



INTRODUCTION

The intention of the Cape 31 Class rules is to ensure that boats are as close to identical as reasonably possible in construction, hull shape, weight, weight distribution, equipment, rigging and sail plan.

Therefore, coring, drilling out, rebuilding, replacement of material, grinding or relocating standard equipment, fairing interior or exterior parts of hull, hull appendages or rig that improves moments of inertia, or changes the standard shapes or contours shall be prohibited.

The Cape 31 Class hulls, hull appendages and rigs are measurement and manufacturing controlled.

The Cape 31 Class hulls and hull appendages shall only be manufactured by the licenced boat manufacturer.

Cape 31 Class rigs shall only be manufactured by the licenced spar manufacturer.

Cape 31 Class sails may be manufactured by any sailmaker.

All equipment is required to comply with the Cape 31 Class Building Specifications.

Cape 31 Class hulls, hull appendages and rigs may, after having left the manufacturer, only be altered to the extent permitted in Section C of the Class Rules.

Owners and crews should be aware that compliance with rules in Section C is NOT checked as part of the certification process. Rules regulating the use of equipment during a race are contained in Section C of these class rules, in Equipment Rules of Sailing Part I and in the Racing Rules of Sailing. This introduction only provides an informal background, and the Cape 31 Class Rules properly begin on the next page.

The class permits in-house certification for hulls, hull appendages, masts and sails. However, they may also be checked through random independent inspection.

When equipment and/or components are not allowed because they are not specifically permitted by the class rules, then this restriction pertains not only to the use but also the presence of this equipment/component on board.

THESE RULES ARE CLOSED CLASS RULES. IF THE RULES DO NOT SPECIFICALLY SAY THAT YOU "MAY" THEN YOU "SHALL NOT."

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RULES

PART I – ADMINISTRATION

Section A – General

The Cape 31 Class has been created as a class where the true test when racing is between sailors and not boats. The fundamental objective of the class rules is to ensure that this concept is maintained, while preserving the Cape 31's ease of handling, reasonable cost of ownership, safety and suitability as a true all-round racing boat.

Cape 31 hulls, hull appendages and rigs shall be manufacturer-controlled and shall only be produced by a manufacturer licensed by Cape Performance Sailing. Equipment is built in accordance with the Building Specification. These parts may only be altered to the extent permitted in Section C of these Class Rules or the Building Specification itself.

1. ABBREVIATIONS

- 1.1. Class – Cape 31 Class
- 1.2. Ex Com – An appointed team to represent the Class and owners to ensure the ethos and rules are adhered to.
- 1.3. Association – Cape 31 Class Association
- 1.4. Rule – A rule in the Cape 31 Class Rules
- 1.5. ERS - Equipment Rules of Sailing
- 1.6. RRS - Racing Rules of Sailing
- 1.7. OSR - Offshore Special Regulations
- 1.8. LBM - Licenced Boat Manufacturer
- 1.9. LSM – Licensed Spar Manufacturer

2. AUTHORITIES

- 2.1. The Cape 31 Ex-Com have the authority to withdraw a boat's Builder Certificate if the boat has been materially altered and therefore its right to compete in any Class event until the Builder Certificate has been reinstated.
- 2.2. The Cape 31 Ex-Com has the authority to withdraw certification of any sails that fail to meet the specifications in these Rules.

3. ADMINISTRATION OF THE CLASS

- 3.2 **Class Authority.** The sole authority for the class shall be a properly constituted Cape 31 Class Ex-Com.

3.3 **The Ex-Com** shall consist of three owner members from the Cape 31 Class, one member from Mills Design, one member from the builder Cape Performance Sailing, one member from 31 North Yachting and one at-large owner member.

Members of the Ex-Com shall serve an initial term of one year. Additional members may be appointed from among owners of registered boats as follows:

- a. One additional owner/member for every 15 registered boats above the initial 20 members.
- b. One owner/member from fleets with 7 or more registered boats as designated by the Ex-Com.
- c. Additional members may be appointed at the sole discretion of the Ex-Com.
- d. The Ex-com can, for the duration of a Cape 31 regatta, have the number of members reduced in order to speed decision making relevant to the regatta, but must consist at least two Cape 31 owner members and one of 31 North Yachting representatives.

