



Flying Scot[®] Sailing Association

CLASS RULES

**Constitution - By-Laws - Specifications -
Chief Measurer's Rulings - Official Plan -
Sail Plan and Measurement**



TABLE OF CONTENTS

CONSTITUTION	
ARTICLE I – NAME	3
ARTICLE II - OBJECTIVE	3
ARTICLE III - EMBLEM AND BURGEE	3
ARTICLE IV - POLICY	3
ARTICLE V - ORGANIZATION	3
ARTICLE VI - JURISDICTION	4
ARTICLE VII - FLEET AND DISTRICT CHARTERS	4
ARTICLE VIII - DUES	4
ARTICLE IX - MEMBERSHIP CLASSIFICATIONS	4
ARTICLE X - EXECUTIVE OFFICERS	6
ARTICLE XI - DISTRICT OFFICERS	7
ARTICLE XII - BOARD OF GOVERNORS AND EXECUTIVE COMMITTEE	8
ARTICLE XIII - STANDING COMMITTEES	9
ARTICLE XIV - EMPLOYEES	11
ARTICLE XV - MEETINGS	11
ARTICLE XVI - DELEGATES TO ANNUAL OR SPECIAL MEMBERSHIP MEETINGS	12
ARTICLE XVII - QUORUM AND ATTENDANCE	12
ARTICLE XVIII - VOTING AT ANNUAL OR SPECIAL MEETINGS	12
ARTICLE XIX - IMPEACHMENTS	12
ARTICLE XX - AMENDMENTS AND REVISIONS	12
ARTICLE XXI - ORDER OF BUSINESS	14
ARTICLE XXII - CODE OF CONDUCT	14
BY-LAWS	
INTRODUCTION	17
ARTICLE B-I - FLEET BUSINESS AND MEETINGS	17
ARTICLE B-II - MEMBERSHIP, ELIGIBILITY AND DUES	17
ARTICLE B-III - RENEWAL OF FLEET CHARTER	18
ARTICLE B-IV – FLEET REPORTS AND RETURNS	18
ARTICLE B-V - OFFICIAL NUMBERS AND REGISTRATION CERTIFICATES	18
ARTICLE B-VI - FSSA OBLIGATIONS	18
ARTICLE B-VII - REQUIREMENTS APPLYING TO ALL EVENTS	19
ARTICLE B-VIII - REQUIREMENTS APPLYING TO SANCTIONED EVENTS	20
ARTICLE B-IX - REQUIREMENTS APPLYING TO THE NORTH AMERICAN CHAMPIONSHIP	23
ARTICLE B-X - OTHER REGULAR SANCTIONED EVENTS OF NATIONAL CHARACTER	27
ARTICLE B-XI - HONOR AWARDS	28
ARTICLE B-XII - FLEET OF THE YEAR	28
ARTICLE B-XIII - CODE OF CONDUCT	28
SPECIFICATIONS	
ARTICLE S-I - INTENT	34
ARTICLE S-II - HULL AND APPURTENANCES	34
ARTICLE S-III - SPARS, RIGGING AND FITTINGS	35
ARTICLE S-IV - SAILS	36
ARTICLE S-V - RACING RESTRICTIONS	36
CHIEF MEASURERS' RULINGS	38
OFFICIAL PLAN	41
DIRECTIONS FOR MEASURING SAILS	42
HOW TO MEASURE SAILS	45
SAILS MEASUREMENT <i>check list</i>	49

FLYING SCOT® SAILING ASSOCIATION CONSTITUTION

ARTICLE I - NAME

The name of this organization is the *Flying Scot® Sailing Association* (FSSA).

ARTICLE II - OBJECTIVE

The objective of the FSSA is to promote Flying Scot® class racing under uniform rules, to sponsor certain charitable and educational projects, and to maintain rigidly the one-design features of Flying Scot® sloops, as originally designed by Gordon K. Douglass.

ARTICLE III - EMBLEM AND BURGEE

The official emblem and burgee of the FSSA shall be as indicated on the Official Plan.

ARTICLE IV - POLICY

1. To cooperate with other sailing organizations and to insist on strict observance of the FSSA Class Rules. The applicable requirements in the Constitution, Bylaws, Specifications, Chief Measurer's Rulings, and Official Plan constitute the FSSA "Class Rules" as defined in the *Racing Rules of Sailing*.
2. To keep the cost of acquisition and upkeep of Flying Scot® sloops within modest limits without sacrificing high standards of performance and seaworthiness.
3. To promote a one-design class of Flying Scot® sloops in which racing shall be to determine the skill of the helmsman (the person on the tiller, regardless of gender) and crew. Everything in the Class Rules is intended to ensure competition in boats of essentially identical design.
4. A sloop is eligible for and considered to be in the Flying Scot® class only if it has been registered with the FSSA, and conforms to measurement rules as certified by an FSSA "Official Certificate of Measurement and Registration" (Registration Certificate).

ARTICLE V - ORGANIZATION

1. A Flying Scot® applicant for membership in the FSSA shall identify, whenever practicable, the Fleet on whose waters he/she normally sails.
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 FSSA). The Fleet is self-governed in all local matters not conflicting with Class Rules. It has the power to accept or reject applications for Fleet membership, but only for good cause.

ARTICLE VI - JURISDICTION

The FSSA has jurisdiction over all Flying Scot® activities. Its Class Rules govern all Flying Scot® races regardless of by whom held. Its Class Rules are binding upon members and Fleets, and all Flying Scot® sloops must conform to its Class Rules.

ARTICLE VII - FLEET AND DISTRICT CHARTERS

1. A new Fleet not within the territory of an organized Fleet may be granted a charter upon application to the FSSA by three or more Active Members who shall be Flying Scot® owners. In addition, a club owning three or more registered Flying Scots®, and having three or more Club Members may be granted a Charter.

2. Fleet Charters may be suspended or revoked by the FSSA for failure to maintain in good standing a minimum membership and quota of Flying Scot® sloops as required above. Fleet Charters may also be revoked at an Annual Meeting by two-thirds (2/3) vote for other causes. (For terms of annual renewal, see Bylaws.)

3. A new District may be granted a charter upon application to the FSSA. The application shall identify the Fleets that would initially constitute the new District, and shall document the concurrence of each Fleet that would join the new District. The Board of Governors shall approve all requests for creating, suspending, dissolving, and renaming Districts, and changing of Fleets from one District to another District.

ARTICLE VIII - DUES

The amount of annual FSSA dues shall be fixed by the FSSA Board of Governors. Fleet dues, if any, shall be fixed by the Fleet. There may be District dues. Dues, including District dues if applicable, must be paid before a member can be in good standing in any of these.

ARTICLE IX - MEMBERSHIP CLASSIFICATIONS

1. *Active Members* and *Life Members*

a. Active and Life Members have the privileges of holding office in, and voting on FSSA matters. Fleet members with voting rights on FSSA matters shall be restricted to Active Members, Club Members and Life Members. He/She must be one of the following:

(i) an owner, or

(ii) a bona fide co-owner as registered with the FSSA, or

(iii) a helmsman who sails a club owned boat belonging to his/her yacht club, provided that the individual is a Club Member

b. There are no age or gender limitations.

Associate Member

- a. An Associate member must be one of the following:
 - (i) a non-owner who has been a crew on a specific Flying Scot® with respect to which some person is an Active Member; or
 - (ii) a member of the immediate family (husband or wife, or sons, daughters, or wards of the family under the age of 21) of an Active Member; or
 - (iii) a part-owner as registered with the FSSA of a Flying Scot® or a member of his/her immediate family, provided that at least one of the part-owners of such Flying Scot® is an Active Member.
- b. There are no age or gender limitations.
- c. An Associate Member cannot vote on national FSSA matters or represent a Fleet at a national FSSA Meeting except if acting as proxy.

3. A **Family Member** is a combination of one Active Member and unlimited Associate Members who are all members of the Active Member's immediate family (husband or wife, or sons, daughters, or wards of the family under the age of 21 [if out of school] or 23 [if still in school]) and are all residing at the same address. The Active Member is the only member to get FSSA mailings (including *Scots n' Water*) with this membership classification. The other Family Members do not need to pay additional dues. Family Members who are spouses of Active or Life Members have the privileges of holding office in, and voting on FSSA matters.

4. A **Sustaining Member** is a non-owner who joins the FSSA because of any interest in the Class. A Sustaining Member shall not vote, hold office or represent a Fleet.

5. A **Sponsoring Member** is any company or individual who provides products and/or services to the membership or who has an interest in the FSSA. A Sponsoring Member shall not vote, hold office, or represent a Fleet.

6. A **Life Member** is an individual who pays a one-time fee to become a lifetime member, and has the same privileges as an Active Member.

7. A **Club Member** is an individual belonging to a Club/Association which owns registered Flying Scots®. A Junior whose parent is a Club member may sail a Club boat without paying for a second Club membership.

8. A **Junior Member** is a person under the age of 18 who is a non-owner of a Flying Scot®. To be eligible to helm in sanctioned junior events, that individual must not have reached his/her 19th birthday prior to the event, and must not have competed at the intercollegiate level.

9. Subject to the approval of the Fleets concerned, a member may belong to more than one Fleet at a time. Such a member shall have, however, only one vote in District and FSSA business and his/her Flying Scot® may only qualify for sanctioned events from one Fleet. He/She shall notify the Executive Secretary which of his/her multiple-fleet memberships is to be used for voting purposes.

ARTICLE X - EXECUTIVE OFFICERS

1. The Executive Officers of the FSSA and their respective duties shall be as follows:
 - a. **President** - The President is the chief executive. The President shall preside at meetings, serve as Chairman of the Executive Committee and the Board of Governors, rule on procedure and jurisdiction, summarize decisions, and appoint standing and special committees as needed, and shall be an ex-officio member of all committees.
 - b. **First Vice-President** - The First Vice-President shall officiate in the absence of the President. In addition, the First Vice-President shall serve as a member of the National Championships Committee and the Amendments Committee, and shall serve as judge for the Fleet of the Year Competition.
 - c. **Second Vice-President** - The Second Vice-President shall officiate in the absence of the President and First-Vice President. In addition, the Second Vice-President shall serve as a member of the Membership Committee, the Publicity Committee, the Measurement Committee, and serve as Liaison for District Governors.
 - d. **Secretary/Treasurer** - The Secretary/Treasurer, acting with the Executive Secretary, shall oversee all correspondence, records of minutes of meetings, maintenance of an accurate and current record of all members, Districts, Fleets, and registered Flying Scot® sloops, and issuance of Registration Certificates and royalty paid labels. The Secretary/Treasurer, acting with the Executive Secretary, shall also be responsible for the financial management of the organization, shall have authority to invest funds of the FSSA in interest bearing securities approved by the Executive Committee, shall annually prepare a budget, and a balance sheet and income statement of the FSSA for the fiscal year, and perform all other duties pertaining to the office.
 - e. **Chief Measurer** - The Chief Measurer shall be the Chairman of the Measurement Committee and shall answer questions about measurement rules. The Chief Measurer shall interpret Class Rules concerning construction, sail plan, rigging, and equipment, and shall make rulings on matters not specifically covered in the Official Plan and Specifications. Such Chief Measurer's Rulings (CMRs) shall be subject to approval of the Board of Governors and shall be published in the first issue of *Scots n' Water* following such approval. All CMRs so approved and published shall be as binding as if set forth in the Official Plan and Specifications. The Chief Measurer is authorized to rule illegal running rigging which, in the Measurer's opinion, is unsafe or provides a significant increase in a boat's performance. Such rulings may be made immediately effective, but may thereafter be appealed to the Board of Governors. The Chief Measurer shall not approve changes in construction, specifications, sail plan, or rigging.
 - f. **Editor** - The Editor, with the assistance of the Executive Secretary, shall publish *Scots n' Water*, the official organ of the FSSA.
 - g. **Web Editor** – The Web Editor, with the assistance of the Executive Secretary, shall maintain the official Internet Web Site of the FSSA.
2. The aforementioned officers shall be elected at the Annual Meeting and shall be re-elected each year. The normal term of office for the President, Vice-Presidents, and Secretary/Treasurer is two years. The candidate for an office receiving the greatest number of votes shall be considered elected to that office.

3. Should the office of an Executive Officer be vacated by death, resignation, or removal for cause, the Executive Committee shall appoint a replacement to serve the remainder of the unexpired term, and announce the change in *Scots 'n Water*.

4. To be eligible for election, each of the aforementioned officers, when nominated, shall signify their willingness and ability to attend at least one meeting each year during his/her term of office at any location within North America.

5. The immediate past President will become the **Commodore** of the FSSA, and will remain an Executive Officer. In the event that the immediate past President is unwilling or unable to serve as Commodore, the Executive Committee shall appoint as Commodore an Active Member who has previously served as an Executive Officer.

3. The retiring Commodore will become the **Immediate Past Commodore** of the FSSA, and will remain an Executive Officer. The Immediate Past Commodore shall serve in this office for the term of the current Commodore. In the event that the retiring Commodore is unwilling or unable to serve as Immediate Past Commodore, the Executive Committee shall appoint as Immediate Past Commodore an Active Member who has previously served as an Executive Officer.

ARTICLE XI - DISTRICT OFFICERS

Duties and Method of Election -

1. The District Officers of the FSSA shall consist of the following:

a. **District Governor** - The District Governor shall be a member of the Board of Governors and have general supervision over all Flying Scot® activities in the District. He/She shall promote FSSA membership. The District Governor shall be a member of a Fleet in the District he/she represents or, if not a Fleet member, live within the geographical area of the District and shall represent the District on the Board of Governors, arrange for the holding of the District Regatta, promote the establishment of new Fleets throughout the District and the maintenance of all District Fleets in good standing with the FSSA; and,

b. **Alternate (optional)** – As an option, each District may also elect an Alternate. The Alternate shall officiate during any prolonged absence of the District Governor. Should the office of District Governor become vacated, the Alternate shall become Governor for the unexpired term.

2. The District Governor and Alternate (if applicable) shall be elected by vote of the Fleets in each District. Each Fleet shall have one (1) vote. The election must be held in advance of the Annual Meeting of the FSSA, and the Governor and Alternate elected shall serve during the ensuing year, from the Annual Meeting to the next Annual Meeting. The retiring Governor shall forward the name of the new Governor and Alternate (if applicable) to the FSSA immediately after their election.

3. If any District fails to hold an election as provided for above, a Governor for such a District shall be appointed by the Executive Committee.

ARTICLE XII - BOARD OF GOVERNORS AND EXECUTIVE COMMITTEE

Duties and Method of Election -

1. **Board of Governors** -

a. The Board of Governors shall serve one (1) year from the Annual Meeting to the next Annual Meeting, and shall consist of all Executive Officers, the District Governors, and the past Presidents of the FSSA.

b. The voting authority of the Board of Governors shall be restricted to the respective District Governors and Executive Officers (or their alternates duly appointed by advance letter or e-mail to the Executive Secretary) present at a meeting. All other members of the Board of Governors may make motions and take part in debate, but shall not have a vote.

c. The owner of Flying Scot Inc. shall be privileged to attend all Board of Governors' meetings, and to be heard on all matters coming before the Board of Governors, but shall have no vote upon any matters under consideration by the Board of Governors.

d. Meetings of the Board of Governors shall be called by the President on at least ten days written notice to all members of the Board of Governors. One-third (1/3) of the voting members of the Board of Governors shall constitute a quorum, and a decision of a majority of those present shall decide all questions.

e. The Board of Governors shall interpret the Constitution and By-Laws, shall conduct all business and determine policy of the FSSA, and shall serve as the last Court of Appeal in disputes over constitutional rights. The Board of Governors has the authority to address any administrative or procedural questions or issues not specifically covered by this document or the Bylaws.

The Board of Governors has the power to enforce its decisions by suspension of entire Fleets or individual members. Its rulings shall be binding and final. The Board of Governors may amend the Bylaws but not the Constitution.

2. **Executive Committee** -

a. The Executive Committee is a sub-committee of the Board of Governors, empowered to act in the name of the Board of Governors when it is not practical for the entire Board of Governors to meet and take action. It is also responsible for other specific actions as prescribed by this document and the Bylaws.

b. The Executive Committee shall consist of the President, the Commodore, and two (2) or more Board of Governors members appointed by the President and approved by the Board of Governors. The President shall serve as Chairman.

c. The Executive Committee shall: sanction or ban races or other activities; approve the Chair of each committee appointed by the president (except in those cases when the chairmanship is automatic), fill vacancies in office subject to ratification by the Board of Governors in case such vacancies are being filled by a member or members of the Executive Committee; impeach Fleet and FSSA officers subject to ratification by three-quarters ($\frac{3}{4}$) of the Board of Governors (when a member of the Board of Governors or Officer is involved); suspend members guilty of gross

violation of Class Rules or unsportsmanlike conduct for a period not exceeding its term of office; approve the purchase and sales of securities; approve depositories; and employ such staff as stated in Article XIV of this Constitution.

ARTICLE XIII – STANDING COMMITTEES

1. *Measurement Committee* -

- a. The Measurement Committee shall serve under the chairmanship of the Chief Measurer, and shall include the Second Vice President of the FSSA. The Measurement Committee shall be appointed by the Chief Measurer and approved by the Executive Committee.
- b. The Measurement Committee shall review all matters referred to it by the Chief Measurer and report thereon to the Board of Governors with their recommendation.
- c. If so instructed by the Board of Governors, the Committee shall draft appropriate amendments to the Specifications for ratification by the Board of Governors.

