

# HIGHLANDER



# **HIGHLANDER CLASS INTERNATIONAL ASSOCIATION**

**1988**

The more Highlanders there are,  
the more fun you have sailing yours.

**PROMOTE THE BOAT!**

**CONSTITUTION**

**-<>-**

**BY-LAWS**

**-<>-**

**RULES GOVERNING  
HIGHLANDER RACING**

**-<>-**

**SPECIFICATIONS**

**-<>-**

**LIFE MEMBERS**

## CONTENTS

page

### CONSTITUTION

Article	I	Name	
	II	Emblem	
	III	Object	
	IV	Policy	
	V	Organization-----	1
	VI	Jurisdiction	
	VII	Dues	
	VIII	Membership Classifications-----	2
	IX	Officers and Administration-----	3
	X	Executive Committee-----	4
	XI	Committees-----	5
	XII	Meetings-----	6
	XIII	Voting and Delegates	
	XIV	Quorum and Roll Call	
	XV	Impeachments-----	7
	XVI	Amendments	
	XVII	Notices-----	8
	XVIII	Order of Business-----	9

### BY-LAWS

Article	I	Fleet Business and Meetings	
	II	Obligations	
	III	Protection of Name and Emblem	
	IV	Membership Dues and Ownership-----	10
	V	Renewal of Charter	
	VI	Yacht's Number and Name-----	11
	VII	Measurement and Certification	
	VIII	Limitations Governing Purchase of Sails	
	IX	Specifications-----	12
	X	Registration Procedure-----	13

### RULES GOVERNING HIGHLANDER RACING

Article	I	General Authority	
	II	Eligibility	
	III	Racing Rules	
	IV	Interpretation-----	14
	V	Sanctioned Events	
	VI	General Racing Regulations-----	15
	VII	The National Championship-----	16

### HIGHLANDER CLASS SPECIFICATIONS

General		
1.	Boat	
2.	Boat Number	
3.	All-up Weight	
4.	Hull	
5.	Spars-----	22
6.	Standing Rigging	
7.	Running Rigging	
8.	Centerboards	
9.	Centerboard Trunk	
10.	Rudders	
11.	Tiller-----	23
12.	Fittings	
13.	Gooseneck Fitting	
14.	Sails-----	24
15.	Hiking Straps	
16.	Spinnaker Foredeck Holes-----	26

### CERTIFIED MEASUREMENTS

Hull, Rudder, Centerboard, Mast, Boom-----	27
Foretriangle, Boat Weight-----	28

### MEASUREMENT DIAGRAMS-----29, 30, 31

### CHIEF MEASURER' RULINGS-----32, 33

### OUTLINE HISTORY OF THE HIGHLANDER CLASS-----34

### LIFE MEMBERS-----35

# HIGHLANDER CLASS CONSTITUTION

## ARTICLE I - NAME

The name of the organization shall be the Highlander Class International Association, hereinafter designated as the HCIA.

## ARTICLE II - EMBLEM

A simplified presentation of the dancing Scotsman as drawn by Gordon K. Douglass and indicated on the sail plan.

## ARTICLE III - OBJECT

1. To promote Highlander Class racing under uniform rules, governed by the Association, and to maintain rigidly the one-design features of Highlander Class sloops, as designed by Gordon K. Douglass.
2. To exercise jurisdiction over all class activities and to enforce its Constitution, By-Laws, Rules and Specifications.

## ARTICLE IV - POLICY

1. To cooperate with other yachting organizations and, in return, to insist on strict observance of the rules of the Highlander Class.
2. To keep the cost of acquisition and upkeep of Highlander Class sloops within modest limits without sacrificing high standards of performance and seaworthiness.
3. To promote a one-design class of Highlander sloops in which racing shall be to determine the skill of skipper and crew. Everything in the Constitution, By-Laws, Specifications and Rules is intended to assure competition in boats of identical design in all essentials such as hull lines, sail plan, etc.
4. A sloop shall be considered to be in the Highlander Class only if it conforms to measurement rules as certified by an official Highlander Class measurement certificate and has been properly registered.

## ARTICLE V - ORGANIZATION

1. The association shall consist of local territorial units known as "fleets" and groups of geographically contiguous fleets which shall constitute "districts". Districts shall be designated by the Executive Committee.
2. Any three or more owners of Highlander Class Yachts, who are Active Members of this Association, may be granted a Fleet Charter upon application to the Executive Committee and upon payment of such charges as may be fixed by the Association.
3. Fleet Charters may be granted by the Executive Committee and suspended for cause by the Executive Committee but may be revoked only at an Annual Meeting for failure to maintain, in good standing, the minimum membership requirement and quota of Highlander Yachts as above required, or for other adequate causes.
4. Each Fleet shall have the power to accept or reject for adequate cause, applications for membership to the Fleet. Each Fleet shall be self-governing in all matters not conflicting with Association rules. Each Fleet shall elect its own officers including a Fleet Captain, a Fleet Secretary and Treasurer.

5. Each district shall have the power to organize, elect its own officers, including a Governor, Secretary and Treasurer, and shall be self-governing, providing its rules and regulations are not in conflict with the Association.
6. Applications for membership in the Highlander Class Association should be made, whenever practicable, through a Fleet in whose waters the applicant normally sails. Otherwise, application for membership in the Association may be made directly to the Executive Committee of the Association.
7. Neither the Association nor any Fleet shall reject the membership application of any candidate because of race, creed, color, or national origin.

#### ARTICLE VI - JURISDICTION

The Association has jurisdiction over all Highlander activities. Its Rules govern all sanctioned Highlander races regardless of by whom they are held. Its Constitution, By-Laws, Rules and Specifications are binding upon all members and Fleets, and all registered Highlander sloops must conform to its official plans and specifications.

#### ARTICLE VII - DUES

Association dues shall be fixed by the By-Laws. Fleet and District dues, if any, shall be fixed by each Fleet or District. Both must be paid before a member can be in good standing in either.

#### ARTICLE VIII - MEMBERSHIP CLASSIFICATIONS

1. An Active Member shall be a registered owner or co-owner of a Highlander Class Yacht or a bona fide charterer of a Highlander yacht holding title thereto under written lease effective for at least one full sailing season registered with the Secretary of the Association, and a corinthian, but without age or sex limitations. He may vote and hold office in the Association and may skipper a Highlander yacht in sanctioned races. Active membership shall be retained until the end of the calendar year in which the member ceases to be a Highlander owner.  
° Active Membership in any Fleet shall be restricted to Active Members of the Association.
2. An Associate Member shall be a corinthian non-owner of a Highlander sloop who is interested in the welfare of the Class. An Associate Member cannot vote or hold office.  
° Associate Membership in any Fleet shall be restricted to Associate Members of the Association.
3. A Life Member shall have all the qualifications and privileges of an Active Member, except that by paying the Life Membership fee, the Life Member will be entitled to all those privileges for that Member's lifetime without having to pay dues again.
4. A Life Associate Member shall have all the qualifications and privileges of an Associate Member except that by paying the Life Associate Membership fee, the Life Associate Member will be entitled to all those privileges for that Associate Member's lifetime without having to pay dues again.
5. A member cannot belong to more than one Fleet at a time, nor can a Highlander yacht be registered in more than one Fleet.

#### ARTICLE IX - OFFICERS AND ADMINISTRATION

1. The Association Executive Officers, as designated below, shall be elected at each Annual Meeting and serve from the end of the current National Championship to the end of the next year's National Championship or until their successors are duly appointed as hereinafter described. Only Active Members in good standing shall be nominated for executive office or continue to hold office after election. Nominations to each office may be made by:
  - a. the Nominating Committee as hereinafter provided for; or
  - b. any Fleet delegate, certified by written statement signed by the majority of the Fleet, from the floor at the Annual Meeting; or
  - c. by submission in writing of the name of a candidate by any group of three Active Members present at the Annual Meeting.
 Officers elected shall be those receiving the greatest number of votes of the Active Members present at the Annual Meeting.
2. The following shall be the **EXECUTIVE OFFICERS** and their duties:
  - a. **PRESIDENT** - The president is the Chief Executive. He shall preside at all Association meetings and serve as Chairman of the Executive Committee. He may appoint special committees and may authorize payment of Association bills. He may fill vacancies in the Executive Committee for the balance of the year in which a vacancy may be created by resignation or other cause.
  - b. **VICE-PRESIDENT** - He shall officiate in the absence of the President. In the event of a vacancy in the Presidency, the Vice President shall succeed to the office of President for the balance of the year until the next Annual Meeting.
  - c. **SECRETARY** - The Secretary shall be responsible for taking minutes at all meetings and be responsible for the official records of the Association and for publishing a yearbook.
  - d. **TREASURER** - The Treasurer shall audit the financial books, records, and securities of the Association and be responsible for maintaining financial records with the assistance of the Executive Secretary-Treasurer, as defined elsewhere. He will sign checks for all expenditures authorized by the President and/or the Executive Committee. He will keep detailed expense records of the National Championship regatta which shall be preserved from year-to-year.
  - e. **CHIEF MEASURER** - The Chief Measurer shall be the Chairman of the Measurement Committee as defined elsewhere and shall be in charge of all certified measurers. He shall grant or reject all measurement certificates and issue duplicates when necessary. He shall be the custodian of the official specifications and shall be responsible for keeping them up-to-date. He shall be responsible for answering questions about measurement rules and shall interpret the rules and regulations concerning construction, sail plan, rigging, and equipment; however, he shall not approve changes in construction specifications, sail plan or rigging. He may also make rulings on matters not specifically covered in the official plans and specifications. When such rulings involve a positive change in existing specifications they shall be subject to the approval of the membership at the Annual Meeting.

