

As of May 25, 2000



# Ensign Class Association

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## Ensign Association Class Rules

### PART II

### RULES AND SPECIFICATIONS

1. **INTERPRETATION:** Specifications, however complete, cannot anticipate every possible situation that may arise. If a point is not herein covered, a ruling shall be obtained from the Rules Committee. In interpreting the rules and specifications, the Rules Committee shall consider the intent rather than any technical construction 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 Ensign Class as one-design class. Nothing is optional in these rules and specifications unless so stated.

General Rules: In the absence of specific rules to the contrary, *the ISAF rules (RRS) shall apply including the US Sailing prescriptions.*

2. **STANDARDS:** The original plans and specifications on file with the Ensign Class Association, or a certified copy of these plans acquired by the Association, shall be considered as setting forth the official standards with respect to hull, spars and rigging.
3. **ELIGIBILITY OF BOATS**
  - A. It shall be the responsibility of the individual fleets to insure that their member boats abide by the Associations rules and specifications for local competition. The Rules Committee will rule on any matter submitted to it by a fleet. The measurement and certification of Ensigns to be sailed in the National or Regional Class Championships shall be under the control of the Governing Committee or its appointees.
  - B. An Ensign may be challenged by means of a protest in writing stating the grounds thereof, submitted to the Secretary, who shall refer it to the Rules Committee for decision. Any such protest shall be accompanied by a check for \$10 that shall be refunded if the protest is sustained and otherwise paid into the Association treasury.
  - C. The Rules Committee shall have the power to declare a boat ineligible.
4. **HULLS**
  - A. All hulls shall conform to the design and specifications of the Ensign built in 1962 by the Pearson Corporation so that the one-design aspect of the boat shall remain unchanged.
  - B. Fairing of the head outlet and intake fittings is permitted.
  - C. A yacht shall not have a specially textured hull surface, the intention of which is to reduce drag in the water. A conventional smooth hull surface is permitted. Drag reduction films and/or hull etching are not permitted.
  - D. Hiking straps are permitted.

#### 5. KEEL, RUDDER AND SPARS

- A. No change in the dimensions, location, weight, shape or materials of the keel, rudder, or spars from such dimensions, location, weight,



shape and materials which are standard for the 1962 Ensign shall be permitted, except such changes as are incidental to the upkeep of such items.

- B. The trailing edge of the rudder may be faired starting from a line not more than 8" from the trailing edge. When the fairing is completed, the rudder must be at least 1/2" in thickness at all points along a line drawn 1" in from the trailing edge.
- C. The rudder may be fiberglassed (using cloth and resin) as long as the rudder dimensions are not changed. The gap between the top of the rudder and the hull shall not be less than 1/2".
- D. Rudder straps may not be removed from the keel. Fairing of the rudder straps into the hull is permitted. The edges of the straps may be rounded only as is incidental to maintenance. Rounding involving the removal of 1/8" or less material from the original edge of the strap is considered rounding incidental to maintenance.
- E. The forward tangs of the masthead assembly may be cut off and rounded to conform to the altered Pearson pattern. The maximum cut shall be controlled by a 1-15/16" radius with center 1/4" above the top edge of the mast proper and 1-15/16" aft of the forward mast edge. The horizontal distance from the edge of the after tang to the forward extremity of the fitting, after cutting, must be at least 5-7/8".
- F. The Governing Committee is authorized to request and approve changes in the mast specifications to achieve greater stiffness through increasing the wall thickness and designing a stiffening kit for older masts.
- G. Crank roller reefing devices may be installed in the forward end of the boom. After installation, the boom must be banded so that the inner edge of the band is 11 1/2" from the after side of the mast. Cutting a section from the boom to make it conform to the above is permitted, but the dimension from the aft side of the mast to the aft end of the boom or attachments to the boom must be maintained at 11' 6" maximum.
- H. A small geared winch is permitted inside the boom for adjustment of the outhaul.
- J. The location and length of the spinnaker pole track shall be optional.

