

HARBOR 20 CLASS ASSOCIATION, INC.
BYLAWS, RULES AND SPECIFICATIONS
Adopted July 12, 2021

**HARBOR 20 CLASS ASSOCIATION, INC.
BYLAWS, RULES and SPECIFICATIONS**

PREFACE

This Document encompasses three (3) distinct Sections: I Bylaws (outline nature, purpose and governance); II Rules (prescribe the rules for sailing Class Yachts in Class-sponsored or sanctioned sailing events); and III Specifications (specify the characteristics of a Class Yacht). The three sections and the Appendices in their entirety are referred to as the “Governing Documents.”

SECTION I - BYLAWS

I. BYLAWS

I.A. Name

- I.A.1. The name of the organization shall be the Harbor 20 Class Association, Inc., 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.
- I.A.3. This document in its entirety (to include Bylaws, Rules, Specifications, and incorporated Appendices) is hereinafter referred to as the Class Association Governing Documents or the Governing Documents.

I.B. History of the Class Yacht and Association

- I.B.1. The Association was established in the 1990s by a small group of Newport Harbor Yacht Club sailors who promoted the development of a new one design class for less active sailors. This group developed design criteria, selected a designer, and arranged for the completion of 10 boats. To comply with US Sailing and World Sailing requirements, the Class Association is charged with developing Class Rules defining eligibility for one-design racing. Today the Class Association is comprised of Owner Members, Skipper Members and Associate Members from a multitude of yacht clubs Nationwide.

I.C. Nature and Purpose

- I.C.1. The Harbor 20 Class Association, Inc. is a California nonprofit mutual benefit corporation (California corporation number 4548118) and the successor of the unincorporated Harbor 20 Class Association. The Association voluntary Corinthian association. Its purpose is to promote the continued enjoyment of 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 Class Yacht, as used in the Governing Documents is defined in Section III. One design races for Class Yachts are hereinafter referred to as Class Races.
- I.C.2. The Association shall only engage in activities consistent with its status as a nonprofit mutual benefit corporation under governing California law.
- I.C.3. The Association shall only engage in non-commercial activities consistent with applying for and maintaining tax-exempt status in California and with the United State Internal Revenue Service.

- I.C.4. The Association's purpose does not include the building of Class Yachts or engaging in boat building activities relating to Class Yachts. Measuring plugs, molds, and boats to confirm compliance with the Specifications or identifying approved parts suppliers for masts, booms, or jib booms are consistent with the Association's purpose and do not constitute boat building activities.
- I.C.5. No part of the net earnings, if any, of the Association shall inure to the benefit of any member.

I.D. Membership

- I.D.1. The Association is comprised of Owner Members, Skipper Members, and Associate Members.
- I.D.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; each Owner has an equal share; and that each Owner pays his Class dues to become an Owner Member. In elections or for any matter requiring a vote by Owner Members, only one vote per Class Yacht may be cast. It is up to the Owner Members to determine among themselves the manner of their vote and in the case where multiple votes are cast for a single Class Yacht, the first vote received shall be deemed the effective vote for the matter in question.
 - b. In cases involving trusts and corporate ownership, the owning organization must join the Class, and the Board is empowered to decide the legitimacy of the Owner Member, the entitlement of the Owner Member to vote on Association matters, and issues related to membership in and governance of the Association. The Association recognizes the value of introducing prospective sailors and owners of Class Yachts via sailing opportunities offered by Yacht Clubs, Fleets, or other organizations focused on activities consistent with the purpose of the Association.
- I.D.3. A Skipper Member is a person who is not a registered owner of a Class Yacht but skippers a boat in Class Races. A Skipper member may be a person that borrows or charters a boat for 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 Governing Documents, 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.D.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 Governing Documents, 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 a boat as described in Section II.
- I.D.5. Owner Members and Skipper Members may skipper Class Yachts in Class Races.

I.E. Governance

- I.E.1. The initial governing body of the Association shall consist of the Officers and Directors from the predecessor unincorporated Association who agree to serve on the founding Board. The founding Board shall have as its primary duties the following:
- a. Completing all required filings with state and federal entities to confirm the Association's status as a California nonprofit mutual benefit corporation;
 - b. Applying for and obtaining tax-exempt status in California and with the United State Internal Revenue Service;
 - c. Applying for and obtaining liability and directors' and officers' (D&O) insurance;
 - d. Planning and conducting nomination and election of a new slate of Directors for the Association as soon as practicable but not later than the timeframe contemplated in Sections II.D.4 and II.D.5 below; and
 - e. Fulfilling all of the duties and responsibilities contemplated by the Governing Documents until a new Board and Officers are selected consistent with the provisions of the Government Documents.
- I.E.2. The governing body of the Association is the Board of Directors, hereinafter referred to as the Board. It is comprised of at least eight (8) but no more than fifteen (15) Directors, including 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 Governing Documents and works with the Builder of Class Yachts to ensure a continuing source of Class Yachts for current and prospective Association members. The Board shall decide on all Rules and Specifications and is ultimately responsible for resolving issues about their interpretation.
- a. Quorum of the Board – At least 50% of the Directors must be present or represented by written proxy for the Board to conduct a business meeting. Any and all changes to the Bylaws, Rules, and/or Specifications requires the approval of at least 2/3 of the total Board number regardless of whether a Quorum is present, and/or a number less than the full Board is present or represented by Proxy at a business meeting.
 - b. Newly chartered or rejoining Fleets shall have the option of assigning an observer to the Board for the calendar year following charter approval. Such observer may attend all regularly scheduled and specially called Board Meetings and participate in open-session discussions at such meetings. However, Board Observers are not entitled to vote nor is their presence counted towards the presence of a Quorum.
- I.E.3. 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.
- I.E.4. A Nominating Committee will be appointed by the Board each Fall to nominate candidates for the open Director positions. As long as they are in good standing as Owner Members and continue to wish to serve on the Board, the slate of nominees shall include the Immediate Past President and the President. The Committee is required to consider suggestions for candidates from all Fleet Captains and