All official rulings by the Chief Measurer shall be published in the official publication and shall be as binding as if part of the Constitution. Where appropriate, these rulings shall be made an official part of the Class specifications.

f. **DIRECTORS** - There shall be four Directors elected from the membership at large each year at the Annual Meeting, who will serve as members of the Executive Committee for two year terms. The Directors shall be elected by the Membership at the Annual Meeting from a list of four candidates submitted by the Nomination Committee plus any nominations submitted by Fleets or from the floor in the manner specified in this article for other officers.

3. **EXECUTIVE SECRETARY-TREASURER** - He or she shall be appointed by the President with the approval of the Executive Committee, which shall also set the amount of salary, if any. He or she will cooperate with the Secretary and the Treasurer of the Association to collect dues, maintain a system of records, keep roles of Fleet Membership and Association Membership, mail "THE HIGHLANDER" publication and other official publications of the Association and carry out such other duties as may be designated from time-to-time by the President or the Executive Committee. He will deposit Association funds in a depository approved by the Treasurer and the Executive Committee. He shall be bonded.

4. **EDITOR of "THE HIGHLANDER"** - The Editor of the official Class publication "THE HIGHLANDER" shall be appointed by the Executive Committee, the term of appointment to coincide with the term of the incumbent Executive Committee. He may attend all meetings of the Executive Committee and participate in its discussions and activities but shall not vote as a member of that committee.

5. **HISTORIAN** - The Historian will be responsible for the preservation of all matters of history and the artifacts that go with them.

6. **MEMBERSHIP DIRECTOR** - The Membership Director will be responsible for the growth and retention of membership in the Class and shall do everything possible to keep the membership informed and active.

#### **ARTICLE X - EXECUTIVE COMMITTEE**

The Executive Committee shall serve one year, from the end of each National Championship to the end of the next, and shall consist of all Executive Officers, the National Champion and the immediate Past President, who shall be designated the Commodore of the Association. If a member of the Executive Committee becomes current National Champion, the President shall appoint an eleventh voting member. The Executive Secretary-Treasurer shall sit at meetings and keep records of the deliberations and decisions of the Committee but shall not vote. The President shall serve as Chairman. Six members of the Executive Committee shall constitute a quorum for meetings. Majority vote shall decide all issues if not otherwise stipulated. The Executive Committee shall interpret the Constitution, By-Laws and Rules, shall conduct all business and determine policy of the Association and shall serve as the final Board of Appeals in disputes over constitutional rights and determinations of questions involving interpretation of the Constitution, By-Laws, Rules and Specifications. The Executive Committee has the power to enforce its decisions by suspension of entire Fleets or individual members. Its rulings shall be binding and

final and may only be reversed by formal amendment of the Constitution, By-Laws, Rules or Specifications. The Executive Committee shall sanction or ban races or other activities; shall pass on eligibility of committeees; shall grant charters; may impeach Fleet and Association officers, subject to ratification of the membership at large at the Annual Meeting; by three-quarters vote suspend members guilty of gross violation of rules or unsportsmanlike conduct for a period not exceeding its term of office; approve depositories.

The Executive Committee may by majority vote make necessary rules, regulations and By-Laws for their own government and for the regulation and government of the business affairs of the Association; however, the existing Constitution, By-Laws, Rules and Specifications may be changed, altered or amended only as provided in Article XVI, Amendments.

No member of the Executive Committee, or the Committee acting as a group, shall use or employ the money, credit or name of the Association otherwise than in the objects and purposes of the Association, nor shall the Committee be authorized to invest assets of the Association in any real property, securities, notes, bonds, etc., of any kind.

#### **ARTICLE XI - COMMITTEES**

1. **NOMINATION COMMITTEE** - There shall be a Nominating Committee of four members. The Nominating Committee shall consist of the Commodore of the Association, who shall act as Chairman, the President of the Association and two Active Members, representing Fleets other than those of the Commodore and the President, who shall be elected at the Annual Meeting. The Executive Committee shall designate candidates for election to the Nominating Committee and nominations may also be made from the floor. Each elected member of the committee shall serve for a term of two years. At the inception of the Nominating Committee, two members shall be elected by designating one for a term of one year and one for a term of two years. Vacancies which develop in the Nominating Committee shall be filled by the Executive Committee, their appointee to serve for the balance of the term of the vacancy.
2. **MEASUREMENT COMMITTEE** - The Measurement Committee shall serve under the chairmanship of the Chief Measurer. The Measurement Committee shall be appointed by the Chief Measurer and approved by the Executive Committee. It shall review all matters referred to it and report thereon to the Association at the next Annual Meeting with its recommendations. If so instructed by the Association, the Measurement Committee shall draft appropriate proposed amendments for ratification at a subsequent Annual or Special Meeting.
3. **NATIONAL RACE COMMITTEE** - The National Race Committee shall consist of a Chairman appointed by the Executive Committee and two members appointed by said Chairman plus the Chairman of the host National Championship Committee and the National Champion. The Committee shall be appointed and established so that contact shall be made with the host club at least six months before the National Championship. It will work beginning in earnest six months in advance with the host club of a regatta and assure proper procedures for running the regatta. The National Race Committee shall have direct jurisdiction over all matters pertaining to the management of the current National Championship, but

its power shall not exceed to other matters nor shall it revoke Executive Committee rulings. This Committee shall see that all business referring to the National Championship which is brought before them by the members shall be disposed of by the evening of the day of the last race of the National Championship at which time the National Race Committee for that year may be disbanded.

The National Race Committee shall not be empowered to hear protests or appeals. The Chairman shall preside at all deliberations of the Committee and a majority of members shall constitute a quorum. All questions shall be decided by majority decision. All decisions made by that Committee while in session shall be final unless permission is granted by the Executive Committee to appeal to the USYRU.

4. **BUDGET COMMITTEE** - The Budget Committee shall consist of the President, the Treasurer and the Executive Secretary-Treasurer of the Association and any other members appointed by the President. This Committee shall prepare a budget for the ensuing year. As soon as approved by the Executive Committee the budget shall be published.
5. **AMENDMENTS COMMITTEE** - This Committee shall be appointed by the President of the Association. It shall process all proposed amendments to the Constitution, By-Laws, Rules and Specifications, and may independently initiate any changes, revisions or amendments which may seem indicated. It does not have any power to enact such changes, revisions or amendments but only to make recommendations to be submitted to the membership as described in Article XVI.
6. **PUBLICITY and PROMOTION COMMITTEE** - This Committee shall be appointed by the President and shall be responsible for promotion of the Class and Class publicity at local, regional, or national levels. They shall see that news of Class activities and regional and national regattas is circulated to appropriate yachting publications and other news media. They shall also be responsible for assisting in the development of new fleets, stimulating participation and activity in all fleets and promoting the growth of the Class.
7. **SPECIAL COMMITTEES** - These may be appointed at any time by the President or Executive Committee to accomplish any specific purpose. They and other appointive committees shall exist for the period of time designated by the President but not to exceed the time of office of the designating President.

#### ARTICLE XII - MEETINGS

1. The Annual Meeting shall be held during the first or second evening preceding the first race and in the vicinity of the National Championship Series, if possible. Special meetings may be held by order of the Executive Committee or upon demand in writing by twenty-five percent of the Fleets. Time and place of all meetings shall be fixed by the Executive Committee but must be held within ninety (90) days of receipt of such demand.
2. Notice of all meetings must be sent to each Active Member in time to permit action by delegate or proxy, in any event not less than thirty days prior to meeting. If it is a Special Meeting, the purpose thereof must be plainly stated in such form as to permit voting by mail. No other business than that stated can be transacted at a special meeting.

#### ARTICLE XIII - VOTING AND DELEGATES

1. Each Active Member in good standing who is present at an Association Meeting, Annual or Special, shall be entitled to cast one vote on any matter submitted to a vote. However, no more than one vote shall be allowed for any one member no matter how many Highlander sloops he may own and in the case of co-ownership of a yacht, only one co-owner, who is an Active Member, shall be allowed to vote. Membership books shall be closed for voting purposes thirty (30) days before any meeting, unless otherwise ordered by the Executive Committee.
2. Voting for Executive Officers shall be by written ballot and only by Active Members. Numbered ballots will be mailed to Active Members at least thirty (30) days prior to the election and must be returned either by mail to the Class Executive Secretary-Treasurer postmarked one week prior to the election or in person. No other method of casting a ballot will be possible. Previously mailed ballots may be recovered by the sender any time prior to the official casting of the ballot.
3. An Active Member in good standing at the time of any meeting, who is not present at such meeting, may submit a written proxy to any other Active Member, or to a Fleet or Group Delegate, or to the Executive Committee as a whole, who may then cast his vote on any individual matter(s) if specified in the proxy statement, or on all matters if not specified, except in election of officers.
4. Any number of alternates may be named on a proxy statement but only the first in order named who is present at the meeting will be entitled to cast the vote.
5. All proxy statements or Fleet Delegate statements must be presented to the Chairman of the Meeting or a member of the Executive Committee by noon of the day of the meeting; votes may not be cast by proxies not so identified by the special time.
6. Each Fleet shall be entitled to cast one vote for each Active Member in good standing for whom the certified delegate(s) of the Fleet holds a proxy. No Fleet is allowed to cast on one side of a question more than thirty-three and one-third (33 1/3) per cent of the total number of votes cast.
7. Members may be heard, but only accredited delegates, proxies, alternates and individual Active Members shall vote on motions. A majority of votes actually cast, not counting abstentions, shall decide all questions not otherwise stipulated. The Chairman shall cast the one deciding vote in case of a tie and may also fix a time limit on speakers and debate on motions.

