NARRAGANSETT BAY HERRESHOFF “S” CLASS ASSOCIATION CONSTITUTION

**DEFINITION:**

The purpose of the Narragansett Bay Herreshoff “S” Class Association is to promote the racing, restoration, and preservation of the Herreshoff “S” Boat.

**ARTICLE I - CLASS ELIGIBILITY**

1. The Class shall be open to “S” boats designed and built by the Herreshoff Manufacturing Company of Bristol, Rhode Island, and/or their duly licensed representatives.

2. New boats shall comply with all class restrictions as established in the By-Laws, as amended, and before being eligible to compete in the Class shall be passed by the Measurer or his deputy.

**ARTICLE II - ORGANIZATION**

1. Active members of the Association shall be restricted to owners or charterers of Herreshoff “S” Class sloops. Membership shall be obtained by notifying the Secretary of the ownership or charter of the boat, election by affirmative vote of not less than two-thirds of the total active membership, and the payment of the annual contribution.

2. Associate membership shall be obtained by notifying the Secretary of the qualifications of the applicant, the affirmative vote of not less than one-half of the Rules Committee, and the payment of the annual contribution.

3. Lifetime Honorary members of the Association shall be elected by not less than a two-thirds vote of the total active membership.

4. Only active members shall be entitled to vote at meetings of the Association. Associate members shall not be entitled to vote at meetings of the Association or to hold office, other than honorary offices.

5. Active members shall contribute to the expenses of the Association the sum of two hundred seventy-five dollars per annum payable when billed by the Treasurer. Assessments shall not be levied without the majority consent of the parties assessed. Associate members shall contribute forty dollars ($40) per annum. Any member in arrears of their dues by the Annual Meeting shall not be able to cast any votes and shall be notified by letter of such arrearage, and, if dues are not paid 30 days thereafter, membership automatically ceases after said 30-day period.

6. The Annual Meeting of the Association shall be held sometime within the first eight weeks of the New Year at the call of the Commodore. In addition, other meetings shall be held at the call of the Commodore. These meetings can be held through email and results of voting to be confirmed by the executive committee.

7. A majority of the Active members shall be necessary to constitute a quorum for any meeting held. Each Active member in good standing may cast one vote in person or by proxy upon any question before the Association, provided however, that but one vote shall be cast by two or more members jointly owning or chartering an “S” yacht.

**ARTICLE III - OFFICERS AND COMMITTEES**

1. The Officers of the Association shall be a Commodore, Vice-Commodore, Rear-Commodore, Secretary, Treasurer, Measurer, and Race Recording Secretary, who shall be elected at the Annual Meeting to serve for one year, or until their successors are elected. The office of Historian shall be a permanent honorary office of the Association. Officers shall exercise the usual powers and duties as may be conferred upon them by the action of the Association.

2. All Officers and Committees elected at the Annual Meeting shall take office immediately following adjournment of the Annual Meeting.

3. The Treasurer shall deposit all funds of the Association in an approved bank, and shall have power to draw checks thereon for authorized disbursements, or to otherwise hold and safe keep the Association’s funds as may be authorized by resolution adopted at any meeting. The Treasurer shall establish and maintain a Trophy Fund and a Capital Fund. The Treasurer shall render an account of receipts and disbursements at the Annual Meeting or any other time, upon request of the Flag Officers.

4. The Secretary shall discharge the regular duties connected with his office and shall file and preserve all documents, records, reports, and communications connected with the business of the Association. The Secretary shall notify the membership, in writing, of the selections of the Nomination Committee not later than January 15 th.

5. The Measurer shall keep a record of the name and number of each boat in the Association, and report any boat violations to the Race Committee. He shall keep a record of the sail inventory of each boat, including the number of each type of sail and the date of certification of each sail. He shall also certify certain spar measurements. Certifications shall be carried out in accordance with the By-Laws. The Measurer shall be custodian of the class copies of the Herreshoff “S” Boat plans. The “S” Class Measurer may enlist the services of qualified NBYA Measurers to assist him.

