

EZ-9



CLASS RULES

12-19-24

Major changes are indicated in blue

November 21, 2024

WORKING JIB

2.5.C.1.

Maximum LP 10.00'

2.5.C.2.

Maximum mid girth measured at $\frac{1}{2}$ leech, shall not be larger than 5.66'
Upper quarter girth measurement at upper $\frac{1}{4}$ leech shall not be larger than 3.08'.
To be compliant with ORC Measurement Guidelines.

Spinnaker

2.5.E.2. Maximum girth = 17.1', to be measured at Half Luff Length.

To compliant with ORC Measurement guidelines.

August 28, 2024

2.7.D.1 Weight Certificates are now valid for eight years

January 1, 2022

1.8 Update officer duties and number on the board.

2.5.A.9 Mainsail Reef is no longer required

A1.B.5 Towable cars Must have a 1:1 Purchase during one design

2.5.F.1 S2 7.9 Sail Certificate required for new sails. Sail Certificate forms can be found at www.s279.org under the Rules/Docs Tab. Email completed forms to sailcert@s279.org 3.A.6.1 With the requirement of S2 7.9 Sail Certificate, updated rule on which sails to be measured at CCR

September 2, 2021

Removed weighing form, contact sectreas@s279.org to coordinate correct procedure and receive the latest form.

January 1, 2020 Updates

ISAF Replaced with World Sailing 1.7.E Removed, Class decals are no longer required to be displayed 1.9A Annual meeting changed from night before racing to during CCR

2.5.E.4 Removed (Section renumbered) Spinnaker numbers no longer required 3.12 Changed from "4 Affirmative votes" to " by the Governing Committee"

3.13 Added Boat of the Year Trophy

3A.9.4 Minimum race(s) to constitute a CCR is changed to 1 race Added

3A.12 for CCR max wind limits

February 12, 2016

Added 2.5.F.5 & 3.7.A.1 for allowance of second spinnaker (The intent of this rule change is to be able to use your old sail during heavier winds not to have a reacher & runner or light air & heavy air material spinnaker)

Added Rules 3.11 & 3A.11 in relation to a one turn penalty

January 9, 2015 Updates

A2.B.12.B HMPE (Spectra/Dyneema) now allowed on top Lifeline Fee eliminated for weight certificates

Interpretation of rules reviewed and approved by the Board:

(Following rule 1.10.1, to be reviewed at next AGM).

2.5.G.5. **P** - Mainsail Hoist: shall be the vertical dimension measured along the aft side of the mast, from the horizontal plane depicted by the top of the boom to the lower edge of the upper band. (29'6") (The top of the black band is at 32 7/8" from the deck plate)

2.7.B. No fuel, water, waste or anything else shall be aboard when weighing. Nonfunctional ballast must be added to bring the boat to the correct minimum weight.

Permanently affixed ballast is allowed onboard at the time of weighing; however, it must be affixed inside of the cabin to the hull, must remain in that place at all times, and must be noted on the inspection sheet.

3.7.A.4. Competitors may use no more than two sails in the group: main, genoa and spinnaker that are less than one year old.

For the purpose of determining the age of a sail, a year is defined as 50 calendar weeks from CCR to next CCR.

3.8. RACE RULES RRS 86.1(c) Class Rules may change only Racing Rules 42, 49, 51, 52, 53, 54, and 55.

3.8.1. Regattas will be sailed under the Racing Rules of Sailing, however, to the most recent S2 7.9 Meter Class Association Rules, Parts 1, 2, and 3 and the Sailing Instructions, which will take precedence.

3.8.2. The Regatta Committee shall have the right to disqualify any contestant who is deemed to be violating the spirit of good sportsmanship, or that of the rules and regulations of the Association. 3.8.2 May not be applied by the race committee as this is a change to Appendix A5, which is not permitted under RRS 86.1 (c).

3.9. SCORING:

3.9.1. A contestant starting in any race of a regatta will be considered a starter in all races in that regatta.

3.9.2. Scoring shall be in accordance with Rule 90.3 and Appendix A in the Racing Rules of Sailing (RRS).

RRS Appendix A2 is amended as follows: Any race in which a yacht is disqualified due to a violation of Parts 1, 2, 3, and 4 of the Racing Rules of Sailing may not be used as a throw out. This rule may not be modified by the Sailing Instructions.

3.9.3. The winner of the Regatta will be the contestant with the lowest total point score.

RRS 90.3(b) applies, amended as follows: A boat that is disqualified in a race for a breach of the rules in Parts 1, 2, 3, or 4 of the RRS may not exclude the score for that race. S2 7.9-Class Rules 3.9.2 and 3.9.3 may not be applied by the Race Committee on Protest Committee, per RRS 86.1 (c)

3.10. GENERAL RULES:

3.10.1. Team tactics are barred and shall be grounds for protest or disqualification. An example of team tactics is the act of deliberately and willfully sacrificing one's own chances or place in a race for the purpose of improving the chances or place of another or others. S2 7.9 Class Rule 3.10.1 is addressed by World Sailing Case 78, which is an authoritative interpretation of the applicable rules.

3.11 PENALTY SYSTEM: Every effort shall be made to include Appendix T1 (or similar wording) from the US Sailing Prescriptions in the sailing instructions.

Appendix T1 is as follows: The first two sentences of rule 44.1 are changed to: 'A boat may take a One-Turn Penalty when she may have broken a rule of Part 2 or rule 31 while racing.

However, when she may have broken a rule of Part 2 while in the zone around a mark other than a starting mark, her penalty shall be a Two-Turns Penalty.' US Sailing Prescription V1 is Required to be involved in either the NOR or SI, the same is true for T1.

3.13 BOAT OF THE YEAR TROPHY: A Boat of the year trophy will be awarded to the top boat using the Cox Sprague rating system.

The "Year" for the trophy will be from CCR to last sanctioned regatta prior to the next CCR.

The BOTY trophy will be awarded at the CCR.

3A.5.2. A trophy for the highest placing Amateur (see RRS 79 & World Sailing Reg 22) will be awarded each year. ~~For the purpose of this award, "Amateur" shall be defined as "Having aboard no person who has, within the past 12 months, derived any material portion of their income from performance-related sailing activities". Such activities include designing and/or selling boats or sails, paid sailing coaching, paid crewing, etc. Such activities would not necessarily include such endeavors as working as a cashier at a marine goods store or designing electrical circuitry for a marine communications company etc.~~ The Class Championship Regatta Committee along with the Governing Committee shall rule on all questions of eligibility for this Amateur award. Their decision is final and non-appealable. To qualify for the Amateur Trophy, all crew on the boat shall have World Sailing ISAF Cat 1 status, and have established Cat 1 status prior to the start of the first race of the CCR regatta.

3A.8.3. Closed course races shall have a minimum scheduled distance on the first leg to weather of approximately one nautical mile and a maximum distance of approximately two miles, ~~if an individual boat measures the distance to not exactly match these parameters, it shall not be a reason for redress or protest.~~

3A.10. **TIME LIMIT:** For all races excluding long distance races, the first boat to round the first windward mark must sail the first leg in 45.00 minutes or less.

The first boat to finish the race must do so in 2 hours and 30 minutes or less. Any yacht finishing 30 minutes or more behind the first boat to finish will be scored **TLE**.

A.1.A.3 ~~Per the dimensions listed on Appendix B, the length of the Daggerboard may not extend below the hull/keel joint surface by more than 48.5"~~ when fully lowered.

A1.C.1. The mast section shall not be tapered, cut-out, lightened or modified in any way. The mast length may not be shortened, ~~or extended~~.

A1.C.5. The forestay and shrouds shall not be reduced in diameter (3/16") and must remain standard 1 x 19 stainless steel cable. Rolled or Dyform cable is not allowed.

A1.C.9. The length of the headstay is limited to a maximum of 31 feet 8 inches from centerline of the mast forestay tang pin to centerline of the stemhead fitting pin. The stem and mast fittings cannot be altered from the factory standard.

Class supplied fixed headstays do not need to be measured at CCR.

Procedure to measure headstays:

Measurement is done by hanging a 10 # weight off of the Jib or Spinnaker Halyard and place a mark on the halyard at the intersection of the Black Band on the mast at Boom Gooseneck and the halyard. Next, swing the halyard forward to the Headstay and place a tape mark on the headstay at the intersection of the halyard mark and the headstay. Measure the distance from the center of the tack stem fitting pin to the top of the tape mark on the headstay. This distance should not exceed 66".

