

San Juan 21 Class Association HANDBOOK

PREFACE

The San Juan 21 Class Association Handbook has been revised on numerous occasions throughout the life of the Association. Each revision has been issued as more or less a stand-alone document. From one issue to the next, records of changes were lost and continuity between revisions were lacking.

With this issue, we switch to a loose-leaf format, and in so doing, the San Juan 21 Class Handbook will become a living document with revised pages being issued as changes are adopted by the Association. A complete record of changes will be maintained as a part of the Handbook. This should eliminate the need for complete re-issues in the future. It will be the responsibility of each member to insert the revisions as they are issued.

BASELINE DOCUMENT

On February 1, 1987, this revision becomes the baseline document, and as such will supersede all previous revisions. Each Association member is afforded ninety (90) days to review past revisions to insure for himself that no omissions have been made. Discrepancies will be resolved by the Executive Committee.

JUNE 1999: Handbook content current to JUNE, 1999.

San Juan 21
Class Association
HANDBOOK

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1.0 CONSTITUTION

1.1 Article I: NAME

The name of this organization shall be the San Juan 21 Class Association.

1.2 Article II: OBJECT

The object of the San Juan 21 Class Association shall be to promote San Juan 21 Class sailing and racing under uniform rules, governed by this Association, to maintain rigidly and without deviation the one-design features of the San Juan 21 sloop designed by Don Clark, and to foster communication within the Class.

1.3 Article III: EMBLEM

The emblem of the Class shall be a square "S" with a square "J" under the bottom half and number "21" upper right as indicated on the official sail plan.

1.4 Article IV: POLICY

It is the policy of the Association:

1. To cooperate with other yachting organizations;
2. To keep the cost of acquisition and maintenance of the San Juan 21 sloops within modest limits without sacrificing high standards of performance, seaworthiness, safety, and convenience;
3. To promote a one-design class of San Juan 21 sloops, identical in all essential features, in which racing shall be to determine the skill of the skipper.
4. The Association encourages all dealers and Association members to include the first year's Association dues in the selling price of any San Juan 21 sold, and that this money, as well as names and addresses of new owners, be forwarded to the Association Secretary.

1.5 Article V: ORGANIZATION

1. A San Juan 21 skipper shall apply for membership in the Association, whenever practicable, through a fleet in whose waters he normally sails. If an applicant is for any reason not admissible to Fleet membership, or if Fleet membership is impractical because of geographical location, he may apply directly to the Association for Unattached Membership. In either case, his application shall be subject to rejection for cause by the Executive Committee.
2. The Fleet is a territorial unit open to all eligible persons within its area. It elects its own officers which must include a Fleet Captain, who must be a member of the Association, and a Fleet Secretary, who must be a member or the spouse of a member of the Association. The Fleet is self-governing in all local matters, so long as consistent with Association rules, and has the power to accept or reject applications for Fleet membership.
3. The powers of the Association shall be vested in the Governing Board.

1.6 Article VI: JURISDICTION

The Association has jurisdiction over all San Juan 21 activities. Its Constitution, By-Laws, Rulings, and

Specifications are binding upon all members and Fleets, and govern all sanctioned San Juan 21 races regardless of the identity of the sanctioning organization.

1.7 Article VII: FLEET CHARTERS

1. A new fleet may be granted a charter upon application to the Secretary/Treasurer of the Association and approval by the Executive Committee. Application shall be made by three or more owners (who must be members of the Association) of three or more San Juan 21 sloops not within the territory of an organized Fleet. The Executive Committee shall have the authority to designate the geographical area included within each Fleet's territory, and to enlarge or decrease the area from time to time as may be required for orderly growth and development of the San Juan 21 Class.
2. Fleet charters may be suspended by the Governing Board, but can be revoked only by a majority vote of the membership for failure to maintain in good standing a minimum membership and quota of San Juan 21 sloops as above required, or for other adequate cause.

1.8 Article VIII: DUES

Association dues, fees and royalties shall be fixed by the By-Laws. Fleet dues, if any, shall be fixed by the Fleet.

1.9 Article IX: MEMBERSHIP

A member of the Association is a person who has paid the applicable dues, fees and royalties of the Association. He has the privileges of voting and holding office. He may command a San Juan 21 sloop in sanctioned races, in accordance with the By-Laws. He must be an owner or part owner of a San Juan 21 sloop. There are no age or sex limitations on eligibility for membership.

1.10 Article X: OFFICERS

1. The officers of the San Juan 21 Class Association and their respective duties shall be as follows:
 - a. COMMODORE: The Commodore is the chief executive. He shall preside at meetings, serve as chairman of the Executive Committee and Governing Board, rule on procedure and jurisdiction, summarize decisions, appoint special committees, authorize payment of expenses, and appoint personnel to fill vacancies as needed.
 - b. VICE COMMODORES, EAST, MIDWEST and WEST: The three Vice Commodores shall be elected from the areas represented by their constituencies. EAST, east of the Mississippi river; WEST, west of New Mexico, Colorado, Nebraska, & the Dakotas; MIDWEST, states in between. They shall serve on the Executive Committee, and shall assume such responsibilities as may be delegated them by the Commodore or the Governing Board.
 - c. SECRETARY/TREASURER: The Secretary/Treasurer shall: record the minutes of the Association, the Governing Board and the Executive Committee; see that all notices are duly given in accordance with the Constitution and By-Laws; be custodian of the Association records, funds, and securities; keep a list of the mailing addresses and sail numbers of members, and receive and give receipts for money due and payable to the Association, and deposit such money in the name of the Association in such banks, trust companies or other depositories as the Executive Committee may select, and report annually in the February JIBSHEET.
 - d. CHIEF MEASURER: The Chief Measurer shall be the chairman of the Measurement Committee and, as such, shall be a certified measurer, shall have authority to certify other measurers, shall be in charge of all certified measurers and have authority to review and

accept or reject their findings, and shall answer questions about measurement rules. He shall interpret the rules and regulations concerning construction, sail plan, rigging and equipment; and shall make rulings on matters not specifically covered in the official plans and specifications. Such rulings shall be published in the Association newsletter. Rulings on matters not specifically covered in the official specifications will, upon a simple majority affirmation vote by one third of the Association membership, become an official part of the Class specifications. Rulings of the Chief Measurer may be appealed to the Executive Committee, whose majority action will be final, pending further action by the Governing Board. But unless and until any such ruling is disapproved by the Executive Committee, it shall be binding on all concerned. The Chief Measurer shall be the custodian of the official specifications and shall be responsible for keeping them current. A six-person Measurement Committee (two eastern, two midwest, and two western) shall be appointed annually by the National Commodore. The Committee functions shall be directed by the Chief Measurer. Their duties are to supervise and sanction sail, spar and hull measurements, and any other boat dimensions in question at sanctioned regattas.

e. EDITOR: The editor shall publish the JIBSHEET, the Association newsletter, and shall have general responsibility for all matters concerning publicity.

