

CONSTITUTION

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THISTLE CLASS ASSOCIATION CONSTITUTION

Article I - NAME

The name of this organization shall be the Thistle Class Association (TCA).

Article II – PURPOSE & GOVERNING DOCUMENTS

1. The purpose of the TCA shall be to promote Thistle Class sailboat racing under uniform rules, governed by this Association, and to maintain the one-design features of Thistle Class sloops (Thistles) as designed by Gordon K. Douglass and further defined by the current Plans, Specifications, and Chief Measurers' Rulings.
2. The purposes of the Association shall be charitable and educational, and it is formed and shall operate exclusively to foster national and international amateur sports competition (specifically in sailing Thistles) with no part of its activities involving the provision of athletic facilities or equipment, all as provided within the meaning of Section 501(c)(3) of the Internal Revenue Code of 1987 as amended.
3. The Governing Documents for the TCA shall include the Constitution, Bylaws, Chief Measurer's Rulings ("Rulings" or "CMRs"), Official Plans and Specifications. The Official Plans and Specifications are considered as though a part of the Constitution for the purpose of adoption or change.
4. The Official Plans and Specifications
 - a. The Official Plans and Specifications of the Class consist of written specifications and a series of drawings signed by the Chief Measurer.
 - b. Copies may be obtained from the Class Secretary.
 - c. Measurements and weights in the Plans, Specifications, and CMRs are in feet, inches, and pounds, in accordance with the standards of the United States Bureau of Standards.
 - d. Plans are subject to revision only as provided in the Constitution. Responsibility of keeping advised as to these revisions rests with the purchaser of plans.
 - e. Drawings are not official unless signed by the Chief Measurer.

Article III - EMBLEM

A simplified presentation of a thistle blossom, as drawn by Gordon K. Douglass and indicated on the sail plan, in which the stem and calyx are in green and the petals in purple.

Article IV - POLICY

1. To cooperate with other yachting organizations and, in return, to insist on strict observance of the Governing Documents of the TCA.
2. To keep the cost of acquisition and upkeep of Thistles within modest limits without sacrificing high standards of performance and seaworthiness.
3. To promote a one-design class of Thistles in which racing shall be to determine the skill of skipper and crew. Everything in the Constitution, By-Laws, Specifications, and Rulings is intended to assure competition in boats of identical design in all essentials such as hull lines, sail plan, etc.
4. A sloop is eligible for and considered a Thistle if it conforms to measurement rules as certified by an official Thistle Class Measurement Certificate and has been properly Registered, although that eligibility is subject to the requirements and limitations noted elsewhere in the Governing Documents.
5. Membership discrimination based on race, color, religion, sex (including pregnancy, sexual orientation, or gender identity), national origin, disability, or age will not be tolerated. Enforcement of this is the

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responsibility of the Executive Committee. Consequences of discriminatory action may range from mandated corrective action to suspension from the class in accordance with Article XII.3.e.

Article V - ORGANIZATION

1. Individuals: (See Membership Classifications.) A Thistle owner shall apply for membership in the TCA through a Fleet, if possible, on whose waters he/she normally sails. Otherwise, he/she may join as an unattached member.
2. Fleets: The Fleet is a territorial unit, open to all within its area. It elects its own officers which must include a Fleet Secretary. The Fleet is self-governing in all local matters not conflicting with the TCA Governing Documents and has the power to accept or reject applications for Fleet membership as long as it complies with the provisions of Article IV.5 regarding non-discrimination. A fleet may establish rules permitting non-members to skipper boats in local fleet races.
3. Districts and Regions: Fleets are grouped geographically into Districts. Groups of Districts constitute Regions. Districts and Regions shall be designated by the Governing Board. See Bylaw Article V.
4. The powers of the Association shall be vested in the Governing Board and Executive Committee as noted in Article XII.
5. With rare exceptions at the discretion of the Executive Committee, the Governing Board, Annual, or Special Meetings shall be conducted in-person, as opposed to virtually or by video conference. When necessary, the business of these TCA bodies, and the Executive Committee, may be conducted using remote electronic meeting methods which may include verifiable online voting or email voting.
6. Robert's Rules of Order Newly Revised 12th Edition shall be the procedural reference authority for the conduct of business.
7. Unless otherwise specified, any reference to publication may be accomplished by electronic or printed hard copy.

Article VI - JURISDICTION

1. The Thistle Class Association has jurisdiction over
 - a) who is a member,
 - b) what constitutes a "Thistle" sailboat,
 - c) election or appointment of national and regional officers,
 - d) management of the TCA,
 - e) sanctioning (approving) "chevron" and other events.
 - f) racing Thistles
2. Racing Thistles includes:
 - a) Chevron events: Championships at the National, Regional, Midwinter, and District levels,
 - b) Sanctioned non-chevron events, as designated by an appropriate TCA officer
 - c) Races and regattas including Thistles as a one-design class
 - d) Local Thistle Fleet races
3. The Governing Documents and rulings of the Governing Board or Executive Committee are binding upon all boats, members, fleets, and organizing authorities in relation to this scope of jurisdiction.

Article VII - FLEET CHARTERS

1. A new Fleet may be granted a charter upon application to the Executive Committee by three or more TCA Members who each own Registered Thistles.
2. Fleet Charters may be granted by the Executive Committee or suspended by the Governing Board but revoked only at the Annual Meeting for failure to maintain in good standing a minimum number of members and Thistles as required above, or for other adequate causes. (For terms of annual renewal,

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see By-Laws.)

Article VIII - DUES

Association dues shall be as stated in the By-Laws. Fleet and District dues, if any, shall be fixed by the fleet and district respectively. All dues must be paid before a member can be in good standing.

Article IX - MEMBERSHIP CLASSIFICATIONS

1. Active Member(s):
 - a. Is a boat owner or non-boat owner who is in good standing with the TCA.
 - b. Includes Youth Members, Family Members, Contributing Members, Sustaining Members, and Sandy Douglass Club Members.
 - c. May skipper a Thistle in races including sanctioned events.
 - d. An Active Member Boat-Owner has the privileges of voting and holding office. (See Article XVIII. Voting, for more information.)
 - e. An Active Member Non-Boat Owner has the privilege of holding office and skippering as above.
 - f. Active Membership in any Fleet shall be restricted to Active Members of the Association.
2. An Associate Member is a non-owner of a Thistle. An Associate Member cannot vote, hold office, nor skipper a Thistle in sanctioned races.
3. A Youth Member must be younger than 26 years-old and need not own a boat but may hold office and may vote if they do own a boat and are 18 or older.
4. A member cannot belong to more than one Fleet at a time, nor can a Thistle be registered in more than one fleet.
5. Crews need not be a TCA member, but they are encouraged to be at least an Associate Member.
6. Membership categories are further defined in the Bylaws, Article II.

Article X - EXECUTIVE OFFICERS

Duties and Method of Election:

1. The Executive Officers and their respective duties shall be as follows:
 - (a) *President* - The President is the chief executive. He/she shall preside at meetings, serve as chairman of the Executive Committee and Governing Board, rule on procedure and jurisdiction, summarize decisions, nominate the Secretary/Treasurer, Regional Vice Presidents, and nominate the committees as specified in Article XIII, appoint special committees, and authorize payment of all bills.
 - (b) *First Vice President* - The First Vice President shall lead in the absence of the President. He/she shall chair the Site Selection Committee for the national championship, track trophy holders, and manage the trophy presentations at Nationals, and such other duties as the President or Executive Committee may request.
 - (c) *Second Vice President* - The Second Vice President shall lead in the absence of the President and the First Vice President. He/she shall oversee all communication functions of the TCA, including the Bagpipe. An Editor may be appointed by the Executive Committee to produce the Bagpipe, the TCA magazine.
 - (d) *Third Vice President* - The Third Vice President shall have responsibility for TCA growth and promotion programs. He/she shall lead in the absence of the President and the First and Second Vice Presidents.
 - (e) *Chief Measurer* - The Chief Measurer shall be the Chairman of the Measurement Committee. As such, he/she shall:

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- be in charge of all certified measurers.
 - grant (or delegate authority to grant) all Measurement Certificates. Individual deviations or variances from the official measurements need the approval of the Governing Board.
 - answer questions about measurement rules.
 - make “Chief Measurer’s Rulings” on matters concerning construction, sail plan, rigging, and equipment that are not specifically covered in the Official Plans and Specifications by interpreting the Plans, Specifications, and past Chief Measurer’s Rulings. Such rulings shall be approved by the Governing Board and published in the Bagpipe. All approved rulings by the Chief Measurer shall be as binding as if part of the Constitution and, where appropriate, these rulings shall be made an official part of the Official Plans and Specifications. The Chief Measurer shall not approve changes in construction specifications, sail plan, nor rigging.
 - be the custodian of the Official Plans, Specifications, and Chief Measurer’s Rulings and shall be responsible for keeping them up to date.
2. These officers shall be elected at the Annual Meeting. Nominations shall be made by the Nominating Committee. In addition, nominations may be made by any Active member, provided the nomination is received by the Nominating Committee at least 30 days prior to the scheduled date of the election.
3. The following officer(s) shall be appointed by the President at the time he/she takes office. The officer(s) shall serve on the Governing Board without a vote. The appointment shall be approved by the Executive Committee which shall also set the amount of pay, if any.
- (a) Secretary, whose duties shall include, but not be limited to, providing notice of TCA meetings, verify quorum at meetings, record minutes at meetings, manage measurement certificates, and manage distribution of chevrons.
 - (b) Treasurer, whose duties shall include, but not be limited to, managing all financial and banking issues, collection of dues, issuance of membership cards, and payments to all vendors.
 - (c) In lieu of a separate Secretary and Treasurer, the President may appoint a Secretary-Treasurer in a combined role subject to Executive Committee approval.

Article XI - REGIONAL AND DISTRICT OFFICERS

1. The Governing Board designates the regions and districts in Bylaw Article V.
2. Regional Vice President Duties and Method of Selection:
- (a) The Regional Vice Presidents (RVP) of the TCA shall have the following duties:
 - i. To coordinate Thistle racing in their region, including scheduling of Thistle regattas.
 - ii. To sanction and to supervise the Interdistrict regatta.
 - iii. To provide interpretation of Plans, Specifications, and Chief Measurer’s Rulings as required for conduct of the Interdistrict regatta. Such interpretation shall not have force beyond the Interdistrict regatta.
 - iv. To provide counsel and guidance to the District Governors within their region.
 - v. To provide training for new District Governors.
 - vi. To promote communications within their region.
 - (b) A Regional Vice President for each region shall be appointed by the President after consultation with the District Governors in the region. This appointment shall be approved by the Executive Committee.
3. The District Officers and Method of Selection:
- (a) District Governor - The District Governor shall have general supervision over all Thistle racing in the district.
 - (b) Alternate - The Alternate shall lead in the absence of the District Governor.
 - (c) The District Governor and Alternate shall be elected by vote of the Fleet Representatives. The election must be held in advance of the Annual Meeting. The retiring Governor shall

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forward the names of the new Governor and Alternate to the TCA Secretary immediately after their election.

(d) If any District fails to hold an election as provided for above, a Governor for such District shall be appointed by the Executive Committee.

Article XII - GOVERNING BOARD AND EXECUTIVE COMMITTEE

1. The Governing Board shall serve one year, from October first to September thirtieth, and shall consist of all Executive Officers, the immediate Past President, the Regional Vice Presidents, and the District Governors.
2. Majority vote shall decide all issues, if not otherwise stipulated.
3. Duties and authority of the Governing Board:
 - (a) shall interpret the Constitution and By-Laws,
 - (b) shall conduct all business,
 - (c) determine policy of the Association,
 - (d) shall serve as the last Court of Appeals in disputes over Constitutional rights,
 - (e) has the power to enforce its decisions by suspension of entire Fleets or individual members,
 - (f) may amend the Bylaws but not the Constitution,
 - (g) its rulings shall be binding and final.
 - (h) Two-thirds of its members including member's proxies shall constitute a quorum
4. *The Executive Committee* - 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.
Members: It shall consist of the President, the First, Second, and Third Vice Presidents, the Chief Measurer, and the Secretary/Treasurer (non-voting.) The President shall serve as Chairman.
Duties and authority: The Executive Committee shall
 - (a) sanction or ban races or other activities,
 - (b) grant fleet charters,
 - (c) fill vacancies in office, subject to ratification by the Governing Board in case such vacancies are being filled by a member or members of the Executive Committee,
 - (d) impeach Fleet or Association officers, subject to ratification by three-quarters of the Governing Board when a Governing Board Officer is involved,
 - (e) suspend members guilty of gross violation of TCA Governing Documents, Racing Rules of Sailing (RRS), or unsportsmanlike conduct for a period not exceeding its term of office,
 - (f) discuss matters about personnel or individual conduct,
 - (g) approve the purchase and sale of securities and approve depositories.

