

HARBOR 20 FLEET 1
BYLAWS, RULES AND SPECIFICATIONS
October 21, 2010

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Board Approved October 21, 2010

I. BYLAWS

I.A. Name

- I.A.1. The name of the organization shall be the Fleet 1 of the Harbor 20 Class Association, hereinafter referred to as the Fleet.
- I.A.2. Harbor 20 Fleet 1 is located in Newport Harbor in Newport Beach, Orange County, California.
- I.A.3. The Bylaws define the structure and governance of the Fleet, the Rules govern the people who may participate in Fleet Races, and the Specifications govern the yachts eligible to participate in Fleet Races. This document is hereinafter referred to as the Rules.

I.B. Nature and Purpose

- I.A.1. Fleet 1 of the Harbor 20 Class Association is a voluntary Corinthian association. Its purpose are consistent with those of the Harbor 20 Class Association.

I.C. Membership

- I.C.1. The Fleet is comprised of Owner Members, Skipper Members, and Associate Members who meet the criteria for Fleet 1 membership as defined by the Rules of the Harbor 20 Class Association.

I.D. Governance

- I.D.1. The governing body of the Fleet is the Board of Directors (Board), comprised of the Directors and Immediate Past Fleet Captain, and chaired by the Fleet Captain, all of whom are entitled to vote. The general duty of the Board is the furtherance of the purposes of the Fleet and ensuring its growth and preservation. The Board has the authority to develop, interpret and enforce the Fleet Rules. The Board shall decide on all Fleet Rules and be ultimately responsible for resolving issues about their interpretation.
- I.D.2. The Board members must be elected in a fair and open vote of the Fleet 1 Owner Members by February 1st of each year. At least six members are to be elected to the Board.
- I.D.3. Officers for the Fleet serve a one-year term and may be elected for multiple terms.
- I.D.4. The Fleet Captain is elected by the Board of Directors and serves a two-year term, and is to act as the executive officer of the Board.
- I.D.5. Directors may perform specific roles such as:
 - a. The Past Fleet Captain is the Fleet Captain who was most recently in office and who is available to serve on the Board. He is a voting member, but not elected.
 - b. The Secretary shall perform the duties as commonly understood and as further determined by the Board.

- c. The Treasurer shall perform the duties as commonly understood and as further determined by the Board.
 - d. The Measurer shall insure the conformance of yachts, equipment and crews to the Class and Fleet Rules. The Measurer will chair the Rules Committee, if and when needed.
 - e. The Webmaster shall perform the duties as commonly understood and as further determined by the Board.
- I.D.6 The Owner (as defined by the Class Rules) of each Harbor 20 may cast one vote in Fleet elections.
- I.D.7 Any changes in these Rules shall require a two-thirds (2/3) majority vote of the Board or a two-thirds (2/3) majority vote of the ballots cast by the Owners.
- I.D.8 The Directors shall vote on a Rules issue first. If the Directors fail to achieve a two-thirds (2/3) majority, the Board shall decide, by a simple majority, whether to place the issue to a vote of the Owner Members. Also, a written petition signed by one-fifth (1/5) of the Fleet 1 Owner Members shall obligate the Board to conduct a vote by the Owner Members.
- I.D.9 All Board decisions other than a change in the Rules shall be by majority vote.
- I.D.10 The Board may replace any Director who cannot properly fulfill the responsibilities of the office.
- I.E. Dues
- I.E.1 The Board shall establish the amount of annual Fleet 1 dues. Payment is due by February 1st of each year. The Fleet may also collect and forward Class dues.
- I.F. Fleet Races
- I.F.1 A Fleet Race is any Class Race so designated by Fleet 1 to distinguish it from evening races or other informal events.
- I.F.2 Fleet races will be held in conformance to the participation requirements of the Class Rules II A and B, and the helmsmen must be an Owner Member or Skipper Member, unless modified by written notice from the Board.
- I.F.3 In the case of multiple Owner Members, the Helmsman is the one who signs the entry form. Only the Helmsman shall steer the boat during a race except for momentary relief in non-tactical situations.
- I.F.4 All Fleet Races are counted for purposes of scoring the Rain or Shine award.
- I.F.5 Any Fleet Race so designated by the Board as a High Point Race qualifies for the High Point Championship.
- I.F.6 The Fleet may hold a Fleet Championship in a location, time(s), and format to be determined by the Fleet. The Fleet Championship will be held in conformance to the Class Rules. The winner is declared the Fleet Champion, and may affix a red chevron to his boat's mainsail under the standard insignia.

