

Article I: MEETINGS BY MAIL OF GOVERNING BOARD

1. The National 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. Mail shall be defined as US Mail, email, phone conference, or any other electronic means as shall make communications accessible, efficient and equitable.
2. The National Commodore shall allow no less than two months from the date of his mailing communications, 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.

Article II: FLEET MEETINGS AND REPORTS

- ~~1. The annual meeting of e~~Each fleet shall hold an annual meeting not be later than November 30 ~~20~~ December of each year and ~~results of the election of fleet officers shall be filed with~~ notify the Regional Vice Commodore and the Association Secretary/Treasurer of the designated Fleet Captain not later than 31 ~~December 31.~~
- ~~1-2. Each~~The Fleet ~~Secretary~~ shall file with the Regional Vice Commodore and the Association Secretary/Treasurer, on or before 31 ~~December 31~~ of each year, a written report consisting at minimum of the number of fleet members and the designated Fleet Captain. Other items, such as of fleet activities, events and developments during that year ~~just ended are encouraged to be included in the report.~~ 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.

Article III: DUES, MEMBERSHIP.

1. San Juan 21 Class Association dues shall be:
 1. for ACTIVE MEMBERS: \$25.00 annually
 - ~~2. for UNATTACHED ASSOCIATE MEMBERS: \$250.00 annually~~
 - ~~3-2. for ASSOCIATE MEMBERS: \$15.00 annually~~
 3. for SUSTAINING JUNIOR MEMBERS: \$150.00 annually

(See Article VIII of the constitution for a definition of each membership class.)

~~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 \$25.00. 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.~~

2. Membership Cards: Upon receipt of dues, the Secretary/Treasurer of the Association shall issue an official receipt herein termed a "membership card"s. The membership card shall show at a minimum the member's name and if associated with a specific boat the sail number of the boat. Membership cards may be issued and sent electronically.
3. Due Dates: Membership dues are due in January of each year. Dues shall be deemed delinquent after 31 ~~January~~ 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.

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4. Payment of Dues: Association dues ~~shall for fleet members~~ be collected by the ~~Fleet and forwarded to the~~ Association Secretary/Treasurer. A roster of paid member's names, complete addresses and sail numbers ~~shall be sent to the Executive Committee and the various Fleet Captains by the Association Secretary/Treasurer on 15 February of each year and there after during the year if there are significant changes. 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.~~

Article IV: ELIGIBILITY FOR SANCTIONED EVENTS

~~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). 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.~~

~~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.~~

~~1. To be eligible to participate in an Association sanctioned series or regatta ~~the National Championship Series~~, a skipper must be an Active, Associate, or Junior 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 sanctioned event. ~~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:~~~~

- ~~1. satisfactory evidence that his acquisition of a San Juan 21 was genuine and not merely nominal,~~
- ~~2. a statement of intent to support and participate in Association activities and events on a continuing basis, and~~

~~2.1. payment of his dues for that year at or prior to registration for the National Championship Series.~~

~~3.2.~~ 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:

1. 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.
2. The skipper must be an eligible 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.

3. The primary helmsman of the boat shall be an Active, Associate, or Junior member of the Class. The primary helmsman must be at the helm at the start and finish. Other crew members may be at the helm at other times.

4. In a long series of races spanning a significant portion of the sailing season, regular crew members may sail a boat without the owner(s) if it means qualifying or maintaining a position in the series when the owner(s) cannot participate. The governing entity of the series shall have final authority as to whether the crew has met the burden of this clause.

Article V: SLOOP SAIL NUMBER and CLASS EMBLEM

~~1.~~—The official number allocated to new sloops by ~~the 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.

~~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.~~

~~2.1.~~ National Champions may permanently display a gold "21" on their mainsail as recognition of achievement.

Multiple year 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.~~

Article VI: RACING RULES.

The official code of racing rules which shall govern all San Juan 21 races 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.

Article VII: RACING RESTRICTIONS. (for class sanctioned events)

~~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 by event NOR and SI.

~~2.1.~~ ~~In San Juan 21 Class Association sanctioned races,~~ †the number of crew persons shall be consistent in all races of the series. Changes in the crew, number or persons, may be made if significant reason exists with the written and officially posted approval of the regatta PRO or organizing authority.

~~3.2.~~ No hiking straps or similar devices shall be allowed.

~~4.~~—No movable ballast is allowed, including wet clothing worn as ballast.

~~5.3.~~ ~~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.~~

~~6.4.~~ 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.

~~7.5.~~ 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.