Article XIII - COMMITTEES

1. *Measurement Committee* - The Measurement Committee shall serve under the chairmanship of the Chief Measurer. The Measurement Committee shall be appointed by the Chief Measurer and approved by the Governing Board. The Measurement Committee shall review all matters referred to it by the Chief Measurer and report thereon to the Association at the next Annual Meeting with their recommendations. If instructed by the Association, the Measurement Committee shall draft appropriate proposed amendments for ratification at a subsequent Annual or Special Meeting.
2. *National Race Committee* –
 - (a) The National Race Committee (NRC) shall serve as the Organizing Authority for the Nationals.
 - (b) The National Race Committee shall be appointed by the President at least six months before the series, and shall consist of an odd number of members, at least five. The Governor of the District in which the series is held, at least one local representative, and at least three members of the Governing Board shall be included on the NRC. The President shall appoint a Chairman.

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(c)Duties and Authority: The NRC shall have authority, superseding the Governing Board, over all matters pertaining to the Nationals regatta and subject to item d.2. below. The NRC is bound by the Governing Documents of the TCA. The committee shall serve until 24 hours after the last race, or until all matters pertaining to the regatta have been settled. The Chairman shall appoint a Principal Race Officer to conduct the regatta; effective 2024 this must be a US Sailing Certified National Race Officer. He/she shall also appoint an independent and impartial panel of judges to hear and rule on all protests. At least one US Sailing Certified National Judge shall be included.

(d)Limitations on Appeals and NRC role:

- i. Competitors in the National Championship shall not be denied the right of appeal of protest committee decisions affecting the races in the qualifying series unless the National Race Committee has obtained approval from US Sailing to do so (see US Sailing prescription to Racing Rule 70.5(a)).
- ii. From the first through the last day of the regatta, the NRC's role is only advisory to the PRO, unless the NRC Chair is not a competitor.

3. The following committees may be appointed by the Executive Committee:

(a) The Budget Committee - The Budget Committee shall consist of the President, Secretary, and Treasurer of the TCA. This Committee shall prepare a budget for the ensuing year. As soon as approved by the Governing Board, the Budget shall be published.

(b) The Amendments Committee - This Committee shall process all proposed amendments to the Constitution, including confirming fleet support, refining language, collecting pro and con editorials for the Bagpipe.

(c) Special Committees and/or Officers, including Thistle Race Committees for sanctioned events, may be appointed at any time by the Governing Board.

4. *Nominating Committee* - The President shall appoint the Nominating Committee consisting of three past elected Executive Officers at least six months before the Annual Meeting. The Nominating Committee shall nominate one or more Active Members for each elective office.

Article XIV - HONORARY OFFICERS

The following are designations to recognize service to the TCA. No duties or tenure are specified.

- *Commodore*
- *Vice Commodore*
- *Rear Commodore*

Article XV - MEETINGS

1. The Annual Meeting shall be held during the period of and in the vicinity of the National Championship Series, if possible. Special meetings by order of the Governing Board or upon demand in writing by twenty-five percent of the fleets, must be held. Time and place of all meetings must be fixed by the Executive Committee.

2. At least 30 days in advance of the meeting, notice must be sent to the recorded representative of each fleet to permit consideration by the fleet.

3. If a Special Meeting is called, the purpose thereof must be plainly stated along with the location or other process for attending and voting. No other business than that stated can be transacted.

Article XVI - DELEGATES

The membership of each fleet shall be responsible for the selecting and instructing of a delegate. If unable to send a delegate, the Fleet shall assign a delegate or proxy to present the fleet's views and cast its votes at Annual or Special meetings. The delegate or proxy shall be certified in writing (paper or email) by the Fleet Secretary.

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Article XVII - QUORUM AND DEBATE

1. One-half of the Fleets in good standing shall constitute a quorum at Annual and Special Meetings.
2. If a quorum exists at roll call, it exists throughout the session.
3. The Chair may fix a time limit on speakers and debate on motions.

Article XVIII - VOTING

1. One vote may be cast per boat-owning Active Member 18 years or older. If two or more Members own one boat, only one vote may be cast. If a member owns two or more boats, only one vote may be cast. Exception: the Chair shall cast an additional vote only to break a tie vote (See #5 below.)
2. Votes are submitted by the fleet delegate or by fleet proxy, unless otherwise specified. No fleet is entitled to more than one-third of the total number of votes cast.
3. Membership books close thirty days before any meeting, or as ordered by the Executive Committee.
4. Members may be heard, but only accredited delegates, proxies, and unaffiliated members shall vote on motions. All entitled to vote MUST vote on each motion unless excused by the Chair. A majority of votes cast shall decide all questions not otherwise stipulated.
5. The Chair shall cast the one deciding vote in case of a tie.

Article XIX - EXPEL MEMBER

Any member may be expelled by three-fourths vote at an Annual Meeting. (See Article XII, Section 4 regarding impeachment of officers.)

Article XX - AMENDMENTS

1. The Constitution, Specifications, and Rulings may never be suspended but may be amended at an Annual or Special meeting by two-thirds of the votes present, except as described in item 3 below. Votes present includes votes by proxy.
2. The Governing Board may amend the By-Laws at any time, by an affirmative vote of three-fourths of its members.
3. In order to override either of the prohibitions listed below as (a) and (b), an affirmative vote of three-fourths of the Active boat-owner members in good standing in the TCA must be achieved (see Article XVIII). If three-fourths of the Boat-Owner Members are not present nor represented by proxy, the President may order a referendum to resolve the question. A referendum in this context, means that the individual vote of each Owner Member must be solicited and recorded, so that at least three-fourths of the Owner Members are counted on the issue.
 - (a) The basic principles of Articles III, IV, V and VI cannot be changed.
 - (b) An amendment cannot be passed that renders ineligible a formerly Registered and measured Thistle as established under the then-existing rules of this Association and whose status cannot be changed to conform to the proposed amendments.
4. All proposed amendments, at either Annual Meetings or a Special Meeting, must be included in the notice thereof which shall be announced in writing, whether digital or printed hardcopy, to the general membership not less than thirty days prior to the date of the meeting.
5. The Executive Committee shall have the power to simplify, clarify, or correct the language of any proposed amendment if the intent or purpose remains unchanged.
6. Proposed amendments to the Constitution and changes in the Specifications may be submitted to the Amendments Committee only:
 - a) by a Fleet with the supporting signatures of two thirds or a minimum of six, whichever is greater, of its Active members, or
 - b) by a Governing Board action.

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Article XXI - ORDER OF BUSINESS

Annual Meeting

1. Call to Order
2. Roll Call of Fleets
3. Minutes of Last Meeting
4. Reports of the Officers
5. Ratification or Revocation of Charters
6. Ratification of Executive Committee Rulings
7. Unfinished Business
8. Instructions to Measurement Committee
9. New Business
10. Election of Officers
11. Adjournment

Special Meetings

1. Roll Call
2. Special Business
3. Adjournment

Article XXII - DISSOLUTION

In the event the Association shall dissolve, the Governing Board shall, after paying or making provision for the payment of all the just liabilities of the Association, dispose of all its assets to charitable or educational organizations that qualify as an exempt organization under Section 501(c)(3) of the Internal Revenue Code as amended.

ARTICLE XXIII EFFECTIVE DATE

The effective date for the 2022 edition of the Constitution will be the close of the National Championship on May 20, 2022.

_____ end _____

BYLAWS

THISTLE CLASS ASSOCIATION BYLAWS

Article I - FLEET BUSINESS AND MEETINGS

The Annual Meeting of each Fleet shall be not later than January 31 of each year, and results of the election of Fleet Officers shall be filed with the Association not later than two weeks after this election.

Article II - MEMBERSHIP, ELIGIBILITY, DUES AND FEES

1. Categories of Membership and Dues

(a) TCA Active Member categories and annual dues shall be:

Associate Member \$30

Youth Member \$25 (age <26 by the due date)

Active Member \$65

Family Membership \$85

(b) The following are also considered as Family Membership and are Active Members:

Contributing Member \$100 (supporting the TCA with an additional contribution.)

Sustaining Member \$200 (supporting the TCA with an additional contribution.)

Sandy Douglass Club Member (supporting the TCA with a major contribution of \$500 or more)

(c) Youth Member. A Youth Member, as defined in the TCA Constitution, Article IX, Sec. 3, (under age 26,) may skipper a Thistle in a chevron event. The Youth member must join the TCA at or before registration for a chevron event.

(d) Family Membership. With a Family Membership, an Active Boat Owner Member's immediate family are regarded as Active Members. Immediate family is defined as a married couple, children, and stepchildren under the age of 21. To vote, a family may designate one family member to represent each Thistle owned by a family in adherence to Constitution Article XVIII. All defined family members may skipper Thistles in sanctioned events.

2. Payment due date. The due date for payment is January 31. Dues shall be deemed delinquent after February 15.

3. District and Fleet Dues. District and Fleet dues are determined locally. Any such funds shall be collected, retained, and managed by the local District or Fleet.

4. Fleet and District Membership. The boat's Fleet and District shall be determined and managed by the Fleet membership or the residence of the Active Boat Owner Member.

5. Membership cards. Upon receipt of dues, the Secretary of the Association shall issue membership cards. These cards shall show the type of membership (Active Member Boat Owner, Active Member Non-Boat Owner, Associate Member, etc.). The membership cards shall show the number of the boat(s) if applicable and shall be stamped "Registered Boat" if the Secretary's records show that a Measurement Certificate has been issued. These notations are essential if the skipper plans to compete in Fleet, District, or other sanctioned events, including the National Championship.

6. Eligibility. Dues of all participating skippers except Youth Members, must be current and the registration of their boats completed before their District Championship to be eligible for the District Championship and National Championship of that year.

(a) Exception. A skipper who has qualified for the Nationals and wishes to sail a newly acquired boat in the Nationals may receive an extension of time to measure the newly acquired boat providing permission is requested and measurements completed by the close of Nationals registration.

7. Crews. It is desirable but not obligatory that crews of Thistles be Active TCA Members.

8. Chartering. An Active Member Boat Owner or Active Member Non-Boat Owner in good standing may charter a Thistle and sail in any event in accordance with the Bylaws using the charter boat's sails or their own. During the registration process, the chartering member must inform the event's Thistle organizing

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chairperson of his/her intent to charter and provide the chartered boat's hull number and the number of the sails to be used.

a). It is the intent of this article to promote the growth of the Thistle Class Association by allowing sailors to easily become Active Members and learn to enjoy the Thistle.

b) The TCA assumes that Active Members who borrow boats will make their own arrangements for financial consideration, insurance issues, etc. with the boat owner.

(9) Fees. TCA shall require payment for the following:

Hull number fee (for builder) \$10

Registration of boat measurement \$20

Thistle Plans \$75

Royalty Paid labels \$15.

Measurement protest filing \$15.

Article III - RENEWAL OF CHARTER

Each Fleet is required to file an annual report with the Association during January of each year to renew its rights and privileges under its charter. The annual report shall be submitted to the National Secretary.

Article IV - REPORTS AND SUSPENSION OF FLEETS

1. If the annual report of Fleet dues and registration of members has not been received by the Association on or before June 1, the Fleet becomes suspended.
2. If the number of active boat owners in a Chartered Fleet drops below 3, the pending suspension of the Fleet will be delayed two years. The intent of this section is to give the Fleet additional time to again become a bona fide Fleet and to maintain communication with the TCA office.
3. Suspended Fleets may be reinstated when the requirements of the TCA have been fulfilled. Members of a suspended Fleet may become unattached members of the TCA.

Article V - DESIGNATED REGIONS AND DISTRICTS

The TCA has these Regions and Districts, as designated by the Governing Board:

- Atlantic Coast: Central Atlantic, New England, Long Island Sound, New Jersey.
- Central Southern: Delta, Middle America.
- Great Lakes: Lake Erie, Michiana, Niagara Frontier, Lake Michigan.
- Pacific Coast: Southern California, Pacific Northwest, Northern California.
- Southeastern: Florida, Carolinas, South Atlantic.

Article VI - BOAT NUMBER and INSIGNIA

1. The official number, allocated to new boats on application to the Secretary, shall be permanent with numbers at least two inches in height either cut or permanently installed into the keel aft of the centerboard trunk.
2. The Secretary of the Association shall maintain a permanent record of each Thistle, showing number, name, and ownership.
3. A boat's number will be either cut or permanently installed into the keel aft of the centerboard trunk. The numbers shall be at least two inches in height.
4. When racing, the correct number must be displayed on the mainsail and spinnaker in conformance with SAIL PLAN SHEET 6 and the Thistle Class insignia, as specified by the TCA, must be displayed on both sides of the mainsail; see exception under Charters.

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Article VII - REGISTRATION AND MEASUREMENT PROCEDURE

1. No boat shall be eligible to enter any race where Thistle's race as a Class until an Official Certificate of Measurement and Registration has been granted to the owner of said boat. Upon completion and/or purchase of a Thistle, the boat must be measured by the owner, as provided for in Bylaws Article VI, Section 2, who will fill out the measurement sheets in duplicate containing the official number of the hull. A Thistle owner in good standing must witness the measurements and sign the measurement record sheets certifying the accuracy of the measurements.
2. To be eligible for registration, the hull, spars, rigging and sails must conform strictly throughout in respect to design and dimensions to the current Official Plans and Specifications of the Thistle Class Association. Plans or drawings are not official unless signed by the Chief Measurer. The TCA's Certificate of Measurement and Registration, obtained through proper certification of measurement and payment of registration fee, entitles eligibility to race in the Thistle Class, subject to the requirements and limitations noted elsewhere.
3. The owner shall complete the remainder of the Certificates and forward them to the TCA Secretary for approval on behalf of the Chief Measurer, and completion of the registration procedure. Second and later registrations require payment of a re-registration fee, which must accompany the Certificates mailed to the TCA Secretary.
4. If the measurements are not in accordance with the official plans and specifications, the TCA Secretary shall refer the Certificates to the Chief Measurer for action.
5. The Secretary of the TCA shall complete the Official Certificate of Measurement and Registration, properly record the boat's name and number, and the owner's name, address, and fleet, and return one copy to the owner.
6. The addition of co-owners requires notification and dues payment to the Secretary who will add the name(s) of the new co-owner(s) to the file copy of the Measurement Certificate.

