

**HARBOR 20 CLASS ASSOCIATION  
BYLAWS, RULES AND SPECIFICATIONS**

**Approved September 19, 2012**

**Amended August 19, 2015  
Amended November 19, 2015  
Amended June 13, 2016  
Amended April 10, 2017  
Amended June 26, 2017  
Amended December 4, 2017**

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Board Approved August 19, 2015

I. BYLAWS

I.A. Name

- I.A.1. The name of the organization shall be the Harbor 20 Class Association, hereinafter referred to as the Association.
- I.A.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

- I.B.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. The Harbor 20 Class Yacht is hereinafter referred to as the Class Yacht. One design races for Class Yachts are hereinafter referred to as Class Races.
- I.B.2. No part of the net earnings of the Association shall inure to the benefit of any member.

I.C. Membership

- I.C.1. The Association is comprised of Owner Members, Skipper Members, and Associate Members.
- I.C.2. An Owner Member is a person who (or whose spouse) is the registered owner of a Class Yacht, who voluntarily joins and is registered with the Association to support its purposes, and whose Association dues are currently paid.
  - a. A Class Yacht may have multiple Owner Members under the condition that each Owner is named on the legal title, 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.
  - b. 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.
- I.C.3. A Skipper Member is a person who is not the registered owner of a Class Yacht but skippers the boat in Class Races. A Skipper member may be a person that borrows or charters a boat for the purpose of racing. A Skipper 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.

I.C.4. An Associate Member is a person who supports the purpose of the Association, who may participate as crew on a Class Yacht, 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.

I.C.5. Owner Members and Skipper Members may skipper Class Yachts in Class Races.

#### I.D. Governance

I.D.1. The governing body of the Association is the Board of Directors, hereinafter referred to as the Board. It is comprised of at least 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 Boat Builder to ensure a continuing source of Class Yachts. The Board shall decide on all Rules and ultimately be responsible for resolving issues about their interpretation.

I.D.2. A Director is an Owner Member who is elected by a vote of the Owner Members and who represents the Class as a whole on the Board. Directors shall serve one-year terms and may be re-elected to serve additional terms. At least eight Directors are to serve on the Board.

I.D.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 Owner Members of all nominated candidates.

I.D.4. President is the Director who has, in turn, been elected to this position by the Board of Directors. The President shall serve a two-year term and may be re-elected.

I.D.5. The Immediate Past President is the past President who was most recently in office.

I.D.6. The Class Measurer shall be (and Assistant Class 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.

I.D.7. The Rules Committee is comprised of persons appointed by the Board to develop or revise the Bylaws, Rules and Specifications. The Class Measurer will chair this Committee. Proposed changes in these Rules shall be submitted by the Committee for consideration by the Board.

I.D.8. The Board may assign specific responsibilities and duties among its Members as it sees fit.

- I.D.9. If a Director retires from the Board, the Board may appoint a replacement Director for the remainder of the term.
- I.D.10. 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.
- I.D.11. 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.
- I.D.12. 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.
- I.D.13. Board decisions, other than the modification of these rules, shall require a simple majority vote.
- I.D.14. 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
  - I.E.1. The Board shall establish the amount of annual Class dues.
  - I.E.2. Anyone not paying their dues relinquishes their membership until paid in full.
  - I.E.3. The deadline for members' payment of annual Class dues is February 1 of each year. New members will pay Class dues when they join; such membership will extend to the subsequent February 1.
- I.F. Fleets
  - I.F.1. The Board may charter a Fleet when five or more Class Yachts are berthed within a given geographic area.
  - I.F.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.
  - I.F.3. Fleets may have separate and additional Rules so long as they do not conflict with the Harbor 20 Class Association Rules. Fleets with special circumstances may petition the Class board for variances that would conflict to these rules.
- I.G. Board Decisions
  - I.G.1. Minutes shall be kept for each Board meeting and promptly distributed to all Board members.
  - I.G.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.

- I.G.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

- II.A.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.
- II.A.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 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.
- II.A.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 race course.
- II.A.4. The use of a paid professional sailor or full-time sailing coach as a crew for important Class Races such as the Class Championship, or any other race deemed to be important by a Fleet, is contrary to the intent of these rules.
- II.A.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 Class Measurer operating as the Board's representative.

### II.B. Eligibility to Race and Conformance to Rules

- II.B.1. It is the Owner's responsibility to ensure that each member of his crew, including the Helmsman, and his Class 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

- II.C.1. A Class Race is any race started by an organizing authority specifically for Class Yachts.
- II.C.2. 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 Class Champion and may 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.

- II.C.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 may affix a red chevron to his boat's mainsail under the standard insignia.
- II.C.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.C.4. Hiking is not permitted. All crew shall keep their torsos within the confines of the cockpit at all times, excepting in the need for immediate repair or for safety.

