



Martin 242 Fleet One Executive Policies

Version: April 17, 2009 (Revisions to the March 15 2008 version highlighted for ease of comparison is available in a separate document). April 27, 2017 Revisions made to Table of Contents (bookmark links added), the Scoring Policy, and to Appendix G. by Craig Strand.

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Introduction

The M242 Fleet One Executive Committee (“Fleet One”) has formulated a series of policies over time.

These policies are outlined in this document, and are intended to be kept current by the Executive of the day.

In addition, this policy document is to be posted on the M242 Fleet One website.

For the sake of clarity amongst Fleet One Executive and general members, the policy document posted on the Fleet website will be considered to be the official version, which will take precedence over any other versions that may exist.

Furthermore, Fleet One is governed by a Constitution (see Appendix E) per the BC Society Act, which is also posted on the website.

Lastly, Fleet One follows the [International Martin242 Class Association \(“IMCA”\) Rules](#) (see Appendix F).

Fleet One Executive Structure

The Fleet One Executive is composed of the following positions for 2009 onwards:

Fleet Captain Vice Fleet Captain & North Americans Chairperson (a.k.a. Nationals Chairperson per the Constitution)

○ The Chairperson duty may be assigned to another Executive member at the discretion of the Fleet Captain

Treasurer & Secretary Technical Director Fleet Measurer Promotion Director (not listed in the Constitution, and created for 2009) Social Director (a.k.a. Events Chairperson per the Constitution) Communications Director (a.k.a. Editor per the Constitution) Executive at Large (not listed in the Constitution)

The Executive shall meet on a regular basis throughout the year, and also hold an Annual General Meeting in January, per the guidelines laid out in the Constitution.

Note 1 – the Constitution outlines additional Executive positions that are not filled at this time. They are:

Interport Chairperson

Note 2 – In 2008, a new position was created that is not contained in the Constitution, namely:

Performance Development Director

This position became inactive in 2009, and it was previously responsible for:

Organizing one or more annual "Tune-Up Days" for the general Fleet membership. Providing guidance regarding continuing performance development initiatives for Fleet members.

1.1 Fleet One Executive Responsibilities:

1.1.1 Fleet Captain

Per Section 40 of the Constitution.

1.1.2 Vice Fleet Captain & North Americans Chairperson

Per Section 41 and 45.1 of the Constitution.

1.1.3 Treasurer & Secretary

Per Section 42 and 44 of the Constitution.

1.1.4 Technical Director

Per Section 45.3 of the Constitution.

1.1.5 Fleet Measurer

Per Section 45.4 of the Constitution.

In addition, the Measurer shall be responsible for maintaining a kit bag labeled “M242 Fleet Measurer” and a keel template bag that contain the items listed in the Measurement section of this document.

The kit bag and the keel template bag shall be passed intact from the outgoing Fleet Measurer to the incoming Fleet Measurer at the end of each term.

Furthermore, the Fleet Measurer shall also be responsible for maintaining the appropriate measurement records in black Measurement Certificate box, such as weight certificates, measurement certificates, and sail measurement results, as well as posted information on the Fleet website.

1.1.6 Promotion Director

1. Responsible for promoting Fleet One in the Greater Vancouver Regional District through a variety of marketing efforts, including, but not limited to, distribution of a regular electronic newsletter as well as posters. This position was newly created in 2009 in support of the Fleet Executive desire to focus more on promotional activities.

1.1.7 Social Director

Per Section 45.2 of the Constitution.

1.1.8 Communications Director

Per Section 45.5 of the Constitution.

