# INTERNATIONAL 210 ASSOCIATION

# BYLAWS

## ARTICLE I - DUES

1. Annual membership for all categories of membership is due on or before June 1st.
2. Annual Dues for MEMBERS is as follows:
   Adults, owner/charterer/helmsperson in sanctioned events: ..... $50
   Young Adults, owner/charterer/helmsperson in sanctioned events,
   under 30 years old: ..... $15
3. Annual Dues for ASSOCIATE MEMBERS: ..... $15
4 Annual Dues discount for "Full Crew" combined payment consisting
   of one MEMBER and 2 ASSOCIATE MEMBERS ..... $75
5 Any owner registering a boat as specified in and fully complying with Article II shall pay no dues for the year in which the boat is registered.

## ARTICLE II - ELIGIBLE YACHTS

1. A yacht shall be eligible for acceptance by the Association if it is measured and found to be within Association specifications by an Association approved measurer. All hulls and decks built after May 1, 1992 and all keels cast after November 1, 1996 must be ordered by the Association or its designated representative, built using the Association's molds or patterns and conform to the exact composite, lay up schedule and drawings approved by the Association. The mold royalty fee must be paid by the owner prior to measurement. The results of such measurement shall be recorded by the Rules Committee and a copy of the certificate shall be forwarded to the owner. The owner of the yacht shall be solely liable for its compliance with 210 Association specifications.
2. Proper registration consists of the recording by the Secretary of a yacht's number, owner, name, builder and year completed. The Secretary shall register any yacht upon receipt of the above information and evidence satisfactory to him/her that the yacht is an eligible 210 in accordance with Paragraph 1. of this article. Upon registration, a registration fee equal to the annual dues is due and payable, which payment includes membership in the Association for the current year. Failure to provide the required information or to pay the registration fee renders a yacht liable to the revocation of its registration by the Governing Board.

## ARTICLE III - YACHT'S NUMBER AND NAME

1. The registered numbers allotted to new yachts on application to the Secretary shall be permanently affixed to the hull, mainsails, genoa jibs and spinnakers.

2. A number, when issued and assigned to a yacht, shall remain the number of such yacht regardless of transfer or change of ownership and may not be reissued until the Association has been given proof that such yacht has been lost or destroyed. Numbers shall be assigned to new yachts in an increasing sequence. The Rules Committee Chairperson shall be responsible for assigning numbers and for keeping a record of the assignments. Exceptions to the normal numbering sequence may be granted by the Governing Board.
3. A name shall be optional but must be recorded with the Secretary.

## ARTICLE IV - MEASUREMENTS AND CERTIFICATES

1. No yacht shall be eligible to enter any sanctioned Association race unless the designer or some other individual or individuals duly authorized by the Governing Board shall have issued an approved Registration Certificate for such yacht, attesting to its compliance with the lines and specifications on file with the Rules Committee in so far as hull, spars, keel and fixed rigging are concerned.
2. Such Registration Certificate shall be binding upon all organizations conducting races for the Association. A yacht holding such Certificate shall not be subject to protest based on adherence to specified measurements unless reasonable grounds for re-measurement can be furnished to the Rules Committee.
3. Protests of a certified 210 based on an alleged discrepancy in measurements shall be made in writing.
4. Whenever a yacht shall have experienced a change by virtue of modifications, repairs, maintenance or other cause in any dimension for which a Registration Certificate has been issued, the owner shall have all such dimensions re-measured and the Registration Certificate revised and re-issued as described in Article IV Paragraph 1. Failure to do so shall make such yacht ineligible to participate in sanctioned events.

## ARTICLE V - APPEALS

Rulings on measurements or eligibility rendered by fleets, clubs or special committees under whose auspices a sanctioned Association race has been held shall be subject to written appeal to the Governing Board.

## ARTICLE VI - RACING RULES

The racing rules of the ISAF as adopted by US Sailing shall govern all sanctioned Association races, unless otherwise specifically stated in Association rules or special racing instructions.

## ARTICLE VII - OBLIGATIONS

The Association shall not be liable for any debts contracted by its officers other than expenditures by the Treasurer, for which he/she shall account to the President at any time and to the Association at the Annual Meeting.