3.4 **Duties and Responsibilities of Ex-Com.** The duties and responsibilities of the Ex-Com shall consist of, but are not limited to the following:

- 3.4.1 The Ex-Com shall be responsible for interpreting and enforcing the rules and managing the affairs and assets of the class, this may include organising class event schedules.
- 3.4.2 The Ex-Com shall appoint a Class Chief Measurer who shall be responsible for measuring boats and maintaining the One Design rules of the class. The Chief Measurer shall have the authority to appoint Class measurers in various locations, including in other countries, as approved by the Ex-Com. Measurement discrepancies shall be reported immediately to the Ex-com for further action.
- 3.4.3 The Ex-Com has the right to withdraw a yacht's One Design Certificate when a wilful breach of Class Rules is found to exist. The authority to reinstate the One Design Certificate rests solely with the Ex-Com.
- 3.4.4 The Ex-Com shall be the final authority for any interpretation of class rules operating in conjunction with the Designer, Builder, and Measurer.
- 3.4.5 The Ex-Com shall inform in writing the Class Owners of proposed rule changes and rule interpretations.
- 3.4.6 Any amendment or interpretation of the Class Rules that are related to the One Design nature of the Cape 31 or to the manufacturing specifications of the Cape shall require prior written approval of the Ex-Com and the builder.
- 3.4.7 Ex-Com Committee member votes shall be confidential.

4. RULES INTERPRETATION

- 4.1. Interpretation of ERS shall be made in accordance with World Sailing Regulations.
- 4.2. Interpretation of the Rules shall be made by Cape 31 Ex Com, in consultation with the LBM or LSM when appropriate.

5. BUILDER CERTIFICATE (EXCLUDES SPARS, RIGGING AND SAILS)

- 5.1. The Builder Certificate shall record the following information:
 - a) Hull identification number matching the number on the boat.

- b) Builder details
- c) Date of issue of initial Builder Certificate

5.2. The Builder Certificate becomes invalid if the hull, deck, foils or builder-supplied fixed fittings are altered in any way, including through damage, in breach of the Rules, except to the extent that it is permitted in these Class Rules.

5.3. The Builder Certificate shall be reinstated once Cape 31 Class measurer confirms to the LBM that the boat has been restored to conformity with the Rules. Details of the relevant remedial work shall be recorded on the Certificate.

6. RETENTION OF DOCUMENTATION

6.1. The Owner(s) shall retain the valid Builder Certificate, copies of which may be required on registration for all Class races or Class Regattas.

6.2. A copy of each Cape 31's current valid Builder Certificate shall be retained by the LBM and LSM respectively, and it will be each owner's responsibility to ensure that copies of their boat's documents are lodged with the Class Ex-Com.

Section B – Boat Eligibility & Equipment Inspection

For a boat to be eligible for Class racing, it shall comply with the rules in this section.

7. CLASS RULES AND CERTIFICATION

- 7.1. The boat shall:
- a) Be in compliance with the Cape 31 Class rules.
 - b) Have a valid Builder Certificate.

8. EQUIPMENT INSPECTION

8.1. In the case of a dispute at a Cape 31 Class event alleging non-compliance with the Rules where specific measurements are not stated, Cape 31 Class shall adopt the following procedure:

- a) A sample measurement of the disputed item shall be obtained by taking the identical measurement from a randomly selected control group of three boats or items of equipment.
- b) The measurement of the disputed boat or items of its equipment, taken using the same technique as above, shall be compared to the sample.

8.2. If any of the measurements obtained from the disputed boat or item of equipment lie outside the corresponding range of measurements found in the control group, the matter together with the details of the measurement methods and any other relevant information shall be referred to Cape 31 Ex-Com.

PART II – REQUIREMENTS AND LIMITATIONS

The crew and the boat shall comply with the rules in Part II when racing in Class events. In case of conflict Section C shall prevail. The rules in Part II are closed class rules.

Section C – Conditions for Racing

9. RULES

9.1. The ERS Part I – Use of Equipment shall apply.

10. CREW/HELMSMAN

10.1. LIMITATIONS ON THE CREW

- a) The crew shall consist of 4 or more persons.
- b) The combined weight of all crew members on board while racing, weighed in light street clothes, shall not be greater than 595 kilograms. This rule will be in place for all Cape 31 Class events unless altered by the Notice of Race. The majority owner or lead charterer may elect to declare their actual weight or shall be allocated a weight of 85kg. Random crew weight checks may take place.
- c) Change of crew members or number of crew during an event is allowed if it is declared in the regatta crew list. If not declared in the crew list, a change in crew members, or the number of crew members, will not be allowed during a regatta apart from in exceptional circumstances where approval from Cape 31 Ex- Com will be required.
- d) No boat shall have more than three World Sailing Group 3 sailors aboard while racing.
- e) Sailors without a current and valid World Sailing classification shall be considered Group 3 sailors.