#### 6. STANDING RIGGING:

- A. No change in the location, strength of dimensions or the standing rigging which are standard for the 1962 Ensign shall be permitted. The official length of the Ensign forestay from eye center to eye center including turnbuckle, toggle(s) and any stretch when turnbuckle is pinned in its maximum extended position shall be no greater than 26' 3-3/4". The lengths of the other standing rigging are eliminated from the class rules. The standard spreaders may be shortened to 26-3/4" each, measured from the inboard end of the spreader tube to the extreme tip of the fitting that receives the shroud. No adjustments to any standing rigging except for the backstay shall be made after the start or during any race, except for emergency and/or temporary repairs.
- B. No device which would facilitate adjustment of the standing rigging while racing is permitted except for the backstay turnbuckle or its equivalent - meaning the turnbuckle as supplied by Pearson Yachts, or a replacement which is identical in size and shape, with the exception that a short, non-ratcheting lever arm may be added. Any other variation will require approval of the Rules Committee in accordance with Rule II, 1 interpretation.
- C. Installation of an intermediate stay from spreader tip to the midpoint between the spreader socket and the point of attachment of the upper shrouds is permitted. The sole function of this option is to restrain the upper portion of the mast from excessive lateral bending. Selection of hardware and installation shall be optional, but should be equivalent to the design developed by the Mast Stiffening Committee, which design and installation instructions are available from the Ensign Class Association Secretary. (All installations should use care to fix the spreader tip to the upper shroud to avoid spreader failure.) Deviations require the approval of the Rules Committee.

#### 7. RUNNING RIGGING:

- A. The fittings for halyards may not be altered insofar as their character and points of attachment to the mast are concerned. An exception is the spinnaker halyard turning block, which may be fastened on the cabin top. Halyards and the sheaves shall bear the weight of the sails. Halyards may not be run internally through the mast. No part of any halyard, including the tail, may be led through the cabin top.
- B. The bottom of the attaching hole of the spinnaker halyard block tang shall be no more than 28' 6-1/2" from the heel of the mast and no more than 4 -3/4" above the jibstay tang.
- C. Halyard latches or hooks may not be attached to the mast above a point 7' 10" from the heel of the mast.
- D. The arrangement of the working jib and spinnaker sheet and guy leads, sheet blocks and cleats shall be optional. The No. 1 and No. 2 genoa sheet leads and blocks shall be confined to the toe rail. Adjustment of the genoa sheet lead angle by means other than a car held in place by a pin and not remotely controlled is prohibited. Barber hauling of the No. 1 and No. 2 genoas is prohibited. The use of a downhaul on the tack of the jib or of a winch on any halyard or sheet shall be optional. Geared sheet winches are prohibited. Self-tailing winches are permitted. Magic boxes may be used on halyards, boom vang and outhauls.
- E. Blade jib sheet lead blocks shall be confined to the cabin top. The tracks for these blocks shall be no less than 16" long. The centers of each track (length and width) must be 14" abeam of a point on the centerline measured 7' 6" aft of the foremost stemhead fitting hole. Each track must be aligned toward this same hole. The track position may be adjusted up to 1/2" forward or aft to avoid drilling bolt holes through the cabintop ribs.
- F. The type and arrangement of mainsheet deck fittings shall be optional. All deck fittings except cleats and blocks for lines controlling the traveler shall be located aft of the cockpit.
- G. Mainsheet boom fittings may remain at the end of the boom or, optionally, the sheet may be led forward to a fitting on the boom to allow mid-boom sheeting. In no case shall the fitting be closer than 5-1/2' to the mast. The fitting may be attached directly to the boom or to a track on the boom. Clearing for this option shall be only to the fitting on the boom. This option is intended to provide a sheet lead in a convenient mid-boom location. It is not intended as a means of bending the boom or for sail shape change. In no case shall the sheet be attached or cleated to the cockpit floor, the deck or any deck bridge arrangement.

#### 8. BOOM VANG:

- A. boom vang (hold down) may be used, and permanent fittings for attaching the vang to the boom and to the boat or mast may be installed. Vang Fittings on the boom must not interfere with roller reefing, but a boom bale may be installed in connection with the vang where jiffy, rather than roller reefing is used.
- B. The vang shall be affixed to the boom no further aft than 5' from the mast, and the forward end shall not be below the cabin roof and shall be on the centerline of the boat and no farther than 6" aft of the mast.
- C. Use of main boom preventers off the wind is not permitted.



