

HARBOR 20 FLEET 1
BYLAWS, RULES AND SPECIFICATIONS

Amended November 25, 2013
Amended March 18, 2016
Amended May 26, 2016

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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. The Fleet may also collect and forward Class dues.

I.E.2 Payment is due by the anniversary of the member's previous payment. Anyone not paying their dues relinquishes their membership until paid in full.

I.E.3 New members will pay their dues when they join the Fleet.

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.

I.F.4. All Fleet Races are counted for purposes of scoring the Rain or Shine award.

- I.F.5. A Fleet Race so designated by the Board as counting towards the High Point Championship shall be designated as a High Point Race.
- I.F.6. Only the Owner or Skipper member who signs the entry form may helm the boat during a High Point race, except for momentary relief in non-tactical situations.
- I.F.7. 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.F.8. To sail in the Fleet Championship, a boat must have one skipper and one crew. The crew for the Fleet Championship Series must be a person who meets the basic principles and intent of the Class Rules (Sections II.A and B), and they must have sailed in at least twelve races with the same skipper during the time period between the last Fleet Championship Series and the Fleet Championship Series under consideration. Paid professional sailors and full-time sailing coaches must have been retired for at least three full years.
- I.F.9. To sail in the Fleet Championship, a boat must have been kept in the water continuously for 60 days prior to Fleet Championships.
- I.F.10. Championship races are special events for boat owners. For Fleet Championships, the Helmsman must be an Owner Member who has been a member for over 60 days.
- I.G. Fleet Race Divisions
 - I.G.1. All Fleet Races are separated into A, B and C divisions. Skippers not assigned to Division A or B are automatically assigned to Division C. The rules for assigning skippers to Fleet Race Divisions are codified in Appendix A.
 - I.G.3. Evening series and other informal regattas are open to all participants and the rules requiring Fleet membership (Owner/Skipper), and the Fleet Race Division rules do not apply. If non-Fleet races start A, B or C divisions, it is suggested, but not a requirement, that skippers race in the division for which they are a part of, if possible.
- 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 Division A, B and C skippers (not the boat) who have the best total score for the season in their respective divisions. 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 Division A, B and C 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 each Division at the Fleet 1 Championship Series.
- I.H5. The Grand Masters trophy will be awarded to the highest placing skippers over the age of 65 in each Division at the Fleet 1 Championship Series. There is a single perpetual trophy that is to be inscribed with the winners' 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.

- II.B. Where the Harbor 20 Class Association Bylaws allow modification of the rules, the Fleet 1 Bylaws will apply.

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.

Log of Amendments

Date of Amendment	Sections Amended
November 25, 2013	
March 18, 2016	Appendix A: 3(a) Appendix A: 3(b)
May 26, 2016	New/Added: I.E.2, I.E.3, I.F.8, I.F.9, I.F.10, II.B Appendix A: 6(e), 6(f) Revised: I.E.1, I.F.5, I.G.3 Appendix A: 5(b), 6(d)

APPENDIX A: Rules for Maintaining Fleet Race Divisions
Effective after February 9, 2014

1.) General

a.) Fleet Race Divisions designated A, B, and C, have been established in accordance with Fleet 1 Bylaw I.G.1. Following are the rules for promotion from C to B and B to A; re-qualification to stay in A and B; and, demotion from A to B and B to C. These rules are to be considered a part of Fleet 1 Bylaw I.G.1.

b.) New Fleet 1 members are automatically assigned to Division C.

2.) Definitions

a.) *High Point Event*: An event comprised of at least one High Point Race scored for purposes of Fleet Racing Division promotion, re-qualification and demotion. High Point Events could include multi-day series of races, one-day series of races that are part of a multi-day series of races, one-day series of races, or a single race.

b.) *Skipper Calendar Year*: Begins on the date of a skipper's division assignment, promotion, re-qualification or demotion, and ends approximately one year later at the end of the High Point Event in which assignment, promotion, re-qualification or demotion occurred. For example, if the Skipper Calendar Year begins at the conclusion of the second day of racing in the Winter Series, it will end at the conclusion of the second day of racing in the Winter Series the following year. If an event is discontinued or the following year's date for that event changes substantially, the Skipper Calendar Year ends one year after the date of promotion, re-qualification or demotion.

