



Holder 20 One Design Class Association

Holder 20 One Design Class Association

This Constitution and By-laws is being presented as the legitimate representative of Holder 20 boat owners. This document and the slate of officers will be submitted to US Sailing. At present only Holder 20 owners that have boats that comply with these class rules will be considered members of the Holder 20 One Design class association. No dues is requested for the calendar year 2007. All owners that meet the requirement will be considered members regardless of past affiliations.

Interim Officers:

Fleet Captain – Rod TerBeest, Madison Lake, Minnesota
Secretary/ Treasurer- Andrea Rosaschi, Las Vegas, Nevada
Class Measurer – Jim Rosaschi, Las Vegas, Nevada
Director at Large – Tim Carlson, Bloomington, Minnesota
Webmaster – Kim Spears, Mankato, Minnesota

The 2007 Holder 20 One Design Nationals will be held in Madison Lake, Minnesota July 26-29th.

The term “Midwest Championship” reverts to the Lake Waconia Yacht Club.

CONSTITUTION

ARTICLE I. OVERVIEW AND INTENT

The Holder 20 One Design Class Association is organized to preserve the one design characteristics of the Holder 20 sailboat and promote sailing as a family activity and one design racing

ARTICLE II. JURISDICTION

1. The Holder 20 Class Association has jurisdiction over sanctioned Holder 20 Class activities.

2. All disputes concerning the interpretation of the contents of this Constitution, Bylaws and One-Design Class Rules shall be resolved by the board of directors
3. It is the responsibility of the skipper that the yacht complies with the Holder 20 One Design rules when participating in sanctioned events.

ARTICLE III. ORGANIZATION

1. The name of this organization is the Holder 20 One Design Class Association. The Association is a nonprofit organization. It shall be the sole authority for the conduct and management of Holder 20 One Design class events.
2. **Membership**
 - 2.1. **Regular:** A Regular Member is a member in good standing of the Class Association, who may vote and hold office. Anyone who has paid the dues and registered with the class is considered a regular member regardless of boat ownership or spousal relationship.
 - 2.2. Annual dues amounts for regular membership is determined by the Governing Board annually. Dues shall be payable by January 1 of each year.
3. The Governing Board is composed of the class Fleet Captain, Secretary/Treasurer, Chief Measurer, Director at Large, Webmaster.
4. The Governing Board of the Holder 20 One design Class Association and their respective duties shall be as follows:
 - 4.1. **FLEET CAPTAIN** - The Fleet Captain is the Chief Executive. He/she shall preside at meetings, serve as Chairman of the Governing Board, promote the Class, arrange for national regattas, media contact, contact with other sailing clubs and organizations, and authorize payments of bills.
 - 4.2. **SECRETARY/TREASURER** - The Secretary / Treasurer shall handle all class correspondence, record the minutes of meetings and maintain an accurate and current record of members. He/she shall notify the membership of special events, decisions affecting policy, maintain financial records and securities of the Association. He/she shall deposit funds and disburse funds as required. All bills should be approved by the fleet captain. The Treasurer should post spending/balances in the newsletters and issue a full report at the Annual Class Meeting.

- 4.3. **CHIEF MEASURER** - The Chief Measurer shall interpret the rules and regulations on matters regarding the Holder 20 One Design. The class measurer will be responsible for determining the if a yacht complies with the Holder 20 One Design class rules for Holder 20 One Design class events.
- 4.4. **DIRECTOR AT LARGE** – will be assigned duties as needed.
- 4.5. **WEBMASTER-** Maintain and update the Holder 20 One Design website.
5. The President, Secretary/ Treasurer, Chief Measurer, Director at Large and Webmaster all vote on Governing Board issues.
6. The Holder 20 Class Association shall not be liable for any debts contracted by its officers, other officials or members other than expenditures authorized by the Fleet Captain and Governing Board.

ELECTION OF OFFICERS

1. The Governing Board shall appoint a nominating committee consisting of Regular Members of the Class Association. Nominations shall be published at least 2 months before the election. Any additional nominations from the membership must be received in writing (by mail, email or fax) by the Class Secretary / Treasurer at least two months prior to the election. Voting will occur by mail with all paid members eligible to vote. The candidate receiving the greatest number of votes for each elective office will be elected.
2. Elections will be held during February on even numbered years.
3. Officers shall serve for 2 years beginning the first day of the month following the election.

ARTICLE IV. AMENDMENTS and BY LAWS

1. Amendments to this Constitution and By Laws to the Holder 20 One Design Class Rules may be proposed any Regular Member. The proposals will be posted on the official Website and open to discussion. The proposals will then be voted on the ballot of the general election. All members in good standing are eligible to vote a $\frac{3}{4}$ majority of total membership is required to pass and amendment. Only registered boat owner members are eligible to vote on amendments to measurement rules. A $\frac{3}{4}$ majority of all registered boat owner members is required to pass amendments to measurement rules.