## ARTICLE VIII - AMENDMENTS

These Bylaws may be amended by:

1. A two thirds affirmative vote of those present at any meeting of the Association provided a quorum is present and provided further that notice of the proposed amendment is sent to the members at least two weeks before the meeting, or
2. A majority vote of the total membership of the Governing Board provided that notice of the proposed amendments is sent to all members of the Board at least ten days before it meets. In lieu of a member's actual presence at such a meeting and/or in lieu of the actual meeting itself, votes may be tendered by mail to the Association's President or Secretary.

3. For greater certainty, any notice, vote or proxy referred to in this Article or elsewhere in these Bylaws may be given, made or delivered via email and not just through the U.S. postal system and all references to mail herein shall include email.

## ARTICLE IX - FLEET CHARTERS

1. A fleet may be granted a charter upon application to the Governing Board by three or more Members in good standing of the Association not within the jurisdiction of an existing Fleet.
2. A Fleet charter may be revoked by the Governing Board if the Fleet fails to maintain at least three Members of the Association in good standing or fails to give fair representation to all the 210 owners within its jurisdiction.
3. Fleets shall be responsible for making such rules governing the conduct of local races as they may determine. All such rules must be approved by a majority vote of active members in the fleet and may be required to be reported to the Governing Board before they become effective.

## ARTICLE X - SANCTIONED EVENTS

1. The International 210 Association may from time to time designate regattas it considers of particular importance as sanctioned events.
2. The sanctioned events of the Association include the annual National Championship, the Wells Bowl, the Graves Plaque, the McKee Trophy, the New England Championship, Quincy Bay Race Week, the Mid-West Regatta, the Last Chance Regatta, the Jack Wallace Trophy and the Richard A. Sullivan Trophy.
3. Rules and regulations for the annual National Championship are covered by the Association's Championship Regulations.
4. To the extent possible, clubs conducting Association sanctioned events shall use the provisions of Articles XI and XII of the Championship Regulations as guidelines.

5. The F. Gregg Bemis President's Trophy is awarded annually to the skipper who has the best sailing average for three out of five of the following regattas: the Mid-West Championship; New England Championship; Graves Plaque; Wells Bowl; and National Championship. Each yacht competing in the F. Gregg Bemis President's Trophy series will be credited with as many points as the number of yachts she has defeated plus one point for finishing. The sailing average for a yacht will be the percentage which the total number of points to her credit at the end of the series bears to the total number of entrants for the regattas in which she competed. A yacht that starts and does not finish or is disqualified, will not receive a point for finishing, but will be counted as a defeated yacht in awarding points to the other yachts.

## ARTICLE XI - ASSOCIATION RACING RULES

1. Equipment: Each yacht must carry ground tackle consisting of a minimum of an 8 lb. anchor with a length of chain the combination of which shall weigh a minimum of 12 lbs. and 150 feet of continuous, 1/4" diameter anchor rode, all of which shall be permanently attached to each other; one regulation life preserver of an approved type for each person on board; one paddle or oar and bailing equipment which must include one non-collapsible pail or bucket of at least two gallon capacity.
2. Outriggers: No outriggers of any nature (including hands or arms) or special device other than those permitted under these Bylaws shall be employed. Neither the main boom nor the spinnaker pole when in its proper place on the mast shall constitute an outrigger.
3. Mainsails: Only one (1) mainsail may be used in any race.
4. Hiking: No skipper or crew member may employ any standing or running rigging or any other contrivance to assist in maintaining his or her weight to windward, and feet must remain in the cockpit.
5. Standing Rigging: No adjustments to the standing rigging may be made during any race after the warning signal except to make repairs. The backstay, if adjustable, shall be considered running rigging.
6. Mast: The position of the mast heel shall be firmly and closely affixed to the hull and shall not be varied during the race. The collar or other deck fitting for the mast shall have a maximum opening of 4-3/4" by 3-3/4" for wood masts and 5-3/4" by 3-3/4" for aluminum masts, and the distance from the intersection of the forestay with the deck to the aft edge of the mast opening shall not exceed 7 feet 9-1/4" nor be less than 7 feet 8-1/4". Mast wedges are optional, but if used, their position may not be altered while racing.
7. Haulouts: Rules governing haulouts will be at the discretion of individual Fleets.
8. Ballast: No ballast except as required by Article XIII, Paragraph 9 shall be carried.

