

United States WoodPussy Class Association

Handbook and Log:

Class Constitution and By-Laws

Specifications (Dimensions and Materials) Governing WoodPussy Class Sailboats

Resources for Boat Owners

US WoodPussy Class Association Handbook and Log

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US WoodPussy Class Association Constitution

Article I - Name

The name of this Association shall be the United States WoodPussy Class Association, hereinafter "the Association" or "the USWPCA".

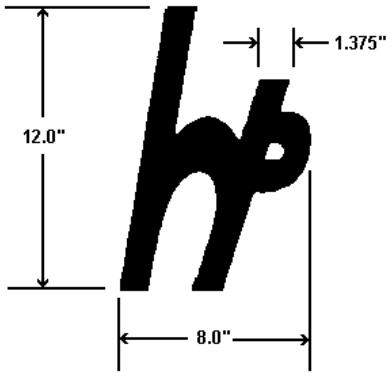
Article II - Object

The object of this Association shall be to:
- promote and develop racing in WoodPussy Class Boats;
- formulate rules governing the racing of boats of this class;
- exercise jurisdiction over all WoodPussy Class activities; and
- enforce its Constitution, By-Laws, and Rules upon all members and fleets subject to this jurisdiction.

It shall be the policy of this Association to keep the cost of owning a WoodPussy Class Boat within the reach of individuals of moderate means.

Article III - Emblem

The emblem of the WoodPussy Class Association shall be a "WP" so formed as to resemble a cat with humped back, head, and tail as reproduced herewith:



Article IV - Members & Boat Ownership

Section 1. Membership
Membership in the United States WoodPussy Class Association is open to those who own, sail, or are interested in WoodPussy Class Boats. The members shall join the Association, wherever possible, through fleets where they normally sail. Where no fleet has been established, or where an owner is for other reason unattached, individuals may apply for membership directly to the Secretary-Treasurer of the Association.

Section 2. Classes of Membership
a) Regular Membership
Regular Members of the Association must be WoodPussy owners or part owners (not less than 25 percent). Token purchasing of a boat for purposes of gaining regatta eligibility is prohibited. They may hold office, vote, serve on committees and skipper a WoodPussy in sanctioned events in accordance with the Bylaws.
b) Special Regular Membership
In the case of a WoodPussy owned by a club, camp, or other group, a Special Regular Member is a member of such a club, camp or group designated by that organization. A club may designate one Special Regular Member per year for each WoodPussy owned. Special Regular Members have the same rights and obligations as Regular Members.

c) Associate Membership
Associate Members of the Association are non-owners who are interested in the aims and objects of the Association. Associate members enjoy all of the privileges of membership, except that they shall not hold office, vote, or serve on committees. They may skipper a WoodPussy in selected sanctioned events in accordance with the Bylaws.
d) Honorary Membership
Honorary Membership may be granted by a majority vote of the Executive Committee to a person who has made an outstanding contribution to the Association or the sport of sailing. Honorary Memberships are exempt from due payment.

Section 3. Ownership
a) Yearly Registration
Regular and Special Regular Members in good standing must be listed on the approved Association Measurement Certificate for the boat by April 1 of a year to be considered an owner / co-owner for that year.
b) Transfer Upon Sale of a WoodPussy
When an existing owner sells a boat, the existing owner shall inform the Association of said sale and submit the boat's approved Measurement Certificate to the Association within ten (10) business days. Regular Members who sell their boat retain regular membership and owner status through the end of the current Association fiscal year.
An owner buying a boat with an approved Measurement Certificate shall also inform the Association of said sale, submit their annual Association dues and request transfer of the Measurement Certificate within ten (10) business days.
c) Limitation on Transfer of Measurement Certificate
Requests for transfer of Measurement Certificates processed within thirty (30) days of the National Championship Regatta are not valid for purposes of establishing eligibility at that Regatta.

Section 4. Dues
Dues shall be fixed by the provisions of the By-Laws and must be paid before a Regular Member, Associate Member, or Special Regular Member can be in good standing.

Section 5. Expulsion
Any regular member, special regular member or associate member may be expelled from the Association for cause, but any such expulsion shall be subject to appeal and review by the Executive Committee. The decision of the Executive Committee shall be final.

Article V - Organization

The organization of this Association consists of individuals who shall join as members, if eligible and shall join a Fleet where possible. Fleets are the territorial branches or units of the Association.

Section 1. Fleet Structure
Each fleet is a self-governing body in local matters not conflicting with rules of the Association. Each fleet elects its own officers; and passes upon all applications for membership within the fleet. Each fleet shall elect a Fleet Captain and annually file a fleet report with the National Association

Section 2. Application for Fleets Charter
Groups of three (3) or more Regular or Special Regular Members in good standing, may apply to the Association Secretary-Treasurer to request granting of an official fleet charter.

Section 3. Revocation of Fleet Charter
A Fleet Charter may be suspended by the Executive Committee at its discretion, but shall be revoked only at the Annual Meeting by majority vote for failure to maintain, in good standing, the minimum membership or quota of boats as required for the formation of a new fleet, or for other adequate cause.

Article VI - Officers and Committees

Section 1. Officers.
The officers of the Association shall consist of a Commodore, Vice- Commodore, Secretary-Treasurer and Chief Measurer. The office of Honorary Commodore may from time to time be created by the Association.

a) Commodore
The Commodore is the chief executive of the Association. The Commodore:
1. presides at all meetings of the Association;
2. is the Chair of the Executive Committee;
3. rules on procedure, jurisdiction, and summarizes decisions;
4. with the approval of the Executive Committee, appoints regular and special committees and fills vacancies on the Executive Committee;
5. authorizes the payment of all bills; and
6. performs other duties customarily delegated to the chief executive of such organizations.

b) Vice Commodore
The Vice Commodore:
1. acts in the absence of the Commodore;
2. is the Chair of the Fleet Captains Committee and coordinates the activities of the fleets;
3. is responsible for promoting and developing racing in WoodPussy Class boats and assisting prospective members in forming and organizing new WoodPussy fleets;
4. is responsible for all public relations and publicity of the Association; and
5. shall report all coming events, sanctioned regattas, election of officers, results of regattas, etc., to appropriate sailing publications and newspapers.

c) Secretary-Treasurer
The Secretary-Treasurer:
1. is in charge of all secretarial work of the Association;
2. is responsible for the minutes of the meetings, records, assignment of official racing numbers and general correspondence;
3. is custodian of all records, documents, and other property of the Association;
4. is responsible to receive all dues;
5. is in charge of all funds of the Association; and
6. is authorized to disburse money only upon order of the Commodore.

d) Chief Measurer
The Chief Measurer:
1. is chair of the Measurement Committee;
2. grants, rejects or revokes all measurement certificates;
3. authorizes duplicate certificates;
4. answers questions on measurement rules; and
5. shall not be a professional boat builder or sail or boat hardware maker.

e) Honorary Commodore
In recognition of service to the Association, the office of Honorary Commodore shall, from time to time, be created for the exclusive lifetime use of a certain individual who shall be elected to this office by the membership of the Association. This office shall carry with it the same voting rights of the other officers and members of the Executive Committee. An Honorary Commodore shall serve in any special capacity as the Commodore shall indicate or request.

Section 2. Executive Committee
There shall be an Executive Committee consisting of the Association Officers plus two Regular or Special Regular Association members.

Section 3. Measurement Committee
The Measurement Committee is Chaired by the Chief Measurer. It shall appoint and be in charge of all Certified Measurers and answer questions on measurement rules. The Measurement Committee shall be chaired by the Chief Measurer and consist of the Chief Measurer and a fleet measurer selected annually by

each fleet with the names to be submitted at each annual meeting. The committee shall interpret the rules and regulations concerning construction, sail plans, rigging, and equipment and shall make rulings on matters not specifically covered in the Official Plans and Specifications. Such rulings are subject to appeal to the Executive Committee and any member has the right to appeal the committee's decision. Rulings shall be published to the membership as soon as possible after such approval. The Measurement Committee, may, with the approval of the Executive Committee, deny plans, numbers and/or Measurement Certificates to any boat builder whose actions constitute flagrant or repeated violations of this Constitution

Section 4. Fleet Captains Committee
The Fleet Captains Committee is Chaired by the Vice Commodore. The Committee shall consist of all Fleet Captains. This Committee's responsibilities include maintaining a complete and accurate record of all WoodPussy owners, (members and non-members), expanding the Association's membership within existing fleets, and the collection of annual dues.

Section 5. Nominating Committee
The Nominating Committee consists of the two immediate past-commodores where possible, or two Regular or Special Regular members chosen by the Executive Committee, and the Fleet Captains of at least two fleets and never the Commodore, Vice Commodore, or Secretary-Treasurer of the Association. When possible, this committee is chaired by the immediate Past-Commodore, if available. This committee shall be appointed by the Executive Committee, not later than 60 days preceding the Annual Meeting of the Association. This Committee's responsibility is to present nominations for Commodore, Vice Commodore, Secretary-Treasurer, Chief Measurer and Executive Committee Lay Members for election at the Annual Meeting of the Association.

Section 6, Technical Committee
The Technical Committee is chaired by the Vice Commodore. The purpose of the committee is to solicit inputs from USWPCA members, boat builders, sail makers, spar makers, naval architects and others, evaluate said inputs and make recommendations to the Executive Committee and the membership on suggested improvements to the class in terms of hull design and construction, standing and running rigging, sail design and construction, spar design and construction and USWPCA Specifications. The Chief Measurer shall be a part of this committee.

Article VII – Elections and Vacancies

Section 1. Eligibility.
All elective officers and members of the Executive Committee must be regular members in good standing.

Section 2. Election Procedure.
The elected officers shall be elected at each annual meeting of the Association by plurality vote of those present in person or by proxy, and they shall serve for one year commencing 1st of January following the annual election. Prior to each annual meeting the candidates for said elective office shall be nominated by the Nominating Committee. Voting at Association meetings on elections and other business shall be by ballot cast in person or by proxy. Voting shall be on a boat basis, each boat being entitled to only one vote except that an individual owning two or more boats shall be entitled only to one vote. Where two or more members share ownership or are co-charterers of a single boat, they may vote through one of their number, or, if more than one of them vote, the single vote for their boat shall be taken to be the vote of the majority of them.

Section 3. Vacancies
Vacancies in all such elective offices, except Commodore, during the respective terms shall be filled for the balance of the term by appointment of the Commodore. A vacancy in the office of Commodore shall be filled by the Vice-Commodore for the balance of the term.