10.2. LIMITATIONS ON THE HELMSMAN

- a) The Cape 31 Class is an 'Owner Driver' Class. The provisions below for helmsmen other than bona fide owners are included solely:
 - (i) to provide for relief helmsmen during a race.
 - (ii) to provide for an owner or charter helmsman unavoidably absent for an event or part of an event.
 - (iii) to accommodate for the charter of boats.
 - (iv) to provide an owner not wishing to helm the opportunity to crew instead of helm their boat.
- b) Boats shall be helmed by their Owners, Part Owners, Charter Helmsman or approved Alternative Helmsman during a race. A Relief Helmsman may only helm as allowed by the criteria detailed in 11.e).

- c) Exceptionally, in emergency boats may be helmed by any crew member.

11. HELMSMAN DESIGNATIONS

11.1 HELMSMAN DESIGNATIONS

- a) Owner. An owner is a person owning 100% of the boat and contributing an equivalent proportion to the running costs.
- b) Part Owner. A part owner is a person owning a significant proportion of the boat and contributing an equivalent proportion to the running costs. If a Part Owner owns less than 50% of the boat they shall be subject to the Alternative Helm Approval Process. The Cape 31 Class may ask to see documents that may include but not limited to Registration Certificates, Bill of Sale and/or Insurance Policy to confirm ownership. If the boat is owned by a company or corporation the principle owner of that organisation may be considered to be the owner or part owner for the purpose of this rule subject to approval by Cape 31 Class.
- c) Charter Helmsman. A person chartering a boat for the Cape 31 Class Circuit or an individual event providing Cape 31 Class Racing. A copy of the charter agreement shall be submitted to the Cape 31 Class association, the charter fee shall be appropriate for the period of charter.
- d) Alternative Helmsman. An owner or charterer may request permission for an Alternative Helmsman to Cape 31 Class association to review a minimum of five days before an event. The following criteria will be used as part of the approval process:
 - (i) be Classified Group 1 under the World Sailing Classification Code.
 - (ii) in the last 6 years have only been classified as Group 1 or would have been so classified had a classification been held.
 - (iii) not have competed in the Olympic Games (Sailing), Volvo Ocean Race or in an America's Cup or Challenger Series within the last fifteen years.
 - (iv) not have been in the top 50 of the World Match Racing Rankings for the past fifteen years.
 - (v) A direct family member of the Owner may be given exemption from the Group 1 requirement subject to the approval of Cape 31 Ex-Com.
- e) Relief Helmsman. A relief helmsman can be any person within the crew. Except in an emergency, during the race a relief helmsman shall not helm the boat:
 - (i) at the start or finish.
 - (ii) at any mark rounding.
 - (iii) for more than a total of 5 minutes.

11.2 OWNER OR CHARTER HELMSMAN ABSENT In the *unavoidable* absence of an Owner or previously approved Alternative Helmsman, Cape 31 Ex-Com may approve a Temporary Alternative Helmsman for a limited time period.

11.3 An owner or charterer should have paid the relevant class fees applicable at the time to be accepted as an entrant in a Cape 31 Class event.

12. SAFETY EQUIPMENT

12.1. All equipment shall be functional for its intended use.

12.2. Boats shall carry an anchor and chain with a combined weight which shall not be less than 8 kgs.

12.3. Lifelines shall conform to the World Sailing Ocean Sailing Regulations Category 4.

12.4. The port and starboard lifelines shall be of wire, manufacturer optional, and shall not deflect more than 60mm from a straight line between two points of support when a mass of 5kgs is attached at the point of maximum deflection

12.5. The rear gate lines across the transom shall be closed while racing and shall not deflect more than 75mm when a mass of 5kgs is attached at the point of maximum deflection.

