

f - Location of centerboard pin is 43" aft of Station Zero plus or minus 1". Vertical dimension is 3-3/8" above keelson.

g - Bow transom profile is per plans plus or minus 1".

h - Maximum size of rub rail is 2" x 1".

i - Overall hull length is 12' 2 $\frac{1}{2}$ " plus or minus 1", excluding stempost. Boats built prior to June 1, 1962 are to be within plus or minus 2". Bottom length is 10' 6-3/4". Same tolerance allowance as per LOA.

j - Beam at Station 5 to be 6' 1-3/4" plus or minus 1" (not including rails or moldings). For boats built prior to June 1, 1962, the allowance will be plus or minus 2".

k - Except as noted, all lines and dimensions shall be shown on the plans. No change in bottom profile, either fore and aft or athwartship shall be permitted. Maximum allowable construction error in bottom profile shall be plus or minus 1". Measurers are instructed to use station patterns in determining whether boats are built to prescribed lines. Bottom planking to be not less than 3/8" plywood. Side and deck planking may not be less than 1/4" plywood; however it is recommended that 3/8" plywood be used. Bow and stern transoms shall be at least $\frac{1}{2}$ " plywood. A center thwart is required, to be not less than 6" minimum nor more than 10" maximum width, and strongly attached to centerboard trunk and to seat risers at frame battens.

3. MAST, BOOM AND GAFF

a - The spars shall be made of wood as per plan. Mast shall not exceed 12' measured from top along after side of mast to butt. A contrasting band is to be painted on the mast 2 $\frac{1}{4}$ " above deck level and will mark the highest point boom will hoist to.

b - Boom as per plan. Sides must be maintained parallel to facilitate hand roller reefing, as per Lug Rig roller reefing method (free hand rolling, no gear).

c - Gaff as per plans. Halyard becket to be 3' 8" from lower end plus or minus 1/4". Upper end of gaff may be tapered for proper appearance toward peak.

4. SAILS

a - The sails may be made of any standard woven material.

b - Sail measurements are made between centerline of cringles with the cloth pulled tight enough to remove wrinkles.

c - The cord of the leach shall be 1 $\frac{1}{4}$ ' 4" plus or minus 1".

d - The foot shall measure 10' 6" plus or minus 1".

e - The head shall measure 10' 6" plus or minus 1".

f - The luff shall measure 3' 6" plus or minus 1".

Maximum allowable roach - 13" - see sail plan.

there shall be no more than three sail battens, two 2 1/4" and one in center of roach 30". These shall not be wider than 2". These are maximum allowable lengths of battens.

h - Jib (Genoa) shall be wire or synthetic taped luff - 8' 6" on the leach, 10' on the luff and 8' on the foot; measurements to be made point to point with the material pulled tight enough to remove wrinkles; all dimensions plus or minus 1".

i - Official numbers shall be 10" high and clearly visible from both sides. Insignia shall be as per pattern and placed back to back. Numbers in the fiberglass boats will be placed on metal plate well attached to stern knee near keelson.

5. INSPECTIONS

a - All boats entering Annual Trans-Bay Race, and certain other races, will have to pass inspection for emergency buoyancy gear, and inspection for strength of rigging, as per Hull paragraph (c).

b - In all sanctioned races it is required that a crew of two be aboard. It is required for reasons of safety that both crew members be capable of sailing the boat.

c - Inasmuch as the Pelican has been designed to be sailed as Lug Rig Cat or Lug Rig Sloop with running bowsprit and jib, there shall be two classes. Racing rules to be the same for both classes.

- 1 - Class "A" Full rig - Main and Jib
- 2 - Class "B" Cat rig - Main only



Enthusiasm of Bay Area Pelican owners runs high at annual race time.

Pelicaner Richard Campi's cartoon at left appeared in the "Bay & Delta Yachtsman".