Article VIII - Meetings

The Annual Meeting of the Association shall be held at the time and location of the National Championship Regatta. Special meetings may be held at the order of the Executive Committee or upon the written request of the Fleet Captains of any two fleets. Date and location of special meetings to be set by the Executive Committee and special meetings may be held by electronic means (EG: Conference Call, FAX, Email, etc.)

Section 1. Agenda
All items to be considered at the Annual or Special Meeting must be distributed to the Active Members by the Secretary at least thirty (20) days prior to the date of the meeting, in a form that permits voting by proxy. Requests for items to be placed on the agenda of the Annual or Special Meeting must be in the hands of the Commodore at least forty (30) days in advance of the meeting. The Executive Committee has the final decision on the date, location and agenda for the meeting concerned. Only items on the published agenda can be voted on at the meeting. New business can be presented and discussed, but not voted upon at the meeting. There shall be a maximum of one hour for discussion of each subject or question on the agenda. A maximum of twelve minutes will be allowed an Active Member to discuss any one subject.

Section 2. Quorum
A quorum for Annual and Special Meetings shall consist of one-sixth of the Active Membership to be present or represented by proxy.

Article IX - Executive Committee

The Executive Committee shall function between meetings of the Association for the purpose of performing such duties as may be designated by the Constitution, By-Laws, and Association Racing Rules. It shall have the ordinary powers of a Board of Directors with regard to the business of the Association. A majority of the members of the Executive Committee shall constitute a quorum. Voting on specific matters, referred to the Executive Committee at any general or special meeting of the Association shall be permitted by mail or electronic means (EG: Conference Call, FAX, Email, etc.)

Article X – Amendments

This Constitution, Bylaws or Specifications may be amended by either of the following methods:

Section 1. Annual or Special Meeting
By a two-thirds vote of the members present, in person, or by proxy, at any meeting of this Association. Notice of the proposed amendments shall be made a part of the meeting notice and mailed out not less than 20 days prior to the date of the meeting.

Section 2. Special Ballot
By a special ballot in which the proposed amendments are set forth in detail and which shall be mailed to all members of the Association, who are in good standing as of the date of mailing. All ballots shall remain unopened until such time as the Executive Committee shall meet for the purpose of counting them.

Article XI – Parliamentary Authority

The rules contained in the current edition of Robert's Rules of Order Newly Revised shall govern the Association in all cases to which they are applicable and in which they are not inconsistent with this Constitution and Bylaws and any special rules of order that the Association may adopt.

Special Rules of Order
ADOPTED BY THE MEMBERSHIP
Minutes—The Executive Committee shall have the authority to approve minutes of a meeting of the membership when the next meeting of the membership will follow by more than a "quarterly time interval."
ADOPTED BY THE BOARD OF DIRECTORS

Minutes—The Executive Committee shall have the authority to approve minutes of a meeting of the Board of Directors when the next meeting of the Board will follow by more than a “quarterly time interval.”

Article XII - Dissolution

This association may be dissolved by a three-quarters vote of all current members in good standing only at an annual association meeting.
In the event of any such dissolution, ownership of any class sanctioned mold(s) and/or plug(s), all sanctioned regattas and the perpetual trophies for all sanctioned regattas revert to the surviving fleet or fleets.

US WoodPussy Class Association By-Laws

Article I - Dues

Section 1. Dues Payable
Association dues must be paid before one becomes a Regular, Special Regular, or Associate Member.

Section 2. Dues Amount
a) Regular Members
Regular Members shall pay $20 dues annually to the Association, effective with the 2003 Membership Year.
b) Associate Members
Associate Members shall pay $10 dues annually to the Association, effective with the 2003 Membership Year.
c)Special Regular Members
Special Regular Members shall pay $20 dues annually to the Association, effective with the 2003 Membership Year.

Section 3. Fiscal Year & Due Date
The fiscal year of the Association shall be the calendar year. Dues are payable on the first day of January. If annual dues are not received or postmarked by May 1st the membership is terminated and shall not be considered in good standing. If annual dues plus a late fee equal to twice the annual dues is received or postmarked after May 1st the membership can be reinstated to good standing only via a petition from the member to the Executive Committee and a subsequent majority vote of the Executive Committee. New members joining the Association between October 1, and December 31 shall receive the rights and privileges of membership for that period and also the next year.

Article II – Annual Fleet Report

Each fleet shall file an annual report with the National Secretary-Treasurer no later than twenty (20) days before the Annual Meeting and that said reports be included in the minutes of the Annual Meeting. The report shall consist of a list of the fleet officers, racing results, boat sales and the fleet membership roster.

Article III - Eligible Boats

A WoodPussy is eligible and may display the WoodPussy class emblem on its sail upon its owner filing a signed Measurement Certificate to the effect that the boat conforms to the requirements of the United States WoodPussy Association Constitution, By-Laws, and Specifications, and the payment of the required dues.

Article IV – Races and Sanctioned Events

Section 1. Rules
All races will be sailed under the current version of the "Racing Rules of Sailing" as adopted by US SAILING. The Notice of Race, Sailing Instructions and any other regatta documents shall not modify or disregard provisions of the USWPCA class Constitution, By-Laws or Specifications for a sanctioned event.

a) Crew Requirements
The skipper and optional crew shall consist of not more than two (2) adults or one adult and two children. The children shall not exceed 150lb combined weight.
Any change of crew can only be made in the event of illness or other unforeseeable circumstances and upon certification and approval by the Race Committee that the substitute crew weighs within twenty pounds (20 lbs.) of the crew being replaced.

1) It was proposed and accepted that for the 2007 WoodPussy Nationals, that if a boat starts the regatta with a crew it finishes with a crew but that crews may be substituted for prior to any race, so long as the replacement crew is close to the build of the substituted crew. This section will be deleted at the end of 2007.

b) Skipper Requirements
No change of skipper shall be made.
c) Boat Storage
Between races a boat may be stored in the water or ashore.

Section 2. Racing Equipment
The use of all electronics (EG: GPS, Loran, VHF/Family Radio, etc.) on a WoodPussy Class Boat during all racing is prohibited with the exception of single function electronic compasses and timers.

While racing, each boat must have the following on board:
a) A suitable anchor, not less than four pounds (4 lbs.) in weight;
b) Fifty feet (50') three-eighths inch (3/8") manila or one-quarter inch (1/4") nylon, Dacron™ or line of 1800 lbs. breaking strength for anchoring purposes, which shall be in addition to any other running or standing rigging on board.
c) Suitable US Coast Guard approved Personal Flotation Devices (PFD's) for each person on board the boat. PFD's must be worn at all times by those under eighteen (18) years of age while racing and is strongly encouraged, though optional, for all others.
d) One (1) oar or paddle.
e) One (1) bucket of at least ten-quart (10 qt.) capacity.

Section 3. Use of Boat
In cases where the transportation of a participant's boat to the location of a race or regatta is impracticable, the participant may participate in any boat carrying an Association Measurement Certificate and owned by a member of the Association in good standing.

Section 4. Changing Boats
Changing of boats and/or racing number during any regatta or race series is prohibited.

Section 5. Sanctioned Events.
The National Championship Regatta, ~~Regional Championship Regattas~~, and the James Craig Solo Bowl Regatta are sanctioned by the Association.
a)The Executive Committee shall approve the locations and dates of all sanctioned regattas. This shall be done on a rotating basis among all chartered fleets.
b)For all Association sanctioned regattas, a valid Measurement Certificate, issued by the Association, must be presented prior to the close of registration to proper authority appointed by the organizing authority upon request. Failure on the part of a skipper to furnish a valid Measurement Certificate when requested shall bar them from participating in the sanctioned regatta.
c)All Requirements contained in these Bylaws and Specifications pertaining to storage, equipment, crew and use of boat and racing number govern all Association sanctioned regattas. However, local fleets, by majority vote, may alter any of those rules for their local fleet races.

The requirement of presentation of a valid Measurement Certificate for participation in a class sanctioned event may be waived only via a petition from the Organizing Authority to the class Executive Committee and a majority vote of the Executive Committee.

Section 6. Minimum Requirements for Sanctioned Events.
To gain recognition and sanction, a regatta must consist of not less than three races. Regatta Organizing Authorities desiring sanctioning for a regatta and/or desiring to use regatta titles such as "___ Regional",

"____ State", "___ Coastal" or the like shall apply to the Executive Committee for consideration of sanctioning of the desired event or regatta title.

Section 7. Eligibility for Sanctioned Regattas

a) National Championship Regatta

Eligibility to skipper in the National Championship Regatta is restricted to Association Regular Members and Special Regular Members in good standing only.

b) James Craig Solo Bowl

Eligibility to skipper in the James Craig Solo Bowl is restricted to Association Regular, Special Regular and Associate Members in good standing at the time of the regatta.

c) Other Sanctioned Regattas

All skippers who are registered owners, part owners, or charterers of a WoodPussy and Regular or Associate members in good standing of the Association on the date of the first race of other sanctioned regattas, and who have qualified in their local fleet eliminations, if such qualification is necessary, are eligible to enter sanctioned regattas.

d) Qualification Procedure

The Executive Committee shall determine whether qualification is necessary and, if so, the number of representatives from each fleet eligible to participate, the number of such representatives to be governed by the number of members in good standing within the fleet. Regular and associate members who are co-owners and/or co-charterers of a single registered boat shall be considered for these purposes as a single registered owner. Regardless of the fleet from which skippers apply for Association membership, skippers may only qualify or be selected as a representative from the fleet with which they normally race. Members not attached to an organized fleet and therefore unable to participate in qualification trials may enter sanctioned regattas subject to the approval of the approval of the Executive Committee.

Section 8. Responsibility for Perpetual Trophies for Sanctioned Regattas.

a.) The class association will have responsibility for maintenance and any required restoration of perpetual trophies for association sanctioned regattas.

b.) To prevent further inconsistencies of engraving of regatta winners of perpetual trophies of sanctioned regattas, the class association will be responsible for said engraving.

Section 9. Keeper Trophies for Sanctioned Regattas.

The host fleet will provide first through fifth place "keeper" trophies at sanctioned regattas.

