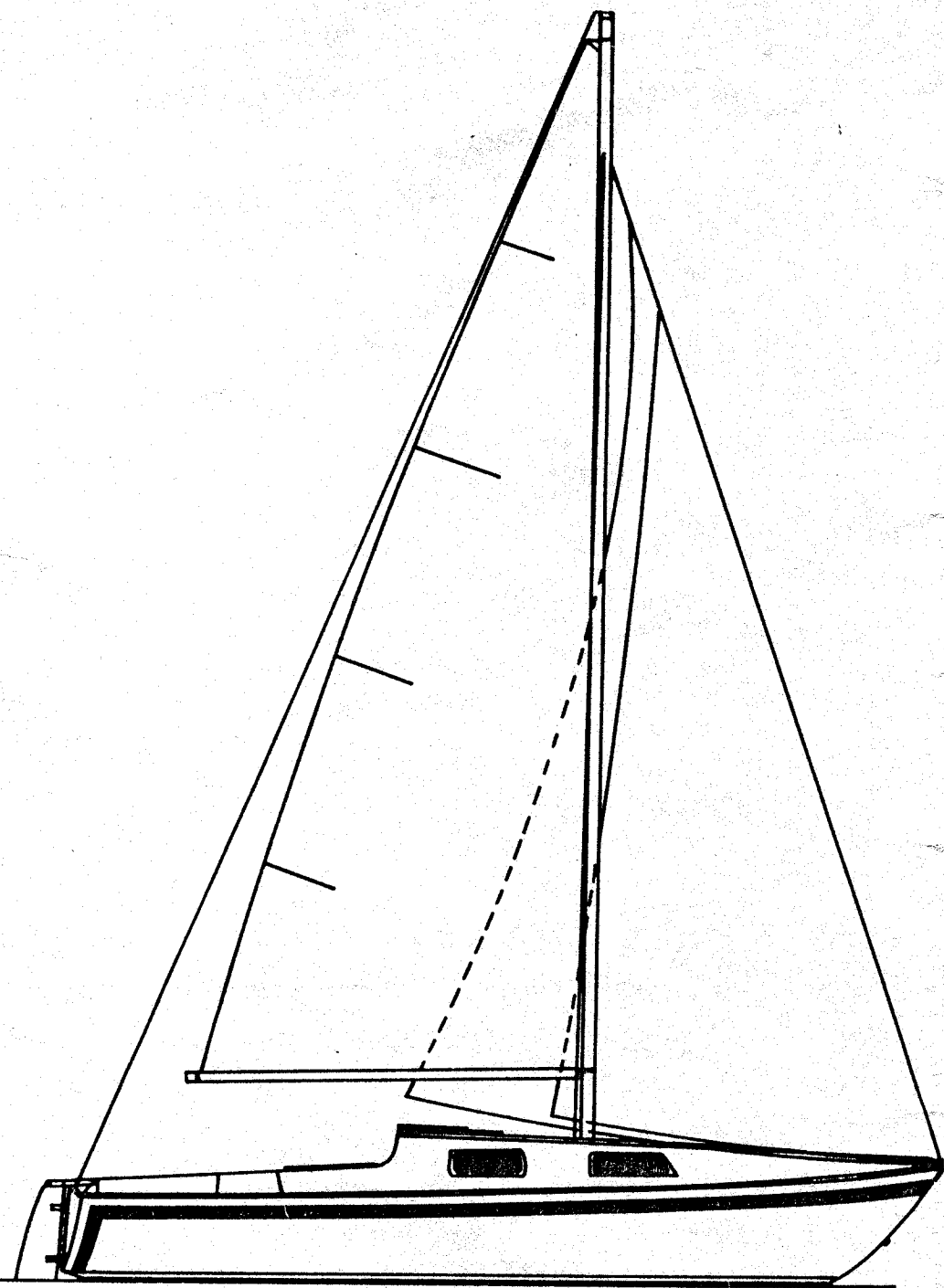


# SAN JUAN 21



# OWNER'S MANUAL





**Congratulations on your purchase of the San Juan 21. Built by racing sailors, the San Juan is of the same high quality as all Clark Boats. With a minimum of maintenance, your San Juan will provide years of sailing pleasure. This booklet is designed to give the new owner useful information about rigging and maintaining his new boat.**

## **CONTENTS**

TRAILER HOOK-UP .....	2
RIGGING AND LAUNCHING .....	3
RIGGING FOR SAIL .....	4
KEEL LOWERING MECHANISM .....	5
HAUL-OUT .....	5
MAINTENANCE .....	6
MAST TUNE AND SAILING TIPS .....	7
WARRANTY .....	8
CLASS ASSOCIATION CONSTITUTION .....	10

## TRAILER HOOK-UP

**IMPORTANT:** To prevent trailer damage to the hull, trailer boat only with normal sailing gear stowed inside to prevent excessive weight on the trailer bunk supports. When loading your San Juan 21, be sure all gear is stowed properly to avoid damage by shifting around.

### A. TRAILER HITCH WEIGHT

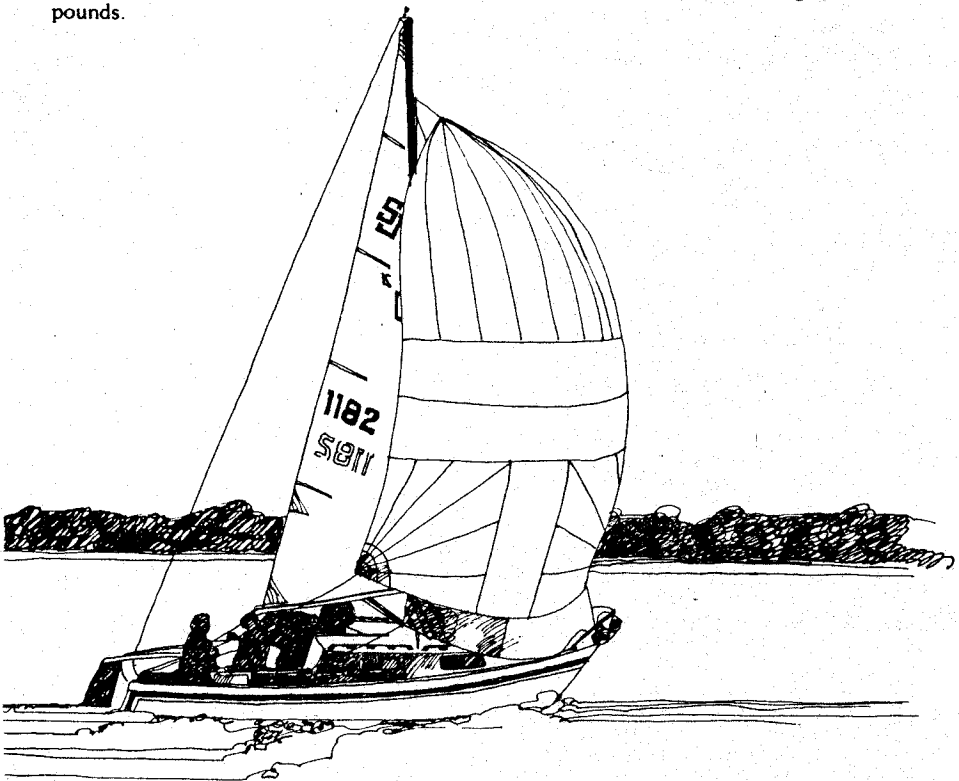
The weight at the tongue of the trailer should be 100 - 125 lbs. for proper balance and steering. Major adjustments should not be necessary.

