

BYLAWS: Articles I – VIII  
11/05/2001

## ARTICLE I-- Fees and Dues

For new members, all membership fees entitle membership in the Carolina Sailing Club from the date the fee is paid or membership is approved, whichever is later, to the end of the following annual meeting. For membership renewals, the membership fees entitle membership from the end of one annual meeting to the end of the subsequent annual meeting. The club will send statements/renewal forms to all members by 12/1. Membership fees are due on January 1. Membership fees are considered overdue on March 1 and subject to late charges. Membership fees are the same as the fees for the prior year until revised by the Board of Directors.

## ARTICLE II- Committees [Deleted - replaced by new article XII]

## ARTICLE III-- Nominations and Elections

### Section 1. Nominating Committee

The Nominating Committee will by September 15 nominate officers and Board of Directors for the following year within the following limitations: Commodore - one nominee, Vice Commodore - one nominee, Rear Commodore - one nominee, Secretary-Treasurer - one or more nominees, Board of Directors - no more than two nominees more than open positions. The nominations will then be presented to the membership via a newsletter by October 15.

### Section 2. Nominations at Large

Any three members in good standing may nominate a member for a Board of Director position for the following year by notifying the Commodore in writing by October 30. There is a limitation of one nomination per member, and the nominee must not be one of the three members nominating.

### Section 3. Elections

These nominations both by the members and the Board of Directors will form, if there are any contested positions, a ballot to be sent to each member along with the annual meeting notice. Ballots must be turned in no later than the start of the annual business meeting of

the membership, tallied, with a plurality vote necessary for election.

## ARTICLE IV-- Expulsion and Impeachment

Two-thirds of the Board of Directors has the authority to expel a member in good standing for gross misconduct unbecoming a member. Two-thirds of the Board of Directors has the authority to remove from office any member of the Board of Directors.

## ARTICLE V -- Amendments

These By-laws maybe amended at any meeting of the Board of Directors by vote of two-thirds of the Board of Directors. These By-laws may be amended at any meeting of the membership by a vote of the majority present if notice of an intention to present the proposed amendment has been given to the Commodore at least 21 days prior to the meeting, and signed by at least five members.

## ARTICLE VI- Equipment Use

### Section 1. Conditions

Any fleet meeting the Club's requirements for recognition as a fleet may request use of the Club's boats and race committee equipment for the running of races, or other fleet sailing activities subject to scheduling limitations listed below

The Fleet Captain must accept the following conditions under which the equipment is loaned on behalf of the fleet:

Club boats are to be operated only by individuals who are familiar with the equipment, are qualified to operate the boats safely, and are able to maintain the boats in "race ready" condition. The Fleet Captain or designee must certify that all individuals who intend to operate the boats are qualified based on the following conditions:

- a. They already have the familiarity and skill required.
  - b. They have attended training sessions offered by the Club.
  - c. They will accept training from the Fleet Captain or designee of the borrowing fleet as a condition of use.
2. Equipment must be returned in "race ready" condition before the next scheduled use of the equipment. See minimum standards below.
  3. If repairs to the equipment are required, the Fleet Captain shall contact the Vice

Commodore, or appropriate designee to report the problem and arrange for transportation of the equipment to and from the shop.

4. The Fleet Captain or designee shall fill out and mail to the Vice Commodore an equipment inventory and status questionnaire as soon as possible.
5. The Fleet will be responsible for prompt replacement of any equipment lost.
6. Accidental damage to equipment or equipment failure, except that resulting from negligence, are not the fleet's responsibility from a financial standpoint. The fleet should however assist as outlined in 3 above to ensure the speedy repair of the equipment.
7. Fleets using Club equipment will pay an equipment maintenance fee to be set by the Board of Directors.
8. Failure to meet these responsibilities could jeopardize the right of the fleet to use the equipment in the future.

The Principal Race Officer (PRO) for any Club activities should accept the same responsibilities for the care of Club equipment as that assigned to Fleet Captains listed in items 1-4 above, except for the transportation of the equipment for repair. Assistance with transportation should be provided if possible.