#### ARTICLE XIV - QUORUM and ROLL CALL

1. Twenty-five percent representation of the Fleets in good standing shall constitute quorum at meetings.
2. If a quorum exists at roll call, it exists throughout the session.

#### ARTICLE XV - IMPEACHMENTS

Any member may be expelled only by three-fourths vote at an Annual Meeting.

## ARTICLE XVI - AMENDMENTS

1. The basic principles of Articles III, IV and VII cannot be changed nor an amendment be passed which will render ineligible a former Highlander yacht or Active Member whose eligibility was established under the then existing rules of this Association and whose status cannot be changed to conform to the proposed amendment, nor shall retroactive legislation be passed affecting active members' or Fleets' constitutional rights except by an actual three-fourths vote of the total voting strength of all Active Members in good standing in the Association.
2. Changes, alterations or amendments of the Constitution, By-Laws, Rules and Specifications, may only be effected by a vote of two-thirds of the votes present in person or by proxy at the Annual Meeting and may only be submitted to vote according to the following regulations:
  - a. By submission in writing to the Executive Committee by signed majority of members of any Fleet, but not less than a total of three members, not less than ninety (90) days before the next Annual Meeting; or
  - b. By submission in writing to the Executive Committee not less than ninety(90) days before the next Annual Meeting by any group of three or more Active Members, not attached to an active Fleet, each of whom shall have signed the suggested change; or
  - c. By the Executive Committee acting with or without the recommendations of the Committee on Amendments; or
  - d. By the Committee on Amendments.
3. Any changes, alterations or amendments submitted according to the preceding regulations must be published and mailed to all Active Members not less than thirty days (30) prior to the date of the Annual Meeting in order to be considered at such meeting. The Executive Committee is required to publish and circulate all such proposals received, with or without accompanying recommendations by the Executive Committee and/or the Committee on Amendments.
4. The preceding paragraphs notwithstanding, the Executive Committee shall be empowered to change, alter or amend the "Specifications" section of the By-Laws for purposes of clarification or to insure maintenance of the "One-Design" principle of sailboat racing, but may make such changes, alterations or amendments only for these purposes.
5. The preceding paragraphs notwithstanding, the Executive Committee shall have the power, by three-quarters vote of its members to amend, alter or suspend one or more of the Rules Governing Highlander Racing provided the proposed change has been published in the official Class Publication at least 30 days before the official vote; by similar vote the Executive Committee may suspend a Rule for any one race or regatta without preceding publication, but such suspension of a rule must then be ratified in the usual way by the membership at large to become permanent.

## ARTICLE XVII - NOTICES

Official notices of meetings, rules official actions, etc., may be given either by direct mailing to all Active Members or in the official Class publication, "The Highlander".

## ARTICLE XVIII - ORDER OF BUSINESS

### ANNUAL MEETING

1. Call to Order.
2. Roll Call of Fleets.
3. Minutes of Last Meeting.
4. Reports of the Officers.
5. Ratification or Revocation of Charters.
6. Ratification of Executive Committee Rulings.
7. Instructions to, and rulings of, Measurement Committee.
8. Unfinished Business.
9. New Business. In this respect, matters requiring or suggesting changes in the Constitution, By-Laws, Specifications and Rules may be presented only when there is urgent need for discussion before the assembled members and only with the consent of the Chairman, after prior consultation with the Chairman by not less than three of the members present acting in concert; this will include decisions by a majority of the Executive Committee to present special matters for discussion when indicated.
10. Discussion of site for next National Championship.
11. Election of Officers for the Next Year.
12. Adjournment.

### SPECIAL MEETINGS

1. Roll Call.
2. Special Business.
3. Adjournment.

# BY-LAWS

## ARTICLE I - FLEET BUSINESS and MEETINGS

1. The Annual Meeting to each Fleet and District should be no later than JANUARY 31 of each year and results of the election of Fleet and District officers must be filed with the Association promptly after this election.
2. The official language between the Fleets and the Association shall be English.

## ARTICLE II - OBLIGATIONS

The Association shall not be liable for any debts contracted by its Fleets or officers other than expenditures authorized by the budget or upon written order of the President, the Treasurer or the Executive Committee.

## ARTICLE III - PROTECTION OF NAME and EMBLEM

No boat may be properly sold, or entered in any race as a Highlander, or at any time display the Highlander emblem upon its sails or otherwise, unless the registration fee has been paid to the Association and accepted by the Association. For the benefit of owners and prospective owners, the Association shall take whatever steps may be necessary to protect the Highlander name and emblem from unauthorized use.

## ARTICLE IV - MEMBERSHIP DUES and OWNERSHIP

1. Dues - Highlander Class International Association dues shall be:  
For ACTIVE MEMBERS ----- \$35  
For ASSOCIATE MEMBERS ----- \$15

Dues are payable in February. Dues should be collected by the Fleet Secretary and forwarded to the Association but may be paid directly to the Association. Only paid-up members in good standing are eligible to participate in sanctioned races.

2. Co-owners - Where a Highlander Class sloop is owned in good faith by more than one person, only one of the owners shall be required to pay the annual dues established for Active Members. This part-owner shall be considered to be the senior co-owner and shall enjoy all the privileges of Active Membership. The other part-owners shall be considered co-owners and shall pay annual dues at the rate established for Associate Members. The co-owners shall be deemed to be Active Members to the extent and only to the extent that they have the right to command a Highlander in any sanctioned race, including the National Championship, after proper qualification.  
The Certificate of Measurement and Registration of a Highlander sloop owned by more than one person shall show the names of all of the co-owners.
3. Membership Cards - Upon receipt of dues, the Executive Secretary-Treasurer of the Association shall issue official membership cards. These cards shall show the membership classification (active, associate and owner, co-owner, charterer or family member). The membership cards of Active Members and Co-owners shall show the number of the boat and shall be stamped "Registered Boat" if the Secretary's records show a Certificate of Measurement and Registration has been issued.

4. Family Ownership - Members of the immediate family of a Highlander owner who is an Active Member, are considered as co-owners and may skipper a Highlander in any sanctioned event, subject to any special regulations in the "Rules Governing Highlander Racing". Members of the immediate family are defined as husband and wife and sons and daughters. The membership cards of this group shall be stamped "Family Members" if they hold Associate membership. It will not be necessary for the Certificate of Measurement and Registration to show the names of "Immediate Family" as co-owners.
5. Club Boats - In the case where a recognized yacht club owns one or more Highlanders for the purpose of encouragement of junior sailing, members of the owning club shall be permitted to skipper such Highlanders in any sanctioned event except the National Championship series and those events held for the purpose of establishing eligibility to participate in the National Championship series, subject to the following conditions:
  - a. Such club-owned Highlanders must be registered with the Highlander Class International Association in the name of the club, and the Club shall assume all legal liability, incident to ownership thereof.
  - b. The skipper must be a "junior" as defined by the United States Yacht Racing Union Sears (USYRU) Cup rules.
  - c. The skipper must be an Associate Member of the Highlander Class International Association, in good standing, and be recorded not later than June 1, as a "junior" skipper of the specific Club-owned Highlander in which he intends to skipper during that year.
6. Chartering - An Active Member in good standing, who is an owner or co-owner of a Highlander class yacht, may charter or borrow a Highlander and sail in any event, provided he uses his own sails.
  - a. Intent - The intent of this article is to permit active members to charter a boat when their boat is not usable due to damage, or when the event is too far from their own Fleet site. It is also intended to encourage the ownership of Highlanders and to prohibit the practice of non-owners borrowing, chartering or the token-purchasing of a Highlander for the purpose of racing in a series or regatta.

## ARTICLE V - RENEWAL of CHARTER

Each Fleet is required to file an annual report with the Association each year to renew its rights and privileges under its charter. The annual report shall be submitted to the National Secretary-Treasurer on a form supplied by the Association. Such reports should be filed by the end of February, and must be filed before the Fleet acting as a group may participate in a sanctioned race.

## ARTICLE VI - YACHT'S NUMBER and NAME

1. The official number, allocated to new sloops on applications to the Secretary, shall be permanently affixed to the keel aft of the centerboard trunk, with numbers at least two inches in height, at the time of construction of the hull. This same number shall be affixed to each spinnaker and, with the Highlander Class insignia, to each mainsail used by a Highlander Class sloop during its life.
2. The Secretary of the Association shall maintain a permanent record of each Highlander Class sloop, showing number, name and ownership.