A1.D.1. The interior cushions may be removed for class racing but only as noted in section 2.7.A.1. Cushions must be at least equivalent in weight and size to the original equipment.

Front Bow Cushion – 10 lbs

Aft Bow Cushion – 18 lbs

Front Quarter Cushions – 10 lbs

Rear Quarter Cushions – 12 lbs

A1.D.5. The electrical system must remain ~~at minimum~~ supplied by the manufacturer, or ~~equivalent replacement fixtures.~~

A2.A.6. Daggerboard surfaces shall not be altered past the following tolerances: plus 2 mm and minus 0 mm from the published offsets for the section widths.

Section length dimensions shall not be altered from the plan dimensions more than plus or minus 2 mm.

Corrector Weights may not be added to the Daggerboard.

Enforcement of 2.5.A.6 shall be exclusively at the direction of the Governing Committee.

S2 7.9 Class Association Rules

S2 7.9 Class Rules

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APPENDIX A: PROHIBITED AND ALLOWED MODIFICATIONS

- A1. PROHIBITED MODIFICATIONS:
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APPENDIX B: DAGGERBOARD AND RUDDER SPECIFICATIONS

- B1. DAGGERBOARD PLAN
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Part 1: ORGANIZATION

- 1.1. NAME:** The name of this organization shall be the North American S2 7.9 Meter Class Association.
- 1.2. INTENT:**
 - 1.2.1. To promote and develop the one-design feature of the S2 7.9 meter for class racing with the flexibility to competitively race under other rating systems.
 - 1.2.2. To promote the use of the S2 7.9 meter for recreational day sailing and cruising.
- 1.3. EMBLEM:** The emblem of the class shall read S2 7.9, arranged in the pattern as diagrammed in the file Rules_PlanC.jpg on the Class web site.
- 1.4. CLASS DESIGN:** The boat is a 7.9 meter fiberglass daggerboard sloop designed by Scott Graham and Eric Schlageter and produced by S2 Yachts Incorporated, who introduced it in 1981.
- 1.5. ORGANIZATION AND MEMBERSHIP:** Any owner or co-owner of an S2 7.9 meter may apply for Regular Membership in the Association. Nonowners may apply for Associate Membership.
- 1.6. CHARTERS:** The Governing Committee may grant Fleet Charters to each fleet upon application to Association Secretary. All fleets, once chartered, shall require that those who routinely participate in fleet or club events shall be class members.
- 1.7. DUES AND MEMBERSHIP:**
 - 1.7.A. Regular Members of the Association shall be owners or co-owners of S2 7.9 meter sailboats and will be registered and in good standing upon payment of dues. However, in all matters requiring representation and voting, each boat shall be limited to a single vote.
 - 1.7.B. The organization may accept as Associate Members all persons interested in the class, but no Associate Members shall be entitled to vote.
 - 1.7.C. The dues shall be determined by the Governing Committee.
 - 1.7.D. In order to be eligible for S2 7.9 one design racing, or to apply for (and employ) a handicap rating as a non-custom S2 7.9, either the owner or charterer shall be a current member of the class association. Boats not meeting this requirement are subject to protest. See also Rule 3.4. and Rule 3.A.4.
- 1.8. OFFICERS AND DUTIES:** The Association shall be governed by a minimum of three officers, each having one vote, who shall be elected at an Annual Meeting for a two-year term or until their successors are elected at a special meeting; and by the immediate Past President who shall have one vote. All must be owners or co-owners and members in good standing. Except for the post of Past President, if an officer can no longer serve as an officer due to loss of ownership, resignation or other reasons, the governing committee shall have the power to fill the vacancy on an interim basis until his or her successor can be elected at a Special or Annual Meeting.
- 1.8.A. OFFICERS:**
 - 1.8.A.1. PRESIDENT:** The President shall preside at meetings, shall rule on procedure, and appoint special committees. He shall be empowered to call meetings.
 - 1.8.A.2. VICE PRESIDENT:** The Vice-President shall assist the president in presiding over all class functions and may perform the duties of the President when the president is absent or unable to perform his/her duties.

1.8.A.3. IMMEDIATE PAST PRESIDENT: If available, the Immediate Past President shall act in an advisory capacity to the Governing Committee and preside at Association meetings in the absence of the President and Vice President. He shall also chair a Nominating Committee of three Association members who have been appointed by the Governing Committee. If not available, all duties of the Immediate Past President shall be assumed by the President. However, the President shall cast only one vote on all matters.

1.8.A.4. DIRECTOR-REGIONAL AFFAIRS: The Director - Regional Affairs shall communicate with an appointed correspondent in each of the various fleets, in order to reflect the fleet's views at Governing Committee meetings. He shall also be responsible for the promotion of S2 7.9 meter activity on the inter-fleet level and help organize new fleets.

1.8.A.5. DIRECTOR - RULES AND SPECIFICATIONS: The Director - Rules and Specifications, with the aid of appointees appointed by the President, shall recommend to the Governing Committee any advisable interpretations, deletions and alterations, or additions to the rules and specifications.

1.8.A.6. DIRECTOR - PUBLIC RELATIONS: The Director - Public Relations shall be responsible for the public relations of the Association. He shall act as class liaison with the interested public, and provide pertinent information to commercial publications.

1.8.A.7. SECRETARY The Secretary shall keep the minutes of all membership and governing committee meetings and shall maintain a master file of committee minutes and other class business. The Secretary shall be in charge maintaining official class documents and records including technical drawings, membership databases, and mailing lists.

1.8.A.8.TREASURER: The Treasurer shall deposit all funds, keep financial records, prepare reports for the annual class meeting and tax purposes, make necessary disbursements, and assist in maintaining the membership database.

1.8.B. GOVERNING COMMITTEE: The powers of the Association shall be vested in and administered by its Governing Committee. The Governing committee shall consist of the Officers designated in Section 8 herein. An affirmative vote of four votes of the committee shall decide all questions. The committee shall act to promote the S2 7.9. It shall serve members by enforcing class regulations, by recommending rules' changes which enhance racing, by setting sail weight minimums, by issuing timely rules interpretations and by acting in a timely manner in response to members' requests. The Committee shall grant or revoke charters, sanction or ban S2 7.9 meter races, fill vacancies in office, conduct all business and determine the policies of the Association.

1.8.C. RULES COMMITTEE: A Rules Committee, chaired by the Director - Rules and Specifications, shall be appointed immediately after each Annual Meeting by the President. Its members shall hold office for one year. It shall review all questions relative to eligibility of boats and equipment, and promptly recommend to the Governing Committee any advisable interpretations, alterations or additions to the class rules.

1.9. MEETINGS, MEMBER INITIATIVES AND ELECTIONS:

1.9.A. The **ANNUAL MEETING** shall be held during the Class Championship Regatta. It shall be conducted by the Class President or his/her representative and hosted by the host club of the Regatta.

Reasonable (approximately 30 days) Notice of this meeting shall be made to all association members. A quorum shall consist of the presence of at least five Regular Members.

Voting by mail-in vote or written proxy shall be allowed by Regular Members, who shall be entitled to one vote for each boat. A majority vote of those voting and then in good standing shall be sufficient for all matters except changes to the class rules.

The order of business at an Annual Meeting shall be as follows:

1. Call to Order
2. Roll Call
3. Reading of Minutes
4. Reports of Officers
5. Discussion of Governing Committee Rulings
6. Old Business
7. New business
8. Election of Officers
9. Adjournment

1.9.B. SPECIAL MEETINGS: Upon request of the Governing Committee or upon written request to the Secretary by at least ten percent of the Regular Members, a Special Meeting may be called. The Secretary shall give to all members not less than two weeks written notice of the purpose, time, and place designated by the President for any meeting.

1.9.C. MEMBER INITIATIVES: Upon written request to the Class Secretary by ten or more Regular Members of the class association, any initiative other than a request for a rule change (stipulated rule interpretation, etc.) shall be voted on by the Governing Committee within 30 days. Upon written request for a rules change from 15 or more Regular Members of the class association, the Governing Committee shall present these members' requested change, in text approved by these members, for a vote by the class association within 12 months.

1.10. AMENDMENTS AND INTERPRETATIONS: Procedures for rule amendments and interpretations of Association Rules, Parts 1 and 2:

Interpretations:

1.10.1. Proposed interpretations, once approved by the governing committee, shall be in effect until voted upon by the general membership at the next annual meeting. Upon receiving an affirmative vote by a majority of the general membership voting, interpretations shall become part of the relevant rules.

