Olson 30 Class Association

BECAUSE FAST IS FUN!!!

Olson 30 Class Constitution

Please note that a couple of changes were approved at the 2011 AGM. They are as follows:

Article XI-A-3-A – The following items shall remain as stock in location , configuration, minimum weight, and attachment to hull and/or deck: a) Bow and stern pulpits, stanchions, upper lifeline, except that lifelines may be of rope of equal or greater strength than wire, and under RRS 49 this rope shall be considered equivalent to wire (rev. 2011).

ARTICLE XII – All sanctioned events shall be sailed under the rules of the RRS. (added 2011) **IN CASES OF CONFLICT THE OLSON 30 CLASS RULES SHALL PREVAIL.**

BYLAW ARTICLE 2 – DUES 1) Annual dues shall be: a) Active – **$50.00 (rev 2012)** b)

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Associate – **$30.00 (rev 2012)**

BYLAW ARTICLE 10 –(added 2011) Any interested party shall be allowed free advertising for Olson 30-related items on the Olson 30 Association website.

Olson 30 Class Constitution

ARTICLE I – NAME

The name of this organization shall be the Olson 30 Class Association.

ARTICLE II – OBJECT

The object of the Olson 30 class Association shall be to promote the development of the Olson 30 as a high performance sloop and to promote Olson 30 class racing. Inherent in this Association is the belief that the value of this class lies in its desire to keep the Olson 30 keenly competitive in all types of racing.

ARTICLE III – POLICY

It shall be the policy of this Association to:

A) Cooperate with all yachting organizations in an effort to improve and promote yacht racing.

B) To recognize that yacht racing is dynamic, not static, and that, within the limits of this Constitution, owners shall be encouraged to develop and modify the Olson 30 as new equipment becomes available.

C) To develop an attitude of cooperation and exchange of ideas so that the Olson 30 can

remain at the head of any fleet of racing yachts.

D) To keep the cost of being competitive in both handicap and class racing at a level which will enhance the enjoyment and value of all Olson 30 sloops.

E) To protect the investment of all owners of the Olson 30 sloop by a vigorous development of a strong Class Association.

ARTICLE IV – ORGANIZATION

A) Provision is hereby made for an International Class Association. It shall be governed by a Council to be composed of a President and Executive Secretary and sufficient members to ensure that all national organizations have at least one voting representative. The International Class organization shall be responsible for coordination of any and all activities pertaining to the International Class Association.

B) National Class Association – shall be governed by an Executive Board composed of Class President, Vice President, Secretary, and Fleet Captains. If the President, Vice President and/or Secretary are also Fleet Captains, they get two votes on the Board. No Region, however, shall have a majority representation, including officers. The National Class Association Executive Board shall administer all matters pertaining to Association membership and policies, and shall annually conduct at least two Championship Regattas in which all Association members may participate. One will be the National Championship, the other

will be the North American Championship. These regattas shall be held on opposite sides of the continental divide. The National Class Association Executive Board shall hold office for a period of one year beginning October 1.

C) Regional Association – shall be governed by a Regional Council composed of an Executive Secretary and sufficient members to insure that all Districts or Fleets are represented. The Regional Association shall insure that yachts of Association members conform to the Class Constitution. In addition, it shall periodically conduct at least one Regional Championship Regatta.

D) Districts and Fleets – a District shall be composed of at least three yachts whose home ports are separated geographically, while a Fleet shall consist of at least three yachts, all of whom hail from the same port. Districts and Fleets shall be of equal rank the only difference being one of geographic location member yachts. Districts and Fleets shall elect such Officers as may be deemed necessary to further the activities of the Fleet and to be represented on the Regional Council. Fleets shall promote an exchange of ideas, concepts, techniques, and equipment, and shall annually conduct sufficient racing activities to allow the designation of a Fleet Champion. These regattas may be solely one design races or may be sailed as part of a larger regatta. It is the intention of this Association that Fleets serve as educational units and that a cooperative atmosphere exist among its members so that each member may learn to achieve the ultimate performance and pleasure from sailing and racing his Olson 30 sloop. A demonstrated

failure to abide by this spirit shall be deemed sufficient cause to revoke a Fleet charter.