2. The Commodore, Vice Commodores, and Chief Measurer shall be elected on a ballot by mail and shall serve one year, from January 1 to December 31, or until their successors qualify. To be eligible, candidates must be Association members in good standing. A nomination Committee shall be appointed by the Commodore, and shall consist of at least three persons. The Nominating Committee shall propose a list of candidates, one for each office, which shall be publicized to the membership by August 15th.
3. Association members may petition the Nominating Committee in support of their candidates. In order to be valid, each petition shall list the names and sail numbers of at least ten Association members in good standing, their nominee, and the office sought. Petitions must be received by the Nominating Committee no later than Sept. 15th.
4. The ballot shall be distributed by October 15th. At least thirty days shall be provided from the date the ballot is mailed to the date by which the ballot must be returned. Election results shall be tabulated by the secretary and announced to the membership as soon as practicable.
5. If no candidate receives a majority of the votes cast for that office on the first ballot, then the two candidates receiving the greater number of votes shall be the only candidates voted upon in the second ballot, and the one receiving the greater number of votes shall be declared elected.
6. The Secretary/Treasurer and the Editor shall be selected by the Executive Committee and be responsible to the Commodore for the performance of their duties. The amount of their compensation, if any, shall be fixed by the Governing Board.
7. A member can hold no more than one office (either elected or appointed) at a time.

1.11 Article XI: GOVERNING BOARD and EXECUTIVE COMMITTEE

1. The Governing Board shall serve one year, from January 1 to December 31, and shall consist of the Commodore, three Vice Commodores, Chief Measurer, immediate Past Commodore, a representative of San Juan Manufacturing, and all Fleet Captains. Fleet Captain members of the Governing Board are allowed to cast votes equal in number of bona fide national Association members in their respective fleets at the time of ballot presentation. Fleet Captain voting is expected to reflect the proportional voting preferences of their fleet membership. The Governing Board shall interpret the Constitution and By-Laws, and shall conduct all business and determine policy of the Association, and shall serve as the last court of appeal in disputes over constitutional rights. The Governing Board has the power to enforce its decisions by suspension of fleets or

individual members. Its ruling shall be binding and final. The Governing Board may amend the By-Laws, but not the Constitution.

2. The Executive Committee is a subcommittee of the Governing Board, empowered to act in the name of the Governing Board in matters requiring prompt action and personal attention. The Executive Committee shall consist of the Commodore, three Vice Commodores, Chief Measurer, and the immediate Past Commodore. The Commodore shall serve as chairman. The Executive Committee shall sanction races and other activities; shall grant charters; shall appoint persons to fill vacancies in office, subject to approval by the Governing Board in case such vacancies are being filled by a member or members of the Executive Committee; and, shall authorize special committees, including San Juan 21 race committees for sanctioned events, to be appointed by the Commodore.

1.12 Article XII: MEETINGS OF MEMBERS

1. Time and Place of Meetings: The annual meetings of the members shall be held during the period of and in the vicinity of the two National Championship Series. Motions from the floor that receive a majority vote of Association members present shall be submitted to the entire membership or to the Governing Board, whichever the Executive Committee deems appropriate and in accordance with the Constitution and By-Laws, for a final decision by mail ballot within one year. Special meetings may be called by the Governing Board or by demand in writing by fifty percent of the fleets. Exact time and place of all meetings shall be fixed by the Executive Committee.
2. Notice of Meetings: Notice of the time and place of the annual meetings shall be given by general announcement in the JIBSHEET. In the case of a special meeting and for the purposes for which the meeting is called, a notice shall be mailed not less than 30 days, nor more than 60 days, before the meeting, to each member. For the purpose of determining members entitled to notice of, or to vote at any special meeting of members, membership books close 60 days before the meeting, or at such later date as may be ordered by the Executive Committee.
3. The Purpose of a Special Meeting must be plainly stated in the notice, in such a form as to permit voting by mail, and no other business, other than that stated, can be transacted.
4. Voting: Each member shall be entitled to one vote, except that in the case of co-owned San Juan 21 sloops, only one vote per boat shall be allowed. A majority of votes cast shall decide all questions unless greater voting requirement is stipulated in the Constitution or By-Laws. The chairman of the meeting shall cast one deciding vote in case of a tie, and may also fix a time limit on speakers and debate of motions. In the case of a special meeting, voting by mail or proxy authorized in writing shall be allowed. Mailed ballots are entitled to be recorded and counted only if received by the Secretary/Treasurer on or before the day preceding the date fixed for the special meeting. Only members present in person may vote at an annual meeting.
5. Quorum: Three-fourths the number of members registered to participate in the concurrent National Championship Series shall constitute a quorum for the annual meeting. In the case of a special meeting, a quorum shall be deemed to exist as to any question on which the total number of ballots cast (whether by mail, by proxy, or in person) equals or exceeds one-half the number of members of the Association.
6. National meetings are to be conducted by parliamentary procedure as outlined in Robert's Rules of Order.

1.13 Article XIII: AMENDMENTS

1. The Constitution may be amended by two-thirds of the votes cast in a ballot by mail of the entire membership of the Association.

2. The By-Laws may be amended at any time by the Governing Board by a simple affirmative majority of votes cast. At least one-third of the Association members must cast their votes in order for the election to be validated.

2.0 BY-LAWS

2.1 Article I: MEETINGS BY MAIL OF GOVERNING BOARD

1. The Commodore shall communicate regularly with the members of the Governing Board, and at least once during his term of office, shall provide that body with the opportunity to conduct such business by mail as it may be deemed appropriate. A majority vote shall decide all issues unless otherwise provided in the Constitution or By-Laws. At least half of the members of the Governing Board must cast their votes in order for any ballot issue to be validated.
2. The Commodore shall allow no less than two months from the date of his mailing, for ballots to be returned, so that Governing Board members shall have the opportunity to discuss the ballot with their fleet members before casting their votes.

2.2 Article II: FLEET MEETINGS AND REPORTS

1. The annual meeting of each fleet shall not be later than November 30 of each year and results of the election of fleet officers shall be filed with the Association Secretary not later than December 31.
2. The Fleet Secretary shall file with the Association Secretary/Treasurer, on or before December 31 of each year, a written report of fleet activities, events and developments during the year just ended. The filing of the annual report shall, unless waived by the Governing Board, be a condition precedent to renewal of the Fleet's rights and privileges under its charter.

2.3 Article III: DUES, MEMBERSHIP

1. San Juan 21 Class Association dues shall be:
 - a. for ACTIVE MEMBERS, \$20.00 annually
 - b. for UNATTACHED MEMBERS, \$20.00 annually
 - c. for ASSOCIATE MEMBERS, \$15.00 annually
 - d. for SUSTAINING MEMBERS, \$15.00 annually
2. Co-Owners: Where a San Juan 21 Class sloop is owned in good faith by more than one person, only one of the members shall be required to pay annual dues of \$20.00. This part owner shall be considered to be the senior co-owner and shall enjoy all the privileges of active membership. The other part owners shall be considered co-owners and shall pay dues of \$15.00. The co-owners shall be deemed to be active members to the extent, and only to the extent, that they have the right to command a San Juan 21 in any sanctioned race, including the National Championships after proper qualification.
3. Membership Cards: Upon receipt of dues, the Secretary of the Association shall issue official membership cards. The membership card shall show the sail number of the boat.
4. Due Dates: Membership dues are due in January of each year. Dues shall be deemed delinquent after February 15 except for new incoming members. New members who join after September 1 and pay one year dues shall have their dues applied also to the following calendar year, and will be members with full rights from the time they join.
5. Payment of Dues: Association dues for fleet members shall be collected by the Fleet Secretary/ Treasurer and forwarded to the Association Secretary/Treasurer. A roster of paid member's names, complete addresses and sail numbers must accompany the dues payment. Association members who are not members of a fleet shall forward their dues directly to the Association Secretary/Treasurer, along with their complete address and sail

number.