### B. CHECKLIST BEFORE TRAILERING

1. Hook-up to car - a) Safety chains connected and b) lights connected and working.
2. Bow snug in bow chock-winch line tight and locked.
3. Weight of keel resting on trailer with keel lift wire slack.
4. Proper stowage of gear.
5. Main hatch and companionway closed.
6. Mast secured with legal overhang.
7. All rigging secured.
8. Aft tie-down secured. a) Trailer hitch ball is 1-7/8" or 2" depending on model of trailer. b) Trailer tires inflated to tire manufacturer's recommended pressure. c) Keep trailer bearings lubricated.

### DRIVE CAREFULLY

A car pulling a boat trailer has its mobility and its ability to avoid an accident seriously reduced. The principles of defensive driving, which are always important, become critical when you are pulling a boat trailer. Total weight of boat and trailer with normal gear is 2,000 pounds.



## RIGGING AND LAUNCHING

Before launching, park on level spot to rig your San Juan. Also check to see there are no overhead wires between you and the launch ramp. Clearance required after stepping mast is approximately 34 feet.

### A. STEPPING THE MAST

1. Remove from mast supports and walk it aft until you are able to match the mast step hinge to the deck plate. Pin in position with the mast resting on rear support. Make sure mast hinge pin is cottered on both sides.

2. Check that all halyards are free and cleated.

3. Check that the backstay, upper and lower shrouds are connected to their chainplates and that the turnbuckles are lying aft of chainplates. Normally these will be left connected for trailering.

4. One person 'walks' the mast up from inside the cockpit as another pulls on the forestay from the foredeck. This operation can be done eliminating the second person. However, the jib or spinnaker halyard must be used as a temporary forestay until the person stepping the mast can move forward to secure the forestay. **Watch carefully for fouled rigging and turnbuckles while walking up the mast.** Since the backstay turnbuckle is especially prone to foul, we recommend taping it into an upright position.

5. After connecting forestay, tighten to same tension as backstay and tighten the lock nuts. More than 3" of 'bow' indicates too much forestay.

6. Before each sailing it is recommended that the locknuts on turnbuckles be checked for tightness and all cotter pins intact.

7. It may be necessary to loosen the upper and lower shroud turnbuckles prior to raising or lowering the mast.

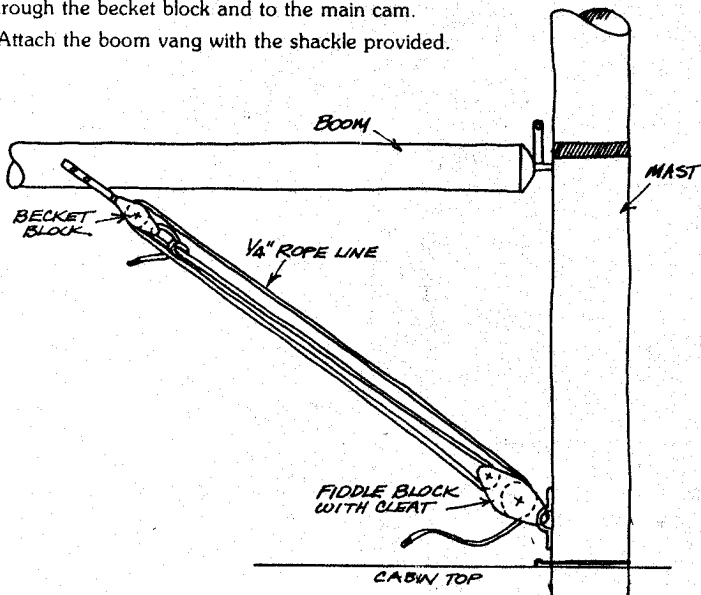
### B. RIGGING THE BOOM

1. Gooseneck fitting slips into the mast groove.

2. Clip the boom holder from the backstay to the end of the boom.

3. Rig the mainsheet by starting with a bowline on the becket block running through the lower sheave on the fiddle block on the end of the boom then through the single block and back through the becket block and to the main cam.

4. Attach the boom vang with the shackle provided.



## C. LAUNCHING PROCEDURE

1. Winch keel up enough to relieve load on trailer roller.
2. Disconnect trailer light wires from car.
3. Remove all tie downs.
4. Attach bow line.
5. Wait until wheel hubs cool off.
6. Back down ramp until water level is just at top of wheel rims.
7. Set parking brake.
8. Slack bow winch and muscle assist launch if necessary.

## RIGGING FOR SAIL

**A. LOWER THE KEEL AND PIN IN POSITION** - Remember to remove lock bolt **before** lowering the keel.

**B. ATTACH TILLER TO RUDDER** and hang rudder on transom fittings.

### C. RIG SAILS

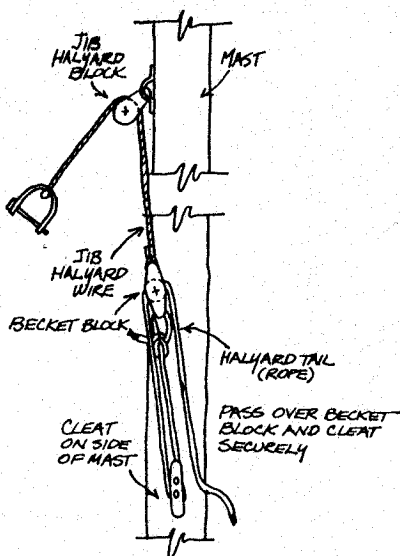
1. Working jib - Shackle tack to bow tang. Then snap sail to forestay and attach halyard shackle to head of sail. Check to see that jib halyard is not fouled. Lead jib sheets through blocks on cabin top then through fairleads to the cleats at rear of cabin top.

