

Official Plans and Specifications

for the

18' S.M.Y.R.A.

Cape Cod Knockabout



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OFFICIAL PLANS AND SPECIFICATIONS
FOR THE 18' KNOCKABOUT CLASS

All racing yachts shall comply with Sections 1.0 through 5.0.

1.0 Hull, Deck, Hull Structures, and Hull Appendages

1.1 Hull The design of the Knockabout hull is specified in "Lines and Offsets, S.M.Y.R.A. 18 ft. Knockabout," by Robert Stanton Fox, March 19, 1947. The hull may be made of wood or glass-reinforced plastic (fiberglass). The shape or construction of the hull, keel, or stem of fiberglass boats shall not be altered. This shall not be interpreted to preclude surface finishing.

1.1.1 Hull Scantling Rules Planking and transoms for wooden hulls shall have a minimum thickness of 5/8". All woods are allowable that are normally acceptable for marine planking. Double plank, laminated or strip construction shall not be permitted. Frames shall be a minimum of 3/4" square and spaced on no more than 12.0" centers.

The molding of fiberglass hulls shall be as follows (or equivalent¹): (from gel coat) 3/4 oz. mat, 10 to 12-1/2 oz. cloth, 3/4 oz. mat, 28 oz. woven roving, 1-1/2 oz. mat, and 28 oz. woven roving. A minimum of 4.0" overlap of laminations must be used along the keel and at the stem and transom. The polyester resin employed for lamination of hull must not be diluted beyond the addition of 1/3 by weight of any foreign material such as fillers, extenders or styrene.

1.2 Deck Deck shall be considered as any material located above the top of the hull or planking surface which serves wholly or in part to shield or close the open shell of the boat. Material which lies directly above or below the deck as defined above (e.g. spray boards, coaming, mast pad, etc.) shall not be considered deck.

1.2.1 Deck Scantling Rules The deck shall be made of wood or fiberglass. Wooden decks shall have a minimum thickness of 1/2" for planking and of 3/8" for plywood. Deck beams shall be of wood and shall have minimum dimensions of 1-3/4" x 3/4".

Fiberglass decks shall be molded as follows (or equivalent): (from gel coat) 3/4 oz. mat, 10 to 12-1/2 oz. cloth, 3/4 oz. mat, and 28 oz. woven roving. Deck beams of wood may be used to stiffen the deck. The polyester resin employed for laminating the deck

¹ When used in this specification with regard to requirements for reinforced plastic construction, equivalent shall mean construction equal to or stronger than the referenced construction.

shall not be diluted beyond the addition of 1/3 by weight of any foreign material such as fillers, extenders or styrene.

1.2.2 Deck Dimensions The hull shall be fully decked (completely covered except for holes as necessary to pass lines, etc.) for a distance aft from the stem head of no less than 7'0.0" and no more than 7'6.0". The hull shall be fully decked for a distance forward from the transom (at deck level) of no less than 1'1.0" and no more than 2'3.0". The cockpit area not fully decked shall have side decks with athwartships measurements (taken from the outside of the coaming to the inside of the planking) of no less than 9.0" and no more than 12.0". The maximum vertical dimension from the underside of the deck to the inside of the planking shall not exceed 29.0".

1.2.3 Deck Coaming Coaming consisting of not less than 1/2" wood or 3/8" plywood set on edge shall be present along the inboard side of the deck so as to enclose the open area of the cockpit at deck level, except that coaming is optional on the aft edge of the cockpit. The vertical dimension of the coaming shall be at least 5.0" for 45% of the cockpit length and at least 3.75" for the remainder. The coaming shall extend at least 1.0" above the deck level on both sides of the boat for the entire length of the cockpit, except that cutouts in the coaming to deck level are permitted for the installation of hardware, bridge decks, etc.

1.2.4 Bridge Decks A bridge deck of any construction may be located as desired. The maximum fore and aft dimension of a bridge deck shall not exceed 8.0".

1.3. Hull Structures

1.3.1 Flooring Flooring shall refer to any material placed below the top of the planking surface which serves wholly or in part to shield or close the open shell of the boat, but which, at the same time, is clearly distinct from hardware. Flooring shall be present for at least 75% of the undecked portion of the cockpit, and shall be made of at least 1/2" wood or at least 3/8" plywood. Fiberglass or equivalent covering material may be used.

1.3.2 Gunwale Guards Material added to the hull and gunwale shall not extend more than 2.0" from the hull measured parallel to deck.

1.3.3 Structural Options Seats, clamps, knees, mast partner, cockpit headers and splash boards shall be of wood or plywood and are optional as to size, section and shape. Fiberglass or equivalent covering material may be used.