suggestions submitted via nomination by at least one-fifth (1/5) of the Owner Members eligible to vote in the election of the Board. The slate will be communicated to the Owner Members in early December. The Board will hold an open and fair election by the Owner Members of all nominated candidates.

- a. Five or more owners from a Fleet may nominate additional candidates separate from the Nominating Committee action subject to the limitation that each Fleet may only nominate one nominee per year using this process (in the case of multiple submitted nominees, the nominee considered shall be the one whose name was properly placed in nomination first subsequent to the annual call for nominations). The Board will hold an open and fair election by the Owner Members of all nominated candidates.
 - b. Voting shall be conducted using an electronic means developed and implemented by the Board that is traceable and allows verification that only one vote per Class Yacht is cast by the Owner Members.
- I.E.5. President is the Director who has, in turn, been elected to this position by the Board of Directors at the annual organizational Meeting held in January by a plurality of the Directors present. The President shall serve a two-year term and may be re-elected. The primary responsibilities of the President are to chair Board Meetings, ensure consistent outreach to and communication with Association Members, the Fleets, and the Builder to advance the nature and purpose of the Association.
- I.E.6. The required Officer positions for the Association shall be the President (who shall also serve as the Secretary), the Treasurer, and the Class Measurer. The Association may enter into a retainer agreement with and designate a General Counsel (GC) to participate in Association governance matters. The GC is not required to be a Director and if he or she is not a Director then they may not vote on any Association matter. A Director may be appointed GC and in that case he or she may vote as a Director.
- I.E.7. The Immediate Past President is the past President who was most recently in office.
- I.E.8. 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 and Specifications. 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.E.9. The Rules Committee is comprised of persons appointed by the Board to develop or revise the Bylaws, Rules and Specifications. The Board shall designate a chair for this Committee. Proposed changes in these Governing Documents shall be submitted by the Committee for consideration by the Board.
- I.E.10. The Board may assign specific responsibilities and duties among its Members as it sees fit.
- I.E.11. If a Director retires from the Board, the Board may appoint a replacement Director for the remainder of the term of the retiring Director.
- I.E.12. Any changes in these Governing Documents shall require a two-thirds (2/3) majority vote of the full Board in office at the time the vote is held. Board member votes may be made by signed proxy or by email addressed to all Board Members.

- I.E.13. Notwithstanding the provisions of Section I.E.12, a simple majority of the total number of Directors in office may determine to present a proposed change to the Governing Documents to a vote of the Owner Members.
- I.E.14. Should the Association determine not to renew the exclusivity provision concerning an approved Builder of a Class Yacht set forth in Section III.A.3, such determination shall be conditioned upon approval of non-renewal by a majority of the Owner Member votes cast (one vote per Class Yacht).
 - a. The exclusivity provision for any such approved Builder of a Class Yacht shall continue until the Owner Member vote has been completed;
 - b. Where the Owner Members approve the non-renewal, the exclusivity term pursuant to Section III.A.3 shall expire upon e-mail notice of the decision to the Builder.
- I.E.15. A written petition signed by one-fifth (1/5) of the Owner Members (one vote per Class Yacht) shall obligate the Board to conduct a vote by the Owner Members on an issue identified by the petitioning Owner Members.
- I.E.16. Board decisions, other than the modification of these Governing Documents, shall require a simple majority vote of Directors in attendance at a Board Meeting where a Quorum has been established.
- I.E.17. A member may petition the Class Board in writing for a variance to the Rules in Section II or the Specifications in Section III and the Board may, by a 2/3rd majority vote of all Board Members, grant the variance.
- I.E.18. Composition of the Board – Consistent with the provisions in Section I.E.2 above concerning the number of Directors, the Association has the following objectives with regard to Board composition and encourages any Nominating Committee established pursuant to Section I.E.3 to consider these objectives in making Board nominations:
 - a. Achieve diverse representation on the Board from among Owner Members reflecting the active participation in Class activities;
 - b. Ensure representation from all chartered Fleets consistent with the number of Owner Members in each Fleet, the number of Class Yachts actively raced by the Fleet, the support by the Fleet to Class Activities, including but not limited to the Class Championship and the East-West Challenge Regatta;
 - c. Goal of minimum Board representation of at least one (1) Director for each Fleet following one full year of Fleet participation after being chartered or rejoining the Association; and
 - d. Objective of two or more Directors for Fleets with demonstrated support to the Class Association as described in subparagraph b above.
 - e. Ensure active participation by the nominees in Board deliberations and actions. Note that if a Board member fails to participate in 3 of the 4 regularly scheduled Board Meetings for the prior calendar year, such Director should not be re-nominated unless he or she provides information to the Nominating Committee upon their request that demonstrates that he or she can and will actively participate in the upcoming calendar year.
- I.F. Dues and Use of Class Association Funds
 - I.F.1. The Board shall establish the amount of annual Class dues.
 - I.F.2. Anyone not paying their dues relinquishes their membership until paid in full.

