

# INTERNATIONAL L- 1 6 CLASS ASSOCIATION

## CLASS RULES

As Revised July, 1953 - May 17, 1954 - August 24, 1961  
August 20, 1965 - August 15, 1966 - August 23, 1968  
August 28, 1969 - August 20, 1970 - August 27, 1971  
August 24, 1972 - August 23, 1973 - August 22, 1974  
August 14, 1975 - August 17, 1976 - November 16, 1996  
September 13, 1997 - August 15, 1998 – September 23, 1999

## PART I: ORGANIZATION

### 1. Name

The name of this organization shall be **THE INTERNATIONAL L-16 CLASS ASSOCIATION.**

### 2. Object

To promote and develop L-16 class racing under uniform rules, and to maintain rigidly the one design feature of the L-16 class boats.

### 3. Class

The Class shall consist of boats designed and built by the Luders Marine Construction Company of Stamford, Connecticut, and similar in specification and material to those built in 1945 and 1946. Boats built to the same design and specification by other builders shall be eligible under such restrictions and conditions as the Class Association may from time to time determine. These include the boats built at Newport Beach, California by the South Coast Company during the years 1947 to 1949 and others subsequently.

### 4. Organization and Membership

Any owner or bona-fide charterer of a boat, eligible for registration in this class, may apply for membership in the Association. He shall join through a fleet on whose waters he normally sails. The power to accept or reject applications for membership is vested in each fleet, but any application is subject to refusal, for cause, by the Governing Committee.

The Fleet, a territorial branch or unit open to all eligible individuals, shall elect its

own officers, always to include a Fleet Secretary. It shall be self governing in all local matters that do not conflict with the Association's Rules.

Owners who are not geographically located to permit racing with a fleet, non-owners who are interested in the Association or co-owners who wish to receive Association mailings, may be admitted to membership as Associate Members.

Persons who have made significant contributions to the class may be elected to Honorary Membership at any Annual Meeting. Honorary Members need not pay dues and are not required to be L-16 owners.

The powers of the Association shall be vested in, and administered by, its Governing Committee.

5. Fleet Charters

The Governing Committee may grant Fleet Charters to each Fleet consisting of three or more owners, of three or more L- 16 Class boats, upon application to the International Secretary. Charters shall be revoked by the Governing Committee upon failure of a Fleet to maintain a minimum number of members in good standing, or other adequate causes.

6. Dues

Association dues shall be seven dollars a year for owners who are members of organized fleets, four dollars a year for Associate Members, and shall be paid before a member can be in good standing in either the Fleet or the Association, but these dues may be raised or lowered by a majority vote of the Class at its Annual Meeting. Such changes, however, cannot be retroactive.

7. Executive Officers and Duties

The Association shall be governed by the following officers, who shall be elected at each Annual Meeting and shall serve until the ensuing Annual Meeting or until their successors are elected at a Special Meeting, or by a vote of five of the seven members of the Governing Committee:

The **CHAIRMAN**, who shall preside at meetings shall rule on procedure and appoint Special Committees. He shall be empowered to call all meetings and shall designate the time and place, excepting only the Annual Meeting.

The **SECRETARY**, who shall, as Secretary, keep minutes of the meetings, reports of Fleets, records of membership, registration of boats, issue all Fleet Charters, and in addition, shall perform all other duties pertaining to such office.

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

8. Governing Committee

The Governing Committee shall consist of the three officers as designated and four other members of the Association elected at the Annual Meeting. An affirmative vote of four of the seven members of the Committee shall decide all questions, and such votes shall be final. The Committee shall interpret the Class Rules; grant or revoke Charters; sanction or ban Association races; fill vacancies in office; conduct all business and determine the policy of the Association. No two members of the Governing Committee, excepting only the officers, shall be representatives of the same Fleet.

9. Rules Committee

The Rules Committee shall be appointed immediately after each Annual Meeting by the Governing Committee and its members shall hold office for one year. It shall pass on all questions relative to the eligibility of boats and equipment, interpret the Rules and Specifications, and recommend to the Governing Committee any advisable alterations or additions to the Class Rules.

10. Meetings and Elections

Annual Meetings shall be held at the location and at the time of the International Championship Races. The Secretary shall mail a notice of this meeting to all Fleet secretaries at least 30 days in advance of the date selected. A quorum shall consist of the presence in person or by proxy and voting of Fleet Representatives of at least fifty per cent of the total number of Chartered Fleets. Voting shall be solely by Fleets, each Fleet to have one vote for each boat enrolled through that Fleet, then in good standing.

