

# INTERNATIONAL Y-FLYER YACHT RACING UNION

## CONSTITUTION AND BY-LAWS

As changed and approved by AYFYRA and CYFYRA

July 11, 2008

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### Constitution

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# Constitution

## Article I – Name

The name of this organization shall be: International Y-Flyer Yacht Racing Union (IYFYRU).

## Article II – Emblem

The sail emblem shall be a letter **Y** as shown on the sail plan.

## Article III – Purpose

1. To own and control the design of the Y-Flyer sailboat (yacht).
2. To sponsor international promotion and international racing of the Y-Flyer.
3. To promote the formation of Y-Flyer Associations in countries not yet represented in the Union.

## Article IV – Policy

1. To Maintain the Y-Flyer as a one-design class, keeping building and maintenance costs as low as possible while consistent with current building and racing principles.
2. To aid and cooperate with member associations in any way that will help them promote the building and racing of the Y-Flyer Class.
3. To aid and cooperate with Y-Flyer skippers, or prospective skippers of other countries, by helping them promote the building and racing of a Y-Flyer Class, and help them form their own country's Y-Flyer Association.

## Article V – Membership

The membership of the Union shall consist of the American (AYFYRA) and the Canadian (CYFYRA) Y-Flyer Yacht Racing Associations. They shall have the common objective of promoting the building and racing of the Y-Flyer.

Each Association accepts the sovereignty of the Union with regard to the design, specifications, and international racing of the Y-Flyer.

## Article VI – Representatives

Each Association shall be represented by the President, Secretary, and Chairman of Measurement and Restrictions (M&R). This specific group of six representatives shall be called and function as the International Executive Committee (IEC).

## Article VII – Meetings

The IEC shall meet as necessary to conduct related business. These meetings are usually held at the time and place of the International Regatta. Special meetings may be held if determined necessary by the Secretary of both Associations. Special meetings may be held at a time and place deemed appropriate to discuss the related business provided the announcement of a Special meeting is made at least 30 days before being held. Such announcement shall be made by the Secretary of the Association requesting the Special meeting. Meeting minutes shall be taken by the secretary from either Association. Minutes shall be distributed by postal or electronic means to all IEC members and published in each Association's newsletter. Other related business may be conducted by phone or written correspondence, as necessary and appropriate.

## **Article VIII – Quorum**

A majority of the total members of the Union, by actual presence or proxy representation, shall constitute a quorum for a meeting. Each Association shall have at least one member actually present.

## **Article IX - Voting**

Each member of the IEC is entitled to one vote. If he/she is unable to attend a meeting, he/she may delegate in writing the privilege of casting his/her proxy vote to one of the other IEC members from his/her Association. Other boat owning members from either Association may be a part of the IEC meeting as guests, may enter into related discussions, but shall not vote.

## **Article X - Executive Committee Officers**

The IEC shall have no specific officers. For the purpose of usual and/or Special meetings, either the President or Secretary from either Association shall lead the conduct of business, as is agreed and acceptable by the full IEC. This business shall include, but not be limited to:

1. Initiate and sanction international races for the Y-Flyer Union.
2. Conduct the business of the Union in accordance with its constituted objectives and policies.

## **Article XII – Design and Specifications Subcommittee**

The Design and Specifications subcommittee shall consist of the M & R members from each Association.

Requests for changes to the design drawings (Plans) and/or Specifications shall be brought before the IEC only after approval as been made by either Association in accordance with that Association's method of initiating and approving such requests for changes. Final approval of any changes to the Plans and/or Specifications by the IEC shall be by majority vote of the IEC. Equal voting by the IEC on changes to the Plans and/or Specifications shall not change the Plans and/or Specifications.

Requests from either Association for interpretation of the Plans or Specifications shall be brought before the IEC by a member of this sub committee. The M & R Chairman from either Association may issue interpretations of the Plans and Specifications to his/her Association, but must inform the M & R Chair from the other Association of his/her interpretation. If the IEC, by majority action, should disagree with an interpretation of either M & R Chairman, the IEC's interpretation will supersede and must be followed.

## **Article XIII – Other Subcommittees**

The IEC may form a subcommittee to investigate, discuss, and report on any related subject to the IEC as is determined necessary.