All members of the race committee should assist the PRO in carrying out these responsibilities and should not leave until the tasks are complete.

## **Section 2. Scheduling Priorities**

Annual Club and fleet regatta dates will have priority in scheduling use of the equipment. Fleets may reserve Club equipment as described above on a first requested basis for remaining dates. The need to schedule make-up races for Club activities takes priority over fleet activities.

Club equipment may not be used the weekend and week prior to the Governor's Cup Regatta. Club equipment may not be used for one month prior to the April CSC Championship Series regatta to allow for routine maintenance and refurbishing. Necessary scheduling of routine preventive maintenance or repairs shall have priority over fleet use.

## **Section 3. Race Ready**

The Vice-Commodore shall provide leadership in setting expectations and provide appropriate training with respect to the proper use and care of the Club's equipment. The Vice-Commodore shall maintain cumulative written records of equipment purchases, repairs, and modifications. The intent is the boats are equipped and maintained such that they are

ready to be used for all phases of race management when picked up on the day of a race. The following are minimum standards for “race ready”, but by no means complete:

- Gas tanks full
- Provisions made for charging of batteries
- All trash removed, and boats clean enough to permit safe use
- All lines coiled and ready
- All small equipment stored properly
- All boats returned to designated areas, unless prior arrangements have been made for transportation to the next event, and approved by the Vice-Commodore
- Equipment inventory and status questionnaire filed with the Vice-Commodore, or designee
- Any problems that require action must be reported immediately to the Vice-Commodore, or appropriate designee

## ARTICLE VII-- Qualification as a Recognized Class

### **Section 1. Intent**

Fleet recognition confers certain privileges on a fleet; they vary from time to time, but it is a significant (time and effort) cost and liability to the Club. The intent is to assure that membership revenue and manpower derived from the fleet significantly defrays these expenses and liabilities. Since the Club exists to encourage racing, the minimum fleet is defined at a level reasonably easy to meet, but will not be a money and effort-losing proposition for the Club (if the fleet exercises its privileges). This revised definition is similar in effect to the rules that all existing fleets had to deal with when they were starting.

### **Section 2. Definition**

For a one-design class to be recognized as a fleet of CSC for a particular year:

Five skippers with Full CSC memberships in good standing for the current year must declare they intend to race that class of boat in the current year for the majority of one CSC series

The same five member/skippers or their families must either own the boats, or, if the boat is loaned or rented to them, the boat must be available to that same skipper for the duration of the series, and the skipper must indicate his intention to sail that same boat for the majority of the series.

The fleet must have a full CSC member in good standing as an elected Fleet Captain who then can represent the fleet to the Club as appropriate.

### **Section 3. Recognition**

Recognition of a new fleet shall be determined by the Commodore (using Section 2 above), who shall formally notify the Board of Directors of the determination and give notice to the membership in the next newsletter.

After dues for the current year become overdue and subject to late charges, the Commodore shall review the status of all fleets relative to Section 2 above. For any fleet that does not meet the requirements, the Commodore shall notify the fleet immediately, and within 30 days, suspend fleet privileges and notify the general membership in the next newsletter.

### **Section 4. Authority**

To encourage growth of new one-design fleets, and to provide racing for classes of boats that don't have enough boats to constitute a fleet, the Commodore or the Board of Directors may, at their discretion, constitute or recognize multi-class open fleets or other "below minimum new fleet," applying whatever subset of the Section 2 standards the Commodore or Board deem proper, and grant these fleets whatever full or partial privileges of recognition deemed appropriate. The membership shall be notified of such partial recognition, standards to be applied, and privileges granted.

## **ARTICLE VIII-- Statement of Non-Discrimination**

No person shall be denied membership or the right to participate in any event of the Carolina Sailing Club or to manage or otherwise be involved in the participation of such event on the grounds of race, color, religion, age, sex or national origin.