Amendments:

1.10.2. Notification: Proposed new rules or rule changes, once approved by the governing committee, shall be published promptly to the general membership in the class newsletter and on the class website. Such proposals will be presented to the class membership for vote within 12 months at an annual or special meeting.

1.10.3 Voting: Proposed new rules or changes to the rules shall be voted upon after a suitable publication period. A two-thirds vote of the general membership choosing to vote shall be required to pass a proposed new or modified rule for Parts 1 and 2 of the Class Rules and Specifications. Any rule thus passed is in effect immediately after the vote unless an effective date is specified in the rule proposal. General membership voting shall be by Regular Members, who shall be entitled to one vote for each boat then in good standing represented in person, by mail-in vote or by written proxy,.

1.10.4 Email voting: Voting by e-mail is permitted, but only when /as directed by the class Secretary / Treasurer.

PART 2: RULES AND SPECIFICATIONS

2.1. All modifications to the original design, layout and equipment are expressly prohibited, unless specified in these rules.

Nothing is optional in these rules and specifications unless so stated. If a point is not covered herein, a ruling should be obtained from the Rules Committee.

In the absence of the specific rules to the contrary, the Racing Rules of Sailing (RRS) shall apply.

2.2 STANDARDS: The original plans and specifications on file with S2 Yachts Incorporated, 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.

2.3 ELIGIBILITY OF BOATS: The Rules Committee shall recommend a ruling on any matter submitted to it by a Regular Member.

Any such ruling shall be promptly considered by the Governing Committee.

The measurement and certification of S2 7.9 meter boats to be sailed in class sanctioned regattas shall be performed by the sponsoring club, fleet or its appointees, under the guidance and control of the class Governing committee.

Eligibility may be challenged by means of a protest in writing stating the grounds thereof, submitted to the Rules Committee for a decision.

Any such protest shall be accompanied by a check for \$25, which shall be returned if the protest is sustained and otherwise paid into the Association treasury.

The Rules Committee and the Governing Committee jointly shall have the responsibility to declare a boat ineligible if necessary. This gives the committees the authority, without a formal protest, to declare a boat ineligible for a class sanctioned event

2.4 PROHIBITED AND ALLOWED MODIFICATIONS: Appendix A contains a listing of modifications which are expressly prohibited or allowed. This listing is intended to help members understand the one design standards of this class.

This list of prohibited and allowed modifications shall not be interpreted as complete or exhaustive, but as representative of the types of modifications which are not permitted.

Members are urged to request a ruling or interpretation on all such matters in question.

FOR PROHIBITED MODIFICATIONS: See Appendix A1 for the listings.

FOR ALLOWED MODIFICATIONS: See Appendix A2 for the listings.

2.5. SAIL SPECIFICATIONS: Note: The head, tack, and clew of any sail is defined as the intersection of the projected sides, except for the heads of the mainsail and jibs. (See Definitions) The intent of the sail weight restrictions is to insure that the sail is of sufficient strength and durability to be used at the upper wind range (i.e. 18 Knots apparent wind for the #1 genoa) and last for at least two racing seasons.

The **Base** for all sail measurements shall be the following:

P = 29.5' (29' 6")

E = 12.25' (12' 3")

I = 30.5" (30' 6")

J = 9.5' (9' 6")

2.5.1 SAIL MATERIALS: Excepting spinnakers, sails may be constructed using any materials except metal fiber / film. Spinnaker sail material shall be nylon or polyester. All materials and methods of construction must be commonly available to all S2 7.9 owners at the time of the sail purchase.

Note: All sail weight requirements shall apply, as written, to all sails constructed after 3/31/03. Sails which were delivered prior to 3/31/03 are required to meet all requirements existing at that time.

2.5.2. SAIL WEIGHTS: Excepting spinnakers, all sails shall be weighed as finished. Use of weights or weighted materials (heavy bolt ropes, excessive rings or hanks, etc.) where the purpose is to enable the sail to meet minimum weight standards, but with a lower (closer to the deck) center of gravity, is expressly prohibited.

2.5.3. Immediately prior to a regatta, any sail which fails to meet the minimum weight standard may be altered by attaching weights equal to five times the amount underweight, within one foot of the head of that sail. Such a sail may then be considered to have met the minimum weight standard. Such a sail will always (unless modified meet class bag weight minimums) be required to demonstrate that it is in compliance at class sanctioned events. It shall fail to qualify for status as having "met measurement requirements" under rule 3.7.A.3.

2.5.4. The Rules Committee shall, at least biannually, review all required bag weights. It shall recommend any changes to the Board. The Board of Directors shall be empowered to decrease the required bag weights if it is deemed in the best interest of the class. However, sails which met the applicable class standards at the time they were finished shall be 'grandfathered in'.

Note: Sail technology is rapidly evolving toward the 'string sail' technology. In such a case the 'material weight' varies in different parts of the sail. Typically it can't be calculated. Today we can't verify if most North, UK or NuClear sails meet class standards.

Using bag weights is an attempt to deal with this problem and make the whole matter simple. In an attempt to make check in at the CCR easier, there is also a provision which allows the designated measurer(s) to determine which sails will be weighed. See 3.A.5.2. This provision also compels the measure to weigh or measure any sail at the request of any competitor, race committee member or regatta committee member.

2.5.A. Main Sail

2.5.A.1. Maximum mid girth, measured from mid-leech to the nearest point on the luff, including luff rope = 7.97'.

2.5.A.2. Maximum upper quarter girth, measured from upper quarter leech to the nearest point of the luff, including luff rope = 4.75'.

2.5.A.3. A maximum of four battens of any length are allowed, but none may extend beyond the leech of the sail.

2.5.A.4. Battens must be approximately evenly spaced up the leech.

2.5.A.5. Upper limit of top batten is 5.85' from the center of the aft end of the batten to top aft corner of headboard. (i.e. minimum distance)

2.5.A.6. Maximum fore and aft length of the top edge of the headboard = 4.5" excluding the bolt rope and/or luff tape.

2.5.A.7. Maximum leech length = 32.30' measured from the upper aft edge of the headboard to the extension of the clew. All sails made prior to July 1, 1998 are grandfathered to the dimension of 32.75'. **2.5.A.8.** Sail weight for the mainsail shall not be less than **17.5** pounds, excluding battens.

2.5.A.9. Reefs are optional.

2.5.A.10. The S2 7.9 class emblem must be displayed on both sides of the main sail between the top two battens except if the owner pays a \$20 penalty, per regatta, to the class association for failing to have such an emblem (See Plan C).

2.5.A.11. The hull number or an assigned number which conforms to the USSA and World Sailing requirements must be displayed on both sides of the mainsail.

2.5.B. #1 Genoa

2.5.B.1. Maximum width for headfoil extrusions is .125 feet, (1 1/2 inches).

Maximum LP of a genoa with a headfoil tape is 14.66 feet

Maximum LP of a genoa with hanks/snaps is 14.725 feet. Hanks / snaps are not included in the measurement if in a standard configuration. However, any snap configuration which is designed to increase effective sail area shall be measured as such.

Sails produced before 9/30/03 are grandfathered under the old rule.

Note: The most common forestay foils for S2 7.9s are #1205 Tuff Luff brand and a Headfoil HF2 20-30.

As of 9/1/03 both are legal under this rule, as is the larger Tuff Luff #1706.

2.5.B.2.

Maximum mid girth, measured from mid-leech to mid-luff including luff tape, shall not exceed .50 of the foot length.

Maximum upper quarter girth shall not exceed .25 of the foot length.

2.5.B.3. Sail weight for the genoa shall not be less than 12.5 pounds.

2.5.B.4. The hull number or an assigned number which conforms to the USSA and World Sailing requirements must be displayed on both sides of the #1 Genoa.

2.5.B.5 Battens are not allowed in genoas.

2.5.C. Working Jib

2.5.C.1.

Maximum width for headfoil extrusions is .125 feet, (1 1/2 inches).

~~Maximum LP for a jib using a headfoil tape is 9.94 feet. Headfoil jibs produced prior to 3/15/2012, are permitted a max LP of 9' 11 3/4" due to an error in the old rule.~~

~~Maximum LP of a sail with hanks/snaps is 10.0 feet. Hanks / snaps are not included in the measurement if in a standard configuration. However, any snap configuration which is designed to increase effective sail area shall be measured as such. Sails produced before 9/30/03 are grandfathered under the old rule. Note: See note under 2.5.B.1.~~

Maximum LP 10.00'

2.5.C.2.