1.1.9 Executive(s) at Large

1. Attend regular monthly Executive meetings.
2. Undertake tasks as assigned by the Executive.
3. Provide input to the Executive regarding feedback from Fleet members on various issues.
4. Participate in sub-committees as required.
5. Manage the Fleet Trophies, including
 - a. Monitoring their location and who is in possession of them
 - b. Arranging for annual engraving of winners names
 - c. Updating the list of trophies in the Trophy Appendix of the Policy Document, and posting new versions on the Fleet website
 - d. Ensuring trophies are made available for major racing events such as WAVES, NA's, and the annual Fleet Captain's Dinner
 - e. Update winner lists and the "M242 Fleet One Results" master spreadsheet as required, and posting new versions on the Fleet website
6. Keeping the Policy Document up to date and posting new versions on the Fleet website

1.2 Official Martin 242 Fleet One Association Address:

Correspondence should be addressed care of the Fleet One Secretary /Treasurer.

M242 Fleet One Association c/o Judith McClacherty 4810 Strathcona Road, North Vancouver, B.C.
V7G 1G3 Canada

Membership Policy

1.3 General

MOVED by Michael Clements and seconded by Craig Strand that it is the Policy of Fleet One to:

1. allow only one membership per member or organization,
2. allow multiple yachts to be listed on the membership form (paper or online website versions, at the current charge per boat per year) if a member or organization has multiple yachts, and
3. allow a "member" (individual or organization) with multiple yachts to be able to place only one vote on technical or other matters (a clarification and interpretation of

22. (2) and 23). **CARRIED**

From the Minutes of a Meeting of the Directors of the M242 Fleet One Association held at Royal Vancouver Yacht Club at 6:30 p.m. on Tuesday, March 6, 2007.

Present: Craig Strand, Fabian Hope, Michael Clements, Judith Roos-McClacherty, Alan Drinkwater, Darryl Fleguel, Allan Strain

1.4 Charter Boats

Extensive discussions have taken place concerning how to amend the current sail credit rules in order to afford a fair and balanced approach for those people who charter boats.

It is agreed that the current rules regarding sail registries and sail credits be amended to take into account the issue of “Teams” and Charters and to help resolve the issues that arise given the current rules.

It is agreed that the following amendments be made (which were subsequently ratified in a Fleet One SGM in November 2007, and adopted by IMCA in the subsequent amalgamated Class Rules);

3.5.1

(a) For the purpose of section 3.5 references to a yacht’s Sail Register shall also include a registered skipper’s Sail Register.

(b) A registered skipper shall be a member with a sail register. There shall be no comingling of sail credits under 3.5.2 between registered skippers.

(c) Notwithstanding 3.5.1(b) a bona fide registered charter, being a registered skipper, may co-mingle sails with the chartered yacht’s Sail Register, but not with another registered skipper’s Sail Register.

(d) In order for a registered yacht or a registered skipper to score for any Fleet One Series the two (2) primary sail numbers must match - i.e. - Main Sail and Spinnaker numbers must match.

(e) In a “Team” there can only be one registered skipper whose sail credits are applicable to the “Team” in any one calendar year.

As voted on at the July 3, 2007 Executive Meeting:

MOVED by Fabian Hope and seconded by Michael Clements that:

“3.5.1 be accepted in its entirety by the Executive.” **CARRIED with one dissenting vote**

From the Minutes of a Meeting of the Directors of the M242 Fleet One Association held at Royal Vancouver Yacht Club at 6:30 p.m. on Tuesday, July 3rd, 2007.

Present: Craig Strand, Fabian Hope, Loree Christianson, Michael Clements, Judith Roos-McClacherty, Alan Drinkwater, Allan Strain.

Note: this entire section may be removed in the 2010 updated version of the Policy Document, as IMCA Rules now supersede the local Fleet Rules, and this particular issue is included in the IMCA Rules.

Financial Policy

1.5 Budgets

It is the policy of Fleet One to run a balanced budget each year, with some exceptions as noted below.

Per Part 9 of the Constitution, Fleet One may from time to time run a deficit in order to draw down surpluses.

A portion of the financial surpluses will be invested in short term cashable instruments.

Racing Policy

1.6 International Martin242 Class Association (“IMCA”)

The policy of Fleet One is to be a member of the IMCA in good standing.

