

HARBOR 20 CLASS ASSOCIATION
BYLAWS, RULES AND SPECIFICATIONS

June 26, 2006

HARBOR 20 CLASS ASSOCIATION

BYLAWS, RULES and SPECIFICATIONS

I. BYLAWS

I.A. Name

1. The name of the organization shall be the Harbor 20 Class Association, hereinafter referred to as the Association.
2. The Bylaws define the structure and governance of the Association, the Rules govern the people who may participate in Class Races and the Specifications govern the yachts eligible to participate in Class Races. This document is hereinafter referred to as the Rules.

I.B. Nature and Purpose

1. The Harbor 20 Class Association is a voluntary Corinthian association. Its purpose is to promote the continued enjoyment of Harbor 20 Class Yachts in fair, Corinthian, one-design racing, and in day sailing and other social activities, and to promote friendship among owners and crews.

I.C. Membership

1. The Association is comprised of Owner Members and Associate Members.
2. An Owner Member is a person who (or whose spouse) is the registered owner of a Harbor 20 sailboat, who voluntarily joins and is registered with the Association to support its purposes, and whose Association dues are currently paid. In cases involving trusts and corporate ownership, the Organization must join the Class, and the Board is empowered to decide the legitimacy of the Owner Member.
3. A Class Yacht may have multiple Owner Members under the condition that each Owner is named on the DMV registration, that each Owner has an equal share, and that each Owner pays his Class dues to become an Owner Member. In elections, only one vote is allowed for a Class Yacht.
4. An Associate Member is a person who supports the purpose of the Association and who has been accepted by the Board as one who complies with the basic principles and intent of these Rules, and who has paid the dues of the Association. This person shall not vote on Association issues

but may participate in all social activities and may race the boat as described in Section II.

5. An Owner Member and an Associate Member may race various Harbor 20 sailboats, but must conform to all other Class Rules.

I.D. Governance

1. The governing body of the Association is the Board of Directors. It is comprised of eight Directors and the Immediate Past President, all of whom are entitled to vote. The general duty of the Board is the furtherance of the purposes of the Association and ensuring its growth and preservation. The Board develops, interprets and enforces the Association Rules and works with the Builder to ensure a continuing source of Harbor 20 Class Yachts. The Board shall decide on all Rules and ultimately be responsible for resolving issues about their interpretation.
2. A Director is an Owner Member who is elected by a vote of the Owners and who represents the Class as a whole on the Board. Directors shall serve two-year terms and may be re-elected or re-appointed. Eight Directors are to serve on the Board.
3. A Nominating Committee will be appointed by the Board each fall to nominate candidates for the open Director positions. The Committee is required to consider suggestions for candidates from all Fleet Captains. The slate will be communicated to the Owner Members by December 10th. Five or more owners may nominate additional candidates. The Board will hold an open and fair election by the Owners of all nominated candidates.
4. The President is the Director who has, in turn, been elected to this position by the Board of Directors. The President shall serve a one-year term and may be re-elected.
5. The Immediate Past President is the past President who was most recently in office.
6. The Class Measurer shall be (and Assistant Measurers may be) appointed by the Board. Their duties concern the conformance of yachts, equipment and crews to the Rules. The Measurer shall serve as a voting member of the Rules Committee and as a non-voting member of the Board. A Director may be appointed Class Measurer and may vote as a Director.

7. The Rules Committee is comprised of persons appointed by the Board to develop or revise the Bylaws, Rules and Specifications. The Chief Measurer will chair this Committee. Proposed changes in these Rules shall be submitted by the Committee for consideration by the Board.
8. The Board may assign specific responsibilities and duties among its Members as it sees fit.
9. Tom Schock is an Ex Officio (non-voting) member of the Board.
10. If a Director retires from the Board, the Board may elect a replacement Director for the remainder of the term.
11. Any changes in these Rules shall require a two-thirds (2/3) majority vote of the full Board or a two-thirds (2/3) majority vote of the ballots cast by the Owners. Board member votes may be made by signed proxy or by email addressed to all Board Members.
12. The Directors have the privilege of voting on any issue first. If the Directors so decide, they may, by a simple majority, vote to place the issue to a vote of the Owner Members.
13. A written petition signed by one-fifth (1/5) of the Owner Members shall obligate the Board to conduct a vote by the Owner Members.
14. Board decisions, other than the modification of these rules, shall require a simple majority vote.
15. A member may petition the Class Board in writing for a variance to these Rules and the Board may, by a 2/3rd majority vote of all Board Members, grant the variance.

