


September 1, 1967

The following constitutes an agreement between the Coronado 15 Class Association and Frank W. Butler, the Coronado 15 sloop designer, for the purpose of clarifying the rights and privileges of each party with regard to the manufacture and control of the Coronado 15 sloop.

1. For the sum of \$1.00, receipt of which is hereby acknowledged, Frank W. Butler hereby sells to the Coronado 15 Association, here in after referred to as the Association, the master plug and all rights to the Coronado 15 sloop including the name Coronado 15 and the double triangle sail emblem now being used and shown here:

2. The Association hereby agrees to promote Coronado 15 Class racing under strict one design rules and regulations.
3. All Coronado 15 sloop molds must be made from the aforementioned master plug, or from templates made from this master plug.
4. All new Coronado 15 sloop manufacturers must be approved by the Association and Frank W. Butler, the designer.
5. The Association will control and allocate the hull and sail numbers to the manufacturers.
6. The manufacturers of the Coronado 15 sloop are responsible for attaching the proper hull number to each hull made, in numerical sequence without duplication or voids.
7. All manufacturers of boats and sails must comply with the association class rules and specifications. Manufacturers are solely responsible for their deviations and no changes to the boat are allowed without written approval from the Association.
8. The Association has the right to collect a payment from the boat or sail manufacturers for the privilege of building each Coronado 15 sloop or its sails.



Frank W. Butler, Designer



Brett Page

WESCO MARINE

8211 LANKERSHIM BOULEVARD
NORTH HOLLYWOOD, CALIF. 91605
(213) 875-1175

July 24, 1968

Mr. Brett Page
133 Third Street
Manhattan Beach, California

Dear Brett:

As per our meeting which was held in the first part of 1967, in regards to the 15 foot sailboat which I am planning to call the Coronado 15, I have made certain commitments to you which were verbal.

Within one year of the time that the Association has been formed, but no later than January 1, 1969, I will turn over to you the complete set of drawings as well as the plug which I will give to you for \$1.00. This is so that other manufacturers of the Coronado 15 throughout the United States and different parts of the world can manufacture from this one plug. We felt that there would not be any reason to have more than four builders of the 15 in the United States. However, this number can be decided later.

I also told you that I have been having correspondence with a gentleman in Mexico as well as Canada to build the 15 foot boat. All the other builders would get the numbers from the Association after January 1, 1969.

Since I am turning over the rights to the boat on a no-royalty basis to myself as the designer of this boat, I feel that it would only be fair that I do not pay to the Association as long as I am building the boat or whatever company I am working with at that time. You also agreed that I would become a member of the Board of Directors and that you would do everything possible to help promote the class throughout the world.

I have told UCLA about the boat and they have been working with us to help us make it an international class or for inter-collegiate sailing.

In regards to how much the builders should pay, I think it should be about \$10.00 per boat. This money would go to the Association. The new boat owner would then become a member.

I would like to use the same type of emblem that we are using on the Coronado 25. If you would like to change the emblem a little after the Association has been formed, this would be alright because of the builders.

If they would like us at Wesco Marine to build the tooling for them, they would have to pay us directly, or whoever you suggest. I do feel that a maximum of \$1,000.00 should be paid to Wesco Marine if a builder would like to build the boat. This is because some of the time involved will be spent working out better methods of making it. Of course, this can be worked out at a later date.

Page 2
July 24, 1968
Brett Page

I would like to get together to discuss this more thoroughly. Looking forward to meeting with you.

Yours truly,

WESCO MARINE



Frank W. Butler
President

FWB/eb

CORONADO YACHTS

Whittaker

8211 LANKERSHIM BOULEVARD • NORTH HOLLYWOOD, CALIFORNIA 91605 • (213) 875-1175

August 19, 1968

National Coronado 15 Racing Association
P.O. Box 66421
Los Angeles, California 90066

Gentlemen:

I am writing this letter in regards to our previous discussions back in 1967 and in our letter of July 24, 1968 concerning the ownership of the plug for the Coronado 15.

As agreed in 1967, at that time, for the sum of \$1.00 which we have received, we gave the Coronado Association the ownership of the master plug. Please advise us where you wish the plug to be stored and when you wish it to be transferred as we shall be pleased to store it for you for awhile at no charge.

Please call me or let me know when the next Association meeting will be held so I can discuss some of the class rules and other details at that time with the Class officers.