- I.F.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.4. The Board may authorize expenditure of Class Association Funds in furtherance of the nature and purpose of the Association, including but not limited to, paying for upkeep and maintenance of the Class Association website and dues collection infrastructure, stipends for organizing authorities for Class Races (i.e., Class Championship), D&O Insurance, retention of legal counsel to obtain a legal opinion on matters related to the Association; and retirement of any debts incurred consistent with the purpose of the Association and/or its predecessor.
- I.G. Fleets
- I.G.1. Consistent with the objective to grow participation in the Class across the United States and North America, the Board may charter a Fleet when five or more Class Yachts are berthed within a given geographic area with the effective date of the charter to be the first day of the month after Board approval.
 - a. To request approval as a Fleet, an Owner Member must make a request to the Board identifying the five or more Class Yachts and Owner Members that are seeking to form a chartered Fleet and confirm their intent to operate the Fleet consistent with these Governing Documents. Note that it is not the intent of the Association that groupings of Class Yachts aggregated in the same geographic area by a single owner for commercial purposes be chartered as a Class Fleet; the Association is committed to working with such organizations to the maximum extent practicable to maintain their boats as Class Yachts and to promote the Class as a whole.
 - b. Newly chartered or rejoining Fleets shall be considered in provisional status for one year from approval to provide the new Fleet with the opportunity to mature its governance in consultation with the Class Association and demonstrate operation consistent with the nature and purpose of the Association.
 - c. As specified in I.E.2.a, newly chartered Fleets shall have the option of assigning an observer to the Board for the calendar year following charter approval.
 - I.G.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.G.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 Governing Documents.
- I.H. Board Decisions
- I.H.1. Minutes reflecting Board decisions shall be developed following each Board meeting at which decisions were rendered and shall be distributed to all voting Board members as soon as practicable. The President may enlist the assistance of a fellow Director to serve as the scribe for the meeting minutes to ensure accurate capture of Board decisions.
 - I.H.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.H.3. The Board is empowered to take appropriate actions to ensure that all Association Members abide by these rules, and to ensure fair and equitable competition among the members.

SECTION II – RULES FOR SAILING

II. RULES FOR SAILING

II.A. Basic Principles and Intent of These Rules

- II.A.1. The Association sets forth these Rules 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 daysailing.
- 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 racecourse.
- 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 racing in any Class Race. An Owner and a boat 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 conducted by an organizing authority as defined in Racing Rules of Sailing specifically for Class Yachts.
- II.C.2. The Class Championship is the most important regatta and is expected 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 always keep their torsos within the confines of the cockpit, 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. The crew for Class Championship must be a person who meets the basic principles and intent of these rules (Section II.A.4), has sailed in at least 12 Class Yacht races since the last Class Championship, and is a Member of the Association in good standing. Paid professional sailors and full-time sailing coaches must have been retired for at least three full years.

II.D.3. Only the Helmsman shall steer the boat during a race except for momentary relief in non- tactical situations.

II.D.4. 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 Board for a variance in these II.D Rules using the provisions of I.E.17. This should be done well in advance of the event.

II.D.5. The Class Measurer may require the first five finishers be inspected at the finish of each race.

II.E. World Sailing (formerly International Sailing Federation (ISAF)) Recognition

II.E.1. The principal members of World Sailing (formerly ISAF) are the "Member National Authorities" (MNAs) and the "Class Associations." Over 100 Class Associations are currently members of World Sailing and are therefore entitled to hold a World Championship.

II.E.2. The Association shall determine the requirements of World Sailing to hold a World Championship and shall communicate with its members and cooperate with the Builder of Class Yachts to seek addition of the Association to World Sailing's approved Class Associations list and to qualify to hold a world championship event.

II.E.3. Upon meeting the requirements of World Sailing, the Association's intent thereafter is to conduct an annual Class Yacht World Championship in locations such as Florida, Maryland, and California where there are large concentrations of Class Yachts.