## ARTICLE XII - SAIL SPECIFICATIONS

1. No sails other than the standard mainsail, working jib, blade jib, genoa jib and spinnaker shall be allowed. Owners shall be limited to the acquisition (which includes borrowing) of two complete suits of sails in the yacht's first year and one suit in any subsequent year; or one suit in the first year, two suits in the second year and one suit in any subsequent year. The acquisition of a sail shall occur as of the date the sail is (1) measured, (2) accepted and (3) recorded by an Association-approved measurer for the owner and boat on which the sail is intended to be used. The year shall be a championship year beginning on the day following the last race of the preceding year's National Championship series and ending at the end on the day of the last race of the current year's National Championship series. Exceptions to this paragraph may be made by the Governing Board for cause on application in writing.

   The date of acquisition shall be indelibly marked in one inch block numerals on one side of the tack of all sails. Sails acquired prior to 8/21/76 shall be marked by the year only in which they were acquired. Sails manufactured after 8/30/87 must have an Association royalty label permanently attached.

   For greater certainty, after a sail is acquired by being (1) measured, (2) accepted and (3) recorded by an Association-approved measurer for the owner as described above, such sail shall not be required to be re-measured solely as a result of a subsequent change in the Sail Specifications set out herein.

2. Minimum Weight of Sails:

   Mainsail, working jib, blade jib and genoa jib shall have a minimum weight of 3.0 oz. per 28-1/2" yard (Sailmakers Standard U.S. Measurement, 28-1/2" by 36") of any woven fabric or mylar laminate but excluding Kevlar.

   Spinnakers shall have a minimum weight .75 oz. per 28-1/2" yard (Sailmakers Standard U.S. Measurement, 28-1/2" by 36") **and shall be made only of nylon**. [revised 3/27/2000]

3. MAINSAIL

(a) The Class insignia shall conform with the dimensions and requirements as specified by the Class and placed in accordance with the RSS

(b) The sail numbers shall comply with the RSS

(c) The ply fibers shall consist of polyester; mylar may be used as a laminate

(d) Stiffening shall consist of: Corner boards, plastic or aluminum. Battens wood or glass reinforced polyester and/or epoxy resin

(e) Sail reinforcement shall consist of the same material used in the body of the sail. For a two ply sail, reinforcement beyond the primary reinforcement dimension shall not be more than one extra layer of the same weight cloth

(f) The construction shall be: soft sail, single ply sail or two ply sail where both layers are of equal weight cloth

(g) The sail shall have 4 batten pockets in the leech. They shall be spaced equally +/- 3.0” along the leech, measured to the upper edge of the batten. Battens may be permanently fixed or removable. Battens shall be perpendicular to the leech (i.e. a straight line drawn from the forward eye in the head board to the clew cringle) within 5 degrees The roach of the mainsail shall not be supported or stiffened by means other than the specified battens.

(h) The following are permitted: Stitching, glues, tapes, bolt ropes, corner eyes, headboard with fixings, Cunningham eye or pulley, batten pocket patches, batten pocket elastic, batten pocket end caps, mast and boom slides, adjustable leech line, windows, flutter patches, spreader patches, tell tales, sail shape indicator stripes and items as permitted or prescribed by other applicable rules.

(i) The sail may be equipped for “jiffy-reef” using not more than three additional tack and/or clew points. The maximum reef to be not more than 3 feet perpendicularly above the foot and tack and 3 feet 6 inches perpendicularly above the foot at the clew.

(j)The size of the headboard shall be such that a measurement from the leech to the luff perpendicular to the luff and tangent to the top of the halyard attachment hole shall not exceed 4-1/2". The top of the halyard attachment hole shall be within 1/2" of the top of the sail. The main halyard shackle shall be attached at the hole in the headboard.

(k) The dimensions are as set out in the table below:

| | Minimum | Maximum |
|---|---|---|
| Luff length (at 5 lbs. tension) | | 27’-11-7/8” |
| Foot Length (at 5 lbs. tension) | | 13’-7-3/4” |
| Leech Length (at 5 lbs. tension) | 29’-0” | 30’-7” |
| Half Width (mid-luff/mid-leech*) | | 8’-0” |
| Half Height (mid-foot/mid-leech*) | | 14’-10” |
| Three-quarter Width (3/4 luff/3/4 leech*) | | 4’-8” |
| Upper width between luff and leech points 18” from head point* | | 16” |
| Finished weight of ply of the sail:<br>(per 28-1/2” x 1 yd. - US Sailmaker Std. | 3.0 oz. | |
| Primary Reinforcement (also applies to Jiffy-reef cringle) | | 24” |
| Secondary Reinforcement from sail corner measurement points (also applies to Jiffy-reef cringle) | | 36” |
| Window: number of | | Unlimited |
| Total Window area | | 10 sq.-ft. |

| | | |
|---|---|---|
| Headboard width | | 4-1/2” |
| Batten length: Top & Bottom (Quantity of 2) | | 27” |
| Batten Length: Middle (Quantity of 2) | | 36” |
| Batten width | | 1-3/8” |
| Batten spacing tolerance either side of equal leech points | | 3” |
| Bolt rope diameter including covering | 5/16” or 8 mm | |