2.4 Article IV: ELIGIBILITY FOR SANCTIONED EVENTS

1. To be eligible to receive any points or awards granted by the Association, a skipper must have paid his Association dues prior to the series or regatta in which the points or awards are granted. The skipper is defined for the purposes of this rule as the person at the helm. If he resides within the designated territory of any fleet, he must also be a member in good standing of a fleet (though not necessarily the fleet of his residence, if he customarily sails on the waters of a different fleet of which he is a member).
2. The spouse of an Association member and the member's children who are under the age of 21 years shall be eligible to act as skipper of the member's boat without payment of additional dues. However, in application of this rule, if a family owns more than one San Juan 21 sloop, the family shall pay dues for as many memberships as it has San Juan 21 sloops.
3. To be eligible to participate in the National Championship Series, a skipper must be a member in good standing and must have paid his dues for that year not later than seven days prior to the first race of the Nationals, except that a skipper who did not own a San Juan 21 by that date, may upon petition to the Executive Committee, be declared eligible to participate if he furnishes:
 - (a) satisfactory evidence that his acquisition of a San Juan 21 was genuine and not merely nominal,
 - (b) a statement of intent to support and participate in Association activities and events on a continuing basis, and
 - (c) payment of his dues for that year at or prior to registration for the National Championship Series.
4. In the case where a recognized yacht club, educational institution, military or similar organization owns one or more San Juan 21 sloops for the purpose of encouraging junior sailing or for teaching sailing skills, members or students of the organization shall be permitted to skipper such San Juan 21 in any sanctioned event, subject to the following conditions:
 - (a) Such San Juan 21's must be registered with the San Juan 21 Class Association in the name of the owning organization, which shall assume all legal liability incident to ownership and operation thereof.
 - (b) The skipper must be a member of the San Juan 21 Class Association, in good standing, and must have paid his membership dues as required by other provisions of these By-Laws.

2.5 Article V: SLOOP'S NUMBER and CLASS EMBLEM

1. The official number allocated to new sloops by San Juan Manufacturing and the San Juan 21 Class emblem shall be affixed to both sides of each mainsail used by each San Juan 21 Class sloop during its life. Variation in size or style of the number and emblem on the sail shall not be grounds for disqualification, but the Chief Measurer shall cause them to be made part of the official sail plan, so as to encourage uniformity in the future.
2. The Secretary/Treasurer of the Association shall maintain a permanent record of each San Juan 21 Class sloop of Association members, showing sail number and ownership.

3. National Champions may permanently display a gold "21" on their mainsail as recognition of achievement. Multiple winners may add a gold bar under the "21" for each subsequent national championship won. The gold emblems will be provided by the Class Secretary.

2.6 Article VI: RACING RULES

The official code of racing rules which shall govern all San Juan 21 racers held by the Association shall be that of the United States Sailing Association (US SAILING), except wherein such rules conflict with the rules of the San Juan 21 Class Association, in which case the latter shall govern, and except to the extent such US SAILING rules may be modified by the instructions for a particular race or series because of local conditions. Insofar as practical, the rules of US SAILING and the San Juan 21 Class Association shall likewise govern all Fleet races. Local fleets may waive an Association Specification or Specifications for their own races only if such action is voted upon at a fleet meeting whose agenda has been previously announced with adequate advance notice, providing 75% of the fleet members present approve of such action.

2.7 Article VII: RACING RESTRICTIONS

1. The number of persons allowed in a San Juan 21 in a race shall be two or more. For non-Association sanctioned regattas or single-handed regattas, this restriction may be waived or modified.
2. In San Juan 21 Class Association sanctioned races, the number of crew persons shall be consistent in all races of the series.
3. No hiking straps or similar devices shall be allowed.
4. No movable ballast is allowed, including wet clothing worn as ballast.
5. Skippers in fleet or inter-fleet races or series must be members in good standing of the San Juan 21 Class Association, or their family members, as described under Article IV, Section 2 of these By-Laws.
6. Trapeze-type hiking devices are not allowed, nor are crew members allowed to support themselves with standing rigging or running rigging as a means of balancing the boat.
7. Use of headstay roller furling gear while racing is permitted.
8. When the jib is raised, the distance between the tack eye and the forestay hole in the deck fitting shall not exceed 8 inches.
9. At all San Juan 21 Class Association sanctioned events, the swing keel will be maintained fully down and pinned at all times.

2.8 Article VIII: NATIONAL CHAMPIONSHIPS.

1. Purpose: The East and West Coast Championship Series are conducted annually to determine the National Champions of the San Juan 21 Class. The North American Championships are held every third year, in the Midwest Region.
2. Regatta Committee: The National Regatta Committees shall have charge of the National Championship Series, and shall be composed of the appropriate Vice Commodore, the Fleet Captain of the host fleet, and one other member of the Association appointed by the Commodore. Responsibility for arranging and providing for proper facilities and personnel to manage the Series shall rest with the host fleet. In this regard, the host fleet shall cooperate with and be guided by the Executive Committee and the National Regatta Committee.

3. Contingency Fund: The Class Association shall each year set aside a contingency fund of \$200, up to a maximum amount of \$100 per regatta, to be used by the host fleets in cases of emergency. East and West Coast Championships, and the North Americans, should be planned to be self-supporting. The Executive Committee shall decide if and how the contingency fund is to be used.
4. Date: The National Championship Series is to be sailed during the period of June to September. The series may be scheduled on any two or three successive days within the specified period; at least one of which days shall be a Saturday or Sunday. The dates of the Series shall be designated to the Executive Committee as early in the sailing season as practical. The schedule of the races during the Series shall be at the discretion of the National Regatta Committee in conjunction with the host fleets in order to provide the optimum sailing conditions for the determination of the National Champions, East and West. Exceptions to the foregoing (upon written request from the National Regatta Committee) must be approved by the Association Governing Board for the specific regatta.
5. Number of Races: The National Championship series shall consist of five completed races if a three-day series, and four completed races if a two-day series. In the event of extreme weather conditions, the total number of races sailed may be reduced to one completed race by the Regatta Committee.
6. Course and sailing Instructions: The course for each race and any special sailing instructions shall be fixed and given under the direction and upon authority of the National Regatta Committee.
7. Qualification: Each skipper entering the National Championship Series must be a member of the Association in good standing per By-Laws Article IV, paragraph 3. He must also be a bona fide owner or co-owner of the yacht to be sailed by him except as provided for chartered boats, and except as provided by, By-Laws Article IV, paragraph 4, for organizationally-owned boats. The skipper and crew must be registered with the National Regatta Committee prior to the first race. Only such skipper and crew shall sail in the San Juan 21 sloop under which they are registered. Any exceptions must be for good cause, with specific approval of the National Regatta Committee.
8. Measurements: All yachts entered in the National Championship Series shall be subject to measurement and approval of the Chief Measurer prior to the first race. If any yachts or equipment do not come within the specifications, or within the tolerances permitted, the use of the same shall be prohibited. Any or all yachts may be ordered measured by the Chief Measurer, Executive Committee, or national Regatta Committee.
9. Scoring: The results of each race will be scored using the low-point system: first boat, 3/4 point; second boat, 2 points; third boat, 3 points, etc.; Did Not Finish (DNF), 1 point more than the number of boats starting the race; Did Not Start (DNS), 2 points more than the number of boats starting the race; and, Disqualified (DSQ), 3 points more than the number of boats starting the race. Ties in point scores at the end of the last race will be resolved in favor of the boat that defeated the other boat in the most number of races. If a tie still exists, it will be resolved in favor of the boat with the lowest score in its second-best race, etc.. If this method fails to resolve the tie, it will be resolved in favor of the boat finishing best in the last race.
10. Charters: A boat may be chartered for the National Championship Series by any San Juan 21 owner or co-owner who is unable, by reason of distance or damage to his boat, to bring his own boat to the site of, and sail it in, the National Championship Series. Such charterer must use his own sails. A boat may also be chartered for the National Championship Series by any San Juan 21 co-owner who is unable to use his own boat because it is being sailed in the National Championship Series by another co-owner. Such charterer must use the sails which belong to the chartered boat. A charter fee of \$50.00

will be expected by the owner of the chartered boat. Charterers shall be responsible for all damages to the boat and spars and shall pay the boat owner for same. They will not be responsible for breakage of running or standing rigging except in cases of collision or abnormal racing conditions. In the event of a dispute, the National Race Committee shall be the sole and final judge of responsibility. Charterers may not bore holes in the boat or do anything else that may be construed as defacing without permission of the boat owner.