2. Genoa jib - The genoa is rigged the same as the working jib, except that the sheets are led outside the shrouds to the genoa tracks along the cockpit sides.

3. Main - Slide the foot of the sail into the boom. Secure the tack at the gooseneck and connect the outhaul. The outhaul runs from aft hole in end of boom through clew grommet back through block in boom end and then to cleat. Start head feeding into mast groove then connect main halyard.

Insert battens. Be sure they are centered in the elastic and securely installed.

Sails are now ready for hoisting. When hoisting the main, hoist completely then cleat. When hoisting the jib, use the halyard block to obtain a purchase to get a good luff tension. The halyard block need not be unthreaded each time, just leave the loop wound in the block. **ALWAYS HOIST SAILS WITH BOAT HEAD TO WIND.**



## KEEL LOWERING MECHANISM

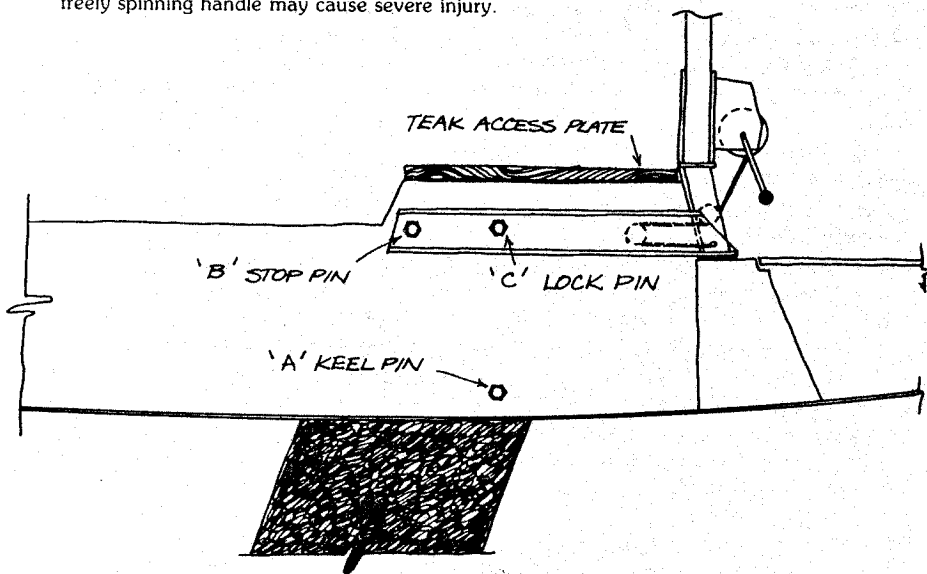
### A. NOTE THE 3 BOLTS A, B, AND C IN SKETCH BELOW.

1. Bolt A is keel pin. It should not require maintenance and is covered with fiberglass to prevent leakage.
2. Bolt B is lower stop. It should not be removed unless it is bent, in which case it should be replaced.
3. Bolt C is removable locking pin. It must be removed to lower the keel. The keel has two locking positions - full down and half down. When the keel is in either of these positions, take the strain off the keel lifting wire to preserve the wire. The keel cannot be lowered without first removing this bolt.

### B. TO GAIN ACCESS TO THE KEEL.

Simply remove the 4 screws in top access plate and remove the plate. This will expose the lifting mechanism. Replacing the wire is a simple affair and should be done at the first sign of wear. Inspect the block at this time for wear. Replace the block if necessary.

**IMPORTANT:** When raising or lowering keel, do not let go of the handle. Be aware that a freely spinning handle may cause severe injury.



**IMPORTANT:** Under sail the keel can be safely raised and pinned up to halfway. Never sail with the keel pin out or with the keel more than halfway up as there could be greater danger of swamping or capsizing. The San Juan 21 will not float when swamped, be sure the keel is locked down and the companionway hatch is closed when sailing in winds over 20 mph, for maximum safety in the event of a capsize.

## HAUL OUT PROCEDURE

Basically the haul out is the same as the previous instructions in reverse. When hauling the boat onto the trailer, care must be taken that the boat remains centered. Also, remember to let the keel down to rest on the trailer before trailering. If the boat comes up onto the trailer with difficulty, try wetting the bunks with water and dish washing liquid soap, or back the trailer further into the water.

# MAINTENANCE

## A. MAST AND BOOM

The mast and boom of your San Juan 21 are anodized, or painted, to give the aluminum protection from salt spray and natural elements. It is good to tie all halyards and shrouds away from the mast while trailering and mooring to prevent chafing the finish. Washing with a water hose after sailing in salt water is a good practice. A clean mast and rigging helps keep sails clean, so wipe road dirt, etc., off before-stepping the mast.

## B. RIGGING

Standing rigging should be inspected periodically for broken strands or loose bolts and clevis pins. Also check turnbuckle barrel locknuts for tightness. Keep the spreader tips well taped to prevent damage to the sails.

Running rigging may become stiff with dirt and salt after use. This can be remedied by washing in light detergent or flushing with a garden hose.

Always tie a figure eight knot in the ends of the sheets to prevent them from coming out of blocks or fairleads.

## C. FITTINGS

All fittings are stainless steel, aluminum or plastic. All good quality stainless has a slight amount of carbon steel in the alloy, therefore, you may notice a slight rust film occasionally. This will clean up with soap and water and occasionally a mild abrasive soap such as Ajax or Comet can be employed. A good boat wash after salt water sailing will help keep your fittings looking like new.

We recommend removing the rudder from the transom while not in use to maximize the useful life of the pintles. Store inside the boat away from direct sunlight.

## D. KEEL MECHANISM

Periodically inspect the keel wire for wear or broken strands. Replace at the first sign of any damage. Always replace with stainless steel 5/32" 7x19 flexible cable. The replacement can be carried out easily with the boat on the trailer or at moorage. The mast post inside the cabin is anodized aluminum and should need little care. Check the sheave periodically to see that it turns freely under load. Remember while sailing, keep the load off the keel wire and winch and keep the keel pin inserted.