Article VIII - NOTICE TO OWNERS

1. It is the owner's responsibility to see that his/her boat meets all the specifications of the Class. The Measurement Certificate contains only a few of the measurements of the Thistle. The owner is ultimately responsible for the accurate measurement and registration of their boat.
2. The tolerances of many of the check measurements are shown, but it should not be assumed that these are the only tolerances in the specifications of the Thistle. The Chief Measurer determines the acceptability of variation in measurements from the Official Specifications.
3. Specifications, however complete, cannot anticipate every possible situation which may arise. If a point is not covered therein or governed by the dictates of common sense, a ruling must be obtained from the Chief Measurer. In interpreting the Plans, Specifications, and Rulings, the Chief Measurer shall consider the intended meaning rather than an unintended interpretation and shall always bear in mind the basic principle, to maintain the Thistle as a one-design class.
4. The TCA reserves the right to declare ineligible any boat which does not conform to the spirit, as well as the letter, of these Plans, Specifications, and Rulings. When in doubt, it must be assumed that anything in connection with the boat, sails or rigging which is not clearly covered by the Official Plans, Specifications, or Rulings, is illegal and that a ruling must be obtained from the Chief Measurer before attempting such an innovation.
5. The TCA Measurement Certificate shall be binding upon all organizations conducting races for the Thistle Class.
 - (a) A boat holding such a certificate shall not be subject to remeasurement on protest of measurements unless there is reasonable evidence of alterations, erroneous measurements, or falsified measurements.

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(b) Protests of measurements of a certified Thistle sloop must include a fee plus measurement fee returnable only if sustained.

(c) A Thistle sloop is always subject to remeasurement by order of the Governing Board, National Race Committee, or the Chief Measurer.

6. It shall be the sole responsibility of every owner of a Registered Thistle to maintain their boat in accordance with the approved Measurement Certificate submitted at the time of registry. Boats that have had major repair or have been extensively rebuilt shall be re-measured. Conditions requiring re-measurement include, but are not limited to rail repair or replacement, grating replacement, addition of bow tanks in wood boats, acquiring new rudders, centerboards, mast, or boom.

7. (CMR 49) The TCA shall not issue a Measurement Certificate to an owner of a boat, the hull of which has been built by someone other than a recognized Thistle builder.

Article IX - RACING RULES

All races and events sanctioned by the TCA shall be governed by the Racing Rules of Sailing (RRS) and the prescriptions of US Sailing, and the TCA Governing Documents. It is recommended that all other races observe the same. The definitions contained in the RRS shall apply and have the same meaning when appearing in TCA Governing Documents.

Article X - OTHER RACING REQUIREMENTS AND RESTRICTIONS

1. The correct number must be displayed on the mainsail and spinnaker in conformance with SAIL PLAN SHEET 6.

2. The Thistle Class insignia, as specified by the TCA, must be displayed on both sides of the mainsail.

3. The TCA promotes racing between Corinthian teams.

(a) No helmsman or crew member may be paid to sail in any TCA sanctioned race. A signed declaration of compliance with this provision by all participants at a TCA sanctioned regatta may be required at the discretion of the Executive Committee and in a form it specifies. A team member who receives reimbursement or payment for reasonable travel and living expenses to participate in a TCA sanctioned event shall not be viewed as being paid to sail in the event.

(b) Private on-the-water coaching is not permitted at TCA sanctioned events. At TCA sanctioned events, no private coach boats shall enter the area where boats are racing from the time of the first warning signal of the day until racing has been concluded for the day. A coach boat, approved by the Executive Committee or by a regatta Organizing Authority designated by the Executive Committee may provide coaching to a wide range of competitors to enhance all competitors' enjoyment of the event.

4. Except in local Fleet races, the number of persons allowed in one boat in a race shall be not less than two and not more than three. The same number shall be carried through all races of a series. In non-chevron events, there are no limitations on the number of crew who are under 13 years of age.

5. No dead weight can be carried as stationary or shifting ballast.

6. No sail other than approved jib, mainsail, and spinnaker can be used.

7. Skipper eligibility: Skippers in fleet series and open races must be members, except that a fleet may annually establish a policy permitting non-owners to compete during that year in races open only to fleet members. The intent of this exception is to encourage TCA membership by allowing interested sailors to race Thistles under local competitive conditions.

8. The same skipper shall handle the helm of a given boat through all races of a series or any chevron regatta, except that he/she may have his/her crew handle the helm while he/she is making adjustments or handling the spinnaker. There are two exceptions to this rule:

(a) At the Midwinters East Championship, two or more Active Members sailing together in a Thistle owned or co-owned by one of them, may alternate as skipper on a race-by race

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basis. The same member must act as skipper throughout any given race. The members may alternate skippering in any order they choose.

(b) At a non-chevron race or regatta, members may alternate skippering a boat owned by one of them, in any order they choose.

9. Scoring should be recorded in the name of the designated skipper and perpetual trophies shall be inscribed with, at least, the designated skipper's name, if appropriate for that trophy.

10. Chevron events shall include provisions for hailing OCS boats as soon as practical. Competitors shall accept that hailing can be an imperfect process. The timeliness, order, or failure to hear a notification shall not constitute grounds for granting redress.

Article XI - INTERPRETATION

In deciding any question, the intended meaning of the TCA Governing Documents shall prevail. Precedent and the established policies of the TCA shall be taken into consideration when interpreting any rule or regulation, or where the situation is not covered by rule. The rulings of the Executive Committee, Governing Board, Chief Measurer, and National Race Committee shall be carefully preserved for reference.

Article XII - PRESERVING THE INTEGRITY OF THISTLE CLASS RACING

Each member bears responsibility for maintaining the one-design aspects of Thistle sailboats and Thistle sailboat racing. Members commit to playing within the bounds of these Governing Documents and encouraging others to do the same, as well as reporting deviations to an officer of the TCA.

Article XIII - SANCTIONED EVENTS

All chevron events shall be considered as sanctioned. Sanctioning has the effect of recognizing the event as a TCA event which applies TCA Governing Documents and the benefits of the organization. A District Governor or Regional Vice President has the authority to sanction a District Championship or Regional Championship and any other event if requested to do so.

Article XIV - THE NATIONAL CHAMPIONSHIP

1. **Purpose.** The National Championship is conducted annually to determine the National Champion of the Thistle Class. The event is also intended to be a festive gathering of the family of Thistle sailors.

2. **Trophy:** The "Louis Carron Perpetual Trophy" is the trophy for the National Championship and will be awarded to and held by the winning skipper until the next National Championship.

3. **Site Selection Criteria:**

(a) It must be held on open water in the United States or Canada, as free as possible from headlands, shoals, obstructions, and aids to navigation,

(b) it must be held where adequate housing, launching, docking, and mooring facilities are available near each other,

(c) it must be held where an active Thistle Fleet can assume responsibility for all local arrangements, and

(d) the location should be rotated among the five TCA regions such that no region should go more than 6 years without the opportunity to host nationals and no area should host nationals two years in a row, to the extent that this rotation is possible.

e) Subject to final approval of the Executive Committee, a Nationals Site Selection Committee, chaired by the First Vice President and composed of all five Regional Vice Presidents, shall select the sites for the National Championship.

4. **The National Race Committee** shall have charge of preparing the National Championship Series (See Constitution Article XIII.) The responsibility for arranging and providing for the proper facilities,

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entertainment, etc., shall rest with the host entity where the series is to be held. In this regard, the host entity must work cooperatively with the Governing Board and the National Race Committee.

5. **Date.** The National Championship shall be scheduled during the interval from May 1 through August 31. The date will be set at a Governing Board meeting at least 6 months prior to the Nationals unless there are extenuating circumstances. The schedule of the races during the week shall be at the discretion of the National Race Committee, in conjunction with the host, to provide the optimum sailing conditions for the selection of a National Champion.

6. **Eligibility:** Each skipper entering the National Championship Series must meet the following requirements:

- (a) Be a member of the TCA in good standing.
- (b) The skipper and boat must meet the other pertinent requirements of these Bylaws regarding ownership, eligibility, and registration of the boat.
- (c) The skipper and crew registered for the Championship must be retained for the series. Crew substitutions must be approved by the NRC prior to racing if possible; retroactive approval may be sought in last minute crew changes but there is the possibility of disqualification from the race(s) if not approved.
- (d) Additional Requirements for qualifying. The organizing authority and/or regatta host may, with approval of the TCA Executive Committee, require:
 - 1. A registration fee must be postmarked prior to the published cutoff date.
 - 2. A cap on the number of registrations may be necessary and may be imposed on a first-come, first-served basis. If so, an earlier registration window may be provided for automatic qualifiers, defined below.
 - 3. Other safety or health measures

(e) Pathways to Skippers Qualifying for Nationals:

- (1) Automatic Qualifiers. Racing districts preferred but not required:
 - (a) Skippers of boats with an Executive Committee officer on board
 - (b) Current national champion.
 - (c) Past Presidents.
 - (d) Past Thistle National Champions
- (2) If there is not a quota, to qualify:
 - (a) race at any district is the qualifier.
 - (b) Alternative qualification is to race in a major chevron event: (MWW, MWE, or an Inter-districts) in the previous 18 months, AND race two additional regattas or six fleet race days. Skippers must notify their District Governor and petition First VP to confirm qualification.
- (3) If there is a quota, to qualify:
 - (a) finish within the quota at districts.
 - (b) The following skippers do not count towards the district quota: the top five of a Mid-Winter Championship or National Championship in the previous 18 months, or past presidents.
 - (c) Alternative qualification: place in the top five of an Inter-District Championship or a Mid-Winter Championship, or National Championship in the previous 18 months AND race districts.
 - (d) Alternative qualification if unable to sail districts: race and finish in the top 5 places or top 25%, whichever is greater, in a major chevron event as above, in the previous 18 months, AND Race two additional regattas or six fleet race days.

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Skippers must notify their District Governor and petition First VP to confirm qualification.

- (4) A Youth Member skipper who wins the Junior National Championship is qualified for all subsequent National Championships until attaining age 21.
- (5) Exceptions may be made for extraordinary situations where a skipper is unable to meet the preceding qualification requirements. Exceptions may be considered for skippers under twenty-six and for historically active Thistle skippers. A participant petitions the First Vice President in writing at least two weeks before the closing date for registration, in writing. The Executive Committee including the National Race Committee Chair will decide whether to make an exception to the qualification pathway. The decision is communicated to the petitioner by the First Vice President.
- (6) The quota: A suggestion for how a quota may be created and used is attached as an endnote and is not a part of the Bylaws or Governing Documents.¹

7. **Districts.** The District Championship shall be set up by the District Governor. District Championships are permitted to be “open” regattas with prior notification. Scoring for the District Championship will exclude non-District skippers.

8. **Measurement.** All boats entered in the National Championship shall be subject to measurement and approval of the Chief Measurer prior to the first race in the National Championship Series. If any boats or equipment do not comply with Plans, Specifications, and Chief Measurer’s Rulings, the use of the same shall be prohibited. Only two suits of working sails and one spinnaker will be approved for use by each contestant. Only sails bearing the numbers of the Thistle in which the skipper qualified for entry may be used. Any or all yachts may be ordered re-measured by the Chief Measurer, Executive Committee, or National Race Committee.

Exception: A skipper who has qualified for the Nationals and is sailing a new boat in the Nationals and complies with Bylaws Article II, Section 6(a), shall have a sail number corresponding to the hull number of his new boat.

9. Bordes System.

- a. The Bordes System shall be utilized when the fleet is divided into two divisions. The decision to race as one division or two is made by the National Race Committee based on the following criteria:
 - Fleet size 50 boats or less: sail as one division
 - Fleet size 81 or more boats: sail as two divisions
 - Fleet size greater than 50 but less than 81 boats: decision to sail as one or two fleets made by the National Race Committee based on local conditions and logistics.
 - Whenever possible, all boats should sail as one fleet.

¹ A Quota System

The Governing Board may:

- a. annually establish for each District, a quota, or a percentage of the boats from each District that may qualify for the National Championship. The Nationals’ quota is expressed as a percentage of boat-owner skippers in good standing with Registered boats in that District as of March 1, or 90 days before the first scheduled race of Nationals, whichever is later.
- b. establish a minimum number of boats that may qualify for Nationals from a District regardless of the percentage quota. The quota for each District shall be the larger of the two numbers.
- c. establish a minimum number of boats from the host fleet, for example, 100%.
- d. raise the quotas or minimum numbers at a subsequent meeting but may not reduce any of the numbers. Junior (under 21) skippers are not counted towards the quota of qualifiers for a district.

