

**Bluenose Class Association
Constitution, By-Laws, Rules, Regulations
As amended at the Special Members' Meeting held on July 7, 2008**

Name

Bluenose Class Association

Emblem

The Letter "B" on the Mainsail.

Objects

- a) To promote and develop the use of the Bluenose Class Yacht.
- b) To promote and develop Bluenose Class Yacht racing under uniform rules governed by this Association.
- c) To rightly maintain the one-design features of the wooden Bluenose Class Sloops, as designed by the late W.J. Roue, N.A., Halifax, Nova Scotia, and modified by the late Mr. G. McVay of McVay Yachts Ltd., for the fibreglass Bluenose Class Sloops.
- d) To approve any new modifications or methods of construction to the above plans as from time to time be submitted to the Association for its consideration.

Policy

- a) To keep the Bluenose Class within the financial reach of a person of moderate means normally engaged in sailing and racing without handicapping ability or encouraging neglect in conditioning yachts.
- b) To ensure that all Bluenose Class races held under the auspices of this Association will be determined by the skill of the skipper and crew. The Constitution, By-Laws, Rules, Regulations, etc., are intended to ensure competition between boats of identical design (within the constraints of permitting boats constructed of different patterns to race on an equal basis) and the spirit of the Constitution, By-Laws, Rules, Regulations, etc., is to this end.

Jurisdiction

The Association has jurisdiction over all Bluenose Class activities. Its Class Rules govern all races sanctioned by the Bluenose Class regardless of by whom held. The Constitution, By-Laws, Rules, Regulations, etc., are binding upon all members.

Membership Eligibility

- a) The membership of the Association shall consist of three classes: Honorary, Full and Associate. Persons shall be admitted to membership regardless of race, colour, creed or sex.
- b) An Honorary Member shall be admitted to all the privileges of a Full Member except the right to vote or hold office. Such member shall be appointed by a majority vote of the Executive and may be suggested by one of them or by the general membership. This category is intended to recognize extraordinary service to the Association, either by a member or a nonmember.
- c) A Full Member must be an owner or a part owner of a Bluenose Class Yacht and be An amateur sailor: may hold office and may vote. Full membership ceases at the end of the fiscal year in which a Full Member ceases to be an owner or part owner of a Bluenose Class Yacht. One vote per boat.
- d) An Associate Member may be any person who has an interest in the Bluenose Class Yacht and/or its Association. Such member cannot hold office or vote. In practice, all crew members are encouraged to become Associate Members.

Executive Officers

a) A President and Secretary-Treasurer and a fleet representative from each club with two or more Bluenose Class Yachts shall be elected at the Annual General Meeting by a simple show of hands and shall serve through the next Annual General Meeting. Each shall be nominated by:

1. A Nominating Committee appointed by the President; or
2. A Nominating Committee appointed by the previous Annual General Meeting; or
3. From the floor by a Full Member in good standing.

The executive may either be voted upon as a group or separately as decided by a simple majority of the Annual General Meeting.

President

Responsible for protecting and upholding the Constitution; presides at meetings; rules on procedures, jurisdiction; summarizes decisions; appoints special committees and authorizes payment of all bills.

Secretary-Treasurer

Handles all correspondence and details of minutes, records, membership records, yachts and performs all other duties pertaining to such office. Also maintains accounting records, prepares budgets and handles banking transactions of the Association.

Committees

The following committees may be appointed by the Executive and shall serve for a term at the discretion of the Executive:

Measurement Committee

It shall appoint and be in charge of all certified measurers, grant or reject measurement certificates, issue duplicates and answer questions on measurement rules.

Race Committee

To run championships.

Development Committee

To promote and develop the class.

Any or all of the above Committees may be combined at the discretion of the Executive and their terms of reference shall be set by the Executive.

Meetings

- a) An Annual General Meeting - shall be held at least once every twelve months. The fiscal year shall run from annual championship to annual championship within which dates the meeting shall be held likely in conjunction with the annual championships. The time and place shall be set at the previous Annual General Meeting.
- b) Special Meetings - may be called by the President as from time to time he may deem necessary. A meeting may be called by a Full Member in good standing at anytime upon demand in writing signed by at least 25% of Full Members in good standing.

Notice

Notice of the Annual General Meeting or any Special Meeting shall be sent by mail or email to the Full Members in good standing, to the last address they gave the Association, at least 30 clear days prior to the meeting.