## **Article XIV – Order of Business**

At all IEC meetings, the order of business shall be as follows:

1. Recording of IEC attendance.
2. Reading of minutes of the previous meeting.
3. Reports of sub committees.
4. Ratification of any special IEC sub committee rulings.
5. Unfinished business.
6. New business.
7. Adjournment.

## **Article XV – Amendments**

Amendments to this Constitution, By-Laws, and the Appendix may be adopted only as approved by the Executive Committee of both Associations. The Addendum shall be updated as new winners are determined.

# By-Laws

## Article I – Fiscal Year

The fiscal year shall be concurrent with the calendar year.

## Article II – Official Language

The official Language of the Union shall be English.

## Article III – Assignment of Hull Numbers

The Secretary of AYFYRA shall issue and keep a permanent record of the hull numbers issued to all builders. The next number shall be issued to the next boat to be built. Hull numbers shall not be reissued or issued out of sequence. Fees for the issue of new hull numbers may be assessed and collected by the treasurer of each Association.

## Article IV – International Youngquist Trophy Races

### Section I – Origin, History, and Racing Data

A record of the origin, history, and early year results of the International Youngquist Trophy Races are attached to this Constitution and By-Laws as an Addendum. It shall be the responsibility of each Association to publish information and history of these races in their newsletters. This information should include: Location of date of races, names of the participating skippers and crews, home club, Association, and other related information.

### Section II – Perpetual Trophy

The Youngquist Trophy shall be the perpetual trophy for winning the International Youngquist Trophy Races.

The holding of the Trophy between series is subject to the approval of the IEC, but it will be the IEC policy, as far as is practical, to permit the winner to retain the Youngquist Trophy until brought to the next competition.

Right, Title and Interest in the Trophy shall always be in the name of the IEC who may impose such conditions as are necessary to safeguard the Right, Title, and Interest.

### Section III – Venue and Date

The venue for the International Youngquist Trophy Races will be a location cycled twice in Canada and once in the United States unless a deviation to this cycle is approved by the IEC. Races should be held in the months of July or August, every two years.

### Section IV – Entries

Any Skipper competing in the International Youngquist Trophy Races must be a boat owning member of the Association of the Country of his/her permanent residence, at least thirty days prior to the regatta, and may compete upon payment of the established entry fee. Boat ownership must be 50% or greater ownership. All Crews must be a current Crew member of the Association of the country of his/her permanent residence, if required by that Association. Required Crew memberships may be obtained at the regatta.

### Section V – Conditions Governing the Races

The International Youngquist Trophy Races shall be a series of up to twelve completed races. The Regatta Committee for the event may, under extreme conditions and following consultation with the IEC, reduce the series to a minimum of three completed races. If six or more races are completed, a skipper

worst score shall not be totaled with the other races in the regatta. No more than three races may be sailed back to back, and no more than four races may be sailed on one day.

## **Section VI – Eligibility**

All yachts must be fully certified. Provisionally certified yachts are not eligible.

Onus of proof of certification or ownership lies with the entrant.

A Thistle Class Association spinnaker sail may be used in lieu of the Y-Flyer spinnaker, provided it meets the dimensions required by the Thistle Class Association.

No electronic devices other than a timer and/or the functional equivalent of an analog compass may be used.

Flotation may be added at the peak of the mainsail to aid in preventing "turtleing" during a capsize. Such flotation or its encasement may not extend more than 2 1/4 inches aft of the mainsail leech. When in use, the flotation or its encasement may not extend above the bottom of the black band. The flotation must be of uniform thickness except that shaping may be used within 3 inches of any edge. No part of the flotation material or its encasement may extend forward of the bolt rope mast groove. The mainsail must raise and lower freely. The flotation must be firmly attached to the mast or mainsail.

Sails, hull weight, spars, rudders, and/or other details should be measured before the regatta. These details are always subject to remeasurement during or after the regatta, as directed by the IEC.

Crew members may take the helm only during the time which may be taken by the skipper in setting or taking in the whisker pole, in making some essential repair, or during an emergency situation, but no longer than necessary.

## **Section VII – Substitutions**

No substitution in Crew may be made during the series except in case of proven accident, illness, or unavoidable absence. Approval for such substitution shall be by majority vote of the skippers of the yachts racing. Requests for crew changes due to planned absence shall be made prior to racing.