A fee of CDN\$5 is paid each year to IMCA, care of the Fleet One Treasurer, who maintains a sub-account on behalf of IMCA.

1.7 Canadian Yachting Association (“CYA”)

The policy of Fleet One is to be a member of the CYA in good standing.

As such, an Agreement has been reached with British Columbia Sailing (“BC Sailing”) whereby Fleet One pays a fee that varies on occasion. Inflation adjustments may be made to [the](#) fee from time to time.

Please see Appendix A for the BC Sailing email letter confirming this Agreement.

1.8 Vancouver Area Racing Council (“VARC”)

The policy of Fleet One is to support VARC and participate in some of its racing events.

1.9 Centre Bay Regatta

The annual Centre Bay Event on the Labor Day weekend at the Royal Vancouver Yacht Club Centre Bay Outstation is a special event in that non-RVYC members and boats may attend it.

Although this tradition dates back many years the privilege of non-member vessels visiting an RVYC Outstation has to be sanctioned each year by the RVYC Executive. It is the responsibility of the M242 Fleet Captain to ensure that at the RVYC Executive Meeting following the RVYC AGM, the RVYC Fleet Captain formally obtains approval from the RVYC Executive for the Event. The M242 Fleet Captain should also ensure that the event is listed in the RVYC Sailing Calendar and published in the RVYC Year Book.

1.10 Silva Bay Regatta

The annual Silva Bay Event in June, hosted by VARC, at the Royal Vancouver Yacht Club Tugboat Island Outstation is a special event in that non-RVYC members and boats may attend it.

Although this tradition dates back many years the privilege of non-member vessels visiting an RVYC Outstation has to be sanctioned each year by the RVYC Executive. In those years when Fleet One decides to participate in the event, it is the responsibility of the M242 Fleet Captain to ensure that at the RVYC Executive Meeting following the RVYC AGM, the RVYC Fleet Captain formally obtains approval from the RVYC Executive for the Event. The M242 Fleet Captain should also ensure that the event is listed in the RVYC Sailing Calendar and published in the RVYC Year Book.

1.11 BC Championship Regatta

The BC Championships will be held in conjunction with the annual WAVES Regatta in June, hosted by the Royal Vancouver Yacht Club, unless as otherwise decided by the Executive.

The M242 Fleet Captain should also ensure that the event is listed in the RVYC Sailing Calendar and published in the RVYC Year Book.

1.12 End of Year Championship

It is the intent of Fleet One to always schedule an End of Year Championship on the 3rd or 4th weekend of September following the Deep Cove Regatta and the RVYC Fleet Championships. [It may also be held in conjunction with the RVYC Fleet Championships.](#)

If the North American Championships are held in Vancouver in any year, it shall be scheduled on one of those two weekends.

The M242 Fleet Captain should also ensure that the event is listed in the RVYC Sailing Calendar and published in the RVYC Year Book.

1.13 Fleet One Series

One Design (in the Bay) Series, Wednesday Evening Series, Thursday Evening Series, Out of Bay Series, Fleet Championship Series

Additional Series may be added from time to time.

1.14 Scoring Policy

1 For 2007 onwards, all Series will be scored using the High Point system. See Appendix G for a detailed explanation.

2 Boats shall have matching mainsail and spinnaker numbers.

3 As voted on at the March 6, 2007 Executive Meeting:

MOVED by Fabian Hope and seconded by Michael Clements that:

“We score the Wednesday Night Series (plural) as one Series (singular) for the Fleet Championships and that we use the average score of the top 80% of each individual boat’s results to provide the score that goes toward the Fleet Championships.” **CARRIED**

4 As voted on at the 2007 AGM:

MOVED by Michael Clements and seconded by Cedric Carter that:

For the purposes of scoring for the M242 Fleet Championships that only boats that are registered with the Fleet prior to the racing events taking place will be scored for those events. Registration with the Fleet **does not provide retroactive scoring for the series.** **CARRIED**

1.14.1 Penalty Turns

In 2008, Fleet One adopted the Policy of encouraging Race Committee’s to insert the following language into Sailing Instructions (“SI’s”) to encourage competitors to undertake Penalty Turns: ***“ISAF Rule 44.1 is changed to replace the Two-Turns Penalty with a One-Turn Penalty for infractions that occur other than in the zone at a weather mark or nearby offset mark.”***

This Policy was reversed in April 2009 by the Executive Committee such that ISAF RRS regarding Penalty Turns will prevail for 2009 onwards.