I.E. Dues

1. The Board shall establish the amount of annual Class dues.
2. Payment is due by February 1st of each year. Anyone not paying their dues relinquishes their membership until paid in full.
3. New members will pay their dues when they join the Association.

I.F. Fleets

1. The Board may charter a Fleet when five or more Harbor 20 sailboats are berthed within a given geographic area.

2. Any Class Yacht berthed in a location not included by a Fleet may elect to join any one of the existing Fleets or the Association at large.
3. Fleets may have separate and additional Rules so long as they do not conflict with the Harbor 20 Class Association Rules.

I.G. Board Decisions

1. Minutes shall be kept for each Board meeting and promptly distributed to all members by way of Class Newsletter, Internet, etc.
2. The Board is empowered to take whatever action is necessary to bring variations in boats into conformance with these rules, and to ensure that all sailing is fair and equitable. If boats differ from any specific rule or provision, the Class Measurer is to maintain a record of said variation.
3. The Board is empowered to take appropriate actions to ensure that all Owners abide by these rules, and to ensure fair and equitable competition among the members.

II. RULES FOR SAILING

II.A. Basic Principles and Intent of These Rules

1. The Association sets forth these Rules in order to maintain fair racing among Class Yachts and to control and promote the Class Yacht as a one-design racing yacht, which can also be conveniently used for day sailing.
2. To ensure fair Class Racing, it is the intent of these Rules and Specifications that the yachts have equal potential speed when they are well prepared and well maintained. These Rules intend that no racing advantage be attainable from the absence of features or equipment required for convenient and safe day sailing, nor from modifications to the hull and rigging which makes the yacht deviate from the standard Harbor 20 Class Yacht. Furthermore, it is the intent of these Rules to equalize the potential speed of the participating yachts so that the skill of the skipper and crew in tuning, maintaining and racing the yacht are the major factors in the outcome of Class Races.
3. The Class intends to promote Class Racing at the highest level of racing skill that Corinthian sailors can realistically expect to attain. A Corinthian sailor races solely for personal pleasure. The Class intends that Corinthian sailors have a realistic chance of winning race prizes through their own efforts on the racecourse.

4. The use of a paid professional sailor or full-time sailing coach as a crew for important regattas is contrary to the intent of these Rules.
5. Changes or innovations in yachts not specifically covered by these Rules are not allowable unless declared allowable in writing by the Board or by the Measurer operating as the Board's representative.

II.B. Eligibility to Race and Conformance to Rules

1. It is the Owner's responsibility to ensure that each member of his crew, including the Helmsman, and his Harbor 20 Yacht conform to these Rules for the purpose of racing in any Class Race. An Owner and the Yacht not in conformance shall be disqualified from any Class Race or other Class activity.

II.C. Class Races

1. The Class Championship is the most important regatta and is to be held annually at a date and location set by the Board. If possible, the Board shall determine its location by rotation among the Fleets. The winner shall be declared the Harbor 20 National Champion and shall affix a gold "H" (replacing the "H" in the Harbor 20 emblem), with the last two digits of the year(s) it was won below it in gold to his boat's mainsail.
2. Each Fleet may hold a Fleet Championship in a location, time(s) and format to be determined by the Fleet. The winner is declared the Fleet Champion and shall affix a red chevron to his boat's mainsail under the standard insignia.
3. Insignias emblematic of championships shall remain with the Owner if the yacht is sold. If the Owner then purchases another Class Yacht, the insignia(s) shall be affixed to the new yacht's mainsail. Only the highest award achieved shall be displayed.

