



# Young 88 Class Design Rules

(Schedule to the Constitution)

*These Class Design Rules were established in 1981, re-drafted in 1984, amended on several occasions and then revised generally in April 2005. Updates were made at the AGM April 2013 and SGM December 2013, AGM March 2017.*

*The rule changes in this version were approved at the SGM September 2022.*

These Class Design Rules (referred to hereinafter as 'the Rules') constitute the Schedule to the Constitution of the Young 88 Owners Association of New Zealand (Incorporated) (the latter being referred to herein as 'the Association').

PLEASE REMEMBER: THESE RULES ARE CLOSED CLASS RULES WHERE IF IT DOES NOT SPECIFICALLY SAY THAT YOU MAY – THEN YOU SHALL NOT.

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# 1 Objective of the Rules

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- 1.1 The Class is a one-design class created to fulfil the diverse needs of recreational sailors such as cruising, one-design racing, day sailing and handicap racing. The Rules are intended to preserve important design characteristics, ease of handling, low cost of ownership, and safety and comfort.
- 1.2 Except where variations are specifically permitted, Class yachts shall be alike in hull, deck, keel, rudder and mast construction, weight and weight distribution, sail plan and equipment.
- 1.3 All Class yachts shall comply with the official plans A, B, C and D and specifications and the Rules. No alterations or modifications are permitted unless explicitly stated in the Rules.
- 1.4 Alterations or modifications to the official plans A, B, C and D and the specifications shall be permitted only with the approval of the Association pursuant to Rule 2.1.1.

# 2 General Provisions and Administration

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## 2.1 Authority

- 2.1.1 Unless an international association is formed for the Class and the Association agrees to affiliate to it, the Class shall be administered by the Association and the Association shall be the sole authority on matters relating to the Rules. Interpretations of the Rules will be issued from time to time by the Association. In forming its decisions, the Association may consult with or take advice from such parties as it deems fit. For the avoidance of doubt, all matters to do with the Rules shall be administered by the committee of the Association in accordance with clause 6 of the Constitution and all decisions shall be in writing, signed by the President, or the Secretary/Treasurer, or the measurer of the Association.

## 2.2 Owner's Responsibility

- 2.2.1 It is the responsibility of each owner to ensure that his yacht complies at all times with the Rules.

## 2.3 Interpretation and Language

- 2.3.1 The following interpretations shall apply throughout the Rules:
  - (a) Reference in the Rules to 'the Class' or to 'Class yachts' is to the Young 88 Class of yachts.
  - (b) All words referring to the male gender include the female gender and vice versa.
  - (c) The word "shall" is mandatory and the word "may" is permissive.
  - (d) References to national or international bodies such as Yachting New Zealand (YNZ) or the International Sailing Federation (ISAF) are to the current bodies or their successors.
  - (e) The term 'exotic' will be defined from time to time by the Association.
- 2.3.2 The official language for the Class shall be English. In the event of a dispute arising over the interpretation of the Rules, the English language text and meaning shall take precedence over that of any translation.

## 2.4 Licensed Builder

- 2.4.1 Class yachts shall be built only by the builder or builders licensed by the Association and shall comply with the official plans and specifications prepared by the designer (Mr. Jim Young of Jim Young Marine Ltd, Takapuna) or a person designated in writing by the Association.
- 2.4.2 Applications for a builder's licence may be made to the Association.
- 2.4.3 Nothing in the Rules shall preclude an owner or owners from fitting out or completing his or their own yacht but in this case the hull and deck shall be supplied by the licensed builder and all bulkheads required by rule 3.8 shall be fixed in place permanently by the licensed builder.

## 2.5 Fee

- 2.5.1 A fee of \$ 250 plus GST shall be payable to the licensed builder when the moulding of each hull commences.

## 2.6 Hull Number

- 2.6.1 No yacht shall be deemed a Class yacht unless it has been assigned a hull number by the Association. The number shall be displayed on the licensed builder's official plaque affixed in the cockpit.

