

Boat Registrations and the Responsibilities

Sailing is a hobby and sport. This is supposed to be fun. This is meeting new people, visiting and sharing information. This is to satisfy our human interest in tinkering and the competitive spirit. And so in the having, sailing has become organized with a recorded history. It begins with a hull and a number. Due to continued questions and the sharing of incorrect assumptions at the lake here is a look into the process, policies and rules of EC12 boat registrations...*Rick West, June 2004*

The New Hull and Boat

When a new hull arrives that is to be built into a boat to sail with others in this class, it is to be registered with the Class Secretary (CS) on a form and with a fee of five dollars (\$5USD). The CS will enter all information into the class Registry and assign a sail number. Except in rare cases that number will remain with that boat on that hull for its life. A boat that has been commissioned will arrive with this registration completed in most cases. This first registration entered into the Registry begins a lineage of recorded history for the boat with all who have owned her.

The CS will forward to the owner a registration card for the sail number noting the owner's information, AMYA membership number and when the sail number was assigned. This card should be part of the sailing gear that travels with you and the boat. The card may be requested at sanctioned events. Should you lose the card, or if it is damaged, you can get another from the CS.

An adhesive backed label with the registered sail number will arrive with the card. This is to be placed on the inside hull and visible from the hatch area. Whereas, this sail number is assigned to the boat, it should be painted over with resin. Some will place a thin piece of plastic film over the sticker first to protect it. The number showing is the boat's identity, not yours. You are only the owner of the boat.

This number has been called a "Sail Number" by sailing organizations. The fact is that the number assigned is a BOAT REGISTRATION NUMBER, which is printed on the sails to identify the boat.

Buying and Selling

This is a critical time in the lineage of a boat. For history to continue the registration process needs to be completed again and transferred to the new owner. The owner and the boat are joined in the Registry so that both have a valid place in the class.

The seller is to provide the buyer with the registration card issued to the seller. The buyer is then to send the card with the registration form and fee of \$5 to the CS for the transfer to be complete. Many do not send the card and that is okay but all the information for the buyer and the seller need to be filled out on the form. The CS will update the Registry files, add another line for that number with the new owner and forwards a new registration card with the owner's

information. The sail number goes with the boat. The seller cannot keep the number. Remember, the number is the boats identity. It is the boat registration number.

Here is what a boat's lineage looks like in the electronic portion of the Registry. The columns include email addresses and notes and have been shortened for editing fit:

1334	William	Bichsel	8396	2070 Whitney	Clearwater	FL	34620	(813)531	3	H367	8/94
1334	William	Perkins	9110	1100 Beltcher	Largo	FL	34641	(813)536	3	H367	1/96
1334	Alan	Huntress	10540	13 Elizabeth	Swansea	MA	02777	(508)674	1	H367	5/00
1334	Dave	Thinel	13055	622 Wood	Dunedin	FL	34698	(727)738	3	H367	3/03

The number assigned to this boat is 1334, which has a Hickman hull with a serial number of 367. The boat was first registered by Bill Bichsel in August 1994 and has been with Dave Thinel since March 2003.

The Registration Form

This form serves for the registering of new boats and the transfer of used ones. It is located in four places; within your copy of Model Yachting, printed from AMYA's website, the EC12 class page on the AMYA website and on the EC12 class website. These can be copied or printed. The latter is becoming more often used, as all information specific to this class is located there. There will also be a link to this article for reference into the process. When this specific form is filled out and printed onto you machine it sends a "Heads Up" email to the CS with the same information. The class secretary can review this for preparation and review requests and questions noted on the form by you. These can be addressed by email before you mail the form if you like. However, the registration will not be completed until the form and the fee is received. The information on the current class secretary is located on the EC12 class page at AMYA's website and on the EC12 class website as part of the form.

