

SEAWIND COA Ballot 2009

Officers

Regrettably the untimely death of Ole Kistler, Director for Region 3, caused me to nominate a replacement in mid-term. Darrell Krasoski, Commodore of the Central Florida MYC (Sunday Sloopers) accepted my nomination and is prepared to stand for election. Darrell has been very active in promoting RC sailing and the SeaWind Class in central Florida and has been an active contributor of ideas and articles to SeaWind Express.

Registrations in Region 2 have reached a level where I felt that it was appropriate that the region should be represented on the COA Board of Directors. Chris Kuhn of the new Heritage Harbor MYC in Annapolis, MD accepted my nomination as current Region 2 Director but has indicated that he would wish to be replaced for the upcoming period. He has nominated Joe Phillips as Region 2 Director. Joe is an experienced and capable skipper who sails EC 12 as well as SeaWinds with the Heritage Harbor MYC, Annapolis MD and the Naples MYC, FL

Devry Garrett Region 5 Director has indicated to me his desire to step down due to pressure of work and has nominated Charles Sudduth of the Les Lacs YC, Addison, TX as his replacement. Charles has been an active SeaWind and Victoria skipper for many years and was the founder of the Les Lacs club. He placed third in the 2008 SeaWind NCR.

Doug Lanterman Region 6 Director for the past 4 years, first National Champion and author of the SeaWind Tuning Guide has also asked to step down as he is spending most of his time in Hawaii where he has a sport fishing business and less RC sailing than he would like. Doug has nominated William (Bill) Wright of the Sacramento MYC as his successor. Bill is a past Region 6 Champion and placed sixth in the 2007 NCR.

Please join me in thanking Devry Garrett, Doug Lanterman and Chris Kuhn for their service to the COA and voting in the nominated Officers for the next period.

Motions to amend the Bylaws

BM1 – Section 4.1: Delete. Sections 4.2 - 4.5 re-number to 4.1 - 4.4

Pro: Yacht Registration is a one-time action and does not require renewal.

Board View: Support Oppose Split

BM2 – Section 4.4: Delete provision to re-issue inactive sail numbers.

Pro: The Board of Directors has agreed to propose that the practice of re-issuing sail numbers (hardly used thus far!) be discontinued so that yachts are registered for life. Some may disappear but may resurface later and their registration can be reactivated by transfer to a new owner.

Revised wording if approved: 4.4 Registration numbers will be issued sequentially, unless a specific and available number is requested.

Board View: Support Oppose Split

BM3 – Section 6 Championship Regattas – Add Section 6.5 Temporary Repairs

Pro: It is the policy of the SeaWind COA to be as inclusive as possible in SeaWind Class events. The purpose of this new Bylaw Section is to avoid exclusion from competition of otherwise properly entered skippers due to temporary non-conforming repairs, provided they do not confer any performance advantage.

Wording if approved: Section 6.5 In the event that a SeaWind Yacht is damaged, in transit to or during any portion (including scheduled practice) of a scheduled COA-sanctioned Regatta temporary repairs may be made, including use of non-standard parts, or in the case of cosmetic parts be left unrepaired if, in the opinion of the Regatta Committee or responsible official whose decision shall be final, the repair or lack thereof does not convey a performance advantage. Such temporary repairs shall only be valid for the duration of that specific scheduled Regatta.

Board View: Support Oppose Split

Motions to amend the Class Rules

M1 – Rule 3 Hull: Add new Section 3A - Interior Structure

Pro: While, under the general provision of paragraph 3 of Rule 1, it may have been implied that the interior structure of the hull should be as indicated in the kit instructions questions have arisen as to what modification or additions to interior structure are permissible especially since the advent of the SeaWind CE which needs special reinforcement of the under deck structure. This new section is intended to clarify the situation.

Revised wording if approved:

Rule 3A – Interior Structure

3A.1 The under deck reinforcement structure, including battery box, radio board and support fixtures shall be kit parts installed as shown in the instructions. Drain holes (maximum 2 of maximum ¼” diameter) may be drilled in the battery box and radio board servo apertures may be modified to accommodate various sized servos.

3A.2 A mast compression strut may be added (desirable for the SeaWind CE) which extends Part C3 forward under the on-deck mast step and includes a diagonal strut to transfer load from the front of extended part C3 downwards to the top of Part C7. Such modifications shall be constructed from lightweight wood, plastic or fiber reinforced plastic materials and shall lie in the vertical plane through the bow, mast step and keel fin.