**ARTICLE V.
ANNUAL MEETING**

1. The Class Association Annual Meeting shall be held in the vicinity and during the time of the Class Championship Regatta.

**ARTICLE VI.
CLASS CHAMPIONSHIP REGATTA**

1. A National championship will be held every year. The fleet captain will arrange and have overall responsibility for the venue and management of the National Championship regatta.
 - 1.1. The National championship shall consist of a series of at least 8. A minimum of one race must be completed. The winner shall be determined by the scoring system outlined in Appendix A of The Racing Rules of Sailing, using the low point system. There shall be one throw out allowed if at least 8 races are completed.
 - 1.2. An official Notice of Race will be sent to all Regular Members and known boat owners at least 3 months before the event. The NOR and entry forms will be posted on the official website for down loading and printing.
 - 1.3. The National Championship will be governed by the Holder 20 One Design Class Rules.

Holder 20 One Design Class Rules

FORWARD

The following Rules are designed to ensure the fairest Class racing possible. Any modifications, adjustments or replacement of material or parts shall be illegal until approved by the Holder Class One Design Class Association.

Copies of these Rules are available through the official website or the Class Secretary/Treasurer.

Holder 20 One Design Class Association
4465 W. Arby
Las Vegas, NV 89118

TABLE OF CONTENTS

I. GENERAL

1. One Design Racing
2. Intent and Objective
3. Right of Protest
4. Loopholes
5. Manufacturer of the Holder 20
6. Manufacturer of Equipment

RULES

7. Design Features and Changes
8. Safety Equipment
9. Hull & Deck, Rudder & Daggerkeel
10. Spars
11. Standing Rigging
12. Running Rigging
13. Sails (General)
14. Mainsail
15. Jib
16. Genoa
17. Spinnaker
18. Fixed Fittings and Equipment To Be Carried
When Racing
19. Crew & Crew Weight
20. Optional Equipment Permitted
When Racing
21. Prohibitions
22. Racing Eligibility
Appendix A

HOLDER 20 CLASS RULES

I. GENERAL

1. ONE-DESIGN RACING

The design and development of the Holder 20 was directed towards the creation of a strict one-design Class where the true test is between sailors and sailing skill, and not boats. Any alteration to the hull form, interior, construction, equipment, spars, sails or running rigging, as supplied by the builder, except as is specifically authorized by these Rules, is a breach of these Rules, both in spirit and in substance, and is prohibited.

2. INTENT AND OBJECTIVE

The Holder 20 was designed to be simple to sail with the least amount of trouble to the owner. Only changes which have no direct effect on boat speed and which are inexpensive in nature have been allowed. The intent and objective of the Holder 20 Class Association Rules are:

- A.) To keep each boat as equal, simple and cost free as possible by rigidly maintaining, without deviation, the one-design features of the Holder 20 for Class racing.
- B.) To encourage the use of only racing tactics and sailing skill to increase boat speed.

3. RIGHT OF PROTEST

- 3.1 It is the responsibility of the skipper that the yacht complies at all times with the Class Rules.
- 3.2 A skipper and/or Race Committee have the right to protest. The Holder 20 Class Association has the right to declare ineligible any Holder 20, which does not conform to the spirit, objective, and intent of these Rules and official drawings and specifications held by Coast Catamaran, Oceanside, California.

4. LOOPHOLES

If you think you have found a loophole, look at the above statements. These are the basis of the rules. If something is not covered in the Rules, assume it is not Class legal. If you are in doubt, check with the Holder 20 Class Association first. Approval will be in writing.

5. MANUFACTURE OF THE HOLDER 20

The Holder 20 shall be built by Coast Catamaran Corporation, Vagabond Sailboats, Inc. or a licensed builder, hereafter referred to as the manufacturer.

6. MANUFACTURES OF EQUIPMENT

- 6.1 Equipment and components supplied by the manufacturer as standard equipment shall not be changed to another manufacturer, unless otherwise covered in the Rules, without prior written approval from the Holder 20 Class Association.
- 6.2 Any equipment or components that is allowed to be replaced by these Rules shall not be made of exotic material such as carbon fiber, titanium, etc., etc., without prior written approval of the Holder 20 Class Association.
- 6.3 Equipment may be added or changed to conform to current factory supplied equipment.

II. RULES

7. DESIGN FEATURES AND CHANGES

- 7.1 Nothing may be changed or removed from any Holder 20 that will in any way alter the structural integrity, design function or built-in safety features of the boat, except as allowed in these Rules. Any changes or additions, which may be construed as speed devices, are not Class legal.