*The mid-point of the leech shall be determined by folding the sail back on itself, bringing the peak to the clew and putting a spike or pencil through the forward eye of the headboard and the clew cringle, and drawing the middle half of the leech taut with the same tension on each half. The mid-point of the luff shall be determined in the same way except with the spike through the forward eye in the headboard and the tack cringle. The mid-point of the foot shall be determined similarly using the spike through the clew and tack cringles. All height and width measurements include the bolt rope. The three-quarter width shall be determined by measuring the distance from the three-quarter point of the luff to the three-quarter point of the leech; the three-quarter points of the luff and leech shall be determined by folding the sail along the luff or leech and aligning the forward eye in the headboard with the midpoint of the luff or leech, respectively. The upper width shall be determined by measuring the distance between points on the luff and leech that are 18" from the forward eye in the headboard.

(l) The use of a zipper luff and/or zipper foot is prohibited on any sail.

4. Working, Blade and Genoa Jibs

(a) Working Jib:

| | Minimum | Maximum |
|---|---|---|
| Luff | 19' 0" | 19' 6" |
| Foot | 7' 6" | 8' 0" |
| Leech | 16' 6" | 17' 6" |

Blade Jib:

| | | |
|---|---|---|
| Luff | 21' 0” | 21' 11” |
| Girth | 7' 2" | 7' 8" |
| Battens (optional) | ---- | 1’ ½” |

(b) Genoa Jib:

| | | |
|---|---|---|
| Luff | 19’ 0” | 19’ 6” |
| Foot | 12’ 4” | 13’ 4” |
| Leech | 18’ 0” | 19’ 8” |

(c) Measurements are to be taken from intersecting points of straight lines tangent in pairs as practicable to the edges of the sail at each corner. The luffs of the working jib and genoa jib shall be so constructed that they shall not be less than 19 feet with a maximum of two pounds tension along the luff and so that it cannot be stretched to more than 19 feet 6 inches at any tension. The luff of the blade jib shall be so constructed that is shall not be less than 21 feet with a maximum of two pounds tension along the luff and so that it cannot be stretched to more than 21 feet 11 inches at any tension. The luffs may enclose a stainless steel wire whose relationship to the head and tack cringles is not adjustable while racing. The luff of the jib shall be adjusted while racing only by tension on the head and tack cringles. The luff of the jib may have any kind or number of hanks but not a zipper. The foot and leech of the jibs shall be measured under a tension of approximately 5 lbs. Each side is to be measured without tension on the other sides and with the sail flat on the floor.

(d) No part of the foot of the genoa jib shall extend more than 3" below a straight line between the measuring points of the tack and clew with the sail spread flat between the tack and clew without tension.

(e) No part of the leech of the blade jib shall extend aft of a straight line between the measuring points of the head and clew with the sail spread flat and with not more than 5 lbs. of tension applied to all three corners of the sail. No part of the leech of the genoa jib shall extend more than 2" aft of a straight line between the measuring points of the head and clew with the sail spread flat and with not more than 5 lbs. of tension applied to all three corners of the sail.

(f) A maximum of 3 battens may be used to support the leech of the blade jib but battens are not required. The battens, if used, must be approximately equally spaced along the leech and may not be longer than 12.5 inches.

Battens for stiffening shall not be used to support the leech of the genoa jib.

(g) The clew measurement point of the blade jib must be no more that 7 feet 8 inches and no less than 7 feet 2 inches from the luff of the sail at that point along the luff where the two are closest. The measurement shall be made with the sail spread flat between the clew and the luff without tension.