Maximum mid girth, measured from mid leech to mid luff including luff tape shall not exceed .50 of the foot length.

Maximum upper quarter girth shall not exceed .25 of the foot length.

Maximum mid girth measured at 1/2 leech, shall not be larger than 5.66'

Upper quarter girth measurement at upper 1/4 leech, shall not be larger than 3.08'.

To be compliant with ORC Measurement Guidelines.

2.5.C.3. Sail weight for this sail shall not be less than 13 pounds, excluding battens, if any. 2.5.C.4. One reef is allowed.

2.5.C.5. Up to 3 battens may be used. Battens may not extend beyond the leech or luff of the sail.

2.5.D. Storm Jib (Optional sail)

2.5.D.1. Maximum size is 93 square feet.

2.5.D.2. Maximum length of the luff is 24 feet.

2.5.D.3. Maximum LP is 7.75 feet.

2.5.E. Spinnaker

2.5.E.1. Maximum luff length = 30.35'

2.5.E.2. Maximum girth = 17.1', **to be measured at Half Luff Length, incompliance with ORC Measurement guidelines.**

2.5.E.3. Material to be nylon or polyester with a minimum weight of .75 oz. per sailmakers yard. Note: Actual material weights are often greater than indicated by manufacturers. E.g. Contender "0.5" Superlite is actually .75 per sailmaker's yard.

2.5.E.4 Spinnaker: The spinnaker shall be symmetrical about its center line in both shape and construction. The mid-girth shall Not be less than 75% of the foot length.

2.5.F GENERAL SAIL REQUIREMENTS:

2.5.F.1 Sailmakers shall provide the owner and the class (sailcert@s279.org) a copy of the S2 7.9 Sail Certificate for each new sail. Sail certificate forms can be found at www.s279.org under the Rules/Docs tab. All class sails must be stamped, dated and signed prior to delivery by the sail makers representative as to the type of the material used, and the date the sail was delivered to its first user (this includes the sailmaker if he is the first user). (i.e. Dimension 2600, Nov. 3, 1986, XYZ Sails)

2.5.F.2. Class members may purchase no more than two new sails, in total, per calendar year from the restricted group of "Main, Spinnaker, Genoa." A sail which is less than 50 weeks old shall be considered "new". Class 105% jibs and storm jibs are exempt from this restriction and may be replaced at any time. 2.5.F.3. For competitors racing more than three class sanctioned regattas in the calendar year, one additional sail that is less than a year old may replace one of those allowed in

2.5.F.2, above. (e.g. a new genoa for a new genoa). The owner may take delivery of the third sail only after the third (sailed) regatta is completed. Note that only two "new" sails may be checked in at any regatta. See Section 3.7. and section 3.A.6.

2.5.F.4. Where a new owner of a 7.9 has purchased a boat which has no sails less than three years old or an owner has not replaced any of his (her) sails for three years, he (she) is entitled to request relief from the limitation on replacement of sails (2.5.F.2). In that case he must apply to the class governing committee for review of his situation and possible permission to replace sails in addition to those allowed in 2.5.F.2. Such permission may or may not be granted, depending on the condition of the existing sails.

2.5.F.5 A second spinnaker which meets the following criteria may be carried and used provided:

- 1) The sail is greater than one year old (a year is defined as 50 calendar weeks from the delivery of the sail to its first user (which includes the sailmaker if he is the first user))
- 2) Has been previously measured and meets 2.5.E. (The intent of this rule is to be able to use your old sail during heavier winds not to have a reacher & runner or light air & heavy air material spinnaker)

2.5.G SAIL DEFINITIONS AND MEASUREMENTS:

2.5.G.1. **Head:** The head shall be taken as the highest point of the sail including any rings or attachment points.

2.5.G.2. **Clew:** The clew shall be taken as the straight line intersection of the leech and foot (ignoring any round or hollow of either) including leech or foot tapes.

2.5.G.3. **Tack:** The tack shall be taken as the straight line intersection of the luff and the foot (ignoring any round or hollow of either) including luff or foot tapes.

2.5.G.4. **Jib and Genoa:** To be rated as a jib or genoa, at any distance from the head, the ratio of girth to foot length shall be no greater than the girth's proportionate distance from the head, i.e., mid-girth no greater than 50% of foot length, upper quarter girth at 25% from the head no greater than 25% of foot length, etc.

2.5.G.5. **P - Mainsail Hoist:** shall be the vertical dimension measured along the aft side of the mast, from the horizontal plane depicted by the top of the boom to the lower edge of the upper band. (29'6") ([The top of the black band is at 32 7/8" from deck plate](#))

2.5.G.6. **E - Boom Length:** shall be the horizontal dimension taken from the aft side of the mast to the forward point of the band at the aft end of the boom. (12'3")

2.5.G.7. **Bands:** - When any band is not present, the dimension shall be taken to the maximum point to which the sail may be extended. When banded, mechanical stops (pins, chocks, bolts, etc.) shall be permanently installed to ensure that the sail cannot be stretched outside the limits defined by the bands. Most S2 7.9's have a 1/4 x 20 tapped hole at the boom band. To meet the 12.25' "E" dimension, a screw and 3/4" OD washer is normally needed as a stopper.

2.5.G.8. **I - Foretriangle Height:** is from the base of the foretriangle to the apex. It is not easily measured on the 7.9. The manufacturer of the mast and boat actually determine this dimension. (30'6")

2.5.G.9. **J - Foretriangle Base:** The perpendicular dimension between the forward most point on the face of the mast to the plane described by the intersection of the centerline of the forestay (extended), and deck (extended), parallel to the face of the mast. (9'6")

2.5.G.10 **LP** - Luff Perpendicular: Shall be the dimension measured perpendicular to the outside edge of the luff of the sail including, any luff rope or tape, to the intersection of the clew extensions (per 2.5.G.1).

2.5.G.11. **SMW** - Maximum Girth: shall be the spinnaker maximum width, whether at the foot or across the body of the sail between points of the luff and leech, equidistant from the head. [Taken at Half Luff Length](#)

2.5.G.12. **SL** - Maximum Luff: shall be the greatest length of spinnaker luff or leech measured along the edge of the sail from the head to the clew.

Measurement of the Spinnaker: Shall be measured with such tension as will remove all wrinkles across the line of measurement. When measuring the luff and leech, approximately 7 pounds of tension should be used.

2.5.G.13. **SPL** - Spinnaker Pole Length: To be measured with pole perpendicular to the mast and at right angles to the fore-aft centerline of the boat: shall be less than or equal to 9.5' from the center of the mast ring to the outboard end of the pole.

2.5.G.14. **Mainsail Girth measurement**: The cross measurement shall be the distance from the leech measurement points to the perpendicular (nearest) point on the luff (outside edge of the sail and/or luff rope). The points on the leech from which the cross measurement is taken shall be determined by folding the forward upper corner of the headboard to the clew intersection and make a mark at the fold in the center of the leech. Then fold the headboard to the mark in the center and make a mark at the fold in the upper quarter of the leech. Unfold the sail and measure between the two marks and the luff.

2.5.G.15. **Jib/Genoa Girth measurement**: The cross measurement shall be the distance from the leech and luff measurement points. The points at which the cross width measurements are taken shall be determined by folding the head (as projected) to the clew and the tack intersections and making a mark at the fold in the center of the leech and luff (mid-girth). Repeat, folding the head to the mid-girth measuring points and make a mark at the fold at the upper quarter of the leech and luff (upper quarter-girth). Then unfold the sail and measure between the corresponding marks.

2.5.G.16. **Measurement of Jibs/Genoas**: Shall be measured with only such tension as will remove all wrinkles across the body of the sail between points of measurement. If when the sail is laid flat, the leech is entirely inside a straight line from the head to the clew, it will be considered meeting the girth requirements. If it does not, girth stations defined as above, shall be measured.

2.7. SAILING BOAT WEIGHT: The sailing weight of the 7.9 meter shall be as follows:

2.7.A. **Weight** - Class Sanctioned Regatta's have a minimum weight requirement of 4400 pounds for the Inboard version and 4600 pounds for the Outboard version.

The Regatta Committee may require each boat to be weighed at the regatta (must provide time and means). When weighing the Boats, the only equipment allowed on board that is not permanently affixed and allowed under the class rules shall be:

1) Either factory (or equivalent weight) cushions, OR 40 lbs. of the required ballast (if any) carried at least three feet forward of the board box. If less than 40 lbs. is required, all ballast shall be carried at that position. The boat must race in the chosen configuration (cushions on / off) for the entire event. Swapping or changing cushions is not allowed. If a boat qualifies for any event using its class weight certificate, it must race as designated (cushions on / off) on that certificate. Note: The required minimum boat weight remains the same whether the cushions are on or off.

