

SANTANA 23
CLASS CONSTITUTION AND BYLAWS

ASSOCIATION CONSTITUTION

ARTICLE I - NAME

The name of this organization shall be the Santana 23 Class Association.

ARTICLE II - DEFINITION OF A Santana 23

The boat shall be a production 23 foot, daggerboard, internally lead ballasted, fractional rig sloop designed by Shad Turner and built by W. D. Schock Corporation.

ARTICLE III - OBJECT

The object of the Association shall be to maintain the one-design features of the Santana 23 according to its plans and specifications and these Articles and Bylaws, and to promote class racing and such other yachting activities as will benefit the members of the Association. While the primary object of the Association is to maintain the one-design features of the Santana 23, the Association supports the continued development of the Santana 23 as a performance sloop as allowed within the rules of the Association.

ARTICLE IV - POLICY

It shall be the policy of this Association to:

- A. Cooperate with all yachting organizations in an effort to improve and promote yacht racing.
- B. To recognize that yacht racing is dynamic, not static, and that, within the limits of this Constitution, owners shall be encouraged to develop and modify the Santana 23 as new equipment becomes available.
- C. To keep the cost of being competitive in both handicap and class racing at a level which will enhance the enjoyment and value of all Santana 23 sloops.
- D. To protect the investment of all owners of the Santana 23 sloop by the development of a strong Class Association.

ARTICLE V - ORGANIZATION

The Executive Board of Fleet One shall act as the National Class Association until such time as a second Fleet is established. Upon the establishment of a second Fleet, a vote shall be taken by all Active members of the Association to decide if the provisions of a National Class Association would be best served by electing a separate Executive Board for the Association as specified in Article V (A).

- A. Provision is hereby made for a National Class Association - The National Class Association shall be governed by an Executive Board composed of a Class President, Vice President, Secretary / Treasurer, Class Association Measurer, Tom Schock who shall be a permanent member of the Board, and sufficient representatives to insure that all Regions have voting representation in proportion to the number of Association members in their respective Regions. No Region, however, shall have a majority

representation, including officers. The National Class Association Executive Board shall administer all matters pertaining to Association membership and policies, and shall annually conduct at least one Championship Regatta in which all Association members may participate. The National Class Association Executive Board shall hold office for a period of one year beginning October 1.

- B. Provision is hereby made for a Regional Association - The Regional Association shall be governed by a Regional Council composed of an Executive Secretary and sufficient members to insure that all Fleets within the region are represented. The Regional Association shall insure that yachts of Association members conform to the Class Constitution. In addition, it shall periodically conduct at least one Regional Championship Regatta.

- C. Fleets - A Fleet shall consist of at least three yachts, all of whom hail from the same port. Provisions are hereby made for the Association to grant Fleet status to a minimum of three yachts, which while not from the same port, have the ability to regularly meet and race against one another. Fleets shall elect such Officers as may be deemed necessary to further the activities of the Fleet and to be represented on the Regional Council. At a minimum a fleet shall elect a Fleet president, Secretary / Treasurer, and Fleet measurer.

Fleets shall promote an exchange of ideas, concepts, techniques, and equipment, and shall annually conduct sufficient racing activities to allow the designation of a Fleet Champion. These regattas may be solely one design races or may be sailed as part of a larger regatta. It is the intention of this Association that Fleets serve as educational units and that a cooperative atmosphere exist among its members so that each member may learn to achieve the ultimate performance and pleasure from sailing and racing the Santana 23 sloop. A demonstrated failure to abide by this spirit shall be deemed sufficient cause to revoke a Fleet charter.

ARTICLE VI - MEMBERSHIP

There shall be three classes of membership:

- A. ACTIVE - An Active member must be a registered owner or part-owner of a Santana 23. Such a member may skipper in any sanctioned event. Members of any Fleet shall be Active members of the Santana 23 Class Association.
- B. ASSOCIATE - Such a member may skipper in any sanctioned event. See Association Bylaws (Article 2(3)).
- C. HONORARY - An Honorary member is one who has made a significant contribution to yacht racing. Generally, but not exclusively, this membership shall apply to those whose contributions to yacht racing benefit this Association or the Santana 23 sloop.