## 9. SAILS:

- A. Sail measurements listed herein shall, as specifically noted, be made from the outside edges of cloth or bolt rope, as the case may be. All measurements shall be taken with the sail laid flat on the floor, with tension adequate to remove all wrinkles in the line of measurement. One-half ounce tolerance is allowed on 4.5 and 5 ounce Dacron®. One-quarter ounce tolerance is allowed on 1.2 ounce nylon. These weights are for 36" by 28.5" cloth.
- B. On jibs and genoas where the luff and leech intersect, head measurements shall be made from the point of intersection. On jibs and genoas where the luff and leech do not intersect, head measurements shall be made by extending the luff and leech lines to a projected point of intersection and measuring from that point, disregarding any part of the sail extending beyond this apex. This same technique applies to locating the tack and clew point measurements of jibs, genoas and spinnakers.
- C. Except as otherwise specifically permitted or required no battens or other means of artificially stiffening the sails shall be used. Windows are permitted in mainsails and all headsails.
- D. Loose luff designs (as defined without snaphooks attached and fastened to the forestay) are prohibited on all jibs. A sail with the cloth bound to the luff wire at the head and tack only shall not be considered a loose luff sail. Taped and glued seams in conjunction with stitching are permissible providing the construction does not violate the above.
- E. EMBLEM, NUMERALS AND SAIL PATCH:
  1. The Emblem shall be positioned on the mainsail between the first and second battens, toward the top of that area, and square with the mast. The starboard Emblem shall be the higher. On each side, the Emblem shall be centered between luff and leech. The Emblem shall be the size designated in the specification issued December, 1963. Diameter of the overall emblem is 25". (See illustration.)
  2. All past and present Commodores of the Ensign Class Association may replace the top blue star of the Emblem with a gold star.
  3. Numerals shall be 15" high, shall be the same shade of blue as the stars, shall be positioned in the upper part of the area between the third and fourth battens, and shall be square with the leech. The starboard numerals shall be higher.
  4. Numerals of contrasting color on spinnakers are required and shall be 15" high located in the approximate center of the sail. The bottom of the numerals on one side of the sail shall be approximately 6" above the top of the numerals on the other side of the sail.
  5. Numerals on jibs are permitted.
  6. The Emblem and numerals may be glued on sails, rather than sewn. This permission does not eliminate the prohibition of a circular-backing disc as specified in the official Emblem diagram.
  7. All Ensign sails manufactured after June 30, 1992 are required to have an official "Ensign Sail Patch" attached to them. The sail patch will be produced and distributed by the Ensign Class Association directly to the sailmakers.

## F. HONOR AWARD CHEVRONS:

1. Honor awards may be displayed on the mainsail and shall be of the color and numbers as indicated below:
  - a. National Championship: Gold Awards for 1st, 2nd and 3rd place skippers are entitled.
  - b. Regional Championship: Red Awards, wherein at least three fleets are represented, 1st, 2nd and 3rd place skippers are entitled to display 3, 2, and 1 red chevrons respectively.
  - c. Fleet Championship: Black Awards. The Winner of Fleet Championship is entitled to display 1 black chevron.
3. Awards rank in the following order: Gold, Red and Black. Thus, one Gold outranks three Red, etc. Only the highest award ever won shall be displayed. Awards are made to the skipper and not to the boat. They are retained by the skipper if the boat is sold, for use on any other Ensign owned.
4. The apex of the top chevron on the port side shall be 3" directly under the lowest star of the Ensign emblem on the port side and centered below the emblem. Second and third chevrons, where applicable, will be 1-3/4" directly below the top chevron. Starboard side chevrons shall be placed back-to-back to the port side chevrons.

## G. MAINSAIL:

1. Each mainsail shall be equipped with a headboard, 4" wide, measured at right angles to the luff. The peak of the mainsail, when measured at right angles to the luff must not exceed 5-1/2" from a line extending from the forward side of the boltrope, or extension thereof, to the leech.
2. Each mainsail shall have four battens. The top and bottom battens shall be 25" long and the two middle battens 27" long. Batten pockets shall not be over 2" longer than their respective battens. Batten pockets to be approximately evenly spaced.
3. All mainsails shall, when in use, be attached to the spars for the full length of the luff and foot, by having the boltrope or slides run in slots in the spars. No loose footed or miter cut sails shall be used. The mainsail shall have a functional tack.
4. Normal gear for head, tack and clew with outhaul are permitted. Jiffy reefing is permitted. Rows of reefing grommets (or tie lines) may be placed anywhere on the sail beyond a vertical distance of 12" from the boom. These shall be used exclusively for reefing purposes and never for tensioning purposes. Moreover, a partial reef is not allowed; if a reef is taken, it must be taken all the way to a row of grommets. A jackline is permitted on the mainsail in conjunction with crank roller reefing, provided it does not apply a vertical tension on the luff of the sail. Under no conditions will a jack line be used to modify the draft.
5. A Cunningham Hole may be used for tensioning purposes. Its grommet must be placed on the luff within 2" of the luff rope, and no more than 9" (center to center) from the tack grommet.
6. No other devices are permitted for adjusting the draught or set of the sail.
7. Mainsails shall be made of Dacron® cloth, 5 ounces per running yard, 28-1/2" wide.
8. A band 1" wide of contrasting color shall be painted around the mast, with its top 25' 5" down from the bottom of the main halyard sheave. When a mainsail is set, the top of the foot rope shall not be brought below the top of the band.
9. A band 1" wide of contrasting color shall be painted around the outboard end of the boom. The inner edge of the black band shall be 11' 1-1/2" from the aft side of the mast. The clew of the mainsail shall not be pulled out beyond the inner edge of the band.
10. The size of each mainsail shall be governed by the following:

