

SEAWIND COA Ballot 2007

Officers

Three of our founding Class Officers have indicated they would like to step down at the end of this election period.

Jay Barnes, our Class Founder, has now recovered his health, I am glad to say, and has taken on the major task of Class Secretary for the US 1-Meter Class. Jay will continue to be active in SeaWind Class events but feels that it would be best if he steps down as Region 5 Director to make way for some new blood. Jay and I felt that the initiative by the Les Lacs club in the Dallas, TX area opens up an opportunity to assist further development in the Region and we welcome the nomination of Devry Garrett, SeaWind #57, from LLYC as Director for Region 5.

Philip Sarelis of Ann Arbor MYC has been a major supporter of the Class since before its sanction and recently Philip has achieved fame, if not fortune, as AMYA's Webmaster. With this onerous responsibility he too decided it is time to make way for new blood. Andy Rust, SeaWind #25 & 28, of the Air Capitol MSC, Wichita KS, and our devoted and talented editor of "SeaWind Express" has been nominated as Director for Region 4.

Roger Wilkins, Director for Region 3, also asked to step down as his move to the east coast of Florida has left him currently rather out on his own where he felt that a representative from an active fleet would be better able to serve the Class. Ole Kistler, SeaWind #30, one of the founders of the SeaWind fleet at the Naples MYC has accepted nomination as Director for Region 3.

Please join me in thanking the retiring Directors for their service to the Class and supporting the nominated Directors with your votes.

Motions to amend the Bylaws

BM1 – Section 4.2: Amend the Registration Fee to follow fee levels set by AMYA.

Pro: After the SeaWind COA Bylaws were drafted and approved, AMYA changed its fee for Registration of all Yacht Classes from \$5 to \$7 which caused some confusion as AMYA began collecting fees at the new level while the SeaWind Class Sec was still using the old level. We have since modified practice to follow fee levels set by AMYA. This amendment will simply state that the SeaWind COA will follow fee levels set by AMYA for all classes.

Revised wording if approved: "Section 4.2 Yachts shall be registered by submitting the proper registration form to the Class Secretary along with a one-time fee as set by AMYA from time to time for registration of all yacht classes."

Board View: Support Oppose Split

Motions to amend the Class Rules

M1 – Rule 8.2: Allow replacement of the rigid vang rod by an adjustable rod assembly.

Pro: The SeaWind vang and gooseneck are well engineered but adjustment of the length of the vang, by removing one of the end pieces from its ball joint, adjusting the length and replacing the end piece on the ball joint, is cumbersome and difficult. Skippers used to having adjustable vangs on other boats tend to find the kit vang adjustment frustrating. Replacement of the rigid rod by an adjustable rod assembly will allow adjustment of vang length as the kit intended but in a more user-friendly manner. This rule change would not prescribe what form the adjustable assembly should take, provided the kit plastic end pieces are still used. However two simple

options, made from readily available and inexpensive parts, have been published in “SeaWind Express” Issue #6.

Con: It is one more step away from the kit.

Revised wording if approved: “All mast and boom fittings, with the exception of cleats, bowsies and the vang rod, must be used and shall be located at the position defined in the kit instructions. The vang rod may be replaced by an adjustable rod assembly utilizing the kit supplied end fittings.”

Board View: Support Oppose Split

M2 – Rule 13.1: Clarification as to acceptable alternative batten materials.

Pro: Rule 13.1 currently allows use of alternative materials as SeaWind battens. This rule was introduced as kit battens tended to come loose and were lost, or developed a permanent curl due to prolonged sun exposure. Many skippers have used Great Basin Model Yachting’s epoxy/fiberglass sheet cut to the same dimensions as the kit battens and others have used CF/resin strips of the same length as kit battens but with a narrower width. A Rule Interpretation as to the legality of the CF/resin strip materials was sought and the Class Officers and Technical Advisor agreed that the current wording as to “size” was ambiguous since the kit instructions only mention length of the battens. They proposed that alternative battens of any material, of the same length as kit battens, should be acceptable provided they were of uniform cross-section (i.e., non-tapered).

Revised wording if approved: “Rule 13.1 – Batten length and placement shall be as defined in the kit instructions. Alternative materials of uniform cross-section may be used.”

Board View: Support Oppose Split