

SEAWIND COA BALLOT 2011

Officers

Long serving Class Officers, Mike Eades, Class Secretary; Ken Bauser, Region 1; Darrell Krasoski, Region 3; and Andrew Rust, Region 4 have all indicated a willingness to stand for re-election.

In Region 2, Joe Phillips has asked to stand down at the end of this term for personal reasons and Donald Tyson has been nominated as Region 2 Director. Don is a member of the Heritage Harbor MYC in Annapolis, MD and has been instrumental in developing that SeaWind fleet by building numerous boats for new skippers.

In Region 5 Bob Piper North Texas MYC was appointed following the death of Charles Sudduth and is willing to stand for election as Region 5 Director.

In Region 6 Bill Wright asked to be replaced as his involvement with the SeaWind class will decrease as he concentrates his RC sailing more on US1M Class in the Bay Area closer to his home. Mark Erdrich, Commodore of the Elk Grove MYC, CA was appointed to replace Bill and is willing to stand for election as Region 6 Director.

Please join me in thanking Joe Phillips and Bill Wright for their service to the COA and voting in the nominated Officers for the next period.

Motions to amend the Bylaws

BM1 – Section 1.6: Provision to allow use of electronic ballots as an additional option.

Pro: As the Class grows, the cost and effort involved with production and distribution of mail ballots is becoming prohibitive. It is proposed to change, beginning with the 2013 Ballot and ongoing thereafter, to a system of electronic balloting except for those members who do not use internet who could opt to continue to receive mailed ballots only. Current members will be asked to signify in the enclosed ballot form if they wish to opt for mail ballots in future while new members would be given the same option on the new Registration Form.

If approved, the new electronic system for the 2013 Ballot would be as follows: The ballot papers would be posted on the SeaWind Resource Center (SRC) web site (www.seawindrc.com) including an interactive .pdf file with the actual Ballot Form. The availability of the ballot would be announced via a special AMYA Bulletin as for editions of SeaWind Express. Members could then go to the SRC, pull up the ballot, fill in their responses, save a copy if they wish and email a copy to me to vote.

Revised wording if approved: 1.6: (Revise second sentence to read as follows.) Ballot information and ballots may be distributed either electronically via web sites and email, or mailed to an individual member who does not use the internet at his/her option, on or before February 1 of the election year and must be returned to the Class Secretary on or before March 1 of that year..

Board View: Support Oppose Split

BM2 – Sections 1.5 & 5.2: Revise date for submission of challenges and proposals to December 1 of the year prior to the election year.

Pro: This will provide a bit more time to review and draft proposals before the ballot goes out early in the following year.

Revised wording if approved: 1.5 Challenge must be made in writing, and postmarked by December 1 of the year prior to the election year, to the Class Secretary.

5.2 All proposed changes shall be postmarked on or before December 1 of the year prior to the election year to be included on the ballot.

Board View: Support Oppose Split

BM3 – Section 3.3: Revise to allow all members holding the same AMYA Family Membership but holding individual SeaWind Registrations to each cast a valid vote.

Pro: While this proposal departs from AMYA practice for AMYA elections it is felt that each registered SeaWind owner who is also an AMYA member should be able to cast an individual vote.

Wording if approved: Section 3.3 (Add the following as the second sentence.) Individual registered SeaWind owners holding an AMYA Family Membership are each entitled to vote.

Board View: Support Oppose Split

Motions to amend the Class Rules

M1 – Rule 3A.1 – Hull Interior Structure. Modify to allow the battery box to be mounted on either the port or starboard side of the boat.

Pro: Currently the only allowed position for the battery box is on the port side of the boat, as shown in the Instructions (Step 8). The kit comes however with preformed mounting locations on part C7 on either the port or starboard sides. Allowing the battery box to be mounted on the Starboard side has the benefit of moving the battery and wires out of the way of the servo sail arm. It also has the benefit of keeping the batteries out of the way if they are mounted on top of the box as per rule 11.4. Finally, the new location allows for multiple battery types and configurations since there is more room to accommodate the packs. There is no change in battery mounting height, nor is there a fore and aft change. There are no additional costs, nor are any parts eliminated.

Con: The need to relocate the battery box is not obvious. There are plenty of battery options available that work just fine in the specified location without changing the rules to permit an individual skipper's choice of battery.

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 except that the battery box may be installed on either the port or starboard sides of the boat. 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.

Board View: Support Oppose Split

M2 – Rule 14.3 – Clarification to require that numbers displayed on jib and main sail are the same.

Pro: There have been a few instances, one of which occurred at the 2010 NCR, where skippers have displayed a three digit number on the main sail and the corresponding two digit number on the jib. While currently Rule 14 does not specifically say that all numbers displayed have to be the same it was intended to be so. Display of different numbers on jib and main can be confusing to scorers and other skippers and cause delays in computer scoring in sorting out error messages if the wrong number is entered. This should remove a source of confusion.

Revised Wording if approved:

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 two digits only. The numbers displayed shall be the same on both jib and main sails. Minimum height shall be 3 inches, minimum stroke width ½ inch and minimum separation between digits ½ inch.

Board View: Support Oppose Split