E. The Executive Board of the National Association shall appoint a class measurer who shall implement a program of measurement certificates for each boat. The measurer shall keep a copy of all written rulings which shall be available to all class members, and will liaise with any local Fleet measurers.

ARTICLE V – MEMBERSHIP

There shall be three classes of membership:

1) ACTIVE – An Active member must be a registered owner or part-owner of an Olson 30 sloop. Such a member may skipper in any sanctioned event. Members of any Fleet or District shall be Active members of the Olson 30 Class Association.

2) ASSOCIATE – Associate members shall be non-owners or co-owners of an Olson 30 sloop who have demonstrated interest in promoting the development of the Olson 30 sloop. A co-owner Associate member may skipper in any sanctioned event in the absence of the Active member co-owner. A non-owner Associate member shall be eligible to assume the helm in any Class sanctioned event, but shall not vote nor hold office in this Association.

3) HONORARY – An Honorary member is one who has made a significant contribution to yacht racing. Generally, but not exclusively, this membership shall apply to those whose contributions to yacht racing

benefit this Association or the Olson 30 sloop.

ARTICLE VI – MEETING

The Class Association Annual Meeting shall be held in the vicinity of and during the time of the National Championship Regatta. When applicable, this provision shall be taken to mean the International Championship Regatta. A quorum shall be declared upon the attendance of at least on fourth of the Active members or their proxies. If a quorum exist at roll call it exists throughout the meeting.

ARTICLE VII – VOTING

Each Active member shall be entitled to one vote. However, no Fleet, District, or Region may cast more than one-third of the votes on any matter resolved by voting. Should representation exceed one third, that Fleet, District, or Region shall caucus and vote as a unit either unanimously or in proportion to its membership.

ARTICLE VIII – IMPEACHMENT

Any member or Officer may be expelled by a three-fourths vote at an Annual meeting or a special meeting. For this purpose a special meeting shall be called within thirty days of presentation of suitable evidence that more than fifty percent of the Association members or member Fleets wish to impeach.

ARTICLE IX – AMENDMENTS

This Constitution and its By-Laws shall not be suspended but may be amended by a two-thirds vote at any National Class Association meeting. Any amendment to the Constitution or its By-Laws shall be put to vote only if the proposed amendment has been mailed via the Postal Service or electronic mail, i.e. E-mail, to the entire membership. For these purposes it shall be sufficient that the proposed amendment be postmarked or transmitted no later than thirty days prior to the day of voting. The National Executive Board may amend the By-Laws at any time by a three-fourths vote of its duly constituted membership.

ARTICLE X – ORDER OF BUSINESS

Annual Meeting: 1) Call to Order 2) Roll Call 3) Minutes of the last Meeting 4) Reports 5) Review of Charters 6) Review of Executive Board Actions 7) Unfinished Business 8) New Business 9) Election of Officers 10) Adjournment

ARTICLE XI – DEFINITION OF AN OLSON 30

The boat shall be a production 30 foot masthead sloop designed by George Olson and built by Pacific Boats. Any ambiguities in this article shall be interpreted in favor of preserving the factory configuration of the boat.

A) BOAT PHYSICAL DIMENSIONS:

1) Hull and deck of a stock Olson 30 sloop shall not be modified. Allowable bottom fairing shall consist of bottom paint and/or

minor sanding to a smooth continuous shape. Additional filling is not allowed except as to repair damage caused by collision or grounding. Such filling is allowable to restore the hull shape to factory original. Hull shaping such as squaring off the bottom of the keel is not allowed. Relocating the keel or rudder is not allowed. The keel shall meet the measurement requirements set forth in Rule 10 below. The rudder shall not be modified. Provision is hereby made for a complete redesign of the rudder. Such a redesign shall not preclude the use of the factory original rudders, nor shall the redesigned rudder weigh less than 95% of the original rudder. Materials used for construction of the rudderpost are not specified nor regulated as long as the rudder and shaft weigh no less than 30 pounds. Only one such redesign shall be approved for class use and shall be approved by majority vote of the membership.

2) Use of drag reduction films, hull etching, or specially textured hull surfaces is prohibited.