1.4 Keel, Stem, and Wormshoe The depth of the keel (including wormshoe where used) and stem, when measured perpendicular to the garboard strake, shall not exceed 1.5" over the entire length of the keel and stem. A strip of protective metal not

exceeding 0.25" in depth may be added to the bottom of the keel (or wormshoe) and stem.

1.5 Skeg The skeg shall have a minimum uniform thickness of 1.25" except where faired in accordance with 1.5.2. A strip of protective metal not exceeding 0.25" in depth may be added to the bottom of the skeg.

1.5.1 Skeg Shape The forward end of the skeg shall be taken as the forwardmost point of the skeg which has a depth below the keel (or wormshoe where used) of $1.0^{\pm}0.25$ ". The depth of the aft end of the skeg (not including any filler piece added to the aft end of the skeg in accordance with 1.5.2.) shall be no less than 6.0" nor more than 9.0" below the hull surface when measured perpendicular to the garboard strake. The distance between the forward end and the aft end of the skeg shall be a minimum of 5'0.0", and the lower edge of the skeg shall form a straight line between these points.

1.5.2 Skeg Fairing The skeg may be faired only within 3.0" of the leading, bottom and trailing edges. A rigid filler piece may be inserted between skeg and rudder but no flexible material shall be added to skeg.

1.6 Centerboard Trunk Use of any material to close the void at the bottom of the centerboard slot is prohibited.

1.6.1 Centerboard Trunk Location The distance from the aft side of the forward centerboard trunk kingpost to the center of the centerboard pin, measured parallel to the designer's waterline², shall be no less than 2.0" nor more than 4.5". The distance from the forward side of the stemhead to the center of the centerboard pin, measured parallel to the designer's waterline, shall not exceed 6'2.0".

1.6.2 Centerboard Trunk Dimensions The distance between the aft end of the forward kingpost and the forward end of the aft kingpost, measured parallel to the designer's waterline, shall not exceed 50.0". The forward kingpost shall extend from the keel to within 4.0" of the deck. Where the mast is stepped on deck, the centerboard trunk shall extend a minimum of 12.0" forward of the centerboard pin as a mast support and keel load distributor. Except as noted below (for centerboard trunks constructed of wood covered by fiberglass) the interior width of the centerboard trunk shall be 1.25" and shall remain uniform over the total extent of the centerboard trunk. Except as noted below (for prefabricated centerboard trunks) the centerboard slot opening in the

² The designer's waterline meets the transom 1/2" above the hull bottom and forms a 74° angle with the transom)

keel (and wormshoe where used) shall have the same width as the centerboard trunk (1.25") and be unobstructed for the total distance between the kingposts.

Where the centerboard trunk is constructed of wood covered by fiberglass, the interior width may be less than 1.25" by the thickness of the fiberglass covering specified in 1.6.3. The interior width of the centerboard trunk shall still be uniform over the total extent of the centerboard trunk.

Where a prefabricated trunk is employed, the width of the centerboard slot near the keel may be reduced by the fiberglass used to attach the trunk as specified in 1.6.3. In this case the slot width shall be no less than 1.0" over the area where the attachment material is used. The intent of this rule to prohibit the use of the attachment material to close the void at the bottom of the centerboard slot.

1.6.3 Centerboard Trunk Scantling Rule The centerboard trunk shall be constructed of wood, wood reinforced by fiberglass, or molded fiberglass³. The after edge of the forward kingpost shall be straight (vertical), while the forward edge of the aft kingpost may be curved. For wood or plywood centerboard trunks, the sides and kingposts shall have a minimum thickness of 3/4"

The centerboard trunk may be constructed of 3/4" marine plywood sides and 1-1/4" kingposts and covered by fiberglass provided that every surface and edge, including the centerboard pin hole, is covered with 1 layer of cloth or roving and 1 layer of 1-1/2 oz. mat (or equivalent⁴).

Molded fiberglass trunks shall be constructed of no less than 4 layers of 1-1/2 oz. mat (or equivalent)³.

Where prefabricated trunks are employed, at least 3 layers of roving or mat (or equivalent) shall extend a minimum of 3" up the exterior of the trunk to attach the trunk to the hull. One layer each of 28 oz. roving (or 12 oz. cloth) and 3/4 to 1-1/2 oz. mat (or equivalent⁴) may be used on the around the interior perimeter of the centerboard trunk to attach the trunk to the hull. Such interior attachment material shall not extend more than 1.0" above the lower edge of the centerboard trunk.

1.7 Centerboard The centerboard shall be defined as any material located within the centerboard trunk (excepting pendant material and the centerboard pin) at any time during the race. When sailing the centerboard shall be the only material

³ The use of molded fiberglass trunks has never been approved by the Class, however Cape Cod Shipbuilding is now using a molded trunk to reduce cost. The proposed scantling rule is included here on the assumption that the Class will subsequently vote to authorize their use.