A boat will be returned to its owner in exactly the same condition and arrangement as it was received. This includes de-rigging and replacing on a trailer.

- 11 Notices: During the National Championship Series, official notice of meetings, hearings, decisions, rulings, changes in procedure and instructions will be given by posting same on a bulletin board at the Series headquarters daily during the series. Each participant shall be responsible for being at headquarters and seeing such notices. If conditions require it, the time, place and manner of giving official notice may be varied, but notice of any change shall be given by such means that it may reasonably be expected to come to the attention of all participants.

- 12 Site: The site of the National Championship Series shall be designated by the Executive Committee, after consultation with available members of the Governing Board. Consideration shall be given to the desirability of varying the site for year to year, to probable effect on growth of the San Juan 21 Class, and to the adequacy of the proposed sailing conditions and facilities, including such factors as boat security during the series, moorage space, availability of housing for participants, proximity to the greater number of potential participants, reasonably anticipated weather conditions, availability of a series headquarters, and any other factors deemed relevant by the Executive Committee. (A Site Selection Committee appointed by the National Commodore normally handles this function).

2.9 Article IX: Specifications

The official specifications of the San Juan 21 consists of a series of drawings, signed by the Chief Measurer, and written statement of specific requirements relating to the hull, mast, boom, rigging equipment, fittings and sails. The specifications shall constitute a part of these By-Laws. A boat deviating from these specifications may be disqualified from Association sanctioned events.

3.0 SPECIFICATIONS

3.1 Article I: General

1. The San Juan 21 design patent is the exclusive property of San Juan Manufacturing (formerly Clark Boat Company), and the use of the San Juan 21 name, emblem and design by any other person, firm, or corporation without the written permission of San Juan Manufacturing is prohibited.
2. The selection of original fittings, spars, sails and any other equipment furnished with a San Juan 21 sloop at the time of its sale by the manufacturer shall be within the discretion of San Juan Manufacturing subject to approval by the Executive Committee of the San Juan 21 Class Association.
3. Measurements and weights in the specifications are in feet, inches and pounds, in accordance with the standards of the United States Bureau of Standards.
4. The hull, spars, rigging and sails must conform strictly throughout in respect to design and dimensions to the current official plans and specifications of the San Juan 21 Class Association. Drawings and specifications are not official unless signed by the Chief Measurer. In the event of any inconsistency between the printed statement of the specifications and the drawings, the printed statement shall govern.
5. Tolerances in the specifications describe the range of variation permitted in meeting or complying with a specified dimension.
6. It is not possible for the specifications to anticipate every situation that may arise. If a point is not covered in the specifications, a ruling must be obtained from the Chief Measurer. In interpreting any language of obscure meaning, the Chief Measurer shall consider the intended meaning rather than any technical misconstruction which may be derived from the language, and shall bear in mind at all times the basic principle of the specifications, namely, to maintain the San Juan 21 a standard one-design boat. The Association reserves the right to declare ineligible any yacht which does not conform to the spirit as well as to the letter of these rules and specifications.

3.2 Article II: HULL CONSTRUCTION

1. All hulls shall be constructed of fiberglass from molds made from "plugs" or forms furnished by San Juan Manufacturing and in accordance with procedures established by San Juan Manufacturing, shall be made by builders licensed by San Juan Manufacturing, and approved by the Executive Committee of the San Juan 21 Class Association, and shall conform to the official plans and specifications. No attempt to alter the hull will be tolerated.
2. The mast step position may not be altered from its original manufacture, and adjustable steps are not permitted. If the step is damaged, or if any change is required to accommodate a new mast, the aft edge of the bolt-rope groove of the mast must be in the same position when stepped as it was prior to the repair or damage. No rotation of the mast which exceeds the usual mast step slop is allowed. The aft face of the mast should be approximately 98 1/2 inches (1973 and later boats) from the forestay hole in the stem head fitting.
3. The swing-keel pivot and stop bolt locations may not be altered from their positions as originally manufactured. The pivot bolt is approximately 129 1/2 inches from the transom bottom corner, and the stop bolt is app. 6 1/2 inches aft of the pivot bolt.
4. The minimum racing weight, of the San Juan 21 hull and mast, is to be no less than 1400 lbs, with all attached gear included, and all removable gear removed. Attached gear is

anything that is glued, screwed, bolted, split pinned or glassed in or onto the hull or mast.

3.3 Article III: MAST AND BOOM

1. The mast shall be made of aluminum extrusions.
2. Halyards must run outside the mast.
3. Tapered masts are prohibited.
4. A masthead latch is permitted.
5. Wire halyards are permitted.
6. No stays on the mast are permitted other than four shrouds, forestay and backstay. Forestay systems which permit more than one headsail luff to be attached and hoisted at a time are prohibited.
7. Devices other than turnbuckles for adjusting the forestay or shrouds are not permitted. Turnbuckle adjustments while underway are permitted. A split, mechanically adjusted backstay is permitted as an alternate to the standard single stay and turnbuckle arrangement. *Backstays must be of original sized wire. Non-wire adjustable backstay devices must have a wire "safety" strap in place around the adjustable line. All backstay tensioning devices, when fully "relaxed", must not allow the mast to go further forward than 90 degrees from the water line.*
8. Length of the mast is not limited, however, a conspicuous band, 1/2 inch minimum width, is to be maintained on the mast, so that the lower edge of the band is to be no higher than 25 feet 0 inches above the deck. The sail when hoisted shall not extend its topmost portion above the lower edge of the band. Another similar band must be maintained on the mast 23 feet 0 inches below the lower edge of this upper band to the upper edge of the lower band. The sail shall not be down-hauled past the upper edge of this lower band.
9. If a mast is replaced, the replacement mast must be identical in all essential respects to the mast then being supplied as original equipment on new San Juan 21 sloops.
10. Spreaders shall hold shrouds 25 inches (minimum) from the mast.
11. The spinnaker halyard sheave shall be attached to the mast at a point not exceeding 22 feet 6 inches above the deck.
12. Length of the boom is not limited, however a band similar to the mast bands shall be maintained on the boom, the inner edge of which band is a distance not greater than 8 feet 9 inches from the aft edge of the mast. The sail must not be out-hauled past the inner edge of the band.
13. The boom must be no larger in height or width than will permit its being passed through a circle 4 inches in diameter, and either the height or width dimensions must be at least one-half of the other.
14. Out-haul winches or levers are permitted.
15. The boom shall be attached to the mast boltrope groove by the gooseneck sliding fitting. The down-haul may be controlled by fairleads, blocks and cleats, but not winches, levers or sliding track devices.
16. A boom vang is permitted, so long as it is not of the drum type.