#### ARTICLE VII - MEASUREMENT and CERTIFICATION

1. No yacht shall be eligible to enter any race where Highlanders race as a class until an approved Certificate of Measurement and Registration has been granted to the owner of the yacht.
2. The owner(s) shall be responsible for the accurate measurement and registration of said yacht in accordance with the procedure set forth in Article X.
3. It shall be the sole responsibility of every owner of a registered Highlander to maintain his boat in accordance with the official measurement specifications.
4. The Association's Certificate shall be binding upon the organization conducting races for the Highlander class. A yacht holding such certificate shall not be subject to remeasurement or protest of measurements unless there is reasonable evidence of alterations, erroneous measurements, or falsified measurements; however it may be required that all yachts and centerboards be weighed at any regatta. Protest of measurements of a certified Highlander sloop must include a \$15.00 deposit to the HCIA, returnable only if the protest is sustained; responsibility for measurement fee in such cases shall be according to the rules of the United States Yacht Racing Union. The preceding notwithstanding, a Highlander sloop is always subject to remeasurement by order of the Executive Committee, National Race Committee or the Chief Measurer.

#### ARTICLE VIII - LIMITATIONS GOVERNING PURCHASE OF SAILS

1. The purchase of new sails by Highlander owners shall be limited to one suit in any calendar year, except that one additional suit may be purchased for any Highlander during its first sailing season. This rule shall apply to both working sails and spinnakers.
2. In case of accident to sails, the owner may petition the Executive Committee to permit purchase of an additional sail replacing the one so damaged.

#### ARTICLE IX - SPECIFICATIONS

1. The official specifications of the class consist of a series of drawings, signed by the Chief Measurer, and are considered as a portion of the Constitution. Copies may be obtained from the Class Secretary at a cost of five dollars (\$5.00).
2. Plans are subject to annual revision only as provided in the Constitution. Responsibility of keeping advised as to these revisions rests with the purchaser of plans.
3. Specifications, however complete, cannot anticipate every possible situation which may arise. If a point is not covered therein or governed by the dictates of common sense, a ruling must be obtained from the Chief Measurer. In interpreting wording of obscure meaning, the Chief Measurer shall consider the intended meaning rather than any technical misconstruction which may be derived from the wording and shall bear in mind at all times the basic principle of the specifications in Articles III and IV of the Constitution, namely, to maintain the Highlander as a rigid one-design class.
4. Measurements and weights in the specifications are in feet, inches and pounds, in accordance with the standards of the United States Bureau of Standards.

5. To be eligible for registration, the hull, spars, rigging and sails must conform strictly throughout in respect to design and dimensions to the current official specifications of the Highlander Class International Association. Drawings and specifications are not official unless signed by the Chief Measurer. The Association's Certificate of Measurement and Registration, obtained through proper certification of measurement and payment of registration fee, is the only recognized proof of eligibility to the Highlander Class.

#### ARTICLE X - REGISTRATION PROCEDURE

1. Before starting construction of a new Highlander yacht, the builder shall obtain an official Certificate of Measurement and Registration on which is recorded the assigned boat number. The charge for this original Certificate, specifying the official hull number, is fifteen dollars (\$15.00) which shall go to the Class treasury. Such an original Certificate shall be purchased directly from the Secretary of the HCIA only by Douglass and McLeod, Inc. All other builders shall obtain Certificates with assigned hull numbers from Douglass and McLeod, Inc. The builder shall provide each purchaser of a new Highlander yacht with the official Certificate (in duplicate) showing the assigned boat number, and the purchaser shall complete the Certificate as described below for official registration.
2. Upon completion of and/or purchase of a Highlander, the boat must be measured by the owner, as specified by Article VII. A Highlander owner in good standing as an Active Member must witness the measurements and sign the measurement record sheet(s) as certification of the accuracy of the measurements. The owner will fill out in duplicate the measurement Certificate containing the official number of the hull, and forward both copies to the Executive Secretary-Treasurer of the HCIA; if approved, one copy will be retained with the Class records and the other returned to the owner. If the measurements are not in accordance with the official specifications, the Executive Secretary-Treasurer shall return the certificate to the owner with notification of any errors.
3. The Executive Secretary-Treasurer of the Association shall complete the official Certificate of Measurement and Registration, properly record the boat's name and number, and the owner's name, address and Fleet and return one copy of the certificate signed as officially approved, to the owner.
4. In the event of re-sale of a Highlander yacht, whether or not the yacht has previously been legally measured and registered, the new owner(s) shall be responsible for measuring and registering the yacht in the same manner as specified for an original owner. New copies of the Certificate of Measurement and Registration may be obtained for this purpose from the Executive Secretary-Treasurer of the Association. When completed, these shall be forwarded to the Secretary of the Association for approval, together with the original Certificate. In the event of loss of the original Certificate, the previous owner shall provide a written statement to this effect and certify the sale of the yacht to the new owner.

# RULES GOVERNING HIGHLANDER RACING

## ARTICLE I - GENERAL AUTHORITY

These rules shall apply to all sanctioned Highlander regattas as defined in Article V of these rules. These rules may be changed, altered, amended or suspended only as specified in Article XVI of the Constitution. They may, however, be supplemented by additional rules prepared by the governing body of any specific race or regatta so long as the supplementary rules do not conflict with these rules.

## ARTICLE II - ELIGIBILITY

1. In order to race a yacht must be measured, certified and registered as specified in Article VII of the By-Laws. Yachts, sails, spars and other equipment must be available for measurement and inspection prior to any sanctioned regatta. Any measurement and inspection must be made of all yachts registered for the event and only at the direction of the Chief Measurer or Executive Committee. Any other measurement and inspection must be made in accordance with Article VII of the By-Laws. Any yacht failing to comply with these eligibility requirements shall be prohibited from participation in the event.
2. The helmsman of a yacht in a sanctioned regatta must be an Active Member of the HCIA in good standing, as defined in Article VIII of the Constitution or the spouse or child of an Active Member who is an owner or co-owner. The helmsman and all members of the crew must also be Corinthians.

## ARTICLE III - RACING RULES

All sanctioned regattas shall be governed by the rules of the International Yacht Racing Union as adopted by the United States Yacht Racing Union that are in effect at the time of the regatta and these rules of the HCIA. In the event of conflicts between the two, the rules of the HCIA shall take precedence. Additional racing rules may be added by the local authority as long as they do not conflict with the rules of the HCIA. These rules must, however, be published in the race circular or printed and made available to all competitors prior to the start of the first race of the event. All changes to these supplemental rules made after the rules are distributed must be made in writing and made available to all competitors prior to their taking effect. Verbal instructions, unrecorded rules or local rules not documented in the above manner are not official and shall not apply to the event.

## ARTICLE IV - INTERPRETATION

In deciding any question, the intended meaning of the rules shall prevail. In case of an actual foul, no extenuating circumstances may be considered, but they may be considered where class rules or restrictions require interpretation and there has been no deliberate attempt to gain an unfair advantage. Precedent and the established policies of the Association shall be taken into consideration when interpreting any rule or regulation, or where the situation is not covered by rule. The rulings of the Executive Committee, Measurement Committee and National Race Committee shall be carefully preserved for reference.

## ARTICLE V - SANCTIONED EVENTS

All Highlander Regattas and the National Championship must be approved and sanctioned by the HCIA according to the requirements set forth by the Executive Committee. All other open or invitational regattas shall be treated as, and meet all the requirements, of a sanctioned regatta except that they do not require official sanction from the HCIA. Other local or club races need not be sailed as a sanctioned regatta. The Executive Committee may withdraw sanction from any event for cause, even if said event has already been conducted. The official results of such an event will be held invalid as if such event had not been held.

## ARTICLE VI - GENERAL RACING REGULATIONS

1. A Highlander must carry the following when racing in a sanctioned event:
  - a. One(1) anchor of Danforth type "4S" or equivalent holding strength with a minimum of 100 feet of 1/4 inch nylon or equivalent strength line.
  - b. One(1) USCG approved Type III personal flotation device for each person aboard.
  - c. One(1) or two(2) bailing devices with a combined minimum capacity of one(1) gallon.
  - d. One(1) throwable flotation device (ring or cushion) with an attached sound device.
  - e. One(1) international orange distress flag of a minimum of one(1) square foot area.
  - f. A minimum of two(2) useable paddles.The National Race Committee or, in their absence, the local race committee shall make the final decision on the equivalency of any non-Danforth type anchors or the suitability of any of the other safety equipment.
2. No dead weight can be carried as stationary or shifting ballast except that which has been installed as prescribed in paragraph 3 of the Highlander Class Specifications to bring the boat to the minimum weight. The use of clothing or devices attached to the skipper or crew for the purpose of providing shiftable ballast is prohibited.
3. All sails must show labels as evidence of payment of royalty to the HCIA. The cost of such royalty shall be established by the Executive Committee.
4. The Highlander Class insignia, as specified by the Association, must be displayed on both sides of the mainsail.
5. No sails other than mainsail, jib or spinnaker which conform to the Specifications may be used. Only two suits of working sails and one spinnaker may be carried on board at any time.
6. In all sanctioned races except the National Championship Regatta, there must be a minimum of the helmsman and one crew member on board the boat. There is no limit on the maximum number of people on board.
7. The same person shall handle the helm of a given yacht throughout a race and through all races of a regatta except in an emergency or during temporary adjustment of the rigging or equipment or while flying the spinnaker. This rule may be modified by a local fleet for local races or regattas except for the National Championship.