US WoodPussy Class Association Specifications

Article I - General

The intent of these Specifications is to clarify and add to what is shown on the official plans. In case of conflict between these Specifications and the official plans, these Specifications shall govern. All questions regarding the interpretation of these Specifications and the official plans, and any other questions not covered by these Specifications or the official plans, shall be referred to the Chief Measurer for decision. The policy of the Executive Committee shall be to preserve insofar as possible, previous practices and specifications and to approve variations and extensions thereof only when it is clearly in the best interests of the Class, and within the framework of the By-Laws.
To be able to carry the name of WoodPussy, a boat, its spars, sails, and rigging must conform throughout with respect to the design, dimensions, and materials of the Official plans and Specifications of the Association.
The purpose of the restrictions under which WoodPussy boats and sails are approved is to insure that, to as great a degree as possible, all boats and sails have identical racing capability. It is impossible to list every single variation that might turn up in the future, and it is impossible to make any set of restrictions which, at some future date, someone cannot find what appears to be legal means of obtaining some racing advantage. Any boat or sail having features which are not consistent with this purpose will not be approved and cannot race even though there is no specific restriction preventing the item in question. Improvements and changes will be made only when these changes do not obsolete older boats from the standpoint of racing capability or when they can be accomplished by anyone at reasonable expense.

Section 1. Options, Modifications
Nothing is optional in these specifications unless the word "optional" appears in the article or on the plans and then only within the limitations described.
After a boat leaves a licensed builder, continuous conformance to all specifications is the responsibility of the owner.

Section 2. Authorization of Builder.
The Executive Committee may license one or more builders to construct the WoodPussy Class Boat. Upon execution of a license agreement, the plans will be issued to a builder.

Section 3. Royalty
A royalty as described in the license agreement shall be paid by the builder to the Association for each WoodPussy built. Any boat for which this payment has not been received may not be sold as a WoodPussy, may not be entered in any race as a WoodPussy, nor may it display the WoodPussy emblem on its sail.

Article II – Hull

Section 1. Material
The hull may be constructed only of wood, fiberglass-covered wood or fiberglass.

Section 2. Maximum Dimensions
The dimensions of the hull are shown in the table of offsets, but the length over all (LOA) is 13'6" ± 1" and the maximum beam is six feet (6' 0" ± 1").

Section 3. Minimum Mass
A WoodPussy boat including spars, standing and running rigging, centerboard, rudder, and tiller shall weigh at least four hundred and thirty pounds (430 lbs.). The boat shall be weighed as dry as conditions permit. Boats weighing less than 430 lbs. shall make up the difference in the following manner using any suitable material. If steel or iron is used, it must be painted to prevent rust or corrosion. All corrector weights must be labeled as to their weight and have their weight and location listed on the boats Measurement Certificate. No other dead weight shall be carried as fixed or movable ballast.

1). If the amount of weight to be added is ten pounds (10 lbs.) or less it shall be made up by permanently attaching weight to the underside of the fore deck along the boat's centerline.

2). If the amount of weight to be added is more than ten pounds (10 lbs.) it shall be made up by permanently attaching half the weight to the underside of the fore deck forward of station 2 and the other half to the underside of the aft deck at station 8 along the boat's centerline.

Section 4. Stations of the Boat
The original design drawings called for Eleven (11) stations of the boat (Stations 0 – 8) plus stations A(Stern) & B (Bow). Stations A(Stern) & B(Bow) are obtained by dropping vertical lines from both the aft most point of the top of the deck, and the forward most point of the top of the bow to a horizontal line running beneath the hull. The distances from Station B(Bow) to Station 0 and Station 8 to Station A(Stern) are unique. The distances from Station 0 to Station 1, Station 1 to Station 2 and so on aft to Station 8 are all equal distance. The distances are shown in the following table.

Station B(Bow) to Station 0:	15”
Station 0 to Station 1:	17 5/8”
Station 1 to Station 2:	17 5/8”
Station 2 to Station 3:	17 5/8”
Station 3 to Station 4:	17 5/8”
Station 4 to Station 5:	17 5/8”
Station 5 to Station 6:	17 5/8”
Station 6 to Station 7:	17 5/8”
Station 7 to Station 8:	17 5/8”
Station 8 to Station A(Stern):	6”

For purposes of adding penalty weights under section 3, subsection 2 of this article, Station 2 is located 50¼” aft of the bow, which is roughly where the splashboards normally join on the centerline and Station 8 is located 6” forward of the transom on the underside of the deck.

Article III – Deck and Cockpit

Section 1. Deck Requirements
Decks may be covered with any material desired.
Rub rails are optional.
Spray coamings, including the height above or below the deck are optional.

Section 2. Cockpit
Floor boards must be at least one-quarter inch (1/4”) thick and may be solid or slats of any wood based material desired. An opening in the floor boards the length of the centerboard trunk and on both sides of said trunk, not exceeding ten inches (10”) in width, is permitted. An opening abaft the centerboard trunk, no wider than the width of the trunk, is permitted.

Section 3. Flotation
Flotation must be present under the cockpit fore deck and under the cockpit aft deck. Floatation under cockpit side decks and under floorboards is optional. Type of flotation used is optional, but must be adequately secured to the hull or deck to ensure remaining in the hull in the event the boat capsizes. For all Association Sanctioned Regattas, questions relating to insufficient amounts of floatation shall be referred to proper authority appointed by the host fleet. They may formally warn the boat if they choose. Any boat so warned may not participate in any subsequent Association Sanctioned Regattas until corrective action is taken and is endorsed on the boat's Measurement Certificate by the Executive Committee or by the Chief Measurer.

Section 4. Mast Location
The forward side of the mast at the deck shall not be less than nineteen inches (19”) from the stem. Moving the mast fore or aft at the step during a race is prohibited. Mast wedges or chocks are optional and do not have to be fixed permanently.

Article IV – Spars

Section 1. Mast

a) Mast Materials

The mast may be only of wood or aluminum. Use of materials such as fiberglass, aramid fiber (e.g. Kevlar™), carbon fiber, etc. to reinforce a wooden mast is prohibited except in case of a splice repair to a broken wooden mast.

b) Length

The length of the mast, measured from the top of the halyard sheave to the top of the step, shall not exceed twenty-three feet, five inches (23'5").

c) Deck-stepped Mast

Deck stepped masts are permitted, but if used in sanctioned regattas must have a brace, of any material desired, secured to the underside of the deck and to the normal mast step and overall length must not exceed twenty-three feet, five inches (23'5") from the top of the halyard sheave to the top of the step, including said brace.

d) Halyard Sheave to Tack Pin Measurement

The length of the mast, measured from the top of the halyard sheave to the lower edge of the tack pin in the goose-neck fitting, shall not exceed twenty feet, six inches (20'6"). If a sliding gooseneck fitting is used, a positive stop is required so that the tack pin cannot be drawn down below the top of a one inch (1") wide distinguishing contrasting band painted around the mast, the upper edge of which shall measure not more than twenty feet, six inches (20' 6") below the top of the halyard sheave.

e) Rotating Mast

Rotating masts are prohibited.

Section 2. Boom

a) Boom Material

The boom may be only of wood or aluminum. Flat and "T" booms are prohibited. Use of materials such as fiberglass, aramid fiber (e.g. Kevlar™), carbon fiber, etc. to reinforce a wooden boom is prohibited except in the case of a splice repair to a broken boom.

b) Length

Length over-all, from end of boom to the after end of the mast, shall not exceed eleven feet, three inches (11'3") including fittings.

c) Sail Track

The boom may be fitted with sail track, which shall be permanently affixed to the boom along its entire length or a sail grove. Use of a roller reefing device on the boom is prohibited.

d) Boom Straightness

The intent of these Specifications is to maintain a straight boom. No boom or sail track may be artificially arched or curved other than by the rigging described in Article IV of these Specifications.

e) Outhaul

An adjustable clew outhaul is permitted. The clew of the sail shall not extend beyond the aftermost end of the boom.

Article V – Standing Rigging

Section 1. Forstay and Shoud Materials

The forestay and the shrouds must be of wire, not less than three thirty-seconds of an inch (3/32") in diameter and be fitted with turnbuckles or shroud adjusters above the deck. The minimum rigging consists of a single forestay and a single shroud on each side.

Section 2. Optional Standing Rigging

The use of one set of spreaders and one set of diamond shrouds is permitted and is optional.
A mast jumper strut fitted with or without a halyard fairlead is optional and permitted. A wire jumper stay is optional and permitted.

Section 3. Chain Plates
The position of the chain plates and point of attachment of stays to the hull shall be forty inches (40”), plus or minus four inches (4”), measured from the clevis pin in the forestay turnbuckle or shroud adjuster at the stem plate at the deck to the clevis pin in the shroud turnbuckle or shroud adjuster at the chain plate at the deck.

Article VI – Running Rigging

Section 1. Allowed Running Rigging
Mainsheet, clew outhaul, halyard, boom vang, cunningham, traveler, boom kicker and downhaul are optional as are their material and leads.

Article VII – Equipment

Section 1. Hiking Assists
Hiking straps of any material are permitted, the location of which is optional. Trapeze rigs attached to the mast or rigging for hiking purposes are prohibited.

Section 2. Centerboard
a) Centerboard Dimensions and Material
The centerboard shall be made only of wood, fiberglass-covered wood or fiberglass and may be weighted with lead; total weight of board, wet or dry, shall be between twenty (20.0) and thirty-two (32.0) pounds. The board shall be approximately rectangular in shape, and shall be between forty inches (40”) and forty-four inches (44”) long and a maximum of twenty-two and one-half inches (22-1/2) wide. The board shall not be less than three-quarters of an inch (3/4”) thick.
The use of fiberglass, aramid fiber (e.g. Kevlar™), carbon fiber, etc. stiffeners applied to the external sides of the centerboard is permitted but discouraged.
b) Centerboard Fairing
It is permissible to fair, feather or taper the edges of the board. Such fairing, feathering or tapering shall not extend more than three inches (3”) into the board.
c) Centerboard Mounting
The centerboard may only be fastened to the hull by the centerboard pin at its forward end, the centerboard pennant and optional centerboard down pull. The centerboard pennant and down pull may be of any material desired and their attachment location and lead are optional. It shall not be permissible to use wedges or any other device to cant or force the centerboard laterally.
The location of the centerboard pin may be altered to ensure that the centerboard will lower completely from a horizontal to a vertical position within the centerboard trunk. Alternatively the leading edge of the centerboard may be notched to accomplish the same purpose. Such notching shall not exceed the three inches (3”) restriction of Section 2 b) of this Article.
d) Centerboard Trunk Gaskets
Centerboard trunk gaskets are prohibited.

