

**GREAT LAKES 70 SAILING ASSOCIATION**  
**CLASS RULES AND BYLAWS**  
**May 2010 12th edition**

**Name:**

Great Lakes 70 Class Association

**Purpose:**

To encourage competitive racing in ultralight displacement yachts which meet the requirements of the Association. To promote and facilitate communications with and between owners of association yachts as well as the media and the yachting community. To present a united voice for the benefit of Great Lakes 70 class competition.

**Membership:**

**Regular Member:**

An owner with at least a 20% interest in a GL 70 in commission or under construction, or a long-term charterer (minimum - one sailing season).

When a GL 70 is owned by a company or corporation, one of the principals or officers in that organization may become a regular member of the association. Regular members must have a copy of their yacht's current ORR rating certificate on file with the association at all times.

**Associate Member:**

A charterer or other person with an active interest in the welfare of the class. He or she will receive Association mailings.

**Dues:**

will be used for association expenses and may be assessed on an annual basis.

**Technical Committee:**

Will consist of the designers represented by boats within the class association. The technical committee reports to all the owners within the association. A class inspector may be appointed.

**Season Championship:**

The make up of the Season Championship Series will be determined at the association's annual meeting.

**Scoring System:**

1 point for 1st; 2 for 2nd; 3 for 3rd; 4 for 4th; 5 for 5th ... and so on. DNS and DSQ will be scored for finishing one more than the number of yachts entered in the closed course series or long distance race. Yachts starting but not finishing (DNF), shall receive the last place for the number of boats that started. Yachts not entering a closed course series or long-distance race shall be scored as finishing one more than the number of yachts entered in the season championship.

Scoring for the season championship series shall count using a multiplier of one for each race of the closed course races and a multiplier of three for each of the long- distance races. The number of throw-outs shall be four of the highest scores for all seasons racing.

Ties will be broken in favor of the boat with the most firsts, then the most seconds, etc. If that fails to break the tie. the prize will be awarded to the boat that defeats the other boat the most number of times in races that each yacht counts. If all else fails, the winner would be the yacht that defeats the other in the last race that both keep.

The GL 70 awarded the season championship shall be honored by receiving the bill/invoice for the fall Owner's meeting lunch.

**Voting:**

Only paid regular members of the association may vote. Only one vote per Association yacht will be allowed. (Partnership owners are required to cast a single vote.) If a regular member has more than one GL 70, he or she is entitled to a vote for each boat being actively campaigned, provided that dues and assessments are paid for each such boat. An eligible member must provide a written proxy statement to have a designated representative vote in his or her absence. changes to the association bylaws can be accomplished by a vote of the regular members in attendance at the association's annual meeting or by a ballot mailed to all Regular members. A two-thirds majority of the returned ballots is required

to change the Class Rules or Bylaws. In other matters, the majority will prevail. In the case of any mailed ballot, members must respond within two weeks of the mailings date to have their vote counted.

**Association Officers:**

The election of officers shall be by a majority vote. This election will normally be conducted with a mailed ballot. Ballots to elect members shall be mailed by September of each odd-numbered year. In August of each odd-numbered year, the Association President shall appoint a Nominating Committee comprised of no less than three regular members. This committee shall nominate candidates. Additionally, any owner may nominate an owner for any office. Such nominations must be delivered to the Association President prior to August 15 of an election year.

An Executive Committee consisting of three persons including the President, who shall be the chair, shall be elected at the annual meeting for a one year term. This committee shall resolve any questions relating to the bylaws and act for the membership on matters pertaining organizations purposes and objectives between meetings.

The association may appoint an Executive Director who will be a nonvoting member of the association.

**Definition:**

A GL 70 Class boat must meet all of the following requirements, possess a valid ORR rating certificate and conform to the rating limits of the association.

Keel Depth not to exceed 10.25. RM not to exceed 2950. Carbon masts are legal. DSPL not to exceed 28,500. IM not to exceed 73.6. ILC weighted average as modified.

The original construction date shall be used. Stern, scoop, keel, or rudder change will not affect the date. They are included directly in the rating calculation. Hull shape modifications are not allowed. Rig changes are allowed.

The 2010 ILC Limit will be announced. This number may be altered to conform to the yearly changes within the ORR rule.

**Ratings:**

To be eligible to compete in class events a yacht must not exceed its ORR GPH number of 477.5.

**Configuration Limits:**

Only masthead rigged sloops may compete in class events. Fractional, ketch and yawl rigged boats are ineligible to compete as a GL 70. A masthead rigged sloop is defined as the upper end of P being below the upper end of I and the headstay and the backstay meet the mast on essentially the same horizontal plan. Normally, a GL 70 must race in the same configuration with the same ORR measurement certificate for the entire annual championship series in order to accumulate series points. Any performance-affecting alteration that requires remeasurement will be considered a configuration change. These include, but are not limited to, changes to the hull, keel, rudder, sail plan or internal ballast. Reasonable changes that are not performance enhancing or are made for safety reasons, may be approved by the Association without the loss of championship points even though re-measurement is required.

