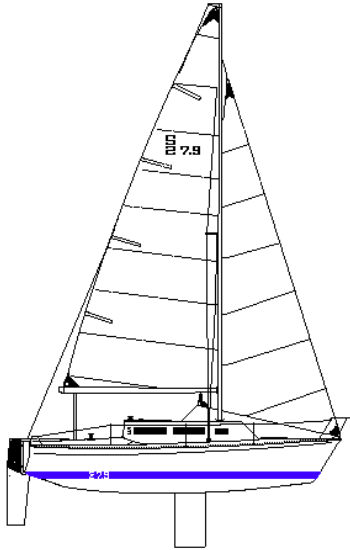


MINUTES OF THE 2011 S2-7.9 OWNER'S MEETING.

August 19, IN SARNIA, ONT, CA.



The meeting was called to order by the President, John Spierling, on a harbor-side grassy ridge complimented by Canadian sunshine, while the CCR racing was temporarily postponed on account of negative wind energy.

Regarding the **CCR**: A resounding thank you to the Boston clan for orchestrating the Class Championship Regatta again.

Treasurer's annual report was passed around. Bottom line data include a net worth of \$20K, including purchase of two masts by non-members. Expenses were about \$1.6K, the mast project having been expensed in 2009-10. We have a total of 94 dues-paying members including 21 new ones.

Replacement **masts and spreaders**: Pricing of these and associated parts was detailed, and orchestration of arranging class-legal parts replacements also detailed by the treasurer. The Secretary-treasurer will keep possession of all class-approved drawing of parts to assure compliance with one-design. If there are drawings elsewhere, Latour needs to know about them. Connect with him for details. The relationship with JSI Florida has been faultless, and persons who have procured masts and parts from them have been 100% satisfied. The first replacement mast is in Alberta, CA and we await a report of its performance. Final blank-mast costs to the class were about \$300 each, and \$21/ spreader pair. Shipping masts solo appears to be \$800-1200 each. JSI charges \$240/ finished pair of spreaders and the class charges \$100/pair. JSI mast finishing charges are about \$2.2K each. The class charges \$900-1500 / mast.

The attendees had intense discussion regarding advancing the **web databases** for member information. We are working towards a comprehensive listing of boat weights, but weight certificates will continue to be administered. We will pursue creation of listing all S2-7.9's and their whereabouts and histories. Currently, the boats are sold and bought, moved about, come and go without communication to any central resource. So, one project for future years will be to work towards a more informative database of the boats and owners. Tell the Sec-rTeas if you sell your boat or you will hurt his feelings.

After acrimonious, clamorous and outrageous debate, the **officers of 2011 agreed to continue their roles** in 2012 (Spierling, Elsen, Latour, Mootz, and Bosma) to much applause. We volunteered Bosma, in his shameful absence, to continue his fabulous web-work.

The location for **2012 CCR** will be decided soon by the officers and published on the web site. Suggested venues included: the St. Croix river (WI & MN); Wayzata, MN; Holland, MI; Nashville, TN; Little Rock (Maumee).

Then there ensued serious discussion regarding **Winter regattas**, given that several NOOD sites are withering. The NOOD at Annapolis seems stable, but St. Petersburg and Detroit are drooping, and Chicago was spooked. There is interest in promoting February regattas in Florida including Sarasota (Yates will spearhead this effort). Micky Gregg of Louisville noted the long history of regattas there on the Ohio River in September (Captain;s Quarters 40-yr. History Sept 24,25). (addendum: local knowledge does matter there; e.g., don't sail in front of the barges).

A proposal was made and accepted to post about eight (8) regattas on the class web site with opportunity for competitors to record **their intentions to attend** and/or their registrations on the web for others to see (as done for the NOODS and Nashville). The Secretary will communicate with the web-master about this process. The sites were not specified.

Tac Boston reminded the audience of the lovely Canadian nationals, usually in July, which are very regatta friendly. Holland, MI has nearly a dozen S2-7.9 off the line each Wednesday evening and willing to host any CCR, and the Nashville Equalizer is promoted for October where the weather is moderate and comfortable.

An appeal was made to members to provide **stories and photographs** of their sailing activities for web publication (feel free to send to Latour who will push to the web lackey).

The CCR-PRO mentioned an embarrassing absence (secretary's lapse) of the class-approved **one-turn penalty** for non-contact, outside circle infringements. Tom Elsen, former class president and marketing genius, will create the proper wording of the class decision, for all to witness. (note: other classes have attempted this and it can create new and unforeseen problems; but Elsen will aim for a satisfactory rule we can follow, and he is a pretty smart fellow, I'm told).

Also, the rules regarding **boat weights** will be reviewed and clarified to get a more uniform record of the data. Boats should be weighed absent motors, gas, and everything else not specified in the current rules. Records will need to be more specific. The results will continue to be public on the web site, and a certificate will be created from the data for each boat owner.

Relevant to this, Spike Boston has the approved class weight scale which can be easily shipped to weigh-in destinations.

The Boston women created a **commemorative poster celebrating the 2011 CCR** event, for which they ask a mere \$15. They sold all they had at the time. Connect with

Brandy Boston for orders. We will ask her to put an image of the poster on the web site.

As the winds were developing in Sarnia at last, and there were no new topics for discussion, and the preceding issues having been resolved or beaten to death, the President adjourned the meeting until August 2012, to which all class members are warmly invited.

Respectfully,

Paul Latour
Sec-Treasurer
Eventually Emeritus
September 7, 2011
Paullat@comcast.net