#### II.D. Class Championship Race Participation Requirements

- II.D.1. Championship races are special events for boat owners. For Class 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.
- II.D.2. Omitted
- II.D.3. The crew for Class Championship 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 Class Races in the same boat during the time period between the last Class Championship Series and the Class Championship Series under consideration. Paid professional sailors and full-time sailing coaches must have been retired for at least three full years.
- II.D.4. Only the Helmsman shall steer the boat during a race except for momentary relief in non-tactical situations.
- II.D.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.
- II.D.6. The Class Measurer may require the first five finishers be inspected at the finish of each race.
- II.D.7. Omitted

### III. SPECIFICATIONS

#### III.A. Class Yacht

- III.A.1. These Specifications define and control the 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 Builder or Builders of Class Yachts are implied to be part of these Rules.
- III.A.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.A.3. In furtherance of one of the purposes of the Association to ensure a continuing source of Class Yachts, as set forth in I.D.1 of the Bylaws, effective on and after December 5,

2017, any transfer, assignment, sale, relinquishment or other disposition of the right to build Class Yachts, and any transfer or other disposition of master plugs, patterns, templates or construction molds for Class Yachts shall be subject to the prior written approval of the Association acting by the Class Board, which approval shall not be unreasonably withheld. Effective as of December 5, 2017, references in these Rules to the “Builder” or “Builders” of Class Yachts includes W.D. Schock Corporation and any company, entity or person to whom the right to build Class Yachts or any master plugs, patterns, templates or construction molds shall have been transferred, assigned, sold or otherwise conveyed.

### III.B. Measurement

- III.B.1. The Class Measurer, Fleet Measure or Assistant Measurer may take supplemental measurements sufficient to ensure that the construction of the yacht and the equipment aboard conform to these Rules.
- III.B.2. The Class Measurer, Fleet Measurer or Assistant Measurer shall not measure a yacht, spars, sails, or equipment for which he is an interested party or has a vested interest.
- III.B.3. In the absence of the Class Measurer, Fleet or Assistant Class Measurer, the Class President may serve as Measurer.

### III.C. Registration

- III.C.1. No boat shall be deemed to be a Class Yacht until it has been completed with a building number assigned by the Builder and molded into the transom. Any alteration to the hull, keel, rudder, mast or booms that is not specifically permitted by these Rules will invalidate the yacht.
- III.C.2. A Class Yacht will be deemed eligible to sail in a Class Race only after having received a weight compliance certificate from the Class Measurer, Fleet or Assistance Measurer.

### III.D. Construction

- III.D.1. The hull, cockpit, deck, rudder and keel of any Class Yacht is to be constructed from approved molds as verified by the Association. Master patterns and templates for the hull, cockpit, deck, keel and rudder will be supplied by W.D. Schock Corporation or by a Builder for the measurement of boats.
- III.D.2. The Class Yacht, with all rigging and required racing equipment, is to weigh no less than 1950 pounds.
  - a. Any new Class Yacht may be weighed and verified by the Class Measurer at the factory prior to delivery.
  - b. In the absence of verified direct weight measurement, weight compliance may be verified using Association certified water line level templates.
  - c. Added compensation weight of lead or other approved material must be added as needed to comply with the minimum weight requirement. Compensation weight must be added in accordance with Appendix A of these ByLaws.

- d. A Class Yacht must meet water line level tolerances in accordance with Appendix B of these ByLaws.
- III.D.3. Master plugs or patterns shall not be altered or replaced, and replacement production molds shall not be used until approved by both the Builder and the Association.
  - III.D.4. 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.
  - III.D.5. Hull and deck construction shall be in accordance with approved laminates and cores, general arrangement, construction plans and techniques, and specifications approved by the Builder and the Class Association. Any modification of the hull other than fairing to the mold's shape is specifically not allowed.
  - III.D.6. 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.
  - III.D.7. 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.
  - III.D.8. Mast and boom shall be aluminum alloy extrusions produced only by a manufacturer who is approved by the Builder and the Association.
  - III.D.9. 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.
  - III.D.10. 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.
  - III.D.11. The jib booms shall be supplied by the Harbor 20 Builder as defined in Bylaw section III.A.3. If the Builder shall be unable regularly to supply replacement jib booms to Owners, the Board may approve an alternate supplier.
  - III.D.12. The jib boom shall be made of a single piece of non-welded 6061 T6, round aluminum tubing with a wall thickness not to exceed 1/8 inch and a diameter not to exceed 2.0 inches.
  - III.D.13. The installation of the jib boom shall be as follows: (All the below measurements are to be taken with no tension on the jib outhaul or jib sheet, and the jib boom should be in the free resting position.)
    - a. The attachment point of the bitter end of the jib outhaul is to be no more than 6 feet 9.5 inches from the inside edge or bearing point of the pad eye on the deck near the bow where the headstay is attached.
    - b. The forward measuring point of the jib boom is 24 inches from the inside edge or bearing point of the pad eye on the deck near the bow where the headstay is attached. At the forward measuring point, the bottom edge of the jib boom shall not be less than 6 inches above the deck.