I.G. A and B Fleets

I.G.1. All High Point Regattas are separated into A and B Fleets. Skippers not assigned to the A Fleet are automatically assigned to the B Fleet. The rules for assigning skippers to A and B Fleets are codified in the Appendix.

I.G.3. Evening series and other informal regattas are open to all participants. If informal races start A and B fleets, it is suggested, but not a requirement, that skippers race in the fleet for which they are currently assigned.

I.H. Trophies and Awards

I.H.1. The Board is empowered to designate special trophies and awards, including the High Point Series.

I.H.2. The High Point Series trophies will be awarded to the A and B Fleet skippers (not the boat) who have the best total score for the season in their respective fleets. This total score is computed using the High Point Percentage Scoring System as described by US Sailing. The High Point Series scores will be computed on the designated High Point races beginning with the first High Point race following a Fleet 1 Championship Series and culminating with the next Fleet 1 Championship Series.

I.H.3. The Rain or Shine trophies will be awarded to the A and B Fleet skippers (not the boat) who race in the greatest number of Fleet Races for the season. The Rain or Shine scores will be computed on Fleet Races beginning with the first Fleet Race following a Fleet Championship Series and culminating with the next Fleet Championship Series.

I.H.4. The First Mate Trophies will to be awarded each year to the highest placing husband and wife teams in the A and B Fleets at the Fleet 1 Championship Series.

I.H.5. The Grand Masters trophy will be awarded to the highest placing skippers over the age of 65 in the A and B fleets at the Fleet 1 Championship Series. There is a single perpetual trophy which is inscribed with both names.

I.H.6. The Arthur B Strock Service Award may be awarded to members who have performed outstanding service for the Harbor 20 Fleet 1 organization. It may be awarded to no more than one member each year.

I.I. Eligibility to Race and Conformance to Rules

I.I.1. A Harbor 20 Class Yacht is defined by the Harbor 20 Class Association Rules, and which is in conformance with these Fleet 1 Rules. Only Class Yachts whose Owner or Skipper Member dues are paid are eligible to race in Fleet 1 Races.

I.J. Board Decisions

I.J.1. All decisions of the Board shall be published in the Fleet Newsletter or otherwise circulated for the information of the Members of the Class.

II. RULES

II.A. The Rules of the Harbor 20 Class Association apply to Fleet 1.

III. SPECIFICATIONS

III.A. Class Yacht

III.A.1. Yachts which are in full compliance with both the Harbor 20 Class Association Specifications and Fleet 1 Specifications will be permitted to race in Fleet Races.

III.B. Measurement

III.B.1. The Fleet Measurer may take supplemental measurements sufficient to ensure that the construction of the yacht and the equipment aboard conform to the Class and Fleet Specifications.

III.B.2. The Measurer shall not measure a yacht, spars, sails, or equipment owned or built by him or in which he is an interested party or has a vested interest.

III.B.3. The Fleet Captain may serve as Fleet Measurer when needed.

III.C. Specific Fleet Provisions

III.C.1. All yachts shall be kept in the water, i.e., “wet stored,” at all times.

III.C.2. Boats may be hauled out a maximum of three times per year. The Fleet Measurer must be notified of all haul outs.

III.C.3. Fleet 1 elects to modify the Class Rule (III.D.11) such that “Copper Poxy” or Pettit Trinidad SR are the only permitted coatings on all underwater surfaces.

III.C.4. Sail replacement procedure is as defined in the Class Rules.