Any configuration change requires prior approval from the Association to insure the change is not made to enhance performance for a specific event. If the Executive Committee determines that a GL 70 yacht has been optimized for a specific race, either closed course or offshore, it may be excluded that yacht from Class eligibility.

A GL 70 that is damaged seriously enough to require a remeasurement may obtain a new certificate upon completion of repairs and retain its points for the Championship Series. New yachts will be permitted 3 months from the date of their first certificate to finalize a certificate. However, they may not use this option to optimize for events during this period or shortly after the period ends.

All hulls shall must be molded from the original Santa Cruz 70 mold. The class owner-members may, at their discretion, invite other yachts to join the association. The N/M68 Pororooca is grand fathered and is a class member.

**Sail Limitation Plan:**

A Great Lakes 70 may purchase no more than four new or used controlled sails per calendar year for use in GL 70 season championship events. Beginning January 1, 1996, to be eligible to race and accumulate points in a GL 70 season championship event, all of the controlled sails used must have been registered with the association's executive director. For each controlled sail, and each new controlled sail purchased, the official sail certificate shall be submitted to the class Executive Director prior to the first event for that GL 70 for the calendar year for which it is registered. Sails registered after the first event which that GL 70 has participated shall be counted against the following year's controlled sails.

Controlled sails include:

Genoas - number one and number two size genoas

Mainsails - A maximum of one mainsail shall be used for the same season. If a mainsail is damaged or replaced by a newly built mainsail, the newly built mainsail shall be used for the remainder of the season. Boats are precluded from switching mainsails from race to race or regatta to regatta. Any change of mainsail must receive the approval of the Associations Executive Committee. An updated new ORR certificate reflecting the new mainsail must also accompany any change of mainsail. The mainsail shall not have an EC greater than E plus 0.05 feet. E and EC shall not exceed 27'.

Spinnakers - The total number of spinnakers made of cloth lighter than 1.5 ounces per square foot, allowed on board for racing in Great Lakes 70s class races, shall be five (5). Spinnakers of 1.5 ounces or heavier are not limited by this plan. Starting in 2007, one Asymmetric is allowed and shall count against the five (5) controlled spinnakers. One additional asymmetric may be added in each year there after and each shall count against the five (5) controlled spinnakers. All asymmetric sails must be flown from the spinnaker pole in its standard position.

Specialty Sails - Drifters, Reachers, Staysails and other specialty sails are not limited by this plan. Code Zeros are prohibited from use in GL 70 season championship events.

Used boats - Purchasers of used GL 70s may supplement the boat's controlled sail inventory with up to 10 additional sails during the first four months of competition. During the remainder of the first calendar year of competition, the registration of additional controlled sails to be used in championship events is limited to one sail.

Damaged Sails - An owner may petition the association for permission to replace a controlled sail that was less than 18 months old and was damaged beyond repair for competitive purposes.

**Class Rules:**

Only boats belonging or chartered to regular members of the Association are eligible to compete in the GL 70 class for a championship event.

To be eligible to accumulate points for the races of the GL 70 Championship Series a yacht shall only enter the Class that includes all of the GL 70s be that ORR or PHRF or IRC.

Weight Limit: Per ORR certificate. The crew weight limit as indicated on the rating certificate will be enforced by the submission of a crewmember list to the Executive Director with individual weights specified for each race. Random weigh ins may be required during the season.

Crew weight limits for point-to-point races: The crew weight limit for point-to-point races may be changed from the current ORR standard declared weight certificate that is used for closed course racing. The change may be made only upward and must be under the cap.

Owner-Driver:

Point-to-Point Races: The owner, or an immediate family member of the owner, is required to steer from the warning (5-minute) gun until 30 minutes after the start of point-to-point races. After that any crewmember may helm the boat.

Closed Course Races: For Closed Course Races the owner, or an immediate family member of the owner, shall steer from the warning gun

(5-minute) and the entire first three legs including mark roundings. After that the designated alternative helmsperson may helm the boat for all legs and mark roundings.

Charter of GL 70 For a Great Lakes 70 under charter, that boat's helmsperson must be approved by the Association.

Absents of Owner: In the unusual circumstance that an owner is not aboard during a season championship race, the boat's approved, designated alternative helmsperson may helm the boat.

Each owner is encouraged to nominate his Alternate Drivers for approval by the Association, at the beginning of the racing season.

A Racing Specialist may not represent an owner in a protest hearing. A racing specialist is defined below as a crew designated by an asterisk, further explained below.

Only in unusual circumstances will another crewmember who is not a Racing Specialist be allowed to represent the yacht in a Protest Hearing in the place of the owner.

The owners of each Great Lakes 70 shall be responsible for the accuracy of the information submitted on the declaration of crew weight and crew classification. For each race each GL 70 shall submit a crew list indicating the weight of each sailor, the total crew weight of the crew for that race and the maximum crew weight for that boat as indicated on the boat's current ORR certificate. Additionally an asterisk shall be placed next to the name of those crew who have been paid to race aboard any sail boat in the last 12 months. Furthermore, any crew who has been classified by US Sailing or another governing body as a category three sailor, or a crewmember of the last Americas Cup, Volvo Race, The Race, Match Race Series, competitors in the last Olympics or sailmakers employed within the last 12 months, shall be indicated by an asterisk. GL 70s may race with a maximum of three crew who are designated with an asterisk. Boat captains, (maximum of 1) who are employed to manage the day to day operation of the boat are exempt from designation by an asterisk. Family members of the owner are exempt from asterisk designation. The crew

declarations shall be placed in the secured area of the class' web site for viewing of the class competitors.

