

Deputy Membership Guy's report , Membership meeting 2/13/08

We have 109 members currently listed as paid up; 9 members expired on 12/31/07 (including 2 of our officers), and they will soon be contacted by e-mail and urged to renew.

The list includes a number of people who thought they belonged to the club and had paid dues last year (but no record existed of the transaction.) 3 of them are in the Cruise Class; 2 of them had log books numbered 10 and 11 (which numbers do not exist). For all I have taken their word, corrected our lists, and aim to update, upgrade, and uplift (if I can) our people and our methods. I have no idea how many others may exist in this Sailing Club limbo. I estimate that the current membership list is 90% accurate, 10% erroneous.

FileMakerPro database stuff is relatively easy to share either directly or translated into an Excel spreadsheets. Bill McK has substituted the new membership list (correct as of 2/11/08) onto the Sail Club web site. He has also taken the e-mail addresses from that list and reformatted them for a group mailing list. Any of the officers (especially the secretary and commodore) can create a group mailing from this list for distributing Sail Club information.

A few problems remain:

Creating useful paths of response for prospective members and renewing members to the club is tricky. But we're getting solved:

- 1) A letter has been drafted (Adrienne and Warren) asking people to renew.
- 2) Bill McK and I are working on the web site to make it easier to send information via the web to the Membership guy. Ultimately initial and repeat members will have to come to a meeting or drive to the boathouse; they can send checks through mail, but Logbooks must be issued and explained in person. And signed waiver of liability forms must be collected and sent (ultimately) to Rec Services.

These desiderata are being incorporated in the rewrites for the Web Site.

Now, Communication from Membership to Treasurer (this, too, has been streamlined: Here is \$635 for Matt with a printout of the persons making these payments. I have asked Matt to enter these amounts by individual name into the Quicken registers. Had that been done last year, we could have traced paid-up dues back to undocumented members.

Now, turning to the list of Elected, inherited, and appointed leaders for the Club:

The List of officers remains incomplete, their duties a little bit obscure:

Who is safety officer?

Does Rogge have a log book?

Do we have a MCSA Racing Team Coach?

Who checks the PO Box for mail? Do we use it any more?

Where should mail be addressed in order to reach the Club, the Commodore, or Deputy Membership guy?

Bill McK found 1400 unopened, unread e-mail messages addressed to Secretary@iowasail.org. That's 1400 attempts by outsiders to reach (and failing to reach) the Club. What can we do about that?

Club minutes are now being posted regularly on the Web site. But has any officer archived Club records for the past 2 years in the file cabinet at the Social Center?

A motion submitted by John Huntley to reaffirm a long-standing (but recently neglected) sailboat sign-out procedure:

Let it be reaffirmed by the Officers and Members of the UISC that persons sighting out Club boats follow a traditional 2-step procedure:

First, UISC sailors who intend to check out and sail a Club boat should clip their up-to-date Log Books (signifying membership status and rating) to the Sailboat Clip-Board under the boat they intend to sail.

Second, they fill out the Sign-Out/Sign-In page in the 3-ring binder (signifying crew, departing and returning times). [Friendly amendment by Bill Budelier accepted<please print entries legibly and use Log Book numbers for clear identification.]

Step 1 tells other sailors that this boat has been spoken for and is ready to sail (otherwise it would have been red-tagged on the Sailboat Clip-Board).

Step 2 signifies that crew as well as skipper are bona fide members of the club and rated to sail this particular boat in these particular conditions. Step 2 is also a reminder to use the Repair Book if maintenance is required before others use the boat.

These requirements have been in place since the Club's founding. When the current rules (revised by Jenny Springsteen and John Huntley) were adopted by unanimous vote, the Club's wallet-sized, cardboard ID cards still issued, but the rotating, carousel clip board was difficult to use and mainly neglected.

Today's Log Books were then adopted as a replacement for the cards. They, too, were designed to declare the membership and skill status of all Club sailors. And the new sign-out desk and Sailboat Clip-Board replaced the ancient carousel.

In addition, the Log Books (unlike the ID cards) function as a permanent, personal, and continuously updated record of each member's advance. Thus, Log Books serve three functions:

1. For new members, they clarify Club procedures, responsibilities, and benefits.
2. They also motivate members to improve their sailing skills by displaying the check list for each rating.
3. And finally the Log Books certify a member's level of achievement to other members

and offices of the Club when boats are signed out to be sailed.

As for storage, each of these goals is best served if members keep their Log Books with them. But for convenience sake, if they choose to leave their Log Books in the Boat House, all officers, but especially the Fleet Captains and Harbor Master, should be responsible for keeping these Books safe from loss or unauthorized use yet readily available for their rightful owners.