

The Club 420 Association, Inc
Minutes of Meeting of the Board of Directors
June 14, 2011

Attendees:

John Barbano, Pres.
Jennifer Draheim, V.P.
Kathleen Tell, Secretary
Cindy Roessler
John Lambert
Rob Williams
Bub Kovacs
John Lambert
Ed Liberty
Steve Bowman
Jane Machum
Mark Zagol
Ian Bruce, Performance Sailcraft
Bill Crane, Laser Performance
Steve Perry, Zim Sailing
Bob Adams, Zim Sailing

Location: by telephone

President's Remarks: John Barbano called the meeting to order at about 8:00 pm. He noted that Chuck Lamphere and Stacey Silvestri were unable to attend tonight's meeting and had executed proxies giving him authority to vote in their place. He confirmed with the Secretary that a quorum existed.

Approval of Minutes of April 18, 2011

Motion to Approve by Kathleen Tell, seconded by John Lambert
Unanimously Approved

Treasurer's Report, Cindy Roessler

We have healthy balances in our checking and money market accounts (\$33,000 and \$109,000, respectively) and no receivables over 90 days.

Performance Sailcraft - Kaon Sailing, John Lambert

The agreement between C420 Association & Kaon has been finalized. Upon approval Kaon is expected to purchase C420 assets of PS2000 and become an approved builder in lieu of PS2000. Ian Bruce will, however, continue to help with the construction manual.

MOTION, by John Lambert, that Board give John Barbano the authority to execute the agreement with Kaon on behalf of the Board. Seconded by Kathleen Tell

Unanimously approved.

John Barbano thanked John Lambert for his extensive work on the agreement. John Lambert took a moment to again thank Ian Bruce for all that he has done for sailing and for the class.

Builder's Manual, Ed Liberty

Class Measurer, Ed Liberty, has received comments from all three builders and will now undertake to review and reconcile them. He and John Lambert will work with the Builders to get a draft to the Board and membership by the Annual General Meeting scheduled for July.

Ian Bruce noted that the current measurement diagram (dating from 2002) needs revision. Revisions will be based on measurements and tolerances set with the help of the Builders. Mr. Bruce also noted that none of the dimensions of the current masts are "in spec" with the builder documents. For example, the spinnaker blocks on both the Dwyer and PS2000 masts are above the maximum allowed by the Builders' Manual. The Manual specifies a maximum height of 4650mm. The Dwyer mast is 4722mm and the PS2000 mast is 4704mm. In fact, none of the masts' dimensions (halyard, shroud, spreader, mast eye and gooseneck) are "in spec" with current Builder documents. Mr. Bruce volunteered to update the drawing and re-examine measurement points to select those that can be used in the field. LP will provide their measurements to him.

West Coast Representation, Steve Bowman

No candidates yet, but Steve Bowman and John Lambert will continue searching.

Regatta Update, John Lambert

The new Gulf State Championships has come together with three events at three clubs: Houston, Southern, Pennsacola. The series seeks to create energy for charters and sailors in this region and induce sailors to move from Pennsacola to Orange Bowl and Mid-winters. The three clubs have been a delight to work with.

Mid-Atlantics is set for West River Sailing Club in October. Falmouth YC is set for 2012 North Americans. The 2012 Mid-Atlantics will be at Brant Beach Yacht Club and the Nationals will be in the San Francisco Bay area. Bub Kovacs will assist in finding a host.

LP Mast & Boom, John Barbano, Ed Liberty and John Lambert

John Barbano noted that the fast-approaching sailing season had induced the Executive Board to take steps to ensure that it understood what, if anything, LP wished to do with its masts and booms to avoid confusion and dissension among sailors. Mr. Barbano thanked all three Builders for their help in building this strong and growing class.

Ed Liberty recounted the brief history of the spars question. It had come to the Board's attention that LP was considering changing the masts and booms on its boats. Mr. Crane thereafter provided information on the new proposed boom and mast, but did not submit a formal request for Board review.

Mr. Liberty reported that the new mast would be virtually identical to the one being used today. There might be minute differences amounting a fractions of a millimeter, but there would be no material difference between the old and new mast itself. The top, heel and gooseneck fittings on the new masts would be plastic, but everything else would be the same. Weight and bend are within the specifications of the current manual, though the mast may be slightly lighter because of the plastic heel and cap.

Unlike the mast, the new boom would be significantly different from the old. It has a different shape, similar to I420 booms. It would perform differently and has a different gooseneck fitting, using a horizontal rather than a vertical pin. Bend characteristics are also slightly different. The visual differences caused the Board to worry that a storm of protests would be unleashed if the booms went into production without Board approval.

Bill Crane explained that LP had not gone to the Board to submit a formal request, but rather to test the waters. LP is endeavoring to reduce costs for sailors and to achieve an economy of scale by using Selden spars for C420s as it does for some of the other boats in its production line. He acknowledged that the “new” boom is visually different and understood Board reticence on that score. The mast, however, is the same as the Dwyer masts currently in production. It is extruded by the same company, using a die fabricated from the same drawings as the mast currently in production. Mr. Crane noted that he had sent information, measurements and weights to Ed Liberty.

Mr. Crane voiced concern that the Board’s oversight of things like sourcing would make it too difficult for Builders to manage their production lines. He urged that the Association adopt clear, concise and consistent rules without eliminating the Builders’ ability to source rigging and other materials as they see fit.