Each boat is allowed to carry one crewmember under the age of 16 who shall not count against that boats weight limit. To qualify for such exempt status, that crewmember must stay on centerline when not performing an active duty. Hiking or high-side sitting is not allowed for the exempt crewmember.

Sailing Trim: For all GL 70 season championship events, yachts will race with the safety gear as specified in the in the attached addendum. Avoiding a collision shall be vigorously enforced. Any damage resulting from a collision between hulls will be considered serious damage.

Starting lines must be as square to the wind as possible with neither end favored by more than five degrees. (NOTE: DELTES LINE LENGTH REQUIREMENT) Courses, when ever possible, will be windward-leeward with downwind finishes and a leeward "gate" instead of a leeward mark. Alternate courses may be used as agreed upon by the association.

To keep the lakes clean. Class boats will refrain from throwing any trash overboard. This material should be brought ashore for proper disposal after each race, including offshore races.

Carbon fiber standing rigging is not allowed on a GL 70.

GL 70s must have on board at all time a copy of the Association's Class Rules and Bylaws and a current ORR certificate.

Water Ballast Rule- While racing, liquids not stored in permanent tanks may not exceed 200 pounds and must be stored below the height of the lowest berth (with the yacht level), or in the galley's permanently installed ice box. Refrigerator, freezer, or on the galley shelves. All empty fluid containers must be carried across the finish line.

Sailcloth materials are limited to those permitted by the ORR Rules.

The following restrictions apply to the hull and deck structure of ULDB 70s launched after 4-1-1993:



1. The fiber modules of skin materials of fiber reinforced thermo set shall not exceed 245 GPA
2. During the building process for FRP construction, the maximum cure temperature (including post cure) shall not exceed 95 degrees Celsius; and the maximum pressure at any time during construction shall not exceed 0.95 atmospheres at STP. The use of electric current through the laminate during cure is prohibited.

The minimum racing crew for a GL 70 is eight persons.

**Minimum Allowable Interior Accommodations:**

In order to be eligible to compete as a GL 70, all yachts must comply with the Association's minimum accommodations standards: It is the associations intent that our boats will not be "gutted". All boats are required to fulfill the previous IMS Racer/Cruiser accommodation standard in addition to the following. Minimum of eight bunks: minimum of 6'3" long; minimum of 24" wide for 25% of their length.

Enclosed head with a visual privacy enclosure and a washbasin connected to water tankage.

Water Tankage - 40 gallons

Adequate dedicated "knockdown resistant" stowage for a crew of 10 persons: Personal gear - 15 cubic feet. Hanging area for jackets and foul weather gear. Tools and Spares. Food and galley equipment stowage of at least 10 cubic feet. Life rafts, emergency flares and safety harnesses. Chart and navigation equipment.

Galley: Sink connected to water tankage; stove with a minimum of two burners and oven: work top of at least eight square feet; ice chests and /or refrigerators with a total of at least 10 cubic feet. Organized eating area with a table or tables capable of feeding four persons at a sitting. Minimum table area of 8 square feet.

Head room: 6'4" minimum for at least 60 square feet of cabin top, 50% of which is not obstructed from the sole to the top. Interior lighting for offshore and night operations. Navigation station with adequate seating and worktop of at least five square feet. Auxiliary power capable of moving the boat at least 8 knots in quiet water. Fuel tankage of at least 40 gallons. Any rules in question, please refer to GL70 association.

**Class Measurer:**

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Class President for 2007:

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**Executive Committee Members:**

Dick Jennings  
Sam Nedeau  
Pete Reichelsdorfer

# **EQUIPMENT ADDENDUM**

## **Great Lakes 70s**

### **Sailing Trim and Minimum Equipment**

GL70's sailing trim shall be according to the Offshore Racing Rule (ORR) Part V – Preparation for measurement rule 5.02.2 Measurement Trim.

Rule 5.02.2 f Measurement Inventory: additional equipment itemized list of onboard inventory shall be carried with the boats ORR certificate and a copy given to the executive director.

Rule 5.02.2 c, k, l, m, and n do not apply.

Additional mandatory items to be onboard while sailing are as follows, unless specifically omitted from the second page of the particular boat's equipment list.

Two anchors with chain

One dedicated anchor line

Two buckets with layards

Spar tiller

Life harness for each crew member

Life jackets for each crew member

First Aid kit

Flash lights

Radar reflector

Fog horn

Hand held VHF

Tools with spares

Sail repair kit

Paper charts of the racing venue

Cooking and galley equipment

Navigational equipment

Heavy weather jib

Storm jib and trysail

Spare genoa sheets

Spare after guys

Spare Spinnaker sheets

Spare line for repairs

Reaching strut (if boat's measurement certificate designates one)

Four dock lines

Three fenders