5. Spinnaker

(a) Measurements:

| | Minimum | Maximum |
|---|---|---|
| Luff and Leech | 21' 4" | 22' 0" |
| (measured from underside of swivel to center of tack and clew cringles with luff and leech pulled out straight and smooth but with no tension) | | |
| Foot | 8' 8" | 9' 0" |
| Girth A | 5' 8" | 6' 4" |
| Girth B | 8' 9" | 9' 7" |
| Skirt | ---- | 24' 11" |
| (a straight line from under side of swivel to mid-point of foot) | | |

(b) The last four measurements above shall be made with the sail laid out on a flat floor, folded in half, with the clew and tack cringles together; and with the sail smoothed out so that there is an equal amount of cloth on each side of the mid line. The long seams should be smoothed into diagonal straight lines and the mid line and the luff and leech should be permitted to assume their natural curves and should not be pulled into straight lines.

(c) Girth A is the distance between the point where an arc centered at the head of the sail (at the under side of the swivel) with a radius of 6 feet cuts the leeches and the mid line of the spinnaker.

(d) Girth B is the distance between the points where an arc centered at the head of the sail ( at the under side of the swivel) with a radius of 12 feet cuts the leeches and the mid line of the spinnaker.

(e) In addition to the above restrictions, the semi-girth of the spinnaker, measured at right angles to a line running from the swivel to the clew cringles, with the spinnaker laid out as described above, shall not at any place exceed 9 feet 6".

(f) The use of a single-ended line sewn directly or bridled to the central portion of the spinnaker and employed solely for the purpose of taking the spinnaker down is permissible.

6. Sails that stretch beyond the maximums after use must be corrected or they shall be declared illegal.

7. Emblems and Numbers: The emblem and the yacht's registered number must be displayed on both sides of the mainsail approximately 2/3 the height of the sail above the boom. A champion of the International 210 Association may display the class emblem in gold numerals. The registered number only shall be similarly placed on both sides of the spinnaker approximately at the middle of the sail and on both sides of the genoa jib within 18" of the tack. The height of the numbers on the mainsail and the spinnaker shall not be less than 10". Numbers on the genoa jib shall not be less than three inches and shall be indelibly stenciled or sewn on.

8. Windows: Notwithstanding the provisions of Paragraph 2 of Article XII, any sail may contain one or more transparent windows of appropriate material provided such windows in aggregate do not exceed 5 % of the total area of the sail.

9. Any yacht using a sail which has not been measured in accordance with the above sail specifications and approved by a fleet measurer is subject to disqualification.

## ARTICLE XIII - YACHT SPECIFICATIONS

General

1. Declaration of Intent: Specifications, however complete, cannot anticipate every possible situation that may arise. If a point is not covered herein, a ruling should be obtained from the Rules Committee. In interpreting any point not covered, the Rules Committee shall consider the intent rather than any technical construction that might be derived from the wording and shall bear in mind at all times the basic principle of the specifications, which is to maintain the International 210 Association as a one design class.

2. Protection of Name and Emblem: No yacht may be sold or entered in any race as a 210 or at any time display the 210 emblem upon its sail or otherwise, unless the registration fee on such yacht has been paid to the Association by the builder or owner thereof. For the benefit of owners and prospective owners, the Association will take whatever steps necessary to protect both the 210 name and the emblem from unauthorized use.

3. Registration Certificate: A Registration Certificate will only be awarded to a yacht conforming to the conditions and specifications as herein stated and will certify that the yacht does so conform. The Registration Certificate and the statements in writing by the Rules Committee are the only recognized proofs of eligibility of a yacht in the Association.

4. Plans: Preservation of the one design feature is paramount and yachts must be made to conform strictly to the plans and specifications as designed by C. Raymond Hunt and on file with the Association. However, revisions may be made by the Association as provided for under its Constitution and Bylaws. The official plans for each type of 210 yacht shall be as listed on the Official 210 Drawing List, Reference A, attached.

5. Options: Nothing is optional in these specifications unless it is so stated.

6. Builders: International 210 yachts may only be built by manufacturers approved by the Association. The selected manufacturers must be willing to agree by contract with the Association to comply with the plans and specifications.

7. Measurements and Allowances: The specifications are in feet, inches and pounds in accordance with the standards of the United States Bureau of Weights and Measures. Yachts must be built to the exact dimensions given. Allowances will be for expansion, unavoidable fractional inexactness, etc., but are not sufficient to permit any intentional deviation. Builders are cautioned not only to forego intentional deviations but to see that the workmanship is of such quality that exactness is kept to an irreducible minimum. Those authorized to issue Registration Certificates shall be instructed not to award them to yachts which are not built with a high degree of skill and workmanship. It is the intention of the plans and specifications that substitutions may be made, providing that such substitutions are approximately equal in weight to the original members shown on the plans. No deletions may be made unless the equivalent weight is added at the center of gravity of the deleted member.