1.15 Fleet One Trophies, Special Awards, and Certificates

See Appendix H for details on all trophies, special awards, and certificates, including Fleet One, Royal Vancouver Yacht Club (“RVYC”), Kitsilano Yacht Club (“KYC”), and False Creek Yacht Club (“FCYC”).

See Appendix I for a standard Deed of Gift form.

Fleet Championship Series (a.k.a. M242 Fleet Champion award for overall Season Champion)

One Design (in the Bay) Series (a.k.a. Patti Gainer English Bay Trophy for One Design Series Champion)

Out of Bay Series (a.k.a. No Worries Trophy)

Wednesday Night Series (a.k.a. Annie “P” Trophy)

Thursday Evening Series (Chinese junk in glass case)

Bladerunner Sportsman of the Year Award

Inactive - “T-BONE” Award

Biggest Bloody Blunder II Award

Most Improved Award (Regis Compass on granite base)

Martini Shaker Trophy for Centre Bay Founder's Day Championship

Founder’s Day – Centre Bay – Aluminum Cocktail Shaker

Mark Isaak Fleet Volunteer Award

Best female helmsperson award (a.k.a. Electra Trophy for Martin 242
Helmswoman of the Year, Fleet One)
Inactive - Interport Trophy (wooden half model)
Past Fleet Captains of Fleet One (wooden half model)

1.16 North American Championship Trophies:

Kits Marine M242 North American Championship Trophy
Most Improved Award (a.k.a. Dr. S.Ll. Williams Trophy)
Screwdriver Award for Biggest National Regatta Screw-up There is a possibility of adding more NA trophies such as best out-of-town boat, Novice, etc.

1.17 RVYC Trophies:

RVYC M242 Class/Season Champion (a.k.a. Martini Trophy - Top M242 in RVYC One Design Series) Predecessor trophy up to 1993 was the Labatt's Trophy (Clock on plaque)
RVYC M242 WAVES Winner (M242 BC Championships)
RVYC Hot Rum Series (a.k.a. S Class English Bay Trophy) Predecessor trophy up to 1991 was the Rogers Cup
RVYC M242 Wednesday Night Series (a.k.a. Chaldecott Cup) Predecessor trophy up to 1990 was the MacNeill Trophy
RVYC M242 Fleet Championship Regatta (a.k.a. Chuck Reynolds Cup)

1.18 False Creek Yacht Club Trophies:

False Creek Thursday Night 1st Place False Creek Thursday Night 2nd Place

1.19 Kitsilano Yacht Club Trophies:

Peacock Trophy for the annual Kits Invitational Regatta M242 winner
Martin Bell (missing)

1.20 BC Society Act Certificate - Martin 242 Fleet One Association:

Signed by Fleet members on June 15, 1991

Measurement Policy

1.21 Sail Patch Program

It is the intent of Fleet One to maintain a sail patching program in support of the IMCA sail credit rule and Certification Mark program.

As such, the Fleet Measurer will ensure that all sail-makers producing M242 sails will adhere or sew sail patches (as sanctioned by IMCA) to all new sails.

As of 2007, the IMCA Certification Marks will be supplied to sail-makers at no charge. This policy may be reviewed in future years.

See Appendix B for a sample of the current Certification Mark design.

1.22 Sail Measurement

The policy of Fleet One is to provide several opportunities each year for its members to measure their sails. All new sails produced from January 1, 2007 onwards must have the IMCA Certification Mark applied by the sailmaker or the yacht is subject to protest and disqualification.