Section 3. Rudder
a) Rudder Materials and Dimensions
The rudder shall be made only of wood, fiberglass-covered wood or fiberglass. The rudder, when shipped, shall extend twenty-nine inches (29”) plus or minus one inch (1”), from the transom and/or skeg. The rudder shall not extend below a straight line extended from the bottom of the skeg. The rudder shall not be less than three-quarters of an inch (3/4”) thick.
The use of fiberglass, Aramid fiber (e.g. Kevlar™), carbon fiber, etc. stiffeners applied to the external sides of the rudder is permitted but discouraged.
b) Rudder Fairing
It shall be permissible to fair, feather or taper the edges of the rudder. Such fairing, feathering or tapering shall not extend more than three inches (3”) into the rudder.

c) Rubbing Strip
A rubbing strip or guard made of any material desired, half round or rectangular in section, may be fastened to the underside of the rudder. Such strip shall not result in the total added depth of the rudder of more than one-quarter inch (1/4").
d) Rudder Head Strengthening
Cheek pieces of any material may be used to strengthen the rudder head.
e) Pivoting Rudders
Pivoted flip-up rudders are prohibited.

Section 4. Skeg
a) Skeg Materials and Dimensions
The skeg shall be made only of wood, fiberglass-covered wood or fiberglass. The skeg shall not be less than three-quarters of an inch (3/4") thick. The skeg shall taper evenly from within four inches (4") of the after-end of the centerboard well to the transom, the aftermost end of which shall be nine inches (9") deep, plus or minus one inch (1").
The use of fiberglass, aramid fiber (e.g. Kevlar™), carbon fiber, etc. stiffeners applied to the external sides of the skeg is permitted but discouraged.
b) Skeg Fairing
It shall be permissible to fair, feather or taper the underside of the skeg. Such fairing, feathering or tapering shall not extend more than one inch (1") into the skeg.
c) Rubbing Strip
A rubbing strip or guard made of any material desired, half round or rectangular in section, may be fastened to the underside of the skeg. Such strip shall not result in the total added depth of the skeg of more than one-quarter inch (1/4").

Section 5. Tiller
The tiller may be made of any material desired. Strengthening members may be added as desired. The length and dimensions of tiller are optional. A hiking stick of any material is permitted.
The tiller may be led to the rudder head either over the afterdeck or through an opening in the transom.

Section 6. Fittings
The placement, design and size of fittings are optional, and such fittings may be made of any material desired.

Article VIII – Sail

Section 1. General Requirements
Only a marconi-rigged mainsail shall be used, such sail to be made of polyester (e.g. Dacron™).
The leech of the sail shall conform to a fair curve. Loose-footed, mitre-cut, double luff and perforated sails, other than for reef points, are prohibited. The use of sizing, heavy material, leather, or any other material, to accomplish excessive stiffening of the sail is also prohibited.

Section 2. Attachment to Spars
The sail must be fastened to the mast by means of a sail groove, or by sail slides running on a sail track, slides to be at intervals not exceeding eighteen inches (18"). The sail must be fastened to the boom by means of a sail grove or slides running on a sail track. When used the slides must be seized immediately to the foot of the sail at intervals not exceeding fourteen inches (14"). For this purpose, the term "immediately" means not in excess of one inch (1").
When set on spars, no part of the sail shall extend above the halyard sheave or beyond the end of the boom.

Section 3. Prohibited Sail Controls
A shelf foot or similar contrivance (a separate section of sail meeting the foot of the sail at approximately right angles and designed to achieve the equivalent of a loose-footed sail) is prohibited.
Any means of artificially changing the shape of the sail while racing, other than by adjusting the running rigging or tension on sail foot or luff by regular reefing, is prohibited.
The use of zippers is permissible, but they must not be changed while racing.

Section 4. Leech Lines
The use of leech lines is permitted and these may be adjusted during racing. Leech lines may be of any material desired.

Section 5. Sail Measurements
The luff of the sail shall fit within the mast hoist measurement limitations and the foot of the sail shall fit within the boom length measurement limitations in Specification Article IV and in addition, the sail shall fit within the following measurements: from mid-point of luff to mid-point of leech, seven feet, six inches (7'6"); and from head to mid-point of foot, twenty-one feet, eight inches (21'8"). When measuring, the sail must be laid flat, be wrinkle-free and under slight tension. The head to mid-point of foot measurement shall be measured from the top of the point at the head of the sail where the halyard is attached.

Section 6. Battens
Three battens only are permitted, spaced approximately evenly along the leech. Batten lengths not to be exceeded are: upper, eighteen inches
(18"); center, thirty inches (30"); lower, twenty-four inches (24").

a) It was proposed and accepted that for the 2007 WoodPussy Nationals, which will be sailed at Crystal Lake Yacht Club, the several known existing CLYC WoodPussy class sails with full length top battens be grandfathered in for the 2007 Nationals only, providing other sail measurements conform with class Specifications. This subsection will sunset at the end of 2007.

Section 7. Headboard
The width of the headboard, if desired, shall not exceed seven inches (7") when measured perpendicularly to the luff of the sail. The foreside of the headboard shall not be more than one inch (1") from the after side of the luff rope. Total overall dimension of the sail at the headboard, including luff rope, when measured at a right angle to the luff shall not exceed eight and one-half inches (8-1/2").

Section 8. Clewboard
The width of the clewboard, if desired, shall not exceed four inches (4") when measured perpendicularly to the foot of the sail, and the angle of the clewboard between the foot and the leech may not exceed seventy-five degrees (75°). The bottom side of the clewboard shall be immediately adjacent to the foot rope.

Article IX - Official Racing Number, Emblem and Special Sail Insignia

Section 1. Official Racing Number
A boat's permanent means of identification is her officially assigned number. This number shall remain with the boat, if sold, and not with the former owner. All hulls constructed after January 1, 2001 shall have their sail numbers assigned by the Association.

Section 2. Emblem
The Official WoodPussy emblem, as described in Article III - Emblem of the Constitution, must be at least twelve inches (12") high, attached to each side of the mainsail. Any boat not conforming strictly throughout to the Official Plans and Specifications is not a WoodPussy, and is not entitled to carry the WoodPussy class emblem. Fleet designation identification letters or numerals are permitted on sails and hulls but should be lower than the WoodPussy class emblem on sails.

Section 3. Special Sail Insignia
Special sail insignia may be carried by a member and placed as described in this Section. The right to carry these insignia does not pass with sale or transfer of boat or sails but remains with the member.
a) National Championship:
1st Place - Gold circle around emblem.
2nd Place - Silver circle around emblem.
3rd Place - Black circle around emblem.
b) Regional Championship:
1st Place - Gold bar under emblem.

2nd Place - Silver bar under emblem.
3rd Place - Black bar under emblem.
c) James Craig Solo Bowl:
1st Place - Gold chevron under emblem.
2nd Place - Silver chevron under emblem.
3rd Place - Black chevron under emblem.
d) Fleet Championship:
1st Place – Blue chevron under emblem.
e) Multiple Awards
Multiple awards may be signified by use of a same color numeral above or trailing the award insignia.

US WoodPussy Class Association
Class History

Origins and Evolution



The Wood-Pussy was a War Baby. During World War II, Donald B. Abbott, sponsor of several popular cruising yachts, found himself faced with the problem of war shortages. Most existing yachts were laid up for the duration and new ones were hard to come by. Men and materials were scarce, and the pinch of taxes and other costs directed buyers toward much smaller craft to keep their tiller hand in shape.

Abbott commissioned Philip L. Rhodes to design a small boat that would be suitable both as a junior trainer and as a day-sailer for adults who no longer had the time and money to care for larger boats. The popularity of the little 13½' catboat from his famous drawing board attests to the splendid accomplishment of this outstanding designer.

The question of a name arose. Wood-Pussy was an obvious choice for a catboat made of wood. Although there is some question as to the wisdom of this choice, the skunk (aka wood pussy) is a very pretty little animal and a tough customer to fool with. This description fits Philip Rhodes' Wood-Pussy.

When men and materials became available between government contracts, a number of Wood-Pussys were built and shipped to various parts of the country. Wherever she went, the Wood-Pussy received an enthusiastic reception. She quickly proved herself fast and able in all types of weather, she was difficult to capsize, and she could float in water only ankle deep. With her 13½' length and full 6' beam, the Wood-Pussy accommodates four or five adults in her picnic-size cockpit. She is an interesting cross between an old-fashioned beamy catboat and a sporting racing dinghy. The hull does not plane easily, but with the right wind, wave, and weight conditions, it can pop up for a short joy ride.

Over the years, more than 1000 Wood-Pussy hulls were built. They migrated to many parts of the United States and to a few foreign lands as well. The hull has also seen service as a sloop in at least two known instances. The *Puffin* was sailed in New England waters and the *Lauderdale One-Design (also known as the Lauderdale Sloop)* was a Florida version of the rig.

Racing and the Class Association

Although the boat was not designed as a racing class, it was not long before Wood-Pussy owners were engaged in informal races. As a result, a number of local fleets were organized in the Long Island Sound area to conduct races on a more formal basis. In 1946, Grover C. Kirchhof set about forming what became known as the Scotch Caps Fleet. The success of this venture prompted him to go still further and organize a national class association. The first organization meeting was held in the fall of 1946 and by the spring of 1947 the National Wood-Pussy Class Association (NW-PCA) was launched with a Constitution, By-Laws, and the basic Class Racing Rules.

Palmer Scott, original builder of the Wood-Pussy, became interested in the movement and donated the Palmer Scott Perpetual Challenge Trophy for the NW-PCA National Championship. The first National Championship regatta was sail on Long Island in the fall of 1947 under the sponsorship of the Orienta Yacht Club. At first, Wood-Pussy competition was pretty much a Long Island Sound affair and the honor of being the first National Wood-Pussy Champion fell to Jack Cowley, of Manhasset Bay. The National Championships has been held annually ever since.



Later the NW-PCA sanctioned a Long Island Wood-Pussy Championship and Don Abbott donated a trophy for this Regatta. The Long Island Championship started in 1951 and was first won by Peter B. Newkirk. The regatta was sailed until the early 1970's.

By 1950, the Wood-Pussy had migrated to New Jersey, and fleets formed on the Navesink and Shrewsbury Rivers. In response to the growth of the class in New Jersey waters the NW-PCA authorized a New Jersey Championship regatta which was first sailed in 1957 and won by Donald H. Colyer. This regatta was sailed through 1972.

