C & C 35 ASSOCIATION OF DETROIT, INC.BY-LAWS

I. NAME: The name of this organization shall be the C & C 35 Association of Detroit, Inc.

II. OBJECT: The purpose of this organization is to develop and promote interest in the C & C 35 Mark I (hereinafter referred to as C&C 35) as a racing and cruising boat, to develop and maintain level racing standards for the class, and coordinate cruising and social activities among the members. The C&C 35 Association is made up of owner-operators. Participation of professionals in any class scored regatta will discourage level racing, member participation, and ultimately growth of the class. In keeping with this spirit, if asked, the executive committee will rule upon any crew participation that may violate this standard. Such ruling may preclude the boat from participation in the event in question.

III. MEMBERSHIP:

A. All owners, co-owners, and bona fide charterers of C & C 35's shall be eligible for membership.

B. Voting membership in the C & C 35 Association shall be extended to anyone listed under III. A. upon payment of dues, if any. However, in all matters requiring representation, and voting, each boat shall be limited to a single vote.

C. The Association may accept as Associate Members other persons interested in the C & C 35 class, but no associate member shall be entitled to representation or voting.

IV. OFFICERS: The officers of the Association shall be a Commodore, Vice Commodore, Association Measurer and Secretary - Treasurer. Their duties shall be as follows:

A. The Commodore shall be the executive officer of the Association and shall preside over the meetings. He shall appoint such committees as he deems necessary to conduct the activities of the association.

B. The Vice Commodore shall, in the absence of the Commodore preside over meetings and conduct the affairs of the Association.

C. The Association Measurer will certify that all boats qualify as C & C 35's and see that specifications as determined by the Association are followed.

D. The secretary shall keep minutes of the meetings, records of membership, send out meeting notices and undertake those other activities as directed by the Commodore.

E. The Treasurer shall deposit all funds and keep financial books, make necessary disbursements and render a report at the annual meeting and undertake those activities as directed by the Commodore.

V. EXECUTIVE COMMITTEE: The Executive Committee shall consist of the officers until other provisions are made. It shall interpret the class rules, sanction or ban Association races, fill vacancies in office, conduct all business and determine policies of the Association between membership meetings.

VI. FINANCE:

A. Annual dues shall be determined by the membership at the annual meeting.

B. All expenditures, other than for postage and supplies, shall be made with only prior approval of the Executive Committee.

VII. NOMINATION AND ELECTION OF OFFICERS:

A. The Executive Committee shall appoint a Nominating Committee which will propose a slate of officers. The slate shall be sent to all members at least two weeks before the annual meeting.

B. Additional nominations, with the consent of the nominee, may be made from the floor at the annual meeting.

C. The new officers shall assume their duties on January 1 following their election and shall serve two year terms.

VIII. MEETINGS:

A. The annual meeting of the Fleet shall be held each year following the close of the racing season. Business shall include determination of dues, election of officers, award of fleet trophies and other business.

B. The spring meeting shall be held each year prior to the start of the racing season. Business shall include approval of race and rendezvous schedule for the coming season and other business.

C. Other meetings may be called by the Commodore upon request of the Executive Committee, or may be called upon written request by 20% of the membership.

D. Members shall be given not less than two weeks written notice of all meetings.

E. A quorum for all meetings shall be five voting members. A majority vote shall carry an issue.

IX. RULES AND SPECIFICATIONS:

A. INTERPRETATION: Specifications, however complete, cannot anticipate every situation that may arise. If a point is not herein covered, a ruling shall be obtained from the Executive Committee. In interpreting these rules and specifications, the Executive Committee shall consider the intent rather than any technical construction that might be derived from the wording, and shall bear in mind at all times that the basic principal of these specification, which is to maintain the C&C 35 class as a restricted level class. Nothing is optional in these rules and specifications unless so stated.

B. GENERAL RULES: In the absence of specific rules to the contrary, the Executive committee can decide if the rules and references of US Sailing and the DRYA host Yacht Club can be used.