Hull and Spars:

8. Hull Dimensions: The basic dimensions of the International 210 shall be as follows:

| | |
|---|---|
| Length Overall | 29' 9-5/8" |
| Beam | 5' 10" |
| Draft (approx.) | 3' 10" |

(For further dimensions consult the official plans.)

9. Yacht Weight: The minimum weight of a yacht ready to race except for portable equipment but including spinnaker pole shall be 2300 lbs. Underweight yachts shall be brought up to the minimum by additional weight being permanently affixed to the hull in equal parts, one part to be located at Stations 6 or, alternatively, forward of the forward front cockpit coaming; and one part to be located at Station 12 or, alternatively, aft of the aft cockpit coaming. The addition or removal of permanently affixed weight requires that the yacht's weight be re-certified. The hull and its plan-specified structures may not be altered for the purpose of altering either the boat's weight or weight distribution. The structures of the hull must conform to the plan specified specifications. Substitutions are permitted but they must be of approximately equal weight and in the same location. In particular, floorboards and seats may be neither over built (to add weight to the center of gravity) or under built (including the practice of drilling holes in floorboards for other than pumping). The Bristol-built (Pearson) fiberglass boats (Nos. 378-389) are the only exception to this rule to the extent that the drilling out and/or removal of frames and grinding of the hull is permitted because of excess weight having been built into their ends.

10. Keels:

    (a) The keel is to be an iron casting as shown on the plans weighing 1175 lbs. There shall be an allowance of plus or minus 3 percent in the weight of the keel which is a manufacturer's tolerance only. The location of the keel on the hull is determined by the intersection of the leading edge of the keel, extended, and the bottom of the yacht. This intersection must be 2.5 inches aft of Station 7 plus or minus .5". Keels may not be treated with any finish that cannot be put on while the keel is on the yacht.

    (b) In all instances where practical, keels should conform with the measurements specified in the current Registration Certificate providing this does not burden the owner with unreasonable expense (ie: a new keel). There are approximately 12 so called "Peck" keels that do not meet all specifications through not fault of the owners and which have been accepted on past Registration Certificates. Should depth measurements of the "Peck" keels be outside specified limits they may be allowed, but only with the written approval of the Rules Committee; however, "Peck" keels must comply with the web and bulb widths specified in the Registration Certificate.

    (c) Although "grand fathered", "Peck" keels may be transferred to different hulls only under the condition that they comply with all keel dimensions specified in the Registration Certificate.

11. Fairwaters: No fairwaters may be installed on the sides of the keel flange, but fairwaters may be installed at the forward and after ends of the keel flange. The keel side flange height is to be a minimum of 5/8" and the side flange edge radius and radius between the flange and the bottom of the hull is not to exceed 3/8".

12. Rudder: The rudder shall be mahogany or other equivalent wood 1" thick but may be tapered along its edges. Fiberglass rudders are allowed if the size, shape and weight are identical to those currently being made of wood. (approx. wt. 22#)

13. Tiller and Tiller Extension: The tiller shall be of ash or other equivalent wood. Tillers may not be longer than 4' 4" from the center of the rudder post to the end of the tiller. A tiller extension may be used.

14. Flotation: Styrofoam or equivalent rigid flotation must be carried under the decks at all times. All wood yachts (Nos. 1 - 377) shall carry a minimum of 20 cubic feet (eg: two pieces forward 51" x 20" x 10" and two pieces aft 36" x 20" x 10"), solid fiberglass laminate yachts (Nos. 378 - 389) 30 cubic feet (eg: two pieces forward at 78" x 20" x 10" and two pieces aft at 54" x 20" x 10") and cored fiberglass yachts (Nos. 390 and up) 24 cubic feet (eg: two pieces forward at 54" x 20" x 10" and two pieces aft at 42" x 20" x 10"). Styrofoam flotation may not be replaced by air bags. Equivalent flotation must be of a solid non-deflatable type.

15. Cockpit: The cockpit shall be the size and shape as shown on the plans. The use of a cockpit bridge for any purpose is prohibited.