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- When the total fleet size is 40 or fewer boats, there will be no President's Division and no President's Division trophies will be presented.

b. The Bordes System for two division sailing is administered as follows. After registration is closed, all entries will be divided into four groups (A, B, C, or D) in order to provide four groups of about equal racing ability. Using the results of the previous year's National Championship as posted in the Bagpipe, all the current entries who participated in the Nationals of the previous year will be listed in order, according to their place in the final standings, from first to last. The remaining entries will be added to this list, in order by boat number, from the lowest to the highest. From the list developed, boats 1, 5, 9, etc. will be placed in Group A; boats 2, 6, 10, etc. in B; boats 3, 7, 11, etc. in C; and boats 4, 8, 12, etc. in Group D.

10. Divisions.

(a) When sailing under the Bordes System (two divisions), the composition of the Divisions in each race of the National Championship will be:

First Race Division I, Groups A and B; Division II, Groups C and D

Second Race Division I, Groups A and C; Division II, Groups B and D

Third Race Division I, Groups B and C; Division II, Groups A and D

For the remainder of the series, Division I, the Championship Division, shall consist of the top half of the boats. If the number of boats registered is uneven, then the Championship Division shall have one more boat than Division II, the President's Division.

11. **Number of Races.** The National Championship schedule shall consist of no more than ten complete races. The original starting signal for the last race of either division should not occur after 3:30 PM on the last day. In the event of very extreme weather conditions, with advice from the National Race Committee, the total number of races sailed may be reduced. Four completed races constitute the Championship series.

12. **Course.** The course for each of the National Championship races will be determined by the PRO considering guidance provided by the NRC Chair and the following guidelines:

(a) All courses will begin with a windward leg.

(b) Length:

i. The starting line shall be set 0.2 nautical miles downwind of the leeward mark.

ii. The first windward leg shall be 0.8 to 1.3 nautical miles in length between with windward and leeward mark or gate. The maximum length course shall be sailed whenever conditions permit.

iii. The finish line shall be 0.3 to 0.5 nautical miles to windward of the leeward mark or gate.

iv. Courses 1, 2, 3, and 4 create a total course length between 3.7 nautical miles and 7.1 nautical miles.

v. Course 5 creates a total course length between 3.7 nautical miles and 5.9 nautical miles.

(c) Offset mark. When a windward leg is followed by a leeward leg (run) an offset mark shall be used.

(d) Gate marks. The leeward leg should be completed by rounding a gate mark to be set approximately 0.1 nautical miles above, and, if conditions warrant, offset to the side of the leeward mark.

(e) When there are two divisions in the same racing area, the course shall have six legs and be based on either an equilateral or a right isosceles triangle. The configuration of the triangle(s) for Courses 1, 2, 3, and 4 shall use a hypotenuse based on the length of the *second* windward leg. The course may be either:

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- i. Course 1: WRRWLW - *equilateral* triangle. The reaching legs will immediately follow the first windward leg. The final three legs shall be a windward leg, a leeward leg, and a windward leg to the finish. OR
 - ii. Course 2, WRRWLW - *right isosceles* triangle. As in Course 1, the reaching legs will immediately follow the first windward leg. The final three legs shall be a windward leg, a leeward leg, and a windward leg to the finish.
- (f) When the fleet sails in one division, or in two divisions but on *separate racing areas*, course options will include:
- (i) Course 1: (above)
 - (ii) Course 2: (above)
 - (iii) Course 3: an equilateral triangular course which begins with a windward-leeward-windward followed by the reaching legs and an upwind finish. [WLWRRW]
 - (iv) Course 4: a right isosceles triangular course which begins with a windward-leeward-windward followed by the reaching legs and an upwind finish. [WLWRRW]
 - (v) Course 5: a windward-leeward. The windward-leeward course shall be twice around finishing upwind (to windward) after passing through the gate for the second time. [WLWLW]
- (g) Once a race has started, the course can be changed:
- (i) to shorten - courses can be shortened in response to weather conditions at the discretion of the PRO provided that at least two windward legs have been completed, and/or
 - (ii) in response to wind shifts - by moving one or more marks, and subsequent marks to maintain course configuration.

13. **Wind Shift Rule:** When sailing under the Bordes System (two divisions), each race of the National Championship will consist of two divisions racing over the same course. The Race Committee may start the starting sequence for Division II at its discretion immediately after Division I starts. If a continuing (longer than 5 minutes) wind shift of 30 degrees or more occurs after the start of the first Division, but before the first boat of both divisions passes the first mark, races for both Divisions shall be abandoned and restarted. If such a continuing wind shift occurs during the first leg of races of the National Championship and President's Divisions, only the race of the affected Division shall be abandoned. Determination of time and amount of shift is in the sole judgment of a Race Committee representative near the weather mark, and it is not subject to protest, appeal, or hearing. When the Nationals is sailed as one fleet, the above provisions remain, disregarding references to Division II and President's division.

14. **Time Limit.** The time limit for each race of the National Championship shall be 2.5 hours. In races 1-3, if no boat sails the course and finishes within the time limit, the race shall be abandoned for both divisions. If the lead boat of both divisions completes the course within 2.5 hours, then the race is official. In a single fleet Nationals, if the lead boat finishes within 2.5 hours, then the race is official.

15. **Scoring.** Scoring for the National Championship shall be as described in the current RRS "Low Point Scoring System" with these exceptions or provisions:

- (a) When sailing as *two* fleets, with separate starts:
 - (i) For boats in the Championship Division, the series score shall be the total of her race scores in all the scheduled races.
 - (ii) Boats in the President's Division series shall be scored for races four, five, six, seven (and, if applicable, eight, nine, and ten), with scores from the qualifying series (first three races) excluded.

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(b) When sailing as a *single* fleet on one starting line, the President's Division will be established and scored by the following procedure:

(1) Races 1, 2 and 3: All boats start as one fleet. After race 3 the fleet shall be split in half, the Championship Division and the President's Division.

(2) Races 4 through the end of the regatta: All boats will start as one fleet and scored as follows

aa. Championship Division:

Keeps points from races 1- 3.

Awarded actual finish position points (including President's Division boats).

Daily race trophies awarded for finishes in the Championship Division (disregarding President's Division individual finishes)

All races of the regatta are counted, including the positions of President's Division boats.

Final standings trophies are awarded for Championship Division boats.

bb. President's Division:

Keeps points from races 1- 3.

Awarded actual finish position points (including Championship division boats).

Daily race trophies awarded for finishes in the President's Division (disregarding Championship Division individual finishes)

All races of the regatta are counted, including the positions of Championship Division boats.

Final standings trophies are awarded for President's Division boats.

If President's Division boats qualify for a Championship Division overall trophy, they are eligible to receive both the Championship Division overall trophy and the President's Division overall Trophy.

(c) Postings:

- Championship Division: all races
- President's Division: as noted above
- Total fleet: As a courtesy when racing as one fleet, the entire fleet will be ranked so that all boats can view their rank in the entire fleet. No trophies are awarded.

(d) DNS, DSQ, DNC and OCS shall be scored points of one more than the number of boats registered in that Division's race, or the total number of boats when sailing as a single fleet.

(e) DNF, Retired and TLE are scored by adding the number of registered boats in that Division's race (or the total number of boats, when sailing as a single fleet) to the number of finishers, then divided by 2 (any resulting fraction shall be rounded up to the nearest whole number).

16. **Protests.** In the National Championship Series, protests need not be resolved prior to the start of any race except the fourth.

17. Junior Nationals

a. Qualification: The competitors (skipper and crew) must be under twenty-one (21) years of age throughout the entire series. Waivers: It is required that all participants under the age of 18 have documented parental permission.

b. Awards: The John Lowry Memorial Perpetual Trophy will be awarded to the winner. Chevrons will be awarded as follows: 1st - 3 Green, 2nd - 2 Green, 3rd - 1 Green.

18. Women's Nationals

a. Qualification: The TCA Women's Nationals is open to women skippers and crew. There are no age restrictions. A woman who will be under twenty-one (21) years of age throughout the entire event can elect to sail the Junior Nationals or the Women's Nationals provided that her crew meets the same age requirements. Sailors competing in the event may self-identify and compete as the

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gender that they identify with in their “everyday life”. Waivers: It is required that all participants under the age of 18 have documented parental permission.

- b. Awards: A Women’s Nationals Perpetual Trophy will be awarded to the winner. Chevrons will be awarded as follows: 1st - 3 Purple, 2nd - 2 Purple, 3rd - 1 Purple

19. Structure for Junior and Women’s Nationals:

- a. Membership: All skippers shall be TCA members as specified in the Bylaws.
- b. Date: The Women’s Nationals, Junior Nationals, and National Championship may be sailed at different venues and dates. If Women’s or Junior Nationals are at the same venue and proximate date as the Nationals, they shall be sailed before the Opening Ceremony.
- c. Rules: The provisions of Bylaws, Article XIII, Sections 13 and 15 shall not apply to the Women’s and Junior Nationals.
- d. Course: Course types and lengths, including the ability to shorten course, are at the discretion of the Race Committee and the National Race Committee Chair.
- e. Number of Races: A maximum of seven races will be scheduled.
- f. Boat: The boat sailed must be Registered and the owner’s dues paid. The boat can be borrowed, the skipper’s own boat, or a family boat. Arrangements for borrowing a boat and liability are the responsibility of the lender and the skipper.

Article XV. – CHEVRON AWARDS

1. The Award insignia shall consist of colored chevrons of the following dimensions:
Overall width 10”, Overall height 5”, width of chevron stripe 1.75”.
2. Chevron Awards may be displayed as follows:
 - (a) Awards may be displayed on the mainsail at any point above the second spreader.
 - (b) The chevrons shall be vertically stacked, apex upward, not more than three inches apart.
 - (c) The number of chevrons awarded shall be as follows:
 - (1) Three chevrons for the first-place boat.
 - (2) Two chevrons for the second-place boat.
 - (3) One chevron for the third-place boat.
 - (d) The following chevron colors shall denote the Awards as follows:
 - (1) National Championship-gold.
 - (2) Mid-Winter East and West Championships-silver.
 - (3) Inter-District Championship-blue.
 - (4) District Championship-red.
 - (e) Each Fleet may designate its Fleet Champion by the award of a single black chevron.
 - (f) Awards rank in the following order: 1-gold, 2-silver, 3-blue, 4-red, 5-black, and 6-green or purple. Thus, one blue chevron outranks three red chevrons. It is suggested that the skipper display his highest award, but only one set of chevrons, representing a particular award, may be displayed on the sail at one time.
 - (g) Awards are not made to the boat but the skipper and shall be retained by the skipper for use on any Thistle that he may sail while still a member of the Association.
 - (h) It is suggested that members of the trophy committee make physical presentation of the chevrons when the trophy for the event is awarded.

Article XVI - OBLIGATIONS

The Association shall not be liable for any financial matters or debts contracted by its Fleets or officers other than expenditures authorized by the budget or upon written order of both the President and either the Secretary or Treasurer.

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Article XVII - LIMITATIONS GOVERNING PURCHASE OF SAILS

Article XVIII - PROTECTION OF NAME AND EMBLEM

No boat may properly be sold, or entered in any race as a Thistle, or at any time display the Thistle emblem upon its sails or otherwise, unless approved by the TCA and a registration fee has been paid by the owner to the TCA. For the benefit of owners and prospective owners, the TCA may take whatever steps are necessary to protect the Thistle name and emblem from unauthorized use.

Article XIX - Reserved

1. Before starting construction of a Thistle, the approved builder shall apply to the Secretary for an Official Certificate of Measurement and Registration. The builder must pay the Hull Number Fee specified in Bylaws Article II.
2. Upon completion and/or purchase of a Thistle, the boat must be measured by the owner, who will fill out the measurement sheets in duplicate, including the designated number of the hull. A Thistle owner in good standing must witness the measurements and sign the measurement record sheets certifying the accuracy of the measurements.
3. The owner shall complete the remainder of the Certificates and forward them to the Secretary for approval on behalf of the Chief Measurer, and completion of the registration procedure. The owner shall pay the Registration of Boat Measurement fee specified in Bylaws Article II.
4. If the measurements are not in accordance with the official plans and specifications, the Secretary shall refer the Certificates to the Chief Measurer for action.
5. The Secretary shall complete the Official Certificate of Measurement and Registration, properly record the boat's name, number, the owner's name, address, and fleet, and return one copy to the owner.
6. The addition of co-owners requires notification and dues payment to the Secretary who will update the file copy of the Measurement Certificate.

