantling Rules, has been built by a Licensed Builder (if built after April 1976) and if it has been issued a Certificate of Measurement by the builder. The onetime fee for each builder's certificate is \$250 to be paid to the Secretary-Treasurer.

2. It is the yacht owner's responsibility to inform the Measurer of any material change in the boat or its equipment, including the mast, boom, or a dimension, which may cause it not to conform to the Scantling Rules.
3. A Certificate of Measurement shall cease to be valid under any of the following contingencies if the 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.
4. Licensed builders of Class E Scows are: Melges Boat Works
 - A. Licensed builders must submit the fee described in Paragraph I, together with a Measurement Certificate describing each boat to the Secretary-Treasurer of the Association at the time of delivery.
 - B. No Certificate may be issued for a hull unless it has been completed, absent hardware, by a licensed builder.
 - C. Builders are to deliver completed hulls (deck and hulls joined) to comply with current scantling rules.
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 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.

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ARTICLE VI - YACHT'S NUMBER

1. Each yacht shall carry her assigned racing number and club letter designator as follows:
 - A. On both sides of her mainsail.
 - B. On both sides of her after-deck.
2. The size and placement of the racing numbers shall be as follows:
 - A. For mainsail, 18" min., 20" max. placed in accordance with the official sail-letter placement diagram and as follows: with vertical centerline 20" of the leading edge of batten No. 2, and with vertical spacing 12" between all club designator letters and/or racing numbers.
 - B. On the after-deck, 10" in height, place approximately parallel to her rub-rail, facing outboard and in line.
3. The character and legibility of the club designator and racing numbers shall be as follows:
 - A. On sails, they shall be of widely solid contrasting colors, such as dark numbers on white or light-colored sails, and white or light colored on dark material.
 - B. Deck numbers shall be of widely contrasting color to the deck color for easy legibility.
 - C. All letters and numbers shall be of a clear cut, vertical, block type design without serif. The stroke shall be 2.5" min., 3.5" max.
 - D. On sails, letters and numbers may be either marked directly on the sail material or may be of a separate material securely attached thereto.

- E. On the deck, letters may be either painted directly thereon or may be a plate or in individual letters securely affixed to the deck.
 - F. Letters on sails, or numbers on sails, shall not be back to back nor at the same level above the boom except where letters or numbers are symmetrical and would show identically on both sides of the sail.
4. Club designator letters shall be limited to a maximum of two (2) letters of the English alphabet and a maximum of three (3) Arabic numerals. No number less than zero (0) or greater than nine hundred ninety-nine (999) may be used. No fractions or decimals may be used.
 5. It is the intent of these rules to provide for quick, easy and unmistakable identification of each racing yacht both by competitors and the race committee personnel. Should the race committee or the official measurer determine that a yacht is not clearly identifiable or not in accordance with these stipulated requirements, the yacht shall be ordered to correct any such deficiency prior to becoming eligible for competition, or, failing to do so, is subject to disqualification.
 6. The club designators recognized by the NCESA as the official club designators for eligibility in NCESA sanctioned events are listed in Part VI.

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ARTICLE VII - RECOGNIZED EVENTS

1. A National Championship Regatta shall be held every year under the jurisdiction of the Association at such time and place as the Board of Directors shall determine. Insofar as practical it shall be held early in September and shall rotate around the country in an equitable pattern.
2. A sanctioned regatta of the Association shall be one in which all competing yachts conform to the Scantlings of the Association and boat owners have a 'boat owner' membership type.
3. Any group of members or recognized sailing association sponsoring such a sanctioned regatta may notify the Regatta Chairman and request such assistance as may be appropriate.

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ARTICLE VIII - RULES FOR RECOGNIZED EVENTS

1. The National Regatta shall be conducted in accordance with the [Draft 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.
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 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.

3. The number of entries may be limited to such number and in any such manner as the Association may direct.

4. A yacht may use no more than the following items of equipment in any single event:

A. Mainsails - 2

B. Jibs - 2

C. Spinnakers: 1 large and 1 small symmetrical, OR 2 asymmetrical

D. Mast - 1

E. Boom - 1

F. Rudders - 2

G. Boards - 2

H. Spinnaker poles - 2 (only if using symmetrical spinnakers)

I. Bowsprit

J. All other equipment - unlimited

Any of the items of equipment listed in A through I which are damaged during an event may be replaced with the permission of the 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 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.