17. A main boom topping lift may be used.

3.4 Article IV: RIGGING AND EQUIPMENT

1. Rudder: The rudder shall be made out of wood (which may be fiberglass covered) or fiberglass, shall be not less than 1 inch and not more than 1 & 1/2 inches thick, and shall be of the dimensions shown in the official plans, with a length of 36", plus or minus 3" tolerance along the foil shaped leading and trailing edges of the blade. Kickup rudders are permitted, but must be secured in the down position while racing.
2. Tiller: The tiller shall be of the general shape shown in the official plans and may be made of any type of wood. It must be connected to the rudder in some manner as to extend above the top of the transom.
3. Hiking Aids: A hiking stick or tiller extension of any design is permitted, but no other hiking aid above deck level is permitted. Hiking straps of any design are not permitted. (see By-Laws, Article VII, paragraphs 3 and 6).
4. Keel: The keel shall be made of fiberglass and weighted with lead immobilized within it. Total weight shall be approximately 420 pounds. Keel dimensions are given on the accompanying drawing. "Must hold" dimensions are those with tolerances. Local fairing and smoothing of the keel is permitted, however the basic shape must not be altered from San Juan Manufacturing's standard. This includes the rectangular head and the foil section below.

The keel must be maintained in such a condition as to be readily raised and lowered from the interior of the boat while the boat is in the water. Keel gaskets that obstruct keel movement are prohibited. *"Original" size and shape gasket battens must be in place on bottom of boat on both sides of keel slot. All types of gaskets must allow the cockpit to drain at the same rate as the "original" cloth type gasket.*

The angle that the keel, when lowered against the stop bolt, makes with the hull bottom must not exceed 64 degrees. A 1 1/2 inch outside diameter resilient bushing should be in place on the stop bolt.

For the safety of crew and boat, the Association recommends that the keel be locked in place at all times with a stainless steel bolt similar to the original equipment.

5. Jib and Genoa Sheets: The sheets shall be lead through blocks attached to the deck molding, except that they may be held by hand without first being led through the blocks. Other than holding the sheets by hand, no reaching devices are permitted. The blocks may slide on tracks to permit fore and aft adjustment. Barber hauling is permitted.
6. Jib Halyard Latch: A sliding-track jib halyard latch, Hyfield lever, or other similar device for adjusting tension on the jib halyard, is permitted. Jib cloth tension devices other than rope or wire luffs are prohibited.
7. Spinnaker Pole: The spinnaker pole may be made of any material. Its length shall not exceed 8 feet 0 inches, measured from eye to eye (inner edge of the fitting). A lanyard is permitted. The spinnaker pole must be used and connected to the mast when the spinnaker is set, and may be used on either side, opposite the boom, or with the boom. (New US SAIL Rules, 1994)
8. Whisker Pole: The whisker pole may be made of any material, length and type. It is to be used only with the jibs, and must be in contact with the mast while in use. It may be used on either side, opposite the boom, or with the boom. (New US SAIL Rules, 1994)

9. Mainsheet: All parts of the mainsheet shall lead between the boat and a block or blocks on the boom any distance up to and including 36" in front of the black band. A "head knocker" is permitted. A traveler is permitted, but it must be located no further forward than the same 36" in front of the black band.
10. Safety: A suitable anchor, line, paddle, bailing device, and boarding ladder shall be aboard. A suitable lock pin to prevent accidental retraction of the keel in the event of a knockdown or capsize shall be on board. Bunk cushions supplied by the manufacturer or cushions equivalent to them may be on board, but not required when racing during a sanctioned regatta. These requirements may be waived by local fleets only by procedure outlined in By-Laws Article VI.
11. Personal Equipment: A PFD for every crew member and a type IV throwable device is required on board at all times.

3.5 Article V: Sails

1. General: San Juan 21's may carry mainsail, jib, genoa, and spinnaker, as shown in the sail plan and as herein specified when racing in Class Association races. Only two suits of working sails with genoa and spinnaker will be approved for use by a contestant in National Regattas.
2. Mainsail:
 - a. The mainsail shall be attached to the mast and boom by arrangement of its boltrope (or slugs attached thereto) in the grooves of the spars. Loose-footed mains are prohibited.
 - b. Luff and foot measurements shall be controlled by the band system.
 - c. Sail measurements shall be made with sufficient tension to draw the cloth smooth and taut. The leech chord, measured from the aft corner of the headboard, shall not exceed 24 feet 6 inches. *The girth, is measured at 90 degrees to the luff chord, at 6 feet 0 inches, and 12 feet 0 inches down from the head. At 6 feet 0 inches down from the head, the girth will not exceed 3 feet 11 inches. At 12 feet 0 inches down from the head, the girth will not exceed 6 feet 3 inches. All measurements will include the bolt rope.*
 - d. Battens shall divide the leech chord into equal sections with 2 inch tolerance to avoid seams on all but the top batten. *The aft top corner of the top batten pocket will be a minimum of 56 inches from the aft corner of the headboard.* Maximum batten lengths are: upper - 24 inches, two middle and lower - 36 inches.
 - e. Hollows in leech between battens are not to exceed 3/4 inches in roach.
 - f. Headboards shall be triangular, with the upper side of the triangle not exceeding 4 inches in length.
 - g. The mainsail shall be made of 3.5 oz. or heavier woven material. Mylar or other film construction is prohibited.
 - h. A cunningham or sail control grommet is permitted.
 - i. A reefing zipper on the mainsail is not permitted to be used while racing. Roller, slab or jiffy reefing is allowed.
 - j. Windows in the mainsail are permitted.
3. Jib:

- a. The dimensions of the jib, measured with sufficient tension to draw the sailcloth and luff tapes smooth and taut, edge of cloth to edge of cloth projected, shall not exceed the following: LUFF, 20 feet 0 inches; LEECH, 18 feet 3 inches; and FOOT, 9 feet 0 inches.
- b. The jib shall be made of a 3.5 oz. or heavier woven cloth material. Mylar or other film construction is prohibited.
- c. Jib foot roach must be a fair continuous curve.
- d. Windows are permitted.
- e. Battens are prohibited.

4. SPINNAKER:

- a. The spinnaker shall be made of a .6 oz. or heavier, nylon or polyester material.
- b. Spinnaker sheet fittings may be placed at any position on the deck, but not so as to extend outboard of the deck.
- b. Maximum dimensions of the spinnaker, measured with sufficient tension to just pull wrinkles out, shall not exceed the following: FOOT CHORD, 13 feet 10 inches; LUFF CHORD, 22 feet 6 inches; MIDGIRTH, 13 feet 10 inches. Midgirth is found by dividing luffs in equal parts, then measuring the width of the sail at that point. Maximum foot roach is 8 inches.
- d. Luff lengths must be no more than 2 inches different in length.
- e. Maximum width of headboard is 5 inches.

5. GENOA JIB:

- a. The genoa shall be made of 3.5 oz or heavier woven material. Mylar or other film construction is prohibited.
- b. The dimensions of the genoa, measured with sufficient tension to draw the sail cloth and luff tapes smooth and taught, edge of cloth to edge of cloth projected, shall not exceed the following: LUFF, 22 feet 3 inches; LEECH, 20 feet 6 inches; FOOT, 12 feet 2 inches.
- c. Windows are permitted.
- d. Battens are prohibited.