## **2.7 Measurement**

- 2.7.1 Yachts shall be measured by the measurer appointed by the Association.
- 2.7.2 The measurer, or another representative appointed by the Association, shall have the right to inspect any Class yacht participating in Class racing before, during or after racing, to verify compliance with the Rules.
- 2.7.3 The measurer shall not measure a yacht, spars, sails or equipment owned or built by him or in which he is an interested party or has a financial involvement.
- 2.7.4 Unless otherwise stated in the Rules, the method of measurement shall be in accordance with the recommendations of the ISAF, YNZ and the Association. In the event of conflict between these bodies, the method adopted by the Association shall be used.
- 2.7.5 Tolerances in measurements stated in the official plans and specifications or in the Rules are to provide for minor building errors or age distortion and are not for design exploitation.
- 2.7.6 Any suspected alteration to the configuration of the hull, deck, keel, rudder, sail plan or rig of a Class yacht for which specific descriptions are not stated in the Rules, specifications or official plans, or following a protest concerning the same, shall be investigated by the measurer by comparison with a sample of ten other yachts. The disputed yacht shall be accepted if it does not show any evidence of having been altered and if it has dimensions equal to, or between, those of the maximum and minimum dimensions obtained from the sample of yachts. If there is evidence of any alteration having been made, or if the dimensions are greater than the maximum or less than the minimum obtained from the sample of yachts, the matter shall be referred to the Association for action.

## **2.8 Measurement Certificate**

- 2.8.1 No yacht shall race in Class event unless it holds a current measurement certificate issued by the Association or by a body authorised for the purpose by the Association.
- 2.8.2 Any alteration to the hull, or alteration to or replacement of the spars, rigging, keel or rudder, shall invalidate the measurement certificate and require re-measurement. A major repair to any of the foregoing, or replacement of any other item covered by the Rules, may also invalidate the measurement certificate and require re-measurement.
- 2.8.3 The measurer shall be informed prior to the replacement, repair, modification or alteration of any item covered by the Rules.
- 2.8.4 The measurer shall report, on the measurement certificate, any item that is considered in his opinion to be a departure from the Rules or the intended nature and design of the Class or to be against the general interest of the Class. A certificate may be refused in accordance with this rule, even if the Rules are complied with.
- 2.8.5 A change of ownership of a yacht shall invalidate the measurement certificate and require the re-issuing of a certificate.

## **2.9 Dispensation**

- 2.9.1 A Class yacht moulded before 1<sup>st</sup> June 1990 shall be granted a dispensation from the Rules if it is proven to have complied with the Rules that were current at its date of launching, provided it was issued with a measurement certificate prior to 30th September 1990. However, all subsequent alterations to the hull, spars, rigging, keel, rudder or to any other item covered by the Rules, shall comply with the Rules that were current at the time of alteration. All new spars, sails, rigging, keel, rudders and other items shall comply with the Rules current at the time of their purchase.
- 2.9.2 In exceptional circumstances, yachts launched after 30th September 1990 may seek dispensation from the Rules. In seeking a dispensation, the owner(s) of the yacht for which the dispensation is sought must acknowledge the authority of the Association in the matter.

### 3 Hull and Deck

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- 3.1 The hull and deck shall be moulded in glass-reinforced plastic in accordance with the specification in moulds authorised by the Association. The use of carbon fibre, Kevlar, balsawood, high-density foam or other exotic material is prohibited except that the use of high-density foam is permitted by way of fitted frames and sub-mouldings in the hull shell and throughout the deck construction.
- 3.2 The cockpit and deck shall conform to official plan A. The companionway hatch recess cover shall be as supplied by the licensed builder.
- 3.3 The cockpit shall be self-draining and watertight for the full length of the seats. Any lockers opening below seat level shall be watertight or drain into the cockpit or overboard.
- 3.6 All pulpits, stern quarter-rails and stanchions shall be constructed of stainless steel to a design approved by the Association. They shall be fitted without modification in the positions indicated in the deck mould.
- 3.7 All lifelines are to be made of Stainless steel wire & otherwise comply with current Yachting New Zealand Safety regulations Race Category 4 as a minimum, or as required by the relevant event sailing instructions. Fibre lifelines are not permitted.
- 3.8 An aluminium toe-rail of not less than 25 mm in height shall be fitted around the entire length of the gunnels, except across the transom, and to within 200 mm of the bow and stern points.
- 3.9 A minimum of four structural bulkheads and two chain plate knees of 12 mm minimum thickness shall be fitted by the licensed builder in accordance with an interior construction plan approved by the Association.
- 3.10 An anchor well capable of supporting the weight of an adult and with a minimum depth of 250 mm shall be fitted, complete with an operable cover.
- 3.11 All outside lockers must have fibreglass doors fitted and operable, except that the doors may be removed from the two stern lockers while racing.
- 3.12 A bollard shall be fitted permanently to the foredeck and shall be of sufficient substance to allow the boat to be towed at a speed of six knots.
- 3.13 One hatch shall be fitted forward of the mast of a type approved by the Association. A second hatch may be fitted in the main cabin between the companionway and the forward hatch. No hatch or opening shall be larger than that permitted by the official plans or deck mould. Exotic materials shall not be used in hatch construction.
- 3.14 The companionway sliding hatch and washboards may be constructed of any material. The washboards shall not be removed from the boat while racing.
- 3.15 All interior and exterior surfaces shall be capable of supporting the weight of an adult when the component is supported at its edges or in its normal racing position.
- 3.16 Prohibitions relating to the hull and deck include the following:
  - (a) Coring, drilling out, rebuilding, replacement of materials, grinding or relocating standard equipment in any way to reduce weight, to improve moments of inertia, or to change standard shapes.
  - (b) Re-shaping of the hull profiles or contours.
  - (c) Windows or skin fittings other than one each for a depth sounder and/or a knot meter/log and/or an engine cooling water inlet and/or two for a marine toilet and/or two for each sink and/or vanity and/or a window in the hull above the propeller.
  - (d) Spinnaker chutes through the deck.
  - (e) Linkages or support systems directly linking the chain plates, mast step area and/or the bow.

