

MINUTES OF ANNUAL MEETING

Express 37 - Fleet #1
San Francisco Yacht Club
Jan 29, 2017, 10:00 AM

Present: Dave Fullerton (*Mudshark*), Bob Harford (*Stewball*), Jens Jensen (*Snowy Owl*), Bob Lugliani (*Phat Jack*), George Neill (*Sprindrift V*), Jack Peurach (*Elan*), Sally and Kame Richards, Bill Bridge (*Golden Moon*), Bartz Schneider (*Expeditious*), Nick Schmidt (*Escapade*), Larry Baskin (*Bullet*)

Minutes of 2016 meeting

The 2016 meeting minutes were approved.

Fleet Captain's Report

Dave commented on the concern over maintaining participation. Fewer boats participated in the nationals, and maintaining a high-level of participation is becoming the difficult. While the conditions were outstanding, only 6 boats participated in the 3-Bridge Fiasco versus 2016 when 9 boats participated. There needs to be an effort to both increase participation of the fleet and grow the fleet (2 boats in bay area are currently for sale).

Secretary-Treasurer-Measurer's Report

Summary of 2016 expenses and ending balance are below. Thanks to everyone for paying dues and hat fees.

Category	Balance	Comments
Beginning Balance	\$257.15	
2015 Dues	\$125.00	collected some in 2016
2015 Nationals-Hats	\$125.00	collected some in 2016
2016 Dues	\$625.00	
2016 Nationals	-\$93.41	Fleet covered excess
2016 Nationals-Hats	-\$12.88	Fleet covered excess
Advertising	-\$421.00	
Website	-\$220.80	
Final Balance	\$384.06	

Election of Officers

- Dave Fullerton was re-elected to Fleet Captain
- Jack Peurach was re-elected to Fleet Treasurer, Secretary, and Measurer
- Nick Schmidt was re-elected to WebMaster

Sail Measurement

At the 2016 meeting, we agreed to re-instate tracking measurement certificates of sails used in fleet races for all new sails built following 1/31/2016 (refer to 2016 annual meeting minutes). In 2016, 1 new sail was registered by Stewball.

<u>Date</u>	<u>Boat</u>	<u>Owner</u>	<u>Sail</u>	<u>Sail Maker</u>
9/16/15	Eclipse	Mark Dowdy	Heavy #1	Dave Hodges
9/16/15	Eclipse	Mark Dowdy	#3	Dave Hodges
10/1/16	Stewball	Bob Harford	#1	Hogin Sails

As a reminder, anyone with new sails that are not registered are to be protested at the next Category 1 race.

Sail Specification and Changes to Articles

Kame submitted a proposal for changes to the Article 13e. to clean-up the specification for sail measurements. That proposal submitted is attached in Appendix 1. A summary of the changes are:

- Spinnaker: Updated specification method to follow industry norms (PHRF, see the formula below.) Our current rule measures MAXIMUM girth, which is the widest point anywhere up and down the sail. Modern spinnaker measurement rules measure the luffs, the foot, and the girth half way down the sail, the “midgirth.” They do not measure any other girths, and predictably, the girths between the midgirth and the foot are larger than the midgirth, so the sail is in fact larger than the sails we are now using, but only by a little bit.
- Mainsail: Eliminated reference to Schumacher Drawings 24.3 version 4 to describe mainsail. Note that the specific

There were 2 additional discussion topics:

- Mainsail Battens: Bartz brought up an inconsistency in that the articles referenced the Express 37 Drawings (batten lengths for mainsail). The articles referenced drawing #24-3 Revision 4, dated Jan 1, 2002. The Express 37 records only include drawing #24-3 Revision 3, dated Oct 30, 1989.
- It is also noted that the process for making changes to the articles requires a) distribution of proposals prior to the annual meeting and b) a vote at the annual meeting (2/3 vote to pass).

Because any proposals were not distributed prior to the meeting as required, a vote could not be taken. That said, there was unanimous alignment around Kame’s proposed changes. There were 2 actions following:

AR: Kame to review all open issues related to mainsail batten specifications and distributed a final proposal to the Fleet for review within 2 weeks. That is currently attached in Appendix 2.

AR: Dave to consider making a proposal to allow quicker modification to the articles. This to be distributed for review at least 10 days prior to the 2018 Annual Meeting (see Article 18).