2. *National Championships Committee* –The National Championships Committee (NCC) shall:

- a. Consist of three (3) members of the FSSA who are knowledgeable of the *Racing Rules of Sailing* and the Class Rules, and who preferably also have experience as a US Sailing Judge or Certified Race Officer. The chair of the committee shall be appointed by the President. Other committee members shall be appointed annually by the chair. There shall also be at least two (2) qualified ad hoc members for the North American Championship, and could include the District Governor or a member from the District in which the event will be held. The First Vice President of the FSSA shall also serve as a member of this committee.
- b. Have sole jurisdiction over all matters pertaining to the management and conduct of all sanctioned events which are national in character, including the North American Championship. It shall approve the Notice of Race and Sailing Instructions prior to publication for all of these regattas.
- c. Prior to sanctioned events that are national in character, the NCC shall rule on questions of eligibility or other issues concerning the conduct of races. After the event begins, the Protest Committee and/or the Race Committee as appropriate shall be the deciding entity; however, the NCC may be consulted by the Protest Committee and/or Race Committee when appropriate.
- d. For the North American Championship, approve a panel of three (3) or more Judges to have general supervision over the conduct of the regatta, hear and decide protests involving the interpretation of the Class Rules, and determine all matters arising during the regatta not covered by the Class Rules, Notice of Race, or the Sailing Instructions. No person participating as helmsman or crew of any Flying Scot® entered in the regatta shall be a Judge, and at least one (1) Judge shall be a member of the FSSA.
- e. Neither the Board of Governors nor the National Championships Committee shall have power to reverse decisions of the Judges (Protest Committee). The Protest Committee shall become dissolved after all protests and other business of the regatta have been disposed of.

3. **Budget Committee** - The Budget Committee shall consist of the President and Treasurer of the FSSA. This Committee shall prepare a budget for the ensuing year.
4. **Membership Committee** - The Membership Committee shall be given full responsibility for developing FSSA memberships. This Committee shall be appointed by the President. The Second Vice President shall serve as a member of this Committee.
5. **Publicity Committee** - The Publicity Committee shall be appointed by the President and shall be responsible for matters concerning publicity. The Second Vice President shall serve as a member of this Committee.
6. **Special Committees** may be appointed at any time by the President.
7. **Amendments Committee** - This Committee shall process all proposed amendments to the Constitution. This Committee shall be appointed by the President. The First Vice President shall serve as a member of this committee.
8. **Auditing Committee** - The Auditing Committee shall consist of one (1) or more members appointed by the President. The Committee shall periodically, when so requested by the Executive Committee, audit the financial statement prepared by the Treasurer and shall report its findings in *Scots n' Water* not later than two issues following the close of the audit. The Auditing Committee may employ a Certified Public Accountant to audit such financial statements and to render an opinion thereon at such fee as agreed upon by the Executive Committee.
9. **Nominating Committee** –
 - a. The responsibility of the Nominating Committee is to strive to achieve diversity among the FSSA officers taking into account geographic representation, age, racing, and recreational interests.
 - b. The Nominating Committee shall consist of the Immediate Past President, and three other members selected as follows: two shall be chosen by the President, one of which shall be from the Board of Governors, and the other a past FSSA President; the third member of the Nominating Committee shall be elected at the Annual Meeting and shall also be a past FSSA President. The member elected at the annual meeting shall chair this committee. The current President shall serve as a non-voting ex-officio member of the committee.
 - c. The Nominating Committee make up for the ensuing year shall be announced at each Annual Meeting.
 - d. The Nominating Committee shall seek input from the Board of Governors, shall investigate the qualifications of candidates, and shall recommend for nomination one member for each of the positions of the Executive Officers of the FSSA and for one position (the elected member) of the Nominating Committee.
 - e. The Nominating Committee shall then announce the candidates for office on the FSSA website no less than thirty (30) days before the Annual Meeting, and the slate shall be included in the Notice of Meeting for the Annual Meeting. In the event a nominee becomes ineligible to serve after the slate has been published to the membership, the committee shall have the authority to offer into nomination the name of a substitute nominee.

10. **Past Presidents Council** - The Past Presidents Council shall consist of not less than three (3) nor more than five (5) past presidents of the FSSA, and shall be appointed by the President. This committee shall serve as counsel to the President, Executive Committee and Board of Governors in matters relating to the history and integrity of the FSSA. The Council may offer advice and assistance on any matter referred to it by the President; and, may offer comments on any Constitution, Bylaw or Specification changes brought before the FSSA. The term of the council shall correspond to that of the elected officials of the FSSA.

11. **Electronic Media Committee** - The President shall appoint the Web Editor to chair this committee and to coordinate the official dissemination of FSSA information on the Internet and other electronic media as directed by the Board of Governors.

12. **Trophy Committee** – The Trophy Committee shall consist of 3 members, appointed by the President. The Trophy Committee shall be responsible for maintaining an active file on the condition, location, deeds, and current recipients of trophies for events which are national in character. This Committee shall also be responsible for maintaining these trophies in good condition. It shall also be responsible for maintaining a history of each trophy including information on the donor or purpose of each, the criteria for winning and a list of winners. It is furthermore responsible for recommending changes to (including retirement of) perpetual and keeper trophies awarded at national regattas.

ARTICLE XIV - EMPLOYEES

The Executive Committee may employ an **Executive Secretary** to assist in carrying out the ordinary business of the FSSA. The Executive Committee shall fix the compensation of the Executive Secretary. The duties of the Executive Secretary shall be determined by the Executive Committee.

ARTICLE XV - MEETINGS

1. The Annual Meeting shall be held during the period of and in the vicinity of the North American Championship, if possible. Special Meetings by order of the Board of Governors or upon demand in writing by twenty-five (25) percent of the Fleets shall be held. The time and place of all meetings shall be fixed by the Executive Secretary, with input from the President or Executive Committee.

2. Notice shall be sent to the last recorded Captain of each Fleet in time to permit action by delegate or proxy. If it is a Special Meeting, the purpose thereof must be plainly stated in such form as to permit voting by mail or e-mail. No other business other than that stated can be transacted at a Special Meeting.

3. **Parliamentary Authority** - The rules contained in the current edition of Robert's Rules of Order Newly Revised shall govern all FSSA meetings. The Board of Governors may adopt "Special Rules" if there is a need.

4. **Parliamentarian** - A Parliamentarian shall be a FSSA member and shall be appointed by the President. He/She may serve as the President deems necessary in any meeting conducted by the FSSA. That person should be familiar with Roberts Rules of Order, and decisions concerning parliamentary procedures are final. The term of office is at the discretion of the President.

ARTICLE XVI – DELEGATES TO ANNUAL OR SPECIAL MEMBERSHIP MEETINGS

1. The membership of each Fleet shall be responsible for selecting and instructing a delegate to cast its votes at any annual or special membership meeting in which a vote will be taken on FSSA matters. If unable to send a delegate, the Fleet shall assign a duly authorized proxy to present the Fleet's views and cast its votes. The delegate or proxy shall be certified in writing or e-mail by the Fleet Captain. Any Fleet failing to be represented by certified delegate or proxy shall have its votes cast by the Executive Committee.
2. Any number of alternates or proxies may be named, but the first in order present shall be the only one entitled to cast the Fleet's votes. Only those alternates or proxies properly certified in writing or e-mail by the proper Fleet officers will be recognized.

ARTICLE XVII - QUORUM AND ATTENDANCE

1. One-fourth (1/4) of the Fleets in good standing shall constitute a quorum at meetings.
2. Fleets in attendance by delegate or proxy shall be deemed present throughout the meeting.

ARTICLE XVIII – VOTING AT ANNUAL OR SPECIAL MEETINGS

1. Deleted.
2. Each Fleet in good standing with the FSSA shall be entitled to cast one (1) vote for each FSSA member enrolled in said Fleet. No Fleet is entitled to more than one third (33 1/3 percent) of the total number of votes cast.
3. No more than one (1) vote shall be allowed for any one Active Member no matter how many Flying Scot® sloops he/she may own. Membership books close thirty (30) days before any meeting, or as ordered by the Executive Committee. Votes shall be cast in accordance with the instructions of individual Active Members.
4. Only Active, Life, or Club members (or a Fleet's accredited delegates, proxies, or alternates), shall make nominations or make or vote on motions. All entitled to vote shall vote on each motion unless excused by the Chairman of the meeting. A majority of votes cast shall decide all questions not otherwise stipulated, and the Chair shall cast the one deciding vote in case of a tie and may also fix a time limit on speakers and debate of motions.

ARTICLE XIX - IMPEACHMENTS

Any member may be expelled by three-fourths ($\frac{3}{4}$) vote of those present at an Annual or Special Meeting. (For impeachment of Officers, see Article XII, Section 2.)

ARTICLE XX – AMENDMENTS AND REVISIONS

1. The ***Constitution and Specifications*** may never be suspended but may be revised or amended at an Annual or Special Meeting by two-thirds ($\frac{2}{3}$) of the voters present.
2. ***Bylaws***: The Board of Governors may approve revisions of or amendments to the Bylaws by an affirmative vote of a majority of its entire membership or three-fourths ($\frac{3}{4}$) of those present at a

meeting or by documented electronic correspondence, whichever is the greater. Changes to the Bylaws may be submitted by Fleet action to the Amendments Committee, for review and submittal to the Board of Governors.

3. **Specifications:** Amendments or revisions to the Specifications may be proposed by Fleet action to the Chief Measurer, who shall present the proposal to the Measurement Committee for further study and action, or by the Measurement Committee itself. Amendments or revisions shall be ratified by the Board of Governors, and shall be subject to a subsequent vote at an Annual or Special Meeting of the FSSA before final adoption. Changes shall be published in the next issue of *Scots n' Water* and posted on the FSSA website.

2. **Constitution:** Proposed amendments to the Constitution shall be submitted to the Amendments Committee either by Fleet action, or by the Executive Committee (after receiving ratification by the Board of Governors).

5. The basic principles of Articles III, IV, V and VI cannot be changed, nor can an amendment or revision be passed which shall render ineligible a former Flying Scot® sloop or Active Member whose eligibility was established under the then existing Class Rules and whose status cannot be changed to conform to the proposed amendments. Retroactive legislation shall not be passed affecting Active Members' or Fleets' constitutional rights, except by a three-fourths (¾) vote of the total voting strength of all Fleets in good standing in the FSSA. If not present, a referendum may be ordered.

6. All proposed amendments and revisions, at either Annual Meetings or a Special Meeting, must be included in the notice thereof which shall be forwarded to the all FSSA Fleet Captains and District Governors for distribution, and posted on the FSSA Website not less than thirty (30) days prior to the date of the meeting.

7. **Summary Table.** A summary of the process for amending or revising the Constitution, Bylaws, and Specifications is shown in the table below.

DOCUMENT	INITIATOR OF CHANGES	PRELIMINARY RATIFICATION OR VOTE	FINAL VOTE
Constitution	Fleet or Executive Committee (to the Amendments Committee)	Board of Governors	Membership, at Annual or Special Meeting
Bylaws	Fleet or Board of Governors (to the Amendments Committee)	(Not applicable)	Board of Governors
Specifications	Fleet (to the Chief Measurer) or Measurement Committee	Board of Governors	Membership, at Annual or Special Meeting

ARTICLE XXI - ORDER OF BUSINESS

1. ANNUAL MEETING

- a. Call to Order
- b. Review of attendees and proxies
- c. Minutes of Last Meeting
- d. Reports of the Officers
- e. Executive Secretary report of new fleet charters, and fleet suspensions and revocations
- f. New Business
- g. Election of Officers for the Succeeding Year
- h. Adjournment

2. SPECIAL MEETING

- a. Call to Order
- b. Review of attendees and proxies
- c. Special Business
- d. Adjournment

ARTICLE XXII – CODE OF CONDUCT

1. **Conflicts Of Interest.** No Member of the Board or any Officer or committee member shall personally profit or gain, directly or indirectly, because of his or her participation with the FSSA, without full disclosure and approval of the Board. Further, each such person shall disclose to the Board any personal interest that he or she may have in any matter pending before the Board and shall not participate in any decision on such matters. Any such disclosures shall be recorded in the minutes of the meeting. Also, each such person shall not obtain a list of members for personal or private solicitation purposes.

2. **Confidentiality.** Board members, Officers, and committee members may have access to private or confidential information regarding personnel, financial, contractual, or legal matters that are needed for decision making. All such information shall be held in strict confidence and shall not be divulged to any outside party, including FSSA members, without authorization from the FSSA President or committee chair.

CONSTITUTION RECORD OF REVISION

The revision dated 8-23-16 reflects changes approved by the membership at the 2016 NAC meeting in Newport, RI:

Article IX.3 added a new last line to allow Family Members who are spouses of Active or Life Members to hold office and to vote on FSSA matters. Also changed the title from "Handbook" to "Class Rules." Also deleted the NAC Trophy Script (relocated to the website under Documents and Forms).

The revision dated 8-13-10 reflects changes approved by the membership at the 2010 NAC meeting in Bay Waveland, MS:

Articles IX.1.a and IX.1.b - revised to delete the requirement that members be Corinthians, for consistency with a similar change in the Bylaws which prohibits them from accepting payment for racing.

Article XIII.9.d – revised to delete the requirement that the Nominating Committee obtain Executive Committee approval of the slate of officers, to eliminate a cumbersome practice.

Article XXII – This new article (Code of Conduct) was relocated from the Bylaws, without change in wording.

The revision dated 8-24-09 reflects changes approved by the membership at the 2009 NAC meeting in Ephriam, WI:

Article II – revised to include certain charitable and educational projects, to fulfill our obligations as a 501.3.c tax-exempt organization.

Article IX.7 – revised to clarify that Junior members whose parents are a Club member do not need to pay a second membership fee to sail a club boat.

Article IX.8 – revised to change the age requirements for the Junior NAC from 18 to 19, consistent with a Bylaw change previously approved.

Article X.III.2.c – added a new paragraph to better explain the role of the National Championships Committee before and during a sanctioned regatta.

The revision dated 5-5-08 was authored by Dan Goldberg, with modification after initial review and input from Barbara Griffin, Charles Buffington, Bill Ross, Glenn Shaffer, Harry Carpenter, and Courtney Waldrup. It was further modified after review and input from the Executive Committee, consisting of the above people plus Hank Sykes, Diane Kampf, Tom Lawton, Bob Neff, and Kay Summerfield. It is intended to be a comprehensive review to update obsolete requirements, eliminate internal conflicts, eliminate cumbersome practices and those which no longer reflect reality, correct errors, make the document compliant with the *Racing Rules of Sailing*, and fix editorials. Significant changes are as follows:

Article IV.1: Revised to add a definition of the FSSA "Class Rules".

Article IV.3: The word "helmsman" has replaced the word "skipper" in this Article and throughout the document.

Article V.2: Required that the Fleet Captain be as FSSA member. Eliminated the requirement that each fleet elect a Fleet Secretary. Fleet officers (in addition to the Fleet Captain) are still allowed on a non-mandatory basis. Also, stated that Fleets may reject an applicant only for good cause.

Article VII.3: Created to give the Board of Governors the responsibility to approve requests to create, suspend, dissolve or rename Districts, and to approve the transfer of a Fleet to a different District.

Article VIII: Changed the entity that fixes the dues from the "Bylaws" to the Board of Governors, consistent with the Bylaws themselves.

Article IX.1.a: Deleted the restrictions on who may become fleet members, but added a requirement that only fleet members who are also FSSA members may vote on FSSA matters.

Article IX.3: Allowed family members up to age 23 if still in school.

Article IX.6: Explained how a person becomes a Life Member.

Article IX.9: Revised consistent with the Bylaws, to allow crews to helm in sanctioned events for brief periods while the helmsman is doing specific other things.

Article X.2: Revised to reflect the normal two year terms of office for the President, Vice-Presidents, and Secretary/Treasurer.

Article XI.1.b: Revised to make the election of "Alternate" District Governors optional.

Article XII.1: Revised to allow Executive Officers, as well as District Governors, to cast votes by designated alternate.

Article XII.1.e: Clarified that the Board of Governors has the authority to address any administrative or procedural questions or issues not specifically covered by this document or the Bylaws.

Article XII.2: Revised to more accurately describe the function of the Executive Committee. Also, eliminated the requirement that the Executive Committee must approve all the members of other committees. Instead, the Executive Committee must approve the Chair of each committee.

Article XIII.2: Revised the paragraphs on the National Championships Committee to more accurately reflect the committee's actual responsibilities. Also, deleted the term limit for the NCC chair, consistent with other committee chairs.

Article XIII.8: Revised the paragraph on the Auditing Committee to require that periodic audits be conducted when requested by the Executive Committee, and to require that the Executive Committee approve the fee for such audits.

Article XIII.12: Revised the pending paragraph on the Trophy Committee to clarify that this committee's responsibilities are only for events which are national in character, and to add a requirement that this committee recommend what trophies should be eliminated. This is part of its charter.

Article XVI.4: Revised to require that the Parliamentarian be a FSSA member.

Articles XVIII.2 and XVIII.4: Rewritten to clarify voting procedures at an Annual or Special Meeting.

Article XX subparagraphs: Added headers for clarity, and rearranged into a more logical order. Also added a summary table to concisely show how changes to each document are processed.

Article XX.2: Revised to allow Fleet initiation of Bylaw changes, via the Amendments Committee. Fleets can now initiate changes to the Specifications and Constitution, so the change is internally consistent.

Article XX.3: Revised to clarify how changes to the Specifications are processed, consistent with the Article describing the function of the Measurement Committee. Also, moved the voting procedure for Specification changes into this Article from Article XIII, because Article XX contains the voting procedures for all other Class Rules.

Article XX.4 (previous XX.6): Clarified that proposed amendments to the Constitution may be submitted to the Amendments Committee either by Fleet action, or by the Executive Committee (after receiving ratification by the Board of Governors).