8. There shall be no substitution of crew during the course of the event, unless it has been approved by a majority of the skippers registered for the event prior to the substitution. The substitution shall be made with a person of substantially equal weight and sailing ability. A boat must carry the same number of people through all races of the series.
9. "Dry Sailing, which is the hauling out of boats between races other than for repairs, is forbidden unless facilities are available for all participating boats to be "dry-sailed".
10. In reference to USYRU Rule 64.3, it shall be permissible to allow the spinnaker guy to run freely through the fitting on the end of the spinnaker pole so that the tack of the spinnaker need not be in close proximity to the end of the pole.
11. The scoring of each race in all regattas, including the National Championship shall be the following low point scoring system. Each boat shall receive points equal to her finishing position, with one-quarter point off for first place. Yachts not finishing shall receive one point more than the total number of boats registered for the event. Boats that do not start or are disqualified shall receive two points more than the total number of registrants for the event. The boat with the lowest point total for the event, excluding the score for her worst race if a throwout is specified, shall be declared the winner of the event.
12. Ties shall be broken by the following. First, the winner will be the boat which beat the other boat(s) most frequently. If a tie still exists, then the boat with the lowest score in its best race is the winner. If the boats did equally well in their best race, then the boat with the lowest score in its second best race is the winner, and so on through all of the races. If a tie still exists, it will be resolved in favor of the boat with the best finish in the last race.

#### ARTICLE VII - THE NATIONAL CHAMPIONSHIP

1. Purpose - The National Championship is to be conducted annually to determine the National Champion of the Highlander Class.
2. Selection of Location - The selection of the site for the National Championship shall be made according to the following:
  - a. The National Championship should not be held by the same fleet in two consecutive years.
  - b. The Championship should not be held for more than two consecutive years in the same type of sailing conditions (i.e. small inland lake, sheltered portion of a large body of water, or open water of a large lake such as a Great Lake). Every effort should be made to annually move the site to a variety of locations in various parts of the country.
  - c. The Championship must be held where an active fleet can assume responsibility for all local arrangements.
  - d. Proposals to sponsor the following year's Championship should be made by an active fleet at the annual business meeting. Selection of site shall be made by the Executive Committee or, at the discretion of the President by vote of the Active Members present at the annual meeting. The selection of the site shall be made as soon as possible following the presentation of proposals for sponsorship.

3. Race Committee - The National Race Committee shall have charge of the National Championship series, working in association with a local race committee of the fleet sponsoring the regatta. The local race committee shall have sole responsibility for the management of all the on-the-water aspects of the regatta. The host fleet shall be responsible for arranging and providing for racing conditions, proper facilities, entertainment, prizes, etc. The National Race Committee shall oversee the overall management of the regatta and shall provide guidance and direction to the local race committee to ensure that the rules and best interests of the Highlander class are followed.
4. Date - The National Championship should be sailed, when possible, during the first or second full week in August. The regatta should begin on Saturday with measurement and registration followed by registration, measurement and a practice race on Sunday. All races must be held between Monday and Friday, inclusive. The awards banquet shall be held on Friday, if possible, and shall not be held prior to the completion of the racing.
5. Number of Races/Schedule - The National Championship shall consist of seven(7) races, with one(1) throwout, scheduled as follows:

Monday	Two(2) races
Tuesday	Two(2) races
Wednesday	Two(2) races
Thursday	One(1) race, one makeup race, if necessary
Friday	Two(2) makeup races, if necessary

Any proposed or abandoned races will be made up to provide a complete seven(7) race series. However, if conditions preclude the completion of seven(7) races within the allotted time, then all completed races will count in the scoring. A minimum of three(3) must be completed to constitute a Championship. If circumstances do not permit the sailing of the minimum number of races, the Championship will be rescheduled at a site and time to be decided by the Executive Committee. The rescheduled regatta shall be sailed as a new regatta with all previous scores eliminated and shall be scheduled to have a minimum of three races.

The starting gun for the last race, except for general recalls, shall not be fired after 4:30 p.m. local time on Friday. No more than two races may be scheduled or sailed on any one day, except in the event that one full day's racing is missed, or in anticipation of adverse weather which would preclude the completion of seven(7) races. In this case the National Race Committee, in concert with the Executive Committee, may permit the sailing of three races on only one day during that series.

6. Course - The preferred course shall be approximately 7-1/2 statute miles in length in the shape of an equilateral triangle consisting of a beat, reach, reach, beat, run and beat, each 1-1/4 statute miles in length. If it becomes necessary to schedule a shorter race, the preferred course is an equilateral triangle consisting of a beat, reach, reach and beat, each of 1-1/4 statute miles in length. Alternate courses may be sailed as designated by the local race committee with the approval of the National Race Committee.

The course may be shortened during the race only due to weather or other conditions which would preclude the safety or the meeting of the time limit. The shortening may only be done by reducing the number of legs and the notification of the shortening must be made during the leg preceding the final one. The shortened course must, however, consist of at least four legs of the original course. It is not necessary for the races of the Championship and President's Divisions to be of the same number of legs.

7. Crew - The skipper and crew must be registered with the National Race Committee prior to the first race. The number of persons allowed in a boat shall not be less than three and no more than four. The same crew must be carried throughout all races of the regatta. Substitution of crew may be made only in one of the following ways:

- The substitution is requested in writing and approved by the National Race Committee prior to the start of the first race. This request must indicate which crew member will be replaced and by whom, the weights and a summary of the sailing ability of the persons involved in the substitution, the dates and times for which the change shall apply and the reason for the substitution.
- In the case of illness or injury which make it impossible for a boat to race with the same crew members, the National Race Committee shall be petitioned for approval for a replacement crew prior to the warning gun for the race. If the National Race Committee is unavailable, the boat may conditionally sail with substitute crew provided the Local Race Committee is informed of the situation prior to the warning gun. Upon being informed of such a situation, the Local Race Committee shall protest the yacht. The decision, as to whether the substitution was made in accordance with HCIA rules and therefore shall be allowed, shall be made by the Protest Committee. If the substitution is approved, the boat shall be awarded its finish, if not, it shall be disqualified. This approval for emergency replacement is only valid for one race and approval must be repeteditioned for each subsequent race.

In all circumstances the original crew must be reinstated in the first possible race and a boat must carry the same number of crew in all races of the series. All crew substitutions must be made by a person of substantially equal weight and sailing ability.

8. Measurement - All yachts registered in the National Championship shall be subject to measurement and approval by the Chief Measurer. If any yachts or equipment does not meet the restrictions or meet the tolerances specified by HCIA, it shall be prohibited from use unless special permission is given by the National Race Committee and Executive Committee, acting in concert. In the case of irreparable damage to a measured boat or other equipment which is sufficient to prohibit continued participation, substitution of any necessary part, including the hull, may be made providing either:

- the substitute part has been measured prior to the start of that series, or
- the National Race Committee grants conditional certification pending final measurement by the Chief Measurer.

In all cases, the National Race Committee must approve any substitutions.

- Sails - Two suits of working sails(main and jib) and two spinnakers may be measured for use in the National Championship, however, only one spinnaker may be used. The second spinnaker may be used only in the event of irreparable damage to or loss of the first. Only sails owned by the skipper and bearing the number of the boat belonging to the skipper may be used. However, a skipper owning only one suit of sails, or one spinnaker and who so certifies in writing at the time of registration may receive permission from the National Race Committee to have a second set of borrowed sails measured and their number recorded or may borrow a set of measured and recorded sails, but may use this second set only in the event of irreparable damage to his own sails and after demonstration of such to the National Race Committee and receipt of approval by the National Race Committee to use the borrowed sail(s) in subsequent race(s).
- Time Limit - The time limit for each race shall be three and one-half(3-1/2) hours for the first boat to finish and one and one-half(1-1/2) hours for the first boat to round the first mark. Failure to meet these limits shall result in abandonment of the race. After the Championship and President's Divisions have been determined, each division's races shall stand on its own, therefore failure to meet the time limit by one division does not affect the other.
- Team Racing - Team racing which is the act of deliberately and willingly sacrificing one's own chances of a place in a race, thereby substantially injuring or improving the chances or place of others, is barred and shall be grounds for disqualification. Covering or luffing, provided a yacht is sailed within the right-of-way rules and in a manner consistent with maintaining or bettering its own standing in a race or point score, shall not be deemed team racing tactics. In flagrant cases, affecting the point score among leaders, the local race committee or National Race Committee shall have the power, with or without protest, to order the race resailed, bar the offender from the resailed and remaining races, and recommend his or her suspension to the Executive Committee.
- Notice of Changes - Official notice of hearings, decisions, rulings, changes in procedures and instructions shall be served upon all parties, by posting on a bulletin board at the headquarters daily during the series. The specific location of this bulletin board shall be specified in the local sailing instructions. The responsibility for being at headquarters and seeing notices rests with the participants. Changes to the sailing instructions must be posted no less than two hours prior to the start of the first race of the day that they will take effect and may not be changed again until the final race of the day has been completed. Changes to the race schedule must be made and posted no later than 1900 on the day before it will take effect.
- Split Fleet System - The series shall be sailed as a two-division or split fleet series. The employment of this split fleet system may, however, be ruled against by a majority vote of the National Race Committee and the Executive Committee acting in concert. The two-division system to be used is the following. The entire fleet will be split after the first three races on the basis of the best two finishes of the three races. The top half of the registered entries (plus one if there is an odd number of entrants) will be placed in the Championship Division. The remaining boats will be placed in the President's Division. Each of the fleets will sail separate races over the same course with the President's Division starting fifteen minutes after the Championship Division, except when a small number of entries

warrants a single start. Should the wind shift after the Championship Division, the starting line will be reset to give the best possible start to the President's Division, but this change shall not affect the Championship Division race. Each division's racing will stand on its own without factors influencing the other, even if there is a single start. Races abandoned in one division will not affect racing in the other division.