6. A Rules Committee shall consist of the Commodore, Vice-Commodore, Rear Commodore, Treasurer and Secretary of the Association and two impartial members at large elected by the general membership. The Rules Committee shall handle all protests and violations of Association rules as contained in the NBHSCA By-Laws. The decision of the Rules Committee on any of the above matters shall be final.

7. A Nominating Committee consisting of three active members, none of who shall be a member of the Rules Committee, shall be appointed by the Commodore. It shall be the duty of the Nominating Committee to select one candidate for each elective office or committee, and to notify the Secretary in writing of his or her selections not later than February 1st.

8. Counter nominations may be made by an Active member at the Annual Meeting.

9. The official Appeals Committee of the Narragansett Bay Herreshoff “S” Class shall be the N.B.Y.A. Appeals Committee.

10. The Commodore shall appoint one delegate and one alternate to the Narragansett Bay Yachting Association at the Annual Meeting. The appointees shall hold office for one year or until their successors are appointed.

11. A Race Committee Chair shall be appointed by the Commodore to perform such duties as shall be necessary.

**ARTICLE IV - MANAGEMENT**

1. The affairs of the Association shall be managed and directed by the Rules Committee, composed of the Commodore, Vice-Commodore, Rear Commodore, Treasurer and Secretary, to serve for one year or until their successors are elected. The Executive Committee shall decide on race schedules, postponements, and the establishment of sail-offs and re-sails.

2. Vacancies created for any reason in the Executive Committee shall be filled by the remaining members of said committee until the next regular meeting of the Association, and vacancies created in any office may likewise be filled by the Executive Committee until the next regular meeting of the Association.

3. All Association races shall be managed by the Race Committee, and it shall be the duty of the Race Committee to officiate at all Association races and to act, when necessary, as the Narragansett Bay Herreshoff “S” Class Association Representative at any races sponsored by others than this Association.

**ARTICLE V - NUMBERS OF BOATS**

1. Racing numbers shall be assigned and recorded by the Measurer.

**ARTICLE VI - AMENDMENTS**

1. The rules comprising the Constitution and the By-Laws may be amended by majority vote of the Active Members, but no amendment shall be considered unless first submitted to the Rules Committee and thereafter presented at any Association meeting by the Committee with its recommendations.

2. The Rules Committee, when the Association is not in session, may submit a proposed amendment to the members and take a vote there-on by e-mail, but no such amendment shall be declared effective unless and until ballots have been received from at least two-thirds of the Active Members, and a majority vote of the active membership is in the affirmative.

**ARTICLE VII - ORDER OF BUSINESS**

1. At a regular meeting, the following order of business shall be observed:

1. Roll Call

2. Reading of the minutes of the previous meeting.

3. Reports of the Officers

4. Reports of the Committees

5. Communications

6. Unfinished Business

7. New Business

8. Election of Officers

2. When a question is before the meeting, no motion shall be entertained, except:

1. To adjourn

2. To lay on the table

3. The previous question

4. To postpone

5. To amend

In the event that several motions shall be on the floor at the same time, individual motions shall have precedence in the order above given, and the first three shall be decided without debate.

3. All questions of parliamentary practice shall be in accordance with Cushing’s Manual.

NARRAGANSETT BAY HERRESHOFF “S” CLASS ASSOCIATION

BY-LAWS

**SECTION I – CREW**

1. When racing, the number of the crew shall be optional.

2. Skippers and crews of all boats will not be paid or employed to race by the owner of said boat.

**SECTION II - HAULING OUT**

1. During the season, from the first scheduled race to October 1st, “S” yachts may be hauled out not more than three times, with at least five weeks intervening between haul-outs, after the initial haul-out. Haul-outs shall not exceed ninety-six (96) hours duration from time of hauling to launching. Voluntary beaching shall be considered equivalent to hauling. This rule may be waived by the Rules Committee in writing in the event of accident or other casualty.

**SECTION III - SAILS**

A. GENERAL - The purpose of these Rules is to limit the basic size of sails used and to discourage any unusual or radical sails. All sails are to be measured on a floor, flattened and smoothed out, with only sufficient tension to remove wrinkles so as to determine true dimensions.