Under the urging of Don Colyer, a member of the Navesink Sailing Society (NSS) and successor to Grover Kirchhof at the NW-PCA helm, single-handed racing of Wood-Pussys became increasingly popular. Easily rigged for single-handing, the boats were lively and, when handled with reasonable skill, difficult to capsize. In 1963, the Jim Craig Solo Bowl, a National Single-Handed Championship named after a former leader of the NSS, was added with equal billing to the Palmer Scott Championship. The first winner was Borden L. (Brub) Hance Jr., who had already won the double-handed Championship four times (including 1963). At this writing (1998), Brub is still racing Wood-Pussys and still winning on a regular basis.

The Wood-Pussy Class remained strong into the 1960's with fleets spread as widely as Massachusetts, Rhode Island, Connecticut California, Michigan and Florida along with activity in Texas. By 1970, however, the heyday was over. New classes, both high-performance one-designs and high-tech racer/cruisers were making their inroads. The Michigan fleets stopped sailing in the late 1960's and the last two active Long Island fleets disbanded in the early 1970's. National competition in the 1970's was relegated largely to four NJ fleets: the Navesink Sailing Society, the Monmouth Boat Club (MBC), the Shrewsbury Sailing & Yacht Club (SS&YC), and the Polly's Pond Sailing Club (PPSC). Polly's Pond was started by members of the SS&YC fleet as a social frostbite group that began each fall after SS&YC activity concluded for the season. Membership has changed through the years, but the group remains active. The SS&YC fleet disbanded in 1979 leaving the PPSC as hosting the only active competition on the Shrewsbury River and by 1980, the MBC fleet had absorbed the NSS Fleet. With the disbanding of the SS&YC fleet the NW-PCA lost almost all of its SS&YC members. This regrettably made the NW-PCA a mute issue. Over the course of the early 1980's the NW-PCA functionality, if not the actual organization, was absorbed into the MBC Wood-Pussy fleet over time.



One additional fleet of boats at the Culver Military Academy in Indiana lasted from the early 50s through 1997 before being replaced with 420s in 1998. Starting with wooden plank boats they made their own mold around 1960 and tried made several of their own fiberglass boats. These did not hold up as well as those of the commercial builder and the wooden boats were replaced with a group of 25 from the builder in the early 1960's. This fleet was used for student training and racing, but did not participate in National competition. However, when Culver sold the boats in 1998, 14 of them were brought east to reinforce the NJ fleets.

At this writing (1998), there are about 50 boats owned by MBC, SS&YC and PPSC members. Many of these not only race in local competition, but also continue to compete for the Palmer Scott and James Craig National Championships hosted annually by Monmouth Boat Club. The year 1997 featured the 50th anniversary of the Palmer Scott Championship, while 1998 saw the 35th anniversary of the James Craig Solo Championship.

Construction

Over the years, the Wood-Pussy has been built with a variety of construction techniques. The original carvel-planked hulls were built by Palmer Scott in New Bedford. In the latter part of the 1950's, fiberglass molds were made from a standard plug, and molded fiberglass boats quickly became the norm. The initial builder was the Marscott Division of the Palmer Scott works. The Marscott works suffered significant fire damage during the mid 1960's and the mold passed to the O'Day Company who continued to build new fiberglass boats.



In 1963, the NW-PCA acquired exclusive rights to authorize construction of Wood-Pussys in wood. It licensed United Molded Shapes (UMS) of Michigan to produce cold-molded mahogany shells, and to construct finished Wood-Pussys from these shells for the Great Lakes area. It's not known if any were actually constructed. Olsen Boat Works of New Jersey received the finished-boat license for New York, New Jersey and Connecticut area. Lars Olsen built eight or nine of these highly-competitive hulls in 1963 and 1964.

When O'Day, the remaining builder of fiberglass Wood-Pussys, reported that there had been no sales in 1966, the NWPCA set out to obtain exclusive rights for fiberglass construction. When they obtained these rights in 1968, they gained exclusive control over the

construction of Wood-Pussys. In the meantime, two strip-planked Wood-Pussys were constructed at Shelter Island in 1967, and proved to be exceedingly fast. More were planned, but the total number built is unknown.

In 1969, the NW-PCA obtained the Class plug from O'Day and authorized Olsen Boatworks to fair the plug to Rhodes' specifications, to strike a mold from the faired plug and to construct boats from the mold. The NW-PCA also took the opportunity to change the class By-Laws to allow the use of aluminum spars on Wood-Pussys due the increasing difficulty and expense in having wooden spars made. Olsen completed the plug and mold, but went out of business before building any boats. The Class then turned to Hank Magierski of One-Design Marine (also in NJ), who agreed to be in production by the end of 1970. To make the boats self-rescuing, he added an inner cockpit liner with a raised floorboard level over foam flotation. He built between six and ten boats, but there were some construction problems. Also the raised floor made them uncomfortable to sail and they never became popular.

At this point, NW-PCA activity dwindled and they licensed no further builders. Most of the carvel boats have long since been put to rest, but we know of several that are still sailing. Many Marscott and O'Day fiberglass hulls, and at least two molded-plywood hulls, are still in active use. The inner liner was removed from several of the One-Design Marine hulls, making them comfortable and competitive. Wood-Pussy owners seem to hold their boats year after year with complete satisfaction, and the used boat market for the class is usually tight.

One-Design Control

NW-PCA Rules and Regulations made the Wood-Pussy a restricted one-design class. Since the fiberglass hulls came from a mold built from the official Class plug, they were tightly controlled. The minimum weight - including spars, rigging, rudder, tiller and centerboard - is specified to be 430 pounds, and the Association defeated repeated efforts to reduce it to 400 pounds - a change that would have made most older boats obsolete. Sail and spar dimensions are limited, and current sail area is about 130 square feet. Considerable latitude in rigging and fittings permits competitive boats to have up-to-date sail trimming features. Expensive extras are ruled out, as are trapezes and most gimmicks. Significant improvements over the years - aluminum spars, increased sail area, a deeper skeg, and centerboards that hang straight down - provide impressive performance both on and off the wind.

Renaissance *

On Monday, April 13, 1998, the WoodPussy Class website received the following e-mail:

> Today I purchased a Marscott catboat from Culver Military Academy in Culver, IN for $200.00. When I looked up Marscott on the Internet, I found that I had purchased not just a Catboat but a famous (or infamous) WoodPussy that was born the same year as me (1947). I have always loved Catboats but found them to be way to expensive for me. Culver is selling 25 WoodPussys for $200 each. My boat was a 1972 model and my buddy's boat was a 1952 model. Both boats are fiberglass and I think we are going to have a ball sailing in the small lakes in Indiana.

Coming on the heels of the euphoria of the 50th National Championship Regatta the proceeding summer, this news created a feeding frenzy and 14 of the Culver boats were brought to New Jersey during the summer of 1998. During 1999 the Monmouth Boat Club fleet became more active with the influx of new boats. At the same time one of the more active Polly's Pond sailors joined Shrewsbury Sailing & Yacht Club. Various conversations took place that summer and talk of reforming an SS&YC WP fleet took wind. During the fall emails were received from an individual connected with Crystal Lake Yacht Club (CLYC) in Michigan where the largest of the Michigan WP fleets used to reside. He had an O'Day boat that had suffered a lightning strike and sliced a large section off the top of the upper mast. He had seen the class website and wondered "Could the people in New Jersey be of any help?" Emails and phone conversations followed. Over the course of the winter SS&YC agreed to reinstate the WP class as a sanctioned racing fleet. Further emails and phone calls between Michigan and New Jersey helped propel a group of boat owners at CLYC to apply to their club for re-certification, and another former fleet was back as an active racing fleet.

The revival of the CLYC and SS&YC fleets was formally announced at the MBC annual fleet meeting in May of 2000. Sufficient interest was generated to "volunteer" one of the long time owners as interim class Commodore. That sailing season saw the first national level regatta held at a location other than Monmouth Boat Club since 1978. The Solo Bowl was intended to be held at SS&YC, but due to weather related problems it wound up being both the Nationals and the Solo Bowl and was sailed in a somewhat unique 5 race format. The first two races counted only towards the Nationals and the last two counted only towards the Solo Bowl. The middle race counted towards both regattas.

Spring 2001 saw the interim class Commodore again "volunteered" to continue on in the same position. The interim Commodore suggested that the class consider joining the US SAILING One-Design Council as a way of gaining class exposure and in networking with many other classes with an aim to eventually be in a position to once again provide new boats for interested parties and potentially grow the class. To do that required a class to present a Constitution, By-Laws and Class Racing Rules to US SAILING. That presented a problem given these documents were last published in 1968. Further there had been updates subsequently that created a conflict within the By-Laws and no one really knew the true status of what had been the National Wood-Pussy Class Association which was the former class national association. A committee was selected and charged with the responsibility of updating the classes Constitution, By-laws and Racing Rules. Much help was given in this process by Clark Chapin who is a class officer in the Interlake Sailing Class Association, past chair of US SAILING's One-Design Class Council, Secretary to the US SAILING Inshore Committee and past Secretary of US SAILING and from Mary Huntsman who is past president of the International Lightning Class Association and has sat on the US SAILING One-Design Council.

Fall 2002 saw an informal meeting with representatives from the three active racing fleets for discussions on several matters related to the class documents and the question where do we go from here. It was felt that it was probably best not to try to reform under the old association name, but to form a new national class association and start fresh, while acknowledging and honoring the significant contributions the NW-PCA made to the history and growth of our class.

January 2003 marks the official beginning of the new United States WoodPussy Class Association. We are looking forward to membership on the One-Design Council and to slow and steady expansion of the class. May of 2002 brought news that a local New Jersey cabinet maker and carpenter was building a cold molded plywood WoodPussy new from the ground up using the original Philip Rhodes plans. We hope to use this as a basis for construction of a new mold with the goal of new WoodPussys becoming available for those interested in this classic little catboat. Interested in a stable boat that adults or juniors can learn sailing in? Interested in a day sailor that can easily handle five adults? Interested in a boat that continues to challenge the racing ability of skippers in their twenties to their eighties? If the answer is yes, then join the United States WoodPussy Class Association. We'll make you welcome in our extended family. Almost 60

years after the first boat took to the water, it continues to endear itself to those who become owners. You might buy many boats in your lifetime, but you'll find you'll continue to own and sail a WoodPussy.

R. D. Howson November, 1998
G. J. Jacobi, January, 2003

Resources –

Sources of Sails for your Wood-Pussy:

Vermont Sailing Partners
150 West Canal Street
Winooski, VT
05404
Phone (802) 655-7245
Web www.vtsailing.com
Email info@vtsailing.com

Vermont Sailing Partner Sails won both Nationals and Solo Bowl in 2025 and the design has won at the national level consistently since released around 2020.