12.6. Boats to comply fully with OSR Cat 4

[https://www.sailing.org/tools/documents/mo42021-\[26831\].pdf](https://www.sailing.org/tools/documents/mo42021-[26831].pdf)

13. OPTIONAL EQUIPMENT, REPLACEMENT AND MODIFICATION

13.1. The following may be fitted or carried:

a) Electronic or mechanical timing devices.

b) Tactical and navigational instruments and charts.

c) Below-decks spinnaker bags, rollers, guides and retrieval gear of optional design. d) A jib hobble system.

e) Cleats for gennaker sheets.

f) A batten not to exceed 150mm added to the end of the bowsprit as a preventer for the gennaker sheet.

g) Sheet-tail bags and winch-handle holders fitted to the sides of the cockpit.

h) Footrests supplied by the LBM and fixed to the cockpit floor. Location is optional.

i) Non-slip material on deck or bowsprit to promote safe movement.

j) Protective plates attached to the deck under the gennaker turning blocks.

k) An anti-chafe protective sleeve over the boom vang system.

l) Padding on the lower lifelines.

- m) Tubing on the upper lifelines forward of the shrouds to protect the spinnaker.
- n) Lashing, tape and other anti-chafe gear on the hull, rig or sails.
- o) Mooring lines, fenders, spare lines, spare equipment, tools, sail bags, storage bags and other personal items that provide no sailing performance advantage.
- p) Portable toilet.
- q) Reelers for Gennaker Sheets and halyards.

13.2. The following items may be replaced provided that the replacement part is of similar size, weight, location, power ratio and performs the same function: Blocks, cleats, mainsheet swivel base, shackles and pins.

13.3. The following modification is permitted: Holes may be made, and local reinforcement applied, in the hull for the fitting of electronic navigation systems.

13.4. The following are prohibited:

- a) Moving deck hardware from the factory installed position, and
- b) Making holes, bushed or unbushed, in the deck for the purpose of leading controls or tails below deck, however Cape 31's may have Bushes installed for purpose of sheet reelers

13.5. The following may be replaced:

- a) Forward spinnaker sheet blocks to Harken 75 Ratchet or Ratchamatic.

14. MAINTENANCE

14.1. HULL AND APPENDAGES

- a) Shapes and profiles may not be altered. **No fairing of hull, foils and bulb is permitted.** If a Cape 31 is considered to have changed the supplied shapes it will be the responsibility of the owner or representative of that yacht to prove this is not the case, the measurer and EX-Com can ask for evidence, including but not only a full hull laser scan and hull coring at the owner of the suspect yacht's expense. If it is found that fairing has been carried out the Builders Certificate will be withdrawn, and the yacht will not be eligible for class racing.
- b) The hull, foils, sail drive and bowsprit may be lightly abraded to allow for the application of paint. The abrasion shall be the minimum needed to ensure adhesion of the paint.
- c) If a rigid "sanding block" is used, it may not be longer or wider than 300mm.
- d) Old anti-fouling may be removed using a commercially available anti-fouling remover.
- e) The final finish may be of any commercially available paint.
- f) Scratches and minimally damaged areas of the hull and appendages may be repaired by the owner or at the owner's direction.
- g) Any more serious damage shall be repaired, under the direction of the Cape

31 Class measurer or party appointed by the Class measurer.

Details of such repairs shall be recorded on the boat's Builder Certificate.

- h) Keel and rudder templates, approved by the LBM and Mills Design, may be used by a Cape 31 Class measurer to check foil shape conformity.

14.2. SPARS AND STANDING RIGGING

- a) Any significant damage to the mast, spreaders or boom shall be repaired by, or under the direction of the LSM. Details of repairs to the mast shall be recorded on the boat's Mast Certificate.
- b) Standing rigging may be replaced but must be purchased through a Cape 31 Class agent to ensure conformity.

15. HAUL OUT & DIVING RESTRICTIONS

15.1 Boats shall not be hauled out during a regatta, except with prior permission from Cape 31 Ex-Com in exceptional circumstances.

- a) DIVING EQUIPMENT. No hull cleaning by a person entering the water on a 1-, 2- or 3-Day regatta. If a regatta is longer than 3 days, it can be cleaned with or without underwater breathing apparatus on day 4 and then every second day after that i.e., day 4 and day 6. This rule does not prevent the removal of weed or checking for damage by entering the water.

Section D – Rig

16. GENERAL

16.1. The spars and their fittings shall comply with the class rules in force at the time of manufacture and installation except those rules in Section C where the current rules shall apply.

17. MAST

17.1. DIMENSIONS

- a) Top of boom to the bottom of upper limit mark at the mast head (P) shall be 12540mm.