III.C.5. The Fleet 1 Board may establish by majority vote a “fall order window” during which time new sails shall be ordered. No replacement sails may ordered at other times of year except as allowed by the Class Rules.

III.C.6. A sail’s age shall be determined by the delivery date as recorded by the W.D. Schock Corp. For replacement sails, the age will be determined by the Measurer’s dated approval.

III.C.7. The Fleet has appointed Elliott/Pattison Sailmakers as its sole permitted sail maker for new mainsails, and Ullman Sails as its sole permitted sail maker for new jibs. No other sail/sail maker combinations will be allowed. The Board may change this rule by a majority vote.

III.C.8. Boat baths are not allowed.

APPENDIX

1) Harbor 20 Fleet 1 Rules for Maintaining A/B Skipper Lists

- a) Only High Point Races are included as events scored for purposes of promotion from B to A, qualification to stay in A, or demotion from A to B.
- b) Promotion from B to A
 - i) Win 2 one day (yellow) events, move from B to A.
 - ii) Win 1 two day (green) event, move from B to A.
 - iii) If qualification for promotion occurs as a result of winning a single event (as opposed to a series), the skipper must begin competing in A in subsequent races.
 - iv) If qualification occurs as a result of winning an event in a series (such as the Winter Series or Lorin Weiss), the skipper will complete the series in B, and thereafter must begin competing in A. (SEE NOTE 1 BELOW)
 - v) Once promoted a skipper is qualified to sail in A for a period of one year.
 - vi) If qualification occurs during a single event in a series, the one year time period will start from the day of the last race in the series.
- c) Petitioning the board to sail in the A fleet
 - i) A sailor who believes that his/her skill level is consistent with competing in the A Fleet may petition the Fleet 1 Board of Directors to sail in the A Fleet.
 - ii) A sailor who wishes to petition the board to sail in the A fleet must petition in writing, and include a sailing resume.
 - iii) Petitions will be voted upon during regularly scheduled meetings of the Board of Directors.
 - iv) Should the board elect to grant the petition to sail in the A fleet, the sailor will be assigned to the A fleet for a period of one year from the day of the election.
- d) Qualification to stay in A
 - i) Winning a "trophy" re-qualifies the skipper to continue sailing in A for one more year. Each re-qualification resets the one year clock. (Winning 4 times does not rack up 4 consecutive years of qualification).
 - ii) Winning a "trophy" is not determined by whether a yacht club actually awards a trophy, but rather is determined by the number of boats in an event.

(1) 0-4 boats	none
(2) 5-6 boats	1 trophy
(3) 7-8 boats	2 trophies
(4) 9-10 boats	3 trophies
(5) 11-14 boats	4 trophies
(6) 15 or more boats	5 trophies
 - iii) A skipper who wins the A-Fleet Championship is thereafter designated a perpetual A sailor.
- e) Demotion from A to B (does not apply to perpetual A skippers)
 - i) If a skipper has not won a trophy within a year from when he/she qualified, or re-qualified, the skipper shall return to sail in the B fleet.
 - ii) If a skipper's one year period expires during the course of a series, the skipper will complete the series, and then compete in B in subsequent races. (SEE NOTE 1 BELOW).
- f) Record Keeping
 - i) Recording of qualification and re-qualification dates for sailing in the A fleet are to be maintained by the web-master.
 - ii) A list of those skippers who have partially qualified will be maintained and posted by the webmaster.

NOTE 1: We needed to include races which are part of series events in order to increase the number of High Point events. While this poses the possibility that a skipper might win two or more events in the same series, thus depriving another skipper a chance to qualify, it was felt that this is outweighed by other factors and logistical considerations. Yacht clubs register skippers for a series, and do not have procedures in place for a skipper to switch classes mid series, nor would we want to impose such. Also, we would not want to deprive a skipper of the chance of winning a series by removing him/her mid-series because of our A/B procedures.

2) Scoring the High Point Series

- a) The High Point Series is scored using the High-Point Percentage Scoring System as described by US Sailing at http://raceadmin.ussailing.org/Rules/Long_Series.htm.