Race Categories

The group attempted to clarify the definition and use of Race Categories.

- Category #1: Every race where there is an Express 37 Division will be Category #1 race. This will include all races to be counted for the season championship. Category #1 races will be governed by the Express 37 One Design rules.
- Category #2: Any race without a specific Express 37 division will be a Category #2 race. If multiple Express 37s are racing, those boats can choose to race under the One Design rules or PHRF rules. This is to be administered by those boats racing.

Growing the Fleet

There is significant interest in increasing participation of the current boats and increasing the fleet size. Many ideas were discussed:

- Market fleet at Latitude 38 Crew Parties
- Put ads in Latitude 38 for the fleet
- Enhance the website
 - Add open invitation to go sailing or race on Express 37s
 - Add a section for used boats
- Encourage other fleets to step-up to Express 37s
- Post boats racing in non-fleet events to allow others from fleet to join.
- Support boats with crew options
- Increase amount of social events associated with race weekends (ex: Nationals, Vallejo)

AR: Jack, Jens, and Kame agreed to form a sub-committee to pursue this actively over the upcoming year.

Feedback on Nationals

Dave asked for some specific feedback on the nationals. One suggestion is to enhance trophies (daily cups or beer mugs, categories beyond finish position, etc). Otherwise very favorable feedback on regatta.

Trophies for 2016

- Season Championship: Golden Moon
- Big Boat Series: Golden Moon (Kame Richards)
- Express 37 Nationals: Golden Moon (Mike Mannix)

2017 Race Schedule

Dave presented and reviewed the 2016 race schedule. Races that count towards the Season Championship are in bold (16 races, with 3 throwouts). Note the change to the South Bay YRA race.

Date	Race	Season Counter	# Races	Category
January 28	Three Bridge Fiasco	No	1	Cat 1
January 21-22	CYC Mid-winters	No	2	Cat 2
February 4	GGYC Mid-winters	No	1	Cat 2
February 18-19	CYC Mid-winters	No	2	Cat 2
March 11	Big Daddy	Yes	3	Cat 1
March 12	Big Daddy Pursuit	No	1	Cat 2
April 1	Wheeler Regatta	Yes	3	Cat 1
April 2	Wheeler Regatta Pursuit	No	1	Cat 2
May 6	Vallejo Regatta	Yes	1	Cat 1
May 7	Vallejo Return	Yes	1	Cat 1
June 10	Delta Ditch	No	1	Cat 2
June 24 July 22	South Bay YRA	Yes	2	Cat 1
July 29	2nd Half Opener	Yes	1	Cat 1
August 5	Summer Keel, Day 1	Yes	3	Cat 1
August 6	Summer Keel, Day 2	Yes	2	Cat 1
September 14-17	Big Boat Series	No	4	Cat 1
Sept 29 – Oct 1	Express 37 Nationals	No	5	Cat 1
Dec ?	GGYC Mid-winters	No	1	TBD

Some additional comments concerning the 2017 calendar:

- Suggestion from many to coordinate participation in midwinters series and consider counting that in season championship for 2018

APPENDIX 1: SAIL SPECIFICATIONS

Proposed modifications to Articles to eliminate confusion and ambiguity in sail specification. Proposed by Kame Richards. Final proposal and wording to be circulated to fleet within 2 weeks of annual meeting.

2017 Proposed new sail limitations

Class sanctioned One Design Racing Sail Limitations:

Class yachts are limited to a mainsail, a genoa, a #3 jib, a #4 jib and symmetric spinnakers with the following restrictions:

Mainsail:

- Cloth: any commercially available,
- Minimum weight: 30 lbs. excluding battens
- Battens: unrestricted
- Maximum girths:
 - MGT = 3.0'
 - MGU = 5.3'
 - MGM = 9.0'
 - MGL = 12.3'

155% Genoa:

- Maximum LP 22.21 feet.
- Minimum LP 20.75 feet.
- Cloth: any commercially available
- Minimum weight: 31 pounds.
- Shall not have battens.

#3 Jib:

- Maximum LP: 14.33 feet.
- Cloth: any commercially available
- Minimum weight: 28 pounds excluding battens.
- Battens:
 - Maximum of 4
 - Divide the leech into even parts +/- 6 inches
 - The top batten may be full length
 - Remaining battens may not be longer than 2 feet 6 inches.