All pre-2007 sails used in the 2007 North Americans and subsequent racing events shall be measured and have a Certification Mark applied or the yacht is subject to protest and disqualification.

Mainsails and spinnakers shall have matching numbers.

As voted on at the July 3, 2007 Executive Meeting: **MOVED** by Allan Strain and seconded by Michael Clements that: "The minimum jib weight be waived for the 2007 NA Championship." **CARRIED**

1.23 Boat Weighing

The policy of Fleet One is to provide several opportunities each year for its members to weigh their boats.

To this end, Fleet One has donated a digital weigh scale to RVYC, which may be used by Fleet One for weighing boats.

The Deed of Gift for the donated weigh scale is shown in Appendix C.

1.24 Databases

There is one database that includes all the tables below, and it is maintained by the Fleet Measurer:

242mem - membership database including addresses, year paid, etc. **Address** - a table of yacht clubs and sailing organizations that might be included in a mailing list (not used)

Boat Registry - the table which tries to keep tabs on as many M242s as possible and includes current year registered, boat name (current and previous), hull number, hull colour, manufacture date, and owners.

Membership Type - used for relational purposes

Sail TBL - our record of all sails issued to registered boats. Includes Boat ID, Sail Type, Year, etc. **Sail Type** - used for relational reports **Weights and Measures TBL** - the database of boat measurements including weights,

keel position and size. No rudder information I collected.

1.25 Measurement Kit Bags

The Measurer shall be responsible for maintaining a black kit bag labeled “M242 Fleet Measurer” that contains the following items:

Two 50'/15m tape measures

One copy of the ERS

One manual of measurement procedures for: sails, keel/rudder, forestay, weight, etc.

Any 'jigs' that may exist that are needed to perform particular measurements (e.g. forestay length, lower mast band, keel dims) or a description included in the manual as to how to construct the necessary equipment.

Several copies of "Temporary Measurement Certificates" and "Weight Certificates" Various pencils, pens, and waterproof markers One Diary / Log book

In addition, the Measurer shall be responsible for maintaining a blue bag that contains 2 keel templates.

The kit bag and the keel template bag shall be passed intact from the outgoing Fleet Measurer to the incoming Fleet Measurer at the end of each term.

Furthermore, the Fleet Measurer shall also be responsible for maintaining the appropriate measurement records in a black Measurement Certificate box, such as weight certificates, measurement certificates, and sail measurement results.

See this inserted photo of the 2 kit bags and the Measurement Certificate box:



Equipment Policy

1.26 Fleet One Spare Mast Loaner Pool

Fleet One has three masts that can be loaned out to Fleet One members on a short term basis. The terms of the loan are as set out in a Borrower's Agreement which must be signed by the member assuming responsibility for the mast. If there is any conflict between the words in this summary and the Borrower's Agreement, the latter governs.

A typical situation arises when a Member has broken their mast while out racing, and needs a loaner mast for the 3-8 week period until a new mast can be installed.

As such, the process for getting access to the Fleet One Spare Mast Loaner Pool is to:

1. Contact one or more members of the Fleet One Executive via email at their respective email address on the Fleet One website (www.fleetone.org) requesting access to a mast, and for what approximate time period. In this manner, at least one member of the Executive will be informed that a request has been made.
2. Await written approval from a Fleet Executive member. This may also be granted via email, after which the mast can be used by the requestor. Note: in the case of a time-sensitive situation, a phone call can also be made to the Fleet Captain and in his/her absence, the Fleet Technical Committee Chair, informing them of the situation, and asking for expedited approval.
3. Fill out and sign a copy of the Waiver Form and (ideally) scan it and email it to one or more of the Fleet Executive email addresses. In the absence of scanning abilities, the form can be faxed to Craig Strand at 604-738-9498 where it will be converted into a pdf or tiff format, and circulated to the Executive.
4. Contact the rigger who has control of the masts. The rigger information will be released to the requestor at the time of approval of the request. (As of 2009, all three masts are stored by Pro-Tech in North Vancouver) The requestor has the option of taking a trailer to the rigger and picking up the mast themselves, or arranging for the rigger to deliver the mast (usually for a fee).
5. Return the mast to the rigger at the end of the borrowing period and re-notify the Executive at the above email address(s).