8. SAFETY EQUIPMENT

Safety equipment shall conform to the special regulation governing Minimum Equipment and Accommodations standards as currently defined by the Offshore Racing Council and the government agency having jurisdiction. Special requirements may be specified by the Race Committee and/or Sailing Instructions shall be adhered to.

9. HULL & DECK, RUDDER & DAGGERKEEL

- 9.1 The daggerkeel wedge shall be bolted in place at all times while sailing. Kelp or other debris is not an excuse to raise the daggerkeel while sailing.
- 9.2 Hull may be rubbed, waxed, sanded or buffed in the normal process of maintenance.
- 9.3 No friction reducing agents may be employed on the hull, rudder or daggerkeel other than commercially available anti-fouling coatings.

- 9.4 Damaged hull, daggerkeel or rudder may be repaired to conform to the original shape.
- 9.5 Permanent advertising of any type is not allowed on or attached to the boat except:
A) As permitted by the National Sailing Authority having jurisdiction.
B) Authorized dealer name not to exceed 6" x 6" (150mm x 150mm).
- 9.6 A foredeck hatch not larger than 24" x 24" (610mm x 610mm), may be fitted, on the slope of the cabin. This may only be of the type that totally seals when closed.
- 9.7 The daggerkeel well may not be filled or adjusted other than to shim four (4) vertical tabs molded to the daggerkeel to improve fit.
- . 9.8. It is the responsibility of the skipper to insure that his boat is equipped with enough positive floatation to support the crew, the boat and all required gear.
- 9.9 A foil jib stay system is permitted. A tack fitting of any type may be used.
- 9.10 Lifelines and stanchions are optional and do not affect these Rules.
- 9.11 The method of cleating the various leads is optional as long as the holes of the supplied hardware are properly fitted.

10. SPARS

- 10.1 The spars as supplied by the manufacturer (mast, boom, spinnaker pole) shall not be altered except as allowed in these Rules. Carbon fiber is not allowed.
- 10.2 The lower band on the mast shall be affixed with its top even with the top of the boom extrusion. The upper band on the mast shall be affixed with its lower edge 24'½" (7328mm) from the top of the lower band. The tape shall be minimum ¾" (19mm) in width.
- 10.3 The maximum length of the spinnaker pole shall not exceed 100% of the "J Measurement." Measured from the front centerline of the track on the mast to the pole end, including fittings and shall be made of aluminum. The minimum diameter shall be 1½" (38mm).

11. STANDING RIGGING

- 11.1 Side shrouds may be adjusted for minor tuning only by fittings supplied.
- 11.2 The upper shrouds shall be fastened to the forward or outer hole of the chainplate and lower shrouds shall be fastened to the aft inner hole of the chainplate.

12. RUNNING RIGGING

- 12.1 Any replacement of synthetic rope shall be no less in strength as supplied as standard. Light air spinnaker sheets are permitted.
- 12.2 All running rigging must be led above deck.
- 12.3 The foreguy may be rigged with a maximum of 2:1 purchase.
- 12.4 A vang of maximum purchase of 8:1 using a block and tackle with an integral jamming cleat is allowed. Type of block is optional.
- 12.5 A quick disconnect is optional on the mainsail outhaul.
- 12.6 The backstay purchase may be increased to a maximum of 12:1 purchase using only a block and tackle method. The backstay lead may be led anywhere in the cockpit.
- 12.7 One cunningham control of synthetic rope with a maximum of 4:1 purchase using block and tackle is allowed.

13. SAILS

- 13.1 The use of any material is allowed.
- 13.2 A maximum of one mainsail, two genoas, one jib and two spinnakers may be carried on board when racing, except as allowed in Rule 20.5.
- 13.3 The mainsail, jib and genoa may be fitted with transparent windows of any material.
- 13.4 The sails shall conform to US Sailing/ISAF Rules unless specified otherwise herein.
- 13.5 Distinguishing numbers shall be placed on the mainsail, any genoa with an LP larger than 135% and spinnakers.
- 13.6 The Class emblem on the mainsail shall be as on Appendix A and affixed in the center of the third panel down from the top.

14. MAINSAIL

- 14.1 The mainsail mid-girth shall not exceed 6.58' (6'7") and $\frac{3}{4}$ girth shall not exceed 3.84' (3'10").