## E. FIBERGLASS SURFACES

Although your San Juan fiberglass surfaces are maintenance free, a little care is needed to keep the boat in like new condition. Frequent washings with soap and water will keep abrasive dirt and salt off the hull and deck (which helps also to keep sails clean). A good paste wax applied at least twice a year will help preserve the gloss and minimize oxidation. Remember strong detergents and abrasive cleaners remove wax, so be sure to re-wax after their use. Do not wax non-skid surfaces as they will become ineffective and the wax will yellow in sunlight.

## F. TEAKWOOD CARE

Many sailors prefer to leave their teakwood 'bleach' and thus do nothing for maintenance. To preserve the oiled finish however, it is necessary to re-oil the teak with a good teak oil such as Watco, whenever it becomes noticeably weathered. Do not use linseed oil. Oxalic acid, purchased at a pharmacy and diluted in water makes a good teak stripper and will remove rust stains, but be careful, wear gloves and flush very thoroughly with fresh water.

## G. CUSHIONS

The cushions are of a scotchguard-type fabric and may be cleaned with a stiff brush. *Care must be taken to prevent mildew by turning cushions upright when leaving the boat.* When boat is out of use for a long period of time, remove the cushions and store in a dry place.

## H. SAILS

Always remove the battens, fold, bag and store sails in a dry location. Never fold wet sails, but wait until dry to prevent any possible mildew. Dacron sails can be rinsed free of salt with fresh water, lay them on the grass and rinse with water hose. **Never** iron sails to remove the wrinkles.



## MAST TUNE AND SAILING HINTS

### A. MAST RAKE

1. Adjust forestay so that mast has approximately 6"-8" of aft rake. This may be accomplished either on the trailer or in calm water with the keel down. In either case, suspend a weight from the main halyard. In water, lower keel and keep body weight close to hatch opening when measuring. The molded-in waterline stripe should be level.

2. Make pencil marks on the boom 6" and 8" aft of the aft face of the mast.

3. Adjust forestay until main halyard hangs between these pencil marks, keeping the boat level.

4. Snug up backstay and check mast to ensure you have not over tightened the backstay and 'hooked' mast.

5. Lock forestay and backstay turnbuckles up tight.

### B. SHROUD TENSION

1. Adjust long upper shrouds so that turnbuckles are equally extended and tension is just snug.

2. Adjust lower shrouds so that there is slightly more tension than on the upper shrouds, and the mast stands straight with no curvature to either side.

**3. Tighten locknuts on all four shroud turnbuckles.**

### C. SAILING ADJUSTMENTS

1. Keel must be fully down for these tests.

2. Take the boat out in a moderate wind with the headsail you will be using the most.

3. Sailing to windward with a moderate amount of heel and with main and jib sheeted fairly well snug, there should be the slightest tendency for the boat to head up to windward.

4. If so, your boat may be considered properly tuned and will require either no or only minor adjustments.

5. If you experience more than slight weather helm - a) Make certain main is not pulled in too tight. b) Try moving jib or genoa leads forward. c) Try tightening outhaul, downhaul and/or cunningham adjustments on the main. d) You may be trying to sail in too much wind with the genoa, try the jib. e) Crew weight may not be properly distributed. f) Rake mast forward more.

6. If you experience slight lee helm or neutral helm, before you panic - The San Juan 21 was designed to sail with the jib in light winds with little or no heel, with neutral or slight lee helm. With the addition of the genoa and a little heel, the boat should have a slight weather helm. The angle of heel is the best way to control helm on a 'tuned' boat.

7. If you experience excessive lee helm - a) Make certain main is not too loose. b) Try moving jib or genoa leads aft. c) Try slacking outhaul, downhaul and/or cunningham adjustments on the main. d) Crew weight may not be properly distributed. e) Rake mast aft more.

## LIMITED WARRANTY

1. Clark Boat Co. (the Company), as Manufacturer, warrants all boats and parts manufactured by Clark Boat Co. to be free from defects in material and workmanship under normal use and service FOR A PERIOD OF TWELVE (12) MONTHS AFTER THE DATE OF DELIVERY TO THE FIRST USE PURCHASER THEREOF, OR FOR TWENTY-FOUR (24) MONTHS AFTER DELIVERY TO THE ORIGINAL PURCHASING DEALER, WHICHEVER OCCURS FIRST (hereinafter Warranty Period).

2. THIS WARRANTY IS EXPRESSLY MADE IN LIEU OF ALL OTHER EXPRESS WARRANTIES, REPRESENTATIONS, CONDITIONS, OBLIGATIONS OR LIABILITIES ON THE PART OF THE COMPANY. ALL IMPLIED WARRANTIES, INCLUDING ANY IMPLIED WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE, ARE LIMITED TO THE WARRANTY PERIOD ABOVE DESCRIBED. RELIEF UNDER THIS WARRANTY IS LIMITED TO THE TERMS HEREOF AND THE COMPANY ACCEPTS NO RESPONSIBILITY WITH RESPECT TO INCIDENTAL OR CONSEQUENTIAL DAMAGES ARISING FROM A BREACH THEREOF.

3. This Warranty shall only apply to the original purchasing dealer or the first use purchaser.

4. This Warranty shall apply to all boats, components, or parts manufactured by the Company EXCEPT:

(a) Paints, varnishes, gelcoats, chrome-plated, anodized aluminum finishes and other surface coatings, because they are affected by climatic and use conditions beyond the control of the manufacturer.

(b) Any boat or boat part manufactured by the Company which shall have been altered or repaired at other than duly authorized service facilities, or subject to misuse, misapplication, negligence or accident.

(c) Items specified in the Owner's Manual as dealer responsibility in launching a new boat.

All engines, pumps, batteries and other boat accessories not manufactured by the Company are NOT covered by this Warranty. However, any warranty furnished by the manufacturer thereof, if possible, will be passed on to the original purchaser.

5. ORIGINAL USE PURCHASER OBLIGATIONS: As a condition precedent to securing warranty performance, the original use purchaser must:

(a) Complete the Warranty Registration Card attached to this Warranty and mail it to the Company at the address shown thereon within 30 days from the date of delivery to the first use purchaser.

(b) Make any defective part or boat available, at the purchaser's own expense, free and clear of all liens, at the location of an authorized dealer of the Company within the Warranty Period.

6. AUTHORIZED DEALERS OBLIGATION: As a condition to securing reimbursement of expenses under this Warranty, the authorized dealer must:

(a) Make a thorough investigation of the alleged defect and the cause(s) thereof and determine that a defect covered by this Warranty does in fact exist.

(b) Make a written claim on the Company within 30 days of the date work is commenced by the dealer on repair or removal of a defective component.