II.D. Class and Fleet Championship Race Participation

1. For Class Championships and Fleet Championships, the Helmsman must be an Owner Member who has been a member for over 60 days. In the case of multiple Owner Members, the Helmsman is the one who signs the entry form.
2. Boats that are racing must have been kept in the water continuously for 60 days prior to Class Championships and Fleet Championships.
3. The crew for Class Championship and Fleet Championship Series must be a person who meets the basic principles and intent of these rules (Section

II.A.4), and they must have sailed in at least twelve Harbor 20 races in the same boat during the time period between the last Class or Fleet Championship Series and the Class or Fleet Championship Series under consideration. Paid professional sailors and full-time sailing coaches must have been retired for at least three full years.

4. Only the Helmsman shall steer the boat during a race except for momentary relief in non-tactical situations.
5. It is intended that strict adherence to the rules specified in this section be maintained. However, a member with special circumstances, may petition the Class or Fleet Board for a variance in these II. D Rules using the provisions of I. D.15. This should be done well in advance of the event.
6. The Class or Fleet Measurer may require the first five finishers be inspected at the finish of each race.
7. The Main Sail is to be manufactured by Elliot Pattison Sailmakers, and the Jib Sail is to be manufactured by Ullman Sailmakers. Existing sails from other manufacturers may be used until April 13, 2007, provided that they meet all other requirements and specifications stated in these By-Laws.

III. SPECIFICATIONS

III.A. Class Yacht

1. These Specifications define and control the Harbor 20 Class Yacht that is the only boat permitted to race in Class Races. Portions of the design and specifications of the Harbor 20 sailboat, and of the manufacturing techniques and tooling of the W.D. Schock Corporation (Builder) are implied to be a part of these Rules.
2. Any changes to the specifications of the Class Yacht must be communicated to the Class Measurer prior to their implementation, and subsequently approved by the Board.

III.B. Measurement

1. The Measurer or Assistant Measurer may take supplemental measurements sufficient to ensure that the construction of the yacht and the equipment aboard conform to these Rules.
2. The Measurer or Assistant Measurer shall not measure a yacht, spars, sails, or equipment which he is an interested party or has a vested interest.

3. In the absence of the Measurer or Assistant Measurer, the President may serve as Measurer.

III.C. Registration

1. No boat shall be deemed to be a Harbor 20 Class Yacht until it has been completed with a building number assigned by the W.D. Schock Corporation and molded into the transom. Any alteration to the hull, keel, rudder or spars may invalidate the yacht.

III.D. Construction

1. Master patterns/templates for the keel and rudder will be supplied by W.D. Schock Corporation to measure all boats. All measurements must be within $\pm 1/8''$ of these templates.
2. Master plugs or patterns shall not be altered or replaced, and replacement production molds shall not be used until approved by both the W.D. Schock Corporation and the Association.
3. The shapes of molded parts, including hull, deck, interior, keel and rudder, shall be those shapes defined by the production molds. Modification of the shape of any molded part, other than by fairing to bring it to the shape defined or intended by the production mold, is prohibited.
4. Hull and deck construction shall be in accordance with approved laminates and cores, general arrangement, construction plans and techniques, and specifications approved by the W.D. Schock Corporation and the Class Association. Any modification of the hull other than fairing to the mold's shape is specifically not allowed.
5. The keel shall not be altered in profile or any other way than by fairing to the shape of the production mold, nor shall it be moved from its builder-installed location.
6. The rudder shall not be altered in profile or in any other way than by fairing to the shape of the production mold. A Builder-supplied rudder head is required.
7. Mast and boom shall be aluminum alloy extrusions produced only by a manufacturer who is approved by the Builder and the Association.
8. The mast shall be stepped on the deck with Builder-supplied hardware in accordance with the Builder's specifications. No change in location will be permitted.