Note that, as more fully set out in the Borrower's Agreement:

1. Each mast comes with a gooseneck and vang attachment points, exit blocks, and other standard mast fittings. Running or standing rigging is not supplied, although one mast does have some used rigging that may be available to it, as well as a set of spreaders. Tracer lines are inserted in the mast so you can feed your own lines. Masts have spreader brackets but not spreaders (except in one case). Generally a swap-over can be completed in a few hours.
2. The Executive reserves the right to request the return of the mast within 14 days of notice being given. Upon notice, it must be returned to the rigger or such other location as the requestor is directed.
3. The requestor is responsible for the mast while it is being borrowed, and is responsible for

returning it in the same condition in which it was provided to the Member (this includes reinserting the tracer lines) and will be responsible for undertaking and paying for any repairs necessary to restore the mast to that condition, as determined by the rigger or the Executive. As such, any damage is the responsibility of the requestor. If there is any doubt about insurance coverage, the Fleet Executive encourages the Member to check with their insurance provider prior to taking delivery of the mast.

See Appendix D for a copy of the Waiver Form

1.27 Fleet One Digital Weigh Scale

Fleet One has donated a digital weigh scale to RVYC, which may be used by Fleet One for weighing boats.

The Deed of Gift for the donated weigh scale is shown in Appendix C.

Communication Policy

1.28 Website Policy

The Fleet One policy regarding the website is as follows:

1.28.1 Website Hosting

Fleet One currently had paid "Canadian Domain Name Services Inc." ("CDNS") for the use of the old Fleet One Domain Name (m242.bc.ca). The account number was cdns100092813, and it costs \$21 per year. Our administrative and technical contact information and addresses were on file with the Canadian Internet Registration Authority (CIRA), with a Registrant account number of 148090. Previous to 2015 and subsequently, this domain has been released and is no longer owned by M242 Fleet One

Currently Blue Host is both hosting and managing the new m242fleetone.org domain registration, and we pay Blue Host for our domain name m242fleetone.org

Domain ID:D154897761-LROR Domain Name:M242FLEETONE.ORG Created On:14-Dec-2008 00:11:27 UTC Last Updated On:12-Feb-2009 03:53:33 UTC Expiration Date:14-Dec-2009 00:11:27 UTC Registrant Name:BlueHost.Com - INC

1.28.2 Data Backups

The Fleet One data backup policy is to create 3 copies of the primary data. One copy is on a server in downtown Vancouver, and two copies are on a stand-alone computer at Craig Strand's house. Copies are circulated to the Fleet Measurer. No hard copies are kept.

1.29 Advertising Policy

The Fleet One advertising policy is that advertising has been granted to MG Marine plus occasional advertising related to the North American Championship sponsors. An advertising link was also established for Cooper Boating.

In general, sponsors who contribute to Fleet One will get special recognition in the form of access to the Fleet One website for advertising purposes.

1.30 Email Communication Policy

Fleet One maintains one Executive Committee email list, and also a general Fleet e-newsletter.

1. The Fleet Executive email list, for current and some past Fleet Executive members only, is fleet-exec@interchange.ubc.ca

Note that Executive members must be registered with the list administrator, Craig Strand, in order to send to or receive messages through this list.

2. The Fleet e-Newsletter, which members can sign up for, and subsequently manage their subscription and profile, is available via the Fleet website at www.fleetone.org

Social Events and Policies

1.31 Social Events

Fleet One tries to host/organize the following core social events each year: Ski weekend or Après Ski party in Feb/March Fleet Captains Cocktail Party (this was a 2006 innovation) This latter event is aimed at not only Fleet One members, but also those who can support the Fleet in a variety of ways, such as Commodores of yacht clubs, potential new members, various sailing community members, etc., in order to maintain awareness of the M242 as the premier Class in the Pacific Northwest.