FLYING SCOT® SAILING ASSOCIATION BYLAWS

INTRODUCTION: The authority to amend or revise these Bylaws resides with the Board of Governors (see Constitution Article XX-4). The voting authority of the Board of Governors shall be restricted to the respective District Governors and Executive Officers (see Constitution Article XII-2). The currently approved Districts, and therefore District Governors, are shown below:

Capital	Greater New York	New England	Prairie
Carolinas	Gulf	New York Lakes	Southwest
Dixie Lakes	Michigan - Ontario	Ohio	
Florida	Midwest	Pacific	

ARTICLE B-I - FLEET BUSINESS AND MEETINGS

1. The Annual Meeting of each Fleet shall be held not later than December 31 of each year. Results of the election of Fleet officers shall be forwarded to the FSSA not later than two (2) weeks after the election.
2. The official language between the Fleets and the FSSA shall be English.

ARTICLE B-II - MEMBERSHIP, ELIGIBILITY AND DUES

1. Classes of membership shall be as follows, with dues as determined by the Board of Governors:

FAMILY MEMBER
ACTIVE MEMBER
ASSOCIATE MEMBER
SUSTAINING MEMBER
SPONSORING MEMBER
LIFE MEMBER
JUNIOR MEMBER
CLUB MEMBER

Fleet Membership -- If an applicant is for any reason not admissible to Fleet Membership, he/she may apply directly to the FSSA.

2. **Membership Cards.** Upon receipt of dues, the Executive Secretary of the FSSA shall issue official membership cards. These cards shall show the class of membership. The membership cards of Active, Associate, Family, Club and Life Members shall show their Fleet affiliation, if any; shall show the number of the boat; and, shall bear the wording "Registered Boat" if the records of the FSSA show that a Registration Certificate has been issued to that boat.
3. **Registration Certificates.** The Registration Certificate of a Flying Scot® sloop owned by more than one person shall show the names of all bona fide part-owners of such a sloop.
4. **Dues Payment Date.** The dues for the forthcoming year for all classes of membership are due January 1, and become delinquent March 31 of each year. There are no pro-rata provisions.

5. **Payment of Dues.** Dues of all classes of membership shall be collected by the Executive Secretary of the FSSA.
6. **Eligibility.** Eligibility requirements for each type of event are given in the Article governing that type of event.
7. **Fleet Dues.** Fleet dues are optional. If any, they shall be collected and retained by the local Fleet.

ARTICLE B-III - RENEWAL OF FLEET CHARTER

Each Fleet is required to file a report with the FSSA by February 15 of each year to renew its rights and privileges under its charter. The annual report shall be submitted to the Executive Secretary on a form supplied by the FSSA, located on the website on the Forms and Documents page.

ARTICLE B-IV – FLEET REPORTS AND RETURNS

1. If the annual report of a Fleet has not been received by the FSSA on or before April 1, the Fleet may be suspended at the discretion of the FSSA.
2. Suspended Fleets will be so advised by notification to the Fleet Captain. Suspended Fleets cannot be reinstated until requirements of the FSSA have been fulfilled.

ARTICLE B-V - OFFICIAL NUMBERS AND REGISTRATION CERTIFICATES

1. The FSSA shall sell official boat numbers to builders who have been duly licensed by the designer Gordon K. Douglass, his successors or assigns, for an amount as periodically set by the Board of Governors, which shall go to the FSSA treasury.
2. On completion and sale of a Flying Scot®, the builder shall send the name of the owner and the boat number to the FSSA for official registration.
3. Upon receipt of the name and boat number, the Executive Secretary shall affix his/her signature to an “Official Certificate of Measurement and Registration” (Registration Certificate), record the information in the records of the FSSA and send the Registration Certificate to the new owner.
4. **Transfer of Ownership.** The seller of a registered Flying Scot® shall endorse his/her Registration Certificate with his/her signature and deliver it to the buyer, who shall affix his signature and address and forward it to the Executive Secretary of the FSSA for registration and signature. After recording, the Executive Secretary will return the Registration Certificate to the new owner. Purchasers of used Flying Scot® sloops will pay a fee to cover transfer of records and re-issuance of Registration Certificate in an amount as periodically set by the Board of Governors, which shall go to the FSSA Treasury.
5. The Executive Secretary of the FSSA shall maintain a permanent file of the Registration Certificates of all Flying Scot® sloops together with a permanent record of the names and addresses of all owners and part-owners.

6. In the event of loss or destruction of the original Registration Certificate of a Flying Scot® sloop, the owner of record may obtain a replacement Registration Certificate from the Executive Secretary of the FSSA upon payment of a fee in an amount as periodically set by the Board of Governors, which shall go to the FSSA Treasury.

ARTICLE B-VI – FSSA OBLIGATIONS

The FSSA shall not be liable for any debts contracted by its Fleets or officers other than expenditures authorized by the FSSA budget or upon written order of the President.

ARTICLE B-VII - REQUIREMENTS APPLYING TO ALL EVENTS

1. **Racing Rules.** All events shall be governed by the current version of *The Racing Rules of Sailing*, including the FSSA Class Rules. The applicable requirements in the Constitution, Bylaws, Specifications, Chief Measurer's Rulings, and Official Plan constitute the FSSA "Class Rules" as defined in the *Racing Rules of Sailing*.

2. **Eligibility.** For all non-sanctioned Invitational events to be scored for a trophy (see also Article B-VIII):

a. A currently Active, Life, Junior, Club or Family Member must be on board, but not necessarily be the helmsman. Associate members who are also Family or Junior members are also eligible to fulfill this requirement.

b. For invitational events the same helmsman shall handle the helm of a given Flying Scot® through all races of the series except that he/she may have the crew handle the helm while making adjustments or handling the spinnaker, including setting, flying and dousing the spinnaker

3. **Outlawed Races.** The enforcement of the Class Rules is essential to the protection of all owners in a one-design class. Members are required to report to the FSSA any event wherein the Class Rules are not respected and enforced by the organization conducting it, or where entries of ineligible boats are knowingly accepted. A member who is a party to such practice by knowingly entering an outlawed event may be subject to suspension.

4. **Compliance with Class Rules.** A boat which fails to comply with the Class Rules of the FSSA shall not compete in any Flying Scot® event. Should a competing boat be found not to comply, it shall be immediately disqualified from the event by the Protest Committee and from further competition in any other event until it is compliant.

5. **Sails.** All sails used in Flying Scot® events shall be subject to measurement and shall comply with the Class Rules. Any sail may be challenged at any time by another skipper up until the end of the protest period for the event. If a sail does not comply, the Measurer for that event shall file a written report with the Race Committee, as provided for in the *Racing Rules of Sailing*. The Race Committee shall file a protest and the penalty for noncompliance will be disqualification of the boat in the races in which that sail was used.

No more than two (2) mainsails, two (2) jibs and two (2) spinnakers shall be measured-in or used in any event provided that only one (1) spinnaker may be aboard in any one (1) race. No extra sails shall be carried aboard or on any other vessel for the purpose of exchange before racing.

6. **Prizes.** It is the policy of the FSSA that prizes won in events are awarded to the eligible helmsman (the person on the tiller, regardless of gender) and crew, and that the trophies of perpetual character shall be inscribed, at the recipient's expense, with the name of the helmsman and crew and the year won.

7. **Policy on Sponsorship and Advertising.** Commercial sponsorship of FSSA events, intended to defray the cost of the event for competitors, is permitted subject to the following conditions:

- a. Title sponsorship (naming rights to the event) is not permitted,
- b. Sponsorship advertising (logos, banners, posters, etc.) may be displayed on regatta apparel, buildings, podiums, race committee boats, spectator boats, race marks, etc.,
- c. Advertising shall not be displayed on the hull, spars, or sails of competitors' boats,
- d. Advertisements must conform to common decency,
- e. Advertisements of alcoholic beverages is permitted but advertising of cigarettes (and other tobacco products) is not permitted,
- f. Advertising of a political or religious nature is not permitted,
- g. Contracts for advertising are between the sponsor and the organizers of the event (host club); the FSSA assumes no responsibility or liability,
- h. The final decision about whether or not to display advertising rests with the host club.

ARTICLE B-VIII – REQUIREMENTS APPLYING TO SANCTIONED EVENTS

1. All of the requirements of Article B-VII ("*Requirements Applying to All Events*") apply to sanctioned events. In addition, the requirements of this article apply. A sanctioned event is considered prestigious and the sanctioning body has the authority to approve the time and place of the event. Events that are national in character may only be sanctioned by the Executive Committee. The Host Club shall use the Standard Notice of Race and Standard Sailing Instructions for Non-NAC Sanctioned Regattas, available on the FSSA internet web site under Documents and Forms, or from the FSSA headquarters. Fleet rules shall not pertain to sanctioned events.

Except for District Championships, the Host Club shall obtain approval of the Notice of Race, the Sailing Instructions, the Principal Race Officer, and the Chief Judge from the National Championships Committee, via its Chair. Sanctioned events shall be listed on the FSSA Website.

2. Deleted.

3. Each District Governor shall sanction the District Championship for that District. A District Championship may be open to eligible helmsmen as defined in paragraph 6 below, or may be limited to District Members by the District Governor. The District Champion, however, must have primary residence in or be a member of a Fleet of that District.

4. The Executive Committee may outlaw or withdraw sanction of any event for cause.

5. The FSSA has a policy of requiring that any club proposing, bidding, or being considered for hosting a sanctioned event shall certify that there are no overhead power lines on the property that could possibly be dangerous to the mast. If there are, the FSSA respectfully shall decline such invitation.

6. **Eligibility.**

- a. Only Active, Life, Junior, Club and Family Members may be the helmsman. Associate members who are also Family or Junior members are eligible to be helmsmen.
- b. The same helmsman shall handle the helm of a given Flying Scot® through all races of a sanctioned event except that he/she may have the crew handle the helm while making adjustments or handling the spinnaker, including setting, flying and dousing the spinnaker. This does not apply to the Wife-Husband Championship, in which either the wife or husband may helm or crew at any time. See Article B-X.2.
- c. A member shall not be eligible to be the helmsman in any sanctioned event until his/her FSSA dues have been paid. To be eligible to compete in inter-fleet, District or other sanctioned events, members must have paid their dues before the event.
- d. In the case of co-ownership, each co-owner shall own 50% of the boat and both co-owners shall be recorded on the Registration Certificate. The co-owner must have been an FSSA member for the two prior membership years or have been an FSSA member for 12 months and have sailed as helmsman in two or more district or regional regattas in the prior 12 months. This co-ownership rule on eligibility may only be waived by the National Championships Committee for sanctioned events which are national in character, or the District Governor for a District sanctioned event.
- e. Except for the Wife-Husband regatta, only one of the co-owners of a given boat may participate in the same sanctioned event as the helmsman.
- f. Co-owners shall fill out a Co-ownership Certification Form (available from the Documents and Forms page on the FSSA website), and shall submit the form to the FSSA for approval at least three months prior to the event.
- g. Co-owned boats will be fully measured at the NAC and centerboards measured at the Mid Winters.

7. **Crew.** The total number of persons aboard a boat in an event shall be two (2), three (3) or four (4). Neither helmsman nor crew shall accept a payment or fee specifically for participating in a race. The same crew (number and persons) shall be carried throughout all races of the event.

Exceptions:

- a. This paragraph does not apply to the Wife-Husband Championship.
- b. For Regional Regattas, District Championships, or when FSSA Class rules are in affect, in the case of an unforeseeable circumstance (such as illness or injury), any request for a crew substitution shall be submitted in writing to the Race Committee (or Judges, if applicable), for approval.
- c. For events which are National in character and which last longer than a weekend (typically the NAC and Mid-Winters), desired crew substitutions shall be submitted in writing to the National Championships Committee for approval prior to the event. After the event begins, any crew substitution requests shall be submitted in writing to the Judges for approval prior to the first race in which the change occurs. Any approved crew substitutions shall be posted on the Official Notice Board for the event.

- d. All requests for crew substitutions shall state a specific reason for the request. Crew substitutions to obtain a competitive advantage are specifically prohibited.

8. **Club Boats.** A Flying Scot® owned by a Yacht Club may be entered in any sanctioned event provided:

- a. A member of such club, who is a Club Member of the FSSA, is the helmsman (except that non-Club Members may also charter and helm Club Boats in accordance with Article B-VIII.9);
- b. The club registers the boat with the FSSA annually at a fee equal to 50% of the Active Member fee; and,
- c. All requirements for measurement in the sanctioned event are met.

9. **Chartering.**

a. **Intent.** It is the intent of this Article to permit a registered FSSA Member to charter or privately borrow a boat when his/her own boat is not usable due to damage, or the event is too far (greater than 400 miles) from his/her own Fleet site. It is further the intent of this Article to encourage the ownership of Flying Scots®. The practice of non-members borrowing, chartering or token-purchasing a Flying Scot® for the purpose of racing in any sanctioned event is prohibited.

b. **Jurisdiction.** The National Championships Committee has jurisdiction on all chartering matters, including eligibility, and may approve exceptions to any chartering rules for extenuating circumstances.

c. **Chartering Eligibility.** Only Active, Life, Club, Junior, or Family Members who have been members of the FSSA for at least two years may charter or privately borrow a Flying Scot® and sail in sanctioned events which are national in character. For District events, the District Governor shall approve all charters.

d. **Chartering Requirements for Sanctioned Events Which are National in Character.** The Host Club shall attempt to identify boats in the local area to be chartered. Such boats shall have sound hulls and sound standing and running rigging, and have clean, unfouled bottoms. Prospective charterers shall be assigned to chartered boats on a first-come, first-served basis, and pay an amount mutually agreed upon with the boat owner (\$50 maximum) to the boat owner. The Host Club shall verify with the FSSA Executive Secretary that the two-year ownership requirement has been met. Charterers shall be responsible for all damages to the boat and rigging, and shall pay the boat owner for repairs or replacement. They will not be responsible for breakage of running or standing rigging except in cases of collision. In the event of a dispute, the Protest Committee (during the event), or the National Championships Committee (in the event the Protest Committee has been disbanded), shall be the sole and final judge of responsibility. Charterers shall not drill holes in the boat or do anything else that may be construed as defacing, without permission of the boat owner. A boat shall be returned to its owner in exactly the same (or better) condition and arrangement as it was received. This includes unrigging and placing on its trailer.

ARTICLE B-IX – REQUIREMENTS APPLYING TO THE NORTH AMERICAN CHAMPIONSHIP (NAC)

1. All of the requirements of Articles B-VII (“*Requirements Applying to All Events*”) and B-VIII (“*Requirements Applying to Sanctioned Events*”) apply to the NAC. In addition, the requirements of this article apply. The NAC is open to all members of the FSSA who meet the eligibility criteria in section 6 below.

- a. **Purpose.** Its purpose is to determine annually the North American Champion of the FSSA.
- b. The Host Club and/or Fleet shall follow the FSSA Sanctioned Regatta Planning Guidelines and Requirements, and shall use the Standard NOR for the North American Championship, and the Standard SI for the North American Championship, all of which appear on the FSSA website under Documents and Forms.

2. **Conditions Governing the NAC**

- a. **Organizing Authority.** The FSSA is the "Organizing Authority" for the NAC.
- b. The National Championships Committee has jurisdiction over this event.

3. **Date.** The event shall be held in June, July, or August annually, but the week preceding Labor Day weekend shall be avoided if feasible. The Executive Committee shall approve the dates for the NAC.

4. **Location**

- a. For the NAC the country shall be divided into four regions:

The Northeast Region consisting of Quebec and Eastern Provinces; the New England States, New York, Pennsylvania, New Jersey, Delaware, Maryland, and West Virginia;

The North Central Region consisting of Ontario, Ohio, Indiana, Michigan, Minnesota, Wisconsin, Illinois and Kentucky;

The Southeastern Region consisting of Virginia, Tennessee, North Carolina, South Carolina, Georgia, Florida, Alabama, Mississippi and Louisiana; and,

The Western Region consisting of states such as California, Colorado, Oklahoma, Texas, Washington, and the remainder of the United States and Canada.

- b. The International Region consists of all other areas of North America.
- c. The Executive Committee shall approve the site for the NAC, and the choice shall be governed by the following conditions:
 - (1) It shall not be held by the same Fleet in two (2) consecutive years.
 - (2) It shall not be held in the same region for more than two (2) consecutive years.

(3) It shall be held on open water of adequate size as free as possible from headlands, shoals, obstructions or aids to navigation.

(4) It shall be held where adequate launching, docking and mooring facilities are available in close proximity to each other, and without the close proximity of overhead power lines where boats will be stored, moved, or launched.

(5) It shall be held where an active Fleet can assume responsibility for all local arrangements.

d. A Fleet or Club wishing to host a NAC shall submit a formal bid letter to the FSSA Executive Secretary, using the "Standard Bid Letter for Sanctioned Regattas," and include with it a filled-out "Questions for Potential Regatta Hosts." Both of these documents are on the FSSA website under Documents and Forms. The documents shall be submitted at least two years prior to the desired date for the event.

5. ***Schedule of Races***

a. Eight races are scheduled. Three races are scheduled for the Qualifying Series, and five are scheduled for the Championship and Challenger Series.

b. One race in the Qualifying Series, and three races in the Championship Series, shall constitute a series for each. All races shall be scored (i.e., no throw-outs).

c. Eight races are scheduled Monday through Friday. On Friday, the initial Warning Signal (Championship and Challenger) shall be no later than 1300. However, if fewer than three races have been completed in the Championship Series by the end of racing on Thursday, the initial Warning Signal on Friday will be no later than 1500.

d. It is preferred to limit racing to two (2) races per day, but three (3) may be sailed if the regatta should fall behind schedule. The third race, if sailed, shall be at the discretion of the Principal Race Officer after consultation with the Judges, who should make every attempt to have all races sailed as scheduled, keeping in mind that quality racing should not be compromised.