16. Rails: Foot and hand rails may be attached to the fore and aft decks.

17. Mast: The mast is to be hollow and rectangular in section, made of spruce or Douglas fir with walls not less than 1/2" in thickness with 1/2" filler pieces in way of fittings of the same material as shown on the plans. The luff of the mainsail may be secured to the mast in any fashion. The main, jib and spinnaker halyards and spinnaker pole lift and downhaul may run inside the mast. Rotating masts are prohibited. An aluminum mast as shown on the official spar plan may be substituted for the wooden mast.

18. Boom: The boom must be solid and of T section. No arched or curved tracks are allowed and no mechanically actuated transverse movement is permissible. The foot of the mainsail may be secured to the boom in any fashion but may not be loose footed. An aluminum boom as shown on the official spar plan may be substituted for the wooden boom. The vang attachment plate on the aluminum boom is not a required fitting. Alternate attachment arrangements (internal) or devices may be used at any location.
19. Spinnaker Pole: The spinnaker pole shall not be longer than 7' 6" overall including fittings and may be constructed of any material.
20. Mast Weight: There is no minimum weight. The mast and fittings as specified in the plans may not be altered or otherwise modified in any way.
21. Floorboards: To be as shown in the plans or equivalent. Overly heavy floorboards will be considered ballast and will not be allowed.
22. Lockers and Shelves: The addition of lockers and shelves on the inside of the hull is permitted.
23. Seats: Seats to be as shown in the plans or equivalent. The plans for the wooden boat show 3/8" plywood with several longitudinal stiffening members; however, ½" plywood with fewer stiffening members or ¾" plywood without such stiffening members shall be considered permissible under the "equivalence of substitution" rule of Article XIII Paragraph 7 of these Bylaws. Seats may also be made of fiberglass construction so long as the dimensions referenced in this paragraph and on the plans are not altered, and the fastening method allows for removal of the seats.

    Seats may be lowered provided:

    (a) The longitudinal dimensions are not materially changed: 7' 10" min;

    (b) They are maintained essentially parallel to the waterline;

    (c) A point on the inboard top edge of the seats at the intersection of a station defined by the centerline of the location of the aftermost keel bolts is not less than 20" inboard of the inside of the hull and not less than 12" vertically above the inside of the bottom of the hull.

24. Shields: Metal shields may be attached to the bow and stern.
25. Hull Stiffness: No structural members may be added to the hull without the prior written approval of the Rules Committee.
26. Spinnaker Launcher: A single through-deck spinnaker launching tube located forward of the forestay is permissible. Such opening must be positively closed by any device which stops the intake of water into the interior of the hull. The natural action of the water shall not be capable of accidentally opening such closure.

Rigging and Equipment:

27. Rigging: Unless otherwise permitted by this Paragraph, the standing rigging shall be of multi-strand wire construction and shall consist of a forestay and upper and lower shrouds of 5/32” diameter and permanent backstay and optional jumper stays of 1/8” diameter. The main and jib halyards shall be of 1/8” diameter with rope tails. The backstay, main, and jib halyard may all be made of rope, including synthetics, so long as the tensile strength of such rope backstay and jib halyard is equal to or greater than the tensile strength of 1/8” wire. The spinnaker halyard shall be made of rope, including synthetics. The use of any tackle other than the standard spinnaker halyard eye or block on the mast is prohibited, i.e.: 1:2 fast-hoist systems may not be used. Upper and lower shrouds and forestay may be attached to the hull by any means provided their centers intersect the deck at the plan designated positions. The position of the upper and lower shrouds may not be reversed with respect to their attachment to the hull. The upper shrouds must be attached to the forward shroud position and the lower shrouds to the aft shroud position 28. Backup Nuts: In addition to the regular adjusting nuts, all shrouds and the forestay should have an additional backup nut or equivalent locking device.

29. Forestay Disconnect: An above deck forestay disconnect is allowable.

30. Adjustable Backstay: Any mechanical means of adjusting the backstay may be used.

31. Adjustable Forestay: While racing, the forestay may be adjusted only by (a) the backstay adjustment, (b) the jib sheets, (c) a single independent above-deck line which shall intersect the deck no further forward than within reasonable proximity to the front of the coaming. Any device which makes the forestay easily and mechanically adjustable while sailing is prohibited.

32. Vang: A vang is permitted. The lower end of the vang gear shall be attached on the centerline of the hull forward of the forward cockpit coaming and when trimmed with the boom amidships, shall not exert a side force on the boom. A "Star Class" type pivoting arm boom vang apparatus may be used. The use of a "JC strap" or preventer is permitted provided the boom may be jibed without relaxing or removing the strap.

