

INTERNATIONAL ONE METRE INTERNATIONAL CLASS ASSOCIATION

DISCUSSION PAPER

DETAILED ISSUES FOR AN IOM NCA

Major Draft Version 1 dated November 14, 2001

In looking at how a NCA might handle IOM business, we talk about a "NCA IOM Secretary" as the person who chiefly administers the NCA, and carefully distinguish this role from someone we might call an "IOM Registrar", who acts as the certification authority, very possibly under the auspices of the DM rather than the NCA.

There are three broad issues of concern. One issue is how the ICA gets its registration fee from the NCA for every boat which is issued with a new hull number. Another issue is how the NCA IOM Secretary maintains his list of Registered Owners and Certificated Owners. The final issue is how the NCA IOM Secretary arranges the balloting of his Owners on World Council resolutions.

1. Registration fee

The ICA is currently asking that new boat registrations incur a fee. That is:

- the NCA IOM Secretary sends the fee to the ICA for every IOM **hull number** issued.
- boats already issued with a hull number do **not** have to pay a fee.
- the ICA is **not** asking for a fee when a boat is certificated.

The issues that we can foresee include:

- 1.1. How the registration fee works within the NCA and with the IOM Registrar could be problematic. Strictly speaking, the IOM Registrar should remit the fee, for example, 2 GBP, to the NCA IOM Secretary, who passes it on to the ICA, because it might be that the IOM Registrar charges his skippers a different amount, for example, 3 GBP or whatever, for the service he provides.
- 1.2. If the IOM Registrar service to his IOM owners is free, these owners probably receive a very quick response from him. A skipper may well be accustomed to asking for, and immediately receiving, a hull number on Monday, getting the measurement form completed on Tuesday and in the post that evening, and receiving his certificate in the post on Thursday, in time to sail that weekend at a ranking event. This is how it works in the UK, for example. When money must change hands, a delay is immediately inserted, possibly of up to two weeks' duration if cheques must clear. Now that gives the Owner a problem.
- 1.3. If the IOM Registrar service is free, the Registrar is not accustomed to handling money. It may be difficult for an IOM Registrar to set up an acceptable system.
 - 1.3.1. There is the possibility of asking the measurer to note on the measurement form that they have been given the prescribed fee, and then having the measurer send off the fees he has collected in the year to the NCA IOM Secretary.
- 1.4. The small amount of the fee may cause the system to break down. This has been the experience in the UK a few years ago. It is awkward and expensive processing cheques for 2 GBP, for example.
- 1.5. With some DMs, their IOM Registrar does not charge a fee to issue a hull number, but only charges when he issues a certificate. Asking them to charge a fee for hull number issue instead might be difficult.
- 1.6. Finally, the new draft IOM Class Rules only mention a fee being payable at the point that the boat is certificated. That is, the Class Rules do not mention the possibility that a fee is payable when the hull number is issued. I do not regard this as a problem, because strictly speaking the Class Rules are not relevant when the issue of fees arises, but it may be that we want to change the Class Rules in due course.

2. Official list of Owners

The NCA IOM Secretary will have to have a list of all of his Owners. In particular, the list will have to separately identify Registered Owners from Certificated Owners.

Registered Boat	A Boat issued with a hull number.
Certificated Boat	A Registered Boat with a current, valid certificate.
Owner	A person who owns at least one Registered Boat.
Registered Owner	An Owner who is a current, paid-up member in good standing of an IOM NCA.
Certificated Owner	A Registered Owner who owns at least one Certificated Boat.

We must keep in mind that, when we talk about the “NCA”, we are almost certainly talking about a “DM-acting-as-NCA”.

- 2.1. It is not necessarily true that the information the DM has, will automatically be the information that the DM-acting-as-NCA has. Even more importantly, as the NCA IOM Secretary obtains information about his IOM owners, this information may not be communicated to or be part of the DM database.
- 2.2. In some cases, it is trivially easy for the NCA IOM Secretary to find out who his Owners are – his DM has that data. In other cases, it is absolutely impossible for the NCA IOM Secretary to know who his Owners are – his DM does not have that data. For example, although the UK MYA issues membership cards to all RC skippers in the UK, it has no idea which of these skippers are IOM Owners, never mind knowing their addresses.
- 2.3. Where the NCA IOM Secretary has no immediate way of finding out who his Owners are:
 - 2.3.1. He’ll have to ask them all to write in quoting name, address, hull number, and whether they possess a valid measurement certificate.
 - 2.3.2. He’ll need to cross-check with the IOM Registrar that the quoted hull numbers have indeed been issued to those persons, and ditto for the claim of a valid certificate.
- 2.4. Having found out who his Owners are, the NCA IOM Secretary must now keep his list up to date. As new boats are registered and certificated, it might be expected that the IOM Registrar would automatically pass over to the NCA IOM Secretary the details of every new IOM he registers and certificates. Similarly for boats which change ownership, where the new owner has the certificate updated via the IOM Registrar.
 - 2.4.1. This may not be “automatic” for certain DMs or IOM Registrars.
 - 2.4.2. This is fine for the first year of a new boat, but after that there may not be any way for the NCA IOM Secretary to know whether the owner is still active.

- 2.5. The NCA IOM Secretary needs to have an annual process where his Owners write in and confirm their details (address, boat number(s), certificate(s)), and the NCA IOM Secretary cross-checks boat number and certificate with the IOM Registrar for any “new” Owners whose details have not been checked before.
- 2.6. The NCA IOM Secretary will have to be able to submit a copy of his Owners list upon demand to the ICA, to verify the voting entitlement of the NCA in the World Council.

3. Balloting Owners

The NCA IOM Secretary will have to ballot all his Owners. In particular, all Registered Owners are balloted on “ordinary” resolutions of the World Council, usually changes to the Regulations, while Certificated Owners are balloted on Special resolutions, which are either Class Rule changes or constitutional changes.

- 3.1. While the IOM ICA is dedicated to conducting its business electronically, typically on the Internet using e-mail and the Web, this may not be considered feasible for an IOM NCA.
- 3.2. The ICA leaves it up to the NCA to determine how they wish to run their association. The NCA must be able to demonstrate, however, that its balloting procedure is fair, reliable, and resistant to fraud. The NCA must also be able to show to an independent verifier, upon demand, by “ballot paper” and vote cast, how a ballot result occurred.
- 3.3. The ICA would normally require no more than two ballots per year. For postal ballots, this represents a heavy burden, both of time and money, if a NCA must ballot, say, 80 Owners, and an exceptional burden if, say, 800 Owners are involved. On the other hand, if the balloting is electronic, there is no difference in cost to the NCA if 8, 80, 800, or 8000 Owners are involved. Because of this, the ICA may be prepared to accept a NCA balloting arrangement which was exclusively electronic.