⁴ Here equivalent shall mean of equal or greater strength but of equal or lesser thickness.

time during the race. When sailing the centerboard shall be the only material permitted below the surface of the keel (or wormshoe where used) and forward of the skeg. When retracted, no portion of the centerboard shall extend below the surface of the keel (or wormshoe where used). The centerboard shall pivot about the centerboard pin (located as specified in 1.6.1). The radius of the pin hole in the centerboard shall not exceed the radius of the pin by more than 0.25".

1.7.1 Centerboard Scantling Rules The centerboard shall be constructed of wood or molded fiberglass and may be ballasted to cause the board to sink. A nominal piece of protective metal may be added to the centerboard. Regardless of construction, the total weight of the centerboard shall not exceed 65 lbs.

Wooden centerboards shall consist of a wooden core which shall be at least 0.75" thick over the uniform portion of the board as defined in 1.7.2. Fiberglass or equivalent covering material may be added.

Each one-half section of molded fiberglass centerboards shall be constructed of 1 layer of 3/4 oz. mat, 2 layers of 1-1/2 oz. mat, and 1 layer of woven roving (or equivalent). The interior of the halves shall be filled with a closed-cell foam and the sections bonded together. The completed centerboard shall have a minimum thickness of 0.75" over the uniform portion of the board as defined in 1.7.2.

1.7.2 Centerboard Fairing The centerboard shall have uniform thickness (excepting holes for pinning the centerboard) forward of a line which is the locus of points equidistant between the leading and trailing edges and extending from the keel surface to the deepest part of the board (with the board fully down), except that fairing and tapering is permitted within 4.0" of the leading and bottom edges. Aft of this line the centerboard may be tapered as desired.

1.8 Rudder The rudder shall be attached to the transom and skeg. Any type of pintle-gudgeon arrangement may be used provided that the position of the rudder remains fixed during the race and that the working area of the rudder is attached to the skeg. The shape of the rudder is optional, however the following requirements shall be met:

- 1) The plan area of the rudder below the designer's waterline shall not exceed 3.6 square feet.
- 2) The depth below the hull surface at the stern (measured perpendicular to the designer's waterline) of the deepest part of the rudder (including covering material) shall not exceed 2'1.0".

1.8.1 Rudder Scantling Rule The rudder shall be constructed of wood or molded fiberglass. A nominal piece of protective metal may be added to the rudder.

Wooden rudders shall utilize a wooden core, which shall be at least 0.75" thick at the mid-point as specified in 1.8.2. Fiberglass or equivalent covering material may be added.

Each one-half section of molded fiberglass rudders shall be constructed of 1 layer of 3/4 oz. mat and 2 layers of 1-1/2 oz. mat (or equivalent). The interior of the halves shall be filled with a closed-cell foam and the sections bonded together. The completed rudder shall be at least 0.75" thick at the mid-point as specified in 1.8.2.

1.8.2 Rudder Fairing The rudder shall be at least 0.75" thick (exclusive of covering material used on wooden rudders) at the fore and aft mid-point of any horizontal cross-section taken parallel to the designer's waterline more than 4.0" above the deepest part of the rudder. A rigid filler piece may be inserted between skeg and rudder but no flexible material shall be added to rudder.

2.0 Spars and Rigging

2.1 Mast The mast shall be made of wood or aluminum and weigh a minimum of 1.35 lbs. per foot exclusive of hardware. The mast shall be located along the centerline of the boat such that the horizontal measurement from the forward side of the stem head to the center of the mast is a minimum of 5'4.0". The mast shall be fixed securely in place at the step (and at the partner if stepped through the deck) and shall not be turned or adjusted during the race.

2.1.1 Wood The section of a wooden mast shall be round at any point 2'0.0" or more above the deck. Within 2'0.0" of the deck the section shall be either circular or square. At the mast partner a circular section shall have a minimum diameter of 3.25" and a square section shall have a minimum side dimension of 3.25". The maximum section dimension at any point shall be 5.0".

2.1.2 Aluminum The section of an aluminum mast shall have minimum dimensions of 2.25" x 3.25" and maximum dimensions of 5.0" x 5.0". Section dimensions and weight per foot shall be uniform throughout the entire length of the mast.

2.1.3 Mast Step A wooden mast pad may be set on the deck at the point where the mast is to be stepped. The maximum measurement from the deck beneath this pad to the top of the pad shall be 1.0" when the pad is present. The mast shall be stepped with its butt on, or below the top of this pad when the pad is present, and on or below the deck when no such pad is present. Any type of mast step may be used.

2.2 Boom The boom shall be of wood or aluminum and may be of any cross-sectional shape. The maximum vertical measurement shall not exceed 5.25".