6. ***Entries and Measurement***

a. ***Eligibility.*** Helmsmen shall be Active, Life, Family, Club, or Junior Members. Associate members who are also Family or Junior members are eligible to be helmsmen. Dues and Club Boat registration fees must have been paid no later than four (4) weeks prior to the regatta except for new members who purchase boats during the four weeks prior to the event, or where a waiver is granted by the National Championships Committee for extenuating circumstances.

b. ***Crew Substitution.*** See Article B-VIII-7.

c. ***Measurement.*** All boats shall be measured on-site at the NAC. Local boats may be measured prior to the event itself, for measurement training purposes and to ease congestion when out of town boats arrive. Privately owned boats may be partially measured (i.e., measured or weighed for certain features only). A boat owner may elect to have his/her boat completely measured. For boats to be partially measured, a random draw shall determine which features will be measured. In addition, all helmsmen who finished in the top five places in the NAC or Mid-Winters within the last five years shall also have their centerboards measured, even if sailing a different boat. Club owned boats shall be completely measured. Any boat not conforming to the

Class Rules must be brought into conformity prior to the first Warning Signal of the first race, otherwise it shall be subject to protest by the Race Committee. Any and all boats may be ordered re-measured by the Judges.

d. The Chief Measurer or his/her designee shall have the authority to establish measurement compliance involving hull, mast, rigging, sails and fittings.

e. ***Making the Cut.*** Unless otherwise approved by the National Championships Committee due to unforeseeable extraordinary circumstances, all entrants shall sail in the Qualifying Event and shall make the cut in order to sail in the Championship Division. The Qualification Event and the procedures for dividing participants into Championship and Challenger divisions are covered in the FSSA Standard SI for the NAC.

7. ***Club or Sailing Association Owned Boats***

Only sails bearing the official number or assigned club number may be entered. Club owned sails must be identified by an assigned designation and clubs applying for this designation must apply to the Executive Committee. Approved designations include:

- "GYA" for Gulf Yachting Association
- "D" for Detroit River Yachting Association
- "GSB" for Great South Bay Yacht Racing Association
- "EYC" for Ephraim Yacht Club
- "SMSA" for Southern Mass Sailing Association
- "CPYC" for Cedar Point Yacht Club
- "CSA" for Crescent Sail Yacht Club
- "CYC" Candlewood Yacht Club

8. ***Courses***

- a. As a minimum, the Sailing Instructions shall include Windward-Leeward courses with an offset mark and a leeward gate, as shown on the FSSA website under Documents and Forms
- b. Other courses shown in the *Racing Rules of Sailing* may also be used.

9. ***Qualification Series Protests and Appeals***

NOTE: The following paragraphs shall not be changed without consulting the National Championship Committee.

- a. In the Qualifying Series, if a boat(s) decides to appeal a decision of the Protest Committee (PC) it may do so under the following conditions:
- b. If the boat(s) is disqualified and states in writing that it will appeal the PC decision, and would otherwise have made the cut for entry to the Championship Series, it shall be allowed to sail in the Championship Division as an extra boat(s). See paragraph "d".
- c. If the appeal is later denied or if the appeal is never filed, the boat(s) will be disqualified from the entire Championship Series and all other boat(s) scores will remain unchanged.
- d. As a result of the boat(s) sailing in the Championship Division the makeup of that fleet will constitute an extra boat(s), i.e. the 50%-50% split shall still be based on the total number of boats registered for the event. (Changes 2009-2012 RRS A6 & 35.)

10. **Awards**

- a. **Perpetual Trophy.** The name shall be the "Gordon K. Douglass Perpetual Trophy" and given to the NAC Winner of the Championship Division. The Trophy shall be held by the winner until the next NAC, subject to approval and order of the Executive Committee.
- b. **Keeper Trophies.** Appropriate trophies shall be awarded to at least the first ten (10) places (helmsman and crew) in the Championship Series and to the first place winners (helmsman and crew) of each of the races in the series, including qualifying races, and shall become their property.
- c. Further, appropriate trophies shall be awarded to the first ten (10) places (helmsman and crew) in the Challenger series and to the first place winners (helmsman and crew) of each of the races in the series, including qualifying races, and shall become their property.
- d. A trophy should also be awarded to the highest placing first time participant in the Challenger Division, subject to the approval of the National Championships Committee, to encourage participation by new owners and novice sailors.
- e. **Masters Champion.** The competitor, fifty-five (55) years or older, with the best final position in the NAC. The Masters champion is eligible for both Championship and Challenger trophies in addition to the Masters Champion trophy. The perpetual trophy is the *Huron-Portage Yacht Club Trophy*.
- f. **Seniors Championship.** To be sailed and scored in conjunction with the NAC. The helmsman and at least one crew must each be at least 60 (sixty) years of age by the close of registration. Keeper trophies will be awarded to the three highest place finishers (Championship, then Challenger if fewer than three Seniors make the cut). Seniors who do not sail in the Qualification Series will be placed in the Challenger Division. The Senior Champion will be the highest place Senior finisher, and will receive the perpetual trophy, originally the *Silver Piper Trophy*. The three Senior trophy winners will also be eligible for other Championship or Challenger trophies.
- g. **Other trophies** shall be awarded as appropriate. They should be awarded according to the NAC "Presentation Award Script," available from the FSSA Headquarters.
- h. **Perpetual Trophies.** The winners of perpetual trophies shall ensure that said trophies are returned, at the recipient's expense, in good condition and in time for presentation to the subsequent recipient. The Executive Committee may take sanctions against anyone, including the banning of participation in any Flying Scot® events, for failure to comply with the letter or spirit of this paragraph.

11. **Host Fleet Responsibilities**

- a. The responsibility for arranging and providing for proper facilities, prizes, entertainment, etc. shall rest with the Host Fleet.
- b. The Host Fleet is responsible for selecting the competition venue, and must cooperate with, and be guided by the National Championships Committee.

c. By November 15th of the year prior to the scheduled NAC year, the Host Fleet shall submit for approval the proposed Notice of Race to the National Championships Committee, via its Chair, using the format of the Standard NOR for the NAC, located on the FSSA website under Documents and Forms.

d. By May 15th of the scheduled NAC year, the Host Fleet shall submit for approval the proposed Sailing Instructions to the National Championships Committee, via its Chair, using the format of the Standard SI for the NAC (also located on the FSSA website under Documents and Forms), as tailored for local conditions and equipment.

e. Interaction between the Regatta Chair, the Judges, the Principal Race Officer, and the National Championships Committee shall be governed by the document entitled "Guidelines for Regatta Chair Interaction with the National Championships Committee," located on the FSSA website under Documents and Forms.

f. The Chair of the National Championships Committee and Chief Judge shall receive final copies of the Sailing Instructions at least three (3) weeks prior to the date of the NAC.

g. The selection of the Principal Race Officer (PRO) shall be approved by the National Championships Committee, via the Chair. The PRO shall, at a minimum, be a US SAILING Senior or Certified Regional Race Officer, or have equivalent experience running events on the scale of the NAC.

h. The Judges shall be selected by the Host Fleet, but shall be approved by the National Championships Committee, via its Chair. At least one Judge shall be a Certified US Sailing Judge, and one Judge shall be a member of the FSSA. See FSSA Constitution Article XIII-2(d).

ARTICLE B-X - OTHER REGULAR SANCTIONED EVENTS OF NATIONAL CHARACTER

The FSSA Executive Committee has sanctioned the following events. It is the responsibility of Host Fleets to ensure that proper and timely Notices of Race are published in *Scots n' Water* and on the FSSA web site along with other pertinent regatta and local information. Alternatively, the notice in *Scots n' Water* can refer to the NOR on the web site, and should also state that the NOR is available from FSSA headquarters and from the Host Fleet.

1. ***Mid Winter Championship.*** The racing format will be determined by the Executive Committee. The Competitors shall select the Championship or Challenger Division, subject to the approval of the National Championships Committee. For crew, Article B-VIII-7 does not apply. The total number of persons aboard a boat shall be two (2), three (3) or four (4). Neither helmsman nor crew shall accept a payment or fee specifically for participating in a race. The same crew (number and persons) must be carried throughout all races of the event. The National Championships Committee shall approve (when appropriate) all crew substitution requests prior to the first race; the Protest Committee shall approve all crew substitution requests after the start of the first race. Any approved crew substitutions shall be posted on the Official Notice Board for the event.

Perpetual trophies include:

Mary Meno Perpetual Trophy

1st Championship Division

Brenda Pollack Perpetual Trophy

1st Challenger Division
Allen M. Douglass Trophy
Sportsmanship

2. ***Wife/Husband Championship.*** Normally a three race series. All races shall be scored. The crew shall consist only of a helmsman and his/her spouse; the helmsman may be switched during the series as best suits each crew (this is an exception to Article B-VIII-6.a). Either spouse may be the required Active, Life, Club or Family Member. Perpetual trophies include:

Ted and Florence Glass Trophy

1st Championship Division

Cal and Anita Hudson Trophy

1st Challenger Division

Eric & Mary Amman Trophy

Best finish by wife/husband whose combined age equals or exceeds 100.

3. Deleted.

4. ***Women's Championship.*** Normally a three - five (3-5) race series held on the Saturday and/or Sunday preceding the first race of the NAC Qualifying Series. If five (5) races are scheduled, each should be a "short" race. All races shall be scored. The National Championships Committee shall approve the format each year. The helmsman and crew shall all be female. Perpetual trophies include:

Joan Burnside Memorial Trophy
Women's Champion

5. ***Junior Championship.*** Normally a three - five (3-5) race series held on the Saturday and/or Sunday preceding the first race of the NAC Qualifying Series. If five (5) races are scheduled, each should be a "short" race. All races shall be scored. The National Championships Committee shall approve the format each year. The helmsman shall be under the age of nineteen (19) at the time of the close of registration for the competition, and shall not have competed at the collegiate level. The Crew must meet the same age requirements as that of the helmsman or must be members of the helmsman's "immediate family" or grandparent(s). Only another Junior meeting the same age requirements as the helmsman may assume the helm temporarily while the helmsman makes adjustments or repairs. Adults may only assume the helm in the event of emergency and the penalty for doing so shall be disqualification from that race unless redress is granted by the protest committee. Perpetual trophies include:

Fleet 76 Junior NAC Trophy

Junior Championship

6. ***Atlantic Coast Championship.*** Normally a two day event with five races. All races shall be scored. The regatta is open to all current FSSA members. As a "Coastal" championship, this regatta

shall be held on an arm of the sea along or East of the I-95 Corridor, central to the coast (i.e. between New York, NY and Charleston, SC).

ARTICLE B-XI - HONOR AWARDS

All Officers and Governors, past and present, may be recognized by the following maximum 11" stars on their sails or hulls: Governors - one (1) red; National Officers - one (1) blue; President - two (2) blue; Commodore - three (3) blue. All past National Officers and past Governors may indicate their rank by affixing a white spot prominently in the center of each star.

ARTICLE B-XII - FLEET OF THE YEAR

The "Fleet of the Year" Award is presented to an outstanding Flying Scot® fleet each year at the Annual Meeting during the NAC. The "year" period runs from the end of the previous NAC through registration for the current NAC. Applications shall be submitted via e-mail to the First Vice President a minimum of 30 days prior to the current NAC. Applications should anticipate activities between the submission date and the NAC. The application form is in electronic format and can be downloaded from the website, under "Documents and Forms".

ARTICLE XIII – CODE OF CONDUCT

Deleted and relocated to the Constitution.

BYLAWS RECORD OF REVISION

The Revision dated 5-3-2015 added an introduction to designate the currently active Districts. It also added a new article B-VII.2 to define the eligibility requirements to be scored for trophies at non-sanctioned invitational events. It modified Article B-IX.9 to simplify the description of the NAC schedule. It modified Article B-II.4 to change the due date for membership dues, consistent with the change to the calendar year for memberships.

The Revision dated 4-22-14 revised article B-IX.6.c to clarify that previous Top 5 competitors at the NAC or MidWinters in the last five years must have their centerboards measured at the NAC in addition to any other required measurements.

The Revision dated 4-2-2014 revised the following articles: B-III and B-IV – changed the due date of Fleet reports, to reflect the change in membership dues date to a calendar year. B-IX.7 – Added Candlewood Yacht Club (CYC) to the list of club-owned boats. Specification S-7. Revised to permit the use of VHF Radios while racing, with specific limitations. Yellow Measurement Form: Revised to allow three boat weighing options: hull only, hull plus centerboard, hull plus centerboard plus mast and standing rigging.

The Revision dated 07-16-13 revised Article B-X.1 to delete the requirement that previous winners of the Challenger Division must sail in the Championship Division of the Mid-Winters. It also revised Article B-VIII to exempt District Championships from approval of the National Championships Committee for the NOR, SIs, PRO, and Judges. It further revised B-VIII and B-IX editorially to correctly cite the location of several referenced documents on the FSSA website.

The Revision dated 6-19-2013 changes Article B-VIII.6 regarding Co-Ownership, mainly to delete the distance limitation and the reference to the ISAF Classification Code, and to add requirements for a 50 - 50 ownership split, a 2-year prior FSSA membership (or alternative), and measurement requirements for the Mid-Winters and NAC. The Co-Ownership Certification form that is posted to the website Documents and Forms page was also revised accordingly.

The Revision dated 4-25-2013 changes Article B-IX.6.e. to clarify that entrants in the NAC shall sail the Qualification Event and make the cut in order to sail in the Championship Event, and sets a higher bar for the NCC to grant exceptions. Guidance for the NCC in this regard, entitled "NAC Division Placement Guidance," was placed on the Documents and Forms page on the website.

This revision also changes the title of B-IX.10.f from Seniors Champion to Seniors Championship, to more accurately reflect the nature of the event. It also adds Crescent Sail Yacht Club's designation "CSA" to the list of club-owned boats in B-IX.7.

The Revision dated 3-10-2013 changes Article B-IX.6.e. to clarify that entrants in the NAC shall sail the Qualification Event and make the cut in order to sail in the Championship Event, and sets a higher bar for the NCC to grant exceptions. It also changes the title of B-IX.10.f from Seniors Champion to Seniors Championship, to more accurately reflect the nature of the event.

The Revision dated 12-10-2012 changes Articles B-VIII.7 and B-IX.6.b to make crew and crew substitution requirements the same for both sanctioned regattas and the NAC, with some clarifications and exceptions added. The requirements were previously more restrictive for non-NAC events.

The Revision dated 6-24-2012 contains the following changes:

Article B-VIII.6 - Strengthened the co-ownership requirements and required co-owners to submit a Co-Ownership Certification Form to FSSA for approval before sailing in sanctioned events.

Article B-VIII.9 - Revised to restore the 400 mile minimum between home site and regatta site for chartered boats, and clarified the process for obtaining NCC approval for exceptions.

The Revision dated 5-26-11 revised Article B-X.5 to change the Juniors trophy to the Fleet 76 trophy

The Revision dated 5-3-11 revised Article B-VIII.6 to clarify who is allowed to helm in sanctioned events, except for the Wife-Husband Championship.

The Revision dated 4-12-11 revised Article B-IX.5.c to allow a change to the time limit of 1300 on Friday for the last race of the NAC if three races have not been completed by Thursday.

The Revision dated 10-31-10 incorporates the following changes approved by electronic voting by the Board of Governors during October, 2010:

Article B-VII – added a new subparagraph 6 to provide a policy for sponsorship and advertising.

Article B-IX.7 – revised to add “CPYC” for club boats owned by the Cedar Point Yacht Club.

The Revision dated 8-13-10 incorporates the following changes approved at the 2010 NAC Board meeting in Bay St. Louis, MS:

Article B-VIII.7.c was revised to delete reference to “Corinthians” and add a requirement that neither helmsman or crew shall accept payment for racing.

Article B- VIII.8.a was revised to clarify that non-Club members may charter Club boats.

Article B-X was revised to no longer require that the NORs for nationally sanctioned events be published in Scots n Water. Instead, reference to the NOR on the website can be made.

Articles B-IX.6.b and B-X.1 were revised to allow the NCC to approve crew substitution requests prior to the NAC and MidWinters.

Article IX.9 - revised to allow appeals of Protest Committee decisions in the Qualifying Series subject to certain requirements, to eliminate the need to get yearly US Sailing approval of denial of appeals.

Article B-XIII (Code of Conduct) was deleted in its entirety and relocated to the Constitution.

The Revision dated 8-14-09 incorporates the following changes that were approved at the 2009 NAC Board meeting in Ephriam, WI:

Articles B-VIII.6.a and B-IX.6.a were revised to clarify that Associate Members who are also Family or Junior members are eligible to be helmsmen in sanctioned regattas.

Article B-VIII.9 was revised to clarify that non-members (not non-owners) may not charter boats for racing purposes.

Article B-XIII was added to incorporate a Code of Conduct, for conformance to IRS regulation 770.

The Revision dated 4-19-09 incorporates the following changes that were approved at the 2009 Mid-Winters Board of Governors meeting:

Article B-IX.9: This new paragraph was added for conformance to US Sailing Prescription to RRS 70.5, concerning the denial of right of appeal in the Qualification Series for the NAC. Subsequent paragraphs were re-numbered with no change in content.

Article B-X.3: Deleted. Formerly the stand-alone Masters Championship, which was unsanctioned at the Board of Governors meeting.

Article B-X.5: Changed the Juniors' regatta eligibility requirements to under 19 years of age, in order to attract more participants. Excluded those who have competed at the collegiate level, to retain the original intent.