14.2 The sail shall have four battens of any length.

14.3 A reef point and flattening reef are permitted.

14.4 A cunningham hole may be fitted in the luff.

14.5 A leech line is permitted.

14.6 Camber lines are permitted.

15. 100% JIB

15.1 The maximum LP shall not exceed 100% of the “J Measurement”.

15.2 Reefing attachment points or devices may be fitted.

15.3 The leech shall be convex.

15.4 The leech may have a maximum of three battens.

15.5 A leech line is permitted.

15.6 Camber lines are permitted.

16. 155% GENOA

16.1 The maximum LP shall not exceed 155% of the “J Measurement”.

16.2 The leech shall not be convex.

16.3 A leech line is permitted.

16.4 Camber lines are permitted.

17. SPINNAKER

17.1 The spinnaker shall be a three-cornered sail, symmetrical about its centerline.

17.2 The sail, laid out on a flat surface, shall be measured when folded in half about its centerline, with the leeches superimposed. Sufficient tension shall be applied to remove wrinkles and creases along the line of measurement.

17.3 The length of the leeches shall not exceed 22’6½” (687mm).

17.4 The spinnaker maximum width shall not exceed 180% of the “J Measurement”.

18. FIXED FITTINGS & EQUIPMENT TO BE CARRIED WHEN RACING

18.1 The standard equipment supplied with a Holder 20 shall not be removed unless otherwise allowed in these Rules.
Standard equipment shall be carried in the normal manner and location.

19. CREW & CREW WEIGHT

19.1 The maximum weight of the Holder 20 skipper and crew shall be 700 pounds (318kg).
The minimum crew (includes skipper) shall be two (2) people.

19.2 If a crew change is required due to injury or other circumstances, the total crew weight shall not be less than the original weight, nor more than 75 pounds (34kg) over the original weight. Weight up to 75 pounds (34kg) may be carried to maintain original weight.

19.3 Maximum crew weights are based on the body weight of the crew dressed in lightweight clothing.

A.) No shoes or heavy clothing shall be used in determining crew weight.

B) It is the skipper’s responsibility to maintain minimum crew and maximum crew weight at all times.

C). Skippers can be protested at any time during the regatta for weight infractions.

19.4 Mini-hiking is allowed. Mini-hiking is defined as hiking to a point where buttocks may be past the rub-rail with the upper body extended. Droop hiking, defined as hiking with the back of the upper thigh below a line extending horizontally outward from the rub-rail and perpendicular to the mast, is not allowed.

19.5 Soft hiking straps may be fitted for the crew and helmsman. These must be installed on the seat and may not at any time be used to breach Rule 19.4.

20. OPTIONAL EQUIPMENT PERMITTED WHEN RACING

20.1 Radio direction finder.

20.2 Two-way radio and antenna.

20.3 One spare wood tiller.

20.4 Electronic devices for wind, velocity wind direction, and boat speed are the owner’s preference.

- 20.5 One storm tri-sail/or storm jib of not more than 35 square feet (3.25 square meters). Emergency use only.
- 20.6 Self-tailing winches.
- 20.7 One “barber-hauler” may be fitted to each side of the Holder 20. These may only operate on the headsail, which includes the spinnaker. At no time shall this adjustment be more than 1:1 or pierce the deck (other than fasteners).
- 20.8 An outboard motor and bracket, securely fastened, may be added.
- 20.9 Stowage of spinnaker pole on the main boom is allowed.

21. PROHIBITIONS

- 21.1 Hydraulics.
- 21.2 Running backstay or devices to simulate such.
- 21.3 Halyard locks on the mast or hook-up devices.
- 21.4 The use of mechanical means to rake the mast forward.
- 21.5 The use of any headsail roller furling equipment when racing.
- 21.6 Spinnaker chutes through the deck.
- 21.7 Use of quick throw devices, tracks or levers on the shrouds.
- 21.8 More than five winches.
- 21.9 More than one battery of maximum 100 amp hours.
- 21.10 Changing the length or location of the mainsheet traveler track.
- 21.11 Adjustment of the dagger keel positions other than the down position with wedge in place and bolted.
- 21.12 Adding any material to the flange area between the dagger keel and hull.
- 21.13 Coring, drilling out, rebuilding, replacement of materials, grinding or re-locating standard equipment to reduce weight, to improve movements of inertia or to change standard shape.

22. RACING ELIGIBILITY

- 22.1 Group 1 and Group 2 competitors (as defined by the US Sailing Rules, Appendix P) may race without restriction in all Holder 20 Class races. Group 3 competitors may participate as crew, but will be restricted from the helm in all Holder 20 Class races unless they legitimately own at least 51% of the boat they are competing on.

APPENDIX A.



LOA 20' 4"
Displacement 1160 lbs.
LWL 18' 5"
Ballast – Fin = 335 lbs.
Beam 7' 10"
Draft – 3' 7"
Sail Area 198 sq. ft.
Designer – Ron Holder



HOLDER 20 CLASS EMBLEM