2.3 Spinnaker Pole The spinnaker pole shall be of wood or aluminum, and shall not exceed an overall length of 7'10.0". This measurement shall include all fittings which remain rigid along the length of the pole and other means which could be used to extend the effective length of the pole (for example, a snaphook loosely attached to the pole by a length of line).

2.4 Whisker Pole A whisker pole may be used on the jib.

2.5 Bending Devices Any deliberate rigging device to bend the spars shall not be allowed. This shall not be interpreted to limit the location or nature of the mainsheet tackle.

2.6 The Stays Stays shall be of flexible wire and the location of the ends of all stays, as well as the tension and length of the stays, shall remain fixed during the race.

2.6.1 Required Stays A forestay and a starboard and port shroud are required. The mast tangs for the required stays shall be located above the jib halyard sheave and at least 17'0.0" above the deck pad (2.1.3), and shall all be at the same height

above the deck pad. The forestay shall be fastened to the forward side of the stemhead, or to the deck not more than 3.0" from the forward side of the stemhead. The shroud chain plates shall be located aft of the mast line.

2.6.2 Optional Stays Beyond the three required stays, the only other stays permitted at any time shall be one additional set of shrouds. Chain plates for these optional shrouds shall be located forward of the chain plates of the required shrouds but aft of the mast. Mast tang location for the optional shrouds is not specified.

2.6.3 Tangs Any hardware used as a tang shall be of design similar to or the same as readily available marine hardware specified as a tang and used as a tang. This rule is intended to prohibit the use of any material as a spreader. The total length of any mast tang shall not exceed 10.0".

2.6.4 Spreaders Spreaders are not permissible except as on the original rig.

2.7 Hardware Nature and location of cleats, blocks, winches, and other hardware shall be optional, except as limited elsewhere in these rules. Hiking straps and boomvangs shall be allowed. External hiking devices (e.g. hiking boards and trapezes) and self-tending devices for trimming the jib are prohibited.

2.8 Halyards Each sail shall be hoisted by a rope or wire halyard which shall run from the sail through a sheave or equivalent device on the mast and down the exterior of the mast to within 7'0.0" of the deck. The height above the deck pad (2.1.3) of the highest point of the halyard when run through the sheave or equivalent device shall not exceed 21'4.0" for the main halyard, 18'8.0" for the jib halyard, or 20'0.0" for the spinnaker halyard.

3.0 Sails Sails shall be limited to mainsails, jibs, and spinnakers, and only one sail of each type shall be flown at any time.

3.1 Mainsail The mainsail shall conform to the measurements and specifications of Section 3.1 and Figure 1. No tolerances shall be allowed except as noted.

3.1.1 Mainsail Materials The mainsail shall be made of single layer of woven fiber material having a minimum material weight of 3.7 oz. per sailmaker's standard linear yard⁵. Laminated sails shall not be permitted. A headboard of any material and a single plastic window shall be allowed.

3.1.2 Luff and Foot Dimensions The length of the luff and foot shall be limited by black bands affixed to the mast and boom in accordance with Figure 1. When sailing, no part of the sail shall extend beyond the lower edge of the upper mast band, the upper edge of the lower mast band, or the forward edge of the boom band.

3.1.3 Mainsail Measurement Procedure The procedure for mainsail measurement shall be as follows:

- A. **Leech Measurement.** The leech shall be measured with the wrinkles smoothed out in the leech area.
- B. **Mid-Girth Measurement.** The mid-girth points on the luff and leech shall be found by folding the head to the tack and clew respectively and smoothing the sail flat.
- C. **Upper Quarter-Girth Measurement.** The upper quarter-girth points shall be found by folding the head to the luff and leech mid-girth points respectively and smoothing the sail flat.
- D. **Lower Quarter-Girth Measurement.** The lower quarter-girth points shall be found by folding the tack and clew to the luff and leech mid-girth points respectively and smoothing the sail flat.

3.1.4 Leech Shape All leeches shall assume a fair curve or a straight line. Hollow leeches for the purpose of evading the girth measurement rules shall not be permitted.

3.2 Jib The jib shall conform to the measurements and specifications of Section 3.2 and Figure 2. No tolerances shall be allowed except as noted. The jib shall be loose-footed, and when set, the distance from the tack to the forestay shall not exceed 1.0".

3.2.1 Jib Materials The jib shall be made of single layer of woven fiber material having a minimum material weight of 3.7 oz. per sailmaker's standard linear yard. Laminated sails shall not be permitted. A headboard of any material and a single plastic window shall be allowed.