Luff..... band on mast

Foot .....band on boom Leech..... 27'  
4"

Mid-girth..... 6' 6-1/2"

11. A minus tolerance of 3" is allowed on the leech and mid-girth measurements.

NOTES:

- A length of the leech shall be measured from the aft edge of the top of the headboard to the clew.
- The mid-girth shall be measured across the sail from the mid-point of the leech to the mid-point of the luff. The width of the luff rope or tape shall be included in the mid-girth measurement.
- The mid-point of the leech shall be determined by folding the sail back on itself, bringing the head to the clew and putting a spike or pencil through the eye of the headboard and the clew thimble, and drawing the middle of the leech taut with the same tension on each half. The mid-point of the luff shall be determined the same way except with the spike or pencil through the eye in the headboard and tack.

H. WORKING JIB:

- All working jibs shall be fitted with snaphooks, all of which, when the sail is set, must be attached to the jib stay.
- The use of one or two battens, of maximum 16" in length each, in the leech of the sail is optional.
- Working jibs shall be made of Dacron® 5 ounces per running yard, 28-1/2" wide.
- The size of each working jib shall be governed by the following:

Luff..... 20' 3"  
Leech ..... 17' 3"  
Mid-girth half luff, half leech ..... 3' 9"

- A minus tolerance of 3" on all measurements is allowed.

J. LARGE GENOA (No. 1):

- All No. 1 genoas shall be fitted with snaphooks, all of which, when the sail is set, must be attached to the jib stay.
- All No. 1 genoas shall be made of Dacron® 4 and 1/2 ounces per running yard, 28-1/2" wide.
- The size of each No. 1 genoa shall be governed by the following:

Luff..... 23' 9"  
Foot..... 13' 6"  
Leech ..... 23' 0"  
Head to Mid-Foot ..... 22' 8"

- A minus tolerance of 3" is allowed on all measurements except the head to mid-foot which will have no minimum.
- A sail made prior to January 1, 1979 shall be considered legal if it measures in under the above measurements or the old measurements. (The old procedure provided a 3" foot round measurement and a head-to-mid-foot dimension of 22' 1".)

K. SMALL GENOA (No. 2):

- All No. 2 genoas shall be fitted with snaphooks, all of which, when the sail is set, must be attached to the jibstay.
- No. 2 genoas shall be made of Dacron® 5 ounces per running yard, 28-1/2" wide.
- The size of each No. 2 genoa shall be governed by the following:

Luff..... 20' 3"  
Foot..... 12' 0"  
Leech..... 19' 2"  
Foot Round..... 3"

- A minus tolerance of 3" on all measurements is allowed.

L. BLADE JIB:

- All blade jibs shall be fitted with snaphooks, all of which, when the sail is set, must be attached to the jibstay.



2. Blade jibs shall be made of Dacron®, a minimum of 5 ounces per running yard, 28-1/2" wide.
3. The use of up to four battens, equally spaced, and of a maximum 12" in length each in the leech of the sail is optional.
4. The leech and foot of the sail shall be straight or a fair curve. Clew and/or headboards are prohibited.
5. The size of each blade jib shall be governed by the following:

Luff.....	24'5"
Leech .....	22' 8-1/2"
"Mid-girth half luff, half leech .....	3' 11"
Foot round maximum .....	9"

6. A minus tolerance of 3" on all measurements is allowed. There is no minimum measurement for mid-girth half luff, half leech, shall not exceed 3' 11".

#### M. SPINNAKER:

1. Spinnakers shall be of the parachute type, with equal luffs. Venturi types shall not be used.
2. Spinnakers shall be made of woven material. The cloth, uncoated, shall weigh no less than .75 ounces per running yard, 28-1/2" wide. The intent of this rule is to permit nominal 3/4 ounce fabric to be used.
3. The size of each spinnaker shall be governed by the following:

Luff and leech, measured to the uppermost point of the head .....	25' 0"
Foot, from clew to clew.....	13' 0"
Maximum girth at any point.....	15' 0"

4. A minus tolerance of 12" on all spinnaker measurements is allowed.

#### N. NUMBER OF SAILS PERMITTED:

1. Only one suit of sails, including a spinnaker, whether new or used, shall be added to any boat's equipment in any one season.
2. In case of accident, the Governing Committee may waive this rule, and there shall be the following exception: Any new boat may add one extra suit of sails at any time during the first two years afloat, i.e., at the end of the first two years any boat may have three complete suits of sails, including the suit that came with the boat.
3. Two complete suits of sails may be carried and used when racing.
4. Each fleet shall have the choice of which standard Ensign headsails shall be used in intrafleet competition. The host fleet shall designate the headsails to be used for intrafleet events. The announcement of which sails are to be used in any such competition shall be made no later than the time of the official announcement of the event. In the absence of any specific announcement, it shall be presumed that participants may make their own choice among the standard Ensign headsails without restrictions. For National and Regional Championship Regattas, the provisions of Part III and Part IV respectively shall apply.