3) The following items shall remain as stock in location, configuration, minimum weight, and attachment to hull and/or deck: a) Bow and stern pulpits, stanchions, upper lifeline, except that lifelines may be of rope of equal or greater strength than wire, and under RRS 49 this rope shall be considered equivalent to wire (rev. 2011). b) Handrails and toerails. Replacement handrails of different material may be installed, as long as a configuration and length similar to stock is retained. c) Lazarette cover, forepeak and companionway hatches. Replacement forepeak hatches similar to the original

Bomar hatch may installed. Fore or aft opening orientation is not specified. Material is not specified. d)Interior cabinets, bulkheads, and cabin sole. Material for replacement cabin sole is not specified, but must be of similar thickness, weight, and strength to original. e) Ladders, ice chests, pipe berths. The placement, quantity, and manufacturer of winches, blocks, line stoppers, and other deck hardware is not specified. Fore and aft stiffeners or stringers are allowed only in the area between the cabinets and the aft end of the V-berth on both sides of the hull, extending upward from the hull, no higher than the height of the v-berth. The material should be of plywood, similar thickness and strength, and fastened in keeping with the existing construction method. The bulkhead shall not have cut outs other than a half (1/2) inch weep hole at the aft end to allow for water drainage.

4) Cockpit combings may be removed or modified at the owners discretion.

5) An acceptable replacement for the stock toerail may be one of same or larger cross-sectional area and weight, and requiring the same number or more fasteners per lineal foot as the original equipment stock toerail. Schaffer T-track, Lewmar box track or equivalent, alone or in combination with the modified stock toe rail, may be used as an acceptable replacement provided it maintains the strength and structural integrity of the hull.

6) A porta-potti or bucket adequate to serve as a toilet shall be carried on board.

7) Deck opening for the mast shall be stock or equivalent i.e. no greater than 1/2 inch larger in diameter than the mast section. The mast step and keel frames shall be stock or their equivalent except that the keel frame under the mast step may be reinforced as long as the mast step point is no closer than 48 inches below the inside of the deck laminations. The mast step may be replaced with a slotted plate to allow for adjustment of the mast base location. No device shall allow movement or adjustment of the mast base location under load or while sailing. Installation of stiffeners horizontally between the chainplates is allowed. Installation of wire or rod between the chainplates and the mast step is allowed.

8) Sail plan dimensions are as follows: J=11.75; P=31.50 feet; E=10.75; I=36.00 feet. The rig shall be masthead; the original chainplate dimension shall not be modified; the location of the points of attachment of the standing rigging to the hull and deck shall not be moved nor modified. The baby stay is not considered standing rigging. Running backstays shall not be allowed for class racing.

9) MINIMUM YACHT WEIGHT:
The dry weight of the One-Design Olson 30 Class Yacht as raced shall not be less than 3750 Pounds.

The dry weight shall include:
rudder and tiller assembly
mast,
standing rigging and halyards
boom
spinnaker pole
life lines

and stanchions
bow and stern pulpits
hand and toe
rails
lazarette cover
forepeak and companionway
hatches
interior cabinets
bulkheads
ladder
floorboards
ice
chest
pipe berths
bucket or porta-potti
20 inch min.
horseshoe buoy w/ 25 feet of floating line
and MOB pole.
compasses (2)
anchor (at least 8 lb Danforth type, 5 feet of
1/4 inch chain,
180 feet of 3/8 inch rode)
first aid kit
bolt cutter or hacksaw
large enough to cut rigging
bilge pump operable from cockpit
all items specifically required elsewhere in
this Constitution.

The dry weight may also include the
following optional equipment: Stove, sink,
running lights, permanently
installed spinnaker launch bags, outboard
motor bracket, permanently
fixed electronics/instrumentation hardware
(i.e. compasses, VHF, GPS, knotmeter, Sail
Comp, Stereo, etc…)

Items to be excluded when weighing include
but are not limited to the following: Battery,
sails, sheets, outboard motors, extra running

rigging, battens, life jackets, hand pumps, mooring lines, fenders, tool kit, hand-held electronics/instrumentation, and all personal effects.

When corrector weights are required to bring an underweight yacht up to minimum weight, they must consist of lead or equivalent material. Corrector weights must be permanently positioned on or forward of the forward (“V” berth) bulkhead and on or aft of the aft (lazarette) bulkhead. Corrector weight shall be divided equally between the two bulkheads and positioned as to be vertically equivalent to the as weighed waterline. Removal of boat weight and/or ANY of the optional equipment included at time of measurement is strictly prohibited.