Article XX. - LICENSING BUILDER APPROVAL PROCESS

1. Hulls - For unapproved molds, the mold must be approved first. The Chief Measurer or his representative shall measure all stations on Sheet 1 of the Official Plans and Specifications (lines and offsets) for the hull, and items on Sheet 3 for the seat, bow and stern tank molds and the centerboard case. When the Chief Measurer or his representative determines the mold legality, he shall give "provisional status" to the builder to build a boat including woodwork. Then the Chief Measurer or his representative shall measure and inspect it for legality of items in Parts and Materials, Official Measurements Sheet, Chief Measurer's Rulings, Plans, Specifications Sheets 1 and 3, (items not checked before, such as beam), plus recheck representative hull stations, and for hull and parts quality. Checking hull stations by means of templates taken directly from the mold is very accurate and is the preferred method. When the above criteria are met, Governing Board approval shall be required for the builder to be officially licensed. For previously approved molds, begin the licensing process with "provisional status" so the builder can build a hull including woodwork. Then proceed as above.
2. Blades - Wood blades need no licensing approval. Glass blades do need to be measured for approval. Two prototypes shall be made for a check of uniformity. Measure all appropriate items, then obtain Governing Board approval.
3. Masts - The builder obtains his extrusions from the manufacturer. Sample sections are to be sent to an appropriate measurer to check for legality of mast shape, wall thickness and bend characteristics. The builder's responsibility is to ensure the extruder complies with the Specifications. The builder then assembles two spars. The Chief Measurer measures the appropriate items and, if OK, obtains Governing Board approval.

BYLAWS

4. Booms - The approval process is similar to the mast approval process, except the booms do not require sample section tests.
5. All potential builders should be told what the Class expects as to the legality of the build, quality of build, pledge of corrections if necessary, and the measurement process.
6. Builders must meet a standard quality of construction for licensing approval.
7. After approval by the Governing Board, an Approved Builder is authorized to make available Thistle hulls, centerboards, rudders, masts, or booms, as approved. Nothing in this Article is to prevent an Active Member from building a wood centerboard or rudder for his/her own use in accordance with the Plans and Specifications.

Article XXI – SILVER AND BLUE CHEVRON EVENTS

1. All regattas shall have a Class Representative, appointed by the RVP, who will represent the class in planning and coordinating the event, NOR and SI approval and PRO selection, scoring systems and other issues as they arise.
2. Regatta Organizers shall appoint a Fleet Liaison who can represent the fleet in on-the-water discussions with the PRO before and after races.
3. The TCA (Class Representative) in conjunction with the Organizing Authority shall secure an experienced PRO for the event.
4. Weather legs shall be .7 miles minimum (start line to weather mark) but may be adjusted by the Fleet Liaison. Single lap WL and shortening course should only be used under extreme situations.
5. All regattas shall use electronic registration systems. Registration and NOR's must be available at least 30 days prior to the event.

Article XXII - CONSTITUTIONAL AMENDMENT PROPOSALS²

1. All proposed amendments must include a description of the anticipated benefit to the TCA. They must reference the Constitution Section or Drawing number and specific measurement or language for which a change is being proposed.
2. All proposed amendments must be submitted to the Amendments Committee Chairman at least 90 days prior to the Annual Meeting where they will be voted on.
3. The Amendments Committee will endeavor to disseminate information about the proposed amendment and discussion in favor and/or against it on the TCA website. Fleets wishing to comment must submit comments to the Amendments Committee Chairman as soon as practical.
4. The Amendments Committee will submit the proposed amendment to the Bagpipe Editor for publication in the issue of the Bagpipe mailed and/or electronically posted at least 30 days before the Annual Meeting.
5. For the purpose of informing the membership, required meeting publication deadlines, and considering space limitations in the printed Bagpipe, electronic publication of meeting notices and amendments may be used in lieu of print media.

Article XXIII -OFFICIAL THISTLE INSIGNIA

OFFICERS

President - three gold stars, First Vice President - two gold stars, Second Vice President - one gold star, Third Vice President - one gold diamond, Chief Measurer - one gold bar, Regional Vice President - one blue star, District Governor - one gold oak leaf.

² [approved & effective date 1/27/2022]

BYLAWS

Each member may wear his appropriate insignia while in office. When he retires from an office, he is entitled to wear the insignia of the highest rank attained except that the special device above the Thistle shall be in silver.

Hat insignia is the same as the blazer device except the outer gold circle is omitted.

Flags follow the same design: the gold circle becomes a circle of stars.

HONORARY OFFICERS

Commodore - three gold stars, Vice Commodore - two gold stars, Rear Commodore - one gold star.

ARTICLE XXIV. EFFECTIVE DATE³

1. Article XXII Amendment Proposals and this Article XXIV will take effect immediately.
 2. The 2022 edition of the TCA Bylaws, if approved, will have an effective date at the close of the National Championship, May 20, 2022, providing that the 2022 edition of the TCA Constitution has been approved with the same effective date.
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³ [approved & effective date 1/27/2022]

2022 Specifications, Chief Measurement Rulings and Parts and Materials

In 2022, the Specifications, Chief Measurer Rulings (CMR) and Part and Materials Notes were combined into a single document for ease of use. All CMR's, and Parts and Materials Notes carry references to the March 2021 documents. This document contains CMR's 1-76 with CMR's 30, 40, 41 and 63 having been deleted prior to this consolidation.

Article I - GENERAL

1. Specifications, however complete, cannot anticipate every situation which may arise. If a point is not covered herein or governed by the dictates of common sense, a ruling must be obtained from the Chief Measurer. In interpreting wording of obscure meaning, the Chief Measurer shall consider the intended meaning rather than any technical misconstruction which may be derived from the wording and shall always bear in mind the basic principle of the Specifications, namely, to maintain the Thistle as a standard one-design class.

The Association reserves the right to declare ineligible any yacht which does not conform, to the spirit as well as the letter of these rules and Specifications.

2. The TCA shall not issue a Measurement Certificate to an owner of a boat, the hull of which has been built by someone other than a recognized Thistle builder. (CMR 49)
3. Measurements and weights in the Specifications are in feet, inches, and pounds, in accordance with the standards of the United States Bureau of Standards.
4. To be eligible for registration, the hull, spars, rigging and sails must conform strictly throughout in respect to design and dimensions to the current Official Plans and Specifications of the Thistle Class Association. Drawings are not official unless signed by the Chief Measurer. The Association's Certificate of Measurement and Registration, obtained through proper certification of measurement and payment of registration fee, entitles eligibility to the Thistle Class, although that eligibility is subject to the requirements and limitations noted elsewhere.
5. The woods used in Thistle Class sailboats shall be of any species in which the weight per cubic foot, measured at 12% moisture content, is greater than or equal to that of the mahogany or teak commonly used. Hardwood is defined as mahogany, oak, maple, teak, walnut, and ash. (Parts and Materials Note 3)
6. Corrosion-resistant metals referred to in specifications or CRM include stainless steel, brass, bronze, monel, aluminum, and titanium. (Parts and Materials Note 2)

SPECIFICATIONS, CHIEF MEASURER'S RULINGS, AND PARTS AND MATERIALS

Article II - HULL CONSTRUCTION

1. All hulls shall be made by builders approved by the Governing Board of the TCA and shall conform to the Official Plans and Specifications.
2. Hulls shall be of composite construction, such as laminated wood construction known as molded plywood construction; reinforced synthetic resin construction known as fiberglass or plastic construction; and combinations of plywood and plastic construction.
3. The minimum thickness of hulls of laminated wood construction shall be 5/16", and the minimum thickness of hulls of reinforced synthetic resin construction shall be 1/8".
4. Keel and stem moldings
 - a. Half oval moldings are required (Part 23 and Part 84) shall be 1/2" half oval in shape and may be constructed of CRM, wood or fiberglass, or a combination thereof. These moldings may be molded into the hull at manufacture or attached subsequently.
 - b. Keel and stem moldings (Part 23 and Part 84) may be faired to the hull by fillets which may not extend beyond 5/8" from the center line on either side.
 - c. Half oval molding required unless part of molded hull. (Parts and Materials Note 1)
5. Fiberglass Construction - The hull shell, vertical faces of side tank, seats, and transom may not be constructed by the utilization of "sandwich" type construction. Any interior shell stiffening other than that shown on the Plans and Specifications must be approved by the Chief Measurer. (CMR 39)
6. Floor Stringers - One longitudinal floor stringer is permitted on each side of the keel to stiffen the bottom of fiberglass hulls only. They may extend from the transom to the bow flotation tank. They shall be essentially parallel to the keel, located no further outboard than the inside edge of the seats, and the cross-sectional area of each of the stringers shall not exceed 1-1/2 square inches. In addition, one stiffener between the forward corner of the seats and the bow tank and one stiffener between the aft corner of the seats and the transom are permitted on each side of fiberglass hulls only. On glass boats, floor stringers shall only consist of conventional fiberglass composite, fiberglass reinforced wood, closed cell foam, cardboard construction or the equivalent materials. On wood boats, only strips made of hardwood shall be permitted. Only the anti-skid strips (Part 22) shown in the Plans shall be allowed in wood hulls and they shall have maximum dimensions of 3/4" X 3/8". (CMR 62)
7. The location of the intersection of the shrouds with the inwales at the sheer line is to be not less than 6' 7-1/8" aft of the stem. (CMR 50)
8. The thickness tolerance of wooded parts are:
 - a. Gratings, wood seats, thwart, 45-degree braces, stanchions and mast step thickness tolerances are 3/4" ±1/8".
 - b. Transom and CB trunk side wood pieces thickness tolerances are 7/8" ±1/8".
 - c. Inwale thickness tolerance shall be 3/4" ±1/4".
 - d. Outwale thickness tolerance shall be 3/4" +1/2" -1/4".
9. The width tolerance of wooded parts are:
 - a. Thwart width tolerance shall be 6" ±1/2".

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- b. Stanchion width tolerance shall be $6-1/2'' \pm 1/2''$.
 - c. 45-degree braces width shall be limited to a maximum of $2-1/2''$ at their narrowest point. The 45-degree braces shall consist of any hardwood.
 - d. Centerboard trunk cover (cap) shall have a maximum width of 7". (CMR 68)
10. Gratings are required. The gratings are one of the distinguishing features of the Thistle. Their elimination would materially alter the appearance of the Thistle. (CMR 25)
11. Three piece laminated Inner Wale (part 20) may include one piece of spruce not exceeding 1/3 of total Inner Wale width. (Parts and Materials Note #4)
12. The Official Number of a Thistle must be permanently displayed in the keel aft of the centerboard trunk, with numbers at least two inches in height for future identification, before a Registration Certificate can be issued.
13. Fiberglass reinforced with plastic may be used on wood constructed Thistles, only as a substitute for the usual paint or varnish finish, or to protect and strengthen parts subject to extreme wear and tear. It may not be used as a substitute for all or part of any structural member. When a damaged molded plywood hull is repaired with fiberglass, the resulting thickness must be not more than $5/16''$. Fiberglass and plastic reinforcing may be applied to specification wooden parts, such as mast, boom, rudder, etc., provided wood so reinforced is not smaller in any dimension than original specifications. (CMR 5)
14. Lower fitting on transom for Rudder (Pintle or Gudgeon) - The standard lower pintle with keel shoe on the transom for the rudder is optional but, if replaced by a fitting not having a shoe along the keel, the standard keel molding (or, in the case of fiberglass Thistles, "fiberglass buildup") must extend clear of the transom. (CMR16)
15. Any fitting, such as a lower pintle or gudgeon or projecting tab, attached to the transom at the waterline and faired with the hull so that it has the effect of extending the waterline length of the hull aft of the transom, is prohibited. The bottom surface of such fittings must be at least $1/4''$ above the intersection of the transom with the hull bottom. The original, unaltered bronze pintle shown on the 1946 Thistle drawings continues to be acceptable. (CMR 66)
16. Self-bailing devices such as trap doors and tubular bailers are permitted. (CMR 23)
17. Flooring the cockpit with foamed plastic in an attempt to make a self-bailing Thistle is prohibited. (CMR 24)
18. Transom trap doors are permitted provided that each of the two is no more than 22 square inches in area and at no point will be closer than $3/4''$ to outer skin of hull. Existing drain holes do not have to be closed when transom bailers are installed. (CMR 32)
19. The height of the traveler track above the sheer at centerline shall be greater than 2". No part of the traveler track shall be below the sheer. (CMR 69)
20. On boats using a traveler permitted by CMR #4, the transom height (TH) is defined as the distance between the top of the traveler track at the centerline and the keel at station 17,

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excluding the molding. Travelers installed in accordance with CMR #4 must be installed so that they maintain an arc as close to the original as possible. (CMR 70)

21. A fillet under the rail between the hull and rail to minimize glue joint failure permissible both inside and outside the hull provided that its radius is no greater 1/4". No continuous fibers can be imbedded in the radius material. (CMR 72)
22. No rigid member other than the keelson, mast stanchion and thwart seat with knee braces may be used to connect the centerboard trunk to any other part of the boat. (CMR 61)

Article III - HULL WEIGHT

1. Hulls shall weigh not less than 300 pounds, stripped of all removable gear such as spars, sails, rudders, centerboard blocks, movable jib fairlead blocks, buoyancy tanks, standing and running rigging, etc.
2. Permanent fittings, such as bow plate, molding, chain plates, etc. may be included in the weight.
3. Buoyancy Tanks, lazarettes or lockers, and the like, which, because of the type of construction used, are integral (not removable) parts of the hull, shall not be included in the weight. Allowance for these must be made by subtracting from the gross weight of the hull of such construction, the equivalent weight of the standard plywood buoyancy tanks, lazarettes or lockers, and the like. For this computation, the nominal weight of two buoyancy tanks shall be 15 pounds, and the nominal weight of two lazarettes shall be 9 pounds.