4.0 DRAWINGS

5.0 CHANGE RECORD

5.1 Specification Changes Made through March 1983

Article III MAST and BOOM

- | | |
|----------------|---|
| added in '83 | 7. "Turnbuckle adjustments while underway are permitted" |
| omitted in '83 | 7. "standard" turnbuckle arrangement |
| changed in '83 | 8. above the "mast step" <u>changed to</u> above the "deck" |
| added in '80 | 11. "The spinnaker halyard sheave shall be attached to the mast at a point not to exceed 22 feet 6 inches above the deck." |
| omitted in '83 | 15. "The block at the aft end of the boom shall be no more than 4 inches forward of the inner edge of the black band. Mid-boom sheeting, in lieu of the sheeting from the aft end of the boom is prohibited" |
| changed in '98 | 7. "Devices other than turnbuckles for adjusting the forestay or shrouds are not permitted. Turnbuckle adjustments while under way are permitted. a split, mechanically adjusted backstay is permitted as an alternate to the standard single stay and turnbuckle arrangement. Backstays must be of original sized wire. Non-wire adjustable backstay devices must have a wire "safty" strap in place around the adjustable line. All backstay tensioning devices, when fully "relaxed", must not allow the mast to go further forward than 90 degrees from the water line. |

Article IV: RIGGING and EQUIPMENT

- | | |
|----------------|---|
| omitted in '78 | 4. "The keel must be pinned full down or half down while racing except that it may be specified by the race committee to pin full down only." |
| added in '80 | 4. "The keel must be maintained in such a condition as to be readily raised and lowered from the interior of the boat while the boat is in the water." |
| updated in '98 | 4. "Keel gasket devices that obstruct keel movement are prohibited. Original size and shape gasket battens must be in place on bottom of boat on both sides of keel slot. All types of gaskets must allow the cockpit to drain at the same rate as the "original" cloth type gasket." |
| added in '83 | 4. "The 3/4 inch diameter keel pivot bolt center should be approximately 12 1/4 inches from the forward end and 3 inches up from the bottom edge. The angle that the keel (lowered against its stop) makes with the hull bottom should be approximately 52 degrees." |
| changed in '80 | 5. The genoa sheet shall lead through blocks attached to the "cockpit coaming" <u>changed to</u> "deck molding". |
| changed in '80 | 8. "attached" to the mast <u>changed to</u> "in contact with". |

Article V, Paragraph 2: SAILS - General

- | | |
|----------------|--|
| omitted in '80 | 1. "Use of sails other than main, 100% jib, 130% genoa, CCA size spinnaker while racing must be at the option of the race committee" |
| added in '80 | 1. "Only two suits of working sails with genoa and spinnaker will be approved for use by a contestant in National regattas." |

Article V, Paragraph 2: SAILS - Mainsail

changed in '80	2g. "heavier dacron or other synthetic materials" <u>changed to</u> "or heavier materials".
added in '83	2a. "Loose footed mains are prohibited" also added boltropes "(or slugs attached thereto)"
changed in '83	2i. "roller" reefing <u>changed to</u> "roller, slab or jiffy"
added in '80	2j. "One window of clear plastic not to exceed 3 sq. ft. in size permitted."
changed in '83	2j. The above statement is <u>changed to</u> read "Windows in the mainsail are permitted."
updated in '99	2c. "Sail measurements shall be made with sufficient tension to draw the cloth smooth and taut. The leech chord, measured from the aft corner of the headboard, shall not exceed 24 feet 6 inches. The girth is measured at 90 degrees to the luff chord, at 6 feet 0 inches, and 12 feet 0 inches down from the head. At 6 feet 0 inches down from the head, the girth will not exceed 3 feet 11 inches. At 12 feet 0 inches down from the head, the girth shall not exceed 6 feet 3 inches. All measurements will include the bolt rope" 2d. "Battens shall divide the leech chord into equal sections with 2 inch tolerance to avoid seams on all but the top batten. The aft top corner of the top batten pocket will be a minimum of 56 inches from the aft corner of the headboard. Maximum batten lengths are: upper - 24 inches, two middle and lower - 36 inches.
added in '83	2g. "Mylar or other film construction is prohibited".

Article V, Paragraph 3: SAILS - Jib

changed in '80	3a. "measured with 5 pounds pressure" <u>changed to</u> "measured with sufficient tension to draw the sail cloth and luff tapes smooth and taut."
dropped in '83	3a. "Measuring the luff up from the tack 11 feet, the width should be less than 5 feet 3/4 inches measured on a line perpendicular to the luff."
changed in '80	3b. 3.5 oz or heavier "Dacron or other synthetic materials" <u>changed to</u> "material".
changed in '83	3b. "material" <u>changed to</u> "woven material".
added in '80	3d. "Small windows for observing luff yarns are permitted."
changed in '80	3d. both statements permitting windows were <u>changed to</u> "Windows are permitted."
changed in '80 then omitted in '83	3e. "Jib roller devices are permitted." <u>changed to</u> "Jib roller furling devices are prohibited while racing."
added in '80 then omitted in '83	3e. "Jib luff support systems other than common snaps are also prohibited."

Article V, Paragraph 4: SAILS - Spinnaker

dropped in '80	4b. "The spinnaker halyard sheave shall be attached to the mast at a point not exceeding 22 feet 6 inches from the butt of the mast" See Article III-11.
added in '80	4c. measurements should not exceed the following: "foot 13 feet 10 inches" and maximum foot roach is 8 inches with clews together."
dropped in '83	4c. "measured with clews together"
added in '80	4d. "Luff lengths must be no more than 2 inches in length."
added in '80	4e. "Maximum width of headboard 5 inches"

Article V, Paragraph 5: SAILS - Genoa

- changed in '80 5a 3.5 oz or heavier "Dacron or other synthetic material" changed to heavier "material".
- added in '83 5a. heavier "woven" material
- changed in '80 5b. measured with "5 pounds tension" changed to "sufficient tension to draw the sail cloth and luff tapes taut"

5.2 Changes since 1983

Constitution Article XIII, Paragraph 2

- changed Dec 84 2. The By-Laws may be amended at any time by the Governing Body, "by an affirmative vote of two-thirds of the eligible votes cast. At least half of the Governing Board members must cast their votes in order for the election to be validated" changed to "...by a simple affirmative majority of the votes cast. At least one-third of the Association membership must cast their votes in order for the election to be validated."

Specifications Article IV, Paragraph 10

- changed Dec 84 10. Bunk cushions supplied by the manufacturer or cushions equivalent to them "must be on board when racing" changed to "may be on board, but are not required aboard when racing during a sanctioned regatta."

By-Laws Article VII, Paragraph 7

- changed Aug 85 7. "Use of jib furling gear while racing is prohibited." changed to "Use of headsail roller furling gear while racing is permitted."

Specifications Article III, Paragraph 7

- changed Aug 85 7. "Devices other than turnbuckles for adjusting the forestay, backstay or shrouds are not permitted. Turnbuckle adjustments while underway are permitted." changed to "Devices other than turnbuckles for adjusting the forestay or shrouds are not permitted. Turnbuckle adjustments while underway are permitted. A split, mechanically adjusted backstay is permitted as an alternate to the standard single stay and turnbuckle arrangement."

Specifications Article V, Paragraph 2d

- changed Aug 85 2d. Battens shall divide the leech chord into equal sections with 2 inch tolerance to avoid seams. Maximum batten lengths are: UPPER - 15 inches; two MIDDLE - 24 inches; LOWER - 22 inches. changed to "...UPPER - 24 inches; two MIDDLE and LOWER - 36 inches".