ARTICLE VII - MEETING

The Class Association Annual Meeting shall be held in the vicinity of and during the time of the National Championship Regatta. A quorum shall be declared upon the attendance of at least one fourth of the Active members or their proxies. If a quorum exist at roll call it exists throughout the meeting.

ARTICLE VIII - VOTING

Each Active member shall be entitled to one vote. However, no Fleet, or Region may cast more than one-third of the votes on any matter resolved by voting. Should representation exceed one third, that Fleet or Region shall caucus and vote as a unit either unanimously or in proportion to its membership.

ARTICLE IX - IMPEACHMENT

Any member or Officer may be expelled by a three-fourths vote at an Annual meeting or a special meeting. For this purpose a special meeting shall be called within thirty days of presentation of suitable evidence that more than fifty percent of the Association members or member Fleets wish to impeach.

ARTICLE X - AMENDMENTS

This Constitution and its By-Laws shall not be suspended, but may be amended by a two-thirds vote at any National Class Association meeting. Any amendment to the Constitution or its Bylaws shall be put to vote only if the proposed amendment has been mailed to the entire membership. For these purposes it shall be sufficient that the proposed amendment be postmarked no later than thirty days prior to the day of voting. The National Executive Board may amend the By-Laws at any time by a three-fourths vote of its duly constituted membership.

ARTICLE XI - ORDER OF BUSINESS

Annual Meeting: 1) Call to Order 2) Roll Call 3) Minutes of the last Meeting 4) Reports 5) Review of Charters 6) Review of Executive Board Actions 7) Unfinished Business 8) New Business 9) Election of Officers 10) Adjournment

ARTICLE XII - BOAT PHYSICAL DIMENSIONS AND SPECIFICATIONS

For the purposes of this one-design Association any ambiguities in this article shall be interpreted in favor of preserving the factory configuration of the boat.

A. HULL, KEEL, AND DECK SPECIFICATIONS –

1. Hull, keel, and deck of a stock Santana 23 sloop shall not be modified. Allowable bottom fairing shall consist of bottom paint and/or minor sanding to the original hull shape. Additional filling is not allowed except as to repair damage. Such filling is allowable to restore the hull shape to factory original. Relocating the daggerboard or rudder is not allowed. The addition of weight to the daggerboard is not allowed. Provision is hereby made for a complete redesign of the rudder. Such a redesign shall not preclude the use of the factory original rudders. Only one such redesign shall ultimately be approved for class use and the redesign shall be approved by majority vote of

the membership. Various rudder designs may be tested during calendar year 2001 by Fleet One. The use of a non-standard or redesigned rudder is precluded during the Association's national event until the redesigned rudder is approved by the Association.

2. Use of drag reduction films, hull etching, or specially textured hull surfaces is prohibited.
3. The following items shall remain as stock in location, configuration, minimum weight, and attachment to hull and/or deck:
 - a. Bow and stern pulpits, stanchions; except that the forward most stanchion may be removed or shortened, lifelines except that the stern lifeline may be removed
 - b. Lazarette covers, forepeak and companionway hatches.
 - c. Interior cabinets, bulkheads, and cabin sole.
 - d. Ladder and ice chest.
 - e. Individual cabin elements may be replaced so long as the basic form and function of the original unit is retained. Cabin elements should not be replaced solely in an effort to reduce weight.
4. All boats shall have operational navigational lights during Association events. Lights shall be able to operate for the duration of any Association racing event.
5. A porta-potty or bucket adequate to serve as a toilet shall be carried on board.
6. Basic sail plan dimensions are as follows: J=8.75 feet; I=30.00 feet; P=29.00 feet; E=10.50 feet;
7. The rig shall be fractional; the original chainplate dimension shall not be modified; the location of the points of attachment of the standing rigging to the hull and deck shall not be moved nor modified. The aft lower stays are considered part of the standing rigging.
8. The minimum weight for the boat is 2600 pounds.