The revision dated 5-25-08 was authored by Dan Goldberg, with modification after initial review and input from Barbara Griffin, Charles Buffington, Bill Ross, Glenn Shaffer, Harry Carpenter, and Courtney Waldrup. It was further modified after review and input from the Executive Committee, consisting of the above people plus Hank Sykes, Diane Kampf, Tom Lawton, Bob Neff, and Kay Summerfield. It is intended to be a comprehensive review to update obsolete requirements, eliminate internal conflicts, eliminate cumbersome practices and those which no longer reflect reality, correct errors, make the document compliant with the *Racing Rules of Sailing*, and fix editorials. Significant changes are as follows:

General: The document was restructured to put the racing requirements in order from general to specific (all events, then sanctioned events, then the NAC), and to put all requirements unique to each type of event together.

Article B-IV.2: Revised to allow bona-fide FSSA members of suspended fleets to race in sanctioned events.

Article B-V: Revised to accurately reflect the process for issuing boat registration certificates.

Article B-VII.1: Revised to add a definition of the FSSA "Class Rules". Also revised to specifically require that the Host Club for all sanctioned events that are national in character use the Standard NOR and SI on the FSSA website.

Article B-VII.4: Added objective measurement criteria for sails. Also, the protest procedure for non-compliant sails has been revised to comply with the *Racing Rules of Sailing*.

Article B-VII.5: The word "helmsman" has replaced the word "skipper" in this Article and throughout the document.

Article B-VIII.1: Revised to require the Executive Committee to approve the date and location of all sanctioned events which are national in character, and to require the Host Club to obtain approval from the NCC of the Notice of Race, Sailing Instructions, Principal Race Officer, and Chief Judge. Also, the requirement to periodically re-sanction such events has been deleted. The revised requirements are consistent with current practice.

Article B-VIII.9: The chartering requirements have been completely rewritten, including a provision for privately borrowed boats.

Articles B-IX.3 and B-IX.4.c: Clarified that the Executive Committee approves (not selects) the date and location of the NAC. The proposed date and location is selected by the Host Club.

Article B-IX.4.d: Added a requirement that a Host Club wishing to bid for the NAC use the standard bid letter on the FSSA website.

Article B-IX.5.b: Added a statement that there are no throw-outs in the NAC, consistent with current practice.

Article B-IX.6.c: Revised the NAC Measurement requirements to reflect the policy implemented in 2003. Partial measurement is allowed, except for Club boats.

Article B-IX.8: Revised to require that the Sailing Instructions for the NAC include, as a minimum, Windward-Leeward courses with an offset mark and a leeward gate, and to allow other courses in the *Racing Rules of Sailing*.

Article B-IX.10: Revised the Host Fleet responsibilities for the NAC to reflect current practice, and to require the use of standard forms and documents on the FSSA web site.

Article B-X.1.a: Revised to state that the format for the Mid Winters shall be determined by the Executive Committee, rather than specifying a set format.

Article B-X.5: Revised to prohibit adults from taking the helm in the Juniors, except for an emergency.

Fleet of the Year Scoresheet: The scoresheet has been revised and simplified to make its submittal less cumbersome for Fleet Captains.

FLYING SCOT® SAILING ASSOCIATION SPECIFICATIONS

WARNING

IT IS IMPOSSIBLE TO FORESEE EVERY CONCEIVABLE INNOVATION WHICH MAY BE THOUGHT OF IN THE FUTURE, OR MENTION EVERY SUGGESTION THAT HAS BEEN RULED ILLEGAL IN THE PAST. WHEN IN DOUBT, IT MUST BE ASSUMED THAT ANY THING IN CONNECTION WITH THE BOAT, SAILS OR RIGGING WHICH IS NOT CLEARLY COVERED BY THE OFFICIAL PLANS AND SPECIFICATIONS OR PUBLISHED CHIEF MEASURER'S RULINGS IS ILLEGAL, AND THAT A RULING MUST BE OBTAINED FROM THE CHIEF MEASURER BEFORE ATTEMPTING SUCH AN INNOVATION.

ARTICLE S-I - INTENT

THE INTENT of these Specifications is to clarify and add to what is shown in the Official Plan. Any questions regarding the interpretation of these Specifications and the Official Plan and any questions not covered by these Specifications or Plan shall be made with the best interests of the Class in mind rather than any technical misconstruction of drawings or texts.

It is intended that there shall be no significant change in hull, rudder, centerboard and spars from the original design as prepared by Gordon K. Douglass and no lightening of existing parts. The Association reserves the right to declare ineligible any boat which does not conform to the spirit as well as the letter of all rules and specifications. (See CMR #69)

References to the Official Plan shall be to the latest revision of the boat and sail plans approved by the Association, a duly authenticated copy of which is on file in the Association Office.

ARTICLE S-II - HULL AND APPURTENANCES

1. **The Hull** shall be constructed of molded fiberglass from a mold made from the official plug as originally designed by Gordon K. Douglass. The construction of the hull shall conform to the specifications established by Gordon K. Douglass for licensed builders, which specifications are approved by the Association and are on file in the Association's Office. No attempt shall be made by the builders or by any owner to alter the distribution of hull weight by lightening certain areas and concentrating weight in other areas. (See also CMR's #26, 30, 60, 61, 62 & 74)

2. **Hull Weight** must be no less than 675 pounds when stripped of all normally removable gear such as spars, sails, rudder, tiller, centerboard, standing rigging, running rigging, etc. Should the boat be found to be underweight, the difference shall be made up with corrector weights fastened to the underside of the seats amidships. (See also CMR #63)

3. The **Official Number** assigned to the boat by the Secretary of the Association shall be cut into the cap of the centerboard trunk in digits at least two (2) inches high.

4. The **Centerboard** shall be manufactured by a licensed builder of the Flying Scot® of molded fiberglass construction with encased lead with a total weight of one-hundred five (105) plus or minus five (5) pounds. Shape shall conform to the official mold as originally designed by Gordon K. Douglass. There shall be no change in the profile or the cross-section of the blade or the head of the centerboard, and no change in the size or placement of the centerboard rollers. (See also CMR's #20 & 71, 83)

5. **Centerboard Trunk, Slot and Cap** shall be in accordance with the original design of Gordon K. Douglass. (See also CMR's #5, 15, 45, & 66)

6. The **Rudder** shall be in accordance with the Official Plan. The plate shall be of aluminum plate of a thickness of 0.190 ± 0.005 inches. **The head must be manufactured by a licensed builder of the Flying Scot® and shall not be lightened or altered in profile from that shown on the Official Plan. Wood rudder heads are permitted provided that it was part of the original equipment as provided by the builder.** The rudder shall be attached to the hull so that the top of the head clears the transom at centerline by not more than one (1) inch. (See also CMR's #17, 67 & 68)

7. **Tiller Design** is optional. A hiking stick is permitted.

8. **Buoyancy** shall consist of balsa wood, at least one-half (1/2) inch in thickness, molded into the floor of the hull and the underneath side of the deck, as provided in the specifications for builders established by Gordon K. Douglass, and by at least ten (10) cubic feet of rigid non-communicating air cell foam plastics attached to the underside of each side deck and located in the space between the seats and the hull. Each such section of foam flotation shall be held firmly in place by at least three (3) securely fastened transverse straps a minimum of three (3) inches wide, plus one securely fastened longitudinal strap at least three (3) inches wide. A one and one-half (1.5) inch nylon strap may be substituted for a three (3) inch fiberglass strap. (November 2007)

In addition, effective January 1, 2009, the boat shall include a nominal 4.8 cubic feet of buoyancy to facilitate the rescue of a swamped boat. This buoyancy shall be composed of a choice of an air bag, rigid non-communicating air cell foam plastics or air tanks and shall be attached inside the hull at the bow as low and far forward as possible to provide a nominal 300 pounds of buoyancy when submerged in water. It shall be securely fastened so as not to become dislodged when submerged. (November 2007) (See also CMR #29 & 79)

9. Effective January 1, 2009, a **Transom Port** is required to facilitate the rescue of a swamped boat. Such transom port shall be round, at

least four (4) inches in diameter (nominal dimension) and mounted with the bottom of the opening at least two (2) inches above the top of the boot top and the side of the opening three plus or minus one (3 ±1) inches from the center of the transom. An additional port on the opposite side is permitted at the owner's option subject to the same specifications as the required port above. Except to rescue a swamped boat, the port(s) shall be securely closed at all times while racing. (November 2007)

ARTICLE S-III - SPARS, RIGGING AND FITTINGS

1. The **Mast** shall be aluminum as shown on the Official Plan. It shall be extruded from the Official Die built in accordance with the Specifications drawn by Gordon K. Douglass, and shall be of the hardness therein established, which Specifications are approved by the Association and are on file in the Association's Office. The mast shall be stepped on a mast step centered six feet two inches (6'2") plus or minus one-half (½) inch from the bow measured along the deck. It shall not weigh less than thirty-nine (39) pounds completely rigged with all halyards, stays and winches. Pivot mast is not permissible. The sail track edge of the mast is essentially straight. The center of balance of the mast shall be twelve (12) feet above the heel of the mast, plus or minus two (2) inches with jib and main halyards attached to the spinnaker pole ring slide positioned in its lowest position and with shrouds and forestay dressed along the mast to heel. The mast shall be of uniform cross section throughout. No jumpers, diamonds or other stiffeners shall be used nor shall any devices be attached, the use or effect of which could be to increase or restrict the natural bending of the mast. The mast shall be sealed against the entrance of water when submerged. The halyards shall be external, and shall be controlled by winches mounted as shown on the Official Plan. (See also CMR's #18, 21, 24, 31, 79 & 89)

2. The **boom** shall be aluminum as shown on the Official Plan. It shall be extruded from the Official Die, built in accordance with the hardness therein established which specifications are approved by the Association, and are on file in the Association's office. The top edge of the boom is essentially straight. The boom shall remain as extruded through the official die with uniform cross-section throughout, weighing not less than eleven (11) pounds, and shall not be lightened or strengthened in any area as compared with other areas, so as to induce abnormal bending or stiffening of the boom. (See also CMR #31)

3. The **Spinnaker Pole** shall have a maximum length overall including fittings of seven (7) feet. Only one (1) spinnaker pole to be carried on board. A **Whisker Pole** is allowable with a maximum length of seven (7) feet overall including fittings. The materials used to construct and fittings are optional. If both a spinnaker pole and a whisker pole are carried aboard they shall be of sufficient difference in designs to be easily identifiable from a distance under racing conditions, and the whisker pole shall not be used for any purpose while the spinnaker is being set and/or flown.

4. **Standing Rigging** shall conform to the Official Plan without variation. No change in the location of the chain plates as called for in the Official Plan shall be made. Shrouds are to be five thirty-seconds (5/32) inches and forestay to be three thirty-seconds (3/32) inches minimum nominal diameter. The point of fastening shroud and forestay tangs to the mast is to be eighteen feet (18'0") plus or minus one (1) inch from the deck. Each shroud shall be attached to the chain plates by means of plates having a row of adjusting holes. No other arrangement of shroud adjustment is permitted. The chain plates may have adjustment holes. The length of the shrouds and forestay may be varied to allow the owner to achieve the mast rake desired, but shall not be expanded or contracted during a race. Shrouds shall attach to a chain plate as shown on the Official Plan and may not be lead through the deck. The forestay shall attach to the bow toggle cable assembly as shown on the Official Plan. No change in location of the bow toggle cable assembly is permitted. With the forestay under tension, the pin of the jib tack shackle shall be not closer than three and three-quarter (3¾) inches from the top of the bow plate. (See also CMR's #9, 11, 21, 24, 25, 32, 33 & 73)

5. Running Rigging

The running rigging systems which follow are the only ones permitted. Unless specifically permitted, double-ended lead arrangements are not allowed. Unless otherwise specified, purchase power is optional, miscellaneous fittings and hardware (including location) as shown on the Official Plan are recommended but not required; and, mechanical devices such as worm gears, levers, winches and magic boxes are not permitted, except for the standard halyard winch box, the centerboard drum winch, a jib sheet winch on each deck, and a main sheet winch on the centerboard cap. In addition only one (1) 360° swivel cleat (similar in design and principal to the WACO 360) may be mounted on the sides of the centerboard trunk, and may be used to control any permitted system of the owner's choosing. (See also CMR's #42, 50, 54, 55, 58, 64, 65, 68 & 70)

Permitted Systems:

Main Sheet		Jib
Sheets		
Mainsail Outhaul on Boom	Jib Halyard	
Mainsail Luff Cunningham	Spinnaker Halyard	
Mainsail Reefing System(s)	Spinnaker Sheet and Guy	
Mainsail Halyard	Spinnaker	Pole
Lift/Down-haul		
Boom Vang		
Centerboard Pennant		

The Chief Measures is authorized to rule illegal running rigging which, in his opinion, is unsafe or provides a significant increase in a yacht's performance. Such rulings may be made immediately effective, but may thereafter be appealed to the FSSA Board.

a. **Main Sheet** - A double block shall be affixed to the boom end swivel and a single block with becket to the rudderhead. A short wire extension between the rudder-head and the becket block is permitted. The main sheet may be led directly from the boom end to a readily removed mid-boom turning block and then to a block and optional cleat mounted on the centerboard cap. Only one (1) block in the system may be a ratchet. Purchase power may be 3-1, 2-1 or 1-1. (See also CMR's #56 & 57)

b. **Mainsail Outhaul On Boom** - Shall be adjusted by means of a simple tackle. All hardware, including the cleat, must be mounted on or inside (for an internal outhaul system) the boom. A block may not be attached to the clew of the mainsail. The cleat may be located anywhere on the boom, but the after eight (8) feet of the boom must be without any protrusion that might catch the rigging of another boat. (See also CMR # 46)

c. **Mainsail Luff Cunningham** (barber-haul) - Shall be used only to control luff tension, and adjusted by means of a simple tackle. Lead and cleat location are optional. No fairleads are permitted after a cleat. (See also CMR #47)

d. **Mainsail Reefing System** - Boom must be capable of being roller reefed. An adjustable gooseneck is not permitted. The foot of the mast to the top of the boom projected to the mast must not be less than twenty-four (24) inches. So long as roller reefing may be accomplished without the use of tools to remove fittings and attachments, other methods for reducing sail area by reefing may be used. The after eight (8) feet of the boom must be without any protrusion which might catch the rigging of another boat.

e. **Mainsail Halyard** - Shall be entirely of wire attached to the standard winch halyard box. No locking device, other than the halyard box located below the boom, is permitted. The weight of the mainsail must be carried on the halyard while the main is set.

f. **Boom Vang** - Shall be adjusted by means of a simple tackle. The upper (boom) end of the vang shall be attached to a slide on the boom track, a keyhole plate, or to a boom bale (and must be easily detachable from the boom without tools) and the lower end to a block riding on a bridle rigged to the tabernacle. Only rope is permitted in the system, with the exception of a short piece (approximately three (3) inches) of metal cable to attach the upper block to the boom. Lead and cleat locations are optional, except

that the cleat shall not be located at the boom end of the tackle. No fairleads are permitted after a cleat. (See also CMR #76)

g. **Jib Sheets** - Shall be led directly from the clew of the jib through blocks or fairleads on deck tracks (not to exceed twenty (20) inches in length) located on the coaming at least fifteen (15) inches abaft the forward edge of the cockpit. The blocks or fairleads shall be attached directly to a deck track slide, and the distance between the bearing surface of the sheave and an extension of the back of the seat shall not be greater than two (2) inches with the block held at its maximum inboard position. From the blocks or fairleads the sheets may be led and cleated as desired. Only one (1) pair of ratchet blocks or winches shall be used in this system. It is prohibited to install any system that alters the line of the jib sheet between clew and block or fairlead. Trimming and cleating of the weather jib sheet is permitted. (See also CMR's #6, 48 & 78)

h. **Jib Halyard** - Shall be entirely of wire attached to the standard winch halyard box. No locking device, other than the halyard box located below the boom, is permitted. The weight of the jib must be carried on the halyard while the jib is set.

i. **Spinnaker Halyard** - Shall be either double or single ended and lead through the spinnaker halyard fairlead (or through a small block attached thereto) whose centerline is located a maximum of eight (8) inches above the centerline of the shroud vang attachment bolt (which is located eighteen (18) feet ± one (1) inch from the base of the mast). Method of attachment to the spinnaker, lead and cleating are optional. Only one-to-one hoist arrangements are permitted. A device for retracting the halyard as the spinnaker is hoisted is permitted. Options include a through-deck fitting and a turning block mounted on the deck or tabernacle. (See also CMR #59)

j. **Spinnaker Sheet and Guy** - Shall be attached directly to the spinnaker clews (only one set at a time may be attached to the spinnaker), then through a chainplate hook (for the guy), through fairleads on the aft deck (location optional) and then to a cleat. Options include blocks (plain or ratchet) at, or in place of, the fairleads, and/or turning blocks (plain or ratchet) mounted on the side decks. Only one pair of ratchet blocks or winches shall be used in this system. Captive hooks may be substituted for the chainplate hooks, and must be mounted in the vicinity of the chainplates. Internally led sheets/guys are permitted, provided that the hole size for turning blocks must be of minimum size just sufficient to accommodate the turning blocks. The use of any line or device (other than spinnaker sheets) to aid in the dousing or launching of a spinnaker is not permitted. (See also CMR's #49 & 51)

k. **Spinnaker pole Lift/Downhaul System** - The line of action of the pole lift/downhaul shall be through the middle of the spinnaker pole (bridles permitted), through the spinnaker pole fairlead (or through a small block attached thereto) located eight feet four inches (8'4") ± one (1) inch from the base of the mast and then to a cleat, location optional. Options include a downhaul (lead and cleat location optional; shock cord also permitted), a through deck fitting and a turning block on deck or on the tabernacle. The spinnaker pole mast eye shall be either fixed, or on a track, located on the mast between two (2) feet ten (10) inches and four (4) feet four (4) inches from the base of the mast. No fairleads are permitted after a cleat. (See also CMR #52 & 77)

l. **Centerboard Pennant** - Shall be led from the centerboard drum winch, through fairlead(s) and then to a cleat, location optional. All hardware shall be mounted on the centerboard trunk and/or tabernacle. Other control lines shall not be attached to the centerboard. No fairleads are permitted after a cleat. (See also CMR #53 & 75)

ARTICLE S-IV - SAILS

1. **Mainsail, Jib and Spinnaker**: Dimensional restrictions and length and location of battens in mainsail and jib to conform to specifications

shown on the Official Sail Plan. The cloth for the main and jib made after 1/1/88 shall be a minimum *greige* (uncoated) weight of 3.7 ounces and for the spinnaker 0.75 ounces per sailmaker's yard (28.5" X 36 inches). The main and jib shall be of any woven non-laminated polyester (Dacron) and the spinnaker shall be of woven nylon. (See also CMR's 1, 2, 3, 4, 7, 8, 10, 11, 12, 13, 16, 19, 22, 23, 25, 27, 34, 43, 44 & 82)

a. **Mainsail** must bear the Flying Scot® emblem and boat's official number or club number on both sides per sail plan. Bolt ropes must be used on luff and foot of main and the sail must be set with the bolt ropes in the sail slot on mast and boom.

b. **Spinnakers** must bear the boat's official number or club number on both sides, located approximately one-third of the distance down from the head, in ten (10) inch (minimum) numerals and solid color contrasting to the background area.

c. All emblems, marks and numbers shall be of durable material, permanently and securely attached.