- 2) One battery
- 3) Fixed blocks and genoa lead cars
- 4) Hatch covers
- 5) Mast
- 6) Boom
- 7) Rudder
- 8) Standing rigging
- 9) Spinnaker pole
- 10) The standard porta-potti or one of equal weight (per Appendix A.1. Part D)

2.7.A.1. The minimum weight for the rudder assembly (rudder blade, box, gudgeons, tiller, normal hardware, and corrector weight, if any) is 61 lbs. Tiller extensions are not part of this assembly. Corrector weights, if any, are to be permanently affixed to the inside of the tiller box, as far aft as possible.

2.7.B. No fuel, water, waste or anything else shall be aboard when weighing. Nonfunctional ballast must be added to bring the boat to the correct minimum weight.

Permanently affixed ballast is allowed onboard at the time of weighing; however, it must be affixed inside of the cabin to the hull, must remain in that place at all times, and must be noted on the inspection sheet.

For outboards, all non-affixed ballast shall be carried in the engine compartment.

For inboard models such ballast shall be carried as close as possible to the engine compartment. The scale used for weighing must be certified accurate within +/- 25 lbs.

The weighing process shall be done under the auspices of the Class Association.

Any inboard yacht which has removed the prop, prop shaft, strut or engine will be considered an outboard, and will be required to meet the weight requirements for an outboard yacht.

2.7.C. Any boat weighed which exceeds the minimum required weight may remove cushions for the purposes of reducing the total weight in accordance with 2.7.A.1.

2.7.D. Alternate Boat Weight Procedures:

2.7.D.1 Alternate Procedure - Weight Certificates

Weight certificates may be issued to any member in good standing. Certificates shall be issued only under the auspices of and direction by the Governing Committee, and then only when the weigh-in is witnessed (and signed) by two class approved persons who are not the boat owner.

The Governing Committee shall maintain an approved checklist and procedure form for issuing weight certificates. Such certificates shall be valid for eight years from the date of issuance.

However any substantial repair of or modification to the boat shall immediately render the existing certificate invalid. It shall be the responsibility of the owner to carry an original version of this certificate onboard.

New owners must have the boat's weight certificate changed to the new owners name by the class Secretary.

The new certificate carries the same re-weigh date. Ownership change does not trigger a re-weigh.

2.7.D.2 Alternate Procedure – Unweighed Boats

Outboard models which are not weighed, and which have no valid weight certificate, will carry **200 lbs.** of ballast.

Unweighed- inboard models without valid certificates shall carry **50 lbs.**

The weight of the outboard engine itself (not fuel tank or fuel) may be applied to this requirement.

Any inboard yacht which has removed the prop, prop shaft, strut or engine shall be considered an outboard.

2.9. REQUIRED ITEMS: *NOTE: All items not permanently affixed and not allowed during weighing (2.7.A) MUST BE removed prior to weigh in.*

Required items will include:

- 1) Operable fire extinguisher,
- 2) Manual bilge pump,
- 3) Anchor; minimum Danforth model S-600 (formerly 8-s) or equivalent are allowed if the manufacturer's rated holding power is no less than 580 pounds
- 4) Anchor line (minimum 3/8" x 150' length)
- 5) Life jackets for each of the crew
- 6) Horseshoe buoy, man overboard module, or approved throwable (i.e USCG type IV) flotation
- 7) Running lights
- 8) An operable engine (minimum 4.5 hp. SAE standard),
- 9) A flare kit,
- 10) All Coast Guard required equipment
- 11) An operable VHF radio

2.10. DAGGERBOARD: The daggerboard may be retracted partially or fully while racing.

PART 3: RULES FOR CLASS SANCTIONED REGATTAS AND EVENTS

3.1. SCOPE: These rules are for use for all for class sanctioned racing.

See Part 3A for additional Class Championship Regatta rules.

Where only members of a single fleet or club are invited, these rules and those of Parts 2, 3 and 3A. can be modified as required by the individual organization. In all other cases, modifications to the class rules must be approved in advance by a majority of the class governing committee.

3.2. GENERAL: All S2 7.9 National Class rules and requirements, specifications, and regulations are in effect, except as modified below. Boat inspections and sail measurements may or may not be required. Any boat may be challenged by protest per the provisions in the Class rules. In any case, the honor system is relied upon for compliance with the letter and spirit of the Class one-design rules.

3.3. DEFINITION: Class Sanctioned Event

3.3.1. Those races or regattas cite the S2 7.9 Meter Class Rules or list S2 7.9 Meter specifications as governing documents (in the "Notice of Regatta" and/or the Sailing Instructions) are considered class sanctioned events, unless eligibility for said events is restricted to one fleet or club.

3.3.2. All such modifications to the Class Rules must be described in the "Notice of Regatta" or the Sailing Instructions.

3.3.3. It is recommended that any modifications to the Class Rules which could affect the competitiveness of any entrant be described in the "Notice of Regatta".

3.3.4. The requirements of 3.4 and 3.5. shall not be excluded or modified.

3.4. ELIGIBILITY: At least one member of the crew must be a member in good standing of the S2 7.9 Class Association prior to the first race of any regatta or series.

Boats not meeting this requirement are subject to protest and will not be scored for any race in which the requirements are not met.

NOTE: Rules 1.7.D and 1.7.E also apply after 1/1/05.

3.5 BOATS:

3.5.1. All boats and equipment must conform in all respects with the rules and specifications of the Association, and any boat not so conforming shall be disqualified. The boats may be inspected by the Regatta Committee at any time before or during the Regatta.

3.5.2. Any qualified contestant may charter or borrow a yacht. Note: All sail limits and requirements still apply.

3.5.3. No contestant may enter or use more than one yacht during the Regatta, except if the entered yacht shall have suffered severe damage. The consent of the Regatta Committee must be obtained before another yacht may be substituted.

3.5.4. All boats are required to carry on board at all times, the proper additional ballast necessary to comply with the class minimum weight. Event organizers may require that boats without valid weight certificates be (officially) weighed at the event. Any boat with a valid weight certificate shall comply as stated on that certificate.

Where official weight ins are not required:

(1) A boat with an expired certificate or which has been modified / repaired since the certificate was issued, shall carry the greater of the amount of ballast required under either (a) the expired certificate or (b) rule 2.7.D.2.

(2) A boat may arrange an unofficial weighing if that event is witnessed by the local fleet captain, or the event's class representative. The class representative shall decide whether the equipment / methodology is sufficient to produce an acceptable weight for use in that series or event.

3.6. CREWS:

3.6.1. Crews may consist of any number. However those which have **six or more** onboard (including the contestant) shall in their normal sailing clothing, weigh less than **1100 pounds**. Changes in the number of crew and crew substitutions shall be regulated by the regatta organizing authority.

NOTE: It is strongly recommended that the organizing authority require contestants to disclose all changes in the crew personnel prior to the beginning of the regatta.

3.6.2. All crew, except the helmsman, must position their torsos inside the lifeline in accordance with U.S.S.A. Rule # 49.2.

3.7. SAILS:

3.7.A. Regatta Sail Qualification Requirements:

3.7.A .1 Only the following four sail types can be presented for qualification:

a. One main per 2.5.A;

b. One genoa per 2.5.B (LP less than 155% % of J);

c. One working jib per 2.5.C (LP less than or equal to 105% of J);

d. One spinnaker per 2.5.E.

e. A second spinnaker meeting the requirements of 2.5.F.5

Only these plus a storm jib can be used, providing they meet all class requirements.

One of each sail (Main, 105%, 155%, spinnaker) must be carried on board.

3.7.A.2. Inspection and measurement of sails: Inspection and measurement of sails may be done before or after any race at the discretion of the Regatta Committee.

3.7.A.3. Any sail that has previously met measurement requirements and is so marked at a previous class sanctioned regatta may be used without remeasurement so long as the sail continues to meet all class specifications. Such permission shall be noted at inspection.

3.7.A.4. Competitors may use no more than two sails in the group: main, genoa and spinnaker that are less than one year old.

For the purpose of determining the age of a sail, a year is defined as ~~50 calendar weeks from CCR to next CCR~~, from the delivery of the sail to its first user (which includes the sailmaker if he is the first user), on the day of the first scheduled race of the regatta. See rule 3.A.6.3 for a slightly modified definition which applies only to the Class Championship Regatta.