#4 Jib:

- Cloth: any commercially available.
- Maximum LP 12.18 feet (85%)
- Battens:
 - Maximum of 4
 - Divide the leech into even parts +/- 6 inches
 - The top batten may be full length
 - Remaining battens may not be longer than 2 feet 6 inches.

Spinnakers:

- Maximum luff: 48.27 feet.
- Maximum girth: 25.79 feet.
- Must be symmetric sails.
- Minimum cloth weight: 40 grams/sq meter.
- Cloth: woven nylon
- PHRF has changed the way it measures spinnakers. (See the formula below.) Our current rule measures MAXIMUM girth, which is the widest point anywhere up and down the sail. Modern spinnaker measurement rules measure the luffs, the foot, and the girth half way down the sail, the "midgirth." They do not measure any other girths, and predictably, the girths between the midgirth and the foot are larger than the midgirth, so the sail is in fact larger than the sails we are now using, but only by a little bit.
- Note that the rule we are using does not calculate the area of a spinnaker. It only puts limits/maximums on the luff and girth.

PHRF Racing Sail Limitations:

The intent here is to establish sail limitations for other events where the Class is competing against other entrants that do not carry sail limitations as restrictive as ours. Examples: pursuit races, ocean races, regattas where the Class selects this sail limitation. The goal of this section is to try to make the Express 37 as fast as possible without changing its base PHRF rating. Maximum LP of any headsail: 155%. Intermediate sized headsails allowed. No weight restrictions on any sails. Asymmetric spinnakers are allowed as long as they are not larger in area than the class spinnaker using the following formula:

$$(SLU+SLE) \times .25 \times ASF + (ASMG-.5ASF) \times (SLU+SLE)/3$$

where SLU is asymmetric spinnaker luff

SLE is asymmetric spinnaker leech

ASF is asymmetric spinnaker foot

ASMG is asymmetric spinnaker mid girth

Replacing Class spinnaker luff and girth into the above formula yields a maximum area of 1037.6 square feet.

Minimum asymmetric spinnaker mid-girth is 75% of the foot.

Asymmetric spinnakers may be tacked on the bow or on the Class spinnaker pole.

Below are our current sail limitations.
This has been taken off the web site.

e) Sails=====

1) The “basic” sail inventory shall consist of a mainsail, a #1 Genoa (155%), a #3 Jib and a Spinnaker. The cloth type and weights shall be as follows:

The maximum dimension of non-spinnaker sails are as shown on Carl Schumacher, Drawing #24-3 Revision 4, dated Jan 1 2002.

It is the intention of this rule to prevent ultra-light sails. Over-standard sail hardware will disqualify sail weights.

2) The “optional” sail inventory shall consist of an additional headsail (#4 Jib) and an additional spinnaker (1.5 oz.).

3) A yacht never raced (under these Articles) shall have the right to declare a maximum of four (4) “basic” sails at any time during her first calendar year of racing. Effective March 1, 1987, any yacht previously raced shall have the right to acquire no more than two (2) replacement sails of the “basic” sail inventory in any one calendar year. This replacement sail rule is to be applied on a cumulative basis so that if the replacement rights are not exercised in any calendar year (beginning in 1987) they may accumulate and be exercised in a future year or years. In no event shall more than four “basic” sails be replaced in any one calendar year. No other replacement sail may be acquired unless the sail to be replaced has been damaged beyond repair or was defective beyond repair in the first instance, both in the opinion of the measurer. The only sails eligible for replacement due to damage or defect shall be the most recently measured “basic” or “optional” sails.

4) Any acquired sail, “basic” or “optional”, must be registered with the Measurer, conform to the standards and dimensions as described in this Article, and be stamped before being used in any one-design class race. All sails shall be measured in accordance with the published IMS sail measurement technique and shall comply with non-penalty restrictions.

5) Only those sails which conform to the “basic or “optional” descriptions in this Article and have been registered with the Measurer may be carried and used during a one-design race. Any conforming sail previously measured may also be carried.

6) For purposes of this Article, all sails registered with the Measurer shall be deemed to belong to that specific yacht and not the owner or charterer.