

## CHESAPEAKE BAY LOG SAILING CANOE ASSOCIATION CONSTITUTION AND BYLAWS

The name of the Association shall be the Chesapeake Bay Log Sailing Canoe Association. Its purpose shall be for pleasure, recreation, and other non-profitable purposes such as consolidating rules and handicap ratings and the perpetuate of the Chesapeake Bay Log Sailing Canoe.

There shall be four classes of Membership:

Active members shall consist of owners of Chesapeake Bay Log Sailing Canoes in active competition.

Racing members shall consist of skippers and crew members of Log Sailing Canoes in active competition.

Associate members shall consist of all other persons actively interested in Chesapeake Bay Log Canoes.

Honorary members shall be those persons who are so designated from time to time by majority vote of active members of the Association.

An Active canoe shall have finished at least 3 races in the past two years.

Active Canoes owned by a non-profit corporation, corporation or trust shall officially designate their representative to the Chesapeake Bay Sailing Log Canoe Association.

The Association shall have the following officers: Commodore, Vice Commodore, Rear Commodore, Secretary Treasurer, and Measurer.

Officers shall be elected at the annual meeting of the Association which shall be held in October of each year, by the majority vote of active members in attendance. Voting will be by a show of hands ballot. Flag officers will be restricted to active members. The Secretary Treasurer and Measurer may be elected from any class of membership. The Commodore shall annually appoint a

nominating committee from the active membership. Nominations from the floor shall be received from active members only.

Extra meetings may be called at the discretion of the Commodore, or at the request of at least three active members. Adequate notice shall be given for these meetings.

A quorum shall consist of two-thirds of the active members of the Association. Active members shall have the right to appoint a representative to vote in their stead at any meeting for the Association.

The payment of dues shall be established as the active membership sees fit. No part of the Association's net earnings shall inure to the benefit of any person having a personal and private interest in the activities of the organization.

The Active members shall have the authority to determine the eligibility of all boats for racing, and sanctioning races.

This Constitution and By-Laws may be amended or added to by a majority vote of Active members at any meeting, provided however that the proposed changes are sent to the Active members at least thirty days in advance.

## PART TWO: RULES AND REGULATIONS

The following rules shall apply to all Chesapeake Bay Log Sailing Canoes in active competition, except where superseded by special regulations by sponsoring yacht clubs governing specific races.

### 1. LOG CANOE HULL

A. Canoes must be sharp at both ends, both above and below the waterline, and shall not exceed thirty-five feet, measured from the inside of the stem to the outside of the stern post. The hull must be built of three or more logs. Raising planking, if any, must not extend below the waterline when the boat is unladen and at rest.

The Jay Dee is exempt from the definition as specified and she can be permitted to race except for the Governors Cup.

No canoe shall be built or modified with the bow or stern post beyond perpendicular of center.

B. Log Canoe Handicap Rating: There are 3 measurements used in determining the log canoe handicap ratings., the overall waterline length, maximum beam and aft quarter beam.

1. Overall Length shall be measured at the waterline as the canoe sits in the water with both spars up in place and set plumb as possible and all other equipment removed. Boats sailing with ballast must be measured with ballast.

The Overall Length Measurement shall be made as follows:

**Forward:** From the outside of the stem, a plumb line will be suspended to the water, the distance from the line aft to the bow (at the waterline) shall be measured and recorded.

**Aft:** At the top outside of the stern post, a plumb line shall be suspended to the water, the distance from the measuring line to the stern post (at the waterline) shall be measured and recorded.

**Measurement:** The Overall Length is the deck length minus the forward waterline measurement, minus the aft waterline measurement.

Figure 1 shows the measurement.

2. Maximum Overall Beam is defined as the on deck maximum beam measurement of the canoe. The rubrails shall not be measured as part of the beam. If no rubrails are present and the deck to sides have a radius at the deck edge, then the deck edge shall be measured as if the sides contained no radius. Figure 2 clarifies the measurement.

3. Aft Quarter Overall Beam is defined as the on deck beam measured one half the distance from the outside of the stern post to the Plumb line projection from the center of the aft mast steep. Rubrail and radius deck edges shall be addressed as the Maximum Beam measurement. Figure 3 clarifies the measurement.

4. Points of measurement shall be permanently marked by placing a monel or brass pins in the boat for future reference.

C. Each log canoe shall be remeasured every five years. The measuring committee shall consist of the Measurer and 2 Flag Officers.