17.2. USE

- a) The mast as supplied shall be assembled and stepped in accordance with the rigging instructions. The mast shall be capable of fitting into a 40 foot container when dismantled. No form of adhesive shall be used when joining the mast sections.
- b) The mast butt shall not be adjusted while racing.
- c) The mast partners shall be firmly secured and shall fit snugly to the mast.
- d) The spreader bars may not be modified in any way.

- e) Use of tape, paint and padding on the spreaders, for chafe protection or marking is allowed.

18. BOOM

18.1. DIMENSIONS

- a) The back of the mast to front of outer limit mark (E) shall be 4500mm.

18.2. USE

- a) The intersection of the aft edge of the mast spar and the top of the boom spar, each extended as necessary, shall not be below the upper edge of the mast lower limit mark when the boom spar is at 90° to the mast spar.

19. STANDING RIGGING

19.1. USE

- a) The shrouds and forestay shall not be adjusted while racing.
- b) The shrouds and forestay shall always remain attached while afloat on race days.
- c) Standing rigging shall not have any tension gauges.
- d) 19.1C is amended, in that a forestay tension gauge may be used.
- e) On their forestay Boats must use a Unit 0 Harken Carbo Foil <https://www.harken.com/productdetail.aspx?id=5874&taxid=534> (part no. 7000.12m only. Any boats with existing hank systems can be grandfathered in for their first year of sailing ie. if a Cape 31 yacht arrives with forestay only (no head foil), then she can race with hanked jibs for 365 days from competing in her first Cape 31 class sanctioned event.

20. RUNNING RIGGING

20.1. A boat shall not use purchases other than the following purchases:

- a) Main Halyard 2:1
- b) Jib Halyard 2:1 with additional not to exceed 8:1 as per drawing on ap6.
- c) Running Backstays not to exceed 3:1
- d) Mainsheet coarse tune purchase of 4:1
- e) Mainsheet fine tune not to exceed 16:1.
- f) Traveller purchase not to exceed 4:1.
- g) Boom vang purchase not to exceed 16:1.
- h) Headsail sheet purchase of either 1:1 or 2:1.
- i) Headsail lead purchase not to exceed 8:1

- j) Outhaul purchase not to exceed 4:1 inside the boom, but the tail may be led through the mainsail clew and dead-ended to the end of the boom to achieve 8:1.
- k) The gennaker sheets shall be led through the standard block locations.
- l) Main Cunningham purchase not to exceed 8:1.
- m) Spinnaker retriever reverse purchase not to exceed 1:3.

20.2. DIMENSIONS

- a) The core diameters of running rigging are unrestricted. The material of running rigging shall be unrestricted.

20.3. Running rigging shall not have tension gauges.

Section E – Sails

21. PARTS

21.1. Cape 31 Class Sail Wardrobe for Class Events:

- a) NUMBER OF SAILS ABOARD - unless otherwise prescribed by Sailing Instructions the number of sails carried aboard may be less than, but shall not exceed:

- 1 Cape 31 Class mainsail

- 3 Cape 31 class jibs, one of which shall be a heavy weather jib (conforming to current ISAF Offshore Special Regulations). The heavy weather jib shall be onboard for all races.

- 3 Gennakers of area 116.04 or less

21.2 During a regatta run on consecutive days, including any lay days, the sails on board shall remain the same and shall be on board for all races. This Rule may be amended by Notice of Race.

22. GENERAL

22.1. RULES

- a) Sails shall comply with the class rules in force at time of certification and be measured under ERS measurement guidelines by an IHC approved sailmaker or approved sail measurer

22.2. SAILMAKER

- a) No license is required.
- b) Cape 31 Sails can be supplied by any sailmaker.

22.3. MODIFICATIONS, MAINTENANCE AND REPAIR



- a) If any sail is damaged and requires substantial repair, the sail will require recertification which may involve remeasurement.

22.4 SAIL LIMITATION – In addition to a base inventory listed in 21.1 when a Cape 31 is delivered new, or on an older Cape 31 which may have any number of existing sails. Each Cape 31 yacht is permitted a new Mainsail and 3 jibs larger than a heavy weather jib per calendar year (January 1-December 31). These sails to be used in Cape 31 Class events, there is no limit on gennakers or heavy weather jibs. All declared sails will be buttoned with Class supplied markings.