B. MAST AND BOOM SPECIFICATIONS:

The intent of this section is to protect the competitiveness of the Santana 23 sloop with original masts supplied by W.D. Schock Corp., while allowing owners to utilize other suppliers of spars for the sake of economy. Mast extrusions must conform to the original specifications (i.e. cross section; width, depth, and length). The mast section shall not be cut-out in an effort to lighten the mast. Boom extrusions must be of the same length as originally supplied by W.D. Schock Corp. The association hereby recognizes that masts and booms constructed to the specifications identified within these rules may result in masts or booms being constructed which may be lighter or heavier than original equipment supplied by W.D. Schock Corp., it is not the intent of the association to strictly regulate the weight of the mast or boom, but to ensure that any mast or boom utilized meets minimum safety standards.

1. MAST AND BOOM MATERIAL - Must be aluminum.
2. SECTION LENGTH - The aluminum section length of the mast shall be no greater than 31 feet 6 inches. Nor shall the mast, with mast base and complete mast head including crane, overall measurement be greater than 32.0 feet.

3. MAIN BOOM AND GOOSENECK - The main boom gooseneck shall not be relocated.
4. MAST TAPER: There shall be no change in mast section or wall thickness except for normal entry and exit holes for standing and running rigging and lights and antennas if utilized.
5. SPREADERS: Double spreaders shall be used. The length of each spreader shall not be modified from original specifications.
6. STANDING RIGGING - The mast standing rigging shall consist of one forestay, one backstay and backstay bridle (with or without cascading block and tackle), two upper shrouds, two intermediate shrouds, two lower shrouds, and two lower aft shrouds. The standing rigging shall be of 1 x 19 stainless steel multi-stranded cable as originally supplied by the manufacturer. With the exception of the backstay and aft lower stays, all stays shall be no less than 5/32 inches in diameter. The forestay and shrouds may not be adjusted while racing. The backstay and its' associated adjustment rigging shall be attached to the masthead crane and the two transom mounted tanges. The Association allows for the modification of the backstay from cable to rope provided that the rope is attached to the original masthead crane and transom mounted tanges.

C. SPINNAKER BOOM:

The spinnaker boom shall be made of aluminum from any manufacturer with a length not exceeding 8.75 feet. The spinnaker boom shall attach to the mast by a ring either permanently fixed, or on a track/slide mechanism.

D. DAGGERBOARD SPECIFICATIONS:

The daggerboard shall not be modified from the original factory specifications. The daggerboard may be adjusted in response to racing conditions (i.e. raised or lowered) during any Association racing event. See Appendix 1 for factory specifications

E. SAIL SPECIFICATIONS:

1. MAINSAILS: Both the class emblem and a unique sail number below the class emblem shall be affixed to both sides of the mainsail. The mainsails maximum measurements are as follows:
P=29 feet; E=10.50 feet; a mid-girth of 7.088 feet; and an upper mid-girth of 4.254 feet. Battens will be limited to four of any length. Reefing points, windows, sail cloth or other accessories are not specified or regulated.
2. JIBS AND GENOAS: The maximum LP of any jib or Genoa shall not exceed 13 feet 6.75 inches (1 55% of the J dimension). Reefing points, windows, sailcloth, and other accessories are not specified nor regulated. Genoas may, but are not required, to have a unique sail number affixed to both sides with the same dimensions as outlined above for mainsail numbers. If used the number shall be the same number as is on the mainsail.
3. STAYSAILS: Staysails are not allowed.