The order of business at an Annual meeting shall be as follows:

1. Call to order
2. Roll Call
3. Reading of Minutes
4. Reports of Officers
5. Ratification of Governing Committee rulings
6. Other business

7. Election of Executive Officers and Governing Committee
8. Adjournment

**A SPECIAL MEETING** shall be held at a time and place designated by the Chairman upon written notice to the International Secretary by Fleet Secretaries of at least twenty-five per cent (25%) of the total number of Chartered Fleets.

A quorum will be based on the presence, in person or by proxy, and voting, of fleet representatives from at least fifty per cent (50%) of the total number of Chartered Fleets. At least two weeks written notice of the purpose, time and place of any Special Meetings shall be given by the International Secretary to all Fleet Secretaries. Voting shall be as required for the Annual Meeting.

11. Amendments

The Class Rules may be amended only at an Annual or Special Meeting by a two-thirds vote of the total number of boats in the Association, in person or by proxy, and voting, provided, however, that proposed Amendment shall be set forth in the Notice of the Meeting.

## **PART II: RULES AND SPECIFICATIONS**

### 1. Enforcement

It shall be the responsibility of the local fleets to enforce rules and specifications, and each Fleet Secretary shall certify to the International Secretary all boats belonging to his fleet, stating that they comply with these rules. At the same time he shall report to the International Secretary the name of each boat, its owner and its racing number. No boat so certified shall be challenged except by means of a protest in writing to the International Secretary who shall refer it to the Rules Committee for decision. Any such protest shall be accompanied by a check for \$25.00 which shall be paid into the class treasury if the protest is not sustained.

### 2. Standards

All boats before being certified, shall conform to the Rules and Specifications, as set forth in the succeeding paragraphs, with the exception, however, that local fleets may modify the Rules and Specifications insofar as they affect rigging, spars and sails, but not hulls, if they have the written permission of the Governing Committee. These modifications shall apply only to local racing and permission shall be granted by the Governing Committee only when they are of such a nature as will permit the boat to be changed back readily to conform to class standards for intersectional or international racing. The plans and specifications on file with the Luders Marine Construction Company and dated 1945, or a certified copy of these plans acquired by the class, shall be considered as setting forth the official standards with respect to hull, spars and rigging.

### 3. Hulls

All hulls shall conform to the design and specifications of the L-16 boats built by the Luders Marine Construction Company in 1945 and 1946. The rudder shall be considered a part of the hull for the purposes of this rule. However, nothing contained in the above rule shall prevent the owner from making such interior changes in the hull as he wishes and/or to modify the deck fittings to the extent that these changes are not specifically prohibited elsewhere in the Class Rules. No portion of the cabin top may be removed so as to enlarge the designed area of the cockpit. The bulkhead between the cockpit and the cabin may be removed.

Hulls constructed by Continental Plastics Corp. of Costa Mesa, California, Midwest Marine Inc. of Oklahoma City, Oklahoma and Easterly Yachts of Metairie, Louisiana, of fiberglass-reinforced plastic, with the same total weight and distribution of weight as the wooden hulls, meet the requirements of these Rules.

4. Spars

Spars, including replacement spars, shall conform to the original design in size, weight and character. Masts shall not be altered in their rake or position beyond the limitations allowed in the mast partner and/or step as originally designed.

Boats owned and sailed in the States of California, Oregon and Washington may, at the option of the owner, have spars as designed by the South Coast Co., and shown on their drawing No. L-I-S.

Aluminum spars may be used, providing, (1) that the total weight of each spar and its fittings is not less than that of the corresponding wooden spar, and (2) that, for masts, the balance point of mast and fittings shall not be lower than that of a wooden spar and fittings.

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

5. Rigging

Standard rigging shall conform to the original design in every detail except that heavier rigging may be used. The fittings for running rigging may not be altered insofar as their character and points of attachment to the spars are concerned. A boom vang or holddown may be used, and permanent fittings for attaching the vang to the boom and to the deck may be installed.

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

The mainsheet may be led or trimmed in any manner, including the use of a combination block and cam suspended at any point on the boom, except that the sheet shall not be carried to a cockpit floor lead, nor led in such a manner as to exert a bending strain upon the boom itself.

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

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

6. Sails

Sails shall be limited to mainsail, working jib, genoa jib and spinnaker and shall conform to the requirements of the following paragraphs.

