

## SEAWIND COA Ballot 2005

### Motions to amend the Bylaws

#### **BM1 – Section 1.6: Amend the schedule for processing Class ballots.**

**Pro:** Proposed revision will allow time for processing ballots and publishing results before the effective date, which was not provided for in the original wording. This also makes it clearer that voting is to take place every other year in odd-numbered years.

**Revised wording if approved:** “Section 1.6 Election of Class Officers and voting on proposed changes to Class Constitution, Bylaws and Class Rules will take place in odd-numbered years. Ballots will be mailed to all COA members on or before February 1 of election years and must be postmarked for return on or before March 1 of that year. The Class Secretary will validate the ballots by confirming, with the AMYA membership Secretary, that each member’s AMYA membership is current (see Section 3.3 below). Election of Officers and approved changes will become effective April 1 of that year unless specified otherwise in the ballot information.”

**Board View:** Support  Oppose  Split

#### **BM2 – Section 5.3: Clarify and bring into line with amended 1.6.**

**Pro:** Revision makes clear that all changes to Constitution, Bylaws and Class Rules require a 2/3rds majority and brings the effective date into line with revised 1.6.

**Revised wording if approved:** “Any changes to the Constitution, Bylaws and Class Rules will require approval by a two-thirds majority of the valid returned ballots and will become effective April 1 of the election year unless specified otherwise in the ballot information.”

**Board View:** Support  Oppose  Split

### Motions to amend the Class Rules

#### **M1 – Rule 4.4: Installation of cosmetic deck fittings to be optional.**

**Pro:** Some skippers prefer to eliminate non-functional deck fittings, some of which may snag lines. If there is a minimum weight where is the harm?

**Con:** The deck looks rather barren and incomplete without them. The scale look is attractive to prospective purchasers.

**Revised wording if approved:** “Installation of steering wheels, winches and track is optional. Such parts, if installed, shall be kit parts located as defined in the instructions. Cleats may be added.”

**Board View:** Support  Oppose  Split

#### **M2 – Rule 4.5: Clarification regarding modification of the hatch opening.**

**Pro:** Current rule says that the hatch opening shall not be modified. While it remains the intention that the size and shape of the opening be unchanged, rules interpretations have allowed raising the opening by attaching various materials to the rim as a dam against water entry.

**Revised wording if approved:** “Hatch opening in the deck shall not be enlarged or changed in shape but may be raised not more than 12 mm by attachment of materials to the rim to reduce water entry. Hatch cover and method of sealing may be modified or substituted to maintain water

tight integrity only.”

**Board View:** Support  Oppose  Split

**M3 – Rule 8.2: Clarification to avoid conflict with 10.2.**

**Pro:** Rule 10.2 provides freedom for optional methods for attachment of outhauls and sheets. This Rule has been given preference in interpretations to date. Current wording of 8.2, which requires use of “All mast and boom fittings.”, appears to be in conflict.

**Revised wording if approved:** “All mast and boom fittings, with the exception of cleats and bowsies, must be used and shall be located at the positions defined in the kit instructions.”

**Board View:** Support  Oppose  Split

**M4 – Rule 9: Standing Rigging - Clarification as to definition, permitted materials and attachment methods.**

**Pro:** A variety of detailed interpretations have been sought that suggest this Rule needs redrafting.

**Revised wording if approved:**

“9. STANDING RIGGING (shrouds, forestay, backstay & jib pivot)

9.1. Standing rigging shall be wire or non-metallic fiber line. A swivel is permitted in the jib pivot.

9.2 Methods and fittings used to attach and adjust the length are optional provided the kit intended function is maintained.”

**Board View:** Support  Oppose  Split

**M5 – Rule 10: Running Rigging - Clarification as to definition, permitted methods and fittings used for attachment and adjustment of length.**

**Pro:** It has become evident that the kit design is deficient in not providing a line to control the height of the jib or main sail clew above the respective booms. This is commonly referred to as a downhaul or inhaul line. This is especially a problem with the jib where the outhaul line alone provides no effective control of sail clew position. In addition, a number of interpretations have been sought that suggest this Rule needs redrafting.

**Revised wording if approved:**

“10 RUNNING RIGGING (All lines attached to the head, tack and clew eyelets of sails, the jib and main sheet lines and the fairlead ring with it’s adjustable bridle.)

10.1 The mainsheet fairlead ring may be substituted but shall have the same inside diameter and shall be controlled by the adjustable bridle as defined by the kit instructions.

10.2 Methods and fittings used to attach and adjust the length of running rigging are optional provided they exert control in the manner that the kit design intends, with the exception of the clew outhaul for both jib and main which system may also include a downhaul or inhaul line.

10.3 The line used for running rigging may be substituted.”

**Board View:** Support  Oppose  Split

**M6 – Rule 11.3 Permit the type of servos used to be optional.**

**Pro:** Some skippers are used to and prefer the action of a drum winch rather than the arm winch type of servo specified in the kit design. To accommodate this type of servo some form of tensioning system attached to the jib and main sheet lines will be required to maintain tension on the drum winch line.