Article IV - ALL-UP WEIGHT

1. The all-up weight of the Thistle shall not be less than 515 pounds.
2. The all-up weight is defined as the total weight of the hull, flotation tanks, lockers (if any), centerboard, rudder, tiller, mast, boom, mainsheet, and attached hardware and rigging. Not included are the sails, spinnaker pole, paddle, life preservers, anchor and line, and similar readily removable items.
3. Hull corrector weights shall be firmly attached to the hull, either exposed, or, if inside a tank, located immediately adjacent to an inspection port. Half of the weight shall be located at or ahead of the chain plates with the other half located at least 6' 0" aft of the chain plates. Any weight more than 15 pounds shall be evenly divided and placed half in the bow and half in the stern with the two halves at least 16' 0" apart. (CMR 43)
4. Weight may be added to excessively light boats by addition of a layer of fiberglass reinforced resin, using cloth or mat for reinforcing material, provided such layer is of uniform composition and evenly applied over the entire interior shell, except the built-in fiberglass seats, flotation tanks, and the centerboard trunk with its extensions. (CMR 51)

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Article V - BUOYANCY

1. For hulls of laminated wood construction, securely fastened buoyancy of at least 700 pounds is required. Solid unicellular foam is required to provide buoyancy of not less than 400 pounds. Part of such apparatus giving positive buoyancy of not less than 150 pounds shall be within five feet of the bow, and a like part shall be within five feet of the stern. Inflated air bags may be used to supplement the positive flotation.
2. Hulls of reinforced synthetic resin construction must use one bow and two side seat air tanks as integral parts of the hull. Required stern buoyancy may be a solid unicellular foam block or a structural air tank typical of bow and side tank construction. Buoyancy of at least 750 pounds is required with 200 lbs. of buoyancy within 5 feet of the bow and a like amount within 5 feet of the stern. Of the total 750 lbs., a minimum of 500 lbs. positive buoyancy must be provided. This positive buoyancy if enclosed in the air tanks shall be unicellular foam or an approved equivalent. If positive buoyancy is installed outside the confines of the air tanks, only securely fastened unicellular foam may be used. Inflated air tanks shall not be permitted.
3. Buoyancy tanks are required. For wood hulls, these may be of wood construction or buoyant material such as Styrofoam. Supplemental flotation of any type may be placed under the seats. Flotation may extend beyond the vertical plane of the inside edge of the seats, but no greater than 1' 4" from the inside hull skin measured perpendicular to the center line. Seats may not be widened. For wood and glass hulls, bow flotation may not be extended aft of the forward edge of the mast stanchion. Flotation forward of the gratings must be at least 14" below the sheer and spray must drain into the bilge. Stern flotation may not extend forward of the grating. If a block of unicellular foam such as Styrofoam is used for buoyancy tanks, artificial hollowing or cored shapes may not be used. (CMR 7)
4. Flotation Tanks in Wood Hulls - Bow tanks may be constructed in accordance with the Plans and Rulings pertaining to bow tanks in fiberglass boats. No structure may be used inside the tanks except for "sandwich construction" of the tank top. No part of the bow tank may be attached to the stanchions. Flotation tanks integral with the hull cannot be constructed under the seats or rear grating of the wood hulls. (CMR 61)
5. Positive Flotation - (See Article V, Specifications.) (CMR 44)
6. Air Tanks shall provide adequate means for visual inspection of positive flotation. (CMR 54)

Article VI - SPARS

1. Masts shall be made of either wood or aluminum alloy.
2. The cross section of the wood mast shall be a pear shape 2-1/2"X3-3/4" as shown on the Official Plans.
3. The cross section of the two allowable aluminum masts shall be essentially as follows:
 - a. Pear shape 2-1/2"X3-3/4" typical of section shown in Official Plans.
 - b. Pear shape 2-1/2"X3-1/8" typical of section shown in Official Plans.

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4. Mast rigging and dimensions shall conform to the Official Plans and Specifications.
5. Masts shall not weigh less than 30 pounds completely rigged with halyards, shrouds, stays, and spreaders.
6. Masts shall not have a center of gravity lower than 10'-0" from base (horizontal plane of sheer at mast position) of the mast.
7. Aluminum masts shall be fitted with positive flotation to provide self-buoyancy of the mast. Parts and materials list to be amended to make part #61 Halyard Winch optional in wood and 3-3/4" aluminum masts; not allowed in 3-1/8" aluminum masts.
8. Spreader tubing shall be made from a corrosion-resistant metal with a nominal diameter of 0.375" and a minimum wall thickness of 0.060". It shall have a minimum yield strength of 125,000 PSI. Spreader tube length shall have a tolerance of +1" -1/2".
9. Bolts on mast step are not allowed as a means of changing mast bend, rake, etc.
10. The boom shall have a minimum weight of ten pounds with end fittings only. The top, bottom and side walls of aluminum extrusions shall not vary by more than 0.005" between the minimum and the maximum thickness. The nominal wall thickness shall be 0.075".
11. The mast shall be uniform in cross-section, throughout its entire length and shall be parallel sided as shown in the Specifications. Artificial bending devices other than normal specification rigging are prohibited. Spreaders must be straight and at right angles to the fore and aft axis of the mast. (CMR 35)
12. Bow Toggle is optional. Turnbuckle to fixed tang or tensioning lever may be substituted. Standard bow toggle is the only device allowed for adjusting jib stay tension while racing. (CMR 6)
13. Main Halyard Sheave Diameter - Optional. Lead of main halyard at the top of the mast may not be more than 3/4" from the aft face of the mast. (CMR 8)
14. Mast struts are not permitted. (CMR 14)
15. Any Device for adjusting the position of the mast during a race is not permitted. (CMR 15)
16. Spinnaker Pole Fitting on Mast - Not more than two eye fittings for attaching spinnaker pole may be attached to the mast. Height from the sheer line is optional. (CMR 17)
17. Forestay and jumperstay - It is not permissible to use a forestay or jumperstay in addition to the jib stay specified by the Official Plans. (CMR 19)
18. The shrouds must be led through the fairleads in the gunwales to the chainplates, and not directly from the mast to the chainplates. (CMR 20)

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19. Relocation of the shrouds to positions other than shown on the Official Plans and/or the use of running backstays is prohibited. (CMR 21)
20. Device for changing tension of shrouds other than the standard forestay turnbuckle arrangement while racing is not permitted. (CMR 28)
21. The spinnaker halyard may be led horizontally from the mast sheave through a fairlead in or attached to the jib stay providing that the fairlead is not forward of the jib stay. (CMR 33)
22. Spinnaker attachment - Spinnaker shall have no points of attachment except at the head and the two clews. (CMR 37)
23. Halyards - The jib and main halyard may be led to mast winches, hull-mounted winches, or halyard hooks. The use of halyard hooks shall be limited as follows:
 - a. Main halyard - may be mounted on mast at or below sail-entrance slot or on hull. The hook may be fixed or adjustable.
 - b. Jib halyard - The jib halyard point of attachment may be mounted on the mast at or below the sail entrance slot, or on the hull. The attachment point may be fixed or adjustable by either lever, slide, tackle or any other method. The jib tack shall be nonadjustable and fixed to the bow plate stem or toggle. The jib tack shall be attached so that some part of the tack grommet opening is within one inch of the bow plate. In effect, adjustment of jib tensioning is allowed by adjustment of the head of the jib only.
 - c. Jib Halyard tensioning devices shall be limited to an 8:1 mechanical advantage.
24. Jib pull down - the tail of the jib halyard or a separate line may be attached near the head of the jib leading down to a turning point below the jib tack and under the bow plate then aft to assist in taking down the jib. The halyard tail or line may be cleated (CMR 38)
25. Diamond wire shall be a solid corrosion-resistant metal 0.072" in diameter. It shall have a minimum breaking strength of 1000 lbs. All diamond stays used on the new section mast must have terminals typical of those formerly provided stock by Douglass & McLeod. (CMR 46)
26. No running or standing rigging may enter the mast above the gooseneck with the exception of the one main, one jib, and one spinnaker halyard. Halyards may exit through the side of the extrusion. (CMR 47)
27. The shrouds and forestay shall have a maximum diameter of 1/8" and be constructed of 1X19 stainless. (CMR 56)
28. Mast corrector weights shall be used to bring the all-up, dry weight of the mast to 30 pounds. Such weights shall be securely fastened at some location at or above the middle spreaders. (CMR 60)
29. Mast step tolerance of +0 / -1/4" may be applied to the height dimension on the step for the aluminum mast (part #102) provided that the actual height including up to 3/16" of mast butt shims is accounted for in all mast measurements taken from the shear. (See Article VIII, Specifications and Sheet 4, Official Plans.) (CMR 71)

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30. Main sheet must run between a block on the transom and a block attached to the boom within 9" of the boom end and may be led forward along the bottom of the boom through a single-sheave block attached to the boom, to a single-sheave block on the centerboard trunk cover. The mainsheet end must be attached to the transom block or within 5" of the boom end, depending upon the mechanical advantage desired. (CMR 1)
31. Sliding Gooseneck is not allowed. (CMR 2)
32. Main sheet claw on boom is not permitted. (CMR 3)
33. Over-All Length of Boom - The distance from the aft face of the mast at the point of attachment (inside face of bolt rope slot on aluminum masts) to the aft-most part of the boom may not exceed 12' 2-1/2". Measuring from the same point of attachment, no part of the mainsail foot may exceed 11' 11". (CMR 18)
34. Gybe line - A single line attached at or near the mid boom main sheet block, may be used solely to initiate or control a gybe. It may not be used for trimming or pumping the mainsail. (CMR 73)

Article VII - DECKS

Thistles may not have permanent decking intended or designed to shed water. Detachable canvas spray hoods may not be used while racing.

Article VIII - RIGGING AND EQUIPMENT

1. The spinnaker pole must be used and connected to the mast when the spinnaker is set and must be used on the side opposite to that on which the boom is carried. The length of the pole shall be limited to six feet overall, including the fittings.
2. The tack of the spinnaker, when set and drawing, shall be within six inches of the outboard end of the spinnaker pole (CMR 76)
3. If a spinnaker pole is lost or damaged while racing, a boat may continue to race without using the spinnaker pole but shall not race again with the spinnaker set until the spinnaker pole has been replaced, except when there has been no reasonable opportunity to do so. The spinnaker pole need not be used while gybing or preparing to round or pass a mark. (CMR 75)
4. Rigging shall be essentially as shown on the Official Plans. No freak rigs shall be permitted. Permanently bent masts, rotating masts, mast, or boom bending devices, (except mast butt shims up to 3/16" and boom vang) and other contrivances are not allowed. Changing of mast butt shims while racing is not permitted.
5. Hiking straps are permitted. (See Article XXIV)

Article IX - FITTINGS

Some of the items of official hardware, as shown in Plans and Specifications, are required and some are

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optional. See Parts and Materials List for options. No rigid device may be attached to the bow of a Thistle which projects forward of the stem molding (Part #84) more than 3/4". No rigid device which projects beyond the stem molding (Part #84) may be mounted more than 15" below the top of the stem.

1. Main Sheet Traveler - Except on top of transom, not permitted. A traveler on the transom is permitted so long as the track does not extend athwartship beyond the gunwales. Bridles and horses not permitted. The transom cap may be replaced with a traveler of similar sectional dimension, provided that the top of the transom reasonably retains the same curve as shown in the Plans and Specifications. (CMR 4)
2. Jib tack fitting - No part of the jib tack may be attached at a point lower than the upper face of the bow plate. The tack of the jib must be attached to or led fair by means of a pennant through a permanently installed bow plate. (CMR 6)
3. Cleats and other fittings for trimming jib and spinnaker sheets may be placed at any position on the gunwale rails if no part of such hardware extends outboard of the rail or is higher than 2" above the rail. Spinnaker sheet twings are permitted and shall be the only exception to this rule. (CMR 26)
4. Circular traveler used for a Boom Vang is not permitted. (CMR 45)
5. Jib Sheet Turning Blocks - Such fittings and their attachments must not stiffen the joint between the thwarts and seats. (CMR 64)

Article X - REEFING

The capability of reefing a Thistle shall be optional. The luff and leach must be reefed approximately proportionally. Lowering of the head of the sail and positioning of the new tack and clew near the boom may be accomplished by any means.

Article XI - SAILS

1. Thistles may carry one (1) mainsail, (1) jib, and (1) spinnaker, and these must meet the specifications shown in the current Official Sail Plan and must comply with any pertinent Chief Measurer Rulings. No other sails shall be permitted.
2. Each sail used must have sewn to it an official "Royalty Paid" label. Royalty labels for sails now in use can be purchased from the Secretary-Treasurer. Labels for new sails should be furnished with sails by the sailmaker.
3. LIMITATIONS GOVERNING PURCHASE OF SAILS (Prior to 2022 revision, this was in the Bylaws. Limitations changed per class vote August 2023):
 - (a) The acquisition of sails by the owner of a registered Thistle, for use on that Thistle, shall be limited to one suit (main, jib, spinnaker) per acquisition period. The acquisition period is defined as the time between the end of the official sail measurement period as published in the Notice of Race for the previous National Championships until the end of official sail measurement period as published in the Notice of Race for the next National

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Championship. In the event that an Annual National Championship is not held in a given year, the acquisition period resets on August 31 of that year.

