

MINUTES OF THE 2013 S2-7.9 CCR OWNERS MEETING, RACINE, WI

FINANCIALS:

The financial summary was presented. The class sold two mast blanks the past year to skippers who were class members. The net bank balance remains stable, and the class remains solvent. The class membership is stable at 123, with about 30 new ones each year (averages). See Note 1 regarding lost masts stories.

For financial dollar details, dues-paying owners are encouraged to address the treasurer directly at: sectreas@s279.org

BOAT WEIGHT CERTIFICATION: length of certification was agreed to include *five consecutive CCR's*. Future web data will reflect year required for re-weights.

PHRF (or any handicap system) COMPETITIONS: whenever a competition event requires adherence to class rules, participating S2-7.9 boats must carry whatever weight any class-sanctioned regatta would require. Members are reminded that, otherwise, the 7.9 handicaps may be changed by the governing organization in an unfavorable manner.

CCR MANAGEMENT ISSUES: discussions surrounded ways to reduce CCR work effort and costs, such as permanent bow numbers, unified NOR/SI documents, elimination of shirts, reduced food costs, alternative boat weight methods, fewer number of regatta days, fewer crew, limitation of foresail to 105% only, as ways to make managing the event less arduous as well as perhaps increasing participation especially by new younger owners. Summary of details follow:

PERMANENT BOW NUMBERS: many regattas, including the CCR, favor boat ID by bow numbers which currently add up to \$30/boat to regatta costs. It was proposed we consider permanent bow numbers but the attendees voted overwhelmingly NO.

DOCUMENTS: the officers will work toward adopting a unified set of NOR / SI documents which can be yacht club branded, but should be applicable to each CCR site. To this, the members voted YES.

SHIRTS / FOOD COSTS: members voted YES to continue offering CCR commemorative shirts and quality menus per yacht club discretion.

WEIGHT METHOD: the class approved appraisal of a drive-on NASCAR-like weighing system. There would be a one-time cost of about \$1500 versus \$800-\$1500/ CCR for crane charges, a significant reduction of future CCR costs. See Note 2 after these minutes for update on this process.

FEWER NUMBER OF CCR SAILING DAYS, FEWER CREW, LIMIT FORESAIL TO #3: these concepts would reduce motel room costs, meal costs, work-days missed, ease crew recruitment issues, and reduce sail costs. All of these were voted AGAINST by attendees by large margins, maintaining that the CCR deserves the time, expense, and attention given, not less.

SAILS FOR CCR: members can buy a new #3 (105%) anytime. But members are not permitted to buy more than two new of the other three sails per year.

KEEL HOIST BEARINGS: the factory keel hoist sheaves were solid non-bearing plastic sheaves in the fiddle block and suspension apparatus. Torlon bearing sheaves were tested extensively but failed from flattening. At the request of Al Wolczyk of Louisville, Garhauer Marine has made available the sheaves+fiddle block with stainless steel bearings which are thought not to flatten. Testers so far estimate a reduction in keel hoist effort by 25% or more. Garhauer Marine sells the set for about \$250. Connect with Wolczyk or the Sec-treasurer if questions. The SS alternative was approved by the class.

MEMBERSHIP REQUIREMENT OF SANCTIONED REGATTAS: current class rules were left unmodified. To be class-official and class-publicly scored in any class-sanctioned regatta, S2-7.9 participants must include an owner who is a dues-paying member (boat ID by current boom decals). The Sec-Treasurer is charged to monitor the event attendees as much as is practical. Class-sanctioned events are published on the class website and usually include the NOOD's, Sarnia, Holland, Sarasota, CCR-site, and Nashville.

CCR 2014: will be in Holland, MI. August 21,22, 23, 2014.

CCR 2015: TBD (see Notes at end).

CCR 2016: Racine, WI

CCR 2017: Holland, MI

WEB SITE: Chris Craig was applauded for his rejuvenation of the web site which also links with Facebook. Chris encourages your sailing photographs. He can make a slide show from them. Once a unified NOR / SI are agreed upon, and new boat weight data processed, these will be placed on the web site as well.

NOTES:

1. Regarding mast losses; one boat was attacked by a devious low tree limb while being towed across a parking lot enroute to launch. The other mast was lost in a furious battle by a gulf-of-Mexico sea monster which stripped a rotten shroud turn-buckle. Both owners received replacement member mast discounts, and both have been satisfied

with the finishing work supplied by JSI of St. Petersburg, and are very pleased with their boats performances with the new masts.

2. Boat Weights: a 5-flat drive-on system has been bought by the class, tested at the CCR, again in Racine, and recently in Nashville, and currently being tested in Louisville. Most procedural glitches ave been solved and the current consensus is that the system works, is accurate, repeatable, reliable, significantly easier to ship / transport to various locations (vs previous system of rail ties, straps, etc.), will reduce CCR effort and costs by having boats weighed at local sites prior to CCRs, and eliminate crane costs. Basically, a boat is left on its trailer, emptied and inspected, then driven onto the scales (4-pads), the trailer tongue disconnected and settled onto fifth pad and total empty weight measured. The trailer alone is weighed after boat launch and the weight difference equals the empty hull weight. Connect with the Sec-treasurer who can connect you with others if you want more information.