

Date: August 19, 2014
From: Joe Walter, EC12 Class Secretary
To: EC12 Class Membership/Owners
Subject: Grace Period to repair boats which have failed to pass certification

The EC12 Class Measurement Certification Policy, which went into effect on February 1, 2014, has been moving along nicely. Several clubs hosted measuring parties and only a handful of boats have been reported as having failed—specifically at the station beam measurements. The result is that repairs are needed, which may include re-decking the boat, to bring them into compliance with class rules.

It is not a good feeling to discover the boat you built does not measure in to specs. It is even more upsetting to find out the boat you recently purchased, and assumed was legal, is not.

I have had a couple of requests to grandfather in boats that are not within spec. This I cannot do. Grandfathering only applies to boats that were legal to class rules current at the time of their building and registration but would no longer be legal under subsequent rules updates. A boat that was built out of spec in 1975 is still out of spec today. That boat needs to be fixed to comply with class rules from 1975 or, if you choose, rebuilt to current specs in order to be certified.

If you find that your boat is not legal, before you begin removing the deck, I highly recommend double checking and triple checking the measurements again. Make sure you carefully measure at the stations. Being as little as an eighth inch off at the station could mean the difference between pass and fail.

Because of the relatively short period of time the new policy has been in effect, the time frame for getting measured, and the nearness of the upcoming Nationals, I am going to give a grace period for some owners of recently purchased boats to effect repairs.

For those owners who purchased used boats within the past couple of years, AND are faced with making major repairs to the hull and deck in order to measure in correctly for the upcoming NCR in Chicago, I will allow your boat to sail provided all other class specifications (i.e., Mast height, Rigging, Radio, Sails, etc.) are all class legal.

This is a one-time grace period and ONLY applies to new owners of used boats that they assumed were class legal when they bought them. It does NOT apply to boats the owner built himself, or to commissioned boats from known builders. All boats for the 2015 Nationals and Regional regattas MUST comply with class rules and be certified in order to compete.

In order to receive the grace period, a copy of your certification sheet with all beam measurements as they are now, along with all other required fields must be submitted to

the Class Secretary two weeks prior to the NCR. The certificate MUST still be signed by the owner and the witness, HOWEVER, the word "VOID" needs to be written across the top and indicate the stations that are out of spec. I will then issue you a temporary certificate to sail in the upcoming championship regattas.

This applies ONLY to the 2014 NCR and remaining 2014 R2 and R3 regional championships. Repairs must be made and the boat re-measured and certified in order to compete in any 2015 and future AMYA Championship regattas. (Including the 2015 R7 at Punta Gorda, which is sailed December 6-7, 2014.)

If you have any questions about this grace period, please email me at floridaec12@comcast.net.