(c) Retain any replaced parts for ultimate inspection by the Company.

(d) Consult with the Company directly before undertaking any major repairs.

7. Within the Warranty Period specified above, the Company will, through its selling dealer, reimburse the purchaser for the labor costs involved in the removal of the defective parts and the reinstallation of repaired or replaced parts, provided that the labor cost reimbursement will be based on a reasonable number of hours as determined by the Company. Labor will be paid at the regional labor rate.

If repair or replacement of the defective boat or part is, in the opinion of the Company, not commercially reasonable, the Company may elect to refund the purchase price and take back the product.

8. The dealer is not an agent for the Company except for the purpose of administering the above warranty to the extent herein provided, and the Company does not authorize the dealer or any other person to assume for the Company any liability in connection with such Warranty, or any liability or expense incurred in the replacement or repair of its product other than those expressly authorized herein.

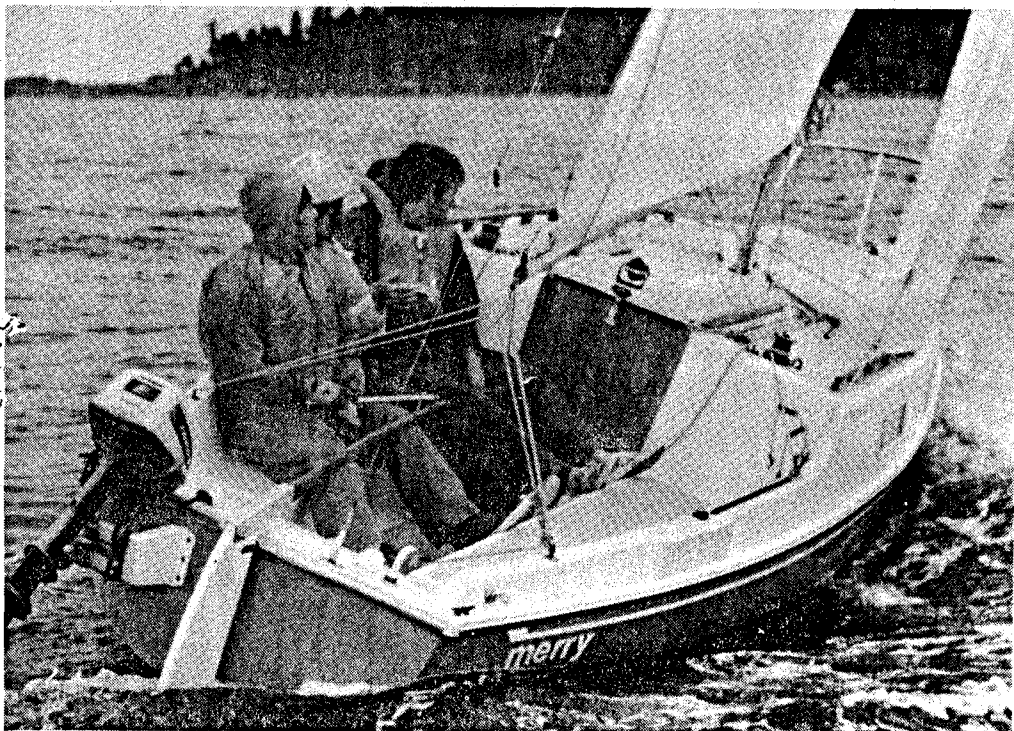
9. The Company reserves the right to make changes in design or materials in its products without being obligated to incorporate such changes in products of prior manufacture, and to make changes at any time in design, materials or parts of boats of any one year's model without obligation or liability to owners of boats of the same year's model of prior manufacture.

10. All repairs or replacements under this Warranty shall be performed by the Company or its authorized dealer within 60 days of purchaser giving notice of a claim and making the defective part(s) available pursuant to paragraph 5 above.

11. Since repairs, replacements, etc. . . under this Warranty are administered through authorized dealers, the Company does not guarantee that Warranty service will be available 9 a.m. to 6 p.m. Monday through Saturday. (For information on the location of authorized dealers in your area, consult the yellow pages of your telephone directory.)

12. This Warranty gives you specific legal rights. In the event of a problem with Warranty service or performance, you may be able to go to a small claims court, a State court, or a Federal district court.

Please sign the Warranty Registration Card and return to Clark Boat Co., 25 - 37th Avenue N.E., Auburn, Washington 98002 or Clark Boat Co., Highway 17 South, New Bern, North Carolina 28560 within thirty (30) days from purchase.



# SAN JUAN 21 CLASS ASSOCIATION CONSTITUTION

## Article I NAME

The name of this organization shall be the San Juan 21 Class Association.

## Article II OBJECT

The object of the San Juan 21 Class Association shall be to promote San Juan 21 Class racing under uniform rules, governed by this Association, to maintain rigidly and without deviation the one-design features of the San Juan 21 sloops as designed by Don Clark, and to foster communication within the Class.

## Article III EMBLEM

The emblem of the Class shall be a square S with a J under the bottom half and number 21 upper right as indicated on the official sail plan.

## Article IV POLICY

It is the policy of the association: 1. To cooperate with other yachting organizations; 2. To keep the cost of acquisition and maintenance of San Juan 21 sloops within modest limits without sacrificing high standards of performance, seaworthiness, safety and convenience; and 3. To promote a one-design class of San Juan 21 sloops, identical in all essential features, in which racing shall be to determine the skill of the skipper.

## Article V ORGANIZATION

1. A San Juan 21 skipper shall apply for membership in the Association, whenever practicable, through a fleet on whose waters he normally sails. If an applicant is for any reason not admissible to Fleet membership, or if Fleet membership is impractical because of geographical location, he may apply directly to the Association for unattached membership. In either case, his application shall be subject to rejection for cause by the Executive Committee.

2. The Fleet is a territorial unit open to all eligible persons, within its area. It elects its own officers which must include a Fleet Captain, who must be a member of the Association, and a Fleet Secretary, who must be a member or the spouse of a member of the Association. The Fleet is self-governing in all local matters, so long as consistent with Association rules, and has the power to accept or reject applications for Fleet membership.

3. The powers of the Association shall be vested in the Governing Board.

## Article VI JURISDICTION

The association has jurisdiction over all San Juan 21 activities. Its Constitution, By-Laws, Rulings and Specifications are binding upon all members and fleets, and govern all sanctioned San Juan 21 races regardless of the identity of the sanctioning organization.