3.) Promotion

a.) Win 2 one-day High Point Events within one Skipper Calendar Year, move from C to B or B to A. A minimum of five (5) boats must have competed in at least one race of the series.

b.) Win 1 two-day High Point Event within one Skipper Calendar Year, move from C to B or B to A. A minimum of five (5) boats must have competed in at least one race of the series.

c.) If promotion occurs as a result of winning a one-day High Point Event within a multi-day series, the skipper will complete the series in the pre-promotion division, and thereafter must begin competing in the division promoted to (i.e., C to B, B to A). (See Note 1 below.)

d.) If promotion occurs as a result of winning a two-day High Point Event or a one-day High Point Event that is not a part of a multi-day series, the skipper must begin competing in in the division promoted to in subsequent Fleet Races.

e.) Once promoted, a skipper is qualified to sail in the division promoted to for a period of one Skipper Calendar Year, in accordance with the following Appendix A Sections 4 and 5.

4.) Re-Qualification

a.) Placing in a High Point Event per Table I below re-qualifies the skipper to continue competing in his/her current division for one more Skipper Calendar Year. Each re-qualification resets the Skipper Calendar Year.

Table I: Division Re-Qualification					
No. of boats*	Re-qualification finish places				
4 or less	None				
5 - 6	1st				
7 - 8	1st	2nd			
9 - 10	1st	2nd	3rd		
11 – 15	1st	2nd	3rd	4th	
15 or more	1st	2nd	3rd	4th	5th
*No. of boats in compliance with Fleet 1 Rules that compete in at least one race of a High Point Event					

b.) The Fleet 1 Board of Directors (“the Board”) may change the number of re-qualifying finish positions for a division at any time for the purpose of maintaining division size.

5.) Demotion

a.) If a skipper has not re-qualified to compete in his/her current division within one Skipper Calendar Year, the skipper must thereafter compete in the division demoted to (i.e., A to B, B to C).

b.) If the Skipper Calendar Year period expires following a one-day High Point Event within a multi-day series, the skipper will complete that series in the pre-demotion division. Placing in a High point Event during the remainder of that series re-qualifies the Skipper to continue competing in his/her pre-demotion division per Appendix A, Section 4. Otherwise, the Skipper must compete in the division demoted to, unless re-qualification occurs in another event.

6.) Petitioning the Board to Compete in Division A or B

a.) A skipper who is subject to Fleet 1 Bylaw I.G.1 but believes that his/her skill level is consistent with competing in Division A or Division B, may petition the Board to compete in the desired division.

b.) A skipper who wishes to petition the Board to compete in Division A or B must petition in writing and include a sailing resume.

c.) Petitions will be voted upon by the Board.

d.) Should the Board elect to grant the petition, the Board shall determine how long the skipper has before having to

re-qualify for the Division per the rules in Appendix A, Section 4.

e.) The Board may take the following into consideration for granting a petition:

- i) The skipper's historical performance in Harbor 20 races;
- ii) The skipper's sailing resume and history in non-Harbor 20 races;
- iii) The proportionate distribution of likely participants in upcoming regattas across all the Divisions;
- iv) The likelihood of a significant disruption to the affected Division races;

f.) The Board may re-consider any decision on a petition at anytime based on results of any Fleet Race.

7.) Fleet Race Division Record Keeping and Maintenance

a.) A record of promotion, re-qualification and demotion dates is to be maintained by the Fleet 1 Official Scorer and posted on the Harbor 20 web site.

b.) The Fleet 1 Board of Directors may change promotion, re-qualification and demotion criteria without notice for the purpose of maintaining the size of Divisions.

NOTE 1: We needed to include a single day of races which are part of a multi-day series in order to increase the number of High Point Events. While this poses the possibility that a skipper might win two or more High Point 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 divisions 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 Fleet Race Division rules.