~~9.6.~~ ~~At all San Juan 21 Class Association sanctioned events,~~ †The swing keel ~~will~~shall be maintained fully down ~~and pinned~~ at all times except in an emergency situation such as grounding or fouling an anchor line. Once the event has been cleared the keel will immediately be returned to its full down position. The Class Association strongly recommends the keel be pinned but local conditions and the owner's discretion shall prevail.

Article VIII: NATIONAL CHAMPIONSHIPS

1. Purpose: Each Region (East, Midwest & West) may conduct a Championship Series annually to determine the ~~Eastern Regional, Midwest Regional and The Western~~ Regional Champion in each Division (All Sails and Working Sails). A North American Championship for each Division (All Sails and Working Sails) shall be held each year sequencing through each Region ~~on a three year cycle, beginning with the Midwest in 2005, Eastern in 2006, Western in 2007 and continuing the same sequence in the following years. Should a region decide not to hold the North American Championship when it is scheduled for that region, the privilege will immediately pass to the next Region in the scheduled sequence such that a North American Championship Regatta is held each year.~~
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 National 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, Mid-west 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: It is the intent of the Class Association that the North American Championship Regatta be held between May and September when there is the likelihood of maximum participation; however, dates outside of this period may be chosen based on the location, local sailing conditions or association with other events. The Executive Committee shall weigh all the information available before approving a host fleet's proposed dates. Once the dates and location have been approved by the Executive Committee the National Regatta Committee shall be responsible for the NOR, Sailing Instructions, etc.~~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. 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 Regatta Committee shall determine the number of days and races to schedule based on the local prevailing conditions; which shall be sufficient to determine a national champion by fair racing under suitable conditions. In the event of extreme weather conditions, one complete race shall be considered a completed regatta.~~The National Championship series should consist of five completed races if a three-day series, and four completed races if a two-day series. The National Regatta Committee shall select, and post in the Notice of Race, the maximum number of races it determines appropriate for the event venue. In the event of extreme weather conditions, the total number of races sailed may be reduced to one completed race by the Regatta Committee.~~
- ~~6-5.~~ 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.~~
- ~~7-6.~~ 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

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which they are registered. Any exceptions must be for good cause, with specific approval of the National Regatta Committee.

- ~~8-7.~~ Measurements: All ~~yachts~~boats, sails and equipment 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.~~
- ~~9-8.~~ Scoring: The results of each race ~~will~~shall be scored using ~~the current~~ The Racing Rules of ~~s~~Sailing as prescribed by US SAILING: US Sail 2001 – 2004 Appendix "A" ~~A1 thru A11;~~; using the Low-Point System: I.E. (A4.1): First boat, 1 point; second boat, 2 points; third boat, 3 points, etc. I.E. (A4.2): A boat that did not start, did not finish, retired after finishing or was disqualified, shall be scored points for the finishing place one more than the number of boats entered in the series. I.E. Race Ties: (A7) & Series Ties (A8), (A8.1) & (A8.2 changed 5-2002), etc.
- ~~10.~~ Charters: A boat may be chartered for the National Championship Series by any person by reason of membership eligible to skipper San Juan 21. Charter boats shall be brokered by the National Regatta Committee, which shall draw up the contract between owner and charterer based on local custom. At a minimum such contracts shall state the charterer is liable for any damage to the chartered boat while in their possession and the charterer shall show proof of insurance or post a cash deposit of at least \$500. 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.
- ~~11-9.~~ 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.~~
- ~~12-10.~~ 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, mooring~~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).~~

Article IX: Specifications

The official specifications of the San Juan 21 consists of a series of drawings, signed by the Chief Measurer, and written

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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. It is the sole responsibility of every owner of a San Juan 21 sloop to maintain their boat in accordance with the approved specifications for the San Juan 21 Class Association

Article X: Limitations Governing the Purchase of Sails

1. The acquisition of sails by the owner of a registered San Juan 21 (SJ21), for use of that SJ21, shall be limited to one suit per calendar year. The use of a sail(s) in any race in a regional event, a local regatta, or a fleet race, shall constitute an acquisition, subject to the exemptions listed below. The date of acquisition is the date of shipping out of the loft. The sail maker shall mark the sail with the date of shipment on the sail immediately below the sail makers label. In the absence of a sail makers label, the head or tack of the sail may be dated. The purchaser of a San Juan 21 may acquire two suits of sails in the calendar year in which they acquire that SJ21. This applies to a new or used SJ21. Any sails retained by the new owner from the ownership of a previous SJ21, or acquired with the purchase of a boat, shall count as sails acquired, and shall subtract from the allowance for purchased of new sails, if such retained sails are to be put to competitive use.
2. If a SJ21 sailor acquires a sail, or a suit of sails, which they do not feel are competitive, they may retire such sail/sails with fifteen days of the date of first use, and may acquire a replacement sail/sails. The Chief Measurer shall be notified of this action in writing prior to the acquisition of replacement sails. The intent of this paragraph is to allow new sails which are non-competitive , to be retired from competitive sailing without prejudice, and is not to allow the purchase of additional suits of competitive sails. The SJ21 sailor shall certify in writing, with his notification to the Chief Measurer that they have retired the sail/sails only because they were non-competitive in their opinion. This exemption procedure may not be used again with five years of the date of this notification to the Chief Measurer.

changes

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.