9. The boom shall be affixed to the mast via a gooseneck fitting in accordance with the Builder's specifications. No change in location will be permitted.
10. The top aft edge of the jib boom is to be 7" to 11" above the deck just forward of the mast and 1½" to 2½" forward of the leading edge of the mast.
11. Each yacht shall have a full and complete coat of anti-fouling "Copper Poxy" or Pettit Trinidad SR on all underwater surfaces. Recoating must be performed with "Copper Poxy" or Pettit Trinidad SR. Individual Fleets may modify or omit this rule for local sailing.

III.E. Equipment Required/Permitted

1. All Class Required Equipment as defined below shall be aboard while racing in any Class regatta. Specified weights may be installed in substitution for certain items of Class Required Equipment. No other sailing equipment will be permitted aboard Class Yachts while racing except as is specifically provided for below.
2. Each item of Class Required Equipment shall be in accordance with the designs and specification of the Builder or of at least equal weight and in the same location. Standard built-in interior equipment of the "Standard Base" Harbor 20 sailboat shall not be removed or modified in any way so as to affect the performance of the yacht.
3. Added compensation weight of lead or other approved material will be substituted in the absence of electric propulsion devices. Such weight shall be permanently fastened with GRP or mechanical fasteners. For auxiliary motor and batteries, 70 pounds is to be permanently installed on each of the platforms under the seats, and 20 pounds is to be permanently installed in the lazarette against the transom.
4. Owners shall request the Chief Measurer's approval for each specific weight substitution and the Chief Measurer shall maintain (available for inspection) a true and complete record of each substitution.
5. Required equipment for Class racing includes:
 - a. Full seat cushions, either as supplied by the Builder, or their equivalent,
 - b. 3-pound anchor with 50 feet of 1/4" diameter line, a 2-gallon bucket, a paddle of 36" minimum length.

6. Wind indicators and telltales (non-electric) are permitted and may be placed at the Owner's discretion anywhere on the boat's sails and rigging.
7. Compasses and timers are permitted. The size and location is at the Owner's discretion.
8. GPS and VHF units may be on board for use in an emergency, but not used during a race unless noted on the Notice of Race or the Sailing Instructions.
9. The length of the tiller may be shortened to suit individual preference, and a tiller extension may be installed.
10. Appropriate flags may be flown from the starboard spreader utilizing the Builder-installed halyard system. An ensign on a staff may be flown from the Builder-installed socket located at the aft edge of the deck at the transom.
11. Running lights may be installed.
12. An electric bilge pump may be installed.

III.F. Rigging

1. Standing rigging.
 - a. Standing rigging (including the wire portion of the adjustable backstay) of sizes, lengths and materials supplied by the Builder shall not be modified.
 - b. No length-modifying devices, such as toggles, are permitted.
 - c. Mast bend shall be created and controlled only by the adjustment of the standing rigging.
 - d. A mast hinge, as supplied by the Builder, may be installed at the Owner's choice.
2. Running rigging.
 - a. Running rigging manufacturer, color, size and composition are at Owner's choice.
 - b. Lazy jack lines must be at least 3/16" in diameter.

- c. Wire may not be used in place of line, nor may line be used in place of wire.
- d. Leads and purchase geometries may not be changed or relocated.

III.G. Approved Upgrades

1. Line storage devices, such as bins and compartmented fabric bags, may be used.
2. Running rigging and associated control devices (cleats, etc.) may be labeled.
3. A jib boom “winger” may be installed. All parts shall be below decks, with control line(s) terminating at the control console.
4. A 2:1 tackle and cleating device may be installed at the jib tack and/or the jib halyard. All such additions must be attached to the jib furling device and the jib. No parts or lines may be attached or lead to any other part of the boat.
5. A 2:1 tackle may be installed on the jib outhaul, with the control line terminating at the control console.
6. A length of light line may be used to secure the jib tack grommet to the foil.
7. The bitter end of the traveler control line may be lead through a hole drilled in the deck (aligned with the unused hole in the triangular stainless steel bracket) and knotted under deck.
8. Reef lines need not be reeved on the boom and mainsail, but must be carried on board at all times.
9. A forged stainless steel boom bail and through-bolt may connect the lower end of the boom vang to the mast. The replacement part must be located so as not to alter the lead angle or efficiency of the vang.
10. The lower jib boom locator plate may be refastened, but not relocated, using any combination of the following: additional screws, larger screws, through bolts. In connection with this modification an access/inspection port may be installed in the top surface of the bow flotation tank.
11. Pop-up cleats may be used for ground tackle/mooring.