SECTION III – SPECIFICATIONS FOR CLASS YACHTS

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. The design of the Class Yacht is included as Appendix 2. Additional aspects of the design and specifications of the Class Yacht, and of the manufacturing techniques and tooling of an approved Builder of Class Yachts are intended to be part of these Governing Documents and incorporated herein by this reference.
- 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. Effective July 12, 2021 for an initial term of two years, the Association recognizes W.D. Schock (“Schock”) as the exclusive Builder of new Class Yachts in the form of Schock’s Harbor 20.
 - a. During the initial two-year exclusivity period and any exclusive renewal periods thereafter, the Association shall not recognize any boat other than a Harbor 20 built by Schock as a Class Yacht eligible for competition or participation in Association events without regard to the fact that design of the boat may be in the public domain pursuant to the provisions of the Vessel Hull Design Protection Act (VHDP), United States Code, Title 17, Chapter 13 (as amended on October 16, 2008).
 - b. Consistent with subparagraph a above, the Association shall not certify any other boats built by manufacturers other than Schock as Class Yachts with the exception of six boats built by Tunnel Light dba Columbia Yachts bearing HIN numbers TUL20600G919, TUL20601G919, TUL20602I919, TUL20603K919, TUL604C020, TUL605B121, and TUL606F121 which are deemed to be Class Yachts subject to their additional compliance with all of the Specifications in Section III.
 - c. Following the initial two-year exclusivity period, annual renewal of recognition of the Harbor 20 produced by Schock as the only boat qualifying as a Class Yacht shall be fairly considered and decided consistent with these Governing Documents and the separate Agreement between the Association and Schock effective June 7, 2021.

III.B. Measurement

- III.B.1. The Class Measurer, Fleet Measurer or Assistant Measurer may take supplemental measurements sufficient to ensure that the construction of the yacht and the equipment aboard conform to the Specifications of the Governing Documents.
- 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 Specifications 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, Assistant Class Measurer, Fleet Measurer, or other Board-authorized Measurer. See Appendix 4.

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 the 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, to be achieved structurally rather than by compensation weights for all Class Yachts built after June 7, 2021.

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 4 to these Governing Documents.

d. A Class Yacht must meet water line level tolerances in accordance with Appendix 4 to these Governing Documents.

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 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 consistent with Class Yacht specifications.

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 or its equivalent is required.

- III.D.8. Mast and boom shall be aluminum alloy extrusions produced only by a manufacturer who is approved by the Association consistent with the specifications for a Class Yacht. See Appendix 3.
- III.D.9. The mast shall be stepped on the deck with hardware in accordance with Class Yacht 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 Class yacht specifications. No change in location will be permitted.
- III.D.11. Jib booms shall be produced only by a manufacturer who is approved by the Association consistent with the specifications for a Class Yacht as further described in this section.
- 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 5 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. Bottom paint requirements for Class Yachts shall be specified at the Fleet level. For Championship or World Championship events, the Notice of Race and Sailing Instructions shall specify the requirement for bottom paint, if any, to ensure fair one-design racing.
- III.E. Authorized Suppliers of Replacement Parts
 - III.E.1. In addition to approving the manufacturers of and designating the specifications for the mast, boom, and jib boom as specified in Section III.D above, the Board may designate authorized suppliers of replacement parts upon application of such supplier to the Association wherein the prospective authorized supplier provides information sufficient to enable a determination that the supplier will be a reliable source of supply of parts and equipment meeting the specifications for a Class Yacht.

- III.E.2. Any Builder recognized by the Association as a manufacturer of new Class Yachts shall also be deemed an authorized supplier of replacement parts, including but not limited to masts, booms, and jib booms from approved manufacturers and which meet the specifications for a Class Yacht.
- III.E.3. Because authorized suppliers of replacement parts provide the Association with advance information on the sourcing and specifications of the replacement parts to be sold and also permit Association inspection of inventory, replacement parts from authorized suppliers are presumed to be compliant with Class Yacht specifications. Replacement parts sourced from other than authorized suppliers may be subject to additional inspection by Association or Fleet measurement officials to determine compliance with Class Yacht specifications.
- III.F. Equipment Required/Permitted
- III.F.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.F.2. Each item of Class Required Equipment shall be in accordance with the designs and specification for a Class Yacht 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.F.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.F.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.F.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.F.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.F.7. Compasses and timers are permitted. The size and location are at the Owner’s discretion.
- III.F.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.F.9. The length of the tiller may be shortened to suit individual preference, and a tiller extension may be installed.
- III.F.10. Running lights may be installed.
- III.F.11. An electric bilge pump may be installed.

III.G. Rigging

III.G.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 or its equivalent, may be installed at the Owner's choice.

III.G.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.H. Approved Upgrades

- III.H.1. Line storage devices, such as bins and compartmented fabric bags, may be used.
- III.H.2. Running rigging and associated control devices (cleats, etc.) may be labeled.
- III.H.3. A jib boom "winger" may be installed. All parts shall be below decks, with control line(s) terminating at the control console.
- III.H.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.H.5. A 2:1 tackle may be installed on the jib outhaul, with the control line terminating at the control console.
- III.H.6. A length of light line may be used to secure the jib tack grommet to the foil.
- III.H.7. The bitter end of the traveler control line may be led through a hole drilled in the deck (aligned with the unused hole in the triangular stainless-steel bracket) and knotted under deck.
- III.H.8. Reef lines need not be reeved on the boom and mainsail but must always be carried on board.
- III.H.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.H.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.H.11. Pop-up cleats may be used for ground tackle/mooring.

- III.H.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.H.13. The swivel mounts with sliders on the luff of the main sail may be replaced with sewn- on cloth straps with sliders.
- III.H.14. Inspection ports, hatches, and tilting seats for the maintenance of the batteries are acceptable.
- III.H.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.H.16. Lazy jacks are optional. If used, the hooks that hold the lazy jacks against the mast may be replaced with fittings which securely capture the lines.