C. STANDARDS:

1. Sailboats shall have standard hull dimensions as noted below. No boat shall be modified to change the physical dimensions and/or weight of the keel or rudder, without the prior written consent of the Executive Committee.

   LWL=27.50', Beam=10.58', Draft=5.25', Series Date=1969,

2. In addition, to be eligible to race, the boats shall have the following maximum sail dimensions and rig plans:

   I=44.00', J=14.50', ISP=43.25', SPL=14.50', P=38.00', E=13.50', LP=22.47'

3. A minimum prop size of 12" (qualified for exposed shaft) is established for all boats. Minimum spreader length of 3' 10.5" is established.

4. All sailboats shall use a manual roller furling system for the head sail. Boats without this equipment will be allowed to race level if their headsails utilize an 12" pendant at the tack and conform to the size and material restrictions outlined elsewhere in these bylaws. Headsails greater than 110% must be able to be rolled. Headsail changes while racing are to be bare headed only.

5. No boat shall be permitted any rating penalties other than those specifically permitted by these standards.

6. All C&C 35 boats shall race level.

7. Minimum weight of 11,000 lbs. with water and holding tanks dry, Maximum of 20 gallons fuel, and boat empty except for normal fixed in place equipment (i.e. electronics, seat cushions & backs).

8. There are no limits or minimums for crew number or weight.

D. ELIGIBELITY OF BOATS:

1. All C&C 35 owners who are voting members and whose boats comply with the fleet Rules and Specifications, as defined, meet the requirements of this organization for restricted level racing. For any particular race, all requirements of the sponsoring club must be met as well.

2. It shall be the responsibility of the Executive Committee to insure that the member boats abide by the class rules and specifications. The certification of C&C 35's to be sailed in the class shall be under the control of the Executive Committee. An annual Certification document, showing compliance with the Class rules and sail inventory requirements, shall be completed and signed by the boat owner(s) for a boat to participate in any C&C35 MkI One design start.

3. A C&C 35 must be challenged on its eligibility by means of a protest in writing stating the grounds thereof, submitted to the class secretary who shall refer to the Executive Committee for decision. Any protest as to eligibility must be accompanied by a check for $10.00 which shall be returned if the protest is sustained and otherwise paid into the class treasury. The Executive Committee shall have the power to declare a boat ineligible.

E. EMBLEM AND NUMERALS: C&C 35

F. SAIL LIMITATIONS:

1. HEADSAILS:

a. All headsails shall be constructed of either Polyester (PET/Polyethylene terephthalate) or Pentex (PEN/polyethylene naphthalate) or Aramid (Aromatic polyamides, Kevlar or Twaron). The use of laminated ply of Mylar film is permitted. All other materials are not allowed.

b. The largest allowable headsail is a maximum 155% LP.

c. Only one (1) genoa larger than 135% is permitted aboard the boat while racing. Any long distance race with a scheduled length exceeding 25 nautical miles, one (1) additional genoa larger than 135% is allowed on the boat.

d. In addition to the above a Genoa not to exceed 135% is required to be on board while racing.

e. Additional Genoa/jibs of 110% LP or less are at the option of the skipper / owner.

f. Headsail luff is restricted to a maximum 43'3".

g. Molded technology cannot be used in any sail construction.

2. SPINNAKERS:

a. A maximum number of three (3) spinnakers are permitted having sail cloth weight of not less than 0.5 oz. The Spinnaker SMW Maximum is 26.10'.

b. Spinnakers are to be constructed of nylon or polyester material only.

c. Any long distance race with a scheduled length exceeding 25 nautical miles, one (1) additional spinnaker, for a total of four (4) within the limitations of IX.F.2.a may be on board.

d. A single A3 asymmetrical spinnaker with a minimum sail cloth weight of 44 grams per SQM shall be allowed.

- The sum of the luff (SLU) and leech (SLE) divided by two would not exceed the current symmetric spinnaker MaxSL (44.01').
- Spinnaker foot SF = 26.1
- Asymmetrical Mid Girth (AMG) would be less than or equal to Spinnaker Foot (SF=26.1).