14. Scoring - Prior to the splitting of the fleets the scoring shall be in accordance with Article VI, Paragraph 11 of these rules. Following the split, boats in the President's Division shall receive the number of points equal to their finish within the division plus the number of registrants in the Championship Division, except the race winner who will receive 3/4 plus the number of registrants in the Championship Division. In the Championship Division a yacht not finishing shall receive one point plus the number of boats registered in the division. Yachts not starting or that are disqualified shall receive two points plus the number of registrants in the division. A yacht not finishing in the President's Division shall receive one point plus the number of total registrants in the series and yachts that do not start or that are disqualified shall receive two points plus the number of total registrants. Races sailed prior to the split as well as those sailed within the division shall count in the final scoring.
15. Alternative Penalty - The National Championship shall be sailed under the 720 degree (720°) turn alternative penalty system described in Appendix 3, Section 1 of the USYRU rules. The alternative penalty may be changed for any single National Championship Regatta by the direction of the Executive Committee.
16. Protest and Appeals - The host club's Protest Committee shall be the final authority on all protests. Appeals may be filed, but their results shall not change the final standings.
17. Awards - The following perpetual rotating trophies shall be awarded following the completion of the series:

Championship Division: First Place  
Second Place  
Third Place  
Fourth Place  
Fifth Place

President's Division: First Place  
Second Place  
Third Place

Sail-A-Gair Trophy - Awarded to the highest finishing skipper who is skippering in his or her first National Championship.

McLeod Trophy - Awarded to the highest finishing all family boat. An all family boat is defined as a boat where the skipper and crew are all members of the same family. Family members shall include only members of the immediate family (parents, spouses, siblings, children).

Piglet Trophy - Awarded to the highest finishing all family boat, as defined above, In the President's Division.

Chapin Trophy - Awarded to the highest finishing all family boat, as defined above, whose skipper is sailing in his or her first Nationals.

Bahama Mama Trophy - Awarded to the highest finishing skipper who is under nineteen (19) years of age at the start of the regatta.

Corpus Christi Trophy - Awarded to the highest finishing fleet, other than the host fleet with three or more boats participating. If no fleet has three boats, then the award shall be given to the highest finishing fleet. In order to determine the highest finishing fleet, each boat shall be awarded points according to the following:

Place	Points
First	Number of registered boats
Second	Number of registered boats minus one
Third	Number of registered boats minus two
Last	One

The fleet with the most points wins the trophy.

In the event that there is no skipper or boat qualified to win one of the above awards, the award shall not be given and the trophy shall be held by the National Race Committee Chairman until the following year's regatta.

Permanent trophies should also be awarded to the following:

All Rotating Trophy Winners.  
All Crew on First Five Boats in the Championship Division  
Skippers Finishing in Sixth through Tenth Place in the Championship Division  
All Crew on First Three Boats in the President's Division  
Skippers Finishing in Fourth and Fifth Place in the President's Division  
Skippers Winning Races Prior to the Split Fleet, in the Championship Division and in the President's Division

The host fleet may, with the approval of the National Race Committee, alter the permanent trophies which will be awarded.

# HIGHLANDER CLASS SPECIFICATIONS

## General

The intent of this section is to clarify and add to what is shown in the official plans. In case of conflict between these specifications and the official plans, these specifications shall govern. It is impossible to foresee every conceivable innovation which may be thought of in the future or mention every suggestion that has been ruled illegal in the past. When in doubt, it must be assumed that anything in connection with the boat, sails and rigging which is not clearly covered by the official plans and specifications or published "Measurer's Rulings" is illegal and that a ruling must be obtained from the Chief Measurer before attempting such an innovation. All such decisions shall be made with the best interests of the class in mind, rather than any technical misconstruction of drawing or text.

The Association reserves the right to declare ineligible any boat which does not conform to the spirit as well as the letter of all rules and specifications.

1. BOAT- The hull and spars must be constructed by a manufacturer approved by the HCIA.
2. BOAT NUMBER - Must be cut into the keelson aft of the centerboard trunk in digits at least two inches high.
3. ALL-UP WEIGHT - Minimum weight of the Highlander shall be 830 pounds consisting of only hull, flotation, centerboard, rudder, tiller, mast, boom, main sheet, hardware and rigging. If a boat weighs less than the minimum amount, its weight must be brought up to minimum by permanently attaching one-half of the increase forward of Station 6 and one-half of the increase under the seats aft of Station 14. The boat may also be brought up to minimum weight by altering blocks, cleats and other similar equipment or by covering the exterior of the hull, at least up to the waterline, with fiberglass. Any other method of adding boat weight must be submitted to the Chief Measurer for approval in advance. The reason for this rule and the guiding principle is that added weight will be distributed over the boat equally.
4. HULL - The hull of a Highlander can be manufactured of a composite material or materials as well as wood and shall include sufficient flotation to support boat and crew when capsized.
5. SPARS
  - (a) Mast - as in official drawings  
Shall not weigh less than forty pounds, completely rigged with all halyards, stays and winches.  
Minimum diameters of mast to be not less than 4 9/16 inches by 2 13/16 inches at any point between the bottom of the groove and the main halyard sheave.
  - (b) Boom - as in official drawings.
  - (c) Spinnaker pole - Maximum length, including fittings, 84 inches.  
Only one spinnaker pole to be carried on board. May be used as whisker pole on jib when spinnaker is not set.

6. STANDING RIGGING - Shall conform to the official drawing without variation and shall not be expanded or contracted during a race. No change in the places of entry of the side shrouds into the deck, as called for in the official plans, shall be made.

## 7. RUNNING RIGGING

- (a) No locking device aloft for halyards is permitted. Weight of sails must be carried on halyards while sails are set.
- (b) Spinnaker Halyard - A separate halyard either inside or outside of the mast must not exceed 19 feet 10 1/2 inches (19 feet 10 1/4 inches for aluminum mast) above the butt of the mast.  
Explanation - If Internal halyard is used, the center of the sheave pin must not exceed this maximum dimension. The center of attachment of an external halyard must not exceed this maximum dimension and also must lie within the angle formed by the leading edge of the mast and a line which intersects the point of maximum allowable height and the bow at Station 0 excluding hardware.

## 8. CENTERBOARDS

- (a) Material - Optional.
- (b) Cocking or jibing centerboards is disallowed.
- (c) Maximum weight 88 pounds, minimum weight 60 pounds.
- (d) Side profile shall conform to the official plans.

Maximum thickness of that portion of the centerboard which is unhoused when in the full-down position shall be 15/16 inch and the minimum thickness shall be 3/4 inch. The thickest part of this portion of the board shall be located at the centerline of the board  $\pm$  1 inch; all other thickness measurements shall be less than that at the thickest point.

The portion of the board which is housed when in the full down position shall be of a uniform thickness, not less than 3/4 inch.

Both the leading and trailing edges must be rounded and not less than 1/8 inch in diameter.

On a wood-lead board, the lead portion is permitted as it comes from an approved builder's mold; however, continuing the air foil section of wood into the lead is permissible providing it does not reduce the weight below minimum.

Width Y at 1/2A is 14 inches, maximum; minimum 13 1/2 inches.  
Dimension A is 60 inches  $\pm$  1 inch. Roller diameter minimum is 2 inches.

(e) Method of hoist is optional.

9. CENTERBOARD TRUNK - Trunk and slot must be as designed. Centerboard shall be unrestricted in its travel on the trunk, i.e., no notches permitted in the centerboard trunk so as to lower the board in the water.

10. RUDDERS - Kick-up rudders must be pinned in a full-down position in all National or sanctioned regattas.  
(a) Material - optional.  
(b) Maximum thickness of blade portion shall be 15/16 inch.

11. TILLER - Design, optional. Hiking stick permitted.

## 12. FITTINGS

- (a) Jib leads - placement optional.
- (b) A full width mainsheet traveler is permitted, provided the track does not extend athwartship beyond the outside of the hull. All travelers must be attached within two (2) inches of the aft face of the transom.

## 13. GOOSENECK FITTING

If permanent in position the centerline of the gooseneck must be no lower than 24 inches above the butt of mast (23 3/4 inches on an aluminum mast). Sliding gooseneck is permitted provided a black band 1 1/2 inches wide, the top of which must be no lower than 24 inches above the butt of mast (23 3/4 inches aluminum mast), is permanently applied to the mast. At no time may the centerline of the gooseneck be lower than the top of the band.

## 14. SAILS

- (a) Any dimension that tends to stretch during the breaking-in period should be cut smaller than the maximum allowed; any dimension that tends to shrink during the breaking-in period should be cut slightly larger than the maximum allowed. No sail shall be used in a Class event without prior measurement and approval by the Class Measurer for that local Fleet. Any sail exceeding any maximum measurement may be grounds for both immediate and retroactive disqualification for those races in which that sail was oversize. Any sail may be challenged at any time by another owner, the cost of measuring, if any, to be borne by the loser of the challenge. Sails are to be measured only when absolutely dry.

- (b) Method of Measuring Sails - All measurements shall be taken to outside of cloth, bolt-rope and headboard. Mid-luff dimension of main and jib is found by folding the head down to the tack and marking the mid-point. The mid-leech likewise, is found by folding the head down to the clew and marking the mid-point. The sail is opened flat and measured to the edges of the sail at the marks. No tension is applied to the sail, but the cloth shall be smoothed out. The luff and foot of main and jib and the sides and foot of the spinnaker shall be measured under a five (5) pound tension. All other measurements are to be taken with sails smoothed flat with no tension applied. Placement and size of windows are optional providing that the total area per sail does not exceed four(4) square feet.

