

BUTTERFLY
CLASS RULES



National Butterfly Association

R. 3, BOX 500A

KENOSHA, WISCONSIN 53140

NATIONAL BUTTERFLY ASSOCIATION RULES

In the interest of true one-design racing, all boats will be the Barnett Butterfly design and will carry the Butterfly sail emblem. All changes in design must be approved by the National Butterfly Association Committee (NBAC).

Interpretations - In interpreting any point not adequately covered, or wording of obscure meaning, the NBAC shall consider the intended rather than any technical misconstruction that might be derived from the wording and shall bear in mind at all times, the basic principle of the specifications which is to maintain the class, within reasonable limitations, as a standard equalized one-design class.

RACING RULES

Racing rules as set forth by the North American Yacht Racing Union will be followed at all regattas. Any alteration of these rules must be approved by the NBAC, or if not available, by the local race committee.

In addition to the North American rules, the minimum weight of skipper and at least one crew member plus ballast must be 250 lbs.

An exception to the North American rules: In cases where the skipper and crew member are racing as a team, that is, both are racing together on a boat in every race of a regatta or series of races, either may act as skipper in any one entire race. In the team situation only one person may act as skipper during any one entire race. Other than the team situation, the registered skipper must act as skipper during the entire regatta or series. The crew may be changed from race to race.

SINGLE HANDED EVENTS - The Butterfly may be raced single handed in single handed events. No minimum weight limits are required of the skipper. The same skipper must sail single handed in all races of any regatta or series -- no substitutions may be made.

CHANGES NOT ALLOWED

Every sail shall not exceed overall maximum dimensions as specified herein. Only one sail shall be used in a regatta or race series. Leach adjusting or reefing mechanisms are not allowed. Sails may not be rigged loose footed.

Daggerboards and rudders may not be reshaped, nor may the edges be rounded or sharpened. Daggerboard and rudder shall be in accordance with the specifications of the class. (Diagram and template from factory.)

Hiking straps, outriggers, trapezes, or any additional hand or foot rails other than standard equipment, may not be used for racing.

No special arrangements for intentionally bending the mast are allowed.

The sheeting arrangement may not be altered.

Standing rigging cannot be changed. (Altered in Length)

CHANGES ALLOWED

Deck Spray coamings may be added.

Tiller hiking sticks may be added-not to exceed 20 inches in length.

Tell tales and or wind vanes may be added for the determination of wind direction.

Boom vang with any type block and jam cleat may be added.

Mast flotation tips may be used to facilitate righting a capsized boat providing they do not increase the sail area.

Forestay tighteners may be used.

Springs and adjusting devices may be added to position daggerboard and rudder.

Special mooring cleats, lights, life preserver cushions and any convenience or safety device that does not increase speed or performance of the boat may be added.

Any material may be used for sheets. Any non-metallic material may be used for the halyard.

An instant release snubbing block may be used, provided the sheeting arrangement is not altered.

The halyard may be secured at any point along the length of the mast.

SAILS

1. Only sails obtained from the Barnett Boat Company, Inc., or certified by the class secretary before February 1, 1968, will be legal.

2. Sails permissible to set at one time - One triangular mainsail only.

3. All measurements used for computation of the sail area shall be expressed in feet and tenths of feet; all areas in square feet and tenths of square feet. Area to be computed by the following formula.

$$\text{Area} = \frac{A \times B}{2}$$

A = Distance from tack to head, hand taut.

B = Distance from tack to clew, hand taut.

4. The area of the roach will be disregarded in computing sail area.

5. The outside edge of the leach of the mainsail shall be cut to a fair curve. The measuring committee shall consider a fair curve one of relative constant curvature. No abrupt changes in the curvature of the leach in an attempt to carry more sail area in the roach will be allowed.

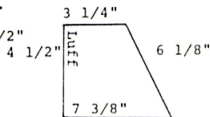
6. Method of measuring girth: Girth of mainsail is measured between two points as follows:

- a. First point - midpoint of luff found by bringing tack and head together. Midfold is first point.
 - b. Second point- midpoint of leach found by bringing head and clew together. Midfold is second point.
 - c. Girth measurement is taken from the inside edge of the bolt rope at the First Point to the outside edge of the cloth at the leach at the Second Point.
7. No transverse battens are permitted in mainsails.
 8. Maximum sail dimensions:
 Total area = 68.5 square feet
 Hoist = 15.42 feet
 Foot = 8.92 feet
 Girth = 5.6 feet
 Leach = 17.25 feet
 Sleeve = 3.6 inches from bottom edge of sail
 Battens (length) Top = 20 inches Center = 24 inches Lower = 24 inches
 9. Headboards in sails are permissible, but may not exceed the following dimensions.

Maximum horizontal measurement at the top may not exceed 3 1/4" from inside edge of the bolt rope to edge of sail.

Maximum vertical edge of headboard to be 4 1/2"

See sketch of headboard.



HULL

1. Molds for hull to be built only from plugs initialed by the NBAC.
2. Hull weight minimum - 140 pounds. Hull weight is measured less sails but shall include mast, boom, standing and running rigging, center board, tiller, rudder, and all hull fittings and flotation equipment excluding life jackets. Boat must be bailed completely dry.