Quorum and Role Call

At every meeting, the Secretary -Treasurer shall take a roll call of Full Members and compare this with his record of members in good standing to determine if a quorum exists to enable a duly constituted meeting to take place. A quorum shall consist of 25% of the Full Members in good standing.

Voting

Voting at Annual General and Special Meetings shall be on the basis of one vote per Full Member in good standing and shall be indicated by a show of hands unless a secret ballot is requested by a majority of Full Members in good standing in attendance. Members other than Full Members may be heard at a meeting, but shall not vote. A majority of the Full Members present shall decide all questions, except amendments to the Constitution and By-Laws. The Chairman (President or his appointee) shall cast one deciding vote in the case of a tie and may also fix a time limit on speakers and motions. Proxies may vote, but only on the basis of one per Full Member in good standing and must be evidenced in writing and signed by the member with his signature witnessed.

Amendments

- a) The Constitution, By-Laws, Regulations, etc., can never be suspended but may be amended at any meeting to which a Notice of Motion has been given, by two-thirds of the votes present.
- b) The basic principles of the Objects, Policy and Jurisdiction cannot be changed nor can an amendment be passed which will render ineligible a former yacht or Full Member whose eligibility was established under the existing rules of this Association and whose status cannot be changed to conform to the proposed amendments, nor shall retroactive Legislation be passed affecting Full Members' constitutional rights except by a two-thirds vote of the Full Members present at a duly Constituted meeting. (Proxies under the proper form permitted).
- c) All proposed amendments at either an Annual General Meeting or Special Meeting must be included in the notice thereof and shall be mailed not less than two clear weeks prior to the date of the meeting.

Dues

The dues shall be set at each Annual General Meeting and are payable immediately but must be paid within two months. A member is suspended after that time and will be barred from all Association sponsored events until the dues are paid in full.

Financial

- a) The budget shall be presented at the Annual General Meeting for approval or modification. The Executive may then commit expenditures up to the total approved budget figure. Any surplus or deficit may be taken into the following year's operations.
- b) The fiscal year for budgeting purposes shall run from championship to championship, but in any event, shall cover no less than a twelve month period.
- c) All cheques shall contain the signature of the President and Secretary-Treasurer or either one plus any one of the club representatives.
- d) The Secretary-Treasurer shall maintain such books and records as are necessary to properly account for the financial transactions of the Association.
- e) Financial Statements showing the receipts and disbursements and the financial position of the Association shall be presented with comparison budgeted figures for the fiscal period by the Secretary-Treasurer to each Annual General Meeting. Such Statements shall have been audited by a Full Member appointed at the previous Annual General Meeting and shall contain an expression of his opinion whether they present fairly the financial position of the Association as at the end of the fiscal year.

Obligations

The Association shall not be liable for any debts contracted in its name by its officers, other than expenditures authorized by the approved budget or expenditures in excess of the approved budget which have the prior approval in writing of the President, Secretary-Treasurer plus any one of the Club Fleet Representatives.

THE BLUENOSE CLASS ASSOCIATION BY-LAWS

Eligible Yachts

A yacht is eligible and is considered in the Bluenose Class only if it conforms to the Constitution, By-Laws, Rules and Regulations of the Association and is owned by a qualified Full Member recorded at the time as in good standing with the Association.

Yacht's Number and Name

The official number allotted to new yachts on application to the Association should be permanent and affixed to the sail. The name is optional.

Measurements

- a. Qualified measurers may be appointed by a Measurement Committee appointed by the Association. No Measurer shall measure his own boat except under the supervision of a disinterested person appointed by the Measurement Committee.
- b. If alterations are made and are sufficiently extensive to so warrant, in the opinion of the Measurement Committee, such altered yacht shall be subject to remeasurement.
- c. The Association's Constitution, By-Laws, Rules and Regulations shall be binding upon all organizations conducting races for the Bluenose Class.

Championships

The Bluenose Class Championship shall be raced for each year at a suitable location and time as voted by a two-thirds (2/3) majority of Bluenose Owners at the annual general meeting.

- (1) There must be a minimum of three completed races.
- (2) All races must be run on an Olympic or windward/leeward course and must complete at least the first two legs of the course.
- (3) The Association shall appoint a Race Committee and such Race Committee shall be responsible for running the Championship and issuing race instructions according to the Constitution, By-Laws, Rules and Regulations of the Association.