5. No yacht may use an outrigger, trapeze, harness or other device for the purpose of carrying or assisting in carrying live ballast outboard in hiking. However, hiking straps fastened within the confines of the cockpit, one end of which must be fastened at the centerline of the boat (keelson), allowing for unattached handgrips or foot grips are permissible provided nothing is fastened to or around or secured in any manner whatsoever to any member of the crew (this includes the prohibition of loops or gear through which a hand or foot is passed). "Riding" of the windward bilge board (standing or crouching on partially or fully lowered board) or simply hiking out, is permissible so long as the crew member (including the skipper) uses no more assist in holding himself outboard than the holding onto (a) the monkey rails provided for this purpose, or (b) other running rigging other than standing rigging, but in no event may these lines be wrapped around, tied to, or in any way secured to a crew member, his limbs or clothing. Using the spinnaker pole or mast as a hiking assist is not permissible except as an integral part of the act of jibing. (The intent of this rule is to allow crew hiking acrobatics to the fullest extent consistent with fast and safe sailing, provided that such physical extension of live ballast must be unaided unless by the methods mentioned above and otherwise dependent upon the crew member's own physical stamina.)

6. At all Championship Regattas each yacht entered must possess a weight certificate and seal issued pursuant to the authority of the Association or be weighed on the official scale provided by the Association. The yacht will be checked and weighed under the supervision of the Chief Measurer, or his appointed deputy, at the time of being hoisted from its trailer for launching. The measurer may also require boats with weight certificates and seals to be randomly or otherwise weighed in the discretion of the measuring authority at the regatta. The yacht and all of her equipment, including lines, shall be completely dry when weighed. An official report of weight will be made available to the skipper who in turn will present it to the official Registration Clerk as part of his credentials for proper entry. Yachts of the "home fleet" shall be made available for weighing at the launching site by the launching crane prior to the rush of visiting yachts.
7. Each yacht must carry its correct assigned racing number on both sides of its mainsail, of such size and location as specified by the By-Laws. Substitute sails and/or numbers will not be allowed. The Class Insignia must be carried on both sides of the mainsail as shown in the measurement diagrams.
8. A skipper shall not steer any yacht other than that which he is registered to skipper.
9. No yacht while racing in a sanctioned event may have a paid hand for either skipper or as a member of the crew. The skipper must be an Active Owner or Regular Member in good standing.
10. No person on board a yacht when her preparatory signal was made shall leave or board while she is racing, unless injured or ill; except, that any member of the crew may fall overboard or leave her to swim, stand on the bottom as a means of anchoring, reef sails or bail out, help her to get clear after grounding or fouling another vessel or object, provided that this person is back on board before the yacht continues to race. A yacht shall finish each race with the same equipment it has on board at the time of the preparatory signal unless it is impossible to do so. A yacht shall make every reasonable effort to retrieve any lost equipment. The skipper shall report and justify any unrecovered sail or equipment losses to the Race Committee.
11. During the sanctioned event, the bottom of a boat may be washed down, cleaned or smoothed at any time.
12. All sails must carry an NCESA label permanently affixed to the sail. The Treasurer is authorized to collect \$25.00 per label.
13. Each yacht shall meet the following standards of flotation: With crew members standing in the cockpit of the boat fully rigged but without sails, and the boat submerged in calm waters in an upright position, the boat shall float approximately level, with water at or below the cockpit edge.
14. For sails or other items requiring measurement at the National Regatta, the Measurer is authorized to charge fees at the National Regatta, as follows:
\$1.00 per sail, \$2.00 for other items but not exceeding \$5.00 total. If measurement is demanded after time scheduled, a fee of \$5.00 per sail and \$10.00 for other items.