North Sails

Main North Website https://www.northsails.com/en-us

The sail designed by Henry Bossett, formerly of North Sails New Jersey, is currently in the North library. However, there were some issues with the cloth used in some sails made in the last few years that caused several warranty claims and since there is a low volume of orders, North may or may not accept an order for WoodPussy sails at this time.

Sources of Aluminum Spars for your Wood-Pussy:

SuperSpars –

Web https://www.superspars.com/

SuperSpars, based in England (as Proctor used to be) makes tapered aluminum masts. Their class guide shows a section that is used by the 470, International 420, 505 and Fireball classes, among others. These same classes are listed for the Selden Cumulus section the class uses and the dimensions of the two masts are very similar. The class has reached out to SuperSpars and they have indicated they will look at our needs and make some suggestions. The class has just sent a copy of our handbook, along with a number of measurements and photos of the mast and boom used to win one of the national level regattas in 2025 to SuperSpars and they have said they will review things and get the class a quote for both a mast and boom section. We don't know what the cost factor would be or any of the other details yet but, hopefully, it will prove a viable option. There is a US representative northeast of Boston and we are trying to get additional information from them as well. Updates to follow.

Dwyer Aluminum Mast Co. – primarily for straight mast sections which work well for both racing and day sailing

The DM-284 is the primary Dwyer mast used on WoodPussys though there are some DM-4 masts around as well. The usual Dwyer boom is the Dm-275.

Dwyer Aluminum Mast Co.
2 Commerce Drive
North Branford, CT. 06741
phone (203) 484-0419

fax (203) 484-2014
web https://dwyermast.com/

Selden Mast Company – Took Over Proctor

Web https://www.seldenmast.com/products/masts/

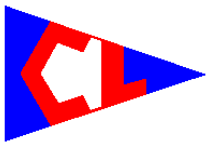
The class has used the Cumulus section for about ten years but it is questionable if Selden will supply any further masts or booms for use in the class. There have been consistent problems with both masts and booms not being made to the class maximum lengths, despite maximum length dimensions requested on orders which has caused several purchases to be rejected by the person placing the order. Additionally, we are told that we must waive any warranty if we want the stays mounted at the normal height of six feet down from the halyard sheave. The claim is that the mast will break if rigged that way, though no aluminum mast has ever broken where the stays attach, or higher, in the 50 years the class has used aluminum masts. Unfortunately, you are on your own with this vendor at the present time.

US WoodPussy Class Association
Sanctioned Regatta Results

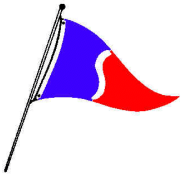
Currently Charted Fleets



Fleet 1: Monmouth Boat Club (Shorthand: MBC)
PO Box 777
Red Bank, NJ 07701
732-741-9858 (club house)
www.monmouthboatclub.org



Fleet 2: Crystal Lake Yacht Club (Shorthand: CLYC)
PO Box 452
Frankfort, MI 49635
231-352-4691 (club house summer only)
231-352-7892 (year round business office)
www.clyc.net



Fleet 3: Shrewsbury Sailing & Yacht Club (Shorthand: SSYC)
PO Box 34
Little Silver, NJ 07739
732-229-9818 (club house May – Oct.)
www.ssyc.us

US WoodPussy Class Association
Sanctioned Regatta Results

National Championship for "Palmer Scott Bowl"

1947		1948	
John Cowley	Manhasset	Frederick Gade	Noroton
Richard Akers	Manhasset	John Cowley	Manhasset
Edward Steadman	Manhasset	Leo J. Telesmanick	New Bedford
Frederick Gade	Noroton	Duncan Scott	New Bedford

1949		1950	
Frederick Gade	Noroton	R. W. Ayer	Cold Spring
R. W. Ayer	Cold Spring	Maitland Edey	Cold Spring
J. K. Graves	Cold Spring	Jonathan Graves	Cold Spring
Grover C. Kirchhof	Scotch Caps	Edward K. Dean	Ossiining

1951		1952	
William Ayer	Cold Spring	Jonathan Graves	Cold Spring
Justin Kerwin	Cold Spring	Arthur W. Page Jr.	Cold Spring
Robert F. Oram	Manhasset	Robert Currey	Scotch Caps
F. S. Kinney	Cold Spring	W. A. W. Stewart Jr.	Cold Spring

1953		1954	
Maitland Edey	Cold Spring	Herbert S. Blake	Peconic
E. K. Graves	Cold Spring	W. A. W. Stewart Jr.	Cold Spring
W. A. W. Stewart Jr.	Cold Spring	Maitland Edey	Edgartown
William Arnold	Narragansett	Michael Purtell	Peconic

1955		1956	
Herbert S. Blake	Peconic	Herbert S. Blake	Peconic
Jerry Drew	Shrewsbury	Andrew Shiebler	Peconic
William Nesbitt	Shrewsbury	R. Duncan Elder Jr.	Cold Spring
Lee Adamson	Shrewsbury	Donald H. Colyer	Navesink

1957		1958	
Herbert S. Blake	Peconic	Borden L. Hance Jr.	Navesink
Rick Dickinson	Navesink	Donald H. Colyer	Navesink
Michael Purtell	Peconic	Harold R. Lartaud	Navesink
William L. Russell III	Navesink	Miles R. Colyer	Navesink

1959		1960	
Borden L. Hance Jr.	Navesink	Borden L. Hance Jr.	Navesink
F. Roberts Blair	Cold Spring	William H. Hills III	Navesink
Charles R. Landback	Shrewsbury	F. Roberts Blair	Cold Spring
Charles Allaire	Monmouth	David Noyes	Cold Spring

1961		1962	
F. Roberts Blair	Cold Spring	F. Roberts Blair	Cold Spring
Talbott Ingram	Shrewsbury	Norman Stewart	Cold Spring
Donald H. Colyer	Navesink	Angus P. McIntyre	Cold Spring
Bassett S. Winmill	Monmouth	Borden L. Hance Jr.	Navesink

1963		1964	
Borden L. Hance Jr.	Navesink	W. Stimpson Brown	Shrewsbury
F. Roberts Blair	Cold Spring	Donald Pagdin	Shrewsbury
Norman Stewart	Cold Spring	Borden L. Hance Jr.	Navesink
Charles Ames	Cold Spring	Robert R. Schorn	Cold Spring

1965		1966	
W. Stimpson Brown	Shrewsbury	G. Lawrence Waters	Shrewsbury
John L. Allen	Monmouth	Jefferson L. Bull.	Shelter Island
Borden L. Hance Jr.	Navesink	John L. Allen	Monmouth
Charles Ames	Cold Spring	Ward C. Campbell	Cold Spring

1967		1968	
Richard B. Wachenfeld	Navesink	Donald H. Colyer	Navesink

G. Lawrence Waters	Shrewsbury	Jeff Bull	Shelter Island
W. Stimpson Brown	Shrewsbury	Richard B. Wachenfeld	Navesink
Clarence S. Gale	Monmouth	Clarence S. Gale	Monmouth
1969		1970	
Jeff Bull	Shelter Island	Lawson Brigham	Shelter Island
		Lockwood	
		Jeff Bull	Shelter Island
1971		1972	
Donald H. Colyer	Navesink	Donald H. Colyer	Monmouth
Pris Gale	Monmouth	Glenn R. Richards	Monmouth
Glenn R. Richards	Monmouth	Pris Gale	Monmouth
		James M. Carpenter	Shrewsbury
1973		1974	
Jack Allen	Monmouth	Don Colyer	Monmouth
1975		1976	
Pris Gale	Monmouth	Pris Gale	Monmouth
Donald H. Colyer	Monmouth	Donald H. Colyer	Monmouth
Charles Raynor	Monmouth	Thomas McKeon Jr.	Monmouth
Donal J. Martin	Shrewsbury		
1977		1978	
Warren Cornell	Monmouth	Thomas McKeon	Monmouth
1979		1980	
Charlie Raynor	Monmouth	Not Sailed	
1981		1982	
Glenn Richards	Monmouth	Jack Kline	Monmouth
1983		1984	
G. Jeffery Jacobi	Shrewsbury	Rich Eittreim	Monmouth
1985		1986	
Rich Eittreim	Monmouth	Denis Farley	Monmouth
1987		1988	
Denis Farley	Monmouth	Harry Mote	Monmouth
1989		1990	
Denis Farley	Monmouth	Borden L. Hance Jr	Monmouth
1991		1992	
Denis Farley	Monmouth	Denis Farley	Monmouth
1993		1994	
Denis Farley	Monmouth	Denis Farley	Monmouth
1995		1996	
Dan Vought	Monmouth	Denis Farley	Monmouth
1997		1998	
Talbott Ingram	Shrewsbury	Tony Keator	Monmouth
1999		2000	
Denis Farley	Monmouth	Jack Huntsman	Monmouth
		Talbott Ingram	Shrewsbury
		Tony Keator	Monmouth
		Jeff Jacobi	Shrewsbury
2001		2002	
John Luard	Monmouth	Dan Vought	Monmouth

		John Garth	Shrewsbury
		Denis Farley	Monmouth
		Chris Pratt	Shrewsbury
2003		2004	
Dave & Julia Watts	Monmouth	Dave & Julia Watts	Monmouth
2005		2006	
Tony Keator	Monmouth	John Garth	Shrewsbury
2007		2008	
John Quinn	Shrewsbury	John Garth	Shrewsbury
2009		2010	
Dan Vought	Monmouth	Dan Vought	Monmouth
2011		2012	
John Garth	Shrewsbury	Talbott Ingram	Shrewsbury
2013		2014	
G. Jeffery Jacobi	Shrewsbury	G. Jeffery Jacobi	Shrewsbury
2015		2016	
Dan Vought	Monmouth	Cole Barney	Monmouth
2017		2018	
Dan Vought	Monmouth	Cole Barney	Monmouth
2019		2020	
Cole Barney	Monmouth	John Garth	Shrewsbury
2021		2022	
John Garth	Shrewsbury	Talbott Ingram	Shrewsbury
2023		2024	
Taugh Lynch	Monmouth	Talbott Ingram	Shrewsbury
2025		2026	
Paul Scalisi	Monmouth		

