

ADOPTED by email vote beginning 5/21/17

MDI L-16 Class Association Class Rules and Bylaws

Part I: Bylaws

1. **NAME.** The name of this organization is the MDI L-16 Class Association
2. **PURPOSE.** The Association will promote and regulate L-16 class sailboat racing in the waters around Mount Desert Island, Maine, under uniform rules and to maintain rigidly the one design feature of the L-16 class boats.
3. **CLASS.** The Class will consist of boats which meet the specifications in Part II of this document.
4. **MEMBERSHIP.** Any individual who has an interest in the L-16 Class may become a Member of the Association for one year by paying the annual dues of \$10, and submitting full contact information including a phone number and email address.
5. **VOTING.** Any action of the Association will be made by a vote of the owners of Racing Boats who are current Members. Racing Boats are defined as boats which have raced in any L16 one-design race during the previous 3 years, or boats that have new owners during the previous two years who intend to race their boat. Each voting member will have one vote for each Racing Boat owned. Unless otherwise stated in these bylaws, affirmative votes by the owners of a simple majority of the Racing Boats will constitute an action by the Association.

In a case where a boat is owned by more than one individual, the owners must notify the Secretary of the name of one person who will vote. If there is disagreement among the owners as to who will cast their vote, the vote for that boat will be to abstain.

Voting is permitted by telephone or other teleconferencing technology provided all participants can be heard by all parties for the duration of the meeting.

Voting by email is permitted in the absence of any voting member's objection. Any question decided by email votes must be presented to all eligible voters as a written motion. No less than 30 days later the President will send a call for votes. At any time before the call for votes,

any voter may object to email voting, in which case no action will be taken on that question except at a meeting with sufficient notice.

Any member present at a meeting may cast a vote on behalf of another member who has given them a written proxy.

6. **EXECUTIVE OFFICERS AND DUTIES.** The Association will be governed by the following officers, who will be elected at each Annual Meeting. Officers will normally take office on January 1 following their election, and serve until the following December 31. Any officer may be removed and replaced at a meeting of the Association, in which case the newly elected officer will serve until the following December 31.

The PRESIDENT, who will preside at meetings, will rule on procedure and appoint Special Committees. The President will be empowered to call all meetings and will designate the time and location.

The SECRETARY, who will keep minutes of the meetings, and perform all other duties pertaining to such office. The Secretary will maintain a current list of Racing Boats and their owners.

The TREASURER, who will deposit all funds, keep financial books, make necessary disbursements, and render a report at the Annual Meeting.

7. **EXECUTIVE COMMITTEE.** The Executive Committee will consist of the President, Secretary, Treasurer, and the Chair of the Rules Committee. The Executive Committee will act for the Association during the period between Class Meetings and may exercise all of the powers of the Association, except that it will have no power to amend, repeal or replace the Class Rules and Bylaws. A majority of the Executive Committee will constitute a quorum at its meetings and any action will require the affirmative vote of a majority of those present but in no case may such majority be less than three (3) persons. Reasonable notice will be given to each member of the Executive Committee of the time, date and place for each meeting.

8. **NOMINATING COMMITTEE.** The Nominating Committee will consist of three Regular Members of the Class appointed by the President. The Committee will select a Chairman from among themselves.

The Nominating Committee will propose a slate of officers and Rules Committee members at each Annual Meeting of the Class. The proposed slate will be sent to all class members along with the Notice of Meeting and Agenda.

9. **RULES COMMITTEE.** The Rules Committee of not less than 3 nor more than 6 members, will be elected at each Annual Meeting and will serve from January 1 until December 31. It will rule on all questions relative to the eligibility of boats and equipment, interpret the Rules and Specifications, and recommend to the Association any advisable alterations or additions to the Class Rules.

The Committee will elect a Chair as its first order of business.

10. **MEETINGS.** The President will call an Annual Meeting of the Association each year to be held at a location on Mount Desert Island. Notice of the meeting will be made to all Members via email at least 30 days prior to the meeting. The meeting will include reports by the President and the Treasurer, and election of officers, and of the Rules Committee.

The President may call other meetings as necessary by email notice.

