

MINUTES OF THE S2-7.9 2012 ANNUAL MEETING OF SKIPPERS

Location; Holland, MI

Date: September 14, 2012

1. Financial report was presented; attachment at end for details.
2. Boat hardware issues of discussion:
 - A. Lifelines (LL): relative to LL, current class regulations do not specify material, tautness, attachment points, nor location. These were the subjects of discussion including what other classes have done, what USS recommendations are, what offshore rules are now.
 - a. **Material:** The final agreement allows HMPE (aka, Spectra, Dyneema) synthetic or current standard 3/16" SS wire (coated or uncoated). The HMPE must be = or > than 5mm and of at least equal strength to 3/16" SS. The HMPE material must reveal no conspicuous abrasion to casual inspection by regatta officials.
 - b. **Tautness:** the following was voted on and approved, applying to the lower LL only; lower LL will sag at their middle no more than 4" from a horizontal line between the two middle stanchions (the ends determined by the points through which the LL passes through or by the stanchion) by a 10 lb. weight. The upper LL sag is not specified but must be consistent with safety and therefore relatively taut, but left to skipper's discretion.
 - c. **Attachment points:** Lower LL forward end must be attached to the bow pulpit or to the forward-most opening in the toe-rail. The stern end of the lower LL must be attached to the stern pulpit (or equivalent) or to the stern-most opening in the toe-rail. It was recommended (but not obligatory) that synthetic LL be spliced around thimbles at each end. Upper LL are unchanged and per boat original design.
 - d. **Height:** the level between the upper LL and deck at which the lower LL are suspended is left to the boat skippers discretion but must hang close to parallel to the upper LL.

Secretary's addendum: members are referred to Practical Sailor, Sept 2012, pages 20-24 regarding the HMPE vs SS matter, including abrasion, splicing, attachments.

- B. Mainsail slug slot: Agreed to allow a second slot in the stern end of the boom bolt-rope groove for easier insertion of mail sail clew.

- C. Rules will require at least one of each class sail (main, 105%, 155%, spinnaker) on the boat during any class-sanctioned event
- D. Boat ownership change and boat weight: Rules will specify that new owners must have the boat's weight certificate changed to new owners name by the class Secretary, but the certificate carries the same re-weigh date for new owner as it did for previous owner. Ownership change does not trigger need for immediate re-weigh for CCR.
- E. Practical Sailor has informed me they plan another review of the S2-7.9, and asked for high-definition photographs. I sent several of my boat (Scratch) asking if they addressed their wants, and offered to get many / any more but I have no response to the effort. No mention of timeline on the matter.
- F. Boat Weights have been published on the class web site and will be updated as new data delivered to me.

**S2-7.9 2012 CCR SKIPPER'S MEETING
FINANCIAL SUMMARY**

{ () = 8/15/11 DATA}

- 1. Bank balance 09/10/12 \$23,561 (\$20,464)
- 2. Income:
 - A. Memberships: \$2940 (\$2760)
 - B. One mast blank sold \$1500 (2 blanks \$3K)
 - C. Total: \$4440 (\$5760)
- 3. Expenses:
 - A. PayPal \$53.82 (\$32)
 - B. Misc* \$1259 (\$1533)
- 4. Total dues-paying members 96 (94)
- 5. New Members 33 (21)

* Sail World Ad, USS membership, decals, stamps, Annapolis NOOD support

Respectfully submitted,

Paul Latour, 9/20/12