## **Section VIII – Racing Rules**

The International Youngquist Trophy races shall be governed by the Racing Rules of Sailing (RRS) as published each quadrennial by the International Sailing Federation (ISAF) with Sailing Instructions (SI) and a Notice Of Race (NOR) conforming thereto. Scoring shall be as specified in Appendix A to these By-Laws.

## **Section IX – Precedence**

All instructions not fully described in the above sections of these By-Laws, or in the ISAF RRS shall be published in the Sailing Instructions. The order of precedence for conflicts between the Sailing Instructions (SI) and the Notice Of Race (NOR) shall be the SI and then the NOR.

## **Section X – Gold Y**

All winners of the International Youngquist regattas may change the color of the **Y** on their mainsail to gold. This permission and encouragement is for life.

## Appendix A

### Scoring

Scoring for the International Youngquist Trophy Races shall be a low point system as follows:

**RAS** - Rank As Starter. All competitors who sail in the vicinity of the Starting Line. Competitors who hail their boat number to the Race Committee in the vicinity of the Starting Line, or are otherwise observed by the Race Committee as being in the vicinity of the Starting Line, Rank As Starter.

**Starter** . All competitors who start properly.

**Finisher** - All competitors who are finished by the Race Committee. Scored as  $\frac{3}{4}$  point for first place and point score = finish order of crossing the finish line for all other race finish positions.

**Time Limit** . All racing shall be limited to 2  $\frac{1}{2}$  hrs for the first boat to finish. The Sailing Instructions may limit the racing to a lesser amount of time for the first boat to finish.

**TLE** . Time Limit Expired. All competitors who fail to finish within the designated time limit after the first boat to finish shall be scored TLE. Score = Finishers + 1.

**FOC** . Finished On Course. The Race Committee may award finish positions to last competitors in lieu of a score of TLE when the Race Committee determines that such action is in the best interest of the regatta. More than one competitor may be awarded the same finish score. The score given by the Race Committee is not subject to Redress.

**DNF** - Did Not Finish. A competitor who starts but does not finish the race. Scored = Finishers + 1.

**DNS** - Did Not Start. A competitor who ranks as a starter but does not properly start the race. Scored = RAS.

**OCS** . On the Course Side . On the course of the starting line at the start of the race. Scored = RAS.

**DSQ** - Disqualified by the Race Committee for infringement of a racing rule. Scored = RAS + 3.

**DNC** - Did Not Compete. Competitor did not RAS. Scored = Regatta registrants.

**Redress** - A competitor whose race score is adjusted by the Protest Committee. The Protest Committee shall follow the guidance on Redress of the ISAF and indicate the method of scoring.

**Z Flag and Black Flag Starting Penalties** . Z Flag and Black Flag starting penalties shall not be used.

**Breaking of Ties** . In the event of a tie in the scoring at the conclusion of the racing, the competitor who beat the other competitor, or competitors, the most times, including any thrown out race scores, shall be awarded the better overall finish position. If a tie still exists, the results of the last race of the series shall govern. If a tie still exists, the results of the next to last race shall govern.

## Addendum

### Initial Hull Numbers

The initial hull numbers adopted prior to the formation of the Union were as follows:

Canadian Y-Flyer Yacht Racing Association, Y-1 through Y-299.

Alvin M. Youngquist Y-300.

American Y-Flyer Yacht Racing Association, Y-301 through Y-599.

Hull numbers assigned by the Union, in blocks of 100 beginning with Y-600.

### History of the International Youngquist Trophy Races

Alvin M. Youngquist, Toledo, Ohio, designer of the Y-Flyer, gave a cup to the Chippewa Yacht Club, Chippewa Lake, Ohio, in 1940 as a trophy for the Y-Flyer Class.

The Y skippers of Chippewa Lake raced annually for this trophy with no other club competing until 1946 when they invited the Mohican Sailing Club of Mansfield, Ohio, to compete. At that time, the tradition began that the winner kept the Youngquist Trophy for one year, and to his club went the privilege of holding the next year's race.

In 1947, two Canadian Y-Flyers from Longueuil Boating Club, Longueuil, Quebec, and Hudson Yacht Club, Hudson, Quebec, sailed in the Youngquist Trophy Races held that year at the Mohican Sailing Club, Mansfield, Ohio. This was the first time that there was international racing competition in the Y-Flyer Class. Canadian Y-Flyer skippers did not compete again in this race until 1950 when the event became known as the International Youngquist Trophy Races. Beginning with 1950, Canadian Y-Flyer skippers annually come to the United States with determination to win the Youngquist Trophy and take it to Canada. This competition between Americans and Canadians increased the rivalry for and importance of this trophy. At the same time, there was established a high standard of international good sportsmanship and friendship between the Y-Flyer Classes of both nations.