3.7.A.5. Measurement of the sails of top 3 placing boats may be required by the regatta committee after a race or the regatta.

3.7.B. Substitution of sails:

3.7.B.1 Substitutions are allowed only when a sail has failed such that it could not (reasonably) be repaired on the water using commonly available sail repair materials.

See 'Note' below. In such cases the substitute sail must be of the same type (genoa, jib, etc.) and with a similar LP as the damaged sail and must comply with all other sail limitations.

Substitution with a newer sail than the damaged sail is not allowed. The burden of proof of compliance and measurement is on the boat owner or charterer.

3.7.B.2. The Race(s) results in which the substituted sail(s) are used will not be "official" until the damaged and replacement sails have been examined and approved by a member of the governing board, regatta committee or the event organizers.

Note: Substitute sails may be carried aboard, but may be used only subject to the 'damaged beyond possible repair on the water' provisions above.

Competitors are advised to carry commonly available repair materials.

Failure to do so does not qualify a damaged sail as unable to be repaired on the water.

3.8. RACE RULES: RRS 86.1(c) Class Rules may change only Racing Rules 42, 49, 51, 52, 53, 54, and 55.

3.8.1. Regattas will be sailed under the Racing Rules of Sailing, however, to the most recent S2 7.9 Meter Class Association Rules, Parts 1, 2, and 3 and the Sailing Instructions, which will take precedence.

3.8.2. The Regatta Committee shall have the right to disqualify any contestant who is deemed to be violating the spirit of good sportsmanship, or that of the rules and regulations of the Association. **3.8.2 may not be applied by the race committee as this is a change to Appendix A5, which is not permitted under RRS 86.1 (c).**

3.9. SCORING:

3.9.1. A contestant starting in any race of a regatta will be considered a starter in all races in that regatta.

3.9.2. Scoring shall be in accordance with Rule 90.3 and Appendix A in the Racing Rules of Sailing (RRS).

RRS Appendix A2 is amended as follows: ~~Any race in which a yacht is disqualified due to a violation of Parts 1, 2, 3, and 4 of the Racing Rules of Sailing may not be used as a throw out. This rule may not be modified by the Sailing Instructions.~~

3.9.3. The winner of the Regatta will be the contestant with the lowest total point score.

~~RRS 90.3(b) applies, amended as follows: A boat that is disqualified in a race for a breach of the rules in Parts 1, 2, 3, or 4 of the RRS may not exclude the score for that race. S2 7.9-Class Rules 3.9.2 and 3.9.3 may not be applied by the Race Committee on Protest Committee, per RRS 86.1 (c)~~

3.10. GENERAL RULES:

3.10.1. Team tactics are barred and shall be grounds for protest or disqualification. An example of team tactics is the act of deliberately and willfully sacrificing one's own chances or place in a race for the purpose of improving the chances or place of another or others. **S2 7.9 Class Rule 3.10.1 is addressed by World Sailing Case 78, which is an authoritative interpretation of the applicable rules.**

3.10.2. Breakdown points will be awarded an entrant on the basis of his average points per race when he has been forced out of a race by damage, other than equipment failure, suffered on the water due to no fault of that contestant. The Judges shall have discretion to decide whether the damage is sufficient to force him out of a race.

3.10.3. Notices, when posted by the Race Committee, on the host yacht club bulletin board, shall be considered to have been delivered to each contestant provided, however that such instructions may be superseded by verbal instructions of the Race Committee duly given by it to each contestant prior to the warning signal.

3.10.4. No yacht entered for the regatta may be hauled out or laid on shore during the period of the races, except in cases of accident or for necessary repairs and then only by permission of the Regatta Committee or Judges.

3.11 PENALTY SYSTEM: Every effort shall be made to include Appendix T1 (or similar wording) from the US Sailing Prescriptions in the sailing instructions.

Appendix T1 is as follows: The first two sentences of rule 44.1 are changed to: 'A boat may take a One-Turn Penalty when she may have broken a rule of Part 2 or rule 31 while racing. However, when she may have broken a rule of Part 2 while in the zone around a mark other than a starting mark, her penalty shall be a Two-Turns Penalty.' [US Sailing Prescription V1 is Required to be involved in either the NOR or SI, the same is true for T1.](#)

3.12. AMENDMENTS TO CLASS SANCTIONED REGATTA RULES: Rules in Part 3 and 3A III can be amended by the Governing Committee.

3.13 BOAT OF THE YEAR TROPHY: A Boat of the year trophy will be awarded to the top boat using the Cox Sprague rating system.

The "Year" for the trophy will be [from CCR to last sanctioned regatta prior to the next CCR.](#)

The BOTY trophy will be awarded at the CCR.

PART 3A: CLASS CHAMPIONSHIP REGATTA RULES

All Part 3 racing rules for class sanctioned events are in effect with the following additions or changes:

3A.1. PURPOSE: To determine the Class Champion by competition.

3A.2. ORGANIZATION:

All matters involved in the holding and administration of the Championship Regatta shall be the responsibility of the Class Championship Regatta Committee. The Governing Committee, in consultation with the host fleet, when the location is decided, will appoint a Class Championship Regatta Committee.

3A.3. HOST ELIGIBILITY: Any fleet may petition the governing committee to hold the Class Championship Regatta in a location of their choice. Such a petition shall be accompanied by sufficient information to permit the governing committee to adequately evaluate the petition.

3A.4 CONTESTANT ELIGIBILITY: Each person steering a boat while racing, unless acting as helmsman temporarily due to injury of the primary helmsman, must be a class member. Note: Rules 1.7.D and 1.7.E also apply after 1/1/05.

3A.5. AWARDS:

3A.5.1. The S2 7.9 Meter Perpetual Trophy, symbolic of the Class Championship, shall be awarded to the winner of the annual Class Championship Regatta. The Trophy shall remain the property of the Association and custody will be awarded to the Class Champion each year and remain in his possession until awarded to his successor.

3A.5.2. A trophy for the highest placing Amateur (see RRS 79 & World Sailing Reg 22) will be awarded each year. ~~For the purpose of this award, "Amateur" shall be defined as "Having aboard no person who has, within the past 12 months, derived any material portion of their income from performance-related sailing activities". Such activities include designing and/or selling boats or sails, paid sailing coaching, paid crewing, etc.~~

~~Such activities would not necessarily include such endeavors as working as a cashier at a marine goods store or designing electrical circuitry for a marine communications company etc.~~

~~The Class Championship Regatta Committee along with the Governing Committee shall rule on all questions of eligibility for this Amateur award. Their decision is final and non-appealable~~

[All crew on the boat shall have World Sailing ISAF Cat 1 status, and have established Cat 1 status prior to the start of the first race of the CCR regatta](#)

3A.5.3. A Trophy will be presented to the highest placing S2 7.9 Inboard.

3A.5.4. Other trophies shall be awarded as determined by an agreement between the Championship Regatta Committee and the Governing Committee.

3A.5.5. The competitors may be divided into Gold and Silver Divisions for awards purposes.

Such division shall not supersede "Overall" awards.

The suggested criterion for such divisions is: Gold Fleet: Competitors who have:

1. Placed in the top 50% (Overall) in previous Class Championships;

2. raced often in local and / or class sanctioned events;

3. Have non family crew and / or who reasonably expect to finish the regatta in the top 50% of the fleet.

Silver Fleet: Competitors who:

1. are new owners and /or have modest racing experience

2. Have not raced in previous class sanctioned events

3A.6. SAILS:

3A.6.1 All sails proposed to be used in the regatta must comply with one of the following:

1: Have a S2 7.9 Sail Certificate from the Sailmaker,

2: Been previously measured and signed at a prior Class Championship,

3: Measured at current Class Championship. In addition to these requirements, all sailmakers' new sails will be measured and any competitor may have their sails spot checked.

3A.6.2. The designated measurer(s) shall have the authority to determine which sails shall be weighed.

However the measurer(s) shall be compelled to measure and / or weigh any sail, even those previously inspected under 3.7.A.3, when requested to do so by any competitor, or any member of the race committee or any member of the Regatta committee. 3.A.6.3 For the Class Championship Regatta competitors may use no more than two sails in the group: main, genoa and spinnaker that have been built OR delivered since the last day of the previous year's Championship Regatta.

This rule replaces rule 3.7.A.4. for the Championship Regatta only.

Competitors are advised that all other sail limitation rules, including the sail purchase/use limitations in sections 2.5.F.2 - 2.5.F.5., still apply.