## 4 Accommodation

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- 4.1 Accommodation shall be to a comfortable cruising standard. The layout must comply with a plan approved by the Association.
- 4.2 The following minimum requirements shall be met:
- (a) A minimum of four structurally separate berths with bunk fronts and bunk boards shall be fitted each with a minimum length of 2,000 mm and minimum width of 450 mm. Bunk (viz. seat) backs of a minimum length of 2,000 mm shall be fitted on the port and starboard sides in the main cabin.
  - (b) A manufacturer's standard marine toilet shall be fitted complying with the Maritime New Zealand Marine Pollution Regulations. It shall have a pump mechanism, be in operable condition to discharge outboard from a holding tank (with a minimum capacity of 15 litres) through skin fitting(s). The toilet shall be separated visually from the main cabin.
  - (c) A built-in galley shall be fitted, comprising at a minimum a bench top of not less than 0.28 square metres, a sink with through-hull waste fitted, and provision for storage of galley items with all associated cupboard doors and drawers in place.
  - (d) Prior to 1st January 2006, a minimum two-burner stove with grill and/or oven in working order shall be permanently fitted with a gimballed fitting. With effect from 1st January 2006, as a minimum requirement, a two-burner LPG stove with grill and/or oven in working order shall be fitted permanently with a gimballed mounting and any dispensations given under rule 2.9 will cease to apply to this rule from that date.
  - (e) Permanently installed water tank(s) capable of holding 100 litres of water.
  - (f) A permanently installed fuel tank of 25 litres minimum capacity. The fuel discharge shall exit from the top of the tank. The forward extremity of the fuel tank shall be no more than 2,950 mm forward of the aftermost point of the transom.
  - (g) All tanks shall be located above the height of the cabin sole in the main cabin.
  - (h) A cabin sole of minimum thickness of 9 mm and maximum thickness of 15 mm shall be fitted in the main cabin. The cabin sole and all other floorboards shall be removable or fitted with adequate inspection ports allowing all bilge areas to be capable of inspection.
  - (i) A chart table with a minimum surface area of 0.40 square metres shall be fitted.
  - (j) A vanity unit comprising a hand basin with through hull waste and of minimum area of 0.15 square metres shall be fitted adjacent to the toilet.
  - (k) All interior construction shall be of plywood or timber, except for galley bench surfaces and the chart table.
  - (l) Exotic materials shall not be used in the interior construction.
  - (m) Squabs may be removed while racing.

## 5 Auxiliary and Batteries

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- 5.1 The auxiliary shall be a permanently fitted inboard diesel engine and shall be of a minimum power of 9.5 horsepower (7 kW) according to the manufacturer's specification at 3,000 r.p.m. It shall be operable at all times.
- 5.2 The minimum engine weight, including batteries, refrigerant compressor if fitted, sail drive leg or propeller shaft, strut and propeller, shall be 120 kg.
- 5.3 The forward extremity of any part of the engine shall be no more than 2,950 mm forward of the aftermost point of the transom. The engine shall be enclosed in a suitable box.
- 5.4 A sail drive unit or propeller shaft shall be fitted. The propeller shaft shall be of stainless steel, circular in shape and of uniform diameter. The sail drive unit or propeller system shall not be retractable.
- 5.5 Prior to 1st January 2006, a battery(s) shall be carried aboard while racing. Any battery shall be carried aft of a point 2,950 mm forward of the aftermost point of the transom. All battery(s) shall be included in the hull weight (14.1). With effect from 1st January 2006, a battery or batteries suitable for engine starting and house services shall be carried aboard while racing. They shall be carried aft of a point 2,950 mm forward of the aftermost point of the transom. The batteries shall be included in the hull weight for the purpose of rule 15.1 up to a total weight of 60 kg. Any dispensations given under rule 2.9 will cease to apply to this rule from that date.