III.I. Sails

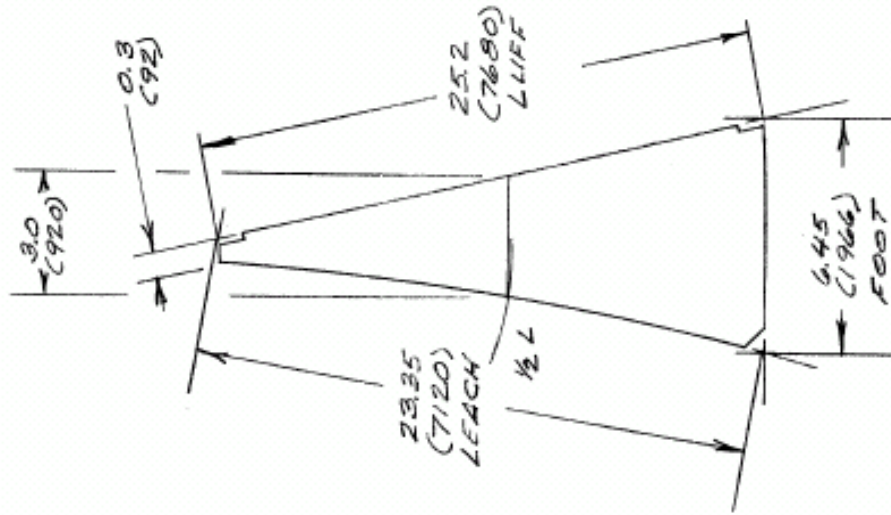
- III.I.1. All sails used for racing must conform to the dimensions and specifications shown on the Sail Diagrams below and described in this section.
- III.I.2. The Class Measurer, Assistant Class Measurer, or the authorized Fleet Measurer is to measure the sails to these specifications in accordance with approved practices of the International Sailing federation.
- III.I.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.I.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.I.5. Windows are permitted so long as they do not exceed 600 square inches in size on any one sail.
- III.I.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 ± 2 ”.
 - e. The sail is to have reef points located 40”, ± 2 ”, above the foot.
- III.I.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.

HARBOR 20 CLASS ASSOCIATION, INC. BYLAWS, RULES and SPECIFICATIONS

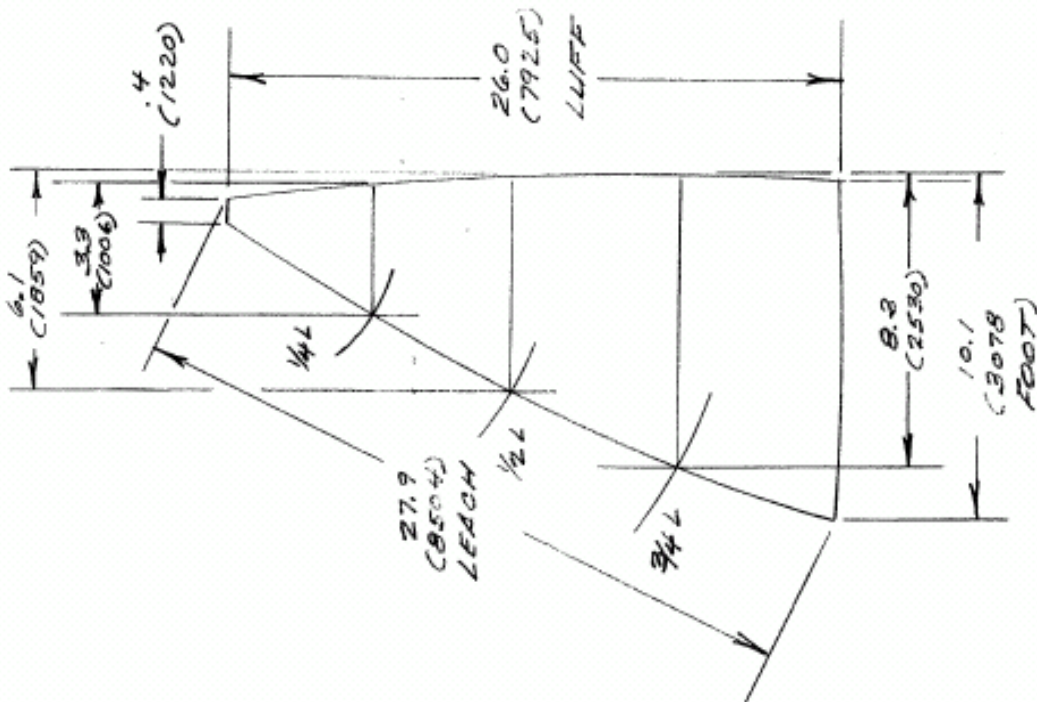
- III.I.8. For a Class Yacht, the Owner may purchase one jib sail in each calendar year and one main sail in every second calendar year. The calendar year for sail purchase begins on the date the sail was officially measured.
 - III.I.9. The Owner of a newly purchased used Class Yacht inherits the sail purchase rights of the previous owner and may petition the Class Measurer to obtain new sails at the time of purchase.
 - III.I.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.J. Storage and Haul Outs
- III.I.1 Each Fleet is empowered to determine its own particular requirements regarding storage and haul outs.