Charterers who do not own a Cape 31 may purchase a base inventory and transfer sails to different chartered boats. Charterers and Cape 31 owners who charter are permitted to transfer their own sails to a chartered Cape 31, or may use sails registered to the chartered yacht, but may not combine inventories. Cape 31 owners cannot charter a Cape 31 and purchase a set of charter sails. Cape 31 owners with multiple yachts cannot transfer sail inventories from yacht to yacht. Should a sail be destroyed during a regatta, the owner of the yacht or a representative from that yacht may apply to the Ex-Com for a replacement sail to be registered in place of the destroyed sail.

23. MAINSAIL

23.1. DIMENSIONS (given in millimetres and max size)

- a) The highest visible point of the sail, projected at 90° to the mast spar, shall not be set above the lower edge of the mast upper limit mark. The intersection of the leech and the top of the boom spar, each extended as necessary, shall not be behind the fore side of the boom outer limit mark.
- b) Upper limit mark (P):12540 Outer limit mark (E):4500
- c) Mainsail shall have a Cape 31 class logo see appendix AP5
- d) Sail numbers and national letters shall comply with the RRS
- e) There is no limit on cloth weight.

Mainsail	Maximum	
HW	1120	Head Width
MUW	1520	
MTW	2120	
MHW	3060	
MGL	3810	Main Girth Lower

24. HEADSAILS

- a) The jib luff shall be a lufftape to fit a Unit 0 Harken Carbo Foil <https://www.harken.com/productdetail.aspx?id=5874&taxid=534> (part no. 7000.12m. Unless rule 19.1 (e) applies.

24.2. DIMENSIONS: (given in millimetres)

- a) Jibs max sizes (Maximum IRC area= 24.67m²) HAS $0.0625 \cdot HLU \cdot (4 \cdot HLP + 6 \cdot HHW + 3 \cdot HTW + 2 \cdot HUW + 0.09)$

- b) There is no limit on cloth weight

	Maximum	
HLU	12480	Luff Length
HLP	3730	
HUW	630	
HTW	1120	
HHW	2000	
1/4	2870	¼ girth

- c) Heavy Weather OSR Max Jib

	Maximum
HLU	11530
HLP	3720
HUW	580
HTW	1040
HHW	1890

1/4	2780
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25. GENNAKERS

- a) A maximum 3 Gennakers **may** be carried on board while racing. There is no cloth weight limit or minimum size for these sails.
- b) A gennaker retrieval line may be attached to the sail.

25.1. DIMENSIONS:

- a) Maximum Area for Gennakers: **IRC Area: 116.04m²** SPA = $((SLU + SLE)/2) * ((SFL + (4 * SHW))/5) * 0.83$. If there is a 'spot check' sails need to be able to comply with the maximum area. Gennakers will be presented dry for any measurement.

BUILDER SPECIFICATIONS

BS 1 Interior dimensions

Description	Tolerance	
	<i>mm</i>	<i>mm</i>
Forward blkhead to Aft Mast collar opening	25	2
Companion way blkhead (aft) to Forward edge of front engine mount	95	2
Fuel tank size (Length)	480	2
Fuel tank size (Width)	220	2
Center Structural rib (Aft edge) to Centerline of Mast foot bolts (Aft)	440	2
Center Structural rib (Aft edge) to Centerline of Mast foot bolts (Forward)	620	2

BS 2 Exterior dimensions

Description	Tolerance	
	<i>mm</i>	<i>mm</i>
Forehatch opening (diameter)	660	10
Forehatch track	1360	10
Forehatch slider (length)	735	10
Forehatch slider (width)	650	10
Mast collar/Deck opening (length)	300	10
Stansion to stansion (3rd from stern)	3070	10
Companion way (Length)	600	10
Companion way (Width)	670	10
Pulpit gap (bottom)	195	5
Pulpit gap (middle)	265	5
Pulpit gap (top)	460	10
Toe rail front to Pulpit base	265	10
Forestay pin to front edge of forward pulpit base line	90	5
Total tiller arm reach	1230	10
Helm/Trimmer footstep (Length)	1250	10
Traveller track length (End cap - End cap outer edge)	1510	10
Jib track length (End cap - End cap outer edge)	490	10
Jib track to Hull edge	375	5
Transom to Aft edge of rudder box	1210	10
Chainplates position (Front edge going forward to forestay pin)	4275	30
Chainplates position (Aft edge going aft to corner of transom)	5020	30