2. Each sail used in any Flying Scot® Class event must have sewn (or permanently attached) to it an official "**Royalty Paid**" serialized sail label which may be obtained from the Executive Secretary of the Association. Labels for new sails should be attached to each sail by the sailmaker. Sailmakers are also to indelibly indicate on the label the date of manufacture and the hull number for which the sail is made. The cost of said labels is set by the Governing Board.

3. No more than one mainsail, one jib and one spinnaker may be added to the boat's inventory in any twelve (12) month period except that an extra mainsail, jib and spinnaker may be added to inventory in the first twelve (12) months. A second-hand sail more than thirty-six (36) months old and not to be used for racing shall not be considered as coming within the meaning of this restriction. Sailmakers shall indelibly mark on each Flying Scot® sail at the tack the month and year in which it is delivered to the buyer. In the event of serious damage to a sail, a petition for replacement may be submitted to the Executive Committee, provided said petition is endorsed by at least one-third of the owners comprising the local fleet. A borrowed sail shall not be used in a sanctioned event except with special permission of the measurer for the sanctioned event. A used sail less than Thirty-six (36) months old, resold to the original owner, shall be considered as being added to a boat's inventory during the year of resale.

A skipper participating in a sanctioned event may be required to make a declaration in writing concerning purchases of sails during the preceding thirty-six (36) months.

ARTICLE S-V - RACING RESTRICTIONS

The following restrictions shall apply for all boats participating in Flying Scot® events:

1. No dead weight shall be carried as stationary or shifting ballast.

2. The following minimum necessary equipment shall be carried at all times: adequate ground tackle (a recommended anchor would be the equivalent of an eight (8) pound Danforth or Northhill anchor with a minimum of one-hundred (100) feet of line); one wearable life jacket, either Coast Guard approved or in addition to an unapproved jacket, one Coast Guard approved life preserver for each person aboard; one Coast Guard approved throwable, a paddle or oar; a bucket suitable for bailing; sound device and a safety line attached to the transom mooring rings. (See also CMR #14)

3. No temporary coating of grease, graphite, pot lead, etc. is allowed on the hull, center-board or rudder. Waxing of the hull, centerboard and deck may be done at the option of the owner. (See also CMR's #28 & 72)

4. No hiking straps, flying trapezes or other contrivances which achieve the same purpose may be used. Up to two (2) hand lines affixed to the centerboard cap are permitted, providing: their ends are terminated in a whipping, back splice or knot (not a loop); and, their ends cannot

extend beyond the rub-rails when fully extended with the ends touching the deck. The use of the side stay is permitted for a hiking handhold provided that the crew is seated on the deck, aft of the stay, and with their feet inboard of the seat back. (See also CMR's #15, 35, 36, 37, 38, 39, 40, 41 & 81)

5. The local Fleet may require additional items of safety equipment if such are normally required by local conditions.

6. The only lines which may be attached to a spinnaker are two (2) guy-sheets and one halyard. The use of any other line attached to the cloth of the spinnaker, the purpose of which is to aid in the hoisting or dousing of the spinnaker, is prohibited. (See also CMR #51)

7. It is the intent of FSSA that *Racing* performance not be enhanced by electronic or computational devices that gather information about conditions, monitor performance or in any other way benefit or influence a boat while *Racing* except as noted below. The following devices are the only ones permitted to be carried aboard at the option of the skipper and while *Racing*:

- a. Electronic watches and timers
- b. Electronic digital compasses with chronograph (timer and/or clock). However the compass shall have no external connection and shall provide neither wind nor boat speed; shall not compute

correlations between time and distance; and shall not calculate lifts and headers.

c. Hand-held communication devices (cell phones, pagers, radios, etc.) with the following conditions and/or restrictions:

Cell phones and VHF radios may be used to report emergencies to the Race Committee. A vessel reporting/declaring its own emergency shall be scored RET (retired); a vessel reporting an emergency on a competitor's vessel shall not be penalized, and may seek redress if its finishing position is affected by providing such report. No other transmissions from competitors are permitted. In addition, when so specified in the Notice of Race and Sailing Instructions, the Race Committee may use VHF radios to inform competitors of safety information (such as approaching weather) or to hail boats that are on course side of the starting line (OCS) at the start. Information from the Race Committee to the competitors should be on a separate channel from the one used for communication with other race officials, and should be identified in the Sailing Instructions. Transmissions on the competitor's channel from the Race Committee to assist in the management of the event are permitted when not *Racing*, but must be accompanied by the signals required by the Racing Rules of Sailing (when applicable)."

NOTE: See Chief Measurer's Rulings (CMR's) for additional restrictions, and the Official Plan.

WARNING

IT IS IMPOSSIBLE TO FORESEE EVERY CONCEIVABLE INNOVATION WHICH MAY BE THOUGHT OF IN THE FUTURE, OR MENTION EVERY SUGGESTION THAT HAS BEEN RULED ILLEGAL IN THE PAST. WHEN IN DOUBT, IT MUST BE ASSUMED THAT ANY THING IN CONNECTION WITH THE BOAT, SAILS OR RIGGING WHICH IS NOT CLEARLY COVERED BY THE OFFICIAL PLANS AND SPECIFICATIONS OR PUBLISHED CHIEF MEASURER'S RULINGS IS ILLEGAL, AND THAT A RULING MUST BE OBTAINED FROM THE CHIEF MEASURER BEFORE ATTEMPTING SUCH AN INNOVATION.

CHIEF MEASURERS' RULINGS (CMR's)

1. VENTURI spinnakers are illegal. (Before 1962)
2. Adjustable downhaul arrangements on the jib tack are not permissible. (1962)
3. Spinnakers must measure-in and cannot be of less dimensions than the minimum dimensions shown on the Official Plan. (1962)
4. Mainsails with zipper-foots would be permitted provided the mainsail would measure-in with the zipper open. (1964)
5. The trunk cap cannot be made wider than that furnished and installed by the builder. (1964)
6. Double-led jib sheets are not excluded by the class Specifications. They must be led from the slides which in turn must be in their legal position. (1964)
7. Cunningham holes in the tack will be permitted in the mainsail. (1965)
8. An asymmetrical spinnaker is legal providing the luffs are of equal length and if all dimensions measure-in and the diagonal can be measured when all interior seams are straight and parallel. (1966)
9. The shortening of the wire which extends from the pivot plate to the tack of the jib is illegal, and further that, as stated in the Specifications, the pivot plate connecting the forestay and the wire which extends to the tack of the jib must be functional. (1967)
10. Zipper luffs on jibs are illegal. (1967)
11. "Sta-Master" ruled illegal. (1967)
12. Leach cord in Mainsail is not permitted and ruled illegal. (1967)
13. Fiberglass battens can be substituted and used in place of wood battens. They must conform to dimensions shown on the Official Plan. (1967)
14. 5-H Hi-tensile Danforth anchor is ruled equivalent to an 8-S standard Danforth anchor, and therefore may be carried in its place. The minimum weight for the total ground tackle (anchor, chain, line and container) shall not be less than nine (9) pounds dry weight. (1967, revised July 1995)
15. "Toe-Boards" are illegal. (1968)
16. The use of a monofilament instead of a wire rope in the luff of the jib is illegal. (1968)
17. An aluminum rudderhead is legal so long as it meets all dimensions shown on the Official Plan. (1968)
18. A tapered aluminum mast is illegal. (1968)
19. The only critical dimension for battens is their length. (1968)
20. Fairing of the trailing edge of the centerboard is illegal. However, any centerboard that was faired on the trailing edge between January 1, 1968, and April 30, 1969, will be legal in sanctioned events. (1969). All centerboards so faired must remain with the boat hull they were used in on August 10, 1975. (1975)
21. Spreaders on Mast are illegal. (1969)
22. Use of Cunningham hole (holes) to adjust the tension on the foot of the mainsail is illegal. (1969)
23. Jibs must be measured with the tack held in the lower corner of the triangle when meeting the requirements of the Official Plan, Jib Measurement, Paragraph 2. On jibs made prior to March 1, 1970, the clew may fall at a maximum of one inch outside the measuring triangle when the tack is held in the lower corner of the triangle. (1970)
24. Extension of the spinnaker halyard fairleader (part no. 13, Official Plan of Mast) farther forward of the leading edge of the mast than as shown on the Official Plan is illegal. (1971)
25. It is prohibited to attach the jib tack shackle to the jib at a point above the tack of the jib, thereby lowering the jib toward the neck. (1972)
26. It is prohibited to install any through hull self-bailers. (1972)
27. The four and one-half (4½) inch roach permitted on the foot of the jib shall be a fair curve from the tack to the clew. (1973)
28. Any bottom coating which is represented by the manufacturer as designed to last one season is not a "temporary coating" and therefore not prohibited under the provision of S-V-3. *Any legal coating may be applied only once per calendar year.* (revised March 2013)
29. Minimum buoyancy is specified in S-11-8. Additional buoyancy may be added wherever desired.
30. The word "hull" in the Specifications includes the integrally molded deck and seat.
31. Only one mast and only one boom may be measured and used for each boat registered in an event. The use of a spare mast or boom may be allowed by the Judges if, in their opinion, the use of such spare is necessitated due to the accidental damage of the original equipment. (1979)
32. The use of "head foils" on the forestay is illegal. (1979)
33. It is illegal to run the forestay through the seam of the jib luff. (1979)
34. The use of a continuous cloth (or otherwise) hank to attach the jib to the forestay is illegal. (1979)
35. The use of 0, 1 or 2 hand lines as described in the "Specifications" are legal. (1979)
36. There is no limit on the diameter of line used for hand lines. (1979)
37. The length of a hand line is determined *after* a knot is tied and includes the knot diameter. (1979)
38. There is no limit on the size of a hand line knot, providing the line length requirement is met. (1979)
39. The use of a doubled nylon tape (or rope) as a hand line is illegal, as it terminates in a loop. (1979)
40. Hand grips of any size, shape or make attached to or through the deck or hull to aid in hiking are illegal. (1979)
41. The outboard end of a hand line may not be cleated, tied or otherwise secured. (1979)
42. All "freak contrivances" are illegal. (1979)
43. Jib battens must begin at the leach of the sail. (1979)
44. There may be only one (1) attachment eye (or other device) for jib sheet attachment, and that must be at the clew of the sail. (1979)

45. Wedges or other devices used to control the lateral movement of the centerboard are illegal. (1979)
46. Article S-III-5.b (MAINSAIL OUTHAUL ON BOOM) does not prevent an owner from using a 1:1 direct lead tackle. The outhaul may be cleated at any location as long as the aft eight (8) feet of the boom is clear as per the Specifications. (April 1983) (Revised July 1999)
47. Article S-III-5.c (MAINSAIL LUFF CUNNINGHAM) does not prevent an owner from using a 1:1 direct lead tackle. The cunningham can be of any purchase and cleated at any location provided that there is no fairlead after the cleat. (April 1983) (Revised July 1999)
48. Article S-III-5.g (JIB SHEETS) does not require the use of ratchet blocks or winches unless an owner so desires. (April 1983)
49. Article S-III-5.j (SPINNAKER SHEET AND GUY) does not require the use of chainplate or captive hooks if a downhaul is used, or ratchet blocks or winches unless an owner so desires. An additional cleat for the spinnaker guy is permitted at any location. (April 1983) (Revised July 1999)
50. A boat equipped with a pair of combination jib/spinnaker sheet winches may also have installed only one additional pair of ratchet blocks for use with the spinnaker sheet and guy. (April 1983)
51. Only the spinnaker sheets and halyard shall be used in the launching and dousing of a spinnaker. The spinnaker halyard can be cleated at any location. A take-up reel for the tail of the halyard is permitted. (April 1983) (Revised July 1999)
52. The use of more than one spinnaker pole eye on the mast is permitted, *provided* that these are located on the forward side of the mast between two feet ten inches (2'10") and four feet four inches (4'4") from the base of the mast. (April 1983)
53. Article S-III-5.l (CENTERBOARD PENNANT) does not require the use of fairleads unless an owner so desires. (April 1983)
54. Article S-III-5 (RUNNING RIGGING) does not preclude the use of snap hooks, shackles, brummel hooks or similar devices to attach running rigging to sails or other permitted points of attachment. (April 1983)
55. The terms "blocks" and "fairleads" may be used interchangeably. (April 1983)
56. The "double block" and "single block with becket" referenced in Article S-III-5.a (MAIN SHEET) provide the maximum 4:1 purchase power permitted. It therefore follows that anyone using 3:1, 2:1 or 1:1 systems may replace these blocks with the appropriate blocks installed in the prescribed locations. (April 1983, revised March 1995)
57. The main sheet may be led directly from the boom end to a winch or block mounted on the aft end of the centerboard cap. (April 1983)
58. There shall be no more than one 360 degree swivel cleat (similar in design and principle to the WACO 360) in the boat which, if employed, must be mounted on the sides of the centerboard trunk for use with any permitted system. (April 1983)
59. (Deleted)
60. It is illegal to recess the moldings used to fasten the centerboard gasket and/or the gasket itself. Any type of material for the centerboard gasket is permitted. The gasket must be installed with the brass retaining strips as shown on the Official Plan. (August 1981) (Revised July 1999)
61. The filling of (or sanding out) the molded-in waterline marks on the hull is not permitted. (August 1981)
62. The tabernacle (at the forward end of the centerboard trunk supporting the deck mast step and the centerboard hoisting gear) shall be constructed of wood, and shall not be appreciably changed in design from that supplied by the builders. (August 1981)
63. Corrector weights added to a underweight boat shall remain affixed until it is re-weighed at a subsequent nationally sanctioned event and found to weigh-in without these added weights. (April 1983)
64. Brackets used to facilitate sheet cleating shall not be attached to the seat back or coaming so as to project into the cockpit area. (August 1978)
65. Thru-deck sheeting is permitted only if appropriate thru-deck fittings are utilized. (August 1978)
66. Shimming of the centerboard trunk is permitted, *provided* that the shim is permanent, *and* does not skew the centerboard to either side. (NOTE: So as to conform with S-II-5, except on hulls numbered 1-400, this shimming shall not add stiffness to the centerboard trunk. That is, the shims may be only at those upper and lower sections of the centerboard trunk that may contact the board in the normal full down position.) (March 1982) (Revised July 1986)
67. The maximum length and angle of the rudder blade are not critical measurements. (July 1984)
68. Hold downs and lifting devices for rudder blades are permitted. (July 1984)
69. The CMR was modified and moved to the Specifications under Article S-V paragraph 7. (July 2006)
70. Control lines (lines used as part of the running rigging) shall not be lead through the sides or top of the centerboard trunk (see Article S-III-5 Running Rigging for a list of permitted systems). (JULY 1986)
71. The profile of the centerboard shall not be modified; however, normal wear and tear to the bottom forward corner of the centerboard will not be considered a change in profile as defined in article S-II-4. This area may be repaired if needed to bring the centerboard back to standard profile. (March 1994)
72. The use of any liquid soap, detergent, soap or any such wetting agent applied to coat the hull, centerboard or rudder is prohibited under the provisions of S-V-3. Any such material may be applied to clean the hull, but must be removed (squeaky clean) prior to launching the boat. (March 1994)
73. The use of an adjustable forestay extender is permitted. This device shall consist of a channel or one (1) or more stainless steel plates/straps with holes that allow adjustment by the repositioning of a clevis pin. Adjustable extender devices with threads or levers are not permitted. (March 1995)
74. A brass stem band, a minimum of three (3) feet long and one-half (½) inch wide, shall be attached to the bow and extend below the waterline. The stem band can be chrome plated if desired. (March 1996)
75. The use of any size line in lieu of the standard 5/32nd inch wire rope for the centerboard drum winch is permitted. A straight pull from the drum winch to the centerboard is permitted, i.e., use of an eight to one (8 to 1) purchase. (July 1999)
76. The boom vang can be of any purchase and cleated at any location provided that there is no fairlead after the cleat. (July 1999)
77. The spinnaker pole lift can be of any purchase and cleated at any location provided that there is no fairlead after the cleat. (July 1999)
78. A separate cleat used only for weather sheeting of the jib sheet is permitted any location. (July 1999)
79. The use of any type of flotation (turtle buster) at the top of the mast is permitted. (July 1999)

80. Fiberglass or metal sleeves installed on the heel end of the mast are permitted. (July 1999)

81. The jib sheet and any other sheets and control lines may be used as a hiking assist provided that the portion being used is free; meaning there is no hardware in play after the line makes contact with the skipper or crew. (March 2007)

82. The upper girth of the jib will be measured at the top batten. The girth is measured from the leach of the sail at the middle of the top batten pocket to the luff. The maximum dimension shall be 32 ¾ inches measured perpendicular from the luff. All jibs manufactured before 2000 are "grandfathered" in as long as all other current measurement requirements are met. (March 2001)

83. The following criteria are provided that will allow for the repair and inspection of a Flying Scot centerboard. These criteria control the parameters that have the most influence on a board's performance. The data in paragraph e below is provide to complement CMR 71, which clarifies that "normal wear and tear to the bottom corners" is not considered a change in profile and does not need to be repaired for the board to be legal. (March 2009)

- a. The board shall be a symmetrical foil. This requires that the maximum thickness be at 50% or in the middle of the board from front to back for the full length of the board.
- b. The maximum allowable thickness of the foil shall be 1 3/8 inches.
- c. The leading and trailing edges shall be of the same thickness. The leading edge may be rounded and the trailing edge may be squared off with corners that are not sharp. The width of the flat of the trailing edge shall be the same as the diameter of the leading edge.
- d. The leading edge just below the pivot knuckle shall make a gradual taper from the knuckle to the leading edge and the knuckle itself must be flat.
- e. Both lower corners are molded with a 2.5-inch radius. The radius is located tangent to straight-line extensions of the bottom and leading or trailing edges of the board.