Yours truly,

CORONADO YACHTS


Frank W. Butler

FWB/eb

Catalina Yachts

June 13, 1988

Greg Gearing
National Commodore, C-15
4930 Sweetleaf Drive
Dayton, OH 45424

Dear Mr. Gearing:

I have just received your letter in regard to the MAINSHEET. You advised me that it is very difficult for you to pay the small increase of twenty cents per issue. As you know, for the last five years, we have been absorbing all the expenses as per the letter that was sent to the Associations.

In your letter you said that most of your membership is coming from the East Coast. That is correct. As you probably realize, for the last five years there has been a decline in dinghy sailing throughout the United States. For that matter, it has been throughout the world. A lot of the younger sailors went to sailboards.

I have been spending a lot of money on tooling and redoing the Coronado 15 in order to try to revise the class. We are planning to introduce the first Coronado 15 in July. We do hope that this will help. We are bringing out two models. One is a standard model. The other one is a racing model.

The problem is that too many people are afraid of the trapeze. With the new model, it does not have a trapeze, but it can be converted by purchasing the racing kit. It has the same mast and boom. It just has different sails and equipment. We hope that this will make a difference and we will be able to get more people racing. I have been working with Jim Holder in regard to this as you probably know.

On your second page, you said along with the Catalina 22 Association, you would like to see a breakdown over the last several years of the cost and expenses of the MAINSHEET. I do not think I have to convince anybody. I personally feel that is an insult to even suggest it.

Greg Gearing

2

June 13, 1988

Also, I have been told that there have been letters written from other Associations discussing this matter. They do not even have the courtesy to send a copy of it to me.

Yours truly,

Frank W. Butler
Frank W. Butler *75*

FWB:br

cc: Sharon Day

Catalina/Yachts

August 19, 1986

15
7M 16th

Mr. Ted Stoker
5157 El Roble
Long Beach, CA 90815

Dear Mr. Stoker:

I am writing this letter in reference to your letter of June 24th that I received and the meeting in Long Beach for the Coronado 15. I was happy to hear of the changes made to the class rules.

I am going to contact Mr. Jim Holder, Mr. Mark Elliot, and Kyle to set up a meeting. Maybe you would like to attend the meeting, as well. If you would, please give me a call because I want to make arrangements to make these changes. One change I would like to make, as you know, is to change the traveler to the transom and remove the traveler bar. I also would like to change the rub rail on the hull and deck joint. I would like to make it smooth as we have made it on the Capri 13. I also would like to make some changes to the deck, such as putting non skid in the area where you stand for the trapeze. Maybe we could make it a little beamier at the deck to be able to get your weight out a little farther. Also, maybe we could remove the teak trim on the splash rail and make a different type of mast step. I would like to make the boat a little more performance oriented for the class and simpler.

If you are interested in attending this meeting, please advise. I am going to send a copy of this letter to the other members that I have previously mentioned in this letter so that we can set up a date.

Yours truly,

Frank W. Butler
Frank W. Butler *FB*

FWB:sp
cc: Jim Holder
Mark Elliot
Kyle Stonecipher

Mr. Frank Butler
Catalina Yachts
Woodland Hills, Ca

Dear Frank:

Thank you for your invitation to the meeting with interested C-15 owners.

As you know, I have been interested in changing the traveler system for quite some time. You and I have discussed the situation on several occasions at WLYC. I would like you to know that the class rules have not been changed regarding the traveler. It was suggested that the class be allowed to try alternative main sheeting for a year and then report to the Board for possible class rules change.

I, for one, who had advocated a change in the rules regarding the system, would not advise radical changes in the boat. I believe we would lose a great number of the class membership. Any changes should be done without affecting the hull configuration.

I am definitely in favor of making the C-15 a better performance and safer boat to sail. My problem lies with the overall attitude of the membership and I would not want to sacrifice the cohesiveness of the membership for major changes

Concerned:

Ted Stoker

Gordon Hunter
5790 Simone Dr.
Stone Mountain,
GA 30087

9 Nov. 78

Jim,

What a difference a year makes. Last year about this time, Ken and I made a decision, a very difficult one, to edit and publish the Coronado Comments in Atlanta. The primary reason was one of economics, and we succeeded in this end by coming out with a unit cost of around \$250 per issue. The second reason was to improve the content and to try to reflect a more national outlook instead of a regional one. I think we succeeded in this end and came up with many good ideas, some of which were borrowed from other class magazines. We received many letters from around the country saying that they liked the new features and format. We certainly had many shortcomings, however, and the primary one was the poor finish job by our printer. The layout was not done well, the photo resolution was very poor, and there were far too many typo errors. There was a lot of room for improvement, but we felt that we had laid the groundwork for a more national outlook for the Comments, and that it had graduated from its southern California puberty. Ken and I were very harshly criticized by you and by a few other Californians for doing the Comments in Atlanta. Now you have them back again, and I was very hopeful that I would see a very fine issue that would combine the content features that were developed over the past year with the good finish job that have always characterized your issues in the past. It did not happen, and I feel that I have the right to criticize the job that was done.