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

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Executive Committee has given waiver authority for this requirement to local Race Committees pending final resolution by constitutional means.

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."

ByLaws: 2.3 Article III: Dues, Membership

Changed by class ballot

5-1-2005 San Juan 21 Class Association dues will be:

- a. for ACTIVE MEMBERS: \$25.00 annually
- b. for UNATTACHED MEMBERS: \$25.00 annually
- c. for ASSOCIATE MEMBERS: \$15.00 annually
- d. for SUSTAINING MEMBERS: \$15.00 annually

ByLaws: 2.8 Article VIII: NATIONAL CHAMPIONSHIP:

Changed by class ballot

5-1-2005 1. Purpose: Each Region (East, Midwest & West) may conduct a Championship Series annually to determine the Eastern Regional, Midwest Regional and The Western Regional Champion in each Division (All Sails and Working Sails). A North American Championship for each Division (All Sails and Working Sails) shall be held each year sequencing through each Region on a three year cycle, beginning with the Midwest in 2005, Eastern in 2006, Western in 2007 and continuing the same sequence in the following years.

ByLaws: 2.8 Article VIII: NATIONAL CHAMPIONSHIP:

Changed by class ballot

5-1-2005 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. 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.

ByLaws: 2.8 Article VIII: NATIONAL CHAMPIONSHIP:

Changed by class ballot

5-1-2005 .

5. Number of Races: The National Championship series should consist of five completed races if a three-day series, and four completed races if a two-day series. The National Regatta Committee shall select, and post in the Notice of Race, the maximum number of races it determines appropriate for the event venue. In the event of extreme weather conditions, the total number of races sailed may be reduced to one completed race by the Regatta Committee.

ByLaws: 2.10 Article X: Limitations Governing the Purchase of Sails

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Added by class ballot

5-1-2005 The acquisition of sails by the owner of a registered San Juan 21 (SJ21), for use of that SJ21, shall be limited to one suit per calendar year. The use of a sail(s) in any race in a regional event, a local regatta, or a fleet race, shall constitute an acquisition, subject to the exemptions listed below. The date of acquisition is the date of shipping out of the loft. The sail maker shall mark the sail with the date of shipment on the sail immediately below the sail makers label.

In the absence of a sail makers label, the head or tack of the sail may be dated. The purchaser of a San Juan 21 may acquire two suits of sails in the calendar year in which they acquire that SJ21. This applies to a new or used SJ21. Any sails retained by the new owner from the ownership of a previous SJ21, or acquitted with the purchase of a boat, shall count as sails acquitted, and shall subtract from the allowance for purchased of new sails, if such retained sails are to be put to competitive use. If a SJ21 sailor acquires a sail, or a suit of sails, which they do not feel are competitive, they may retire such sail/sails with fifteen days of the date of first use, and may acquire a replacement sail/sails. The Chief Measurer shall be notified of this action in writing prior to the acquisition of replacement sails. The intent of this paragraph is to allow new sails which are non-competitive, to be retired from competitive sailing without prejudice, and is not to allow the purchase of additional suits of competitive sails. The SJ21 sailor shall certify in writing, with his notification to the Chief Measurer that they have retired the sail/sails only because they were non-competitive in their opinion. This exemption procedure may not be used again with five years of the date of this notification to the Chief Measurer.

ByLaws: 2.9 Article IX: Specifications:

Changed by class ballot 5-1-2005

Bylaws: Specifications 3.4

Changed by Governing Board Vote 1-1-2006 .

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. It is the sole responsibility of every owner of a San Juan 21 sloop to maintain their boat in accordance with the approved specifications for the San Juan 21 Class Association.

ByLaws: March 2012

Article I - change language for mailing to include electronic means

Article II - change language to improve clarity and streamline administration

Article III - change dues and membership language to match that of changes in constitutional

Article IV - simplify language for eligibility

Article V - remove requirement for Secretary/Treasure to maintain a list of boats, make gold stripe the responsibility of the class champion if they so wish to put them on.

Article VI - no changes

Article VII - make restrictions subject to local authority, provide for emergency keel clearing measures

Article VIII - control of championship races under local sponsor authority based on knowledge of local conditions. Make chartering a boat a matter between owner and charterer.

Article IX & X - no change