## 6 Keel

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- 6.1 The licensed builder shall supply the keel. The keel shall be moulded in lead in accordance with the specifications and official plans and cast in a mould authorised by the Association.
- 6.2 The external dimensions and configuration of the keel shall comply with the table of offsets contained in official plan C. The keel may be over-coated with a liquid or paste protective material and faired, provided it complies with the dimensions and tolerances specified in official plan C and that the fairing is only minor to fill any hollows but not to alter shape.
- 6.3 The keel-bolt holes shall be drilled by the licensed builder prior to the hull leaving his premises. The keel shall subsequently be located and fitted in these holes.
- 6.4 The leading and trailing edges between sections I and VI as shown in the official plans shall be straight within a tolerance of plus or minus 5 mm.
- 6.5 The keel shall weigh 1,007.5 kg plus or minus 17.5 kg.
- 6.6 The thickness of the trailing edge of the keel shall not be less than 4mm. The forward (or leading) edge of the keel shall have a radius of a minimum of 12mm.
- 6.7 After 30th September 1990, the licensed builder shall weigh and record the weight of each keel before assembly with the hull.

## 7 Rudder and Tiller

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- 7.1 The licensed builder shall supply the rudder mouldings from moulds authorised by the Association.
- 7.2 The rudder may be over-coated with a liquid or paste protective material. Minor fairing is permitted but the mouldings shall not otherwise be altered in shape or profile from the original moulding.
- 7.3 The weight of the rudder, including fixed fittings, shall be not less than 28 kg.
- 7.4 The tiller shall be made of wood. Tiller extensions may be of any material.

## 8 Mast and Fittings

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- 8.1 The mast section shall be drawn from marine-grade aluminium alloy and may be stiffened by the addition, internally or externally, of the same material. The maximum overall length of the mast shall be 14,000 mm. The upper section shall be tapered to a maximum of 3,000 mm from the top of the mast.
- 8.2 The mast may be of any sectional shape but shall have a maximum fore and aft dimension of 140 mm and minimum fore-and-aft dimension of 100 mm. The maximum athwart-ship dimension shall be 130 mm and the minimum athwart-ship dimension 90 mm. The maximum wall thickness, excluding stiffening or reinforcing, shall be 4.0 mm and the minimum thickness shall be 3.0 mm.
- 8.3 Prohibitions relating to the mast include:
  - (a) Rotating mast.
  - (b) Milling or etching of the mast section.
  - (c) Use of titanium or carbon fibre.
  - (d) Use of hydraulic devices to raise or adjust the height or position of the mast base.
- 8.4 The mast collar shall be constructed of marine-grade aluminium alloy. Mast movement at deck level shall be no greater in total than 25 mm in a fore-and-aft plane except that the measurement from the intersection of the forestay and the bow fitting to the forward surface of the mast extrusion at the deck shall not exceed 3.17 m. The mast collar shall be fitted in the position marked in the moulding.
- 8.5 The mast shall be fixed at the keel and be chocked at deck level. Its position at deck level shall not be capable of adjustment while racing. The mast base may be adjustable fore and aft only but shall not be capable of adjustment while racing. The mast shall not be stepped above the level of the floorboards in their normal position.
- 8.6 The following additional requirements shall be met:
  - (a) The centre of the attachment pin of the mainsail boom to the gooseneck fitting shall be 735 mm plus or minus 40 mm from the cabin top, measured vertically.



- (b) The upper-most surface of the mainsail boom, when in a horizontal position, shall not pass above a point 11,480 mm from the top of the mast.
- (c) The horizontal distance from the centre of the clevis pin on the backstay crane to the centre of the track on the mast shall be no more than 225 mm.
- (d) Only one spinnaker halyard exit box / sheave shall be fitted. It shall be not less than 1,900 mm from the top of the mast and shall project not more than 35 mm forward of the front face of the mast.
- (e) Only three exit boxes / sheaves shall be fitted within 200 mm above and 750mm below the forestay intersection point.
- (f) Not more than two spinnaker pole attachment fittings, and one stowage fitting, shall be fixed to the forward surface of the mast. Alternatively, a track-and-pin adjustable spinnaker pole attachment fitting may be fitted. In both cases, the attachment fittings shall project not more than 90 mm horizontally from the forward surface of the mast. Roller car adjustment of the spinnaker pole height is prohibited.