## Article VII FLEET CHARTERS

1. A new fleet may be granted a charter upon application to the Secretary-Treasurer of the Association and approval by the Executive Committee. Application shall be made by three or more owners, who must be members of the Association, of three or more San Juan 21 sloops not within the territory of an organized Fleet. The Executive Committee shall have the authority to designate the geographical area included within each Fleet's territory, and to enlarge or decrease the area from time to time as may be required for orderly growth and development of the San Juan 21 Class.

2. Fleet charters may be suspended by the Governing Board, but can be revoked only by a majority vote of the membership for failure to maintain in good standing a minimum membership and quota of San Juan 21 sloops as above required, or for other adequate cause.

4. The ballot shall be distributed by July 15<sup>th</sup>. At least thirty days shall be provided from the date the ballot is mailed to the date by which the ballot must be returned. Election results shall be tabulated by the Secretary and announced to the membership as soon as practicable.

5. If no candidate receives a majority of the votes cast for that office on the first ballot, then the two candidates receiving the greater number of votes shall be the only candidates voted upon in the second ballot and the one of them receiving the greater number of votes shall be declared elected.

6. The Secretary-Treasurer and the Editor shall be selected by the Executive Committee and be responsible to the Commodore for the performance of their duties. The amount of their compensation, if any, shall be fixed by the Governing Board.

## **Article XI GOVERNING BOARD AND EXECUTIVE COMMITTEE**

The Governing Board shall serve one year, from January 1 to December 31, and shall consist of the Commodore, two Vice Commodores, Chief Measurer, immediate past Commodore, a representative of the Clark Boat Company and all Fleet Captains. Fleet Captain members of the Governing Board are allowed to cast votes equal in number to the number of bona fide National Association members in their respective fleets at the time of ballot presentation. Fleet Captain voting is expected to reflect the proportionate voting preferences of their fleet membership. The Governing Board shall interpret the Constitution and By-Laws, shall conduct all business and determine policy of the Association, and shall serve as the last court of appeal in disputes over constitutional rights. The Governing Board has the power to enforce its decisions by suspension of Fleets or individual members. Its ruling shall be binding and final. The Governing Board may amend the By-Laws, but not the Constitution.

2. The Executive Committee is a sub-committee of the Governing Board, empowered to act in the name of the Governing Board in matters requiring prompt action and personal attention. The Executive Committee shall consist of the Commodore, two Vice Commodores and the immediate past Commodore. The Commodore shall serve as chairman. The Executive Committee shall sanction races and other activities, shall grant charters, shall appoint persons to fill vacancies in office, subject to approval by the Governing Board in case such vacancies are being filled by a member or members of the Executive Committee, and shall authorize special committees, including San Juan 21 race committees for sanctioned events, to be appointed by the Commodore.

## **Article XII MEETINGS OF MEMBERS**

1. Time and place of meetings. The annual meetings of the members shall be held during the period of and in the vicinity of the two National Championship Series. Motions from the floor which receive a majority vote of Association members present shall be submitted to the entire membership or to the Governing Board, whichever the Executive Committee deems appropriate and in accordance with the Constitution and By-Laws for a final decision by mail ballot within one year. Special meetings may be called by the Governing Board or by demand in writing by fifty percent of the fleets. Exact time and place of all meetings shall be fixed by the Executive Committee.

2. Notice of Meeting. Notice of the time and place of the annual meetings shall be given by general announcement at the two National Championship Series. In the case of a special meeting and the purposes for which the meeting is called, shall be mailed not less than 30 days nor more than 60 days before the meeting, to each member at his address appearing in the membership books. For the purpose of determining members entitled to notice of, or to vote at any special meeting of members, membership books close sixty days before the meeting, or at such later date as may be ordered by the Executive Committee.

3. The purpose of a special meeting must be plainly stated in the notice, in such form as to permit voting by mail, and no other business than that stated can be transacted.

4. Voting. Each member shall be entitled to one vote, except that in the case of co-owned San Juan 21 sloops, only one vote per boat shall be allowed. A majority of votes cast shall decide all questions unless a greater voting requirement is stipulated in the Constitution or By-Laws. The Chairman of the meeting shall cast the one deciding vote in case of a tie, and may also fix a time limit on speakers and debate of motions. In the case of a special meeting, voting by mail or by proxy authorized in writing shall be allowed. Mailed ballots shall be entitled to be recorded and counted only if received by the Secretary-Treasurer on or before the day preceding the date fixed for the special meeting. Only members present in person may vote at an annual meeting.

5. Quorum. Three-fourths the number of members registered to participate in the concurrent National Championship Series shall constitute a quorum for the annual meetings. In the case of a special meeting, a quorum shall be deemed to exist as to any question on which the total number of ballots cast (whether by mail, by proxy or in person) equals or exceeds one-half the number of members of the Association.

### **Article XIII AMENDMENTS**

1. The Constitution may be amended by two-thirds of the votes cast in a ballot by mail of the entire membership of the Association.

2. The By-Laws may be amended at any time by the Governing Board, by an affirmative vote of two-thirds of the eligible votes cast. At least half of the Governing Board members must cast their votes in order for the election to be validated.

## **BY-LAWS**

### **Article I MEETINGS BY MAIL OF GOVERNING BOARD**

1. The Commodore shall communicate regularly with the members of the Governing Board, and at least once during his term of office, shall provide that body with an opportunity to conduct such business by mail as it may deem appropriate. A majority vote shall decide all issues unless otherwise provided in the Constitution or By-Laws. At least half of the members of the Governing Board must cast their votes in order for any given ballot issue to be validated.

2. The Commodore shall allow no less than two months from the date of his mailing for ballots to be returned, so that Governing Board members shall have the opportunity to discuss the ballot with their fleet members before casting their votes.

### **Article II FLEET MEETINGS AND REPORTS**

1. The annual meeting of each Fleet shall be no later than November 30 of each year, and results of the election of fleet officers shall be filed with the Association not later than December 31.

2. The Fleet Secretary shall file with the Association Secretary-Treasurer on or before December 31 of each year, a written report of fleet activities, events and developments during the year just ended. The filing of the annual report shall, unless waived by the Governing Board, be a condition precedent to renewal of the fleet's rights and privileges under its chapter.

### **Article III DUES, MEMBERSHIP**

1. Dues: San Juan 21 Class Association dues shall be: a) for ACTIVE MEMBERS \$8.00 annually; b) for UNATTACHED MEMBERS, \$8.00 annually; c) for ASSOCIATE MEMBERS, \$4.00 annually; and d) for SUSTAINING MEMBERS, \$4.00 annually.