Racing Rules

- a. Racing rules shall be per the Canadian Yachting Association except where they may conflict with the Constitution, By-Laws, Rules and Regulations of the Association in which event the latter shall supersede.
- b. Appeals shall be per the Canadian Yachting Association.

Instructions

Instructions contained in the race instructions circulars of the Race Committee must be observed.

Racing Restrictions

- a. In all Class races there shall be at least two persons in each yacht. For Championship races there shall be three, no more or no less.
- b. No dead weight can be carried as stationary or shifting ballast except as authorized by the Measurement Committee.
- c. Each yacht must carry ground tackle of serviceable character for the locality. The anchor line shall be not less than 75 feet in length. Other equipment shall include three or more lifejackets, a bucket for bailing and a paddle or oar.

LIMITATIONS GOVERNING SAILS

Objective

The policy of the Bluenose Class Association is to promote affordable, durable and consistent sails. To this end all sails made after August 1st, 1983 are to be made using the Bluenose Class Association one-design sail patterns. Departures from the spirit of this one-design concept will be strongly discouraged.

As of 2007 all new sails must come from the 2007 North Sails design and be built by North Sails. The new sails will adhere strictly to the pattern in that the only options available to the buyer will be the color and number of draft stripes, color of the "B" and sail number as well as the option of slugs and one reef point for the mainsail. The existing wording in the constitution will still apply to the sails prior to 2007 with the addition of allowing the battens to be upgraded to those from the new design with no other changes. New battens are to be retrofitted by North Sails only.

Official Sail Makers

The official sail makers are:

North Sails Atlantic

or any other sail maker adopted by duly constituted vote of the Association.

Existing Sails

Sails made by R.B. Stevens and Sons prior to August 1st, 1983 are allowed as are sails existing prior to September 1st, 1974 made by R.B Stevens and Sons; Hard Sails Inc., (Spinnakers only); and Jeckills and Sons Ltd., (Mainsail and Genoa only). Bluenose sails made before January 31 2007 by North and Mack sails.

Recutting of Sails

Recutting of sails is allowed by the official sail makers only. Recutting of sails must not violate the one-design concept. As such, recutting the sails is limited to repairs and restoration of sails is to approximate official shape.

Limitation on Purchase of Sails

The use of new suits of sails by Bluenose Yachts shall be limited to one suit when the yacht is new and one suit at the end of each second year. During any sanctioned regatta, it is prohibited to use more than one approved mainsail, jib, genoa and spinnaker except as authorized by the Race Committee.

Sail Pattern Fees

The Bluenose Class one-design sail pattern is the property of the Nova Scotia Bluenose Class Association. A charge of 5% of the cost of each sail before options is made for the use of the sail pattern. This payment is to be made in advance and is normally to be collected by the official sail maker.

Sail Numbers

The letter "B" and the correct yacht numbers must be displayed on both sides of the mainsail in letters and numbers, not less than 12 inches high, or as authorized by the Race Committee. Positioning is to be as shown on Roue's sail plan.

LIMITATIONS GOVERNING CONSTRUCTION OF NEW YACHTS AND MODIFICATIONS TO EXISTING YACHTS

Objective

The policy of the Bluenose Class Association is to promote the construction of affordable, durable yachts which conform, as much as possible, to a one-design concept. Departures from the spirit of this one-design concept will be strongly discouraged.

General

The hull shall be of wood and/or fibreglass. When kinds of wood are indicated as optional, they must be of the varieties normally accepted in practice for the purpose. The construction shall follow the Roue plans and any departure shall be at the builder's risk. Prior consultation with class officials is required for owners/ builders contemplating departures in construction method from the Roue plans and the McVay design. A certificate from a Naval Architect shall be provided stating that the construction or significant modification complies with the Constitution and By-laws.