SAIL DIAGRAMS

JIB SAIL



MAIN SAIL

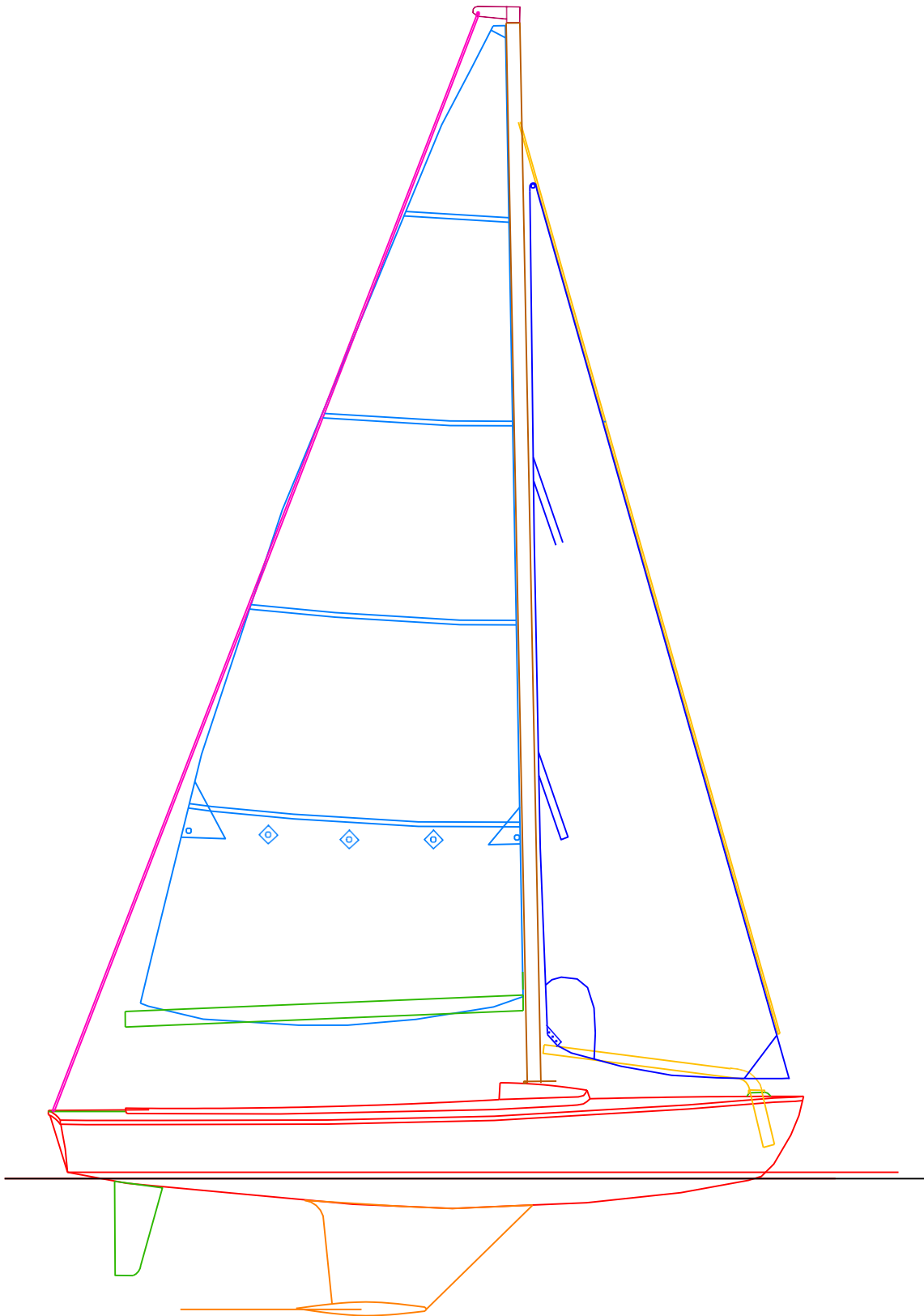


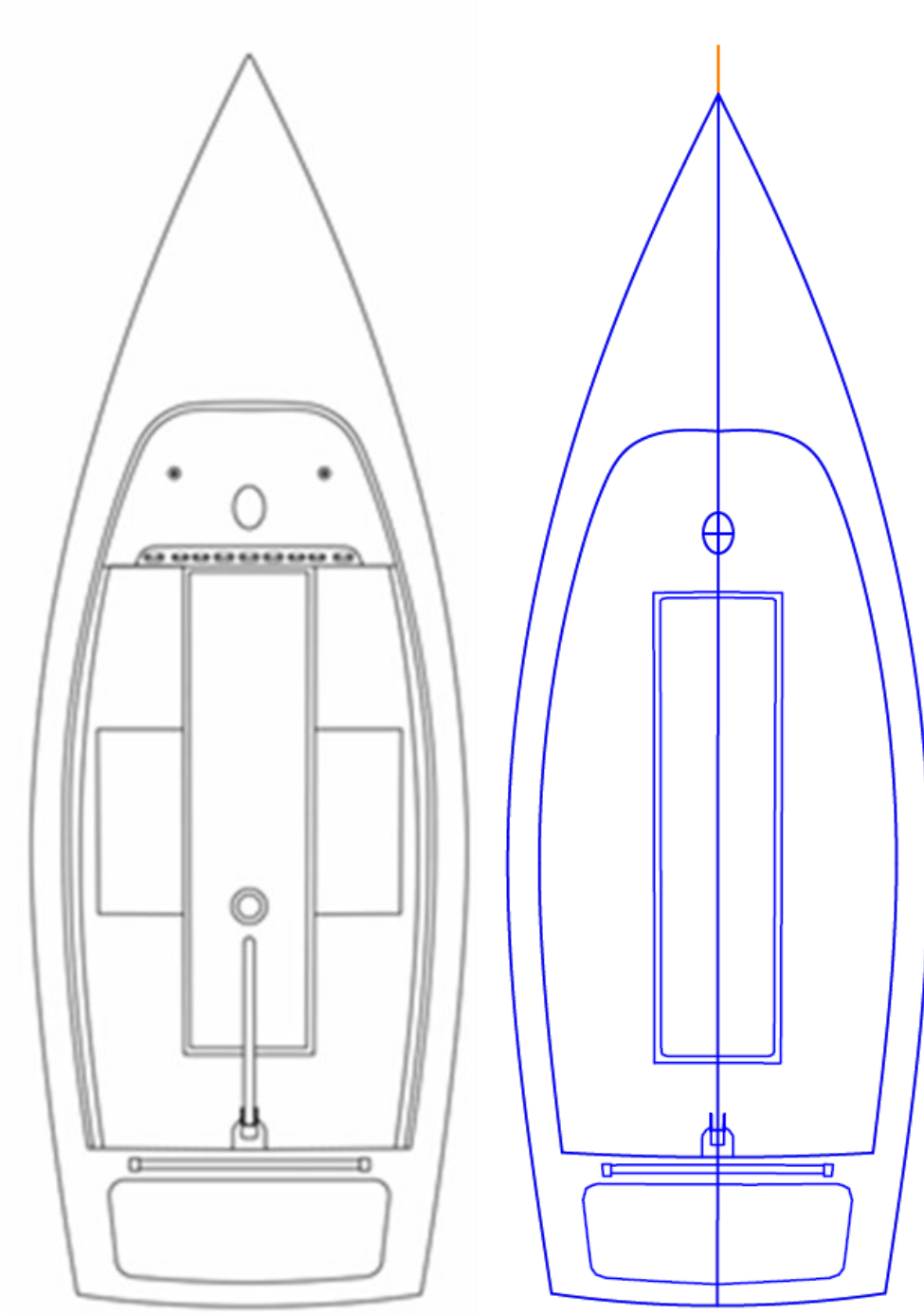
Dimensions in feet (and millimeters) are maximums and include boltrope, jib furling web and luff tape; but not main sail web and sliders to mast.

APPENDIX 1 - DEFINITIONS

RESERVED

APPENDIX 2 – CLASS YACHT LINE DRAWINGS





APPENDIX 3 – CLASS YACHT MAST AND BOOMS

Mast Sections

RESERVED

Booms

RESERVED

Jib Booms

See Sections III.D.11 through III.D.13.