⁵ Defined as 28-1/2" x 36"

Additional Requirements

1. Measurements shall include all sail material, tapes, and bolt ropes unless otherwise noted.
2. The distance between the mast and the boom black band shall be measured from the aft side of the mast or mast track (where used) with the boom perpendicular to the mast.
3. The class symbol (CC) and racing number shall be shown according to USS Rule 25.
4. The mainsail shall be attached to mast and boom at intervals of 3' or less by external fittings (i.e. slides, slugs or similar hardware) such that the slot between mainsail and spar is not completely closed.
5. The distance between the tack cringle and any device used as a Cunningham cringle shall not exceed the dimensions shown.
6. Zippers and foot Cunninghams shall not be permitted.
7. Each batten shall terminate in the leech.

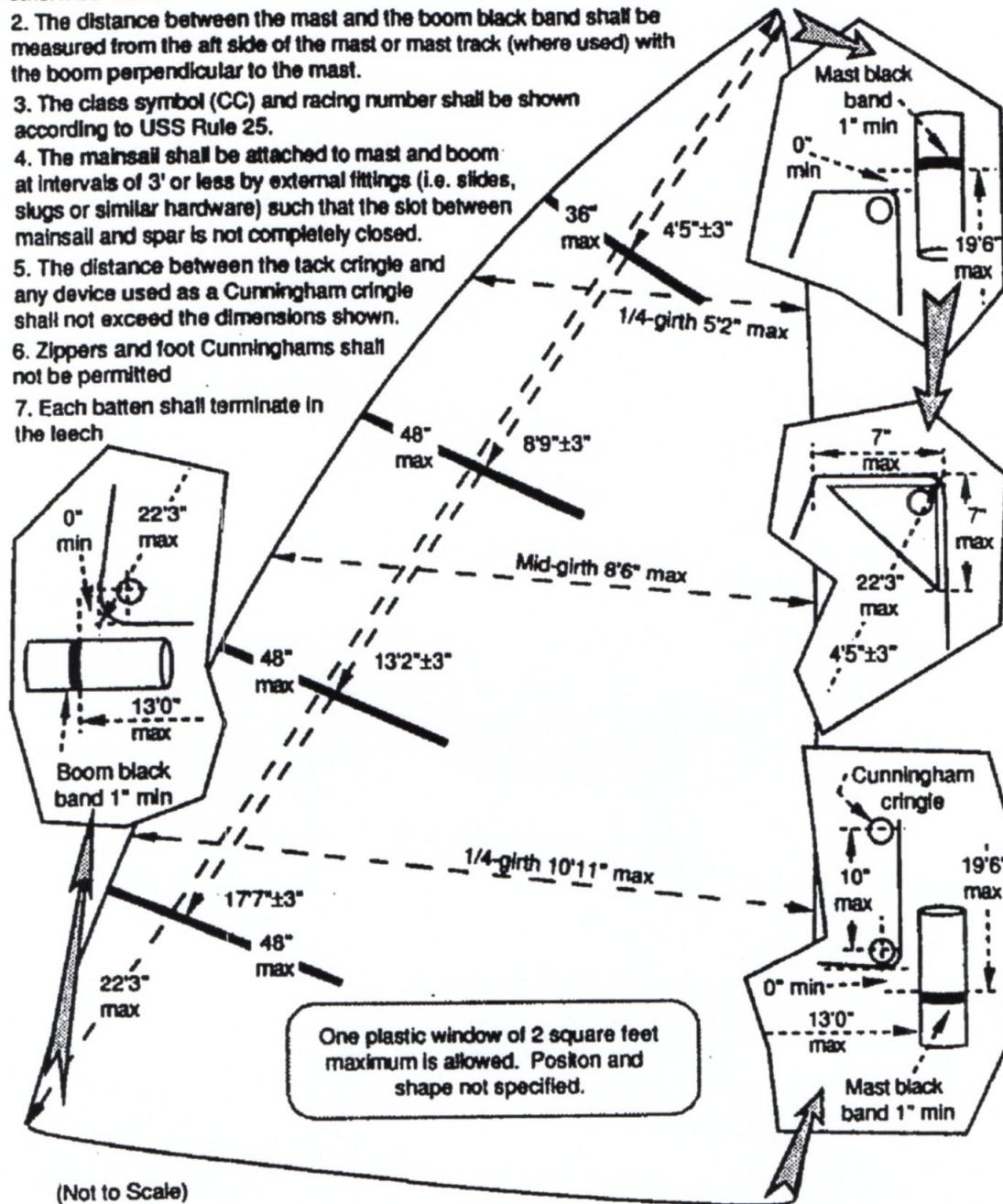


Figure 1 Mainsail

Additional Requirements

1. Measurements include all sail material, tapes, and bolt ropes unless otherwise noted.
2. The jib shall be attached to the forestay at intervals of 3' or less by hanks, additional sail material with zipper, or equivalent devices. If solid material is used (i.e., sail material and zipper) it shall be considered part of the jib for measurements.
3. A maximum of four battens shall be permitted, and each batten shall terminate in the leech. The length of the upper/lower and intermediate battens shall not exceed 16.0" and 18.0" respectively.
4. Only a single jib downhaul device shall be allowed.
5. The area shall not exceed 42.5 square feet.