Mid-Summer BBQ Beer & Pizza Nights (this was a 2007 innovation) Center Bay Weekend and Founders Day Party on the Labour Day long weekend North American's or Canadian's Regatta Dinner

- o Organised by the N.A. or Canadian's Regatta Committee Fleet Captains Dinner and Prizegiving in November
- o Note that a room needs to be booked well in advance of the event and confirmed in writing

Lastly, the Executive should encourage Fleet members to participate in the RVYC and KYC Sailpasts.

Appendix A – BC Sailing email letters confirming membership fee structure

From: tmpsailing@shaw.ca To: alanrdrinkwater@hotmail.com

CC: crew@bcsailing.bc.ca

Subject: RE: BC Sailing 2009 Dues for M242 Fleet One

Date: Thu, 13 Nov 2008 13:24:35 -0800

Hi Alan

Just got off the phone with Peter Wood, the ED for now at CYA and it is proposed to stay at \$150 for 2009 for the class associations. There is a board meeting next week, but it is not on the agenda to increase it so we will stay with \$150 for now.

Tine

From: tmpsailing@shaw.ca To: alanrdrinkwater@hotmail.com

CC: crew@bcsailing.bc.ca

Subject: RE: BC Sailing 2009 Dues for M242 Fleet One

Date: Tue, 11 Nov 2008 13:47:46 -0800

Hi Alan

The “school fees” which is what we have been charging the class associations have been raised to \$200 for this year, with the anticipation to increase this to \$220 for 2009-2010 and 2011, the fees are frozen for 3 years. The CYA is just going through some re-structuring with regards to the membership fees and even though it is not set in stone, this was the latest I was told. I will call CYA tomorrow to investigate if there is a separate fee for class associations.

Thanks for your inquiry,

Tine

From: Fabian Hope [mailto:fabian_hope@msn.com]

Sent: April 23, 2007 11:43 AM

To: crew@bcsailing.bc.ca Cc: Judith Roos-McClacherty; Michael Clements-Business Solutions

Subject: M242 Fleet One Association

Nancy,

Just to confirm our telephone conversation, M242 Fleet one will subscribe to BC Sailing at a flat rate of \$150 per annum, not based on our membership as per the M242 Associations agreement with BC Sailing.

Please note that this year 2007 the subscription was based on our membership numbers, we are not seeking a refund of excess.

Best Regards

Fabian Hope

604 876 2263 Home 604 687 6703 Work

Appendix B – IMCA Certification Mark Design



Appendix C – Deed of Gift for RVYC Digital Weight Scale

See separate .pdf file on M242 website.

Appendix D – Spare Mast Waiver Form

M242 Fleet One Association

Background

The M242 Fleet One Association (the “Association”) maintains spare masts to assist Members of the Association (“Members”) that temporarily require a mast while the Member’s is being repaired or replaced.

The spare masts maintained by the Association are not new and may have been extensively used and or repaired by prior users and may have patent or latent defects that make them susceptible to breakage.

The Association will loan one of its masts to a Member on the conditions set out below.

Conditions of use for an Association Spare Mast

Only members of the Association may use the spare mast.

Each time a Member wishes to borrow a spare mast, he or she must sign a Release and Indemnification Agreement in the form set out below

The Member will be responsible to transport the spare mast from and to the place it is stored by the Association

The Member is solely responsible for ensuring that the spare mast, including all associated fittings and equipment are in safe, sound working condition at the time the Member installs the mast in his or her boat.

The Member will return the mast to the Association as soon as the Member has repaired or replaced their mast and will return the mast on 14 days notice when requested to do so by an officer of the Association

The Member will return the mast to the Association in the same condition in which it was provided to the Member and will be responsible for undertaking and paying for any repairs necessary to restore the mast to that condition as determined by the Fleet Executive or a designated rigger acting on its behalf.