Specifications Article IV, Paragraph 9

- changed Aug 85 9. "The mainsheet must lead from a cockpit coaming, through a block or blocks on the boom aft of the black band, and then through a coaming block or blocks to be hauled. Coaming blocks shall be approximately 9 feet from the aft face of the mast. Double-ended mainsheeting is not permitted. A traveler is not permitted, nor is any device which positions the boom to windward of the centerline of the boat." changed to "All parts of the mainsheet shall lead between the boat and a block or blocks on the boom aft of the black band, except that one part of

the mainsheet may be led forward and through a boom block to be hauled. A "head-knocker" is permitted. A traveler is permitted, but it must be located approximately under the aft end of the boom."

Constitution Article II

changed Feb 86

changed "Promote San Juan 21 Class racing..." to "Promote San Juan 21 Class sailing and racing..."

By-Laws Article VII

added Jun 86

9. By direction of the Executive Committee, the following sentence, which was omitted in 1978 without due process, is reinstated into the By-Laws. Originally part of the Specifications Article IV, Paragraph 4, it more appropriately belongs under By-Laws Article VII: RACING RESTRICTIONS. Reinstated: "The keel must be pinned full down or half down while racing except that it may be specified by the Race Committee to pin full down only." The Executive Committee has given waiver authority for this requirement to local Race Committees pending final resolution by constitutional means.

Specifications Article II, Paragraph 3

changed Sep 86

3. Change stop bolt location relative to pivot bolt from 5 3/4 inches to 6 1/4 inches.

Specifications Article III

added Sep 86

17. A main boom topping lift may be used.

Specifications Article IV, Paragraph 4

changed Sep 86

4. "The keel shall be made of fiberglass and weighted with lead immobilized within it. Total weight shall be approximately 420 pounds. Length shall not exceed 6 feet, width 15 inches, and thickness 3 inches. The keel must be maintained in such condition as to be readily raised and lowered from the interior of the boat while the boat is in the water. Keel gasket devices that obstruct keel movement are prohibited. The 3/4 inch diameter keel pivot bolt center should be approximately 12 1/2 inches from the forward end, and 3 inches from the bottom edge. The angle that the keel (lowered against its stop) makes with the hull bottom should be approximately 52 degrees." Replaced by

"The keel shall be made of fiberglass and weighted with lead immobilized within it. Total weight shall be approximately 420 pounds. Keel dimensions are given on the accompanying drawing. "Must hold" dimensions are those with tolerances. Local fairing and smoothing of the keel is permitted; however, the basic shape must not be altered from San Juan Manufacturing's standard. This includes the rectangular head and foil section below. The keel must be maintained in such condition as to be readily raised and lowered from the interior of the boat while the boat is in the water. Keel gaskets that obstruct keel movement are prohibited. The angle that the keel, when lowered against the stop bolt, makes with the hull bottom must not exceed 64 degrees. A 1 1/2 inch outside diameter resilient bushing should be in place on the stop bolt.

added June 87

For the safety of the crew and boat, the Association recommends that the keel be locked in place at all times with a stainless steel bolt similar to the original equipment.

Constitution Article X

added June 87 7. A member can hold no more than one office (either elected or appointed) at a time.

By-Laws Article VII, RACING INSTRUCTIONS

deleted June 87 9. The keel must be pinned full down or half down while racing except that it may be specified by the race committee to pin full down only.

added Jan 88 9. At all San Juan 21 Class Association sanctioned events, the swing keel will be maintained fully down and pinned at all times.

By-Laws Article III, DUES, MEMBERSHIP

changed Jan 88 1. Dues, increased from \$15 to \$20 and from \$10 to \$15.

Constitution Article IV, POLICY

added Jan 88 4. The Association encourages all dealers and Association members to include the first year's Association dues in the selling price of any San Juan 21 sold, and that this money, as well as names and addresses of the new owners, be forwarded to the Association Secretary.

Constitution Article XII, MEETINGS OF MEMBERS

added Jan 88 6. National meetings are to be conducted by parliamentary procedure as outlined in Robert's Rules of Order.

Constitution Article XI, GOVERNING BOARD and EXECUTIVE COMMITTEE

added Jan 88 Chief Measurer added as member of Executive Committee

Specifications Article IV, RIGGING and EQUIPMENT

added Jan 88 11. Personal Equipment A PFD for every crew member and a type IV throwable device is required on board at all times.

Constitution Article X, officers

changed 1992 b. Vice Commodores.
Midwest Region officers and reference to Midwest Region added to all association documents.

Specifications, Article IV: Rigging and Equipment

changed 1993 9. Mainsheet: All parts of the mainsheet shall lead between the boat and a block or blocks on the boom any distance up to and including 36" in front of the black band. A "head knocker" is permitted. A traveler is permitted, but it must be located no further forward than the same 36" in front of the black band.

Specifications, Article II: Hull Construction

added 1995 4. The minimum racing weight of the San Juan 21 hull and mast, is to be no less than 1400 lbs, with all attached gear included and all removable gear removed. Attached gear is anything that is glued, screwed, bolted, split pinned or glassed in or onto the hull or mast.

6.0 ASSOCIATION OFFICERS

6.1 Commodore and Vice Commodores

1971

Commodore: Dave Clark Renton, WA

1972

Commodore: Bill Sebastian Fresno, CA

1973

Commodore: Reimar Bredthauer Santa Rosa, CA

1974

Commodore: Sam Saltonstall Issaquah, WA
Vice Comm - East: Roy Van Riper Crownsville, MD
Vice Comm - West: Paul Harder Medford, OR

1975

Commodore: Paul Harder Medford, OR
Vice Comm - East: Ray Ahlbrand Columbus, IN
Vice Comm - West: Frank Pizzimenti Walnut Creek, CA

1976

Commodore: Ray Ahlbrand Columbus, IN
Vice Comm - East: Tom Klinedinst Sarasota, FL
Vice Comm - West: Thom Henry Hurst, TX

1977

Commodore: John Hurlbert Western Springs, IL
Vice Comm - East: Jan MacLean Bloomington, IN
Vice Comm - West: Ed Alstrom Fresno, CA

1978

Commodore: John Hulbert Western Springs, IL
Vice Comm - East: Fred Rehm Camden, SC
Vice Comm - West: Frank Faget Bellvue, WA

1979

Commodore: Fred Rehm Camden, SC
Vice Comm - East: Ken Robbie Columbia, SC
Vice Comm - West: Ruth Barcus Fresno, CA

1980

Commodore: Ruth Barcus Fresno, CA
Vice Comm - East: Bo Morgan High Point, NC
Vice Comm - West: Larry Horton Medford, OR

1981

Commodore: Bo Morgan High Point, NC
Vice Comm - East: Steve Szymanski Columbia, SC
Vice Comm - West: Bob Smithson Bellevue, WA

1982

Commodore: Bob Smithson Bellevue, WA
Vice Comm - East: Steve Szmanski Columbia, SC
Vice Comm - West: Al Bartlett Fresno, CA

1983

Commodore: Steve Szymanski Columbia, SC
Vice Comm - East: Chuck Poel Denver, NC
Vice Comm - West: Gordan Mattatall Eugene, OR

1984

Commodore: Al Bartlett Fresno, CA
Vice Comm - East: Lloyd Milligan Columbia, SC
Vice Comm - West: Rick Ashworth Kennewick, WA