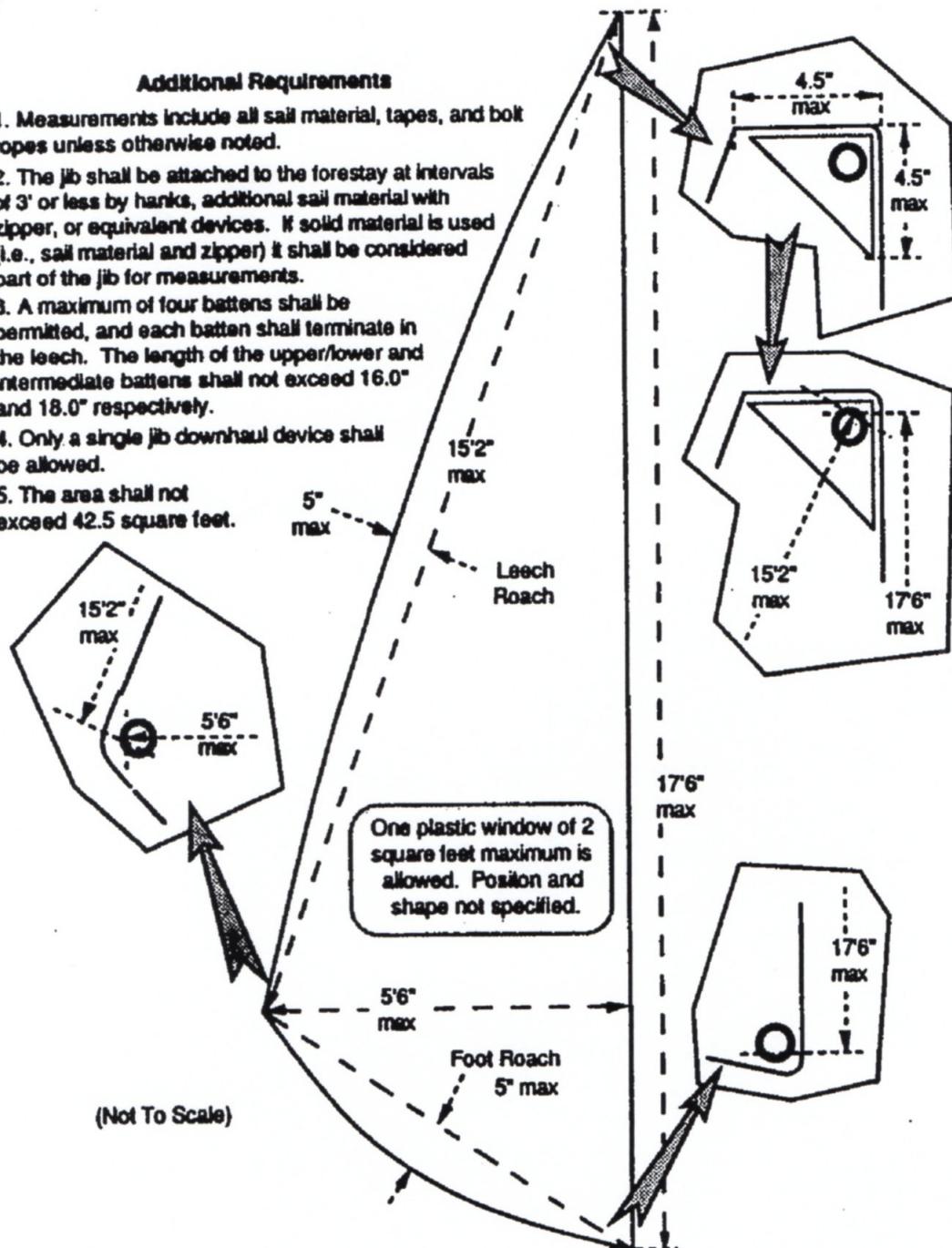


Figure 2 Jib

3.2.2 Jib Measurement Procedure The procedure for measurement of the jib shall be as follows:

- A. Determine the halfway point of the leech roach by folding the headboard hole to the clew cringle and smoothing the sail flat.
- B. Determine the halfway point of the foot roach by folding the tack cringle to the clew cringle and smoothing the sail flat.
- C. Secure the sail so as to maintain at least 10 lbs. tension on the luff. Pull the clew away and with at least 5 lbs. tension and secure.
- D. Take luff, leech, and perpendicular luff to clew measurements.

Measurements to the head, tack, and clew shall be taken to the further inside edge of the grommet, cringle, or hole (excluding shackles or hooks whipped to the outboard end of bolt ropes or tapes).