First of all, I feel that the glossy paper is a great improvement over the standard bond. It is more expensive, but if you can generate more advertizing revenue, it will be worth it. It gives the comments a more professional look. Secondly, the photos came out very well, and that will be a big improvement.

Outside of these positive comments, I have several criticisms which I feel that ought to be mentioned:

1. The cover format was changed. I can live with it, but I think it ought to be standardized for every issue.

2. Page 1. states that it is the "Official Publication of the Coronado 15 Racing Association." We have officially dropped the word "Racing" from our organization's title.

1. Your opinion which I do not consider a valid one.

2. Please forgive me the word "Racing" will be removed

1.

- ③ Thank you
 - ④ The type could be smaller, however this had no bearing on any articles being left out we had to go to 16 pages regardless.
 - ⑤ This is the hottest item in the Assoc. at present ~~and~~ needs to be presented as such. I'm sorry it upsets you but the issue must be resolved now.
 - ⑥ The relates to over-all simplicity of one design and we need this type of information.
 - ⑦ This will only happen every 2 or 3 years - I hope you can bear with us. All Regatta results were printed if received on time
 - ⑧ Thank you
 - ⑨ I will decide where the ads go, thank you, and the rates and the sizes will be so designated by the said advertiser, and any discrepancy. I will deal with the advertiser directly, if that's
3. On the positive side, I liked all the class officers and the map of the districts together on one page. You might consider adding stars to the map to denote fleets around the country.
 4. Overall, the size of the type was a little larger than necessary throughout the entire issue. This becomes a tremendous space waste. Since there were many articles left out (which I will touch on later) this space could have been used.
 5. Page 2. hit me like a brick. BY LAW REVISIONS NEED REVISION. Jim, I sent you that letter as a letter to the editor to be used in a routine manner. Instead you made it your leadoff article with a blaring headline that seems to be used as a rallying point for all those southern Californians who are against the recently-passed by-law revisions. I feel like I've been terribly ~~been~~ taken advantage of, especially when I support the by-law revisions. I think you've stretched your editorial license, and I'm very upset about this.
 6. Page 3 and 4 which contained Mark Elliott's article was very well written and interesting, but I personally felt quite let down by it. Here we have been espousing the merits of a one-design boat for the last few years, and then this article tells us specifically how to customize a boat in one easy lesson. It makes us wonder, did Mark win because he was the best sailor, or because he did the best job in re-rigging his boat for speed?
 7. Pages 5 and 6 again had well written articles, but as I read along, I'm beginning to get saturated by all the articles on the International Regatta. It is an important event, but it completely dominates the entire issue. Didn't anything else happen in our Association over the last few months? I know that I sent you quite a few articles and regatta results. They lose their timeliness if they're not reported soon afterwards. Again, there was a large waste of space in the headings on these two pages. This space could have been used more wisely.
 8. The dues notice insert was a good idea and is a good supplement to the individual invoicing as stipulated by our by-laws. I think inserts can be used for major regattas and notices (ie. the up-coming Midwinter Regatta, USYRU membership forms, etc.)
 9. Page 8 has our first ad. I can't tell whether it is a $\frac{1}{4}$ or $\frac{1}{8}$ page ad. Looking ahead, I find only 4 more ads for a total of 5. Based on the same rates as last year, they only realize revenue of only \$125. That is certainly not enough to help pay for the rise in printing costs which I'm sure we'll see. As for the ads, it is obvious that the North ad on page 12 is more than $\frac{1}{2}$ page in size, and that the Adams ad on page 11 is more than $\frac{1}{8}$ page which he

subscribed to last year. Also, the Gilreath ad is in error with a reference to David Major instead of Harold Gilreath. Also, to my knowledge there has been no letter from you to all our advertisers asking them to renew and to give them the advertising rates. There was no mention of rates anywhere in the issue. And back to page 8, there was again much wasted space in the heading of the Measurer's Corner. Nearly $\frac{1}{4}$ page of space was lost.