BS 3 Appendage dimensions

Description	Tolerance	
	<i>mm</i>	<i>mm</i>
Bottom of sprit to Center Bobstay hole	650	5
Saildrive blades folded (Length)	300	5
Saildrive total (length)	520	5
Hull to bottom of sail drive	350	5
Aft keel well to Front edge Sail drive	900	10
Front length on Keelfin (Stock)	65	2
Aft length on Keelfin (Stock)	180	10
Bottom of hull to deepest point of bulb (Perpendicular)	2240	10
Bottom of hull to tip of rudder blade (Perpendicular)	1695	5
Bowsprit forward of bow (Length)	2025	10

BS 4 Keel Weight

The weight of the keel, including the carbon keel fin, keel bulb, fin-to-bulb attachment pins, primer and paint, and two M20 keel locking bolts shall be between 715 and 720 kgs.

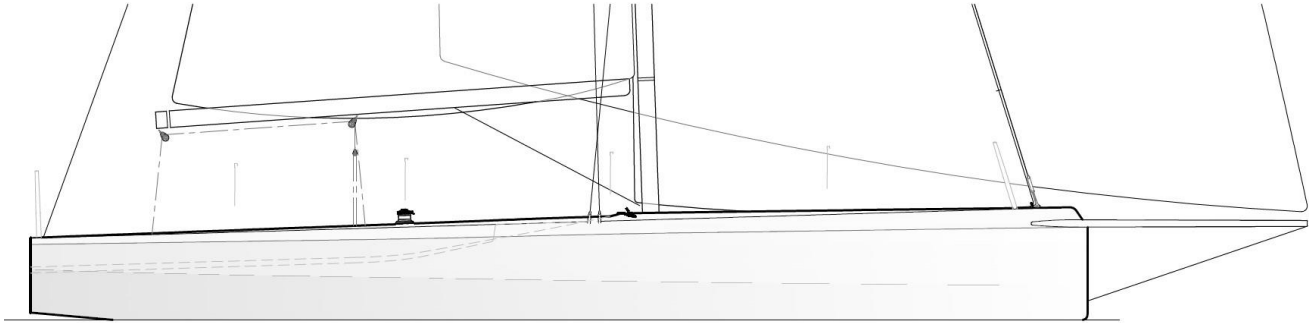
BS 5 Engine, drive leg and propeller

The engine, drive leg and Gori propeller shall be the standard Yanmar engine (raw water-cooled model) coupled to a saildrive; or equivalent equipment as supplied by the LBM. Approved engine is model number Yanmar 2YM15.

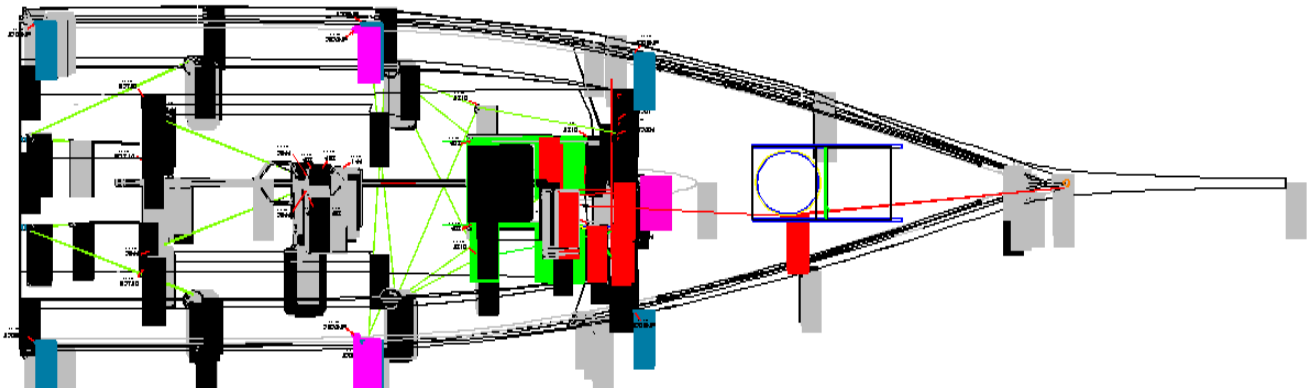
AP2 SAIL PLAN



AP3 RIGGING PLAN



AP4 DECK HARDWARE ARRANGEMENT



AP5 LOGO





APG

8:1 Halyard System