2. Co-Owners: Where a San Juan 21 Class sloop is owned in good faith by more than one person, only one of the owners shall be required to pay annual dues of \$8.00. 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 of \$4.00. 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 San Juan 21 in any sanctioned race, including the National Championships after proper qualification.

3. Membership Cards: Upon receipt of dues, the Secretary of the Association shall issue official membership cards. The membership card shall show the number of the boat.

4. Due Date: Membership dues are due in January of each year. Dues shall be deemed delinquent after February 15 except for new incoming members. New members who join after September 1 and pay one year dues shall have their dues applied to the following full calendar year, but will already be members with full rights from the time they join.

5. Payment of Dues: Association dues for fleet members shall be collected by the Fleet Secretary-Treasurer and forwarded to the Association Secretary-Treasurer. A roster of paid members' names, complete addresses and boat numbers must accompany the dues payment. Association members who are not members of a fleet shall forward their dues directly to the Association Secretary-Treasurer, along with their complete address and boat number.

#### **Article IV ELIGIBILITY FOR SANCTIONED EVENTS**

1. To be eligible to receive any points or award granted by the Association, a skipper must have paid his Association dues prior to the series or regatta in which the points or award are granted. The 'skipper' is defined for the purpose of this rule as the person at the helm. If he resides within the designated territory of any fleet, he must also be a member in good standing of a fleet (though not necessarily the fleet of his residence if he customarily sails on the waters of a different fleet of which he is a member).

2. The spouse of an Association member and the member's children who are under the age of 21 years shall be eligible to act as skipper of the member's boat without payment of additional dues. However, in the application of this rule, if a family owns more than one San Juan 21 sloop, then the family shall pay dues for as many memberships as it has San Juan 21 sloops.

3. To be eligible to participate in the National Championship Series, a skipper must be a member in good standing and must have paid his dues for that year not later than August 1, except that a skipper who did not own a San Juan 21 by August 1 may upon petition to the Executive Committee, be declared eligible to participate if he furnishes: a) satisfactory evidence that his later acquisition of a San Juan 21 was genuine and not merely nominal, b) a statement of intent to support and participate in Association activities and events on a continuing and regular basis, and c) payment of his dues for that year at or prior to registration for the National Championship Series.

4. In the case where a recognized yacht club, educational institution, military or similar organization owns one or more San Juan 21 sloops for the purpose of encouraging junior sailing or of teaching sailing skills, members or students of the organization shall be permitted to skipper such San Juan 21 in any sanctioned event, subject to the following conditions: a) Such San Juan 21 must be registered with the San Juan 21 Class Association in the name of the owning organization, which shall assume all legal liability incident to ownership and operation thereof. b) The skipper must be a member of the San Juan 21 Association, in good standing, and must have paid his membership dues as required by other provisions of these By-Laws.

#### **Article V SLOOP NUMBER AND CLASS EMBLEM**

1. The official number allocated to new sloops by the Clark Boat Company and the San Juan 21 class emblem shall be affixed to both sides of each mainsail used by San Juan 21 class sloop during its life. Variation in size or style of the number and emblem on the sail shall not be grounds for disqualification, but the Chief Measurer shall cause them to be made part of the official sail plan, so as to encourage uniformity in the future.

2. The Secretary-Treasurer of the Association shall maintain a permanent record of each San Juan 21 class sloop, showing number and ownership.

## **Article VI MEASUREMENT AND CERTIFICATES**

1. The measurement certificate furnished by the Clark Boat Company or its licensee at time of original delivery of a San Juan 21 shall be sufficient proof that the hull materials and dimensions comply with the official specifications, unless it is affirmatively shown that the hull was thereafter altered. The measurement certificate is transferable in ownership with the boat.

2. It shall be the responsibility of every owner of a San Juan 21 to maintain his boat in accordance with the original measurement certificate and with the current specifications. No San Juan 21 sloop shall be eligible to enter an Association sanctioned event unless it complies with the official specification.

## **Article VII RACING RULES**

The official code of racing rules which shall govern all San Juan 21 races held by the Association shall be that of the North American Yacht Racing Union, except wherein such rules conflict with the rules of the San Juan 21 Class Association in which event the latter shall govern, and except to the extent such NAYRU rules may be modified by the instructions for a particular race or series because of local conditions. In so far as practical, the rules of the NAYRU and San Juan 21 Association shall likewise govern all fleet races. Local fleets may waive an Association Specification or Specifications for their own races only if such action is voted upon at a fleet meeting whose agenda has been previously announced with adequate advance notice and provided 75% of those fleet members present approve such action.

## **Article VIII RACING RESTRICTIONS**

1. The number of persons allowed in a San Juan 21 sloop in a race shall be two or more. For non-Association sanctioned regattas or single-handed regattas this restriction may be waived or modified.

2. In San Juan 21 Association sanctioned races the crew number shall be consistent in all races of the series.

3. No hiking straps or similar devices shall be allowed.

4. No movable ballast is allowed, including wet clothing worn as ballast.

5. Skippers in fleet or interfleet races or series must be members in good standing of the San Juan 21 Class Association, or their family members as described under Article IV, Section 2 of these By-Laws.

6. Trapeze-type hiking devices are not allowed, nor are crew members allowed to support themselves with standing or running rigging as a means of balancing the boat.

7. Use of jib furling gear while racing is prohibited.

## **Article IX NATIONAL CHAMPIONSHIPS**

1. Purpose: The East and West Coast Championship Series are conducted annually to determine the National Champions of the San Juan 21 Class.

2. Regatta Committee: The National Regatta Committees shall have charge of the National Championship Series, and shall be composed of the appropriate Vice Commodore, the Fleet Captain of the host fleet, and one other member of the Association appointed by the Commodore. Responsibility for arranging and providing for proper facilities and personnel to manage the series shall rest with the host fleet. In this regard, the host fleet shall cooperate with and be guided by the Executive Committee and the National Regatta Committee.

3. Contingency Fund: The Class Association shall each year set aside a contingency fund of \$200 to be used by the host fleets in cases of emergency. East and West Coast Championships should be planned to be self-supporting. The Executive Committee shall decide if and how the contingency fund is to be used.

4. Date: The National Championship Series should be sailed during the period of June 10 to September 5. The series may be scheduled on any two or three successive days within the



specified period, at least one of which days shall be a Saturday and one of which shall be a Sunday. The dates of the series shall be designated by the Executive Committee as early in the sailing season as practical. The schedule of the races during the series shall be at the discretion of the National Regatta Committee in conjunction with the host fleet in order to provide the optimum sailing conditions for the determination of the National Champions East and West.