3A.7 TIME AND SITE:

3A.7.1. The Championship Regatta shall be conducted between July 1 and September 30. The exact date will be determined by the host fleet in consultation with the Governing Committee. Preferably, the host fleet Regatta dates should be determined in time to be announced by February 1 preceding the Regatta. The governing committee may approve alternate dates.

3A.7.2. The Championship Regatta will be sailed in waters selected by the Governing Committee. Given a reasonable alternative, the championship shall not, however, be contested of the same waters in two consecutive years.

3A.8. RECOMMENDED COURSES:

3A.8.1. Courses shall be as free as possible from headlands, obstructions, aids to navigation or serious tidal currents. 3A.8.2. Closed course races shall be an Olympic Triangle, Windward-leeward, Gold Cup, or other acceptable race format, at the discretion of the Governing Committee.

Courses should be laid out so as to have the marks left to port. Leeward starts shall be avoided.

3A.8.3. Closed course races shall have a minimum scheduled distance on the first leg to weather of approximately one nautical mile and a maximum distance of approximately two miles, *if an individual boat measures the distance to not exactly match these parameters, it shall not be a reason for redress of protest.*

3A.8.4. The length of any course is to be set for the best sailing under the conditions present at the time and shall be determined by the Race Committee.

3A.8.5. The Race Committee may shorten the course at its discretion if the following minimum course has actually been sailed: a windward leg, a leeward leg, and a windward leg. This condition refers to legs which have been sailed and not necessarily as originally signaled.

3A.9. RACE RULES:

3A.9.1. The racing rules of Part 3 shall apply as modified by the following:

3A.9.2. The total number of crew in each yacht shall remain the same throughout the Regatta. Crew substitutions shall be regulated by the Organizing Authority. However, substitutions which significantly change the total crew weight are expressly forbidden.

3A.9.3. The Regatta shall be sailed on race courses free from interference from other classes or starts. This will prohibit the Race Committee from starting any other yachts on the same course as the S2 7.9 class for all races of the Regatta. 3A.9.4. The Regatta Format shall consist of a maximum of nine scheduled races over a maximum of four days, and a minimum of six races scheduled over a minimum of three days.

One throw out may be allowed only if six or more races are completed.

A "distance" race may be substituted for one of the closed course races with the approval of the regatta and governing committees.

A minimum of one race must be completed to constitute a Regatta.

3A.10. TIME LIMIT: For all races excluding long distance races, the first boat to round the first windward mark must sail the first leg in 45.00 minutes or less.

The first boat to finish the race must do so in 2 hours and 30 minutes or less. Any yacht finishing 30 minutes or more behind the first boat to finish will be scored **TLE**.

The regatta committee may establish a separate time limit for a long distance race, but must declare this before the start of this race. If a question arises, the regatta committee will have the final authority in determining if a race qualifies as a 'distance' race. 3A.11

Penalty System: The sailing instructions for the CCR shall include Appendix T1 from the US Sailing prescriptions. US Sailing Prescription T1: The first two sentences of rule 44.1 are changed to: 'A boat may take a One-Turn Penalty when she may have broken a rule of Part 2 or rule 31 while racing. However, when she may have broken a rule of Part 2 while in the zone around a mark other than a starting mark, her penalty shall be a Two-Turns Penalty.'

3A. 12 MAX WIND LIMITS: Race committee shall not start a race when winds are equal-to or greater than 25 kts. sustained for 15+ minutes. This decision shall be made by the race committee using their choice of resources. If a race has been started and the wind increases to 25 knots or above, it remains at the discretion of the race committee whether or not to abandon the race. A readout greater than 25 kts. on an individual boat's instruments shall not be a reason for redress or protest.

APPENDIX A:

PROHIBITED AND ALLOWED MODIFICATIONS

A.1. PROHIBITED MODIFICATIONS:

A1.A. Hull, Daggerboard, Rudder (See Plan A and B)

A1.A.1 Reshaping, filling in, drilling out, relocating of the hull, daggerboard, or rudder.

A1.A.2. Any modifications of the rudder that in any way would prevent its ability to retract or kick-up. (Except per Part II; Section 5.A.5)

A1.A.3 Per the dimensions listed on Appendix B, the length of the Daggerboard may not extend below the hull/keel surface by more than 48.5" when fully lowered.

A1.B. Deck

A1.B.1. The stem head fitting shall not be modified or relocated.

A1.B.2. The chain plate shall not be modified or relocated.

A1.B.3. The mast step assembly shall not be modified or relocated.

A1.B.4. The genoa track shall be continuous, no longer than stock length, and not be relocated.

A1.B.5. The production genoa track is the only allowed track, use of a "towable" car is only allowed if the purchase is 1:1.

A1.B.6. The main sail traveler shall not be changed in length or relocated.

A1.B.7. The mooring cleats shall remain in place.

A1.B.8. The bow pulpit, life lines, and the life line stanchions shall remain the standard height and number.

A1.B.9. The use of any thru-deck lead for any control is prohibited.

A1.C. Mast, Boom, Rigging

A1.C.1. The mast section shall not be tapered, cut-out, lightened or modified in any way. The mast length may not be shortened, **or extended**.

A1.C.2. The type of spreader, spreader length, spreader angle, or method of attachment shall not be changed or modified.

A1.C.3. The number of halyards and location of halyards shall not be changed.

A1.C.4. The boom section shall not be tapered, cut-out, lightened, or modified in any way.

A1.C.5. The forestay and shrouds shall not be reduced in diameter (3/16") and must remain standard 1 x 19 stainless steel cable. Rolled or Dyform cable is not allowed.

A1.C.6. The standing rigging method of attachment shall not be changed or relocated.

A1.C.7. The use of hydraulics for mechanical purchase on any control is not permitted. This is intended to be a general statement and not restricted to the Mast, Boom and Standing Rigging.

A1.C.8. The genoa and jib can only be attached to the stem head fitting.

A1.C.9. The length of the headstay is limited to a maximum of 31 feet 8 inches from centerline of the mast forestay tang pin to centerline of the stemhead fitting pin. The stem and mast fittings cannot be altered from the factory standard.

Class supplied fixed headstays do not need to be measured at CCR.

Procedure for measuring headstays:

Measurement is done by hanging a 10 # weight off of the Jib or Spinnaker Halyard and place a mark on the halyard at the intersection of the Black Band on the mast at Boom Gooseneck and the halyard. Next, swing the halyard forward to the Headstay and place a tape mark on the headstay at the intersection of the halyard mark and the headstay. Measure the distance from the center of the tack stem fitting pin to the top of the tape mark on the headstay. This distance should not exceed 66".

A1.D. Interior

A1.D.1. The interior cushions may be removed for class racing but only as noted in section 2.7.A.1.

Cushions must be at least equivalent in weight and size to the original equipment.

Front Bow Cushion – 10 lbs

Aft Bow Cushion – 18 lbs

Front Quarter Cushions – 10 lbs

Rear Quarter Cushions – 12 lbs

Note: Anyone choosing to race without cushions MUST still meet the required minimum hull weight as in 2.7.A.1.

A1.D.2. The standard porta-potti or one of equal weight shall not be removed for class racing.

A1.D.3. There shall be no disassembly of any of the interior components.

A1.D.4. Companionway boards as supplied by the manufacturer (or equivalent) shall not be removed from the boat for class racing.

A1.D.5. The electrical system must remain, **at minimum**, as supplied by the manufacturer, or **equivalent replacement fixtures**.

A1.D.6. The standard single battery (>= to 55 Amp Hour) must remain in its standard location.

A1.D.7. The sheer side fabric and/or headliner fabric may be removed, provided that such interior areas are finished (painted or otherwise finished opaque) and not left as bare fiberglass.

A1.D.7. All allowable gear carried on board during races must be carried in their normal position. No item may be moved from its normal position for the purpose of redistributing weight.

A1.D.8. No factory installed weight (ballast) may be drilled out, repositioned, or modified in any way.

A2. ALLOWED MODIFICATIONS

A2.A. Hull, Daggerboard, Rudder (See Plan A and B)

A2.A.1. Normal sanding and wet sanding.

A2.A.2. Anti-fouling preparation of the underbody.

A2.A.3. The use of any length or material tiller and tiller extender or wheel steering.

A2.A.4. The welding of a plate to the front and back of the aluminum housing of the rudder to replace or strengthen the present teak blocks. The result must not reduce the weight of the stock rudder.

A2.A.5. The addition of a through bolt to the rudder approximately 5" aft and 1&1/2" lower than the standard rudder pivoting bolt.