11. **AMENDMENTS.** The Class Rules and Bylaws may be amended only by affirmative vote of two-thirds of the owners of Racing Boats. However no such amendment will be made without email notice containing the proposed amendment 30 days prior to the vote.

Part II: Class Rules

- 1. BOATS.** The Class consists of boats built by and conforming to the 1945 design created by Bill Luders of the Luders Marine Construction Company of Stamford, Connecticut, or similar boats which meet the specifications in these rules. The plans and specifications on file with the Luders Marine Construction Company and dated 1945, or a certified copy of these plans acquired by the class, will be considered as setting forth the official standards with respect to hull, spars and rigging.
- 2. HULLS.** Hulls built of fiberglass-reinforced plastic to the same design and specification, and with the same total weight and distribution of weight, by Continental Plastics Corp. of Costa Mesa, California, Midwest Marine Inc. of Oklahoma City, Oklahoma, Easterly Yachts of Metairie, Louisiana, and Bermuda Boats of Bermuda meet the requirements of these Rules.

The rudder will be considered a part of the hull for the purposes of this rule.

Unless otherwise specifically prohibited in these rules, any alteration to the interior of the hull or to the deck fittings is permitted. No portion of the cabin top may be removed so as to enlarge the designed area of the cockpit. The bulkhead between the cockpit and the cabin may be removed.

- 3. SPARS.** Masts will be constructed of either Wood or Aluminum. Wood masts will conform to the original L-16 design in size, weight and character. Aluminum masts built after January 1, 2017 are to be provided by the Zephyr Spars Division of Cape Cod Shipbuilding Co.

Any form of boom is acceptable provided it will pass through a circle having a diameter of four inches when the hardware for running rigging has been removed.

- 4. RIGGING.** Standing rigging may not be adjusted while racing, except that the backstay may be adjusted, and a device may be used to remove slack from the forestay while sailing off the wind.

Masts must be rigged with jumpers and jumper struts, upper spreaders and diamond stays, lower spreaders, and upper and lower shrouds conforming to either the original L-16 rigging layout, the "west coast" mast design created by the South Coast Company, or as provided by Zephyr Spars.

Ball-and-hook fastenings or winches may be installed for the halyards, either external or internal. Masthead or jib-stay-head hooks are specifically prohibited.

The mainsheet may be led or trimmed in any manner.

Mainsheet travellers may be installed but these must be located at the same fore-and-aft position as the original swivel block on the after deck. The length of the traveller may not exceed the distance between the coamings at the point of attachment.

An adjustable backstay may be fitted, entering the deck at the same location as the originally designed rigging, and controlled by means of a tackle, crank, or other device operated from the cockpit.

- 5. SAILS.** Sails will be limited to mainsail, working jib, racing jib, and spinnaker and will conform to the requirements of the following paragraphs.

Except as otherwise specified in these Class Rules, the sail measurements given below will be made from the outside edges of cloth or bolt rope, as the case may be, and sails will, when measured, have a tension of approximately 12 pounds applied along the line of measurement except as noted below.

Except as otherwise specifically permitted or required, no battens or other means of artificially stiffening the sails will be used.

A. Mainsails

1. Each mainsail may be equipped with a headboard. The headboard will measure no more than 4 inches along the top at right angles to the luff (excluding bolt rope).
2. Each mainsail will have four battens. The top and bottom battens will be 24 inches long and the two intermediate battens 36 inches long. Batten pockets will not be over 2 inches longer than their respective battens.
3. All mainsails will, when in use, be attached to the spars for the full length of the mast and boom, either by sail track and slides, slugs in slots, or by having the bolt rope run in slots in the spars. No loose footed or mitre cut sails will be used.
4. Each mainsail may, at the option of the owner, have one row of reef points, parallel to and approximately 3 feet, 6 inches above the foot.