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

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

a. Mainsails

1. Each mainsail shall be equipped with a headboard. The headboard shall measure 4 inches along the top at right angles to the luff (excluding bolt rope).
2. Each mainsail shall have four battens. The top and bottom battens shall be 24 inches long and the two intermediate battens 36 inches long. Batten pockets shall not be over 2 inches longer than their respective battens. Except for the International Championship local fleets may permit the use of a full length top batten for local racing.
3. All mainsails shall, when in use, be attached to the spars for the full length of the mast and boom, either by sail track and slides, slugs in slots, or by having the bolt rope run in slots in the spars. No loose footed or mitre cut sails shall be used.
4. Each mainsail may, at the option of the owner, have one row of reef points, parallel to and approximately 3 feet, 6 inches above the foot.
5. Mainsails shall be made of material not lighter than 5 ounces per running yard 28 inches wide. The material shall be limited to Dacron.
6. A black band one inch wide shall be painted around the mast, with its top 29 feet below the top of the sheave used for the main halyard. When a mainsail is set the line of the track on the boom (or of the top of the boom for slotted booms) shall not be brought below the top of the black band.
7. A stop, or for slotted booms a black band one inch wide, shall be placed at the outboard end of each boom. The stop or the inner edge of the black band shall be 11 feet from the after side of the mast. The clew of the mainsail shall not be pulled out beyond the stop or the inner edge of the black band. The black band for slotted booms is

required only for booms which are more than 11 feet long, measured from the after side of the mast.

8. The size of each mainsail shall be governed by the following:

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

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

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

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

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

b. Working Jibs

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

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

c. Genoa Jibs

1. All genoa jibs shall be fitted with snap hooks or cloth fasteners which, when the sail is set, must be attached to the jib stay.
2. Genoa jibs shall be made of material not lighter than 3.7 ounces per running yard 28 inches wide.
3. Mylar is permitted as a material for Genoa jibs provided the weight provisions are complied with.
4. The size of each genoa jib shall be governed by the following:

Dimension	Limits:	Maximum	Minimum
Luff, measured along forward edge.....		18' 9"	18' 6"
Foot.....		12' 0"	11' 6"
Leach.....		18' 11"	18' 3"

NOTE: To comply with the maximum limits the foot and leach shall be measured with the luff drawn taut and the tension of approximately 12 pounds applied not in the direction of measurement, but at the clew in the direction of the mitre.

d. Spinnakers

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

Dimension	Limits:	Maximum	Minimum
Luff.....		22' 0"	21' 6"
Measurement in a straight line from head to center seam at foot.....		24' 0"	22' 6"
Foot (half-breadth).....		7' 0"	6' 6"
Half-breadth 6' down from head.....		7' 4"	6' 6"
Half-breadth 12' down from head.....		8' 10"	8' 0"

NOTE: Half-breadths shall be measured at right angles to a straight line between head and clew.

e. Number of Sails Permitted

Only one suit of sails, including a spinnaker, whether new or old, shall be added to any boat's equipment in any one season. In case of accident the Governing Committee may waive this rule, and there shall be the following exception:

Any new boat may add one extra suit of sails at any time during the first two years afloat i.e., at the end of the first two years any boat may have three complete suits of sails, including the suit which came with the boat. Two complete suits of sails may be carried and used when racing.

f. Measurement

All sails proposed to be used in the International Championship shall be measured not more than one week before the first race of the series, and only such sails as meet all of the requirements of this Section of the Rules shall be used. Each sail shall be stamped to indicate fulfillment of these requirements and the date of measurement.

Measurement of sails used in intrafleet races or in interfleet races other than the International Championship shall be as determined by the fleets involved.

7. Crews

Except in the International Championship and in interclub and intersectional races, the number of persons permitted to be carried as crew shall be decided by the local fleets. In interclub and intersectional races, the crews may be as decided between the competing clubs or fleets or by the deed of gift of the cup or trophy competed for. In the International Championship, the number permitted as crew shall be decided by the Class Rules governing the Championship.

8. Haulouts

The number and duration of haulouts shall be decided by the local fleets except as they affect interclub and intersectional races and the International Championship, where they shall be governed as in the rule on crews above.

9. Outboard Motors

Outboard motors may be carried, but must be detached before the preparatory signal of a race and not reshipped until after the finish. The position of an outboard motor shall not be shifted during a race.

10. Equipment

All equipment listed below shall be carried in every race:

1 adequate anchor	1 serviceable life
1 adequate anchor line, 75 feet long	preserver for each person aboard
1 compass	1 fog horn
1 bilge pump	

11. Inside Ballast

No inside ballast may be carried. Equipment, such as outboard motors and anchor chain, which is in regular use shall not be considered as ballast, provided such equipment is always carried in the same location on the boat.

12. General Rules

The rules of the U.S.S.A. shall apply, except as otherwise provided.

### **PART III: INTERNATIONAL CHAMPIONSHIP**

1. Class Championship

There shall be an International Championship held each year.