4. SPINNAKERS: All spinnakers shall be symmetrical (i.e. have equal luff lengths). 'b spinnaker may be used which has a girth greater than 15 feet 9 inches (180% of J) nor a luff length exceeding 29 feet 8.25 inches. Construction, sailcloth, weight, shape and accessories are not specified nor regulated.
5. BLOOPERS: Bloopers are not allowed.
6. SAIL DECLARATION AND CERTIFICATION: All sails for any sanctioned event shall be identified by a unique mark applied by the fleet measurer. All sails for any sanctioned event shall be listed and declared to the organizing authority prior to the event. Substitutions will not be allowed except in the event of obviously irreparable damage and with permission of the Fleet Measurer. Substitutions may be made for sanctioned events where individual races are separated by one week or more. All substitutions must be declared, listed, and approved by the Fleet Measurer.
7. See Appendix 2 for complete sail dimensions.

F. ADDITIONAL REQUIRED EQUIPMENT:

1. A U.S. Coast Guard approved throwable life preserver or a 20 inch minimum horseshoe buoy shall be required for any Association event. For any Association off-shore event (greater than 5 miles from any shoreline), a horseshoe buoy is required and will be equipped with 25 feet of floating line attached to a man-overboard pole of at least 6 feet as measured from the surface of the water to the top of the pole.
2. At least one functional compass if an off-shore event.
3. An anchor consisting of at least an 8 pound Danforth type or equivalent with an appropriate rode.
4. A bilge pump with adequate pumping capacity, which can be operated from the cockpit, if an off-shore event.
5. An operable outboard motor and fuel tank. Outboard motor fuel may not be stored inside the cabin. The outboard motors location while racing is discretionary and not regulated provided the motor remains on the boat for the duration of the event.

ARTICLE XIII - AUTHORITY

All sanctioned events shall be sailed under the rules of the IYRU as amended by the USYRU. In cases of conflict the Santana 23 class rules shall prevail.

ASSOCIATION BYLAWS

ARTICLE 1 - MEETING

An Annual Meeting of each Fleet or District shall be held no later than October 1st of each year, at which time Officers shall be elected. A report shall be filed with the Association no later than two weeks following the election.

ARTICLE 2 - DUES

1. Annual dues shall be:
 - a. Active - \$10.00
 - b. Associate -\$10.00
 - c. Honorary - none

2. USE OF DUES - Dues shall be distributed for the promotion of the Class, for Class administration and other costs as designated by the Class Officers, including distributions, if any, to Regions, or Fleets.

3. CO-OWNERS - In the event a Santana 23 is owned in good faith by more than one person, the owners shall determine which is the principal owner, and he/she shall pay dues of an Active member. The remaining co-owners shall pay dues of an Associate member.

4. FAMILY - Immediate members of a family (husband, wife, sons, and daughters) who intend to skipper a Santana 23 in sanctioned events shall be registered as co-owners, but shall not be required to pay dues; either spouse may register as the principal owner and pay the dues of an Active member. In matters settled by voting, the family must caucus and vote as one member.

5. DUE DATES - All dues are payable on or before January 1 , except for new owners of record having purchased on Santana 23 after January 1. In that event, the new owner shall have 90 days to join the Class without late fees. Dues not paid by January 31 shall be assessed a \$0.00 late fee.

ARTICLE 3 - ELIGIBILITY

Only Santana 23 owners who are Active members or Associate members are eligible to enter Santana 23 Association sanctioned events.

ARTICLE 4 - CLUBS

In the event a recognized yacht club owns one or more Santana 23 sloops for the use of all qualified club members, any club member may use the boat for any Santana 23 Association sanctioned event except the National Championship.

ARTICLE 5 - REGISTRATION

1. Entries for yachts in sanctioned events will only be accepted from Active Members or Associate members of this Association.

2. Entries will not be accepted for any yacht which does not conform with ARTICLE XII of the Class Constitution.

ARTICLE 6 - SAFETY

All yachts in any sanctioned event will comply with any applicable U.S. Coast Guard regulations regarding required safety equipment. All yachts will comply with any additional safety requirements imposed by the organizing authority.

ARTICLE 7- RESERVED FOR ALTERNATE RUDDER DESIGN

Santana 23 Nationals, Revised and adopted June 20, 2003