Weight

The minimum weight for the hull complete with all rigging, mast, boom and specified safety and other gear shall not be less than 2380 pounds. Boats which weigh less than the minimum weight shall be penalized by having exactly compensating weights placed at the mast and rudder post intersections of floor frames, 75% at mast, 25% at the rudder post. Existing wood hulls without modifications from the original design, which fall within a 60 pound tolerance, are acceptable without adding compensating weights. Existing McVay hulls without significant modifications from the original construction area acceptable without adding compensating weights. Departure from the weight distribution as established by the scantlings shown in the Roue plans will be strongly discouraged. Hull thickness is to be uniform throughout, as well as the general approach to strengthening the hull with ribs or structural members. Concentration of weight in the bilge area, either by the placement of ballast or by over construction in this area, is strictly prohibited; as will be the excessively light deck scantlings. The keel for existing wooden boats and newly constructed boats shall be of lead of the dimensions shown by the Roue plans and shall weigh between 750 and 755 pounds. The deadwood shall be of a material with density similar to that contemplated in the Roue plans. The ballast for existing McVay designed fibreglass Bluenoses shall be cast iron and shall weigh between 875 and 900 pounds.

Hull Dimensions

Hull dimensions are to be as shown in the Roue plans. Builders of new boats may be required to have their boats measured by a qualified measurer or Naval Architect at their own cost. Conformity with existing interpretations of the Roue plans is to be encouraged.

Fittings

The actual pattern of fittings is optional. However, the position of chainplates and points of attachment of stays and shrouds to the hull shall be as shown on the Roue plans, except as detailed in the schedule below, and except that adjustable backstays may be used. An owner may make such changes as he may desire in the interior of the hull but no changes must be made in the position of the mast step and mast partners.

Rudder

- a. The bronze rudder stock may be carried right down to the lead keel and held in a shoe at the lower end.
- b. A metal strap may be used to hold the rudder stock to the deadwood if desired.

Identification

The Yacht's number shall be permanently burned, cut or affixed on the yacht for future identification.

LIMITATIONS GOVERNING MAST, BOOM AND RIGGING

Mast and Boom

- a. The mast shall be made of wood in accordance with the Roue plans or be straight section aluminum.
- b. Rotating masts or permanently bent masts are prohibited.
- c. The boom must be wood or straight section aluminum. The foot of the mainsail must fasten in a straight line on both plan and profile.
- d. The spinnaker and whisker pole shall be a maximum of 7'-8½" overall, including fittings when measured square off. The pivot point on the forward side of the mast shall not project forward more than 1½" and must be seated home against the mast.
- e. In building the mast, backing blocks may be inserted at points where fittings are attached.

Rigging

- a. Rigging shall be as shown on the Roue plans as to position, number and length of stays except as otherwise specified in the By-laws, Rules and Regulations.
- b. Spreaders shall be made of one piece, rigid wood, aluminum or steel.
- c. The method of attaching the rigging to the spar is optional.
- d. Running backstays as shown on the Roue plans shall not be used.
- e. The method for sheeting the mainsail and headsail is optional, but the fittings for the sheets must be placed so that they do not protrude outside or beyond the hull.
- f. Specific dimensions and restrictions as outlined below correspond to the measurement points as shown on the attached diagram. Those identified as mandatory do not have grandfather provisions for existing yachts. All dimensions apply to new yachts or to replacement of existing equipment.
 1. Keelson to base of mast 8".
 2. Base of mast to top of Boom 4'-2", in practice marked with a band of contrasting colour to the mast. (Mandatory).
 3. Base of mast to centreline of spreaders 13'-11" +/- ½".
 4. Spreader length from shroud to mast centreline 2'-1" minimum.
 5. Base of mast to jib stay 22'-5¼" to 22'-8¼".
 6. Base of mast to spinnaker halyard 22'-9½" maximum. (Mandatory).
 7. Base of mast to centreline of jumper struts 22'-5½" to 22'-9½". (Mandatory).
 8. Jumper strut length 1'-3" minimum. (Mandatory).
 9. Rudder post/Keelson intersection (RPKI) to forward hole of forestay deck plate 16'-6" maximum. (Mandatory).
 10. RPKI to mast foot forward edge 9'-6" to 9'-9". (Mandatory).
- g. Other restrictions: adjustable forestays, adjustable jumpers from deck level, hydraulics of any kind, foil headstays, as well as on-board computer systems are not allowed.

Floatation

In order to be eligible to enter Bluenose Class races, a Bluenose must have sufficient floatation to float itself as well as its crew. Ultimately however, it is the owner's responsibility to ensure that his boat has sufficient floatation so that it does not sink in the event of a capsize.

Hiking

Hiking aids are not permitted.