By 1953, the following clubs had had representatives racing for the Youngquist Trophy:

#### American

Chippewa Yacht Club  
Chippewa Lake, Ohio

Mohican Sailing Club  
Mansfield, Ohio

Berlin Yacht Club  
Salem, Ohio

White Lake Yacht Club  
Whitehall, Michigan

Atlanta Yacht Club  
Atlanta, Georgia

#### Canadian

Longueuil Boating Club  
Longueuil, Quebec

Hudson Yacht Club  
Hudson, Quebec

Pointe Claire Yacht Club  
Pointe Claire, Quebec

Brockville Rowing Club  
Brockville, Ontario

Royal St. Lawrence Yacht Club  
Dorval Quebec

St. Ann's Yacht Club  
St. Anne de Bellevue, Quebec

In 1953, Archie Cameron of the Pointe Claire Yacht Club, Pointe Claire, Quebec, achieved the distinction of being the first Canadian to win the International Youngquist Trophy Races that were held that year at the Mohican Sailing Club, Mansfield, Ohio.

In 1954, the International Youngquist Trophy Races were held for the first time in Canada at the Pointe Claire Yacht Club, the home club of the defending champion. Over forty entries made this the largest group of contenders in the history of these races. The United States was represented by seven Y-Flyers: Three from Chippewa Yacht Club, three from Atlanta Yacht Club, and one from Mohican Sailing Club. Four Canadian clubs were represented for this event: Lord Reading Yacht Club, Meach Lake Yacht Club, Woodlands Boating Club, and Deep River Yacht Club. It was from the Deep River Yacht Club that came the 1954 International Youngquist Trophy Winner, Hugh Carmichael.

The Y-Flyer Fleet of the Chippewa Yacht Club to which the Youngquist Trophy was originally given, has graciously relinquished its Right, Title, and Interest in the trophy to the International Yacht Racing Union to use as it chooses for the best interest of the Y-Flyer Class.

## INTERNATIONAL YOUNGQUIST TROPHY RACE WINNERS

<b>Year</b>	<b>Skipper</b>	<b>Association</b>
1940	W. Stephenson	AYFYRA
1941	Dan Krug	AYFYRA
1942	Parker Beach	AYFYRA
1943	Dick Janssen	AYFYRA
1944	Bill Ritzi	AYFYRA
1945	Parker Beach	AYFYRA
1946	R. Constance	AYFYRA
1947	John Wyman	AYFYRA
1948	Frank Janssen	AYFYRA
1949	John Busch	AYFYRA
1950	Dick Tappan	AYFYRA
1951	Gil Dobson	AYFYRA
1952	Dick Tappan	AYFYRA
1953	Archie Cameron	CYFYRA
1954	Hugh Carmichael	CYFYRA
1955	Harry Jones	CYFYRA
1961	Randall Swan, Jr	AYFYRA
1963	Randall Swan, Jr	AYFYRA
1965	Sherrill Poulnot	AYFYRA
1967	John Baker	AYFYRA
1969	Martin Jones, Jr	AYFYRA
1971	Chet Turner	AYFYRA
1973	Mike O'Sullivan	CYFYRA
1975	Jerry Callahan	AYFYRA
1977	Ann Boyd	AYFYRA
1979	Bob Rowland	AYFYRA
1981	Howard Roeschlein	AYFYRA
1983	Bob Rowland	AYFYRA
1985	Greg Kleffner	AYFYRA
1987	Howard Roeschlein	AYFYRA
1989	Bob Rowland	AYFYRA
1991	Chet Turner	AYFYRA
1993	Chet Turner	AYFYRA
1995	David Irons	AYFYRA
1997	Chet Turner	AYFYRA
1999	Chet Turner	AYFYRA
2002	Tony Passafiume	AYFYRA
2004	Tony Passafiume	AYFYRA
2006	Tony Passafiume	AYFYRA
2008	Paul White	AYFYRA
2010	John Bright	AYFYRA
2012	John Bright	AYFYRA
2014	Mark Barton	AYFYRA
2016	Mark Barton	AYFYRA
END		