Material for all sails is to be of suitable weight and type. One unwoven transparent panel, the total area of which shall not be more than three square feet, shall be permitted in any sail and shall be not less than six inches from any edge of the sail. Class insignia and racing numbers are required on both sides of the mainsail. Racing numbers only are required on both sides of the spinnaker. No numbers are required on the jib. All measurement points referred to in this rule as intersections are to be determined by the apex of the angle formed by the intersection of the two edges of the sail forming this point. (Example: The head intersection of the jib is the point at which the luff and the leech would cross if extended.) All procedures are given with the purpose of measuring one sail at a time. When measuring several of the same sail at one time, it is suggested that pre-set marks be placed on the floor being used.

B. MAINSAIL -

1. Shall be neither miter cut nor loose footed. Flattening and zipper foots are prohibited. Conventional reef points are permitted in accordance with the original sail plan. The minimum material weight shall weigh no less than 6-ounce Dacron cloth, not molded. The entire sail, exclusive of any transparent panel, shall be made from the same material.

2. Dimensions: Luff and foot are controlled by spars and bands (see sail plan 96-121A, November 1, 1924). Maximum luff length - 37 feet; maximum leech length - 39 feet; maximum foot length - 18 feet, 9 inches; mid-girth – 12 feet +/- 1 inch; upper quarter girth - 7 feet 1 inches +/- 1 inch. Cunningham tackle allowed on the luff only.

3. Headboard - Maximum breath of the headboard measured perpendicular to the luff may not exceed 8 inches. Aft corner of headboard may be no higher than forward corner. The headboard shall be considered to include all fabric and stiffeners.

4. Battens - Four (4) battens are allowed. The length of these battens will be determined by the sail maker. There will be no full-length battens.

5. Procedure - Check leech length, leech to be measured from forward upper corner of headboard to clew intersection. Maximum length may not exceed thirty-nine feet. Determine half leech point by folding forward upper corner of headboard to clew intersection and making a small pencil mark at the fold in the center of leech and then determine the half luff point by folding forward upper corner of headboard to tack intersection and making a small mark in the center of the luff. Then unfold sail and measure between the two pencil marks. This mid-girth dimension shall be twelve feet eight inches +/- one inch.

Note: sail to be measured exclusive of boltrope. Upper quarter girth dimension shall be determined by folding forward upper corner of headboard to half leech point, marking with pencil, then folding forward upper corner of headboard to mid luff point and marking with pencil. This upper quarter girth dimension shall be seven feet one inch +/- one inch.

C. JIB –

1. The jib may not be loose footed. Foot reefs and zipper foots are prohibited. The jib is to be measured to the outside edge of the cloth including folded luff wire pocket, tabling, etc. Hardware not included within these edges is to be excluded from measurement. Head, clew and tackboards are not permitted. The forestay shall not be detached for the attachment of the jib.

2. Dimensions: Maximum luff 20 feet, 6 inches; maximum leech 18 feet, 10 inches; maximum foot 8 feet, 4 inches.

3. Battens - There are to be three battens in the jib on the leech, and the sum of their length shall not exceed three feet.

4. Procedure - Jib should be laid flat on the floor and held at the head. The head intersection is the starting point for all measurements. Measure from head intersection to tack intersection. Maximum dimension is 20 feet, 6 inches. Measure from head intersection to clew intersection. Maximum dimension is 18 feet, 10 inches. Measure from clew intersection to tack intersection. This dimension may not exceed eight feet, four inches.

**D. SPINNAKER -**

1. Spinnaker must be symmetrical. Hardware is limited to head swivel, corner cringles of rings and brummel hooks. In order to discourage unusual and special purpose spinnakers, maximum and minimum dimensions have been established.