8.7 Measurements from the top of the mast are to be taken from highest point of the forward face.

## 9 Mainsail Boom

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- 9.1 The mainsail boom shall be constructed of marine-grade aluminium alloy. It shall not be tapered or permanently bent but it may be cut away at the inboard and outboard ends. Its maximum overall length shall not exceed 4,800 mm measured from the aftermost surface of the mast. Excluding fittings, it shall have a depth of not more than 160 mm.
- 9.2 The boom may be fitted with attachment points only for an adjustable outhaul, topping lift, two reefing lines, mainsheet, boom-vang (kicking strap) and spinnaker pole stowage.
- 9.3 External or internal reinforcing may be fitted at any point(s) on the boom but the use of struts and/or rigging or other stiffening on the boom is prohibited.

## 10 Spinnaker Pole

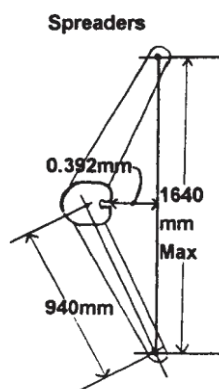
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- 10.1 The spinnaker pole shall be constructed from marine-grade aluminium alloy tube.
- 10.2 The overall length of the pole, including fittings, shall be not more than 3,530 mm when measured horizontally from the forward most face of the mast. The weight of the pole and fittings shall be not less than 3.5 kg.
- 10.3 The pole may include:
  - (a) Two full-length bridles for attachment of the pole lift and fore-guy (downhaul);
  - (b) two piston-type end fittings; and
  - (c) a tripping line or lines.
- 10.4 The pole may be stowed on the mainsail boom or on the deck.



## 11 Standing Rigging

- 11.1 The standing rigging shall consist only of one forestay, two upper shrouds and two lower shrouds.
- 11.2 One set of spreaders shall be fitted. The axis of the spreaders shall intersect the surface of the mast at a point 7,540 mm from the top of the mast.
- 11.3 The length of each spreader from the centre of the mast to the bearing point of the upper shroud shall be 940 mm. A straight line between the aft edges of the shrouds shall not be less than 1,640 mm, measured at the spreaders with or without rig tension. These dimensions are illustrated in the following sketch. Adjustable spreaders are not permitted.



- 11.4 The upper shrouds shall be fixed to the mast in accordance with the official plans. The lower shrouds shall be fixed to the mast and intersect the surface of the mast no more than 110mm below spreader height.
- 11.5 The forestay shall be fixed to the mast at a point 2,900 mm from the top of the mast and shall be attached to a bow fitting constructed of stainless steel.
- 11.6 The use of the foresail halyard or other adjustable device to vary the length of the forestay while racing is not permitted.
- 11.7 Forestay foils are not permitted while racing.
- 11.8 Standing rigging shall be of 1x19-strand stainless steel wire construction and shall be not less than 6 mm in diameter, except that the lower shrouds shall be not less than 5 mm in diameter. Alternatively, stainless steel rod rigging of equivalent or greater strength may be fitted.
- 11.9 The forestay, upper and lower shrouds shall not be adjusted while racing.

## 12 Running Rigging

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- 12.1 A backstay shall be fitted to the mast. It may be of any material. It shall be fixed to the masthead crane and backstay bridle but may be detached while racing. A maximum of two backstay adjusters shall be fitted. The number of purchases is optional.
- 12.2 Other running rigging shall include:
- (a) One mainsail halyard of wire of not less than 4 mm diameter and/or rope of 8 mm diameter.
  - (b) A minimum of one headsail halyard of wire of not less than 4 mm diameter and/or rope of 8 mm diameter.
  - (c) One spinnaker halyard of rope of not less than 8 mm diameter.
  - (d) One spinnaker pole lift of rope of not less than 6 mm diameter.
  - (e) One spinnaker pole downhaul.
  - (f) One boom-vang (a spring return, gas return or lever-type mechanism may be fitted).
  - (g) One mainsail outhaul (leach tensioning control) of wire and/or rope with optional purchase.
  - (h) At least one reefing-line for the mainsail of rope of not less than 8 mm diameter.
  - (i) One mainsheet of rope of not less than 8 mm diameter having a minimum purchase of 4:1.
  - (j) A maximum of two mainsheet traveller control lines. .
  - (k) One set of spinnaker sheets of rope of not less than 6 mm diameter. A set of light weather sheets of any diameter and fittings may also be carried and used.
  - (l) One set of headsail sheets of rope of not less than 8 mm diameter.
- 12.3 Optional running rigging may include:
- (a) A topping lift for the mainsail boom.
  - (b) Barber-haulers for the headsail sheets.
  - (c) Cunningham controls.
  - (d) Deck blocks or cleats for of any type and in any location
  - (e) Jib cars, including of the re-circulating ball or other adjustable type.
- 12.4 Prohibitions relating to running rigging include:
- (a) Equipment, devices or openings to feed halyards or control lines below deck (halyards shall be cleated on the cabin top or on the mast above the deck or above cabin-top height);
  - (b) Running backstays, or devices to simulate them;
  - (c) The use of headsail roller furling equipment while racing;
  - (d) Halyard locks or hook-up devices; and
  - (e) Stripping of halyards or sheets except that a single main halyard replaceable fuse of up to 2 metres length of a standard core material from an 8mm halyard maybe used in a double purchase halyard system.