- c. The bottom edge of the aft end of the jib boom is to be between 5 inches and 9 inches above the deck just forward of the mast. A jib boom that has straightened or bent so that it measures outside of this range may be brought back into compliance only by mechanical bending or by shortening the bottom of the jib boom at the forward end where the boom is stepped.
- d. The jib boom may be lengthened to within the limit specified in III.D.13.a using a Kerrigan jib boom extender or cap with outhaul attachment point. Kerrigan jib boom extenders and jib boom caps are to be produced by a manufacturer approved by the Class Association.

III.D.14. Each yacht shall have a full and complete coat of anti-fouling “Copper Poxy” or Pettit Trinidad SR bottom paint on all underwater surfaces. Individual Fleets may modify or omit this rule for local sailing.

### III.E. Equipment Required/Permitted

- III.E.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.
- III.E.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” Class Yacht shall not be removed or modified in any way so as to affect the performance of the yacht.
- III.E.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.
- III.E.4. Owners shall request the Class Measurer’s approval for each specific weight substitution and the Class Measurer shall maintain (available for inspection) a true and complete record of each substitution.
- III.E.5. Required equipment for Class racing includes:
  - a. Full seat cushions, either as supplied by the Builder, or their equivalent.
  - b. Three-pound anchor with 50 feet of 1/4" diameter line, a 2-gallon bucket, a paddle of 36" minimum length.
- III.E.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.
- III.E.7. Compasses and timers are permitted. The size and location is at the Owner’s discretion.
- III.E.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.

III.E.9. The length of the tiller may be shortened to suit individual preference, and a tiller extension may be installed.

III.E.10. Running lights may be installed.

III.E.11. An electric bilge pump may be installed.

### III.F. Rigging

III.F.1. Standing rigging.

- a. Standing rigging of sizes, lengths and materials supplied by the Builder shall not be modified. Owners may purchase standing rigging of equivalent sizes, lengths, and materials from other marine suppliers.
- b. No length-modifying devices such as toggles or rapid-adjust devices are permitted.
- c. Mast bend shall be created and controlled only by the adjustment of the standing rigging, and/or backstay or boom vang.
- d. A mast hinge, as supplied by the Builder, may be installed at the Owner's choice.

III.F.2. Running rigging.

- a. Running rigging manufacturer, color, size and composition are at Owner's choice.
- b. Lazy jacks are optional. If used, 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

III.G.1. Line storage devices, such as bins and compartmented fabric bags, may be used.

III.G.2. Running rigging and associated control devices (cleats, etc.) may be labeled.

III.G.3. A jib boom "winger" may be installed. All parts shall be below decks, with control line(s) terminating at the control console.

III.G.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.

III.G.5. A 2:1 tackle may be installed on the jib outhaul, with the control line terminating at the control console.

III.G.6. A length of light line may be used to secure the jib tack grommet to the foil.

- III.G.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.
- III.G.8. Reef lines need not be reeved on the boom and mainsail, but must be carried on board at all times.
- III.G.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.
- III.G.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.
- III.G.11. Pop-up cleats may be used for ground tackle/mooring.
- III.G.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.
- III.G.13. The swivel mounts with sliders on the luff of the main sail may be replaced with sewn-on cloth straps with sliders.
- III.G.14. Inspection ports, hatches and tilting seats for the maintenance of the batteries are acceptable.
- III.G.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.
- III.G.16. Lazy jacks are optional. If used, the hooks that’s hold the lazy jacks against the mast may be replaced with fittings which securely capture the lines.

### III.H. Sails

- III.H.1. All sails used for racing must conform to the dimensions and specifications shown on the Sail Diagrams below and described in this section.
- III.H.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.
- III.H.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.
- III.H.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.
- III.H.5. Windows are permitted so long as they do not exceed 600 square inches in size on any one sail.
- III.H.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 sailmaker's 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.

III.H.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 sailmaker's yard.
- b. May have up to 2 untapered fiberglass battens of no longer than 20 inches in length located along the leach and parallel to the luff so that they coil into the roller furling system.

III.H.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. The calendar year for sail purchase begins on the date the sail was officially measured.

III.H.9. The Owner of a newly purchased used Class Yacht inherits the sail purchase rights of the previous owner, and may petition the Class Measurer to obtain new sails at the time of purchase.