On page 9, under the National Secretary's Report, Larry Kline mentioned a LAST CHANCE reminder insert, but the insert was the original notice, not the LAST CHANCE notice.

I object to the deadline date of December 1st for a December/January issue. There is no way that you can get out the issue in early December with that late deadline. The deadline should be the 15th or 20th of the month preceeding. This last issue was late. Don't let the two-month issue title lull you into thinking that you can slide the issue. It should come out in the first half of the first month. In fact, it should be done on a very standard basis to take advantage of the second class mailing rates that Bill Hines mentioned on page 10. Which reminds me, why haven't you applied for a second class permit? This was discussed months ago.

11. The fleet news was good, and the lower case type was appropriate.

12. The back page had you down for a return of address, and I thought that it was agreed that the class secretary should be that person so he can keep track of lost members and update the files and master membership list. There were many regular columns and features that were missing from the issue:

- a. New Member list - a very important feature which is to be in every issue.
- b. Fleet Development - this feature has been one of the important reasons why we had such a good growth of fleets this past year.
- c. Cut-out application form - not so necessary this time with the insert, but it should be there every issue.
- d. Regatta Results - this is the meat of the Comments along with feature articles.
- e. Racing Calendar - it is true that we are into the "off season" for most areas of the country, but still there should be space set aside, and District Secretaries should be solicited for contributions.
- f. Lost Member list - this is a new feature that is designed to help locate people with bad addresses and to keep them active.

14. The most serious omission, Jim, was your failure to print the article that I sent you with the results

(10) MR Kline 10. may be in error but this was the last issue sent to last year's people. The second class permit is in the works now.

The Commodore sets the publishing date and time.

(11) Thank you
(12) The secretary and I will work this out together, if you don't mind.

- (13)
- a. will be in next issue, this one did not have room.
 - b. No news sent.
 - c. No comment
 - d. all were used
 - e. Has been done
 - f. will be continued

(14) your article which arrived late and

was not typed. It was sent to Roberta Mullison for typing, she did and it was further delayed by the post office. I held the issue 10 full days trying to get this in. We finally had to go to press without it. However it will be in the next issue along with some other events concerning the same subject.

Gordon, The "meeting" in S.M. was very fruitful but I will deal directly with the board on any issue and you are not a board member at present.

Any time the Board wants to rescind their decision to have me do the "CC" I will gladly submit.

Any support you deem to extend will be greatly appreciated. Your criticism will be studied with all due respect of the sender.

of the voting and approval of the By-law revisions. According to the By-laws, the results shall be published "in the next issue of the Coronado Comments." This is the final act that makes them legal and binding. Despite your feelings about these revisions, you were under a moral and legal obligation to publish them. I can only see this omission as a deliberate and flagrant violation of our By-laws on your part. As I have pointed out, there was certainly room to print it in this last issue. Jim, I hope that you won't let our national publication degrade itself in any cult of personality. After the first issue was published in Atlanta last year, I received one particular letter from a very prominent southern California sailor that said, "Hooray! Finally some good sense has come to the C-15 Board - no more glossy 'Holder's Hand-out' courtesy of the C-15 Association." Our newsletter must grow beyond certain regions and dominating personalities, and you must publish from a neutral corner.

Jim, I am wondering what was the use of our meeting in Santa Monica last August or September. It seems that everything I said went in one ear and right out the other. It appears that our meeting was a waste of time. What I was telling you was policy that was set by Bill Hines when I met with him in Denver several weeks earlier. When I went over the Comments with you, I was relaying Bill's feelings about what he wanted to see in the issues. I don't expect Bill to agree with all my criticisms that are listed above, but I do know that he is not satisfied with the job you did on the first issue. Its pretty, but it lacks many important items that were supposed to be there.

The Coronado Comments is the most important single item that our Association produces that benefits the membership directly. It has to attempt to satisfy a wide spectrum of sailors and geographical territory. It is a tremendous challenge and responsibility. You were given that responsibility over several other bids. It is the Board's choice, and it can be taken away as fast as it can be granted. I would suggest that you re-evaluate your position, and if you want to keep the Board satisfied, then you ought to follow the guidelines that were laid down.

I will continue to aid you whenever asked, and I will support the Comments as the Dixie District Secretary by contributing articles, race results, and our racing calendar. But I will also criticize you when I feel that you come up short on the standards that are expected. I look forward to the next issue.

Very sincerely,