## 13.1 General Requirements

- 13.1.1 Only one mainsail, genoa, jib, large spinnaker, and small spinnaker (the last is optional), plus storm sail(s), shall be on board while racing. All sails on board while racing shall have been measured in accordance with the appropriate part of this section of the Rules. Only one sail of each type shall be presented for measurement in any one calendar year (1 January to 31 December).
- 13.1.2 Sail construction shall comply with the following requirements:
- (a) Sails shall be constructed of a single layer of fabric except for permitted reinforcements, seams, tabling, reefing and anti-chafe patches, camber lines, numbers and repairs to damage.
  - (b) Sails shall be made of woven polyester or nylon so that, when the material is torn, it shall be possible to separate the fibres without leaving evidence of a film, except that the genoa and jib may be made of a polyester substrate/polyester film laminate of Kevlar, spectra, carbon fibre or similar fibre. The Association shall be the sole arbiter of what constitutes 'similar fibre' for the purpose of this rule. In exercising its power, the Association has determined to date that the use of 'Cuban fibre' and 'PBO' is prohibited.
  - (c) The mainsail and headsails may be fitted with transparent windows of any material. No dimension of any window shall be more than 1,500 mm and any edge of any window shall be of not less than 80mm from the nearest edge of the sail.
  - (d) Distinguishing numbers shall be placed on the mainsail, genoa and spinnakers in accordance with ISAF requirements. The numbers shall not be of less than 300 mm in height, 200 mm in width (except the figure "1") and 45 mm in thickness. The space between adjoining letters and numbers shall be 60 mm. The last digit of the starboard number or letter on the genoa shall be within 200 mm of the luff.
  - (e) The class emblem on the mainsail shall be as on official plan B, in a distinctive colour.
  - (f) No headsail shall be capable of being reefed or of having its area reduced by any means while racing.
- 13.1.3 Sails shall be measured in accordance with rule 2.7.4 in a completely dry state on a flat surface with tension adequate to remove wrinkles affecting the measurements being taken.

## 13.2 Mainsail

- 13.2.1 Construction of the mainsail shall comply with the following requirements:
- (a) The length of the luff (P) shall not exceed 11,277 mm.
  - (b) The length of the leech shall not exceed 12,000 mm.
  - (c) The cross-width measurements shall be taken between the three-quarter, half and quarter height points on the leech and luff as follows:
    - (i) The maximum width measured between the three-quarter height point on the leech and the three-quarter height point on the luff, including the luff rope, shall not exceed 1,800 mm.
    - (ii) The maximum width measured between the mid-point on the leech and the mid-point on the luff, including the luff rope, shall not exceed 3,000 mm.
    - (iii) The maximum width measured between the quarter-height point on the leech and quarter-height point on the luff, including the luff rope, shall not exceed 3,850 mm.
  - (d) The leech and leech girth measurements shall be measured from the aft face of the headboard at its highest point to the intersection point of the foot and leech.
  - (e) The headboard may be of any material with a maximum width of 200 mm and shall not extend more than 200 mm aft of the head when measured at right angles to the luff.
  - (f) The sail shall have four battens of optional length and approximately equidistant spacing.
  - (g) Two useable reef points shall be built into the sail, capable of reducing the luff by 10% of P and 20% of P, plus or minus 50mm. The 20% of P reef point shall have cringles, ties and or "reef keeper" to enable the overhang to be secured to the boom so that vision to leeward is not obscured. Additional flattening or slab reefs may be fitted.
  - (h) A Cunningham hole or webbing shall be fitted in the luff.
  - (i) A leech tensioning cord is permitted and may be of spectra or similar fibre.
  - (j) Camber lines are permitted.

- (k) A spreader chafing patch not exceeding 950 mm by 200 mm and comprising not more than one layer of cloth of weight not greater than that of the body of the sail is permitted on each side of the mainsail.
- (l) Reinforcing of any size and of cloth of any weight is permitted at the forward end of each batten pocket.
- (m) For loose-footed sails, the maximum foot round shall be 150 mm measured between the tack and clew bearing points.
- (n) The use of Kevlar or other exotic materials is prohibited in the mainsail, except to the extent allowed by item (i) above (leach tensioning line).