**Con:** The SeaWind is designed for sail control by an arm winch type of servo. Permitting use of drum winches would be a major departure from the kit instructions and strict one-design philosophy.

**Revised wording if approved:** “11.3 The type of servo used for both control functions is optional. A drum winch, if used, must be mounted in the kit-specified sail winch location and the sheet control line must exit above deck using the kit-supplied through-deck and turning block. An elastic tensioning cord may be added.”

**Board View:** Support \_\_\_ Oppose \_\_\_ Split X

**M7 – Rule 12 Sails - Permit use of similar replacement sails from other supplier sources.**

**Pro:** Replacement kit sails may occasionally be back-ordered by the supplier. After-market sails may be available at lower price.

**Con:** The manufacturer and US distributor of kit sails is now fully behind the Class and is committed to maintaining a supply and minimum inventory levels of kits and parts. While, occasionally, demand fluctuations may cause short supply these should be temporary and after-market suppliers do not usually hold stocks. Alternative sources may be cheaper, although some are markedly more expensive, but would require detailed specifications to be developed for materials, construction and sizing plus arrangements to measure and certify sails to be in conformance with specs at major Regattas.

**Revised wording if approved:** “12.1 Sails shall be one-piece identical to those provided in the kit. Replacement sails may be obtained from the kit manufacturer or distributor or other supplier provided they are identical to kit sails.”

**Note:** If approved, a Technical Committee will be required to convene and agree on specifications for materials, construction and measurements for replacement sails together with procedures for certification of sails for major regattas. To illustrate the level of detail required to specify other than kit sails check out the rules for the Fairwind Class which allows alternative sails on a kit based boat.

**Board view:** Support \_\_\_ Oppose \_\_\_ Split X

**M8 – Rule 12 Sails – Permit alternative methods of attachment of mainsail to the mast.**

**Pro:** There are other methods of attaching the sail to the mast than the use of the bolt rope supplied with the kit sail that allow improved adjustment of sail shape. Some of them include mast loops, jackwire or “hanks” (beads or tubes attached to the leading edge of the sail that slide in the mast groove). (See MY # 130 article on page 18)

**Con:** The SeaWind design is based on a bolt rope/tunnel system for attaching the mainsail in which the leading edge of the sail, including the bolt rope, is inserted into the mast groove. All of the alternative methods proposed result in the entire main sail being exposed outside of the mast resulting in a small, but perhaps significant, increase in effective sail area. This would be a

significant departure from the one-design concept.

**Revised wording if approved:** “12.3 Method of attaching sail to the mast is optional.”

**Note:** If approved, a Technical Committee will be required to convene and agree on specifications for permitted sail area and measurement. The Fairwind Class, in allowing alternative sails and methods of attachment, developed sail area specifications and measurements based on the sail area outside the spar.

**Board view:** Support \_\_\_ Oppose \_\_\_ Split X

**M9 – Rule 14 Sail Numbers and Insignia – Revision to incorporate the 6/1/04 Rule clarification as to permitted insignia (font and stroke width).**

**Pro:** This is a revision of Rule 14 to incorporate the ruling developed by the Class Officers and Class Secretary and published on 6/1/04 defining the Class insignia. The revised rule also separates the requirements for sail insignia and sail numbers to more easily accommodate subsequent rule changes, if approved, affecting one or the other.

**Revised wording if approved:**

“14 SAIL NUMBERS AND CLASS INSIGNIA

14.1 The SeaWind Class insignia shall be an “S” (Font: Arial Rounded MT Bold) placed between the first and second batten from the top and on both sides of the main sail. Minimum height shall be 3 inches. (A .pdf file is available from Class web site pages providing printable templates for insignia.)

14.2 Sail numbers shall be placed between the second and fourth battens from the top and on both sides of the main sail. Minimum height shall be 3 inches and with a stroke width of approximately 0.5 inches.

14.3 Country or State designations may be placed between the insignia and the numbers but must be smaller in size than both.

14.4 Sail numbers may be placed on both sides of the jib in the approximate center.

14.5 Sail insignia and numbers shall be placed higher on the starboard side of the sail(s) than on the port side.

14.6 Sail insignia and numbers may be added using either self-adhesive materials or stenciled on with permanent marker.

**Board view:** Support X Oppose \_\_\_ Split \_\_\_

**M10 – Rule 14 – Proposal to allow a reduced size Class insignia on one side of the sail only.**

**Pro:** The sail number is more important than the insignia and should take up more space on the sail. Most other classes permit placing the insignia on one side only, reducing clutter and making sail number identification easier.

**Con:** There are currently almost a hundred boats in the class sporting the 3 inch insignia and the Class Secretary has a stock of these still awaiting issue. Allowing use of a smaller insignia designation will introduce unnecessary diversity within the class.

**Revised wording if approved:** “14.1 Delete the words “ and on both sides” in the first sentence.  
“Height shall be a minimum of 2.5 inches and a maximum of 3 inches.”

**Board view:** Support \_\_\_ Oppose \_\_\_ Split X