1985

Commodore: Chuck Poel Denver, NC
Vice Comm - East: Steve Freeman New Bern, SC

Vice Comm - West:	Rick Ashworth	Kennewick, WA
1986		
Commodore:	Rick Ashworth	Kennewick, WA
Vice Comm - East:	Hal Storey	Camden, SC
Vice Comm - West:	Bill Aten	Fresno, CA
1987		
Commodore:	Bill Aten	Fresno, CA
Vice Comm - East:	Mike Robinson	Inman, SC
Vice Comm - West:	Dave Post	Tacoma, WA
1988		
Commodore:	Mike Robinson	Inman, SC
Vice Comm - East:	Dick Dommel	Lugoff, SC
Vice Comm - West:	Don Morgan	Fresno, CA
1989		
Commodore:	Dave Post	Tacoma, WA
Vice Comm - East:	Dave Mahrer	Lexington, SC
Vice Comm - West:	Rocky Anderson	Polson, MT
1990		
Commodore:	Dave Mahrer	Lexington, SC
Vice Comm - East:	Bill Harmon	Winter Park, FL
Vice Comm - West:	Gary Van Dusen	Spokane, WA
1991		
Commodore:	Gary Van Dusen	Spokane, WA
Vice Comm - East:	Ken Gurganus	Greenville, NC
Vice Comm - West:	Mike Miller	Coos Bay, OR
1992		
Commodore:	Ken Gurganus	Greenville, NC
Vice Comm - East:	Joe Martin	Anderson, SC
Vice Comm - Midwest:	Sid Rousseau	Wichita, KS
Vice Comm - West:	Wes Vaughn	Clarkston, WA
1993		
Commodore:	Wes Vaughn	Clarkston, WA
Vice Comm - East:	Penny Potter	Winter Park, FL
Vice Comm - Midwest:	Bill Spens	Broken Arrow, OK
Vice Comm - West:	Rob Baker	Clarkston, WA
1994		
Commodore:	Penny Potter	Winter Park, FL
Vice Comm - East:	Randy Eakes	Roxboro, NC
Vice Comm - Midwest:	Ray Shirley	Wichita, KS
Vice Comm - West:	Wes Vaughn	Clarkston, WA
1995		
Commodore:	Wes Vaughn	Clarkston, WA
Vice Comm - East:	Leslie Martin	Greenville, SC
Vice Comm - Midwest:	Ben Sanders	Kaw City, OK
Vice Comm - West:	Kevin Hedgebeth	North Bend, OR
1996		
Commodore:	Ben Sanders	Kaw City, OK
Vice Comm - East:	Cal Guthrie	Belleview, IL
Vice Comm - Midwest:	Bill Jacobi	Tulas, OK
Vice Comm - West:	Steve King	Klamath Falls, OR
1997		
Commodore:	Cal Guthrie	Belleview, IL
Vice Comm - East:	Curtis Rhodes	Irmo, SC

Vice Comm - Midwest	Jay Sawyer	Holdrege, NE
Vice Comm - West	John VanderSchalie	Clarkston, WA
1998		
Commodore:	John VanderSchalie	Clarkston, WA
Vice Comm - East	Doug Longhini	Wake Forest, NC
Vice Comm - Midwest	Allen Archer	Wichita, KS
Vice Comm - West	Richard Deane	Rossland, BC, Canada
1999		
Commodore:	Allen Archer	Wichita, KS
Vice Comm - East	Zoe Dommel	Columbia, SC
Vice Comm - Midwest	Bill Dunbar	Tulsa, OK
Vice Comm - West	Merry Petitclair	Eugene, OR

6.2 Chief Measurer

1972 - 1982	Bill Sebastian	Fresno, CA
1983 - 1986	Bob Ayling	Columbia, SC
1987 - 1989	Shelley Dahlgren	Issaquah, WA
1990 - 1992	Jim Lawson	Klamath Falls, OR
1993 -	Bill McClure	Beaufort, NC

6.3 JIBSHEET Editor:

1972 - 1973	John Harris	Spokane, WA
1974 - 1977	Lauren Turpen	Seattle, WA
1977 - 1979	Toni Bader	Indianapolis, IN
1980 - 1985	Fred Rehm	Camden, SC
1986 - 1988	Rick Ashworth	Kennewick, WA
1989 - 1991	Mike Robinson	Kernersville, NC
1991 - 1991	David Stein	Haysville, KS
1992 - 1998	Fred Rehm/John Holmberg	Camden, SC
1999 -	Calvin Guthrie	Belleville, IL

7.0 NATIONAL CHAMPIONS

WESTERN NATIONALS

<u>Year</u>	<u>Working Sails</u>	<u>All Sails</u>
1971	None	Bill Sebastian
1972	Bill Gable	Bill Sebastian
1973	Bob Butler	Ruth Barcus
1974	Chuck Johnson	Bob Canfield
1975	Dennis Fritts	Bill Sebastian
1976	Larry Horton	Ruth Barcus
1977	Larry Horton	Ruth Barcus
1978	Phil Gunhouse	Vic Blewitt
1979	Gordon Mattatall	Ruth Barcus
1980	Ed Tollman	Bill Sebastian
1981	Jim Kerr	Bob Smithson
1982	John Ott	Bob Smithson
1983	Fred Rehm	Bill Sebastian
1984	Ron Nurss	Ruth Barcus
1985	Dave Post	Ruth Barcus
1986	Al Bartlett	Ruth Barcus
1987	Kurt Hohman	Jim Lawson
1988	Kurt Hohman	Jim Lawson
1989	John Scherzo	Ruth Barcus
1990	Brian Gunnari	Ruth Barcus
1991	Tom Kyle	Jerry Hanson
1992	Tom Kyle	John Baker
1993	Leo Welter	John Baker
1994	Tom Kyle	Ruth Barcus
1995	Marc VanderSchalie	Ruth Barcus
1996	Scott Peterson	Ruth Barcus
1997	Gene Adams	Ruth Barcus
1998	Wayne Conners	Ruth Barcus

EASTERN NATIONALS

<u>Year</u>	<u>Working Sails</u>	<u>All Sails</u>
1973	Roy Van Riper	Bill Ballough
1974	Dietrich Dinse	Fred Latham
1975	Ken Robbie	Jack Benz
1976	Ralph Long	Duncan Finlay
1977	Fred Rehm	Ken Robbie
1978	Dick Dommel	Galen Freeman
1979	Dick Dommel	Galen Freeman
1980	Jaye Villain	Galen Freeman
1981	Sten Johnson	Ken Robbie
1982	John Reinecke	Dick Dommel
1983	John Reinecke	Dick Dommel
1984	Hal Storey	Stanley Glen
1985	Fred Rehm	Dan Yarbrough
1986	Fred Rehm	Dick Dommel
1987	Dave Mahrer	Dick Dommel
1988	Gil Hansen	Dick Dommel
1989	Dave Mahrer	George Mann
1990	Dave Mahrer	George Mann
1991	Dave Mahrer	Dick Dommel
1992	Ronnie Small	Dick Dommel
1993	Steve Freeman	George Mann
1994	Leslie Martin	Dick Dommel
1995	Ronnie Small	George Mann
1996	John Davis	Chris Keitel
1997	Joe Martin	Chris Keitel
1998	Mike Adams	Zoe Dommel

NORTH AMERICANS

<u>YEAR</u>	<u>WORKING SAILS</u>	<u>ALL SAILS</u>
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1993	Sid Rousseau	George Mann
1996	Jay Sawyer	Ruth Barcus
1999	Mike Evans	Joe Martin