#### P. MEASUREMENT:

All sails proposed to be used in the National Championships shall be measured not more than one week before the first race of the series, and only such sails as meet all of the requirements of Part II of the rules shall be used. Each sail shall be stamped to indicate the fulfillment of these requirements and the date of measurement. Measurement of sails used in intrafleet races or intrafleet races other than the National Championship shall be determined by the fleets involved.

10. CREWS: The number of persons required or permitted to be carried as crew shall be decided by the local fleets, and in the absence of any local rules, shall be two or more in addition to the skipper. In intrafleet races, the crews may be decided by the competing clubs or fleets or by the deed of gift of the cup or trophy competed for. For National and Regional Championship Regattas, Part III and Part IV will apply respectively.
11. HAUL-OUTS: The number and duration of haul outs may be decided by the local fleets. It is, however, the intent of the Association that Ensigns not be dry-sailed in race competition, and fleets are urged to see that this does not happen.
12. OUTBOARD MOTORS:
  - A. Outboard motors may be carried, but must be detached and stored before the preparatory signal of a race and not be reshipped until after the finish. Storage place of an outboard motor during a race is left to the skipper's discretion, but cannot be shifted during the race, and the motor must be detached from the outboard bracket.
  - B. Any Ensign can compete without an outboard motor, provided 30 pounds in weight are placed at the foot of the mast as fixed ballast. The ballast must be fixed on the cabin deck, forward of, aft of and/or either side of the mast step, or around or inside the mast itself and is not to be placed in the bilge.
  - C. For fleet racing, outboard motors may remain attached to the bracket at the fleet's discretion.
11. STANDARD EQUIPMENT: Standard equipment shall include seats and interior bunks in their proper position as manufactured, and all flotation material as was included in the 1962 Electra Day Sailer (later named the Ensign) plans. The removable portion of the bunks which covers the head space need not be carried aboard during racing.
12. SAFETY EQUIPMENT:
  - A. Every Ensign shall carry a compass, ground tackle, life preservers, a pump and other necessary safety gear as outlined by Coast Guard regulations. An electric bilge pump may be installed provided that the outlet is above the waterline and that a manual pump is also

carried aboard.

- B. Electronic compasses (e.g. Sail-Comp 103®) capable of instantaneous heading readout are permitted only if not capable of calculating and displaying software derived functions like average course steered, average boat speed, and VMG. The intent of this ruling is to prevent the use of electronic equipment that can provide information or make calculations not possible with a magnetic card compass.

1. **PULPIT RAILS:** Pulpit rails or other protective shields are permitted, provided no such rail extends more than 12" beyond the extremities of the boat, and provided it is raised no more than 24" above the deck.
2. **RENDERING ASSISTANCE:** Particular emphasis is to be placed on the need to render assistance to another yacht in distress, and full penalties will be applied in case of violation of *RRS Part 1 - Fundamental Rules - Rule 1.1*
3. **SPINNAKER POLES:**

D. They shall be no more than 7-1/2' long overall.

E. A whisker pole may be used provided:

1. It is not longer than the spinnaker pole.
2. It is not used at the same time as the spinnaker pole is used.
3. It is only used with jibs. Additionally, the standard spinnaker pole may be used as a whisker pole with jibs.

E. The spinnaker pole, when used as a whisker pole, must be attached to the mast.

18. **BALLAST:** Ballast is not permitted except as required in Rule II, 12.

19. **HULL, SPARS, RIGGING AND EQUIPMENT STANDARDS**

- A. Substitutes for the standard Pearson items required by Part II of these rules are permitted provided they are reasonably close equivalents.
- B. Rule 11-1 (Interpretation) shall be applied in case of doubt.
- C. Exceptions to 19-A, such as specifying particular alternate source(s) for particular item(s), such as a mast, may be authorized and incorporated into Part II by the Governing Committee.
- D. The intent of this rule is to reflect the effect of the cessation of Ensign production by Pearson and the drying up of its spare parts inventory, while preserving the one-design feature of the Ensign