84. Storing the spinnaker pole on the boom does not conflict with the requirement of Article S-III par 5. b. that "the after eight (8) feet of the boom must be without any protrusion that might catch the rigging of another boat" provided that the following criteria are met:

1. The pole shall be attached to the boom such that the aft jaw is fixed in either the up or down position and shall be free of

any protrusions that might catch/snag the rigging of another boat.

2. Any hardware to support the stored pole shall be attached forward of "the after 8 feet of the boom". This CMR "grandfathers" all boats so rigged that meet the above criteria. (March 2011)

85. Intent - It is the intent of Article S-IV paragraph 3 of the Specification to limit the number of new sails added to a boat's sail inventory to one new main, one new jib and one new spinnaker per calendar year (1 January to 31 December).

Exceptions – A newly acquired new boat purchased from a licensed builder may have two new mains and/or two new jibs and/or two new spinnakers added in the first calendar year. A newly acquired used boat may have two new mains and/or two new jibs and/or two new spinnakers added in the first calendar year provided all the sails acquired with the boat were manufactured more than three years prior to the year of the boat's acquisition. If the used boat has a set of sails that are less than three years old the owner is limited to one new main and/or one new jib and/or one new spinnaker in the first year.

A new sail is defined as a sail manufactured less than three years prior to the date of acquisition

A sail is considered added to a boats inventory when it is used on the boat in a race which will have the score recorded and tallied. (March 2011)

86. All tillers not constructed from wood shall weigh a minimum of at least 5 pounds including the hiking stick. If weight needs to be added to meet this requirement it shall be securely fastened to the tiller shaft just forward of the rudder head. The material of the weight is optional. Intent - It is intended that there shall be no significant change in hull, rudder, centerboard and spars from the original design as prepared by Gordon K. Douglass and **no lightening of existing parts.** (March 2012)

87. The number of holes in the shroud attachment plates referred to in ARTICLE S-III - Spars, Rigging and Fittings, paragraph 4 Standing Rigging is optional. The minimum diameter of the attaching clevis pin shall be .25 inches. The restriction of not permitting changes to the length of the standing rigging during a race is further clarified that any changes cannot be made underway and shall only be made by returning to the dock/mooring designated by the organizing authority or the vessels home dock. (March 2013)

WARNING

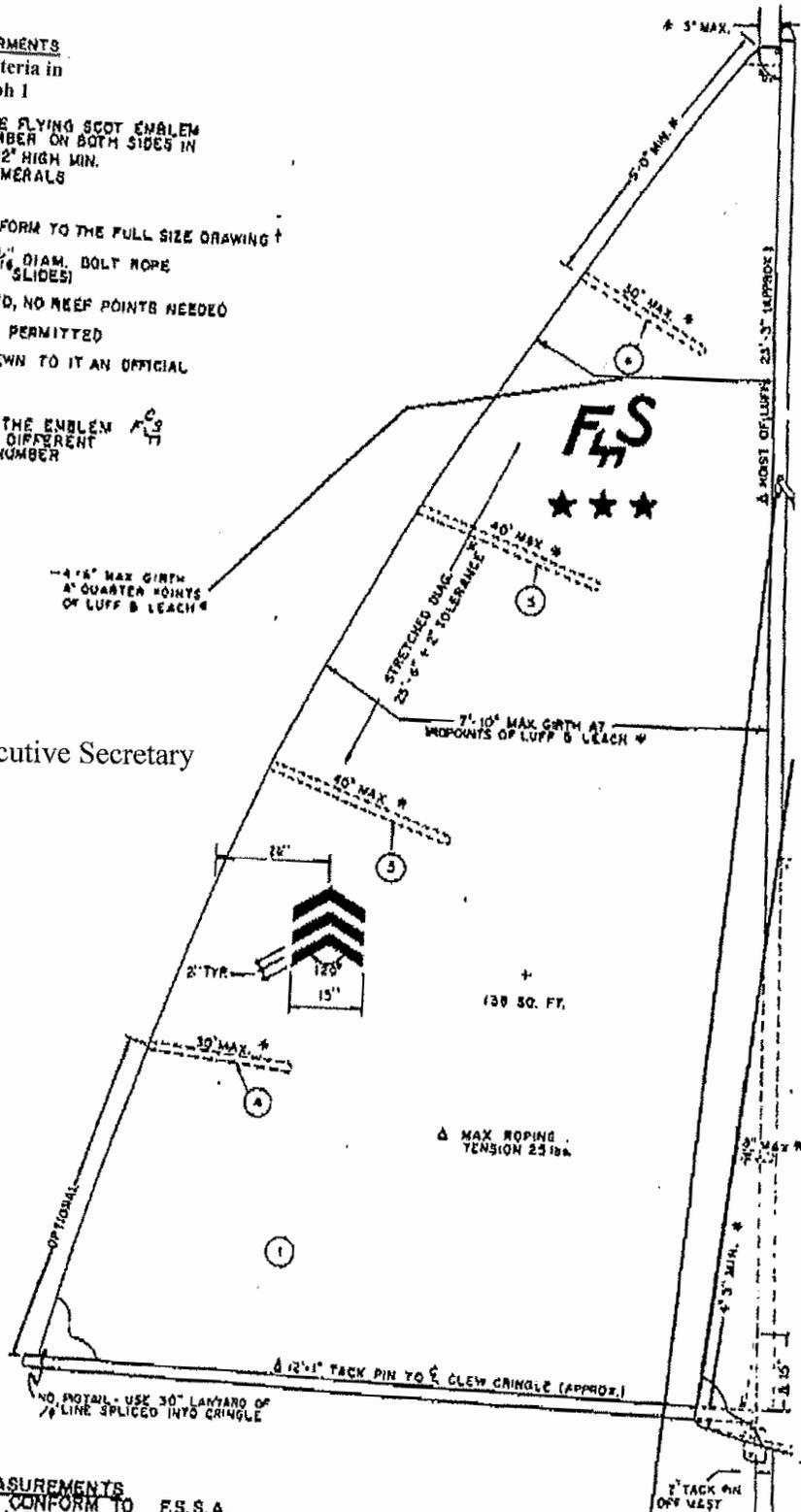
IT IS IMPOSSIBLE TO FORESEE EVERY CONCEIVABLE INNOVATION WHICH MAY BE THOUGHT OF IN THE FUTURE, OR MENTION EVERY SUGGESTION THAT HAS BEEN RULED ILLEGAL IN THE PAST. WHEN IN DOUBT, IT MUST BE ASSUMED THAT ANY THING IN CONNECTION WITH THE BOAT, SAILS OR RIGGING WHICH IS NOT CLEARLY COVERED BY THE OFFICIAL PLANS AND SPECIFICATIONS OR PUBLISHED CHIEF MEASURER'S RULINGS IS ILLEGAL, AND THAT A RULING MUST BE OBTAINED FROM THE CHIEF MEASURER BEFORE ATTEMPTING SUCH AN INNOVATION

MAINSAIL

OFFICIAL PLAN

MAINSAIL REQUIREMENTS

1. Please use current criteria in Article S-IV paragraph 1
2. MAINSAIL SHALL BEAR THE FLYING SCOT EMBLEM AND BOAT'S OFFICIAL NUMBER ON BOTH SIDES IN CONTRASTING COLOR IN 12" HIGH MIN. BLOCK LETTERS AND NUMERALS
3. THE EMBLEM SHALL CONFORM TO THE FULL SIZE DRAWING †
4. LUFF & FOOT TO HAVE 3/8" DIAM. BOLT ROPE FOR GROOVED SPARS (NO SLIDES)
5. ROLLER REEFING REQUIRED, NO REEF POINTS NEEDED
6. ROACH REEF ALONG FOOT PERMITTED
7. EACH SAIL MUST HAVE SEWN TO IT AN OFFICIAL "ROYALTY PAID" LABEL ‡
8. CLUB OWNED BOATS BEAR THE EMBLEM AND THE SAIL NUMBER MAY BE DIFFERENT THAN THE OFFICIAL BOAT NUMBER



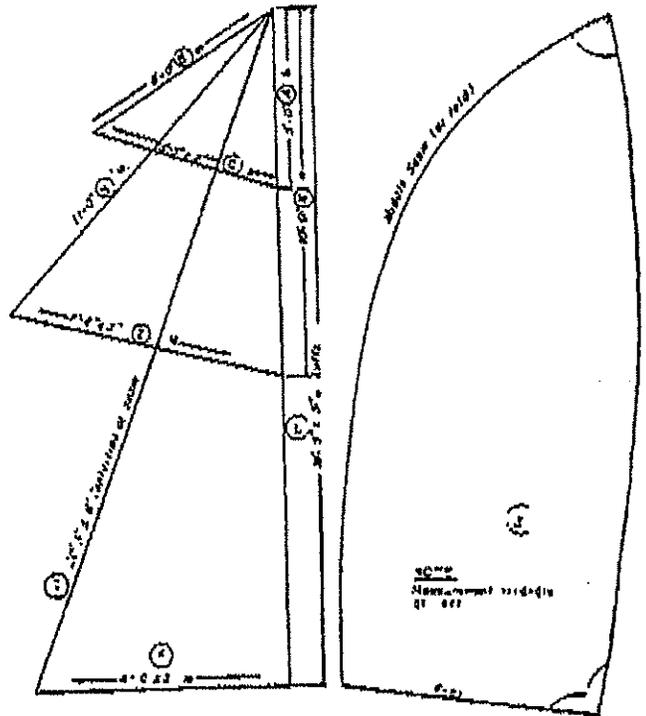
† Available from FSSA Executive Secretary
 1 Windsor Cove, Suite 305
 Columbia, SC 29223

* - DENOTES CRITICAL MEASUREMENTS
 THESE MEASUREMENTS MUST CONFORM TO F.S.S.A.
 SPECIFICATIONS FOR BOATS ENTERING SANCTIONED
 COMPETITION

Δ - DENOTES SAILMAKERS DIMENSIONS

SPINNAKER

OFFICIAL PLAN



(Measurement pattern of Spinnaker
folded along vertical centerseam or fold)

SPINNAKER REQUIREMENTS

1. Each line of measurement to be pulled just free of wrinkles while that dimension is being measured. Luffs measured straight.
2. "D" is a measure of the centerseam line, *not* the diagonal.
3. All three measurements of A-B-C to be taken simultaneously without regard for position of rest of sail. Luffs measured straight.
4. Note #3 also applies to X-Y-Z and to L-D-F.
5. All nine measurements to be taken without intervening opportunity for stretching or shrinking of any dimension.
6. "ROYALTY PAID" label (see note #7 of mainsail req.).
7. Spinnaker pole (design optional) max. length including fittings 7 ft.- whisker pole allowable (design optional) max. length including fitting 7 ft.
8. Spinnaker must bear the boat's official number on both sides, located approximately one third of distance down from the head in 10" min. numerals color contrasting to the background area.
9. Material on spinnaker made after 1/1/00 - Spinnaker cloth will be by greigh goods weight of material which must have minimum weight of 3/4 oz. per sailmaker's yard (28 1/2 X 36 inches). This means that the uncoated weight of fabric must be 3/4 oz. or more per yard. Any spinnaker material that needs to be coated to bring it up to 3/4 oz. per yard will not be allowed in the construction of spinnakers.

Please use current criteria in Article S-IV paragraph 1

*Denotes Critical Measurements

These measurements must conform to F.S.S.A. specifications for boats entering sanctioned competition.

HOW TO MEASURE SAILS

I. PERSONNEL REQUIREMENTS:

A. Large number of sails, and limited time.

It is recommended that 3 teams of 3 persons each, plus the Sail Measurer, be secured. Each team would have a Captain familiar with the procedure, with two assistants. One team would measure the mains, one the jibs, and the third the spinnakers. The Sail measurer would record the results on the Measurement Sheet and supervise the stamping of the sails. The Sail Measurer would also check any sail disapproved by the teams.

B. Smaller number of sails, with more time.

One team of 3 plus Measurer can operate when there is no great rush. It reduces the number of sails being measured per hour by 2/3rds.

At the same time and place, battens and spinnaker poles can be checked and stamped.

II. MATERIAL REQUIREMENTS:

1. Steel Tape 50'
2. Masking Tape, 1" preferred
3. Check lists for registrants
4. Measuring stick for spinnaker pole and battens
5. Handbook

III. AREA REQUIREMENTS

A. The sail measuring area should be large enough that the three sails can be measured at the same time by the three teams without interfering with each other.

B. Preparation of the area.

Tapes should be placed on the floor, indicating the 3 triangles, as follows:

1. MAINSAIL:

- (a) Mark a right angle at head, with one tape indicating the direction of the luff line, and the other at right angles thereto, where the top of the headboard will lie. Mark the measuring point as the inside intersection of the tapes.
- (b) Place another tape 5 inches from and parallel to the luff line tape, running down from the tape indicating the top of the headboard. Distance between the two tapes is the maximum headboard width.
- (c) A tape at the tack, as a guide only, for the purpose of positioning the luff of the main when the diagonal is being measured.
- (d) A tape in the general area of the clew, 25 feet 8 inches from the intersection of the two tapes at the head, indicating the maximum length of the diagonal.

(e) A tape located along the leach, and five feet zero inches (5'0") from the intersection of the tapes at the head, indicating the minimum distance between the Measuring Point at the head and the center line of the top batten pocket. Mark the 5'0" edge of the tape.

(f) In the vicinity of where the quarter-girth will lie, place a tape along the luff line of the main, and in a line between the head and the tack, parallel with the luff line. Mark inside edge of tape as the Measuring Point. Along the leach, and approximately opposite to the location of the luff line tape, place a tape four feet six inches (4'6") from the tape placed along the luff line. This tape should be parallel and equal distance from the tape placed at the luff line. Mark the inside edge of this tape as the Measuring Point. The distance between these two tapes will be maximum quarter-girth.

(g) In the vicinity of where the mid-point of the luff will lie, place a tape along the luff line of the main and in a line between the head and the tack, parallel with the luff line. Mark the inside edge of the tape as the Measuring Point. Along the leach and approximately opposite the location of this luff line tape, place a tape seven feet ten inches (7'10") from this luff line tape, parallel to and equal distance from the luff line tape. Mark the inside edge of this tape as the Measuring Point. The distance between these two tapes is the maximum mid-girth.

2. JIB:

- (a) Make a right angle of tapes at the head, with one indicating the direction the luff wire will lay, and the other at right angles to it in the direction the clew will lie, mark the inside of the angle as the Measuring Point "A".
- (b) At the point sixteen feet seven inches (16'7") distant, make another right angle, one tape parallel with the luff wire, the other in the direction the clew will lie. Mark the inside of the angle as the Measuring Point "B". Measuring Point "A" to Measuring Point "B" will be the maximum luff of the jib.
- (c) Make another right angle, fourteen feet six inches (14'6") from Measuring Point "A" and seven feet one inch (7'1") from Measuring Point "B". Mark the inside angle as Measuring Point "C". The maximum jib must fit within the triangle ABC.