"James Craig Solo Bowl" Championship

1963		1964	
Borden L. Hance Jr.	Navesink	Borden L. Hance Jr.	Navesink
1965		1966	
3 Way Tie		W. Stimpson Brown	Shrewsbury
John L. Allen	Monmouth		
Borden L. Hance Jr.	Monmouth		
Charles H. Raynor	Monmouth		
1967		1968	
Donald H. Colyer	Navesink	Richard B. Wachenfeld	Monmouth
1969		1970	
Richard B. Wachenfeld	Monmouth	Donald H. Colyer	Navesink
1971		1972	
Donald H. Colyer	Navesink	S. Corkey	Shelter Island
1973		1974	
John L. Allen	Monmouth	Glenn R. Richards	Monmouth
1975		1976	
G. Jeffery Jacobi	Shrewsbury	Glenn R. Richards	Monmouth

US WoodPussy Class Association
Sanctioned Regatta Results

1977		1978	
G. Jeffery Jacobi	Shrewsbury	Glen Richards	Monmouth
1979		1980	
Glen Richards	Monmouth	Not Sailed	
1981		1982	
Jack Kline	Monmouth	Jack Kline	Monmouth
1983		1984	
Jack Kline	Monmouth	Tom McKeon	Monmouth
1985		1986	
Tom McKeon	Monmouth	Denis Farley	Monmouth
1987		1988	
Peter Coggins	Polly's Pond	Denis Farley	Monmouth
1989		1990	
Denis Farley	Monmouth	Denis Farley	Monmouth
1991		1992	
Denis Farley	Monmouth	Denis Farley	Monmouth
1993		1994	
Denis Farley	Monmouth	Charlie Roden	Monmouth
1995		1996	
Paul Pezzutti	Monmouth	Paul Pezzutti	Monmouth
1997		1998	
Bob Howson	Monmouth	Denis Farley	Monmouth
1999		2000	
Denis Farley	Monmouth	Talbott Ingram	Shrewsbury
2001		2002	
Talbott Ingram	Shrewsbury	Denis Farley	Monmouth
2003		2004	
Denis Farley	Monmouth	Denis Farley	Monmouth
2005		2006	
Tony Keator	Monmouth	John Garth	Shrewsbury
2007		2008	
Peter Coggons	Shrewsbury	John Garth	Shrewsbury
2009		2010	
G. Jeffery Jacobi	Shrewsbury	Dan Vought	Monmouth
2011		2012	
John Garth	Shrewsbury	David Watts	Monmouth
2013		2014	
G. Jeffery Jacobi	Shrewsbury	Dan Vought	Monmouth
2015		2016	
Dan Vought	Monmouth	Dan Vought	Monmouth
2017		2018	
John Garth	Shrewsbury	Dan Vought	Monmouth
2019		2020	
Stuart Van Winkle	Shrewsbury	Cole Barney	Monmouth

2021		2022	
John Garth	Shrewsbury	Taugh Lynch	Monmouth
2023		2024	
Delan Boyce	Monmouth	Taugh Lynch	Monmouth
2025		2026	
G. Jeffery Jacobi	Shrewsbury		

Long Island Championship for "Donald B. Abbott Memorial Trophy"

1951
Peter B. Newkirk
H. Platt
Robert F. Oram

1952
Robert F. Oram
Peter B. Newkirk
Virginia A. McGuire

1953
Jonathan Graves
W. A. W. Stewart III
Arthur W. Page Jr.

1954
Herbert S. Blake
W. A. W. Stewart Jr.
Michael Purtell

1955
Herbert S. Blake
Maitland Edey
Richard Gurney

1956
Herbert S. Blake
Richard Gurney
Michael Purtell

1957
John W. Dayton
Jay Hyde
Neal Andrew

1958
Herbert S. Blake
Neal Andrew
John W. Dayton

1959
Not Sailed

1960
Richard Cook
John Eggers
Arthur Mahoney

1961
Bassett S. Winmill
Angus P. McIntyre
Robert Schorn

1962
Angus P. McIntyre
Bassett S. Winmill
F. Roberts Blair

1963
Robert Schorn
Angus P. McIntyre
W. K. B. Middendorf

1964
F. Roberts Blair
Robert Schorn
Ward C. Campbell

1965
Angus P. McIntyre
Ward C. Campbell
F. Roberts Blair

1966
Jefferson L. Bull
Norman Stewart
Charles Ames

1967
Norman Stewart
Stephen M. Bull
Ward C. Campbell

1968
Richard B. Wachenfeld
Jeff Bull
Dick Gale

1969

1970

1971
Hank Bull
William VanLeer
Robert R. Schorn

US WoodPussy Class Association
Sanctioned Regatta Results

New Jersey Championship for "Grover C. Kirchhof Trophy"

1957
Donald H. Colyer
Holly Clifton
Harold R. Lartaud

1958
William L. Russell III
Walter P. Ingram
Rick Dickinson

1959
Borden L. Hance Jr.
Harold R. Lartaud
Donald H. Colyer

1960
Borden L. Hance Jr.
Donald H. Colyer
W. Stimpson Brown Jr.

1961
F. Roberts Blair
W. Stimpson Brown Jr.
Donald H. Colyer

1962
R. Ruffin Cook
Borden L. Hance Jr.
William H. Hills III

1963
Borden L. Hance Jr.
Donald Pagdin
Harold R. Lartaud

1964
Borden L. Hance Jr.
W. Stimpson Brown Jr.
Clarence S. Gale

1965
W. Stimpson Brown Jr.
John L. Allen
Borden L. Hance Jr.

1966
Borden L. Hance Jr
John L. Allen
G. Lawrence Waters

1967
G. Lawrence Waters
Richard B. Wachenfeld
W. Stimpson Brown Jr.

1968
Richard B. Wachenfeld
Donald H. Colyer
W. Stimpson Brown Jr.

1969

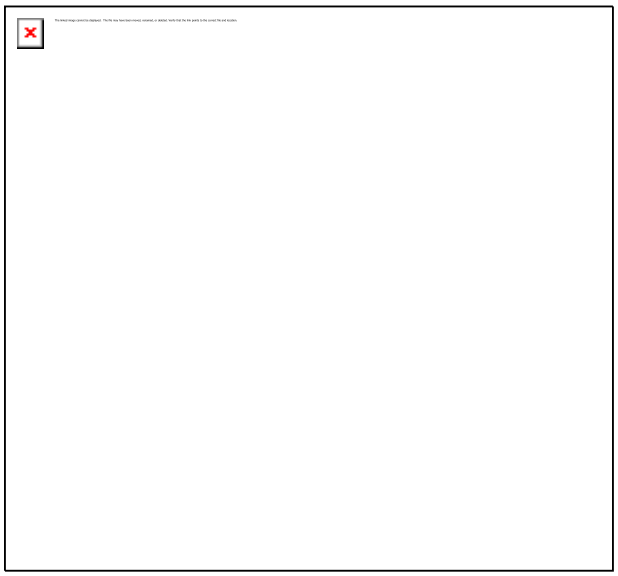
1970
Donald H. Colyer
Don MacLean
Runyon

1971
Connie Carpenter
Donald H. Colyer
Pris Gale

US WoodPussy Class Association
Special Fleet Events

MBC "Hathaway Cup"

CLYC "Walker E. Wynkoop Challenge Cup"



Junior Fleet 1947 - 1969

1947 Bob Wynkoop	1948 Bob Wynkoop
1949 N. Bardens & B. Brown	1950 Bud Brown
1951 Bud Brown	1952 Mike Huck
1953 Bob Neff, Jr.	1954 Ted Greene
1955 Cliff Graves	1956 Carol Gunkler
1957 John Bednar	1958 Barbara Gunkler
1959 Dan Greene	1960 Dan Greene
1961 M/ Bordt & C. Webb	1962 Bill McMillan, Jr.
1963 Jim McMillan	1964 Bob Brown
1965 Bob Brown	1966 Bob Brown

1967
Tom & Dave Brown

1968
Tom Brown

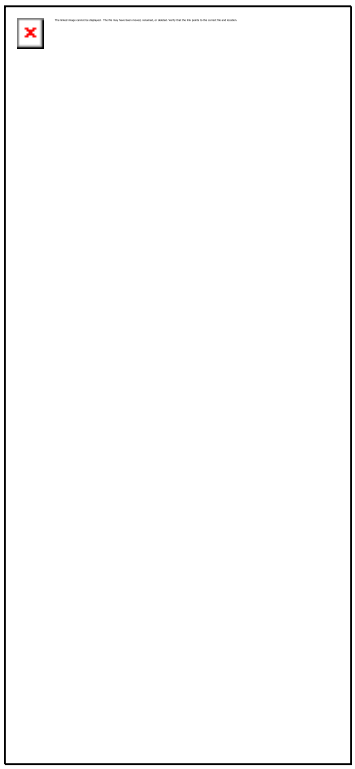
1957
Michael Graf, Jr.

Adult Season Series 2002 – Present

1967
Kathy Zalar

1968
Chip Tull

CLYC "Hughes Challenge Cup"



Over Sixteen Fleet 1958 - 1987

1958
Ivan Greene

1959
Deborah Reeve

1960
Harold Thomas

1961
Larry Brown

1962
Larry Brown & Peter Beachy

1963
Peter Beachy

1964
Peter Beachy

1965
Barbara Wynkoop

1966
Not Awarded

1967
Bill Bednar

US WoodPussy Class Association
Special Fleet Events

1968
Barbara Wynkoop

1969
Minnie Graf

1970 - 1981
Not Awarded

1982
John Burrows

1983
Not Awarded

1984
John Burrows

1985
Bob Hughes, Jr.

1986
Howard Greene, Sr.

1987
Howard Greene, Sr.

SSYC "Warren Ayers Trophy"

US WoodPussy Class Association
Past Officers & Executive Committee

Class Officers & Executive Committee

1947	
Grover C. Kirchhof	Commodore
Edmund K. Graves	Vice Commodore
Maitland Edey	Rear Commodore
Sam Miraldi	Secretary/Treasurer
Donald B. Abbott	Member at Large
Edward Steadman	Member at Large
Leo J. Telesmanick	Member at Large

1948	
Grover C. Kirchhof	Commodore
Edmund K. Graves	Vice Commodore
Leo J. Telesmanick	Rear Commodore
George Sandor	Secretary/Treasurer
Sam Miraldi	Member at Large
Edward Steadman	Member at Large
Maitland Edey	Member at Large

1949	
Sam Miraldi	Commodore
Leo J. Telesmanick	Vice Commodore
Edmund K. Graves	Rear Commodore
Grover C. Kirchhof	Secretary/Treasurer
Edmund Ravenell	Member at Large
George Sandor	Member at Large
Maitland Edey	Member at Large