### 13.3 Jib

13.3.1 Construction of the jib shall comply with the following requirements:

- (a) The width of the head measured at right angles to the luff including the luff tape or rope shall not exceed 150 mm.
- (b) The length of the luff shall be 9,750 mm plus or minus 50 mm.
- (c) The length of the leech shall be 8,850 mm plus or minus 50 mm.
- (d) The length of the foot shall be 3,710 mm plus or minus 50 mm.
- (e) The procedure for determining the three-quarter and half-height measurement points on the luff and leech shall be the same as for the mainsail and:
  - (i) The width at three-quarter height shall be 1,214 mm plus or minus 50 mm.
  - (ii) The width at half-height shall be 2,135 mm plus or minus 50 mm.
- (f) The leech may be supported by a maximum of three equally spaced battens of optional length.
- (g) The jib shall be secured to the forestay by hanks.

### 13.4 Genoa

13.4.1 Construction of the genoa shall comply with the following requirements:

- (a) The width of the head measured at right angles to the luff including the luff tape or rope shall not exceed 150 mm.
- (b) The length of the luff shall be 9,890 mm plus or minus 50 mm.
- (c) The length of the diagonal (LP) shall not exceed 4,900 mm measured to the forward side of the bolt-rope.
- (d) A Cunningham hole may be fitted in the luff.
- (e) The leech shall not be convex.
- (f) A leech line is permitted.
- (g) Battens are not permitted.
- (h) Camber lines are permitted.
- (i) An attachment point in the foot is permitted for a tacking line.
- (j) A stanchion chafing patch of any size comprising not more than one layer of cloth of weight not greater than that of the body of the sail is permitted on each side of the sail.
- (k) The genoa shall be secured to the forestay by hanks.

### 13.5 Spinnaker

13.5.1 Construction of each spinnaker shall comply with the following requirements:

- (a) The spinnaker shall be three-cornered and symmetrical in size and shape about its centreline.
- (b) The sail, laid out on a flat surface, shall be measured when folded in half about its centre line with the leeches together.
- (c) Sail measurements shall be as follows:
  - (i) The length of the foot of the large spinnaker shall not exceed 6,270 mm.

- (ii) The length of each luff shall not exceed 11,550 mm for the large spinnaker or 9,750 mm for the small spinnaker.
- (iii) The maximum width of the spinnaker (SMW) at any point shall not exceed 6,270 mm for the large spinnaker or 5,710 mm for the small spinnaker.
- (d) Attachment point(s) and associated reinforcement for retriever lines may be fitted.

## **13.6 Storm Jib**

13.6.1 Construction of the storm jib shall comply with the following requirements:

- (a) The length of the luff shall not exceed 5,640 mm.
- (b) The length of the leech shall not exceed 4,440 mm.
- (c) The length of the foot shall not exceed 2,440 mm.

## **13.7 Measurement Stamp**

- 13.7.1 The measurer shall stamp each sail which has been measured and approved with the official Association stamp and shall sign the sail within the stamp. The actual sail dimensions shall be entered on a sail measurement certificate.
- 13.7.2 Only sails that have passed official measurement and carry an official Association stamp on the starboard side of each sail near its tack, or near a spinnaker clew, shall be used while racing.
- 13.7.3 A charge, to be set by the Association from time to time, shall be levied for each sail measured.

## **14 Fittings and Equipment to be Carried While Racing**

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- 14.1 The following fittings and equipment shall be carried while racing:
- (a) A maximum of four headsail tracks per side, each not more than 3,000 mm in length, optional in position.
  - (b) One mainsheet traveller track positioned as indicated in official plan A.
  - (c) A minimum of two primary (sheet) winches on the aft end of the cockpit coamings at the position indicated in the deck mould. The power rating of the primary winches is optional.
  - (d) A minimum of two secondary (halyard) winches shall be fitted to the cabin top.
  - (e) One anchor and chain including connection, with a combined anchor and chain weight of 20 kg as a minimum. The chain length shall be at least 9 meters & link diameter at least 8mm. Anchors, chain and rode shall comply with current YNZ safety regulations.