2. Dimensions:

Luff: 21 feet 6 inches + or - 4 inches

Centerline: 23 feet 3 inches, + or - 4 inches

Foot: 14 Feet 7 inches, + or - 3 inches

Upper half-girth: 5 feet 3 inches, + or - 3 inches

Mid half-girth: 7 feet 4 inches, + or - 3 inches

Lower half-girth: 7 feet 8 inches, + or - 3 inches

3. Procedure - Lay sail on floor folded in half. Measure from head intersection to clew intersection. This dimension may not exceed twenty-one feet, ten inches, nor less than twenty-one feet two inches. Measure from head intersection to center of foot; sail smoothed but not pulled under tension. This dimension may not exceed twenty-three feet seven inches, nor less than twenty-two feet eleven inches. Measure down the luff from the head intersection and mark points 6 feet 6 inches, 12 feet and 18 feet. Measure down head intersection on centerfold (with sail smooth in this area but under no tension) 6 feet 6 inches, 12 feet and 18 feet. Measure between upper half-girth marks. This dimension may not exceed five feet six inches, nor be less than five feet. Measure between mid half-girth marks. This dimension may not exceed seven feet seven inches, nor be less than seven feet one inch. Measure between lower mid-girth marks. This dimension may not exceed seven feet eleven inches, nor be less than seven feet five inches.

**E. SAIL PURCHASE, REGISTRATION AND USE**

No sails other than the approved jib, mainsail and spinnaker can be used and only one of each of these can be hoisted at the same time. Each registered boat may acquire in any manner no more than one suit of sails in each calendar year. However, a newly constructed boat entering the fleet may either acquire no more than two complete suits in the first calendar year and no more than one suit in each succeeding calendar year or a newly constructed boat may acquire no more than one suit in the first calendar year and no more than one suit in each succeeding calendar year.

Any sail recutting resulting in an alteration to a sail requires remeasuring of that sail, but such recutting and remeasuring will not constitute acquisition of an additional suit of sails. A sail is deemed to have been acquired on the date upon which it was originally measured and accepted by the measurer. Unexpended sail acquisition rights applying to a particular year cannot be carried forward to any subsequent years. Sail acquisition rights are deemed to apply to the boat, not the owner. However, if an owner, upon purchase of a used boat, feels that this rule places him in a demonstrably noncompetitive position, he may apply to the Rules Committee for an exemption. Such application shall be in form and detail required by the Rules Committee. The Rules Committee may grant an exemption of a showing of a noncompetitive position.

The intent of this rule is to prevent indiscriminate sail purchases and to limit new sail acquisitions to one suit each year with the exceptions for newly constructed boats noted above. No more than three complete suits of sails shall be registered and carried on board when racing.

**F. RESTRICTIONS**

In order to further restrict the areas and position of sails, spars shall be marked in the following manner:

1. There shall be a band around each mast, the upper edge of which is 1 foot 5 ¼ inches above the deck, at the after side of the mast. Goosenecks shall be fastened so that a fair extension of the upper side of the boom track shall intersect the mast at this point when the boom is parallel to the water.

2. Another band shall be placed around the mast, the lower edge of which is 38 feet 5 ¼ inches above the deck, at the after side of the mast.

3. A third band shall be placed around the boom, the inboard edge of which shall be 18 feet 9 inches from a fair extension of the face of the track on the mast.

4. These bands must be painted black, or white on a black mast, and must be 1 inch wide. These measurements shall be reported to the Measurer, in writing, at least giving 5 days before its use in an “S” Class Race. Any alterations to a previously certified sail shall be reported in the same manner.

**SECTION IV - RIGGING**

1. The standing rigging shall conform to the original design plan, except that the headstay may be slacked off to avoid interference with the spinnaker, and the spreader lifts are optional. The material, diameter of the standing rigging, the number and size of turnbuckles are optional. Rod rigging may not be used.

2. The spinnaker halyard block may be moved to a point not higher than 23 feet 3 inches from the deck. This distance must be certified by the Measurer.

**SECTION V - HULLS AND SPARS**

1. No change shall be made in the hull except the interior arrangements, deck and interior fittings. In all such cases, the Rules Committee shall have power to determine whether such modifications infringe the intention of these rules.