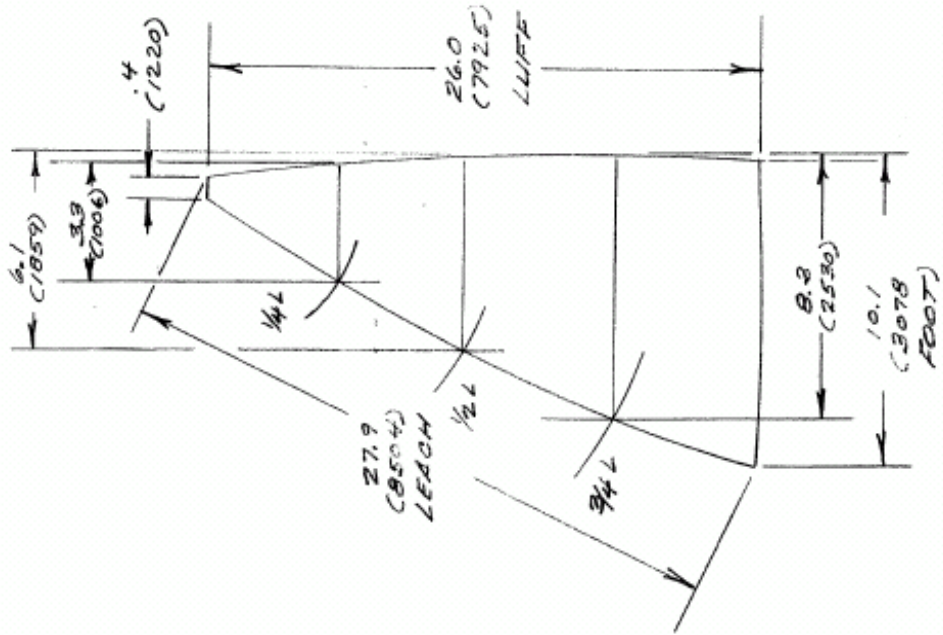
III.H.10. If a sail is damaged beyond reasonable repair, lost, or for some reason is unusable, the Owner may petition the Class or Fleet Measurer for permission to purchase a replacement sail.

### III.I. Storage and Haul Outs

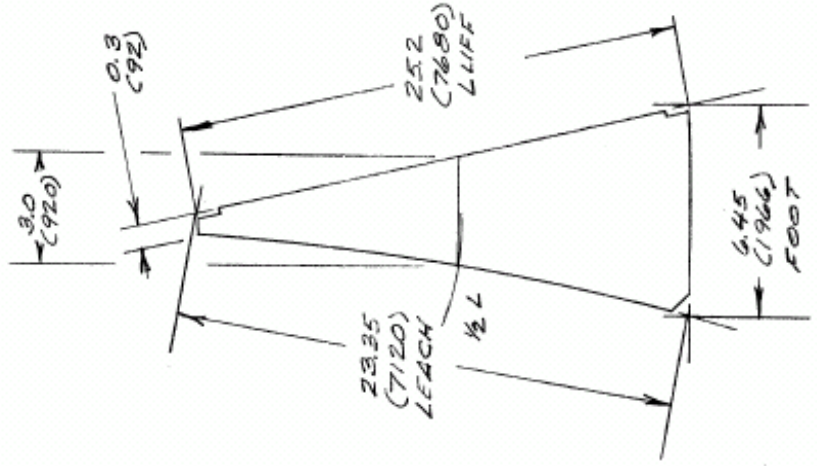
III.I.1 Each Fleet is empowered to determine its own particular requirements regarding storage and haul outs.

## SAIL DIAGRAMS

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.

### Log of Amendments

Date of Amendment	Sections Amended
August 19, 2015	III.D.1 Content Changes III.D.2 Content Changes III.D.2 to .12 Renumbering Changes to accommodate III.D.2
November 19, 2015	I.C.2 (a) Content Changes I.D.1 Content Changes I.E.2 Content Changes II.D Content Changes II.D.1 Content Changes II.D.2 Deleted II.D.3 Content Changes II.D.6 Content Changes II.D.7 Deleted III.C.2 Added III.D.2 (c) Content Changes III.D.2 (d) Added
February 13, 2016	Updates and corrections to Appendixes A & B
March 12, 2016	Corrections to Appendixes A & B by Class Measurer
June 13, 2016	III.F.2.b Content Changes III.G.16 Content Changes
April 10, 2017, effective as of November 1, 2017	I.E.3 Content Changes
June 26, 2017	I.B.2 Added
December 4, 2017	III.A.1 Amended III.A.3 Added III.C.1 Amended III.D.1 Amended III.D.3 Amended III.D.5 Amended III.D.11 Amended III.D.12 Added III.D.13 Added