Board View: Support Oppose Split

M2 – Rule 4.1 Modify to allow additional holes to accommodate certain radio items

Pro: Rule 4.1 currently states “The deck shall not be modified or replaced.” In practice skippers have found it desirable to drill additional holes to accommodate fixtures such as through-deck on/off switches or radio antennae etc. The proposed revised wording permits such modifications.

Revised wording if approved: Rule 4.1 The deck shall not be modified or replaced except that additional holes may be made to accommodate such fixtures as through-deck on/off switches or external radio antennae if desired.

Board View: Support Oppose Split

M3 – Rule 4.4 Modify to allow installation of cosmetic deck fixtures to be optional

Pro: A proposal to this effect was included in the 2005 ballot and achieved a 51% favorable vote but failed to reach the required 2/3rds majority for approval. Since that time the number of skippers traveling to regattas has increased and incidents where fragile items such as steering wheels, winches etc have been damaged or lost during transport have arisen. While the Bylaw proposal above regarding temporary repairs can also alleviate these issues it is felt desirable to retest member sentiment on this issue.

Con: It would seem to be against the original intent of the class as a one-design out of the box and detract from the appearance of the boat which distinguishes it from other classes. Existing owners may feel at some disadvantage having installed features compared with new owners who omit them.

Revised wording if approved: Rule 4.4 Installation of steering wheels and pedestals, winches (except parts E7, 9 & 10 which form part of the mainsheet fairlead bridle) and track from the kit shall be optional. Cleats may be added.

Board View: Support Oppose Split

M4– Rule 8.2 Modify to permit adjustment of the jib pivot point location on the jib boom

Pro: Some skippers wish to be able to adjust jib leech tension by adjustment of the jib pivot attachment point on the jib boom, forward in light air and aft in heavier air. It is suggested this could produce similar effects to use of a topping lift (see M5). Some examples as to how this might

be done include, without limitation, addition of 4-5 small screws on top of the jib boom, spaced approx 5 mm apart, so that a line loop on the end of the jib pivot could be moved to any of the spaces between the screw heads or use of a rubber grommet on the boom to attach the jib pivot which can be moved fore and aft along the boom.

Con: This would clearly be a performance modification rather than a cosmetic or practical change. Movement of the jib pivot attachment location alters the forces in the jib cantilever and relative jib and main sheeting which would necessitate significant re-tuning. Skippers who have worked hard to learn how to tune the SeaWind under current rules and take pride in being able to tune for conditions from zero to 20+ knots with one rig may feel such a change would diminish their accomplishments by having to start all over to remain competitive. It would open the door to incremental straying from the strict one-design nature that has been part of the basic SeaWind appeal.

Revised wording if approved: Rule 8.2 All mast and boom fittings, with the exception of cleats, bowsies, the vang rod and the jib pivot attachment eye, 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. The jib pivot attachment fitting may be substituted by an alternative arrangement which allows fore and aft movement of the jib pivot.

Board View: Support _____ Oppose _____ Split

M5 – Rule 10 Running Rigging – Permit installation of an optional topping lift

Pro: Some skippers wish to be able to adjust jib leech tension using a topping lift (an adjustable line running from the aft hole of the kit jib boom to the forestay attachment eye) rather than solely by back stay tension as presently allowed. It is further proposed that once installed a topping lift shall remain in place for the duration of that regatta.

Con: This would be a performance modification and would open the door to incremental straying from the strict one-design nature that has been part of the basic SeaWind appeal. Arguments as to how effective such a modification would be unless it were used with a boom extension would lead to pressure for further modifications.

Revised wording if approved: Rule 10.4 A topping lift (adjustable line running from the aft hole of the kit jib boom to the forestay attachment eye) may be installed but, if in place at the start of a regatta, it shall remain in place throughout the whole event.

Board View: Support _____ Oppose _____ Split

M6 – Rule 11.3 Modify to specify the general location of servos

Pro: This proposal, together with proposal M7, will specify the location of the heavier under-deck electronic components reducing the opportunity to seek performance differentiation through altering weight distribution.

Revised wording if approved: Rule 11.3 Servos shall be located and of a type as defined in the kit instructions.