- (b) The purchaser of a Thistle may acquire two suits of sails in the acquisition period, as defined in Article XI, Paragraph 3 (a) above, in which they acquire that Thistle. This applies to a new or used Thistle. Any sails retained by the new owner from the ownership of a previous Thistle, or acquired with the purchase of the boat, shall count as sails acquired and shall subtract from the allowance for purchase of new or additional used sails, if such retained sails are to be used in any competitive event as defined in c) below.
 - (c) The use of a sail(s) in any race in a chevron event, a local regatta, or a fleet race, shall constitute acquisition, subject to the exemptions listed below.
 - (d) Sail acquisition rights apply to the boat, not the owner.
 - (e) Unused sail allocation shall not be carried forward to a subsequent acquisition period.
 - (f) The date of acquisition is the date of invoice from a sail loft or a signed bill of sale, if a private sale. The boat owner(s) are responsible for writing the year of the National Championship marking the end of the current acquisition period on the TCA royalty tag. If challenged, it is the boat owner's responsibility to provide the invoice or bill of sale to establish the date of acquisition.
 - (g) If a registered class member charters a boat, they may use sails from their own boat, purchased as part of their allotment as described above in this article or use sails provided by the chartered boat.
 - (h) If a Thistler acquires a sail, or a suit of sails, which he does not feel competitive, he may retire such sail(s) within fifteen (15) days of the date of first use and may acquire a replacement sail. The Chief Measurer shall be notified of this action in writing prior to the acquisition of replacement sails. The intent is to allow new sails which are non-competitive to be retired from competitive sailing without prejudice and is not to allow the purchase of additional suits of competitive sails. The Thistler shall certify in writing in his notification to the Chief Measurer that he has retired the sail(s) only because they are non-competitive in his opinion. This exemption procedure may not be used again within five years of the date of notification of the Chief Measurer.
4. Mainsail Tack Grommet - Elimination of the tack grommet of the mainsail by loops of wire or line of any kind, whether fixed or leading to grommets in either luff or foot, is prohibited. (*CMR 29*)
 5. The spinnaker pole or whisker pole must be attached to the mast fitting when used with the jib. Holding either pole by hand is prohibited. (*CMR 31*)
 6. Zippers - A single wire may be substituted for a mainsail foot zipper. It shall be looped through either the tack or clew grommet or both. If looped through only one grommet, the lacing at the opposite end shall be permanently tied off once adjusted and under no circumstances shall be adjusted while racing. (*CMR 48*)
 7. The jib luff wire shall be optional, yet when installed have a maximum diameter of 1/8" and be constructed of 1x19 stainless steel. (*CMR 57*)

SPECIFICATIONS, CHIEF MEASURER'S RULINGS, AND PARTS AND MATERIALS

ARTICLE XII - CENTERBOARD AND RUDDER

1. Centerboards may be built from a combination of wood and lead or of fiberglass reinforced plastic resin with core materials that may be any combination of glass, fiber, unicellular foam, resin, wood, and lead. (CMR 53)
2. Centerboards, regardless of construction method, must meet the dimensions and shape as shown on the Official Plans and are subject to approval of the Chief Measurer or his appointed delegate as described herein and in Article IX. (CMR 53)
3. Wood-lead centerboards may be built by anyone and do not need to be built by a licensed builder but must comply to specifications on the Official Plans and any pertinent Chief Measurer's Rulings. (CMR 53)
4. Fiberglass centerboards must be constructed by a Class approved builder. (CMR 53)
5. A centerboard constructed of a combination of wood, lead, and fasteners may not be less than 3/4" thick, and may be covered with a combination of fiberglass, dynel, polypropylene, plastic resin and/or paint to an overall maximum thickness of 1". The measurements, weight, and center of gravity of such a centerboard are to be as specified on the Official Plans and Chief Measurer's Rulings. (CMR 52)
6. Any existing wood-lead or fiberglass centerboard may be strengthened with any suitable combination of plastic resin and glass fibers. Weight may be removed or added to alter the center of gravity of any existing centerboard within the limits of General Notes 4 and 5, and the measurements and weights shown on the Official Plans and in Rulings of the Chief Measurer. (CMR 58)
7. Metal Leading Edges of Centerboard - Not more than one square inch of metal in cross section may be substituted for wood. Trailing edges must not be stiffened by any means other than coating with fiberglass. (CMR 22)
8. Centerboard position - While racing, the aftermost part of the centerboard rollers may not be positioned aft of a point 8' 6" from the front face of the stem (bow plate and stem molding not included). A permanent stop must be attached to the top of the trunk to limit the travel of the centerboard. The centerboard thwart may be notched provided that the notch does not exceed half the width of the thwart. (CMR 36)
9. The centerboard may be pulled down and held back by a line which may be secured. The point of attachment shall be within 2" of the top of the board. No means shall be employed that changes the angle the board naturally hangs to a more vertical angle. (CMR 67)
10. Any Device for Cocking the Centerboard - Not permitted. (CMR 12)
11. Rudders may be constructed of wood, wood and covered with fiberglass, or fiberglass sandwich construction. The minimum rudder weight shall be 8 lbs. Rudder corrector weights must be Permanently attached. (Parts and Materials Note 5 and CMR 55)

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12. Wood and wood covered with fiberglass rudders may be built by anyone and do not need to be built by a licensed builder but must comply to specifications on the Official Plans and any pertinent Chief Measurer's Rulings. Wood rudders must be constructed of wood with hardwood cheeks which may be covered with a combination of fiberglass, dynel, polypropylene, plastic resin and/or paint. (Parts and Materials Note 5)
13. Rudders built with a fiberglass sandwich method must be constructed by a Class approved builder and must be built to the specifications on the Official Plans and any pertinent Chief Measurer's Rulings. (Parts and Materials Note 5)
14. Tiller to be constructed of hardwood or aluminum tubing throughout. Aluminum tubing must be least 1.25" OD and have a minimum wall thickness of .050". Fiberglass or aluminum covering the aft 5" of hardwood tiller is optional. (Parts and Materials Note 5)
15. Kick-Up Rudders are permitted if they meet the profile and measurement specifications of the standard fixed-blade rudder and are locked or pinned in the down position while racing. If the lock is released or the pin removed or sheared off, the blade obviously is no longer locked in the down position and the boat is subject to disqualification. (CMR 27)

ARTICLE XIII- ELECTRONICS

Use of any electronic or communication device to enhance performance is prohibited while racing except:

- An electronic compass
- Clock or countdown timer or watch
- Heel indicator
- VHF radio for race committee communications, safety and weather information
- Still or video cameras
- Position sensing transponders, when specified in the Notice of Race and/or the Sailing Instructions, to allow monitoring of all boats positions by RC and for post race analysis (such as TracTrac).
- In an emergency

Cameras, position sensing devices, and other performance logging and tracking devices are permitted provided that the information that is recorded or output is not visible or not available on board while racing nor in any protest or redress proceeding. Cell phones or other devices capable of accessing the internet are permitted to check online Sailing Instructions, Notices of Race or Results. (CMR 78)

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ARTICLE XIV- HIKING AIDS

1. Hiking Straps – Length and location optional providing they do not violate Measurer's Rulings No 10 and 11. Hiking straps are to be used to hold the feet, ankles, or shins. Use of hiking straps as handholds, at any time, is illegal. Use of a hiking line, attached along the centerline of the boat, which does not extend beyond the hull of the boat, is allowed, only as a hand hold, for the crew. (CMR 42)
- 2.
3. The use of clothing or devices attached to the skipper and/or crew for the purpose of providing shiftable ballast is prohibited. (CMR 34)
4. Hiking posts are not permitted (CMR 10)
5. Trapezes are not permitted (CMR11)
6. Padding fastened to the rail is not permitted (CMR 13)

Article XV – SAFETY REQUIREMENTS WHILE RACING (Moved from Bylaws)

Regarding personal safety, the ultimate responsibility for deciding whether to compete in a regatta or race rests solely with the individual competitor. A Thistle must carry the following equipment:

1. **A Coast Guard approved Personal Flotation Devices for each crew member.**
2. **One additional Coast Guard approved "throwable" life saving device (life jacket or cushion) must be carried aboard the boat.**
3. **A bailing device(s) with a minimum capacity of two gallons**
4. **One whistle must be carried aboard the boat.**
5. **An adequate paddle or oar.**
6. **Ground tackle consisting of an anchor with optional chain and line. Anchor and optional chain combined weight must not be less than 8 pounds. Line shall not be less than 100 feet in length, 1/4 inches in diameter, and not made up of more than two pieces of rope plus a chain.**

Failure to carry the required safety equipment prior to the start of the first race will result in the boat's regatta registration being invalid and the boat will not be allowed to compete until all safety equipment is onboard. Should a boat lose any of the required safety equipment during a race, the boat will be scored DNC in that race and all subsequent races, until such equipment has been replaced.

Official Plans & Specifications

Parts and Materials

Warning!

It is impossible to foresee every conceivable innovation which may be thought of in the future, or

SPECIFICATIONS, CHIEF MEASURER'S RULINGS, AND PARTS AND MATERIALS

mention every suggestion that has been ruled illegal in the past. When in doubt, it must be assumed that anything in connection with the boat, sails or rigging which is not clearly covered by the Official Plans and Specifications or published Chief Measurer's Rulings is illegal and that a ruling must be obtained from the Chief Measurer before attempting such an innovation.

Part No.	Name	Wood Hull	Glass Hull	Reqd.	Opt	Material
1	Transom Header	X	X	X		Hardwood
2	Fwd. Grating Piece	X	X	X		Hardwood
3	Grating Slats	X	X	X		Hardwood
4	Mast Thwart	X	X	X		Hardwood
5	Grating Diagonal	X	X	X		Hardwood
6	Grating Skirt	X	X	X		Hardwood
7	Mast Step	X	X	X		Hardwood
8	C. B. Trunk Thwart	X	X	X		Hardwood
9	Seats	X		X		Hardwood
10	Seat Supports	X		X		Hardwood
11	C. B. Trunk Knee	X	X	X		Hardwood or Fiberglass
12	Forward Seat Support	X		X		Hardwood
13	C. B. Trunk Cover	X	X	X		Hardwood

14	Mast Stanchion	X	X	X		Hardwood
15	C. B. Trunk Separator	X		X		Hardwood
16	C. B. Trunk Separator	X		X		Hardwood
17	C. B. Trunk Side	X		X		Hardwood

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18	Keel Piece	X		X		Hardwood
19	Stem Piece	X		X		Hardwood
20	Inner Wale (see note 4)	X	X	X		Hardwood
21	Outer Wale	X	X	X		Hardwood
22	Floor Anti-skid Strips	X			X	
23	Keel Molding	X		X		½" Half Oval CRM
23	Keel Molding		X	X		** See Note 1 **
24	Transom	X		X		Hardwood
24	Transom		X	X		** See Drawing **
25	Transom Cap	X	X	X		Hardwood or CRM
26	C. B. Trunk Radius Pieces	X	X	X		Hardwood or Fiberglass
27	Rudder Blade (See note 5)	X	X	X		
28	Cheek Pieces (See note 5)	X	X	X		
29	Tiller	X	X	X		** See Note 6 **
30	Tiller Extension	X	X		X	Optional

31	Centerboard	X	X	X		Wood/Lead or Fiberglass
32	Buoyancy Tanks	X		X		Non-Inflatable
32	Buoyancy Tanks Aft		X	X		**SeeSpecifications Article V**

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35	Lockers				X	
38	Spinnaker Cleat				X	
39	Cheek Block				X	
40	C. B. Haul Cleat				X	
41	Mast	X	X	X		Spruce or Aluminum
42	Boom	X	X	X		Spruce or Aluminum
43	Cheek Pieces	X	X	X		Hardwood or Aluminum
44	Tiller Socket	X	X	X		CRM or Fiberglass
45	Rudder Upper Pintle/ Gudgeon	X	X	X		CRM
46	Rudder Lower Gudgeon/Pintle	X	X	X		CRM
48	Bolt, Nut & Washers	X	X		X	CRM
50	C. B. Ballast	X	X	X		Lead
51	C. B. Rollers	X	X	X		Optional
52	C. B. Strap	X	X	X		CRM
53	C. B. Haul	X	X		X	
54	Mast Sheaves	X	X	X		Optional
55	Pintle/gudgeon	X	X	X		CRM
56	Pintle/gudgeon	X	X	X		CRM
57	Fairlead	X	X	X		Optional
58	Chain Plate	X	X	X		CRM

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59	Boom Reefing Drum	X	X		X	CRM
60	Boom Outhaul	X	X		X	Optional
61	Winch	X	X			Optional
63	Winch Crank	X	X		X	Optional
64	Tangs	X	X	X		CRM
65	Gooseneck	X	X	X		CRM
66	Spreader Socket	X	X	X		CRM
67	Spreader	X	X	X		CRM
68	Bow Toggle	X	X		X	CRM
69	Bow Plate	X	X	X		Optional
70	Main Sheet Block	X	X	X		Optional
71	Lower Diamond Stay	X	X	X		Stainless Steel
72	Intermediate Diamond Stay	X	X	X		Stainless Steel
73	Upper Diamond Stay	X	X	X		Stainless Steel
74	Jib Stay	X	X	X		Stainless Cable

76	Jib Halyard	X	X	X		Stainless Cable or Suitable Fiber
77	Main Halyard	X	X	X		Stainless Cable or Suitable Fiber
80	Main Sheet	X	X	X		Optional
84	Stem Molding	X	X	X		CRM
86	Shrouds	X	X	X		Stainless Cable

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87	Diamond Tang	X	X		X	CRM
88	Diamond Tang	X	X	X		CRM
89	Spreader Tips	X	X	X		Optional CRM
91						
92	Turnbuckle	X	X		X	
93	Winch Dog & Spring	X	X		X	CRM
94	Spinnaker Pole Fitting	X	X		X	Optional
100	Molded Hull	X	X	X		Molded Plywood or Resin Reinforced Fiberglass
102	Mast Step for A-1 Mast	X	X	X		Aluminum
103	Gasket	X	X	X		Rubber or Plastic
110 to 122	Parts for Standard A-1 Mast	X	X	X		

Thistle Class Association's Spending Policy

Amended February 10, 2019

PURPOSE

The purpose of this Policy is to set procedures and guidelines for spending the Thistle Class Association's (TCA) funds to achieve the following:

- Promote Thistle Class Racing,
- Maintain rigidly and without deviation the one-design features of the Thistle as designed by Gordon K. Douglass, except as altered by CMR's and class approved changes.