- E. Determine the leech roach by measuring the perpendicular distance between the leech roach midpoint and the straight line from the headboard hole to the clew cringle. Determine the foot roach by measuring the perpendicular distance between the foot roach midpoint and the straight line from the tack cringle to the clew cringle. All loose material shall be smoothed out so that both measurement are made free of wrinkles.

3.2.3 Leech and Foot Shape The leech and foot of the jib shall assume a fair curve so that the maximum leech roach and foot roach points lie approximately half-way along the leech and foot (i.e., at the measurement points).

3.3 Spinnaker Spinnakers may be either single or double luff, and shall conform to the measurements and specifications of Section 3.3 and Figure 3. No tolerances shall be allowed except as noted:

3.3.1 Spinnaker Material The spinnaker shall be made of single layer of woven fiber material having a minimum material weight of 0.75 oz. per sailmaker's standard linear yard. Laminated sails shall not be permitted. Stiffening material at the head shall not exceed 9 oz. Dacron and shall not be made of solid material. Headboards and battens shall not be permitted.

3.3.2 Spinnaker Measurement Procedure Fold the sail longitudinally in half with its leeches together. Form the sail as near to its proper shape as possible by pulling on the center seam and luffs simultaneously, working from the head to the foot. All measurements shall be taken with just sufficient tension to remove wrinkles along the line of measurement (i.e. with the cloth lying flat). No corner of the sail (i.e. head, clews or folded foot mid-point) shall be secured when measuring.

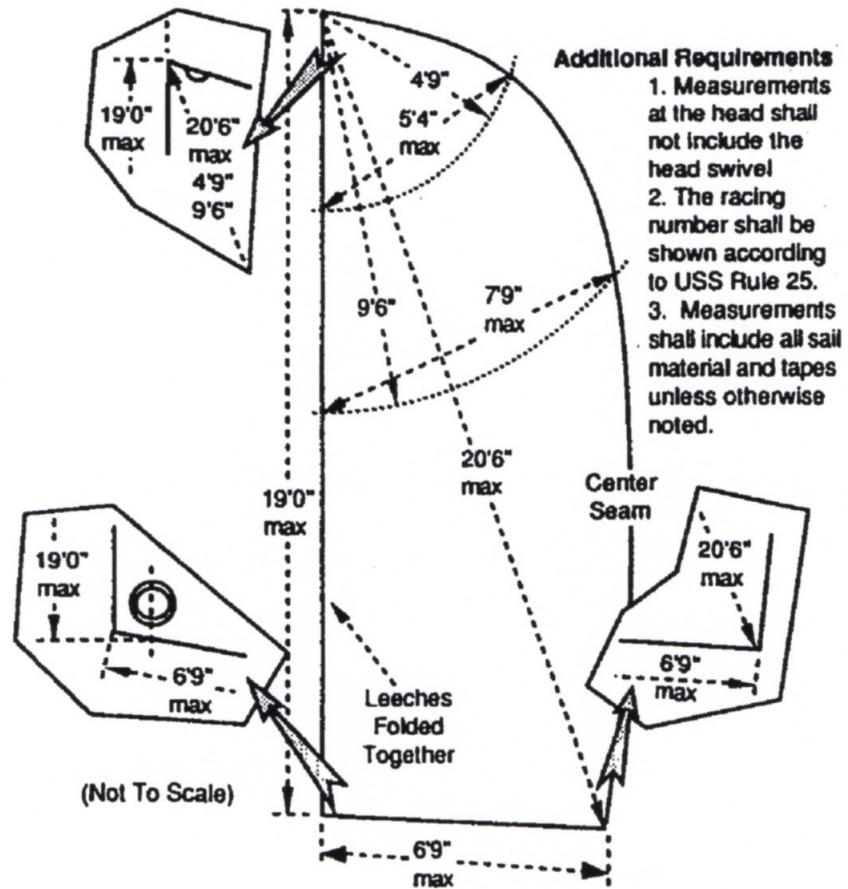


Figure 3 Spinnaker

3.3.3 Spinnaker Trim When set, the spinnaker shall be attached to the spinnaker pole either directly or by way of the guy. The spinnaker pole must be attached to the mast and must extend out to windward of the forestay. The pole may be swung forward until it touches the forestay, but the spinnaker may be used as a spinnaker only.

3.4 Certification of Sails All sails must be certified, stamped, and recorded by the Class Measurer or his appointed assistant before use in class competition. Once certified a sail need not be measured again unless recut.

