



# Holder 20 One Design

## Class Association

### HOLDER 20 One Design Class Association

These Constitution and By-laws are the legitimate representation of the Holder 20 boat owners. This document and the Slate of Officers will be submitted to US Sailing.

Interim Officers:

Fleet Captain – John Storey  
Secretary – Don Busby  
Treasurer – Linnette Sorrentino  
Class Measurer – Stephen Antworth  
Director at Large – Joe Horan  
Webmaster – Justin Von Rueden

## CONSTITUTION

### ARTICLE I.

#### OVERVIEW AND INTENT

The intent of the Holder 20 One Design Class Association is to preserve the one design characteristics of the Holder 20 and to promote sailing as a family activity, one design racing and handicap racing.

### ARTICLE II.

#### JURISDICTION

1. The Holder 20 One Design Class Association has jurisdiction over sanctioned Holder 20 One Design Class activities.
2. All disputes concerning the interpretations of the contents of this Constitution, Bylaws and One-Design Class Rules shall be resolved by the Board of Directors whose decisions shall be considered final.
3. It is the responsibility of the Skipper of each Holder 20 that it complies with the Holder 20 One Design Class Rules when participating in sanctioned events. Challenges and disputes as to compliance shall be resolved by the Executive Board and their determination shall be construed to be final.

## **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 the Holder 20 One Design Class events.
2. **Membership**
  - 2.1. There shall be three (3) classes of membership.
    - 2.1.1. **Active:** An Active Member is a member of the Association in good standing who may vote on bylaws and rule changes and hold office. An active member must be an owner/co-owner of a Holder 20. While there may be more than one active member/ owner of a Holder 20, each Holder 20 is allotted one vote. Dues must be current to be in good standing and to vote.
    - 2.1.2. **Associate:** An Associate Member is a non-owner family member or crew. Associate Members may not vote for bylaws or rule changes or hold office. Since their input is valued, Associate Members may attend and participate in Association meetings and vote on topics not involving bylaws or rule changes.
    - 2.1.3. **Honorary:** An Honorary Member is a person who has made a significant contribution to the Holder 20 One Class Design Association. Honorary Members may not vote but may hold office. Honorary Members shall be appointed by the Executive Board.
  - 2.2. All members shall support the Constitution, By-Laws and Rules of the Holder 20 One Design Class Association and promote the interests of said Association.
  - 2.3. Annual dues for Active and Associate Members will be determined annually by the Governing Board. Honorary Members do not pay dues. Dues shall be payable by March 1 of each year for the calendar year of January-December of that year.
3. The Governing Board of the Holder 20 One Design Class Association and their representatives shall be as follows:

- 3.1. **FLEET CAPTAIN** – The Fleet Captain is the Chief Executive. He/she shall preside at meetings, serve as Chairperson of the Governing Board, promote the Class, arrange national regattas, media contact, contact with other sailing clubs and organizations and authorize payment of bills.
  - 3.2. **SECRETARY/TREASURER** - The Secretary/Treasurer shall handle all class correspondence, record the minutes of meetings and maintain an accurate and current record of members. S/He shall notify the membership of special events, decisions affecting policy, maintain financial records and securities of the Association. S/He shall deposit funds and disburse funds as required upon authorization of the Fleet Captain. The Secretary/Treasurer shall post spending/balances in the newsletter and issue a full report at the Annual Class Meeting.
  - 3.3. **CHIEF MEASURER** – The Chief Measurer shall interpret the rules and regulations on matters regarding the Holder 20 One Design. The Chief Measurer will be responsible for determining yacht compliance with the Holder 20 One Design Class Rules for Holder 20 One Design Class events.
  - 3.4. **DIRECTOR AT LARGE** – Director at Large will assist the Fleet Captain and accept assigned duties.
  - 3.5. **WEBMASTER** – The Webmaster will maintain and update the Holder 20 One Design Class Association website.
4. The Fleet Captain, Secretary/Treasurer, Chief Measurer, Director at Large and Webmaster all vote on Governing Board issues.
  5. The Holder 20 One Design 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 three (3) Active Members of the Association. Members not on the Committee may submit their suggestions to the Committee no later than 3 months prior to elections. Nominations shall be published by email to Active Members 2 months before the election. Voting will occur by mail by all paid Members eligible to vote (one vote per Holder 20). The candidate receiving the greatest number of votes for each elective office will be elected.
2. Elections will be held following the National Championship Regatta on odd number years.
3. Officers shall serve for 2 years beginning at the completion of the National Championship Regatta.