5. Number of Races: The National Championship Series shall consist of five completed races if a 3-day series, and four completed races if a 2-day series. In the event of extreme weather conditions, the total number of races sailed may be reduced to one completed race by the Regatta Committee.

6. Course and Sailing Instructions: The course of each race and any special sailing instructions shall be fixed and given under the direction and upon the authority of the national regatta committee.

7. Qualification: Each skipper entering the National Series must be a member of the association in good standing. He must also be a bona fide owner or co-owner of the yacht to be sailed by him except as provided for chartered boats, and except as provided in Article IV, paragraph 4, for organization-owned boats. The skipper and crew must be registered with the National Regatta Committee prior to the first race. Only such skipper and crew shall sail in the San Juan 21 sloop under which they are registered. Any exception must be for good cause, with specific approval of the National Regatta Committee.

8. Measurement: All yachts entered in the National Championship Series shall be subject to measurement and approval of the Chief Measurer prior to the first race. If any yachts or equipment do not come within the specification, or within the tolerances permitted, the use of the same shall be prohibited. Any or all yachts may be ordered re-measured by the Chief Measurer, Executive Committee or National Regatta Committee.

9. Scoring: The results of each race will be scored using the low-point system: First boat,  $\frac{3}{4}$  point; second boat, 2 points; third boat, 3 points, etc.; DNF, 1 point more than the number of boats starting the race; DNS, 2 points more than the number of boats starting the race; and DSQ, 3 points more than the number of boats starting the race. Ties in point scores at the end of the last race will be resolved in favor of the boat that defeated the other boat in the most number of races. If a tie still exists it will be resolved in favor of the boat with the lowest score in its best race, then in favor of the boat with the lowest score in its second-best race, etc. If this method fails to resolve the tie, it will be resolved in favor of the boat finishing best in the last race.

10. Charters: A boat may be chartered for the National Series by any San Juan 21 owner or co-owner who is unable by reason of distance or damage to his boat, to bring his own boat to the site of and to sail it in the National Championship Series. Such charterer must use the sails which belong with the chartered boat. A charge of \$25.00 will be expected by the owner of the chartered boat. Charterers shall be responsible for all damages to the boat and spars and shall pay the boat owner for same. They will not be responsible for breakage of running or standing rigging except in cases of collision or abnormal racing conditions. In the event of a dispute, the National Race Committee shall be the sole and final judge of responsibility. Charterers may not bore holes in the boat or do anything else that may be construed as defacing without permission of the boat owner. A boat will be returned to its owner in exactly the same condition and arrangement as it was received. This includes unrigging and replacing on a trailer.

11. Notices: During the National Championship Series, official notice of meetings, hearings, decisions, rulings, changes in procedure and instructions shall be given by posting same on a bulletin board at the series headquarters daily during the series. Each participant shall be responsible for being at headquarters and seeing such notices. If conditions require it, the time place and manner of giving official notice may be varied, but notice of any change shall be given by such means that it may reasonably be expected to come to the attention of all participants.

12. Site: The site of the National Championship Series shall be designated by the Executive Committee, after consultation with other available members of the Governing Board. The selection of a site shall be based primarily upon the ability and desire of the fleet to which belongs the current National Champion to host the series. Consideration shall be given to the desirability of varying the site from year to year, to the probable effect on growth of the San Juan 21 Class, and to the adequacy of the proposed sailing conditions and facilities, including such factors as boat security during the series, mooring space, availability of housing for participants, proximity to the greater number of potential participants, reasonably anticipated weather conditions, availability of a series headquarters, and any other factors deemed relevant by the Executive Committee.

#### Article X SPECIFICATIONS

The official specifications of the San Juan 21 consist of a series of drawings, signed by the Chief Measurer and written statement of specific requirements relating to the hull, mast, boom, rigging, equipment, fittings and sails. The specifications shall constitute a part of these By-Laws. A boat deviating from these specifications may be disqualified from the Association.

#### Current Fleets

Fleet #1	Seattle, Wa.	Fleet #23	Montgomery, Ala.
Fleet #2	Spokane, Wa.	Fleet #24	Eugene, Or.
Fleet #3	Fresno, Ca.	Fleet #25	Hudson-Sound
Fleet #4	Medford, Or.	Fleet #26	Chicago, Ill.
Fleet #5	Rochester, N.Y.	Fleet #27	Morehead City, N.C.
Fleet #6	San Francisco, Ca.	Fleet #28	Calgary, Can.
Fleet #7	Washington, D.C.	Fleet #29	Orlando, Fl.
Fleet #8	New Bern, N.C.	Fleet #30	North Carolina Triad
Fleet #9	Bradenton/Sarasota, Fl.	Fleet #31	Lake Murray, S.C.
Fleet #10	Tri-Cities, Wa.	Fleet #32	Kentucky Lake, Ind.
Fleet #11	Dallas, Tx.	Fleet #33	Cincinnati, Ohio
Fleet #12	Hawaii	Fleet #34	Raleigh, N.C.
Fleet #13	Dillon, Co.	Fleet #35	Sacramento, Ca.
Fleet #14	Virginia	Fleet #36	Camden, S.C.
Fleet #15	Tyler, Tx.	Fleet #37	Michigan City, Ind.
Fleet #16	S. Okanagan, Can.	Fleet #38	Charlotte, N.C.
Fleet #17	Cent. Okanagan, Can.	Fleet #39	Memphis, Tenn.
Fleet #18	Olympia, Wa.	Fleet #40	Traverse City, Mich.
Fleet #19	Nashville, Tenn.	Fleet #41	Chattanooga, Tenn.
Fleet #20	Gig Harbor, Wa.	Fleet #42	Tulsa, Okl.
Fleet #21	Bloomington, Ind.	Fleet #43	Oregon Coast
Fleet #22	South Idaho	Fleet #44	Longview, Wa.

For information on the San Juan 21 National Class Association contact: Toni Bader, 5262 Roland Drive, Indianapolis, Indiana 46208 (317) 253-9812

Dues are \$8 annually, which covers a bi-monthly publication, filled with many helpful ideas and items of interest.



Designers and Builders  
of San Juan Sailboats

West/Corporate Headquarters/25-37th Avenue N.E./Auburn, Wash. 98002/(206) 854-5400  
East/U.S. Highway 17S/New Bern, N. Carolina 28560/(919) 633-5450