12. A gooseneck fitting may be substituted for “old” style fitting on the bottom of the boom vang. The fitting must be located so as not to alter the original angle of the vang.
13. The swivel mounts with sliders on the luff of the main sail may be replaced with sewn-on cloth straps with sliders.
14. Inspection ports, hatches and tilting seats for the maintenance of the batteries are acceptable.
15. The Magic Box which adjusts the back stay tension may be replaced by a system consisting of a triple block and a triple block and a becket, and a line having the same purchase and location on the inside of the transom as the original unit. The length of the pigtail connecting the backstay to the triple block shackle shall not be changed.

III.H. Sails

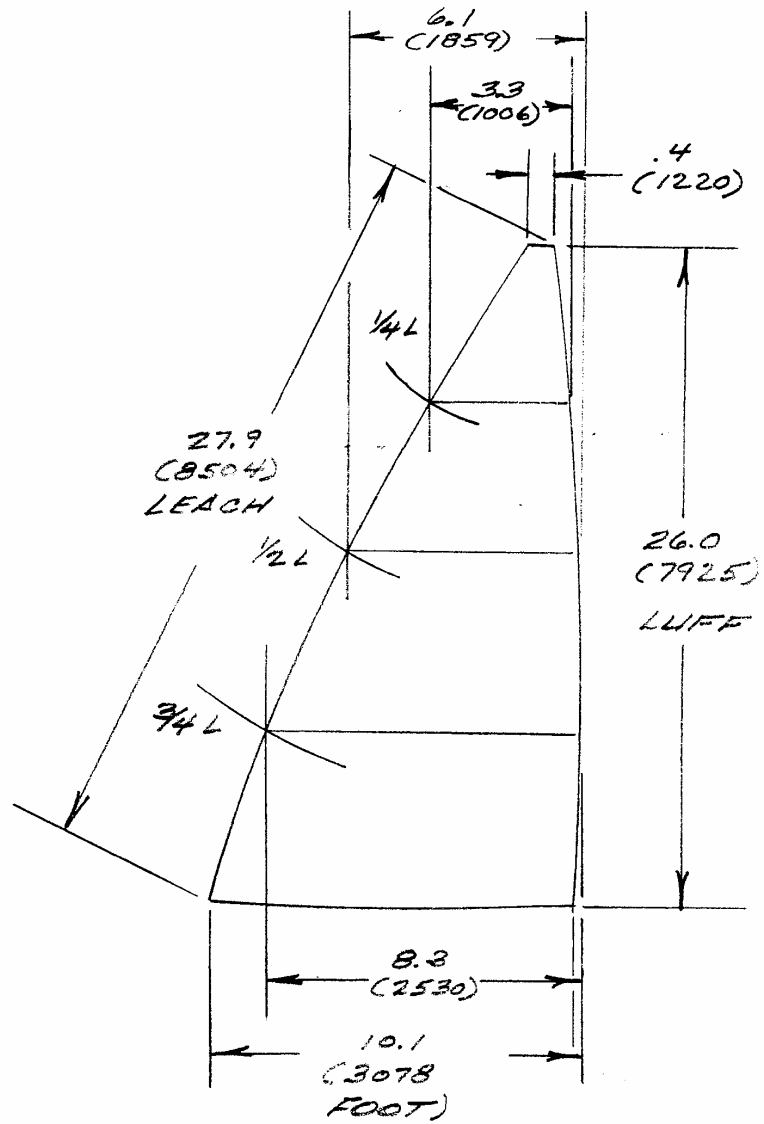
1. All sails used for racing must conform to the dimensions and specifications shown on the attached Sail Diagram and described in this section.
2. The Class Measurer, Assistant Class Measurer, or the authorized Fleet Measurer is to measure the sails to these specifications in accordance with approved practices of the International Sailing Federation.
3. When the Measurer determines that the sail is legal, he/she is to sign and date the sail in indelible ink in the area near the tack.
4. Advertising is not allowed on the sails except for the manufacturer’s logo of no more than 36 square inches in size located near the tack of the sails.
5. Windows are permitted so long as they do not exceed 600 square inches in size on any one sail.
6. The MAIN SAIL is to meet these specifications:
 - a. Be manufactured from soft woven Dacron with a minimum weight of 6.6 ounces per sail makers yard (28" x 36").
 - b. The Harbor 20 emblem is to be affixed to both sides of the sail approximately one-quarter of the way down from the top.
 - c. The boat number is to be affixed to both sides of the sail approximately one-third of the way down from the top.