Rigging

RESERVED

APPENDIX 4

CLASS YACHT WEIGHT CERTIFICATE

Conformance to the Class Bylaws

Date _____

Owner _____ Sail No. _____

Boat Equipment Check List

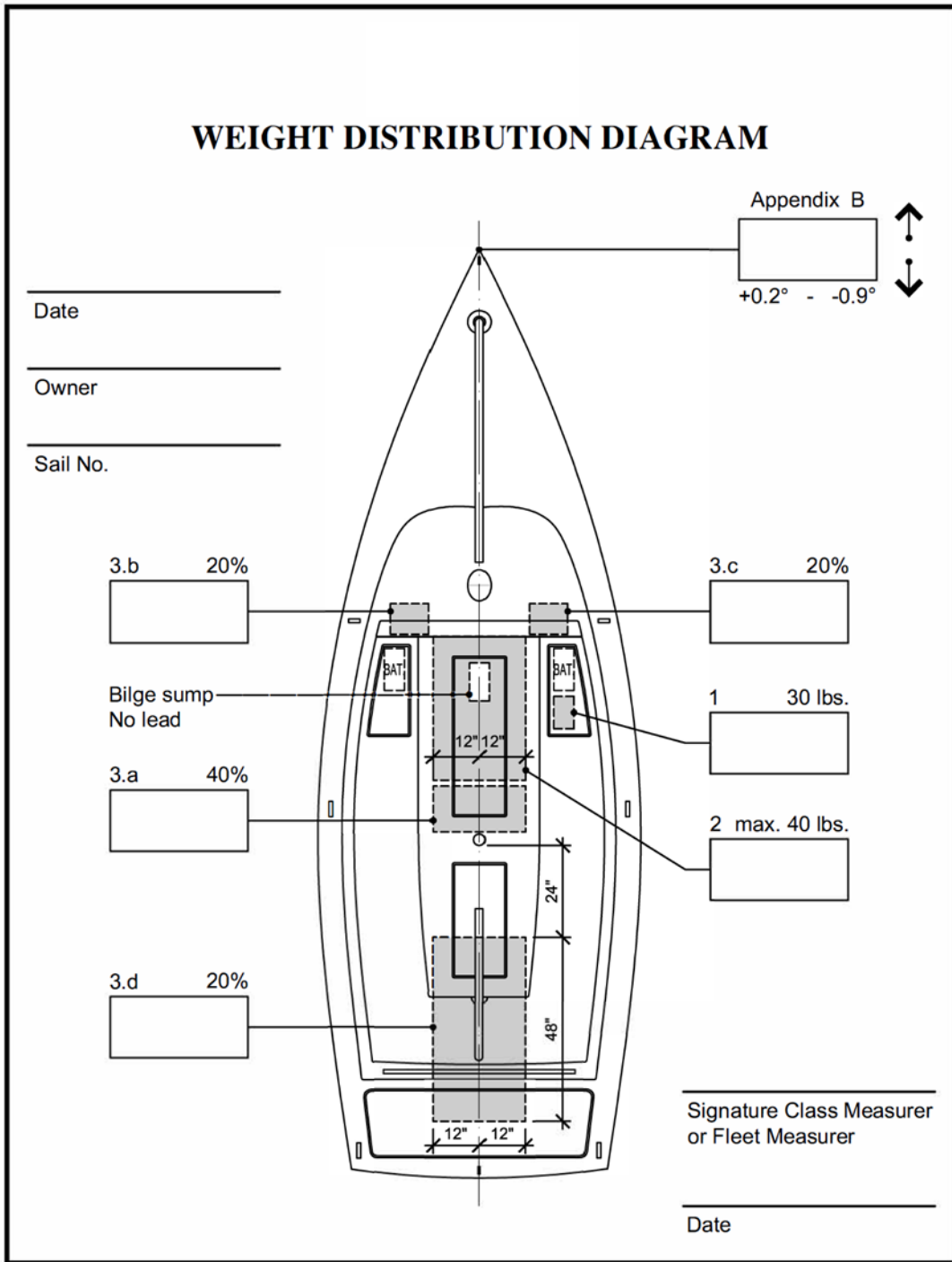
- 3 lb. Anchor & 50' x 1/4" Anchor line
- 2 Gallon Bucket
- Paddle 36" min length
- 2 Life Jackets
- Seat Cushions

	Date	Boat Weight	Bow Up
1	<input type="text"/>	<input type="text"/>	<input type="text"/>
2	<input type="text"/>	<input type="text"/>	<input type="text"/>
3	<input type="text"/>	<input type="text"/>	<input type="text"/>

Attachments

- Weight Location Diagram
- Class Yacht Corrector Weight Requirements
- Water Line Level Adjustment

Signature Date
Class Measurer or Fleet Measurer



Water Line Level Adjustment

A Class Yacht, with all her equipment in sailing position, floats 0.9 degrees bow up, as measured by the cockpit sole, and is said to be "floating on her lines". "Lines" are measured on the forward section of the cockpit sole using a 4-foot long digital construction level with an accuracy of 0.1 degree resting on identical spacer blocks. The measurement is to be performed by and at the discretion of the Class or Fleet Measurer.

Harbor 20 boats with lines exceeding 0.2 degrees plus or minus of 0.9 degrees bow up require adjustment to be considered a Class Yacht. Adjustment can be made by the addition of weights and/or the readjustment of weights added per Appendix A. Line adjustment and final measurement is to be observed and recorded by the Class or Fleet Measurer.

Class Yacht Corrector Weight Requirements

Weights must be added to any Class Yacht weighing under the class minimum of 1950 lbs. The weight shall be added as described herein and as shown on the diagram included in this Appendix. The weight added shall be of solid material such as lead, diver's weights, barbell plates or similar. The weights shall be permanently attached. **No corrector weight shall be placed in the bilge sump.** All corrector weights referred to below are plus or minus 1 pound, as long as the total corrector weight does not result in a total boat weight of less than 1,950 pounds.

NOTE: Any compensation weight required per Class Bylaw III.D.2 must be in place prior to adding weight as prescribed in this Appendix.

Class Bylaw III.F.3. Added corrector 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.

1. If the boat has the lithium battery set-up with one lead acid battery, 30 pounds of corrector weight shall be attached in the seat compartment just aft of the lithium battery.
2. If after addressing item 1 additional weight is needed, up to a maximum of 40 pounds shall be attached under the cockpit sole aft of the forward seat bulkhead and at least 12 inches forward of the barney post, and within 12 inches of the centerline.
3. If after addressing items 1 and 2 additional weight is needed, it shall be distributed as follows:
 - a. 40% is to be attached under the cockpit sole forward, and within, 12 inches of the barney post and within 12 inches of the centerline.
 - b. 20% is to be attached to the port forward seat bulkhead, either front or aft, at least 12 inches from the centerline and at least 12 inches below the hull/deck joint, or in the location where a cooler would be (for boats without coolers).
 - c. 20% is to be attached to the starboard forward seat bulkhead, either front or aft, at least 12 inches from the centerline and at least 12 inches below the hull/deck joint, or in the location where a cooler would be (for boats without coolers).
 - d. 20% is to be attached in the area defined as being between 24 and 72 inches aft of the barney post within 12 inches from the hull centerline.