3.4.1 Limitation on Certification of New Sails Once a yacht owner has certified two sails of a given type, only one new sail of that type may subsequently be

certified per racing season. A yacht owner who obtains a certified sail from another boat must report the transaction to the Class Measurer or his appointed assistant, and the sail shall be counted as a new sail. This rule may be suspended by the Class Measurer in the case of a yacht owner whose sails are destroyed by fire, storm, or other unexpected cause.

4.0 General

4.1 Weight Rule All yachts shall obtain a weight certificate from the Class Measurer certifying that they meet the minimum weight requirements of 4.1.1 and 4.1.2. Wooden hulls shall be weighed for certification only after a minimum of two weeks in the water. With the approval of the Class Measurer, wooden boats may be reweighed before any major regatta. Upon certification, no ballast may be removed from or added to a yacht without re-certification.

4.1.1 Minimum Weight All yachts shall weigh a minimum of 1300 lbs. with ballast, mast, boom, rudder and centerboard, but no other loose equipment.

4.1.2 Internal Ballast All yachts shall carry a minimum of 200 lbs. of internal ballast. All ballast must be secured against both horizontal and vertical movement.

4.2 Flotation Fiberglass boats shall carry a minimum of 13 cu. feet of styrofoam (or equivalent flotation), and a minimum of 1.5 cu. ft. of this flotation shall be placed under each of the side decks. Minimum flotation requirements for wooden boats shall be set by the Class Measurer. Aluminum masts shall have a sprayed styrofoam plug at the top and bottom.

4.3 Required Equipment Each yacht shall display the yacht name on the stern. The following equipment must be aboard and serviceable:

- A. Three U.S.C.G. approved wearable life vests.
- B. Immediately serviceable anchor tackle consisting of an anchor of sufficient holding power (minimum 8 lbs. Danforth or equivalent) with at least 3 feet of 5/16" chain and at least 100 ft of serviceable line attached to the anchor.
- C. Bilge pump or bailing bucket.
- D. Oar or paddle.
- E. Fog horn or whistle.

4.3.1 Equipment Certificate At the discretion of the Executive Committee an equipment and specification check may be required annually, and compliance documented by a certificate signed by the Class Measurer or his appointed assistant. When so required by the Executive Committee, no boat will be allowed to register for Nationals or S.M.Y.R.A. without this signed certificate.

4.4 Crews The crew shall consist of a minimum of two and a maximum of three persons including the captain. The captain must be a member of the Cape Cod Knockabout Class Association.

4.5 Dry Sailing Rule Haulouts shall be limited to 24 hours duration except where greater time is reasonably required for repair, maintenance, hurricane protection, or

trailing to a regatta. Furthermore, any yacht participating in the Nationals or S.M.Y.R.A. must be in the water at least two weeks prior to the regatta.

It is the intent of this rule to prohibit "dry sailing" and not to interfere with normal upkeep of a boat. A yacht owner who, for any reason, wishes to haul for a period of time exceeding 24 hours, or haul more than once in a 14 day period, must obtain permission from the Class Measurer or his appointed assistant.

4.6 Major Championships. Any yacht which wins the National Championship, the Scudder-Cahoon Trophy, or the Crowell-Small Trophy shall be inspected and measured as necessary by the Class Measurer or his appointed assistant for compliance to these specifications (including Section 4.1) immediately after the winning race(s). Failure to comply with the specifications shall result in the disqualification of the winning yacht, wherein the yacht in the next highest finishing position which is found to be in full compliance with the specifications shall be declared the winner and awarded the winning trophy(s).

5.0 Grandfather Rules

5.1 Hull and Mast Step Grandfather Clause For the purpose of Sections 1.1 through 1.6.3 and 2.1.3, all yachts that have been racing and accepted as falling within the accepted class specifications as of December 31, 1968 will be permitted to compete unchanged. However, any repair in structure or change in design shall be in strict conformity to the class specifications currently in effect.

5.2 Mainsail Grandfather Clause Any mainsail manufactured or recut prior to 1 October 1991, and certified by the Class Measurer prior to 1 July 1992 as conforming to the rules in effect at the date of manufacture or recutting, shall be legal for class competition and may be used without the black bands specified in Section 3.1. No recutting of grandfathered sails is permitted except as provided in Section 5.2.1. This shall not preclude sail maintenance to repair damage or compensate for cloth stretch due to wear.

5.2.1 Recutting of Grandfathered Sails A "grandfathered" sail legal for competition under Section 5.2 may be recut at any time to conform to Section 3.1 provided that the recut sail is certified by the class measurer and is used with the black bands of Section 3.1. Sails recut under this provision are exempted from the batten rules of Figure 1 provided that:

- A. No more than four battens are used.
- B. Each batten terminates in the leech.
- C. The upper/lower and intermediate battens do not exceed 30.0" and 36.0" respectively.

If you find errors or other problems in these rules please forward the information to
Jim Tomlin, PO Box 995, North Falmouth, MA 02556.