No bow struts are allowed. Sail may be flown from the spinnaker pole or jib tack only.

3. MAINSAILS:

a. Mainsail material is restricted to woven polyester (Dacron). Pentex reinforcement is allowable.

b. Molded technology cannot be used in any sail construction.

c. Mainsail leech shall not exceed 4l'0". This maximum dimension is to insure that the main boom at its lowest point, with the main at full hoist, will be at a minimum of 16 inches above a 24 inch high stanchion.

d. A maximum of six battens of any length will be allowed. Girths shall not exceed the following limits.

Mainsail half-width (MGM) may not exceed 8.78'

Mainsail three-quarter width (MGU) may not exceed 5.13'

Mainsail seven-eighth width (MGT) may not exceed 2.97'

Mainsail Head (HB) may not exceed 0.54'

4. BLOOPERS:

Bloopers (Defined as headsails carried on the leeward side in conjunction with a spinnaker) Are prohibited from use during a C&C 35 class race except briefly when gybing or maneuvering.

5. STAYSAILS:

Maximum number of two (2) staysails are permitted aboard the boat while racing. The tack point for all staysails must be forward of the mast. Clew points of staysails must not exceed the maximum genoa LP lines. The maximum LP for staysails shall be 19 ft. Shall be constructed of either Polyester (PET/Polyethylene terephthalate) or Pentex (PEN/polyethylene naphthalate) or Aramid (Aromatic polyamides, Kevlar or Twaron). The use of laminated ply of Mylar film is permitted. All other materials are not allowed

G. SAIL VERIFICATION: All sails used by members must measured by a US Sailing approved measurer and a measurement certificate on file with the class measurer. No sails may be added or deleted from the on-board sail inventory without proper notification to the Class Measurer.

H. SAIL REPLACEMENT: All required sails are placed in the following categories so as to determine the frequency of replacement:

1. CATEGORY I: Mainsail, 155% Genoa, symmetrical spinnakers from 0.6 to 1.0 oz (36 grams per square meter to 51 grams per square meter), Asymmetrical spinnakers. - Limitation: No more than 2 per year and no more than 3 per 2 years.

2. CATEGORY II All other sails in inventory - Limitation: unlimited replacement.

3. The Executive Committee may, at its discretion, permit an exemption from replacement limitations upon written application of a member when a member has purchased a boat with an out of date inventory; a sail has been materially damaged beyond repair, through no intentional act of the member; a sail is replaced under warranty. Warranty replacement is conditional on the sailmaker accepting full responsibility for fault (in writing) and that member pays nothing for it's replacement. Request covering warranty replacement should be submitted prior to the 6th recognized C&C Class Race after this sail is delivered.

X. Scoring: The following method / rules will be used to score the season championships:

A. The following determinations will be made at the spring meeting and will be published prior to the first race of the year:

1. Races that will count for short and long course championships.

2. The minimum number of races to qualify for each series.

3. How many through-outs are allowed for each series.

B. High point scoring system (per USSA) will be used to determine the season championships. Please note the following rules when scoring:

1. Mackinac cannot be used as a throw-out.

2. DSQ's cannot be used as throw-outs.

3. DNF's may be used as a throw-outs

4. No score will be awarded for canceled races.In addition, the number of races required for qualification for season championships will be dropped by one for each canceled race.

5. A race with less than 2 boats starting will be considered a canceled race and is not to be included in season standings calculations.

6. Throw outs must not be greater than 1/2 of the races completed in the event of canceled races. (i.e. 8 completed races - 4 throw-outs maximum, 7 completed races - 3 throwouts maximum, etc.)

C. Ties for season championships will be broken by the most first places, if still tied second places, etc. Tie will stand if it cannot be resolved by this method.

D. The executive committee, with the advice of the membership, will determine the winner of the

annual improvement trophy.

XI. AMENDMENT: These By-Laws may be changed at any meeting by a three-fourths (3/4) vote of the members present providing any proposed change be mailed or emailed to the members two weeks prior to the meeting

12/5/2024