The Member will be responsible for the spare mast while it is in his or her possession control or custody and will carry adequate insurance to protect against loss, theft or breakage during that time .
All those using the spare mast do so at their own risk. Before borrowing a spare mast a Member will sign a release and indemnity in the form set out below.

1.32 RELEASE AND INDEMNIFICATION AGREEMENT

I, the undersigned, hereby acknowledge receipt of, and by these presents do accept the above noted "-Conditions for use of an Association Spare Mast" for the use of a M242 Fleet One Association's (the "Association") spare mast.

In consideration of the permission given to me by the Association to make use of a spare mast, I hereby release and forever discharge and by these presents do for myself, my heirs, executors, administrators and assigns, **RELEASE AND FOREVER DISCHARGE THE ASSOCIATION, ITS OFFICERS, DIRECTORS, SERVANTS AND AGENTS** of and from any and all actions, causes of action, claims and demands whatsoever, whether in law or in equity, which I now have or may have at any time in the future for damages for any injury, loss or damage which may have resulted from or in any way arisen out of or developed from, or which may at any time in the future result from or in any way arise out of or develop from my use, transportation or installation or return of the Association's spare mast, or any act or omission on the part of the said Association, its officers, directors, servants

and agents and whether caused by or resulting from

- a. any negligence
- b. breach of contract
- c. breach of any statutory or other duty of care, or
- d. any other cause whatsoever

on the part of the said Association, its officers, directors, servants and agents or otherwise.

AND FURTHERMORE, I do for myself, my heirs, executors, administrators and assigns and for and in consideration of the permission given me aforesaid **HEREBY COVENANT AND AGREE** to indemnify and save forever harmless the said Association from and against any and all claims, demands and actions which may at any time hereafter be made or brought against the Association or any of its Officers, Directors, Servants and Agents, or on behalf of myself, my heirs, executors, administrators or assigns, arising out of or in any way connected with my use, transportation, installation or return of the said mast as aforesaid, and from and against any and all loss, damage and expense which the said Association may sustain or incur by reason of, or in any way arising out of any such claims, demands or actions.

In making this release, I am not relying upon any oral or written representation or statements made by the Association or its directors, officers, servants or agents with respect to the condition of the spare mast or any other matter whatsoever.

In witness whereof I have hereunto set my hand and seal at the City of Vancouver in the Province of British Columbia, this ____ day of _____, in the year of _____ .

Signature of Member: _____

In the Presence of _____

Name of Vessel _____

Name of Owner _____

Appendix E – Fleet One Constitution

See separate .pdf file on M242 website.

Appendix F – IMCA Class Rules

See [the Rules, Policy, and Governance](#) section on [the](#) M242 website.

Appendix G – Fleet One High Point Scoring System for Fleet Championship Series

In 2008-09, the Rinderle B high point system was replaced by a formula developed by Craig Strand to provide a simpler system that could be managed by competitors more easily to determine what placings would influence future events.

The goals of the system were, and essentially remain, to:

- Preserve a bonus for winning
- Have a scoring system that reflects the fact that it is harder to be first among 8 than to be first among 4.
- Have a scoring system that reflects the fact that it is more difficult for an average racer to achieve a mid-fleet finish in a small fleet because small fleets usually include a large fraction of the best sailors (e.g. bad weather results in a small fleet because the weaker sailors stay home) **This objective is not addressed with the simplified formula.**
- Create a scoring system that creates an incentive to race.

The revised and new formula is Score = No of competitors minus finish position Plus 1 or:

$$S = N - p + 1$$

[See also Fleet One Simple High Point Scoring here.](#)

Appendix H – Detailed Trophy List

See Trophy Appendix sub-section in the Rules, Policies, and Governance section on the [M242](#) website.

Appendix I – Standard Deed of Gift Form

See separate .pdf file on M242 website.

Appendix J – IMCA Constitution

See separate .pdf file on M242 website.