33. Downhauls and Uphauls: Except for mast head halyard hooks which are not permitted, any mechanical method of uphaul or downhaul may be employed on the jib or mainsail. However, a jib downhaul shall pass through a hole no larger than 1" in diameter in the plane of the deck. A mainsail downhaul shall not pull the centerline of the gooseneck pin below the top of the lower black band on the mast.

34. Alternate Mainsheet Trimming: As an option to the plan-designated mainsheet trimming arrangement, any mainsheet arrangement may be used except that if a traveler is used only one may be employed and it is to be located 10" aft of the centerline of the rudder post and shall not be longer than 44 3/4" when measured in a straight line from the end points of the track. The most forward hull block and/or cam action cleat shall be on the hull centerline at station 10 " plus or minus 3". (Station 10 is 4'- 6" aft of the forward side of the forward coaming.)

35. Cleats and Leads: Cleats and spinnaker and jib sheet leads (including blocks) and the location thereof shall be optional except that the athwartship location of the genoa jib tracks shall be as per plan. Barber haulers shall be allowed for the blade jib only.

36. Jib Sheeting Systems: The design, installation and location of genoa winches shall be optional. Any device or system used to trim the genoa without winches shall be considered as falling within the intent of class rules.

37. Spinnaker Halyard Fitting: A block or similar fitting may be used on the mast in place of an eye for the spinnaker halyard, providing its point of attachment to the mast is no higher than the position of the eye as shown on the plans.

38. Spinnaker Topping Lift: Any arrangement of blocks, fairleads, wire or rope may be used on or in the mast to control the spinnaker pole including any kind of tackle or rig to control the spinnaker pole ring fitting on its track on the mast.

39. Turtles: Turtles, bags, boxes, spinnaker launching tubes (as provided in Paragraph 26 of Article XIII) and similar devices to aid in setting spinnakers are permitted.

40. Special Devices: The use of devices for transmitting or correlating data relative to wind direction or speed or boat speed or location by means such as, but not limited to, electronic, mechanical, hydraulic or pneumatic are prohibited, including, but not limited to, knot meters, logs, radar, Loran, GPS, sonar, electronic compasses, radio receivers or radio transceivers.

    Notwithstanding the foregoing, a yacht may be equipped with either or both: (a) a VHF radio, and (b) an electronic digital fluxgate compass such as Tacktick's Micro Compass, provided that any such model of electronic digital fluxgate compass used shall be limited in functionality to the display of compass heading and timer and not additional data relative to wind direction or speed or boat speed or location. Further, the use of any brand, make or model of electronic digital fluxgate compass not specifically identified in this section shall require the approval of the Rules Committee, such approval to be considered upon written application by any member to the Rules Committee Chair and evidenced by a certificate issued and signed by the Rules Committee Chair.

41. Fittings: Except for cleats and leads, only fitting shown on the plans or provided for in these Bylaws shall be permitted on the yacht.

42. Jumper Strut and Stays: Use of the plan specified jumper strut and jumper stays shall be optional.

43. Jib Roller Furling: Roller furling of any type shall be allowed, but must be usable with a standard, unmodified genoa or blade jib. Rod stays, grooved or slotted headstays, or similar devices are not permitted. A roller furling system when used while racing must be fully furled or fully unfurled. Partial furling to achieve reefing is not permitted while racing.

44. Spreaders: Any type or shape of spreader of plan length (23" minimum) may be used.

## RULES COMMITTEE RULINGS

1. Article XIII C.(8) shall not be interpreted to prohibit the use of a "head knocker" type device on the boom in a position at station 10. (7/94)

2. Masts shall be tapered uniformly beginning no lower than 20'-6" and no higher than 21'-6" above the lower band. This ruling shall not invalidate any masts manufactured prior to 8/1/94. (10/15/94)

3. The shoulder radius on the keel bulb and the radius between the keel bulb and the web shall be not greater than:
    "Gretzky" keel: 1/2"
    All other keels: 1"

    The radius of the corner between the bulb side and the bulb bottom shall not be greater than:
    "Gretzky" keel: 3/8"
    All other keels: 1/2"

    The shape of the keel shall not be changed substantially from the as-cast shape as shown on the appropriate drawing. (5/95)