1950	
Sam Miraldi	Commodore
Edmund Ravenell	Vice Commodore
Edmund K. Graves	Rear Commodore
Grover C. Kirchhof	Secretary/Treasurer
Leo J. Telesmanick	Member at Large
Edward K. Dean	Member at Large
Maitland Edey	Member at Large

1951	
Sam Miraldi	Commodore
Leo J. Telesmanick	Vice Commodore
Edmund K. Graves	Rear Commodore
Grover C. Kirchhof	Secretary/Treasurer
Edmund Ravenell	Member at Large
Edward K. Dean	Member at Large
W.A.W. Stewart Jr.	Member at Large

1952	
W.A.W. Stewart Jr	Commodore
Edward K. Dean	Vice Commodore
Edmund Ravenell	Rear Commodore
Grover C. Kirchhof	Secretary
Virginia A McGuire	Treasurer
E. King Graves	Member at Large
Arthur W. Page Jr.	Member at Large

1953	
Grover C. Kirchhof	Commodore
Arthur W. Page Jr.	Vice Commodore
Robert C. Currey	Rear Commodore
F. Bourne Ruthrauff	Secretary
Joseph F. Lord	Treasurer
W.A.W. Stewart Jr.	Member at Large
E. King Graves	Member at Large

1954	
Grover C. Kirchhof	Commodore
Robert C. Currey	Vice Commodore
Maitland Edey	Rear Commodore
Sherman Hoyt	Secretary
Joseph F. Lord	Treasurer
Arthur W. Page Jr.	Member at Large
W.A.W. Stewart Jr.	Member at Large

1955	
Grover C. Kirchhof	Commodore
Herbert S. Blake	Vice Commodore
Robert E. Belknap Jr.	Rear Commodore
Donald H. Colyer	Secretary/Treasurer
Robert C. Currey	Member at Large
Walter P. Ingram	Member at Large
Arthur W. Page Jr.	Member at Large

1956	
Donald H. Colyer	Commodore
Herbert S. Blake	Vice Commodore
Robert E. Belknap Jr	Rear Commodore
F. Bourne Ruthrauff	Secretary/Treasurer
Leo J. Telesmanick	Member at Large
Walter P. Ingram	Member at Large
R. Duncan Elder Jr.	Member at Large
Grover C. Kirchhof	Honorary Commodore

1957	
Donald H. Colyer	Commodore
R. Duncan Elder Jr.	Vice Commodore
C. Chester Lindroth	Rear Commodore
John Lindberg	Secretary/Treasurer
Leo J. Telesmanick	Member at Large
F. Bourne Ruthrauff	Member at Large
Herbert S. Blake	Member at Large
Grover C. Kirchhof	Honorary Commodore

1958	
Donald H. Colyer	Commodore
R. Duncan Elder Jr.	Vice Commodore
C. Chester Lindroth	Rear Commodore
John Lindberg	Secretary/Treasurer
Leo J. Telesmanick	Member at Large
F. Bourne Ruthrauff	Member at Large
J. Rodney Gurney	Member at Large
Grover C. Kirchhof	Honorary Commodore

1959	
Donald H. Colyer	Commodore
John Lindberg	Vice Commodore
R. Duncan Elder Jr.	Rear Commodore
R. Ruffin Cook	Secretary/Treasurer
J. Rodney Gurney	Member at Large
E. King Graves	Member at Large
Paul Rosenweig	Member at Large

1960	
R. Ruffin Cook	Commodore
Paul Rosenweig	Vice Commodore
F. Roberts Blair	Rear Commodore
Paul E. Wilson	Secretary/Treasurer
Donald H. Colyer	Member at Large
John Lindberg	Member at Large
H. Schuyler Horn Jr.	Member at Large

US WoodPussy Class Association
Past Officers & Executive Committee

1961	
Paul E. Wilson	Commodore
F. Roberts Blair	Vice Commodore
R. Ruffin Cook	Rear Commodore
Bassett S. Winmill	Secretary
Arthur B. Poole	Treasurer
Robert R. Schorn	Member at Large
John Lindberg	Member at Large
Donald H. Colyer	Honorary Commodore

1962	
Bassett S. Winmill	Commodore
F. Roberts Blair	Vice Commodore
Paul E. Wilson	Rear Commodore
Robert R. Schorn	Secretary
Arthur B. Poole	Treasurer
Borden L. Hance Jr	Member at Large
R. Ruffin Cook	Member at Large
Donald H. Colyer	Honorary Commodore

1963	
Robert R. Schorn	Commodore
F. Roberts Blair	Vice Commodore
Paul E. Wilson	Rear Commodore
Arthur B. Poole	Secretary/Treasurer
Angus P. McIntyre	Member at Large
James McClure	Member at Large
Bassett S. Winmill	Member at Large
Donald H. Colyer	Honorary Commodore

1964	
Angus P. McIntyre	Commodore
Ward C. Campbell	Vice Commodore
Bassett S. Winmill	Rear Commodore
Arthur B. Poole	Secretary/Treasurer
Maitland A. Edey	Member at Large
Harold R. Lartaud	Member at Large
Adrian B. Van Riper	Member at Large
Donald H. Colyer	Honorary Commodore

1965	
Angus P. McIntyre	Commodore
Ward C. Campbell	Vice Commodore
W. Stim. Brown Jr.	Rear Commodore
Arthur B. Poole	Secretary/Treasurer
Louis B. Stark	Member at Large
Borden L. Hance Jr	Member at Large
Byron A. Sieder	Member at Large
Donald H. Colyer	Honorary Commodore

1966	
Ward C. Campbell	Commodore
W. Stim. Brown Jr	Vice Commodore
James Craig	Rear Commodore
Arthur B. Poole	Secretary/Treasurer
Angus P. McIntyre	Member at Large
Borden L. Hance Jr	Member at Large
Henry N. Bull	Member at Large
Donald H. Colyer	Honorary Commodore

1967	
W. Stim. Brown Jr	Commodore
Henry N. Bull	Vice Commodore
W. K. B. Middendorf	Rear Commodore
Arthur B. Poole	Secretary/Treasurer
Ward C. Campbell	Member at Large
R. Ruffin Cook	Member at Large
Clarence S. Gale	Member at Large
Donald H. Colyer	Honorary Commodore

1968	
W. Stim. Brown Jr	Commodore
Henry N. Bull	Vice Commodore
W. K. B. Middendorf	Rear Commodore
Robert R. Schorn	Secretary
Arthur B. Poole	Treasurer
Ward C. Campbell	Member at Large
R. Ruffin Cook	Member at Large
Donald H. Colyer	Honorary Commodore

1969	
Henry N. Bull	Commodore
Richard B. Wachenfeld	Vice Commodore
W. K. B. Middendorf	Rear Commodore
Robert R. Schorn	Secretary
Arthur B. Poole	Treasurer
James M. Carpenter	Member at Large
	Member at Large
Donald H. Colyer	Honorary Commodore

1970	
Henry N. Bull	Commodore
Richard B. Wachenfeld	Vice Commodore
W. K. B. Middendorf	Rear Commodore
Robert R. Schorn	Secretary
Arthur B. Poole	Treasurer
Ward C. Campbell	Member at Large
R. Ruffin Cook	Member at Large
Donald H. Colyer	Honorary Commodore

1971	
Richard B. Wachenfeld	Commodore
Arthur T. Dilger	Vice Commodore
William VanLeer	Rear Commodore
Edward B. Shaw	Secretary
Arthur B. Poole	Treasurer
William J. Merganthaler	Member at Large
Henry N. Bull	Member at Large
Donald H. Colyer	Honorary Commodore

1972	
Arthur T. Dilger	Commodore
William VanLeer	Vice Commodore
William J. Merganthaler	Rear Commodore
Edward B. Shaw	Secretary
Arthur B. Poole	Treasurer
John M. Kline	Member at Large
Wally A. Maginn	Member at Large
Donald H. Colyer	Honorary Commodore

1973	
William VanLeer	Commodore
William J. Merganthaler	Vice Commodore
W.ally A. Maginn	Rear Commodore
John M. Kline	Secretary

1974	
	Commodore
	Vice Commodore
	Rear Commodore
	Secretary

US WoodPussy Class Association
Past Officers & Executive Committee

Arthur B. Poole	Treasurer	Arthur B. Poole	Treasurer
Glenn R. Richards	Member at Large		Member at Large
Edward B. Shaw	Member at Large		Member at Large
Donald H. Colyer	Honorary Commodore	Donald H. Colyer	Honorary Commodore
1975		1976	
	Commodore	W.ally A. Maginn	Commodore
	Vice Commodore		Vice Commodore
	Rear Commodore		Rear Commodore
	Secretary	Jack W. Cooper	Secretary
Arthur B. Poole	Treasurer	Arthur B. Poole	Treasurer
	Member at Large		Member at Large
	Member at Large		Member at Large
Donald H. Colyer	Honorary Commodore	Donald H. Colyer	Honorary Commodore
1977		1978	
John M. Kline	Commodore		
Arthur B. Poole	Secretary/Treasurer		
1979		1980	
1981		1982	
1983		1984	
1985		1986	
1987		1988	
1989		1990	
1991		1992	
1993		1994	
1995		1996	
1997		1998	
1999		2000	
		Jeff Jacobi	Interim Commodore
2001		2002	
Jeff Jacobi	Interim Commodore	Jeff Jacobi	Interim Commodore
2003		2004	
Jeff Jacobi	Commodore	Jeff Jacobi	Commodore
Chris Pratt	Vice Commodore	Chris Pratt	Vice Commodore
Toby Tull	Secretary/Treasurer	Toby Tull	Secretary/Treasurer
Bob Howson	Chief Measurer	Bob Howson	Chief Measurer
		Pris Gettis	Member at Large
2005		2006	
Jeff Jacobi	Commodore	Jeff Jacobi	Commodore
Chris Pratt	Vice Commodore	Chris Pratt	Vice Commodore
Toby Tull	Secretary/Treasurer	Toby Tull	Secretary Treasurer
Dave Minton	Chief Measurer	Dave Minton	Chief Measurer

US WoodPussy Class Association
Past Officers & Executive Committee

Pris Gettis	Member at Large	Charlie Yole	Member at Large
Charlie Yole	Member at Large	Bill Madsen	Member at Large

2007 – 2025

No annual meetings or elections held. Class has maintained a class membership with US Sailing during this period to allow for class National Champion to submit a resume to US Sailing for consideration for selection to US Sailing Annual Champion or Champions Regatta. Contact Jeff Jacobi for class association status.