10) The keel must meet the dimensions set forth below. The intent of this rule is to promote uniformity and to protect the one design nature of the Olson 30. This rule also recognizes that at the time of manufacture, there was some variation in the keel dimension and that in some cases, repair to the keel is necessary.

The keel shall be made of lead. The shape must be smooth and continuous; wings, bulbs, appendages, and the like are prohibited. Starting at a point 3″ below the hull the trailing edge must be straight within .5″. The keel must meet the following minimum thickness and minimum/maximum keel cord lengths measured at four stations measured vertically from the bottom of the keel at 1″, 13″, 25″, and 37″.

Station	Minimum	Keel Chord, in.	
	Thickness, in.	Min	Max
1	3.00	31.25	32.75
2	3.44	35.50	37.00
3	4.06	40.00	41.00
4	4.88	44.00	45.25

The keel shall have a maximum height of 47.875 measured from the bottom of the keel vertically to the centerline bottom of the hull.

The measurement from the tip of the transom to the trailing edge of the keel (or its maximum projection) shall be 168.25 min/169.75 max.

These measurements are intended to provide sufficient tolerances to accommodate all existing boats while at the same time prohibiting any boat from engaging in substantial modifications to gain an advantage. Any boat which does not meet these measurements may petition the Executive Board with a copy of the petition to the class measurer. The Executive Board may in their discretion waive a requirement based on particular circumstances. Such waiver shall be in writing (with a copy to the class measurer) and shall be for the purpose of allowing boats judged to have non-significant variation relief from compliance with these rules. In no event, however, may a boat whose keel has been faired or modified in any way after July 20, 1999

petition for waiver of these rules. It shall be the responsibility of any owner undertaking keel work to ensure that his or her boat complies with these rules.

Information on the method to measure the keels will be made available from the Olson 30 Class measurer.

B) MAST SPECIFICATIONS:

The intent of this section is to protect the competitiveness of the Olson 30 sloop with existing Sparcraft and Ballanger masts, while allowing owners to utilize other suppliers of spars for the sake of economy.

1) MAST MATERIAL – Must be aluminum. The raw section extrusion shall be no lighter than 2.30 pounds per foot.

2) SECTION LENGTH – The section length shall be no greater than 39 feet 5.25 inches.

3) WEIGHT – The mast shall be weighed in the following configuration:

a) Spreaders attached as when sailing.

b) Headfoil and headstay on as when sailing.

c) Shrouds attached to the mast and spreaders as when sailing and taped to the mast at the lower end.

d) Backstay attached to the mast at masthead as when sailing except taped to the mast at the lower end.

e) Babystay attached as when sailing except taped to the mast at the lower end.

f) All halyards, with normally used shackles attached, raised so that the sail load bearing parts of the shackles are at the lower edge of the upper band and taped to the mast. The halyard tails are pulled tight and taped to the mast at the lower band. The remainder of the tails are supported so as not to be weighed. All parts of the halyard are to be dry.

g) The spinnaker pole topping lift shall be attached with the shackle positioned at the lower band and the tail attached in the same manner as the halyards.

h) Masthead flys or masthead instruments shall be removed or supported separately so as not to be weighed. The tri-color lamp may be left attached.

i) The mast shall be weighed at the center of gravity and shall weigh no less than 128 pounds. The center of gravity shall be no closer than 19 feet, 3 inches from the base of the mast.

j) Additional weight, when required, shall be attached to the outside of the mast section wherever necessary to meet the above minimum weight and CG specification.

4) CIRCUMFERENCES OF THE MAST AT THE UPPER AND LOWER BANDS:

a) Upper band – shall be no less than 11.5 inches.

b) Lower band –shall be no less than 15.5 inches.

5) MAST TAPER: There shall be no change in mast section or all thickness below a point 32 feet up from the base of the mast except for normal entry and exit holes for standing and running rigging.