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ARTICLE IX - TROPHIES

1. Trophies shall be sailed for according to the condition of donation, and as sanctioned by the Association.
2. Perpetual Trophies shall be returned to the Regatta Committee in ample time to be on display at the awards ceremony at the Annual Championship Regatta. Winners shall return each trophy polished and in good repair. Failure to respect this rule in its entirety shall subject the offender to ineligibility to participate in the regatta and/or suspension from membership.
3. The Association owns perpetual trophies, as follows:
 - The Bilge Pullers Trophy is awarded annually to the winner of the National Class E Scow Association Championship Regatta.
 - The Robert F. Weldon, Jr. Memorial Trophy is awarded annually to the crew of the Championship boat.
 - Trophies for Individual Race Winners at the National Regatta:
 - Race One: Keuka Yacht Club Trophy
 - Race Two: Iver C. Johnson Memorial Trophy
 - Race Three: Barnegat Bay Trophy
 - Race Four: Pewaukee Lake Yacht Club Trophy
 - Race Five: Chautauqua Lake Yacht Club Trophy
 - Race Six: NCESA Trophy
 - Women's Championship Trophy awarded annually to the highest placing female skipper or crew at the National Regatta.
 - Women's Corinthian Trophy awarded annually to the female present at the Annual Regatta who is an active participant in the E Scow fleet and in regattas throughout the year, possesses exemplary knowledge and demonstrates technical skill both on and off the water, is an active member of the team, and embodies sportsmanship by promoting and supporting the sport and women in sailing.
 - Torch Lake Team Trophy awarded to the Yacht Club that attains the best score as a team, counting five boats as participants, in the National Regatta.
 - Colie NCESA Service Award in recognition of special service to the Association.
 - Ferguson National Ranking Champion Trophy awarded to the skipper with the highest point total, using their three highest point regattas.
 - NCESA Youth Championship Trophy awarded the highest-ranking skipper at the National Championship Regatta who is under 26 years old at the start of the regatta.
 - NCESA Womans Top Skipper awarded to the best finishing woman skipper
4. The association will annually award the following permanent trophies to be retained by the winners at the Annual Championship Regatta:
 - A. To skipper and crew of the top 10 finishers.

- B. To the skipper of the top finisher in the Masters Class. Masters is defined as a skipper who has reached the age of 60 years by the date of the first scheduled racing day of the Regatta.
- C. To the top Rookie Skipper. Rookie is defined as a skipper who has never before skippered in the Annual Championship Regatta.
- D. To determine the respective winners above, reference will be made to the participant's overall score against all competitors.

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ARTICLE X - EXPERIMENTAL PROJECTS

It shall be mandatory that all proposed modifications or construction changes which may improve or degrade the performance of the boat be submitted for an experimental project. Persons wishing to undertake experimental projects which affect the Scantling Rules or make changes in approved construction methods of the Class E Scow under the auspices of the NCESA shall be governed by the following procedure.

1. Applicants shall present a proposal for an experimental project to the Chairman of the Rules Committee. The proposal shall be written and include:
 - A. A description of the project and its goals;
 - B. Suggested duration of the project;
 - C. Any scantling rule(s) believed to be affected; and
 - D. Its effect on other boats not modified.
2. The Chairman of the Rules Committee shall distribute copies of the proposal to the members of the Rules Committee. A proposal may be approved by (a) a majority of the members in attendance at a duly constituted meeting of its members, or (b) a majority of all members of the Rules Committee voting by any convenient written means such as letter, fax, telegram or email.
3. Upon Committee approval of an experimental project, the chairman shall give the Board of Directors written notice of the application, the vote of the Committee, and any written comments submitted with responses. Unless the chairman receives written negative responses from at least a majority of the entire Board within 20 days of mailing the notice to the Board members, the experimental project shall be deemed approved.
4. It shall be mandatory that all proposed modifications or construction changes which may improve or degrade the performance of the boat be submitted to an experimental program.
5. An experimental boat may compete in all class events, including the National Regatta, unless limited by the approval terms of the Rules Committee or excluded by the sponsor of the sailing event.
6. By the end of the approved experimental period, the experimenter shall submit written results of the project and any proposed changes to the Scantling Rules or production methods to the Rules Committee and to the Board of Directors. At that time the Rules Committee may make further recommendations to the Board. At the next regularly scheduled meeting of the Board or a duly convened special meeting, the Board shall act upon the

proposal. If a vote by the membership is also required, it shall be done as soon as possible, with the results transmitted to the experimenter, Rules Committee, and Board of Directors.