2. All newly manufactured spars shall conform to the original in weight, design, material, and character. The number of staves in the mast, however, is optional. The maximum permissible spar dimensions shall be in accordance with Herreshoff Reference Plan 81-134, November 25, 1919, which states the following:

*Length of mast (excluding tongue) - 42 feet 4 ½ inches*

*Length of boom (from mast to end) - 18 feet 10 ¾ inches*

*Length of jib boom - 8 feet 5 inches.*

3. Spinnaker booms may be double ended. Their total length from the forward face of the mast, at the point of attachment, to the extremity of the pole, including all fittings, must not exceed 9 feet 5 inches. Their inboard ends may be attached to any point on the mast. Whisker poles shall not be permitted. The length of the spinnaker pole on each boat must be certified by the Measurer.

**SECTION VI - MOTORS**

1. Outboard motors may be carried but must be stowed inboard before the preparatory signal and shall not be reshipped until after the finish of the race. The position of outboard motors shall not be shifted during the race so as to alter the yacht’s trim.

**SECTION VII - EQUIPMENT**

1. The following minimum equipment shall be carried in every race. Lost articles must be replaced promptly:

a. An anchor

b. Not less than one hundred (100) feet of serviceable anchor cable.

c. A compass

d. Serviceable bilge pump

e. A fog horn

f. A boat hook

g. 1 Coast Guard Approved personal flotation device (PFD) for each person aboard each yacht is required.

**SECTION VIII - RULES**

1. Except as modified by these rules and regulations, the rules of the United States Sailing Association shall apply. These rules shall not apply to handicap, inter-class, or long-distance races, if the rules pertaining to such races permit or provide for other conditions.

**SECTION IX - RACING SEASON**

1. There shall be a Pre-Season Series to be sailed before the Summer Season with dates and number of races to be determined at the Annual Meeting. The winner is to hold the Preseason Trophy for one year or until won by another boat.

2. There shall be a Summer Series with dates and number of races to be determined at the Annual Meeting. The winner is to hold the Donald Burnside Trophy for one year or until won by another boat, subject to the deed of the gift.

3. There shall be a Post-Season Series to be sailed after the Summer Series with the dates and number of races to be determined at the Annual Meeting. The winner is to hold the Post Season Series Trophy for one year or until won by another boat.

4. Total Season Championship shall be awarded to the yacht having the highest percentage for the entire season. Individual Series Championships shall be awarded to the yacht having the highest percentage for the individual series.

5. The percentage of participation required for qualification for the Total Season Championship, Pre-Season Series, Summer Series, or Post-Season Series, shall be established each year at the Annual Meeting of the Association in conjunction with the establishment of the racing schedule. Such qualification percentage shall be based on the number of races actually sailed.

6. Method of point scoring in any Association Series shall be the Modified Cox-Sprague system.

**SECTION X - IN CASE OF A TIE**

1. The crew which has finished ahead of the other (or others, if there are more than two crews tied) the greater number of times shall be declared the winner.

2. If applying this test does not break the tie, the issue shall be determined by one of the following methods, and in the following order:

a. The championship or place shall be awarded to the crew, included in the deadlock, which has won the greatest number of first places. If the deadlocked crews have won an equal number of first places, then second or third places, etc. shall be taken into consideration in breaking the tie.

b. After consultation with the Executive Committee, the Race Committee may order all contestants to sail an additional race, or a single sail-off race between the deadlocked crews.

The above system shall be used to settle all ties in which prizes shall be awarded, other than consolation prizes.

**SECTION XI – PRIZES**

1. Suitable permanent prizes shall be awarded three boats in each Association Series and also to the first five boats in the total Season Standing.

**SECTION XII - SALE OF BOATS**

1. In order to promote the best interests of the Class, owners offering their “S” yachts for sale shall notify the Commodore thereof, and for a period of four weeks thereafter the Class Association shall be given an option to purchase the boat upon the same sale terms. During the option period, the Class shall attempt to find a purchaser who will actively race the yacht.

2. In case a boat is sold during the racing season, the points earned by said boat will be retained by her former owner and not go to her new owner.