

CAL 25 MEETING NOTES

May 18, 2016

Meeting was called to order at approximately 7:20 p.m., at Bayview. The first addenda item was the introduction of new class members/owners. There are many. Wick Smith, Bob Scoville, Lance Smotherman, Brian Kritzman and Mike Boston. Not mentioned during the meeting but nonetheless noteworthy – Congrats to Curt Rozzelle, he was recently married and on his honeymoon at the time of our meeting. And a sincere Get Well goes out to Rick Zanotti as he is recovering from ear surgery that was performed the day of the meeting. Both Curt and Rick are out of CSYC.

A reminder was given regarding membership dues for 2016. Please remit \$50 dollars for the season, Mark Pinney is our treasurer, you may mail them to his residence 607 Lincoln Rd. Grosse Pointe City, MI 48230.

Scoring was reviewed and voted on: for those new or forgetful...

How Season pts are awarded:

Each boat receives one point for starting and one point for every boat it finishes in front of

- Each Windward/Leeward (WL) race is scored individually regardless of DRYA regatta finish
- Long Distance (PP) race scores are doubled
- Two throw outs will be applied to the WL races (not regattas) and one throw out for the PP races
- The BOD and Nationals are separate regattas and not included in Season scoring

Season Races

- 5 DRYA (W/L) regattas made up of 10 individually scored races x 1 multiplier
- 6 DRYA (PP) regattas plus 1 BYC North Channel (PP) regatta x 2 multiplier

Cal 25 - Short Course (C-Course) WL Champion

- The yacht with the highest number of points after throw-outs applied is declared the winner
 - o In case of tie(s) – Whichever yacht has the most firsts, and if still tied the most seconds, and then thirds in order until tie is broken.

Cal 25 Long Distance PP Champion

- The yacht with the highest number of points after the throw-out is applied is declared the winner
- To qualify a yacht must participate in either the Long Distance or the North Channel for eligibility
 - o In case of tie(s) – tie is broken in the following order based on finish (not points):
 - 1) BYC North Channel race; then
 - 2) BYC Long Distance

Overall Season Champion

- The yacht with the most points after summing the total of the W/L and PP series with throw-outs applied will be declared the winner
- There is no requirement for participation in either the Bayview Distance or the North Channel for the Overall Trophy.
 - o In case of ties – tie is first broken using the PP series tie breaking logic. If tie still persists then apply the WL logic.

A motion was brought forward to keep the scoring as last year's (see above) and passed. While discussing the scoring the issue of class rule regarding number of turns for penalty on the course was discussed. Some if not most classes have adopted the one turn rule unless in the zone, then two turns are required. A motion was made and passed that the Cal 25 fleet shall adopt the "one turn rule", therefore, if a boat is fouled upon the course, the offending party shall complete a 360 degree turn, unless the offence occurs in the zone and then the offending party shall complete a 720 degree turn. As a general rule, Race Committees, DRYA and other Yacht Clubs adopt the Class Rules as a portion of their own Racing Rules/Instructions. This rule is adopted for one year and shall be revisited in 2017. Some discussion was had as to whether the offending party would be more or less likely to protest, just complete the turn, or if boaters will be more aggressive on the course. The general consensus is that getting a Cal 25 to do a 360 or a 720 is excruciatingly slow and detrimental to race performance.

There was discussion regarding the number of chutes allowed for Point to Point racing. The current rule is one chute per race for 25 miles or less. Therefore the only races that allow for sail change mid race are the NC and LD. A motion was made to use multiple chutes for all PP races, with no second on the motion, the motion died on the table. The rule current remains unchanged.

A rumor was floating that an Asymmetrical chute/kite may be discussed, but mercifully it was not.

Website update:

The website receives a significant amount of traffic. Mostly regarding repairs, parts and classifieds. There is a rig tuning guide on the website. The headstay should be 31'3-1/2" according to website, Mike Boston believes 31.4' There is no limit on headstay. The uppers should be 27 (using PT1 Loos Guage) and lowers equal to 6 inch circle. Please call John McAllister, Mike Boston or Bob Scoville for any questions. Gauges and measurements aside the class usually waggles the outers, waggles the inners and makes a few turns. It's an imprecise method no doubt.

Nationals: Nationals will take place in Annapolis , MD this year. This will be Labor Day Weekend 2016. The Annapolis fleet is considering 2 days of W/L and a PP. Brian Shenstone will let us know how it goes as he is attending.

Boat Registry: There is a boat registry on line. The member can update information, find crew, post photographs and or provide an article either regarding the racing, repair or other matters relevant to the class/website.

Repairs:

With several new boats to the class, and our own boats now either 50 years older or approaching the half century mark, repairs have either been performed, or are in progress. The guiding principal should be honesty. Disclose the repair and/or method and the class will certainly accommodate all members. One example is keel stringers. Stringers may not follow the keel radius. This kind of "repair" is not class legal as it stiffens the keel and therefore provides an advantage to all the boats that are class legal. If you have purchased a boat or if you are making repairs it is always best to just check with class members. Dale Marshall, Paul Nechterlien, John Harper, Mark Pinney and/or Brian Shenstone are excellent guides as to the original designs, remember that there are A, B and C hulls, therefore what is

true to one may not be to another, but the rule of thumb is what comes off must go back in. There are some boats that have modifications not in compliance with the original designs. These boats can and should race and the class/owners will address concerns if and when they arise.

BOD Racing:

There are currently 11 boats registered for the BOD, June 3-5. Tuesday Nights have good participation as usual; this is Jib and Main Only. (Fall series allows chutes) Monday has double handed racing spring and summer - 8 races total at CSYC. Thursday at the GP Farms Pier and BYC off the dock races as well.

The meeting was concluded...

Respectfully, Karyn L. Macdonald Secretary