### (c) Mainsails

Material - Any woven fabric.  
Weight - Not less than 3.5 oz. per running yard, 28 1/2 inches wide.

Distance between seams - Optional.

Minimum measurements - None. Roach along foot permitted.

Battens - Two battens not more than 45 inches and two battens not more than 36 inches in length are permitted.

Zippers - Permitted in foot and luff of mainsails. When sails are measured all zippers are to be open.

Maximum measurements of Main - As shown in official sail plan.

Leech - 27 feet 7 inches.  
Luff - 24 feet 10 1/2 inches.  
Foot - 13 feet 8 inches.  
Mid-luff - 9 feet 2 inches.

Reefing - Holes for the purpose of reefing may be installed along the luff no higher than 3 feet 6 inches above the bolt rope and along the leech no higher than 3 feet 9 inches above the bolt rope. The leech hole measurement may vary from the luff hole measurement by no more than  $\pm 3$  inches.

### (d) Jibs

Material, weight and distance between seams, same as for mainsails.  
Maximum measurements - As shown on official sail plan.

Luff - 17 feet 10 inches.  
Leech - 15 feet 9 inches.  
Foot - 7 feet 8 inches.  
Mid-luff to mid-leech - 50 inches.  
Head to mid-foot - 16 feet 6 inches.

Minimum measurements - none.

Battens - Up to two permitted. Maximum length, upper-12 inches; maximum length, lower-18 inches.

A clewboard of any material is permitted in the jib. This clewboard must be confined within an area starting at the clew and running no more than 4 inches up the leech, thence no more than 27 inches forward parallel to the foot.

A minimum number of five(5) snaps or hanks equally spaced along 80 percent of the luff must attach the jib to the forestay. Zippered luffs are not permitted on jibs.

Jibs which are passed around the forestay and attached back of themselves, either sewn or with a zipper or similar device are disallowed.

Adjustable jib luffs are permitted.

### (e) Spinnakers

No minimum weight and must be made of woven material.

Distance between seams - optional.

Dimensions and tolerances - See official sail plan for all dimensions "as designed" and "as measured".

Dimension D (the diagonal) to be measured only when all interior seams are straight and parallel to each other. All three measurements of triangle A-B-C to be taken simultaneously and without regard for position of rest of sail. All three measurements of triangle X-Y-Z to be taken simultaneously and without regard for position of rest of sail. All nine measurements to be taken without intervening opportunity for the stretching or shrinking of any dimension. All measurements shall be made after sail is folded along the vertical middle seam and with the luffs conforming with each other.

Two straight line measurements are made from the head of the sail to points where they bisect the middle seam. First dimension, B is six (6) feet and the second one, Y is eleven(11) feet. Two additional measurements, A and X are made from the head along the luff edges; first point is five (5) feet and second point is ten (10) feet, respectively.

Distance between the two upper points, C shall be five (5) feet, seven (7) inches  $\pm 3$  inches.

Distance between the two lower points, Z shall be eight (8) feet, two (2) inches  $\pm$  3 inches.

Diagonal distance between head and bottom of middle seam, D shall be 22 feet  $\pm$  6 inches maximum. Foot measurement (doubled), F shall be seven (7) feet  $\pm$  3 inches. Luff distance, L shall be 20 feet  $\pm$  6 inches.

15. HIKING STRAPS - Hiking straps are permitted, but must remain at all times inside the cockpit and below the level of the deck as it is measured at the cockpit opening. The coaming cap is not considered part of the deck for this measurement.
16. SPINNAKER FOREDECK HOLES - Spinnaker foredeck holes through which a spinnaker may be lowered are not permitted.

## CERTIFIED MEASUREMENTS

### HULL MEASUREMENTS

1. L - Length overall, Sta. 0 to aft face transom, 20 feet  $\pm$  1/2 inch.
2. F - Forward end of cockpit opening from Sta. 0, 84 5/8 inches  $\pm$  2 inches.
3. R - Aft end of cockpit opening from Sta. 0, 17 feet 11 3/8 inches  $\pm$  1 inch.
4. B - Beam at Sta. 10, taken to outside of hull at sheer, 79 1/2 inch  $\pm$  1/2 inch.
5. D - Depth of Sta. 10, from sheerline to exterior of hull, 32 inches  $\pm$  3/4 inch.
6. C - Crown of deck at Sta. 6 from sheer to sheer, 3 inches  $\pm$  1/2 inch.
7. Deck widths, outside of hull to outboard edge of coaming.
  - Sta. 7, 14 1/2 inches  $\pm$  1/2 inch.
  - Sta. 12, 10 5/8 inches  $\pm$  1/2 inch.
  - Sta. 18, 9 inches  $\pm$  1/2 inch.
8. Seat location, aft of Sta. 7, 6 inches  $\pm$  3 inches, fwd. of Sta. 18, 19 inches  $\pm$  3 inches.
9. S - Height of bow above baseline, 35 1/2 inches  $\pm$  1 inch.
10. CB - Sta. 0 to forward end of centerboard slot, 8 feet 5 1/2 inches  $\pm$  2 inches.
11. T - Height of transom at C/L excluding deck trim, 20 inches  $\pm$  1/2 inch.
12. X - Beam of transom at sheerline, 56 inches  $\pm$  1/2 inch.
13. W - Thickness of rubbing strip out from deck, 3/4 inch  $\pm$  1/4 inch.

### RUDDER MEASUREMENTS

14. Z - Length of rudder blade from lower edge of transom to extreme bottom of rudder, 28 1/4 inches  $\pm$  1 inch.
15. P - Width of rudder at 1/2 Z, 14 inches  $\pm$  1 inch.

### CENTERBOARD MEASUREMENTS

16. A - Length of leading edge of centerboard, 60 inches  $\pm$  1 inch.
17. Y - Width of centerboard at 1/2 A, 13 5/8 inches  $\pm$  3/8 inches.
18. Centerboard thickness at 1/2 Y, 15/16 inch maximum, 3/4 inch minimum.
19. Centerboard weight, 60 - 88 pounds.

### MAST MEASUREMENTS

20. Height of main halyard sheave centerline above butt of mast, 27 feet 1 inch maximum - wood; 27 feet 3/4 inch maximum - aluminum.
21. Height of spinnaker halyard sheave centerline above butt of mast, 19 feet 10 1/2 inches maximum - wood; 19 feet 10 1/4 inches maximum - aluminum.
22. Height of jib halyard sheave centerline above butt of mast, 19 feet 1/2 inches maximum - wood; 19 feet 1/4 inches maximum - aluminum.
23. Height of pivot gooseneck above butt of mast, 24 inches minimum - wood; 23 3/4 inches minimum - aluminum.

### BOOM MEASUREMENTS

24. Cross sectional dimensions of boom, width-2 1/2 inches  $\pm$  1/4 inch; thickness-3 inches  $\pm$  1/4 inch; radius-1/2 inch  $\pm$  1/4 inch.
25. Overall length of boom from bottom of mast luff groove including fittings, 14 feet maximum.