- d. The sail is to have 4 full-length untapered fiberglass battens positioned horizontally and equal distance from top to bottom within $\pm 2''$.
 - e. The sail is to have reef points located 40", $\pm 2''$, above the foot.
7. The JIB SAIL is to meet these specifications:
- a. Be manufactured from soft woven Dacron with a minimum weight of 6.0 ounces per sail makers yard.
 - b. May have up to 2 untapered fiberglass battens of no longer than 20" in length located along the leach and parallel to the luff so that they coil into the roller furling system.
8. For a Class Yacht, the Owner may purchase one jib sail in each calendar year and one main sail in every second calendar year.
9. The Owner of a newly purchased used Harbor 20 inherits the sail purchase rights of the previous owner, and may petition the Class Measurer to obtain new sails at the time of purchase.
10. If a sail is damaged beyond reasonable repair, lost, or for some reason is unusable, the Owner may petition the Chief Measurer for permission to purchase a replacement sail.

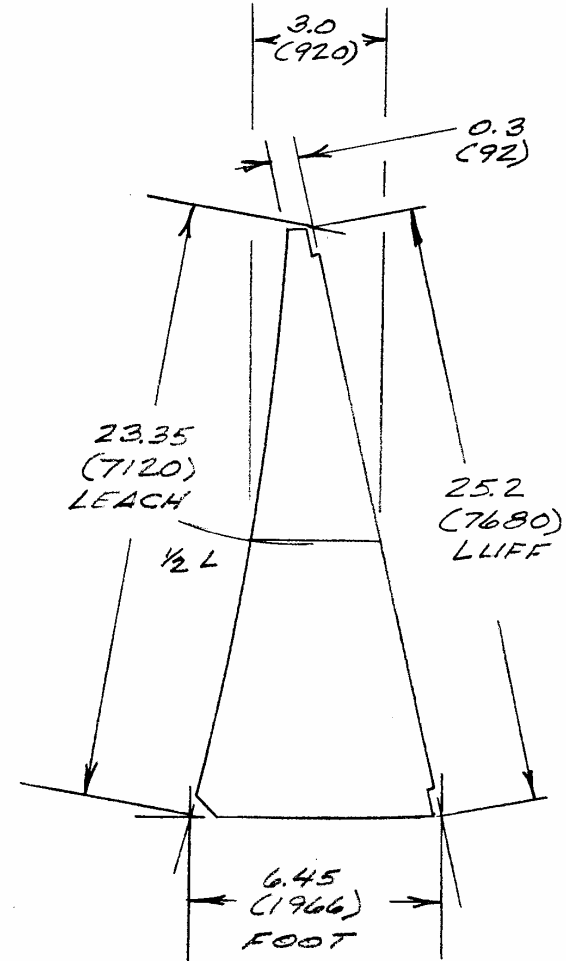
III.I. Storage and Haul Outs

- 1. Each Fleet is empowered to determine its own particular requirements regarding storage and haul outs.

MAIN SAIL



JIB SAIL



Dimensions in feet (and millimeters) are maximums and include boltrope, jib furling web and luff tape; but not main sail web and sliders to mast.