POLICY

- a) All expenditures covered by this policy shall require the approval of the Executive Committee in accordance with the procedures outlined herein.
- b) Any expenditure that has been approved by the Executive Committee in accordance with this policy, which exceeds the approved level by 5% or more, must be reapproved by the Executive Committee before funds can be dispersed by the Treasurer/Secretary-Treasurer.
- c) The Treasurer/Secretary Treasurer will propose an annual budget which shall be presented to the Executive Committee prior to their first meeting in each fiscal year, which should be held in October. The Executive Committee would review and ultimately approve the budget at its first meeting of the year. Once the annual budget is approved, the Treasurer/Secretary-Treasurer is authorized to disperse funds in accordance with the approved annual budget for the remainder of the fiscal year.
- d) The Executive Committee can delegate expenditures up to a discretionary quarterly spending limit (DQSL) to the Treasurer/Secretary Treasurer. Such spending limit shall be defined by the Executive committee in the first month of each fiscal year (October). If no DQSL is approved in the first month of each fiscal year, then the DQSL will be zero (\$0.00) until the Executive Committee sets a DQSL for the fiscal year.
- e) This policy specifically applies to funds in the possession of the TCA. Funds cannot be allocated to any planned expenditures for strategic initiatives nor ad hoc/One-time expenditures if the TCA does not have control of the funds at the time the expenditure is approved. All expenditures made under this policy must comply with Section 501(c)(3) of the IRS code of 1954 as amended.
- f) All business conducted under this policy can be managed in person, via e-mail, teleconferences, video conferences, or any other manner acceptable to all members of the Executive Committee.
- g) Should any section of this policy be found to conflict with the Constitution or the Bylaws, the Constitution and Bylaws shall be the defining documents required to resolve the conflict.
- h) This policy is binding upon all members of the TCA who request or spend funds from the TCA General Operating Fund or the TCA Growth and Promotion Fund or any other funds managed by the TCA Treasurer / Secretary Treasures.
- i) This policy will become part of the TCA governing documents once approved by the Governing Board. This policy cannot be changed unless such change is approved by a simple majority of the Governing Board present at a regular Governing Board meeting or an ad hoc meeting where all Board members have had 30 days advanced notification.

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SCOPE

The policy is designed with the understanding that TCA has two types of expenditures:

- Planned expenditures, and
- Ad hoc and/or one-time expenditures.

Planned expenditures are those used to support ongoing operations and strategic initiatives. Planned expenditures may be paid from the Growth and Promotion Fund or the General Operating Fund as designated by the Executive Committee.

Ad hoc and/or one-time expenditures are non-routine expenditures which will arise from time to time and may be paid from the Growth and Promotion Fund or the General Operating Fund.

This policy covers planned expenditures and ad hoc and/or one-time expenditures.

PROCEDURES

Planned Expenditures

Routine Operating Expenditures will be managed using an annual budget process.

- A. The Treasurer/Secretary-Treasurer shall prepare a proposed budget covering all routine operating expenses which include but are not limited to salaries, taxes, insurance, Bagpipe expenses and other such expenditures paid by the Treasurer/Secretary-Treasurer on a weekly, monthly or annual basis. The budget should only cover items paid from the operating funds of the TCA.
- B. The Executive Committee shall review, revise and approve the annual budget. Final approval must be completed no later than November of each fiscal year.
- C. The Treasurer/Secretary Treasurer is authorized to disperse funds from General Operating Funds, in accordance with the approved budget and all other terms of this policy.

Strategic Initiatives will be managed using an approval process that is not tied to the fiscal year, but to the project needs.

- A. TCA Executive Committee (EC) will review and approve sanctioned strategic initiatives or other planned expenditures at least once each year. The TCA Secretary/Secretary Treasurer will keep current and historical records for all sanctioned strategic initiatives and other planned expenditures.
- B. The EC will appoint TCA Teams to accomplish tasks related to the Class's planned expenditures.
- C. TCA Teams appointed by the TCA EC for pursuing one of the planned expenditures will submit a spending plan to the EC, via the TCA Treasurer/Secretary-Treasurer, which:
 - 1) Identifies initiative to be pursued.
 - 2) Specifies funds requested.
 - 3) Details how funds will be spent.

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- 4) Outlines timeline for spending of funds
 - 5) Details how impact of spending will be assessed.
- D. The EC will review and approve or deny the plan by simple majority of EC members.
- 1) If approved, the TCA Secretary will communicate the approval.
 - 2) If denied, the TCA Secretary will inform the team of the reasons for the denial when possible, recommend ways to mitigate EC concerns.
 - 3) Denied plans can be edited and resubmitted for consideration by the EC.
- E. The designated Team will work to accomplish approved tasks.
- 1) Said members will request funds from Treasurer/Secretary-Treasurer as necessary to complete task. All expenditures will be documented with receipts.
 - 2) A monthly report on tasks accomplished will be emailed to the EC by the Treasurer/Secretary-Treasurer.
 - 3) Upon completion of approved tasks, a final report will be emailed to the EC.
 - 4) The Treasurer/Secretary-Treasurer will produce a quarterly report and circulate to the EC summarizing the budget for the initiative and the spending to date for the initiative.

Ad hoc and/or One-Time Expenditures

Ad hoc and/or One-Time Expenditures will be managed as they are brought forward to the Treasurer/Secretary-Treasurer.

- A. Ad hoc and/or one-time expenditures can be submitted by any TCA member and will be submitted in writing to the Treasurer/Secretary-Treasurer. The submission shall include:
- 1) Purpose
 - 2) Payee
 - 3) Payment schedule
- B. The Treasurer/Secretary-Treasurer will circulate the proposal, as a written document, to the EC within 7 days. The proposal will include all information included in A above, along with:
- 1) Identity of person or fleet that requested the funds
 - 2) Fund that expenses will come out of
 - 3) Summary of current fund balance and commitments
- C. The EC will approve or reject the proposal or members of the EC may request a teleconference to discuss the proposal. This step should be completed within 7 days of receiving the proposal. Approval requires a simple majority of the active EC members.
- D. If the request is approved, the Treasurer/Secretary-Treasurer will contact the requestor and manage the payment process.
- E. If the request is rejected, the Treasurer/Secretary-Treasurer or a designated member of the EC shall contact the requestor and inform them of the EC's decision.
- F. Rejected proposals can be edited and resubmitted for the EC's consideration.

Policy for Addressing Possible Misconduct

- Internal document for the Thistle Class Association Executive Committee

I. **TERMS:** [as defined by the dictionary, the Am. Bar Assoc., or the RRS 2021]

Integrity: the quality of being honest and having strong ethical principles

Ethical principles: conforming to accepted standards of conduct.

Honest: free of deceit and untruthfulness, sincere

Discrimination: see TCA Constitution Article IV.5.

Fairness: (as defined in Rule 2, RRS 2021) "Fair Sailing: A boat and her owner shall compete in compliance with recognized principles of sportsmanship and fair play. A boat may be penalized under this rule only if it is clearly established that these principles have been violated."

Misconduct: (obligation not to commit misconduct, as defined in Rule 69, RRS 2021)

"(1) conduct that is a breach of good manners, a breach of good sportsmanship, or unethical behavior; or

(2) conduct that may bring, or has brought, the sport into disrepute."

Reportable Information: Documentation of conduct that may adversely affect participation. Reportable information may include but is not limited to:

(1) Criminal verdict on Background Checks

(2) Listing on a Sex Offender registry.

(3) Report or complaint regarding **Misconduct** or worse, filed with Safe Sport or US Sailing

(4) Report or complaint suggesting an instance or pattern inconsistent with **Honesty** or **Fairness**

(5) Report or complaint suggesting **Misconduct**.

(6) **Misconduct** or behavior that results in legal proceedings naming the TCA as a defendant.

II. **Scope:** Individuals who intend to participate, are currently participating, or are still in the vicinity of TCA activities are expected to abide by applicable laws and the Racing Rules of Sailing, including Rule 2 and Rule 69 about conduct.

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III. Procedure for evaluation of possible misconduct

- A. When an ExCom member is made aware of potential misconduct, said member notifies the ExCom of the situation by email or meeting. If the situation meets mandatory reporting requirements or laws, the President or designated ExCom officer submits the required reports.
- B. The Secretary maintains a confidential file of relevant materials including Reportable Information that may be available, as an issue arises including executive session minutes.
- C. The President or designated ExCom officer obtains reports, documents, and makes notes of interviews with involved parties. Interviews must be conducted with the individual alleged to be the source of the misconduct as well as the individual or individuals who observed the misconduct. Legal counsel shall be consulted prior to any decision of adverse finding to assure and confirm that proper process is followed, and that authority exists for action.
1. Fact finding and documentation must be completed as soon as possible to ensure accuracy of information
 2. Formal legal proceedings, filings and documentation should be added to the Secretary's record, when and if available
- D. The ExCom meets in executive session to review the issue. The ExCom may include select individuals in the executive session (such as a lawyer) when their participation helps the ExCom. All participants in the executive session must acknowledge that the matters being discussed are confidential and will not be shared outside of this meeting, except as final actions from the committee. Brief minutes are kept regarding facts found and decisions made.

If a majority of the Executive Committee's determines that misconduct has or may have occurred by an individual, the following options are among the possibilities for corrective action:

1. The individual may be offered an opportunity to acknowledge the misconduct and agree to proper conduct in the future.

(For conduct that falls outside of mandatory reporting requirements or laws, this is the preferred action, in addition to #2. Educate rather than punish.)

2. A sincere written apology may be required (email may be appropriate). The President or designated officer will determine the sincerity of the apology according to his or her own judgment.
3. A voluntary resignation from the TCA and Thistle sailing may be suggested.
4. The findings may be presented to the Governing Board for consideration of suspension.

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5. The findings may be presented to a protest committee as a Rule 2 or Rule 69 violation, or directly to the US Sailing Review Board.[1] Note the filing requirements for the US Sailing Review Board.[2]

6. Notice of adverse finding and request not to repeat such actions.

E. Reporting

1. Whatever the outcome, the individual shall be notified of the ExCom or GB decision, the reasons for the decision, and any recourse available to the applicant.
2. Decisions resulting in limitation of participation in TCA activities shall be posted in the next issue of the Bagpipe.

[1] 15.01 AUTHORITY [of US Sailing Review Board, cited in Regulations 13-Nov-2021]

A. Jurisdiction. This Regulation 15 constitutes the grievance and disciplinary proceedings process of the US Sailing Review Board described in Bylaw 516. The Review Board shall have jurisdiction over the following matters:

1. Administrative Proceedings.

2. Grievance Proceedings.

3. Disciplinary Proceedings. Proceedings arising under Racing Rule 69.2 or based on a report that the conduct of any member of the Association is alleged to have injured the good name of the Association or to be prejudicial to the welfare and reputation of the Association or complaints against an Association member alleging a violation of any Code of Conduct provisions applicable to the member.

[2] 15.02 FILING REQUIREMENTS

A. A person or organization shall deliver the complaint or report using the US Sailing Grievance and Administrative Proceedings Report Form to the Review Board Chair, who shall promptly refer it to the US Sailing Compliance Manager. The person or organization filing the complaint or report shall have exhausted all available US Sailing remedies prior to filing unless it can be shown that those remedies would have resulted in unnecessary delay.

B. All complaints filed under Section 15.01 shall be filed within 60 days of the occurrence of the alleged deficiency or within 15 days of exhausting all remedies, whichever is later, except for good cause shown.

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C. A grievance filed under Section 15.01.A.2 of this Article regarding sexual misconduct shall be filed immediately to the U.S. Center for SafeSport Response and Resolution Office for their investigation and resolution.

D. A disciplinary complaint or report of misconduct filed under Section 15.01.A.3 of this regulation, or a report received under Racing Rule 69.2 must be filed within 60 days of the occurrence of the alleged incident.