It is highly recommended that you use one of the forms above and NOT the process provided in the annual AMYA membership renewal form. This was reported in a class communication through EC12 Net and at this writing remains most undesirable. There are major delays in the process, errors that are not resolved and some registrations that cannot be completed without phone calls and emails. Please work directly with the CS within the EC12 class.

The Registry

Class documentation is extensive, historical and as thorough as each CS has used it. The Registry consists of four primary MS Excel spreadsheets, the master registrations list, manufacturer productions, financial and registration reports. All of these form a net of information that is historical and current for the class based on the last information received. Each contains some repeated information that assists in researching queries. The Registry also has a dual card file with repeated information that is manually updated with each registration or information received. This file has two sections, one card file by owner's names and the other

by registration numbers. On these cards are recorded all the transactions of the individual owners and likewise with the individual registration numbers hence, the boats. While this file is the paper version of the master registrations spreadsheet, it contains detailed changes and some notes.

The Registration

When a registration form is received there are fourteen steps followed that updates the Registry and forms a packet for mailing to the boat owner. What is recorded will not be changed in the future only updated, as other information arrives. The packet for the owner contains an owner's registration card, a label for the hull with the registration number, a welcome letter, a full copy of the class rules, a two-digit template for printing the sails, a listing of the current class officers and a listing of all the class resources.

Responsibilities, Policies and Rules

The class rules state that the number on the sails will be that assigned by the class. There are some other references but it is from here that we precede. The big thing that everyone needs to understand in the registration process is:

The number assigned is to the BOAT and NOT the owner of that boat. The boat is identified by the number on the sails and listed in the Registry by hull manufacturer and serial number, if any.

Except in rare cases, that number will follow the boat throughout its life. The registration card sent to the owner carries the owner's name and information and the registration number of the boat. That card and the Registry bonds the two. If the boat is sold, given away or passed on through an estate the number will follow with the boat.

Okay, you say, there are other circumstances.

Yes, there are many and will fall to the discretion of the CS at the time. But this for sure; if you think you will scoop up a juicy number after the hull and body have passed on, think some more.

The legality of a boat on the water with the owner at the helm in sanctioned or specified events is that the boat shows the correct number on the sails and on the label in the boat and that number and the owner's name appear on the registration card carried or presented.

Make no mistake to the importance of this statement. The whole process of registrations is history and validation of this bonding. There are many reasons of fairness in the organizational process for this to be so. If it is otherwise at such events where stated in the sailing instructions, or by rule of any governing body, it can be protested and could lead to disqualification.

Wait! What if I borrow a boat to sail in an event?

Policy allows you to do that if you are an AMYA member and all other legalities mentioned above are in place. You can enter the boat and sail her in lieu of the owner.

Ah, you say again, what about these folks with numbers on their T-shirts and hats and colors and all that stuff year after year with no change?

Sometime ago consideration was made by a CS toward owners who had more than one boat registered with the class. This consideration in time has become policy and is to reduce the number of rigs an owner needs to inventory. The rules have language that allows three rigs in an event. So, it became permissible for an owner to have all rigs in inventory showing the same number on the sails and they could be used on any of the registered boats. The validation when registering for an event using this policy is this:

When an owner enters and sails a boat showing a number on the sails other than the label in the hull, the registration cards for both boats showing the owner's name are to be carried or presented.

It is your responsibility to follow this process and most do. Race Directors are to see that all entries meet this responsibility and those stated in the sailing instructions. It is the responsibility of the class secretary to ensure officials and the owners understand these things that are not readily available for reading.

In summary the process and that needed on the water is this simple: The owner or the captain at the helm is an AMYA member and a registration card is present that matches the number on the label in the hull and on the sails or by policy within the permissions stated above.

If you and your friends around Cuba, Kansas, found some boats in a barn near Howard's lake and want to sail without participation on the rest of the planet, just go do it and have a ball.

We are a friendly and sharing class and see each other often in competition. In being and doing we must not be lax in the responsibilities for that which is fair and considerate. Likewise, we should politely remind our friends should they slip on what we hope is a level playing field.