John Lambert and Rob Williams noted that the language concerning Board oversight of sourcing has been in place since 2000, long before any of the current Board members assumed responsibility for the Association. The current motion does not expand or change the role of the Board. While it may be wise to re-examine that role, the motion under consideration simply seeks to preserve the status quo before the sailing season begins on the east coast. The goal is to avoid piecemeal changes to the one-design class and to keep what is currently in place until we complete the Builders’ Manual. Ed Liberty and John Lambert noted that the motion would prevent a Builder from using a new mast unless it conforms to the current Builders’ documents. If, however, the Selden mast conforms to those documents, tonight’s motion would not affect them.

In response to questions from Board members, Bill Crane confirmed that LP had provided the mast’s tip weight to Ed Liberty, that the tool from which the new masts would be extruded was fabricated from the same drawings as the tool from which current masts are extruded, and that the mast would be extruded by the same company that extrudes the masts currently in production.

MOTION, by John Lambert, that the resolution attached below be adopted.

Seconded by Rob Williams
Unanimously Approved

Ed Liberty encouraged the Builders to present ideas for how to improve the boats and the class and John Barbano thanked all for a helpful and thorough discussion.

Nominating Committee, John Barbano asked that those interested in serving on the Nominating Committee email him.

Next Meeting will occur together with the Annual General Meeting of the Membership and is scheduled for July 23 at 7 pm at the Buffalo Canoe Club in Ontario, Canada.

MOTION TO ADJOURN, by John Lambert, seconded by Jennifer Draheim.
Unanimously approved. Meeting adjourned at 9:30 pm

* *Text of Resolution Relating to Spars:*

Club 420 Association, Inc.

Motion Relating to Spars and Sail Patch

Adopted at the June 14, 2011 Meeting of the Board of Directors

WHEREAS, according to Article I of the Class Bylaws, one of the first principles of the Class is “to promote and develop Club 420 Class racing under strict one-design rules;”

*WHEREAS, this principle is explicitly affirmed in **Part 1.0 Fundamental Rule** of the Class Construction Manual which states:*

Any additions or alterations to the hull form, construction, equipment, type of equipment, placing of equipment, fittings, type of fittings, placing of fittings, spars standing rigging, sails, battens and running rigging as supplied by the manufacturer is prohibited.

*WHEREAS, this same **Fundamental Rule** also states:*

In the event that an approved builder is considering any addition or alteration to the hull form, construction, equipment, type of equipment, placing of equipment, fittings, type of fittings, placing of fittings spars(sic), standing rigging, sails, battens and running rigging, the builder will notify the Secretary in writing of such proposed change. (sic) The Secretary shall notify the Board who shall have thirty days to respond to the Secretary. (sic) The Secretary will notify the builder in writing of the decisions of the Board, but such change shall not be implemented until written notification is received from the Secretary. If such change is deemed to be significant, all approved builders must agree to the changes and implement the change.

WHEREAS, the drawings in proposed Exhibits C and D depict the aluminum extrusions for a mast that have been used for many years by the Club 420 Class and sold by the Approved Builders of the Class for many years;

WHEREAS, the use of an aluminum extrusion for a mast or a boom that is different from that which is depicted in proposed Exhibits C and D would constitute a material alteration to the spars that have been used for many years; and

WHEREAS, the Board wishes to ensure that different extrusions are not used unless the different extrusion undergoes the process for evaluation outlined in the Class Construction Manual;

Now therefore, to protect the integrity of the strict one-design rule and the best interest of our members, the following is moved:

1. Paragraph 9.1 of the Class Rules shall be amended to include the following language in bold:

9.1 The extrusion for a mast shall conform to the specifications for an extrusion depicted either in Exhibit C-1 that illustrates the aluminum section used by the Dwyer Mast Company for its Club 420 mast or Exhibit C-2 that illustrates the aluminum section used by Dajcor for its Club 420 mast. The extrusion for a boom shall conform to the specifications for an extrusion depicted either in Exhibit D-1 that illustrates the aluminum section used by the Dwyer Mast Company for its Club 420 boom or Exhibit D-2 that illustrates the aluminum section used by Dajcor for its Club 420 boom. No mast or boom which has a permanent bend shall be used. Spinnaker poles shall be 1750 millimeters (68 7/8 inches) from end to end and made of aluminum. Boats may carry a spare spinnaker pole. Rotating and permanently bent masts are prohibited. A drain hole no larger than 12 millimeters may be made within the bottom five inches of the mast including the mast heel casting.

2. Paragraph 12.1 of the Class Construction Manual shall be amended to include the following language in bold:

12.1 The extrusion for a mast shall conform to the specifications for an extrusion depicted either in Exhibit C-1 that illustrates the aluminum section used by the Dwyer Mast Company for its Club 420 mast or Exhibit C-2 that illustrates the aluminum section used by Dajcor for its Club 420 mast. It shall be made of aluminum alloy.

3. Paragraph 13.1 of the Class Construction Manual shall be amended to include the following language in bold:

13.1 The extrusion for a boom shall conform to the specifications for an extrusion depicted either in Exhibit D-1 that illustrates the aluminum section used by the Dwyer Mast Company for its Club 420 boom or Exhibit D-2 that illustrates the aluminum section used by Dajcor for its Club 420 boom. It shall be made of aluminum alloy.

4. Paragraph 5.1 of the Class Rules shall be amended to include the following language in bold:

*... A sail with a patch identical to the graphic depicted in Exhibit A or **Exhibit B** shall be proof that the sail originated from the official class Sailmaker.*