## **15 Weight**

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- 15.1 All yachts shall be weighed before a measurement certificate is issued. The minimum all-up weight for racing, excluding crew, shall be 2,650 kg in dry condition, excluding: sails and sheets, anchors, chain and warps, safety gear, navigational charts and instruments, spare ropes and blocks, tools, spare parts, fenders, squabs, clothing, bedding and other personal effects, food and drink, crockery and cutlery, gallery utensils and stores, etc. Bilges are to be dry and water tanks empty. All doors and drawers are to be in place except that those on the stern lockers shall be removed if that is the practice while racing. The weight of fuel shall be calculated and taken off the measured weight.
- 15.2 Corrector weights, if required, shall be fixed permanently in the anchor well and aft cockpit lockers. The weights shall be evenly distributed fore and aft. A maximum of 100 kg of weights may be fitted to achieve the weight required by rule 15.1. No other ballast is to be carried.
- 15.3 Yachts requiring in excess of 100 kg of weight correction shall be referred to the Association, which may, at its discretion, decline to issue a measurement certificate or may direct that other remedial action be taken before a measurement certificate is issued.

## **16 Crew**

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- 16.1 While racing, a crew shall consist of not more than seven persons.

## **17 Safety**

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- 17.1 Each yacht shall meet the minimum requirements of Category 4 of the YNZ safety regulations while racing, except in respect of the requirement for 40 percent reefing of the mainsail (which is not a requirement of the Class).

## **18 Optional Equipment**

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- 18.1 The following optional equipment is permitted while racing:
- (a) One mechanical masthead wind indicator with or without light.
  - (b) Electronic wind instrumentation and other electronic devices to record, measure, calculate and display actual and/or average speed and to indicate distance and water depth.
  - (c) Spare wooden tiller and/or tiller extension of any material and spare spinnaker pole (but, for the avoidance of doubt, no spare equipment shall be on board when the hull is being weighed).
  - (d) A two-way radio and antenna.
  - (e) Additional lockers, bookshelves or personalised accommodation equipment and fittings, including a deep freeze, refrigerator and/or icebox.
  - (f) Additional safety devices and equipment to the owner's requirements or to comply with local regulations (but, for the avoidance of doubt, this equipment shall not be on board at the time the hull is being weighed).
  - (g) Tack horn(s) attached to the bow fitting.

## 19 Restrictions While Racing

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- 19.1 No yacht shall race in a Class race unless the owner and helmsman are ordinary members of the Association.
- 19.2 The following practices are not permitted while racing:
- (a) The use of more than one mainsail, one genoa, one jib, one large spinnaker, one small spinnaker and one storm jib or the alteration thereof during a regatta (a second large spinnaker may be carried but used only with the permission of the Race Committee). Notwithstanding this, damaged sails may be repaired or replaced at the discretion of the Race Committee, who shall consult with the Association. One storm trysail may also be carried.
  - (b) Stowage of equipment or gear other than sails on the cabin sole over the keel.
  - (c) Use of compasses capable of displaying stored headings and/or performing calculations for storage of tactical information are not allowed. Note: the following interpretation of IJCA rule 4.1.3 by Rodney S. Johnstone, Chairman, IJCA Technical Committee, relates to this restriction:  
  
*"On November 2, 1986, the IJCA World Council approved an amendment to Rule 4.1.3 (equipment on board while racing) to require "... one fixed marine type compass of magnetic card or digital readout capable only of instantaneous readout and current trend information. (Compasses capable of displaying stored headings and/or performing calculations for storage of tactical information shall not be allowed.)"*  
  
*"A specific question has arisen as to whether the Sailcomp Model PC103 digital compass with header/lift option falls within the requirements of the rule. With this compass, one of three buttons may be punched which will set the current heading of the boat. Another button can be punched (say on the opposite tack) to set another heading in memory. These headings cannot be later displayed, but an indicator on top of the compass can later indicate (at the press of a button) whether the boat is up or down from that heading.*  
  
*"The clear intent of the rule is to prevent the use of any electronic compass that can provide information or make calculations not possible with an ordinary magnetic card compass. There are several magnetic card compasses available where headings can be set mechanically with a compass rose that rotates around the compass card (Suunto for one). Another method more commonly used is to write headings in grease pencil next to the compass. These operations clearly define the limits of functions that the PC103 is capable of performing. Because the Sailcomp Model PC103 is not capable of performing any information beyond what can be obtained just as readily with a magnetic card compass, it is permissible within the scope of IJCA rules. A compass equipped with the electronic capability to make calculations and produce average headings would clearly be illegal however.*  
  
*"The test for any model of compass is whether it can perform functions not possible with a magnetic card compass."*
- 19.3 ISAF's Racing Rule 62 (Increasing Stability) shall apply while racing.
- 19.4 The carrying of additional advertising as defined by ISAF shall be at the discretion of the Association for each Class event.
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