5. Mainsails will be made of material not lighter than 5 ounces per running yard 28 inches wide. The material will be limited to Dacron.
6. A black band one inch wide will be placed around the mast, with its top 29 feet below the top of the sheave used for the main halyard. When a mainsail is set the line of the track on the boom (or of the top of the boom for slotted booms) will not be brought below the top of the black band.
7. A stop, or for slotted booms a black band one inch wide, will be placed at the outboard end of each boom. The stop or the inner edge of the black band will be 11 feet from the after side of the mast. The clew of the mainsail will not be pulled out beyond the stop or the inner edge of the black band. The black band for slotted booms is required only for booms which are more than 11 feet long, measured from the after side of the mast.
8. The size of each mainsail will be governed by the following:

Dimension	Limits:	Maximum	Minimum
Luff, measured from hole in headboard.....		*	27' 6" **
Foot.....		*	10' 6" **
Leach, measured in a straight line from hole in headboard.....		29' 9" ***	28' 6"
Girth, measured in a straight line between the mid-point of luff (determined by folding head to tack) and mid-point of leach (determined by folding head to clew).....		6' 10" ***

NOTES: *These dimensions are controlled by the spar dimensions as set forth in paragraphs 6 and 7 above.

**The amount of tension permitted in making these measurements is not limited.

***This measurement will be taken with the sail laid flat, and with only enough tension to smooth out wrinkles.

- The leach of each mainsail will have a fair continuous convex curve from the outer edge of the headboard to the clew.

B. Working Jibs

- Each working jib will have either two or three battens. The top batten (of three) will be 10 inches long and the other two 12 inches long.
- All working jibs will be fitted with snap hooks which, when the sail is set, must be attached to the fore stay.
- Working jibs will be made of material not lighter than 5.0 ounces per running yard 28 inches wide.
- The size of each working jib will be governed by the following:

Dimension	Limits:	Maximum	Minimum
Luff, measured along forward edge.....		18' 9"	18' 6"
Foot.....		7' 8"	7' 4"
Leach.....		15' 10"	15' 4"

C. Racing Jibs

- Each racing jib will have either two or three battens. The battens will be 12 inches long.
- All racing jibs will be fitted with snap hooks which, when the sail is set, must be attached to the fore stay.
- Racing jibs will be made of material not lighter than 5.0 ounces per running yard 28 inches wide. Material will be limited to Dacron.
- The size of each racing jib will be governed by the following:

Dimension	Limits:	Maximum	Minimum
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Luff, measured along forward edge.....	19' 8"	19' 5"
Foot.....	6' 6"	6' 3"
Leach.....	18' 8"	18' 5"

D. Spinnakers

1. Spinnakers will be of the parachute type, with equal luffs, and when folded in half vertically to be measured, will have only enough tension applied in the line of measurement to eliminate wrinkles, puckers, etc., and to make them lie flat along the line of measurement.
2. The spinnaker pole will be no more than 7 feet long overall.
3. Spinnakers will be made of material not lighter than three quarters of an ounce per running yard 28 inches wide.
4. The size of each spinnaker will be governed by the following

Dimension	Limits:	Maximum	Minimum
Luff.....		22' 0"	21' 6"
Measurement in a straight line from head to center seam at foot.....		24' 0"	22' 6"
Foot (half-breadth).....		7' 0"	6' 6"
Half-breadth 6' down from head.....		7' 4"	6' 6"
Half-breadth 12' down from head.....		8' 10"	8' 0"
NOTE:	Half-breadths will be measured at right angles to a straight line between head and clew.		

E. Number of Sails Permitted

Only one suit of sails, including a spinnaker, whether new or old, will be added to any boat's equipment in any one season. In case of accident the Rules Committee may waive this rule.

This rule does not apply during the first year of ownership.

- 6. OUTBOARD MOTORS.** Outboard motors may be carried, but must be detached before the preparatory signal of a race and not reshipped until after the finish. The position of an outboard motor will not be shifted during a race.
- 7. EQUIPMENT.** All equipment listed below will be carried in every race:
- 1 adequate anchor
 - 1 adequate anchor line, 75 feet long
 - 1 Compass
 - 1 Bilge Pump
 - 1 serviceable life preserver for each person aboard
 - 1 fog horn
- 8. INSIDE BALLAST.** No inside ballast may be carried. Equipment, such as outboard motors and anchor chain, which is in regular use will not be considered as ballast, provided such equipment is always carried in the same location on the boat.