HOW TO MEASURE SAILS (Continued)

- (d) Place a tape along the line Measuring Point "A" to Measuring Point "C" and four feet nine inches (4'9") from Measuring Point "A", indicating the minimum distance down from head to top batten. Mark the 4'9" edge of this tape.
- (e) Place a tape along the line Measuring Point "A" to Measuring Point "C" and four feet three inches (4'3") from Measuring Point "C", indicating the minimum distance from the lower batten to the clew. Mark the 4'3" edge of this tape.
- (f) Place a tape four and one-half inches (4½") from the Measuring Point "B" to Measuring Point "C" outside the triangle formed and at mid-point. Mark the 4½" edge, indicating the maximum roach of the jib foot.
3. SPINNAKER:
- (a) Make a right angle of tapes at the head, one tape indicating the direction the luffs will lie and the other pointing to the side where the center fold will lie. Mark the inside of the angle as the Measuring Point.
- (b) Place a tape in the direction the luffs will lie and with its most distant edge eighteen feet and zero inches (18'0") from the head tape and mark the measuring edge. This indicates the minimum luff lengths.
- (c) Place a tape in the direction the luffs will lie and with its nearest edge eighteen feet ten inches (18'10") from the head tape, and mark the measuring edge. This indicates the maximum luff lengths. You now have 2 parallel tapes 10" apart.
- (d) Connect the tapes in B and C with a tape at right angles between the two and on the side away from where the center fold will lie.
- (e) Place a tape in the direction the center fold will lie and with its most distant edge nineteen feet nine inches (19'9") from the Measuring Point at the head and approximately seven feet from the tape in (d) above. This tape will be equal distance from the Head Measuring Point and approximately one foot long. Mark the measuring edge of the tape. This is the minimum length of the center seam/centerline.
- (f) Place a tape in the direction the center fold will lie and with its nearest edge twenty feet nine inches (20'9") from the Measuring Point at the head and approximately 7 feet distance from the tape in (d) above. This tape will also be equal distance from the Head Measuring Point and approximately 1' long. Mark the measuring edge of the tape. This is the maximum length of the center seam/centerline. You now have 2 parallel tapes 12" apart.
- (g) Place a tape between the two tapes in (e) and (f), and with its furthest edge six feet eight inches (6'8") from the tape in (d) above. Mark the measuring edge of the tape. This is the minimum half-foot width.
- (h) Place a tape between the two tapes in (e) and (f), and with the nearer edge seven feet zero inches (7'0") from the tape in (d) above. This is the maximum half-foot width. At this point, you should have "L" shaped tapes at the head, a "C" lying on its side at the clews, and a hollow box at the foot where the center fold will lie.
- (i) Along the luff line, place two tapes, one parallel with and along the luff line, the other at right angles to the first, and five feet zero inches (5'0") from the Head Measuring Point. Mark this Measuring Point. This indicates the point on the luffs where the quarter-girth will be measured.
- (j) Along where the center fold will be, place a tape with its furthest edge five feet one inch (5'1") from the Measuring Point in (i) and approximately 6' from the Head Measuring Point. Mark the measuring edge. This indicates the minimum quarter-girth.
- (k) Along where the center fold will lie, place a second tape with its nearest edge five feet five inches (5'5") from the Measuring Point in (i), and approximately 6' from the Head Measuring Point. Mark the measuring edge. This indicates the maximum quarter-girth. You now have parallel tapes 4" apart.
- (l) Connect the two tapes in (j) and (k) with a tape six feet zero inches (6'0") from the Head Measuring Point and mark the measuring edge. This tape is equal distance from the Head Measuring Point and is used to get the Measuring Point on the center fold for the quarter-girth.
- (m) Along the luff line, place two tapes, one parallel with and along the luff line, and the other at right angles to the first and ten feet zero inches (10'0") from the Head Measuring Point. Mark this Measuring Point. This indicates the point on the luffs at which the mid-girth is measured.
- (n) Along where the center fold will be, place a tape with the furthest edge seven feet three inches (7'3") from the Measuring Point in (m) above and approximately 11' from the Head Measuring Point. Mark the measuring edge. This indicates the minimum half-girth.
- (o) Along where the center fold will lie, place a tape with the nearest edge seven feet nine inches (7'9") from the Measuring Point in (m) above and approximately 11' from the Head Measuring Point. Mark the measuring

HOW TO MEASURE SAILS (Continued)

edge. This indicates the maximum half-girth. You now have parallel tapes 6" apart.

- (p) Connect the two tapes in (n) and (o) with a tape located eleven feet zero inches (11'0") from the Head Measuring Point, and mark the measuring edge. This tape is equal distance from the Head Measuring Point and determines the point on the center fold at which the mid-girth is measured.

IV. THE MEASURING PROCEDURE:

The Sail Measurer will have in possession the check list for the boat whose sails are being measured, and will record approval or disapproval of each sail as the Team completes the measurement of that sail. He should maintain overall supervision of the procedures followed by each Team and should have the final say on all close measurements. He stamps all sails as approved when approved.

A. MAINSAILS:

1. Check Sailmaker's Label, Royalty Label, FS Insignia with "C" for Club sails, Sail Numbers (12" minimum), and date of manufacture.

2. Spread the sail out on the triangle, and measure the headboard.

NOTE: It is the width of the metal or plastic board itself which is measured, and no sailcloth overlap or bolt rope is measured.

3. Determine the Measuring Point (M.P.) at the head of the sail. This is at the top edge of the headboard, and on the sail side of the boltrope. Place this Measuring Point at the intersection of the two tapes placed in III-B-1-(a) above, place the luff along the luff line established in III-B-1-(c), smooth the sail out, pull the leach free of large wrinkles and measure the diagonal from the head of the clew, using the tape placed in III-B-1-(d) as the maximum permitted.
4. Measure from the Head Measuring Point to the centerline of the top batten pocket, using the tape placed in III-B-1-(e) as the minimum distance between the head and the centerline of the top batten pocket.
5. Fold the head to the tack, place the Measuring Points together, (Tack Measuring Point is intersection of foot boltrope and luff boltrope, and on the sail side of the ropes), smooth the boltrope and mark the midpoint of the luff with pencil or pen.
6. Move the head over to the clew, place the two Measuring Point together, (Clew Measuring Point is intersection of foot boltrope and the leach, and on the sail side of the boltrope), smooth the leach, and mark the mid-point of the leach.
7. Fold the sail along a line between the mid-luff and the mid-leach points just established, and

measure the mid-girth, using the tapes established in III-B-1-(g) as the maximum.

8. Fold the Head Measuring Point down to the mid-luff point established in 5 above, smooth the boltrope, and mark the upper quarter-point of the luff.
9. Move the Head Measuring Point over to the mid-leach point established in 6 above, smooth the leach, and mark the upper quarter-point of the leach.
10. Fold the sail along a line between the upper quarter-luff and the upper quarter-leach points just established, and measure the upper quarter-girth, using the tapes established in III-B-1-(f) as the maximum.

NOTE: The following have no critical measurements: Luff, foot, batten pocket lengths, location of clew cringles, tack cringles, Cunningham holes. A zipper foot is permitted, and alternate reefing methods are permitted.

B. JIBS

1. Check Sailmaker's Label, Royalty Label, and date of manufacture.

2. Spread the sail out in the triangle, place the Tack Measuring Point, (Intersection of luff cloth line and foot cloth line, not the point of attachment), in the lower corner established in III-B-2-(b) as "B", stretch the luff wire straight, measure the length of the luff, and, at the same time, check to see if the Clew Measuring Point falls within the triangle, as marked by the tapes established in III-B-2-(c).

NOTE: The Measuring Point at the head is the intersection of the edge of the luff with the edge of the leach, and may be above the highest point of the sail cloth. The Measuring Point at the clew is the intersection of the edge of the leach with the edge of the foot. If the clew is so rounded in shape as to make it impossible to establish the intersection of the leach edge line and the foot edge line, draw a line from the mid-luff through the clew cringle and mark the edge of the sail on that line's extension as the Measuring Point. If the luff wire is so slack that the Measuring Crew cannot pull it straight, the sail will not be measured and will be rejected.

3. With the tension relieved, check the locations of the centerline of upper batten pocket and lower batten pocket against the tapes placed in III-B-2-(d) & (e).
4. With the rule, measure the length of the actual battens in the pockets, eight inches (8") maximum.
5. Place the Clew Measuring Point and the Tack Measuring Point at the proper Measuring Points for the foot. Without tension, smooth out the bottom panel of the Jib, and check the roach on

HOW TO MEASURE SAILS (Continued)

the foot. With the Clew Measuring Point and Tack Measuring Point in proper position, the tape established in III-B-2-(f) will indicate the maximum roach on the foot. In smoothing the bottom panel, no effort should be made either to pull cloth into the roach or to pull it out of the roach.

Check the curve of the foot to determine if the roach is in a "fair curve." A "fair curve" is not the arc of a circle, but can be a parabolic curve. The Maximum roach should be approximately at mid-foot. Applying pressure to a wood batten with the thin end at the clew or tack is a good check of a fair curve when normally bent.*

C. SPINNAKER:

1. Check Sailmaker's Label, Royalty Paid Label, Sail Numbers (10" minimum), and date of manufacture.
2. Fold the spinnaker with the two luff tapes together, and place on the triangle. Hold the head at its Measuring Point during the following steps.
3. Hold the luff tapes together at the 6' mark, and check the underfold of the spinnaker to avoid bunched up spinnaker cloth. Locate the centerline fold of the spinnaker at the 6' mark. Lay the luffs out along the luff measuring line in a straight line, and, hold the luffs at the Measuring Point established in III-B-3-(i).
4. Smooth out the upper panels generally, and hold the centerline fold at 6' mark established in III-B-3-(l). With wrinkles removed from the quarter-girth, but no tension applied, this point at the 6' tape must lie between the two tapes established in III-B-3-(j) & (k).
5. Hold the luff tape together at the 10' mark, check the underfold of the spinnaker to avoid bunched up spinnaker cloth, and locate the centerline fold at the 11' mark. Lay the luffs out along the luff measuring line in a straight line, and hold the luffs at the Measuring Point established in III-B-3-(m).
6. Smooth out the upper half of the spinnaker generally and hold the centerline fold at the 11' mark established in III-B-3-(p). With wrinkles removed from the mid-girth but no tension applied, this point at the 11' tape must lie between the two tapes established in III-B-3-(n) & (o).
7. With the two luff tapes together, measure the straight line length of the luff tapes. The clews should lie between the two tapes established in III-B-3-(b) & (c).
8. Place the two clews together and at the Measuring Point established in III-B-3-(d), locate the centerfold at the foot and measure the foot. The Centerline at the foot must lie between the tapes established in III-B-3-(g) & (h), pulled free of wrinkles but without tension.
9. With the clews in position as above in No. 8, lay the luffs out along the luff measuring line in a straight line. Smooth out the sail generally, particularly along the foot and luffs. Locate the centerfold at the midline of the foot. The point must lie between the tapes established in III-B-3-(e) & (f). This is a measurement of the length of the center seam or the center fold of the spinnaker, not the diagonal.

Prepared By:

Donald C. Holt, Chief Measurer
October 9, 1975

Modified for Spinnaker Centerline Measurement
Lawrence W. Taggart, Jr., Chief Measurer
October 1, 1983

*Leach roach is defined by CMR 82

WARNING

IT IS IMPOSSIBLE TO FORESEE EVERY CONCEIVABLE INNOVATION WHICH MAY BE THOUGHT OF IN THE FUTURE OR MENTION EVERY SUGGESTION THAT HAS BEEN RULED ILLEGAL IN THE PAST. WHEN IN DOUBT, IT MUST BE ASSUMED THAT ANYTHING IN CONNECTION WITH THE BOAT,

SAILS OR RIGGING WHICH IS NOT CLEARLY COVERED BY THE OFFICIAL PLANS AND SPECIFICATIONS OR PUBLISHED CHIEF MEASURER'S RULINGS IS ILLEGAL AND THAT A RULING MUST BE OBTAINED FROM THE CHIEF MEASURER BEFORE ATTEMPTING SUCH AN INNOVATION.

Flying Scot Sailing Association

Skipper Name: Date:
 Boat Number:
 Hull Color: Color Code:
 Deck Color:
 Boat Name:

Main Sail Measurements		
	Main #1	Main #2
Name of Maker or ID and Manufacture Date:		
Middle Girth 7' 10" Max		
Upper Quarter Girth 4' 6" Max		
Headboard Width 5" Max		
Head to Upper Batten 5' 0" Min		
Diagonal, Head to Clew 25' 8" Max		
Short Battens 30" Max		
Long Battens 40" Max		
FCS for Club Sails or F/S Insignia		
Numerals for both sides Solid and 12" Height Min		
F/S Royalty Paid Sail Label		
Competitor certifies all sail #'s are identical and match hull # Y/N		

Rudder and Hand Lines	
Rudder Position on Transom (Center of transom, top of head not more than 1" above transom)	
Rudder 25" Min blade length	
Rudder blade within rudder head max down pos.	
Rudder aluminum plate thickness of 0.190 + or - 0.005 inches	
Rudder constructed to Official Plan	
Hiking Lines (End in knots, no loops, may extend to gunnel)	
Handline on transom attached to mooring rings?	

Spars	
Base of mast to shroud tang anchor bolt 18' +/- 1" to CL	
Length of boom, face of mast to tunnel stop 12' 6" Max. <i>Attach boom to mast, measure with tape</i>	
After third of boom clean of fittings which could catch another boat's rigging	

Safety Equipment	
Adequate Ground tackle for Locale	
Anchor - Line - Bucket (1 Gal. Min.) (line recommended 100 ft.)	
Anchor + Line + Container 9 Lbs. Min	
Paddle	
Horn or Whistle	
Throwable	
Coast Guard Approved Life Jackets for each person aboard	
Transom Port (Minimum 4" Diameter installed w/bottom no lower than 2" above the boot top)	
Bow Flotation - approx 4.8 cubic feet sealed airspace resulting in 300 pounds of buoyancy in water	

I as owner, do hereby certify that I have made no changes in the hull, centerboard, mast or boom which would affect their qualification in a FSSA sanctioned event since they were last measured. I further certify that other items have not been measured are to the FSSA specifications. If any major components have been replaced in the past year, I will so declare and have them checked prior to registration at this event.

Helmsman Signature: _____ Date: _____
 Measurer Signature: _____ Date: _____

(If required insert comments on back)

Flying Scot Sailing Association

Skipper Name: Date:
 Boat Number:
 Hull Color: Color Code:
 Deck Color:
 Boat Name:

Spinnaker Measurements		
	# 1	# 2
Name of Maker or ID and Manufacture Date:		
Spinnaker Colors		
1/4 Girth at 6' from head down middle fold and 5' from head down luffs	5' 3" +/- 2"	
1/2 girth at 11' from head down middle fold and 10' down luffs	7' 6" +/- 3"	
Luffs	18 1/2' +/- 5"	
1/2 Foot	6' 10" +/- 2"	
Centerline - Head to Mid-foot	20' 3" +/- 6"	
Numerals both sides	10" high Min & Solid	
F/S Royalty Paid Sail Label	Y/N	
Spinnaker pole	7' Max	
Competitor certifies all sail #'s are identical and match the hull # Y/N		

Boat Specifications	
Bow to Centerline of Mast Step	6'2" +/- 1/2"
Jib fairlead track min.	15" abaft forward edge of cockpit
Jib Shackle pin to top of bow plate	3 3/4" Min. (From top of bowplate to jib tack shackle pin CL)
Jib lead block (Bearing surface of jib block sheave max 2" from seat back)	
Boom Vang - Must have bridle attached to tabernacle	
Center board tackle must use drum winch	
Flotation & Strapping - 3 transverse + 1 longitudinal strap on each section-either 3" fiberglass or at least 1 1/2" nylon/Dacron strapping	

Spars	
Base of mast to top main halyard sheave	25' 7 1/4" Max
Base of mast to top of boom tunnel extension	24" Min
After third of boom clean of fittings which could catch another boat's rigging	

Safety Equipment	
Adequate Ground tackle for Locale	
Anchor - Line - Bucket (1 Gal. Min.) (line recommended 100 ft.)	
Anchor + Line + Container	9 Lbs. Min
Paddle	
Horn or Whistle	
Throwable	
Coast Guard Approved Life Jackets for each person aboard	
Transom Port (Minimum 4" Diameter installed w/bottom no lower than 2" above the boot top)	
Bow Flotation - approx. 4.8 cubic feet sealed airspace resulting in 300 pounds of buoyancy in water	
Throwable	

I as owner, do hereby certify that I have made no changes in the hull, centerboard, mast or boom which would affect their qualification in a FSSA sanctioned event since they were last measured. I further certify that other items that have not been measured are to the FSSA specifications. If any major components have been replaced in the past year, I will so declare and have them checked prior to registration at this event.

Helmsman Signature

Date

Measurer Signature

Date

(If required - comments on back)

Skipper Name: Date:

Boat Number:

Hull Color: Color Code:

Deck Color:

Boat Name:

Jib Measurements		
	# 1	# 2
Name of Maker or ID and Manufacture Date:		
Head clew & tack falls within Triangle 16' 7"/14' 6"/ 7' 1" Max. With tack held in lower corner of triangle.*		
Head to C/L Upper Batten 4' 9" Min		
Clew to C/L Lower Batten 4' 3" Min		
Batten Length (2) 8" Max		
Roach on Foot 4 1/2" Max		
Maximun Leach Roach: The maximum dimension shall be 32.75" measured perpendicular from the luff. NOTE: A 32.75" batten is held at the leech in line with the C/L of the upper batten pocket and swung in an arc. If the luff is inside the end of the batten the sail is legal. *Note tack attachment point must be outside of triangle.		
FSSA Royalty Paid sail Label?		
Competitor certifies all sail # are identical and match the hull # Y/N		

Weighing using Class Balance Beam (use one of three options below) Note: Beam must be level for correct weighing in all options	
Hull only	
Hull + centerboard	
Hull + centerboard + mast w/stand rig, spin hal & pole lift	
Hull Shape Conformity to Specifications (No Alterations)	
Shape of Centerboard (conforms CMR 83 - Guidelines for Inspection and Repair)	
Centerboard weight - 105 +- 5 (if not weighed with hull)	

Safety Equipment	
Adequate Ground tackle for Locale	
Anchor - Line - Bucket (1 Gal. Min.) (line recommended 100 ft.)	
Anchor+ Line+Container 9 Lbs. Min	
Paddle	
Horn or Whistle	
Coast Guard Approved Life Jackets for each person aboard	
Throwable	
Transom Port (Minimum 4" Diameter installed w/bottom no lower than 2" above the boot top	
Bow Flotation - approx. 4.8 cubic feet sealed airspace resulting in 300 pounds of buoyancy in water	

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Name

Date

Measurer (If require - comments on back)

Date