6) SPREADERS: Single or double spreaders constructed from aluminum may be used, but the length of each spreader (lower set if double spreader rigged) shall be no less than 33.0 inches. Spreader angle/sweep is not specified; however, spreaders must be fixed in their position. Adjustable or hinged spreaders shall not be allowed. The length of lower spreaders shall be no less than 33.0 inches. The length of upper spreaders shall be no less than 22.0 inches. If only one set of spreaders is used then they shall be no less than 33.0 inches.

7) NON-OEM MASTS: The mast must fit through without modification to the deck. All masts not original equipment must be weighed and certified before a class sanctioned event. It will be the owner's responsibility to make arrangements with the class for such measurement prior to such an event. It is not intended that the OEM Sparcraft and Ballanger masts, whose owners sign a certificate that they are unmodified, be weighed or measured except in case of a protest on that point.

8) SPINNAKER POLE: The spinnaker pole length shall not exceed 11.75 feet measured

from tip to tip.

C) SAIL SPECIFICATIONS:

1) MAINSAILS: Both the class emblem and a unique sail number below the class emblem, as described below, shall be affixed to both sides of the mainsail. The class logo shall have a minimum height of 15 inches for the “O” and 10 inches for the “30″. The minimum width of the characters shall be 3 inches for the “O” and 2 inches for the “30″. Mainsail dimensions shall conform to the following: **MGU=4.36 feet (52.3 inches, 1,329mm), MGM=7.27 feet (87.25 inches, 2,216mm)** and there shall be no more than .5 inches hollow between the battens. Battens will be limited to four of any length. Reefing points, windows, sail cloth or other accessories are not specified nor regulated.

2) JIBS AND GENOAS: **The maximum LP of any jib or Genoa shall not exceed 155% of the J dimension**. Reefing points, windows, sailcloth, and other accessories are not specified nor regulated. Genoas of 130% or greater shall have a unique sail number affixed to both sides with the same dimensions as outlined above for mainsail numbers. The unique number shall be the same number as is on the mainsail.

3) STAYSAILS: No staysail may be of such size that when sheeted tight from any position at which it is normally tacked, its clew extends aft of the 150% line.

4) SPINNAKERS: No spinnaker may be used which has a **SMG**, Spinnaker Maximum Girth, greater than **21 feet 2 inches**

(6,453mm) Spinnakers purchased and measured during (or prior to) the 2000 National Championships shall read SMG as Spinnaker Mid-Girth and shall be recognized as class legal. No spinnaker may be used which has a **Luff Length** greater than **35 feet 11.625 inches (10,963mm)**, nor one luff that differs in length from the other luff by more than 6 inches. The spinnaker must have been constructed with the intent that it is symmetrical about a line intersecting the head and bisecting (center) the foot.
No Asymmetrical spinnakers are allowed. Spinnakers shall have a unique sail number clearly visible in the center of the sail. Numbers shall have the same dimensions (or larger) as outlined for Mainsails under ARTICLE XI, Section C), Paragraph 1, excluding the class logo. Construction, sailcloth, weight, and accessories are not specified nor regulated.

5) BLOOPERS: Bloopers are not allowed.

6) STORM JIBS: Storm jibs shall not exceed 75% of LP. Storm jibs shall be made of Dacron and weigh at least 5.5 ounces per yard of sailcloth. Reef points and accessories are optional.

7) MAXIMUM NUMBER OF SAILS ON BOARD: For any sanctioned event a maximum of six sails including the mainsail and exclusive of storm jibs may be carried on board.

8) SAIL DECLARATION AND CERTIFICATION: All sails for any sanctioned event shall be identified by a unique mark applied by the fleet measurer. All sails for any sanctioned event shall be listed and declared

to the organizing authority prior to the event. Substitutions will not be allowed except in the event of obviously irreparable damage and with permission of the Fleet Measurer. Substitutions may be made for sanctioned events where individual races are separated by one week or more. All substitutions must be declared, listed, and approved by the Fleet Measurer. Only three of the declared sails may be purchased within the current calendar year, unless the boat was purchased within the current calendar year, in which case six sails may be new.

D) ADDITIONAL REQUIRED EQUIPMENT:

1) A 20 inch minimum horseshoe buoy with 25 feet of floating line attached to a man-overboard pole.

2) At least two functional compasses.

3) An anchor consisting of at least an 8 pound Danforth type with at least 5 feet of 1/4 inch chain with at least 180 feet of 3/8 inch nylon rode.