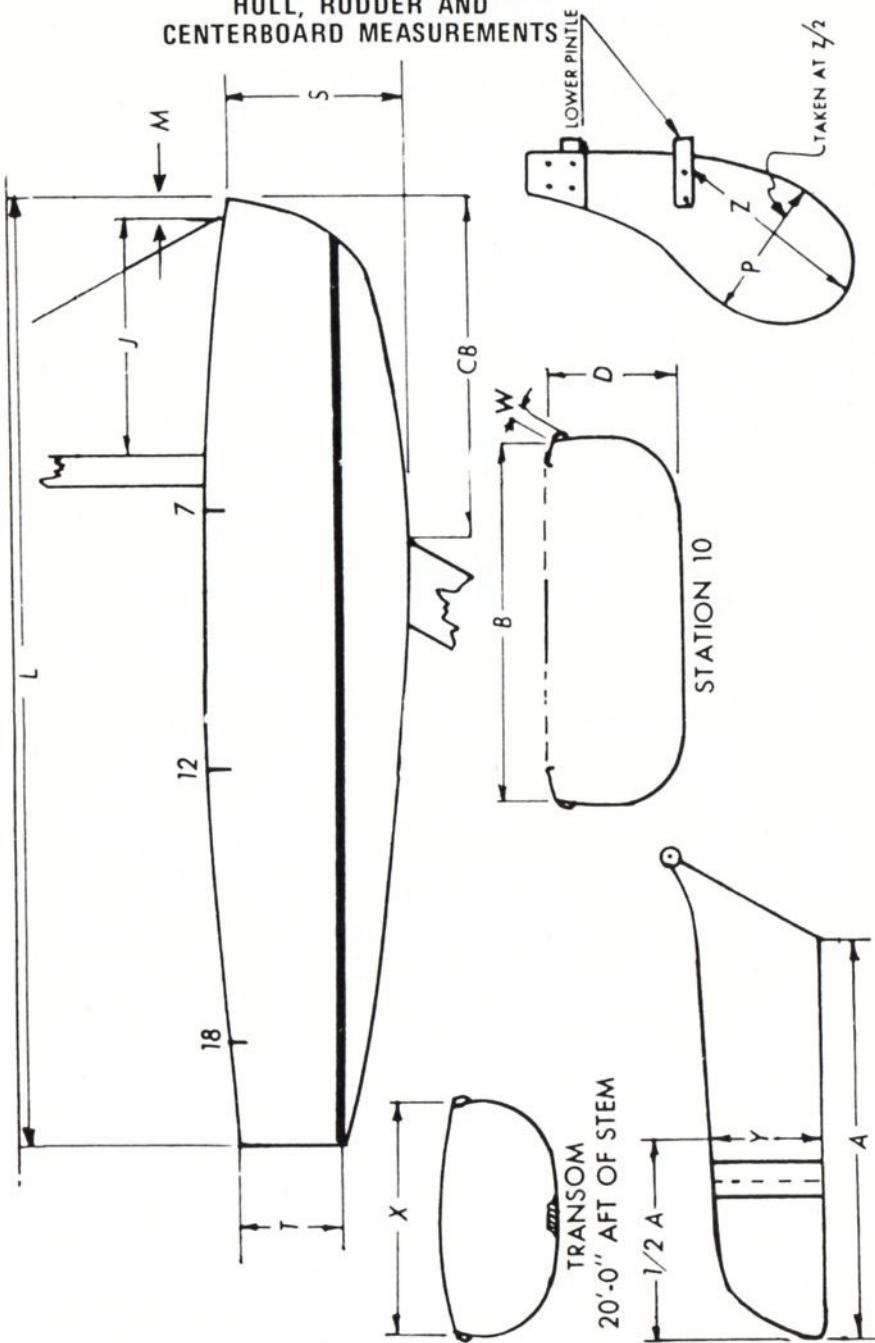
FORETRIANGLE

26. M - Sta. 0 to forestay at deck, 3 3/4 inches  $\pm$  1/2 inch.  
 27. J - Foretriangle, 69 inches  $\pm$  2 inches.

BOAT WEIGHT

28. All up hull weight, 830 pounds, minimum.

HULL, RUDDER AND  
CENTERBOARD MEASUREMENTS





## CHIEF MEASURER'S RULINGS

1. BOOM - The maximum length of the boom including all fittings and attachments is 14 feet. This measurement is taken from the bottom of the sail luff groove on the mast to the end of the boom with the boom positioned at a right angle with the mast. (Refer to yearbook drawings.)
2. MAIN, JIB AND SPINNAKER HALYARD SHEAVE DIAMETERS - Maximum diameter of the sheaves is limited to 1 1/2 inches.
3. LOCATION OF HALYARD SHEAVE CENTERLINES - All dimensions are to be taken from the butt of the mast, not including tenon.
4. MAST STEP - Maximum thickness of mast step is 3/4 inch. When an aluminum mast is used an additional butt plate, not to exceed 1/4 inch thickness may be used.
5. USYRU RULE 64.3 MODIFYING "CLOSE PROXIMITY" - It is permissible to allow spinnaker guy to run freely through the pole end fitting.
6. CUNNINGHAM HOLE - A hole in the mainsail for the purpose of controlling luff tension only is allowed with the following restrictions: only one hole, maximum diameter 3/4 inch located not more than 8 inches above the foot bolt rope and not more than 4 inches aft of the luff bolt rope.
7. HULL DEPTH DIMENSION (D) - Because of the absence of a keelson in fibreglass hulls, the method of obtaining the depth of the hull at Sta. 10 has been changed. The control dimension is now from the sheerline to the outside bottom of hull at Sta. 10. The specified dimension is changed to 32 inches + 3/4 inch.
8. JIB TACK FITTING - A jib tack fitting in-line with forestay is permitted. Position of forestay must comply with measurements J and M.
9. POLYMER COATINGS - The use of polymer coatings applied to the hull to increase boat speed (decrease drag at the boundary layer) is prohibited.
10. BAILERS - Hull or transom bailers may be used. (Before installing these bailers the builders advice should be sought.)
11. BOW FITTING - The type of bow fitting is optional.
12. BOW MOLDING - The half-round bow molding used on wooden hulls may be removed.
13. COCKPIT SPANNERS - The use of any device which spans the cockpit opening (used to mount jib blocks, mid-boom travelers, etc.) is prohibited.

14. SPEED CHANGE INDICATORS - The use of audible or visual speed change indicators during a sanctioned regatta is prohibited.
15. JIB - It is not necessary for the entire jib to fall within the official sail plan triangle. However, it must meet all Class specification measurements. The head to mid-foot measurement does not include the skirt. This is unclear in the official drawing.
16. ADJUSTABLE MAST STEP - An adjustable mast step is legal, providing it is fixed so it cannot be adjusted during a race.
17. SHROUD TURNBUCKLES - Adjustable turnbuckles on the shrouds are not permitted.
18. HULL COATINGS - The use of hull coatings which leach chemical agents into the boundary layer to decrease drag are prohibited.
19. HALYARD SYSTEMS - Halyard rigging systems are optional and the locking device may be located anywhere on the boat so long as said location is aloft no higher than the gooseneck of the boom.
20. MAST SPREADERS - The spreaders may be shortened. However, the distance from the end of the spreader, excluding the adjusting fitting, to the side of the mast cannot be less than 9 inches. Spreaders must be constructed of 3/8 inch O.D. hollow stainless steel tubing.
21. MAST CAPS - A mast cap is required on aluminum mast and it may be made of either wood or aluminum.
22. HIKING STRAPS - Hiking straps are permitted but they must, at all times, be below deck level measured at the cockpit opening, when determined or sighted athwartship.
23. RUDDER - When the rudder is in place on the transom, the distance from the lower edge of the transom to the furthest tip of the rudder blade may not exceed 30 inches. (Not to be confused with the Z measurement, which is strictly a rudder measurement.)
24. STANDING RIGGING ADJUSTMENT - Any mechanism which facilitates adjustment of standing rigging during a race must be bolted in place or otherwise rendered inoperative for racing in such a way that independent verification is possible. The forstay/halyard/T-bar jib rigging as originally designed is permitted.

## OUTLINE HISTORY OF THE HIGHLANDER CLASS

			1968	-Fiberglass deck introduced.
1950	June	-Plans published in "YACHTING".	1969	-Durabilt Corporation produced its first Highlander, becoming second regular Highlander builder.
1951	Fall Dec	-Highlander #1 launched. -Twelve Highlanders sold in 1951.	Aug	-New Constitution, By-Laws and Racing Rules adopted. -Aluminum centerboard introduced.
1952	Jan	-Highlander exhibited at New York Boat Show. -Highlander Class International Association formed at Boat Show meeting.	1970	-Inboard jib leads introduced.
1953	Jan Summer	-John Caldwell elected first President of the Class. -First National Championship held at Mentor Harbor Yachting Club, ending in a tie between Herman Wyler of Ville St. Laurent, Quebec, and Stanley Gridley of Mentor Harbor. Sail-off won by Gridley.	1971	-Aluminum boom introduced.
1954	Jan Sept	-Constitution and By-Laws adopted. Fifty-seven (57) Highlanders had been built. -Highlander entered in Yachting One-Of-A-Kind Regatta, sailed by Bill Cox, tied for 3rd with International 14, 2nd among one-design centerboards.	1973	-Clew-board jib approved. -Bordes-type split fleet system approved.
1956	June Aug	-First issue of Class publication (later named <i>The Highlander</i> ), editor Ray Feibusch of Brooklyn, NY. -First Yearbook authorized.	1974	-Highlander in One-Of-A-Kind Regatta at Newport Beach, California, sailed by Bob Busbey, finished 1st on elapsed time among conventional centerboards.
1957	Spring Aug	-Jouet Co., Paris, France builds twenty Highlanders. -National Championship becomes International Championship.	1975	-Agreement reached between D & M and HCIA on registration of and right to Class Emblem.
1958		-Composite material for hulls and spars approved.	1977	-HCIA Executive Committee approves regional "Chevron Regattas".
1959		-Fire at Douglass & McLeod destroyed wood molds. Fifteen months of production lost.	1978	-HCIA purchases rights to Highlander boat, molds and tooling from Douglass & McLeod.
1960		-First fiberglass Highlander built.	1979	-First Customflex Highlander, #878, purchased by Dick and Nancy Evans.
1962	Aug	-Aluminum mast approved. -Annual meeting changed from New York Boat Show to International Championship Regatta. (Mentor Harbor)	1980	-HCIA distributes new promotional film, produced by Ed Lang (#191), and new color brochure to promote Highlanders at boat shows. -Customflex, Inc. given approval by HCIA Executive Committee to design alternate halyard system to eliminate winches and winch box.
1964		-Aluminum mast in production.	1981	-Steve Carter and Tom Martin finished in 2nd place (elapsed time) in One-Of-A-Kind Regatta at Lake Ponchartrain, New Orleans, Louisiana.
1966	Mar	-Highlander in One-Of-A-Kind at St. Petersburg, sailed by Gene Wood, finished 2nd in conventional centerboard division, 1st among one-design centerboards.	1982	-Six new boats provided for Explorer Sea Scout Regional finals, sailed at Lake Norman.
1967		-Fiberglass centerboard introduced.	1983	-Shore Sails Midwest becomes foremost sail provider.
			1985	-Twenty new borrowed Highlanders provided for USYRU Championship of Champions, sailed at Lake Norman Yacht Club. Shore Sails Midwest provides new sails and rigs the boats to match as nearly as possible.

## NOTES

Just think

how big the Highlander Class would be,  
if each of us got just one other person  
to buy a Highlander . . . .

**MEMBER**

**USYRU**