Board View: Support Oppose _____ Split _____

M7 – Rule 11.4 Modify to specify location of battery packs.

Pro: While battery type, weight and location have hitherto been unrestricted a general preference has emerged for 6v batteries (4-cell AA alkalines or 5-Cell AA or AAA re-chargeables) needed for reliable operation of the newer 2.4 GHz receivers. Any of these can be easily located in the battery box, part C5, per kit instructions provided a suitable battery pack configuration is used. With the advent of the lighter-hulled SeaWind CE, resulting in the need to add considerable correction weight to comply with Rule 15, the possibility of using heavier batteries located on the hull floor was raised by a few skippers. This was felt to be contrary to the spirit of Rule 15. An interim Rule

Interpretation ruled that the battery weight for the SeaWind CE must be limited to maximum 6 oz. However weighing batteries puts additional burden on regatta staff. This proposal will restrict location of the battery pack to in or on the kit specified battery box, part C5. At this location even if a heavier battery pack is used its location would be close enough to that specified in Rule 15 for correction weight to be acceptable. Weighing of battery packs will not be required. Similarly use of alternative battery packs at this location during the course of a regatta will have minimal effect unless the total weight dips below the minimum.

Revised wording if approved: Rule 11.4 Battery type and weight are optional. Battery pack must be located in or on the battery box, part C5, as defined in the kit instructions. Battery changes during the course of any regatta which bring the total weight below the class minimum are not permitted.

Board View: Support Oppose Split

M8 – Rule 11 Radio Equipment - Add Section 11.5 regarding auxiliary radio equipment

Pro: In practice variations in use of auxiliary radio equipment such as alternative on/off switches and receivers, mounted in, on or under the deck, voltage regulators, servo fail-safe devices, through-deck antennae etc have been allowed although a strict interpretation of Rule 1 could be read as to prohibit their use. The purpose of adding this section is to clarify what is permitted.

Revised wording if approved: Rule 11.5 Auxiliary radio equipment including, but not limited to, on/off switches and receivers (mounted in, on or under the deck), voltage regulators, servo fail-safe devices and through-deck antennae, is optional provided its installation does not violate the intent of Rule 15.

Board View: Support Oppose Split

M9 – Rule 14 Sail Numbers and Class Insignia - Modification to improve number visibility and standardization.

Pro: As attendance at some of our Regional and National Regattas has grown there have been a number of incidents where poor visibility of some sail numbers has caused issues with Regatta Staff unable to promptly determine numbers of boats over early or skippers unable to correctly and promptly call protests. Experienced Race Directors have recommended the class standardize more closely its requirements for sail numbering to improve visibility. From a more subjective point of view, early published photos of SeaWind Regattas such as the cover photo from the SeaWind issue of MY #140 drew some criticism that the lack of standardization of sail logos/numbering etc reflected poorly on the class. The SCOA Board of Directors agrees that further standardization would be helpful to the class over the long run. The following proposals together with the new Figure 1, Sail Plan Diagram, are intended to meet that objective and are consistent in direction with ISAF-RRS Appendix E6 if not in detail.

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 of the main sail. Placement on both sides is recommended but optionally only the starboard side insignia may be used. Minimum height shall be 3 inches. (A .pdf file is available from Class web site pages providing printable templates for insignia but must be printed to achieve the correct size.)

14.2 Sail numbers and letters (if used) shall be simple Arabic numerals and capital letters, clearly legible and of the same solid color.

14.3 Sail numbers shall be the last two digits of the yacht registration number preceded by a placement allowance for a third digit or a full three digit registration number (4-digit numbers must

use last 2 digits only). Minimum height shall be 3 inches, minimum stroke width ½ inch and minimum separation between digits ½ inch.

14.4 Numbers shall be placed on both sides of main and jib sails. Mainsail numbers shall be located between the second and fourth battens from the top and no closer than 1 inch from any sail edge. Jib numbers shall be located below and forward of the bottom batten and no closer than 1 inch from the luff edge. A suggested positioning is shown in Figure 1 – Sail Plan Diagram

14.5 Country or State designation letters are optional but, if displayed, shall be minimum 2 inches high, 3/8 inch minimum stroke width and ½ inch spacing between letters and located approximately as shown in Figure 1 – Sail Plan Diagram.

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

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

Board View: Support Oppose Split