4) A first aid kit.

5) Bolt or rigging cutter or hacksaw large enough to quickly sever the standing rigging.

6) An attached bilge pump with similar pumping capacity to that installed by the factory which can be operated from the cockpit.

ARTICLE XII – AUTHORITY

All sanctioned events shall be sailed under the rules of the RRS.(added 2011)
IN CASES OF CONFLICT THE OLSON 30 CLASS RULES SHALL PREVAIL.

ARTICLE XIII – CREW RESTRICTIONS FOR THE NATIONAL CHAMPIONSHIP AND OTHER ONE DESIGN EVENTS

A yacht must sail all races of a Championship Regatta with the same number of crew. Maximum aggregate weight of the crew for the National Championship Regatta and other one-design events will be 1200 pounds. If a boat sails with a crew under ten years of age, the aggregate crew weight shall not exceed 1225 pounds. Crew weight will be determined in shorts and shirt on a scale designated prior to the start of the event.

Olson 30 Class Association By-Laws

ARTICLE 1 – MEETING

An Annual Meeting of each Region or Fleet shall be held no later than March 1st of each year, at which time Officers shall be elected. A report shall be filed with the Association no later than two weeks following the election.

ARTICLE 2 – DUES

1) Annual dues shall be:

a) Active – **$50.00 (rev 2012)**

b) Associate – **$30.00 (rev 2012)**

c) Honorary – none

2) USE OF DUES – A minimum of 20% of funds that are received by the association executive committee shall be used to promote the Olson 30 fleet by the association executive and a minimum 20% by the individual fleets. The fleet 20% shall be apportioned between the number of fleets that are properly constituted. The remainder shall be used by the executive committee to properly run the affairs of the association.

3) CO-OWNERS – In the event an Olson 30 is owned in good faith by more than one person, the owners shall determine which is the principal owner, and he shall pay dues of an Active member. The remaining co-owners shall pay dues of an Associate member.

4) FAMILY – Immediate members of a family (husband, wife, sons, and daughters) who intend to skipper an Olson 30 in sanctioned events shall be registered as co-owners, but shall not be required to pay dues; either spouse may register as the principal owner and pay the dues of an Active member. In matters settled by voting the family must caucus and vote as on member.

5) DUE DATES – All dues are payable on or before January 1, except for new owners of record having purchased on Olson 30 after January 1. In that event, the new owner shall have 90 days to join the Class without late fees. Dues not paid by January 31 shall be assessed a $5.00 late fee.

ARTICLE 3 – ELIGIBILITY

Only Active members are eligible to enter Class sanctioned events and shall have been Active members not less than 30 days

prior to the event. Only Class members may helm in Class sanctioned events.

ARTICLE 4 – CHARTERING

Only an Active member in good standing with the Association may charter an Olson 30 for a sanctioned event. The intent of this By-Law is to prevent token charters or token purchases of an Olson 30 solely for the purpose of entering sanctioned events.

ARTICLE 5 – CLUBS

In the event a recognized yacht club owns one or more Olson 30 sloops for the use of all qualified club members, any club member may use the boat for any sanctioned event except the National Championship.

ARTICLE 6 – REGISTRATION

1) Entries for yachts in sanctioned events will only be accepted from Active Members of this Association.

2) Entries will not be accepted for any yacht which does not conform with ARTICLE XI of the Class Constitution.

ARTICLE 7 – SAFETY

All yachts in any sanctioned event will comply with any applicable jurisdictional regulations regarding required safety equipment. All yachts will comply with any additional safety requirements imposed by the organizing authority.

ARTICLE 8 – REMOVED 2004

ARTICLE 9 – RUDDER ALTERNATE DESIGN

In accordance with Article XI paragraph A)1) the alternate rudder design as shown in Appendix A is approved for class use.

ARTICLE 10 – WEBSITE ADVERTISING

(rev 2011) Any interested party shall be allowed free advertising for Olson 30-related items on the Olson 30 Association website. All commercial enterprises should also pay a fee for any advertising that goes beyond a link to their web site.

Olson 30 Class Association Constitution

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Website design by Mundlesites and SWG.

Suffusion theme by Sayontan Sinha