D. If an owner or skipper questions the measurements of another boat, he may have the measurement of that boat taken in his presence, for a fee of \$25.00. If it is shown that a change is required, the money will be returned. If the current measurement is correct, the fee will be turned over to the Association. The offending canoe will be disqualified from the time the question arises until such time as the error is corrected.

E. All exotic materials other than fiberglass or carbon fibers in hulls is illegal.

F. Carbon fibers are allowed in the Bow Sprit, Outrigger and Rudder. This is for strengthening only, the inherent strength must come from the wood.

2. MASTS AND SPARS:

A. Rig must be traditional, having two wooden masts and wooden bow sprit. Foremast must be taller than main, but on the other hand the mainmast must be at least one-half as tall as the foremast. Foremast may carry jumper struts and shrouds. Standing rigging is permitted although discouraged on the foremast, and disallowed on the mainmast. Running backstays are prohibited. The luff of the mainsail shall not be less than one-half ( $1/2$ ) the luff of the foresail, and the center of the main step not less than one-sixth ( $1/6$ ) the overall deck length of the boat from the step to the outside of the stern.

B. Masts must be of wood construction, and may be either solid or hollow. Carbon fibers or other exotic materials may not be used on masts, jib booms, sprits or clubs. The clubs must be at least one-tenth ( $1/10$ ) as long as the mast they companion.

C. Mast Measurement: The foremast shall be measured from the butt of the mast to the center of the pin in the sheaves (or center of any other point of attachment which is fixed to the mast) for supporting the foresail halyard block. The foremast shall be marked with a  $3/4$  inch band around the mast at the  $3/4$  mark. Figure 4

D. Jib Boom: The jib must extend at least  $1/4$  of its length beyond the pivot point. The jib is not to extend aft of the foremast. The jib shall not exceed  $3/4$  of the length of the mast as measured.

E. Each canoe shall be limited to two masts in its active racing inventory.

F. Spars made of materials other than wood are permissible only on squaresails, kites or other light air sails.

G. In the event of a break down any material will be allowed to repair spars for up to 2 weekends for emergency repairs or beyond two weeks shall be at the descission of the active members.

3. Sails: No canoe shall race with sails other than traditional log canoe sails. Spinnaker's are prohibited. If conditions necessitate using only one sail, when sprited out it may not extend farther aft than the center of the main mast step.

A. Kevlar and Mylar sail material is banned (yearly exclusion).

B. Sail Roach Measurement: Shall be in accordance with the Sail Specifications.

C. Battens: Shall be in accordance with the Sail Specifications.

D. Sail Numbers: Sail numbers shall be not less than 18 inches in height and proportional width and shall be placed on both sides of the foresail.

E. Kites and other sails: Shall be in accordance with the Sail Specifications.

F. Any loose footed sail be disallowed that is outside of the hull perimeter. Staysails shall not be tacked outside the hull perimeter nor can any strut be used to extend the sail beyond the hull perimeter.

4. Centerboard:

A. The centerboard must be primarily of wood construction, but may be covered with not more than 1/8 inch of fiberglass, or carbon fibers per side. The inherent strength must come from the wood.

B. All centerboards must be capable of floating in the well on their pivot pin.

C. Centerboards may have weight added to them in an amount not in excess of 1/2 pound per allowed Rating Feet number.

5. No winches shall be used for trimming sails.

6. Spring boards: Spring boards allowed, and all live or dead ballast started with must be in the boat at the finish. Carbon fibers are allowed in spring boards more for safety reasons. The inherent strength must come from the wood.
7. Professionals: Professionals will not be permitted to skipper or take part of the crew in boats. Professionals being defined as anyone who shall accept cash or its equivalent in any form for the actual skippering or sailing in the boat in any capacity.
8. Chesapeake Bay Log Sailing Canoe Association Handicap Ratings must be used in all races. All races shall be governed by US Sailing Association rules, except as otherwise specified in the Log Canoe Class Rules. The Chesapeake Bay Log Sailing Canoe Association is a member of the Chesapeake Bay Yacht Racing Association. Score sheets of all races must be transmitted to the Secretary of the Log Canoe Association. Sheets must show length of course, starting time, and finishing times of all boats in the race.

\*It is recommended that anyone building a new canoe submit their plans for the boat to the Association before construction is started.

Revised: January 17, 1999