## **ARTICLE IV. AMENDMENTS and BY LAWS**

1. Amendments to the Constitution, By Laws and Rules of this Holder 20 One Design Class Association may be proposed by any Active Member. The proposals will be posted on the official website and open to discussion by all Members. The proposals will be included on the ballot for the general

election. All Active Members in good standing are eligible to vote. A  $\frac{3}{4}$  majority of active members (one vote per boat) is required to pass an amendment. Members in attendance at the meeting and members who have emailed their vote will be counted.

## **ARTICLE V. ANNUAL MEETING**

1. The Class Association Annual Meeting shall be held in the vicinity and during the time of the Holder 20 One Design Class Association Championship Regatta.

## **ARTICLE VI. CLASS CHAMPIONSHIP REGATTA**

1. A National Championship Regatta 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 Regatta shall consist of a series of at least eight (8) races. A minimum of three (3) races 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 all eight (8) races are completed.
  - 1.2. An official Notice of Race will be sent to all Active 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 downloading 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 replacements of material or parts shall be illegal until approved by the Holder Class One Design Association.

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

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# **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 on the Holder 20 Class Association Rules are:

- A. To keep each boat as equal and 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 skills 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 class 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. MANUFACTURERS 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. 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**

- 8.1 Safety equipment shall conform to the special regulations 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 and 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 may not be filled or adjusted other than to be repaired to match the original configuration. Keels cannot be fixed and must be able to be raised and lowered.



- 9.8. It is the responsibility of the skipper to ensure that his/her 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 the rules.
- 9.11. The method of cleating the various leads is optional as long as 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 in the 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 " (7328 mm) from the top of the lower band. The tape shall be a 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 1 ½ (38mm).

## **11.STANDING RIGGING**

- 11.1. Side shrouds may be adjusted for minor tuning only by fitting supplied.
- 11.2. The upper shrouds shall be fastened to the forward or outer hole of the chainplate and the lower shroud 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 2:1 purchase.
- 12.4. A vang of maximum purchase 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 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 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 onboard 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' 6 1/2 "(687mm).
- 17.4. The spinnaker maximum width shall not exceed 180% of the "J Measurement".

## **18.FIXED 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 a normal manner and location

## **19.CREW & CREW WEIGHT**

- 19.1. A minimum of two crew (including the skipper) and a maximum crew weight of 700 pounds shall be adhered to when racing Holder 20's
- 19.2. If a crew change is required due to injury or other circumstances the total crew numbers and weight must comply with requirements under 19.1
- 19.3. Maximum crew weights are based upon body weight of the crew dressed in light weight clothing.
  - A. No shoes or heavy clothing shall be used in determining crew weight.
  - B. It is, at all times, the skipper's responsibility to maintain minimum crew and not exceed maximum crew weight.
  - C. Skippers can be protested at any time during the regatta for weight infractions
- 19.4. Hiking is allowed
- 19.5. Hiking straps may be fitted for the crew and helmsman. These must be installed on the seat .

## **20.OPTIONAL EQUIPMENT PERMITTED WHEN RACING**

- 20.1. Marine radio (VHS)
- 20.2. The use of a wire luff furling head sail
- 20.3. One spare wooden tiller
- 20.4. Electronic devices for wind velocity, wind direction, and boat speed are the owner's preference
- 20.5. One storm tri-sail/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 the spinnaker pole on the boom is allowed.

## **21.PROHIBITIONS**

- 21.1. Hydraulics
- 21.2. Running backstays of devices to simulate such
- 21.3. The use of mechanical means to rake the mast forward.
- 21.4. Spinnaker chutes through the deck
- 21.5. Use of quick throw devices tracks or levers on the shrouds
- 21.6. More than five winches
- 21.7. Changing the length or location of the mainsheet traveler track
- 21.8. Adjustment of the dagger keel positions other than the down position with the wedge in place and bolted.
- 21.9. Adding any material to the flange area between the dagger keel and the hull
- 21.10. 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 restrictions 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.