2. Time and Place

The Host Fleet under whose auspices and in whose home waters the championship is to be sailed shall be determined on a rotational basis. The Governing Committee shall establish a list of Fleets duly qualified to host the championship and shall up-date that list as required. In any year, should the Fleet due to host the championship decline that opportunity, then the invitation shall pass successively to the next on the list until a host is selected.

3. Number of Crews

Unless authorized by the Governing Committee after advice to all the fleets, each fleet shall be represented by one crew. A group of boats that normally races as a single fleet shall not be divided for the purpose of representation in the Championship Series. Such advice must be sent out not later than the call for the Annual Meeting. The responsibility for choosing the crew to represent it shall rest with each fleet.

No fleet shall be entitled to representation in any year whose application for a charter is received by the Secretary subsequent to 90 days prior to the date of the first race of the Championship Series in that year.

4. Eligibility of Boats

Subject to the restrictions above, any boat belonging to or under charter to an active member, in good standing, of the International L-16 Class Association shall be eligible for use in the International Championship.

5. Boats and Sails

The Host Fleet shall arrange for the loan of boats to the competing crews for the period of the series, upon terms deemed satisfactory by the Governing Committee, and such terms shall be binding on the competing crews. It is suggested that skippers be required by advance notice to assume financial liability for their actions personally, or by extending their regular insurance to include these races. The boats shall be assigned to the competing crews by lot,

except that no crew shall be assigned a boat in which any one of its members has sailed as helmsman in any race during the current year.

Each competing crew shall provide its own sails, which must be part of the equipment of the boat they represent according to Part II Rule 6.e., except that in the event that its Fleet uses slotted spars and the boat assigned it has sail tracks, or vice versa, it shall have the option of borrowing a mainsail or mainsails from a member of the Host Fleet.

The use of spinnaker hatches and chutes shall be permitted to be used provided that all boats made available for the series are equipped with either a hatch or a chute.

The Judges (see Rule 9) shall appoint a Sail Measurement Committee which shall function beginning one week prior to the first race of the series.

6. Helmsman

The helmsman shall be a Corinthian and must be a member of the fleet he represents, and he must be the owner or joint owner or charterer of an enrolled boat, a member of an owner's or charterer's immediate family, or he must have sailed an enrolled boat in at least half of the local championship races.

7. Crew

In the International Championship each crew shall be not less than three nor more than four persons, including the helmsman, and a boat must carry the same number in its crew throughout the Championship series.

8. Launching

A boat competing for the Championship shall have been launched at least twelve hours prior to the date of the first Championship race and shall not again be hauled out or put on the beach while the series is in progress except in case of accident and with the approval of a member of the Governing Committee. A boat competing for the Championship may be hauled out or put on the beach prior to the first Championship race for forty-eight hours regardless of any local rules regarding haulouts.

9. Championship Series

The Championship Series shall be under the direction of a committee of three Judges, who shall be appointed by the Host Fleet.

The Championship Series shall, if possible, consist of a minimum of five races, to be held during a period of not more than six successive days. Not more than

three races shall be held in any one day. The type of course for each race shall be decided by the judges.

Races shall consist of a course which would provide for a race duration of not less than approximately 90 minutes, with not less than one-third of the original course, including the first leg thereof, being to windward. Three legs of a course, not including the offset mark, shall be completed to constitute a race. This change will be left to the discrimination of the judges.

If a yacht is disabled through an accident or failure of equipment, and through no fault of the crew, or as the innocent victim of a foul, such yacht must make every effort to finish the race. If she is unable to finish, or is able to do so only at less than normal speed, the Judges may, in their sole discretion, the decision being announced before the start of the next race, either

1. Order the race resailed.
2. Award such yacht a point or points as if it had been unimpaired.
3. Await completion of the Series, and award the number of points resulting from adding together the points obtained by the crew of the disabled yacht in the other races of the series, and dividing that number by the number of other races in which that crew competed during the entire series and for which breakdown points were not awarded.

A yacht claiming a breakdown must display a yellow flag conspicuously in the rigging promptly after the breakdown first occurs, and shall keep it flying until the finish of the race, or if the first reasonable opportunity occurs after finishing, until acknowledged by the Race Committee.

Should unfavorable weather conditions make it impracticable to hold five races, the judges may, at their discretion, reduce the number of races to four or three.

The Championship Series shall be scored in accordance with the Low Point scoring system in Appendix A2 of The Racing Rules of Sailing published by the International Sailing Federation, with the exception that all races shall count.

#### 10. Prizes

A permanent trophy for the International Championships shall be provided by the International Association. Additional prizes for the series may be provided by the Host Fleet.