A2.A.6. Daggerboard surfaces shall not be altered past the following tolerances: plus 2 mm and minus 0 mm from the published offsets for the section widths.

Section length dimensions shall not be altered from the plan dimensions more than plus or minus 2 mm.

Corrector Weights may not be added to the Daggerboard.

Enforcement of 2.5.A.6 shall be exclusively at the direction of the Governing Committee.

Only in the case that the Governing Committee determines a competitor has willfully attempted to gain an advantage by altering ANY appendage(s') shape(s), (not negligently violating the provisions of A2.A.6) shall a penalty be considered. Any penalty may be assessed, but only by the Governing Committee.

Such a penalty may occur before or after the regatta and may include disqualification, loss of place or places, or penalty ballast carried.

NOTE: This rule sets a limit as to what constitutes 'class legal shapes' of the board and rudder.

An appendix should include the plan and section dimension drawings.

A2.B. Deck

A2.B.1. Deck gear other than items specifically mentioned in prohibited modification can be relocated, deleted, or substituted as the owner sees fit.

The intent is to allow the owner to change the type, manufacturer, or location of such things as winches, turning blocks, stoppers, etc., to his/her preference.

This should not be interpreted to allow them to add hardware to provide new or additional controls such as a second genoa track, a jib Cunningham or to use exotic materials to reduce weight.

A2.B.2. Increase the number of holes in the genoa track.

A2.B.3. Removal or repositioning of the genoa turning blocks

A2.B.4. Use of double turning blocks for the genoa.

A2.B.5. Stoppers integral with the turning blocks. A2.B.6. Use of lazy sheets and guys.

A2.B.7. The addition of a second genoa car.

A2.B.8. Use of any type of tweakers (blocks) as barber-haulers.

A2.B.9. Moving and/or adding an additional deck block for the spinnaker pole down haul.

A2.B.10. Allow the addition of two cleats, one to each side of the cockpit to be used to hold the spinnaker sheets in place when not being used.

A2.B.11. Allow the use of a snap shackle on the fixed end of the main sheet to change the amount of purchase while sailing.

A2.B.12. The addition of a second life line, stern pulpit, boarding ladder, etc. is allowed.

Modification of the bow pulpit is allowed as long as the height, strength and the number of stanchions remain unchanged.

The factory optional stern pulpit or any equivalent may replace the small stern "handles", provided the stern pulpit has a secure attachment point for the lifelines.

A2.B.12.A The following applies to the optional Lower Lifeline

- 1) **MATERIAL:** The lower lifeline may be made of 3/16" stainless steel (coated or uncoated) or HMPE (aka: Spectra, Dyneema). The HMPE must be equal to or greater than 5mm and of at least equal strength to 3/16" SS.
The HMPE material must reveal no conspicuous abrasion to casual inspection by regatta officials.
(HMPE-high molecular weight polyethylene rope)
- 2) **TAUTNESS:** The following applies to the lower lifeline only. The Lower Lifeline may not sag in the middle more than 4" from a horizontal line between the two middle stanchions (the ends determined by the points through which the LL passes through or by the stanchion) by a 10 lb. weight. The upper lifeline sag is not specified; however it must be consistent with safety and therefore relatively taut, but left to skipper's discretion.
- 3) **ATTACHMENT POINTS:** The forward end of the lower LL must be attached to the bow pulpit or to the forward-most opening in the toe rail.
The stern end of the lower LL must be attached to the stern pulpit (or equivalent) or to the stern-most opening in the toe-rail.
It is recommended (but not obligatory) that synthetic LL be spliced around thimbles at each end. Upper LL are unchanged and per boat original design.
- 4) **Height:** The level between the upper LL and deck at which the lower LL are suspended is left to the boat skipper's discretion but must hang close to parallel to the upper LL.
A2.B.12.B The upper lifeline may also be made of the same materials that are specified for lower lifeline as stated above in A2.B.12.A 1)
A2.B.13 Allow the installation of any type of foot brace(s) for use by the skipper and crew.
A.2.B.14 The genoa track may be shortened.

A2.C. Mast, Boom, Rigging

A2.C.1. Allow the use of any type or material running rigging (not standing rigging), including wire, wire/rope combinations, and composites.

A2.C.2. Any type spinnaker pole not more than 9.5' long, as measured per 2.5.G.13.

A2.C.3. Any type of luff foil system. (Maximum fore and aft length is 0.12") or hanked on headsail. Allow the replacement of the headfoil system with a system of straps and snaps to attach the sails to the headstay.

A2.C.4. The use of any type of electronic or mechanical instrumentation, navigation, communication, and entertainment systems is permitted.

A2.C.5. Vang - The use of mechanical (not hydraulic) solid vangs (i.e. spring loaded). Allow any purchase desired on the block and tackle type system.

A2.C.6. Allow the addition of two blocks to the base of the mast to lead the flattening reef and the first reef lines back to the cockpit (factory option).

A2.C.7. Allow the removal of the topping lift.

A2.C.8. Allow the use of a double-ended boom vang. The control lines may be lead aft through fairleads on both sides of the cabin top so control may be done from the cockpit.

A2.C.9. Allow the use of second halyard stoppers (the first is on the cabin top) positioned on the mast for both headsails.

A2.C.10. Allow the use of an adjustable boom topping lift.

A2.C.11. Allow removal of the mast steaming light, located near the spreaders on the front side of the mast. A2.C.12. The spinnaker pole is to be attached at the single fixed ring on the mast.

Use of a second ring or sliding track is not allowed.

If a sliding track has been installed, the original position (four feet one inch above the end of the mast extrusion) must be marked with arrows on both sides of the mast and the ring shall not be moved from this position while racing.

A2.C.13. Changing the mechanical advantage of the main sheet system, the outhaul, vang and other control line systems. Double ended systems are allowed.

A2.C.14. Allow the use of a 'backstay kicker'. Such an apparatus shall be fixed to the mast crane, not adjustable while underway, and flexible.

A2.C.15. Allow the use of spectra or similar aramid line, 3/16" minimum diameter or larger, as a backstay, if a 'backstay kicker' is also used.

NOTE: As of 8/1/04 the backstay may be refitted per A2.C.15. The backstay need not be a pinch-roller type, or be fitted with cable, (only) when a backstay kicker device is also employed.

A2.C.16. A second slot is allowed in the stern end of the boom bolt rope groove for easier main sail slug insertion.

A2.D. Interior

A2.D.1. The addition of any system to the standard electrical system.

A2.D.2. The addition of a second battery.

A2.D.3. The addition of any type of cabinetry.

A2.E. Replacement parts: Replacement of lost or irreversibly damaged parts such as rudders, booms, etc. is allowed providing the replacement as closely matches the original factory supplied part as is practical. The Rules director, with assistance from the board, shall rule on any challenged replacements.

WEIGHT CERTIFICATE: NOTES FOR INSPECTORS AND BOAT OWNERS

Weight certificates are valid only when in good shape and signed by a class officer.

We strongly suggest that you have your permanent cert laminated and store it on your boat.

Some events may enable you to use your temporary cert if the weigh in has been organized close to the date of the event.

Weight certs will save you time and money when sailing at class sanctioned events.

- Please organize your weigh in with class officers.

Use of the class scale is required unless a suitable alternative has been previously authorized.

- Inspectors, please provide a copy of the completed Inspection Sheet to the boat owner.

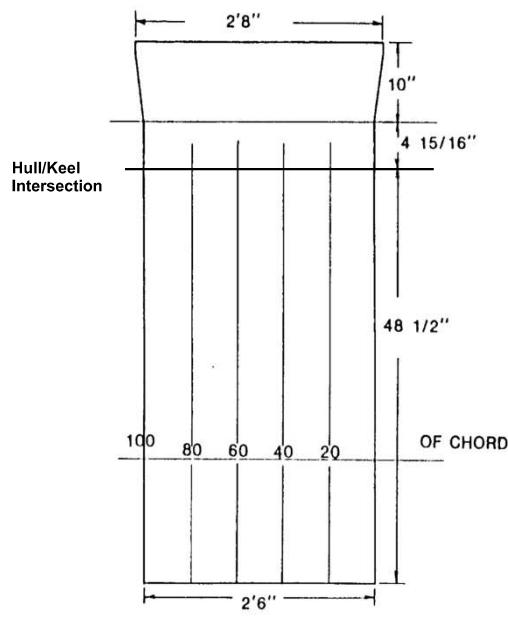
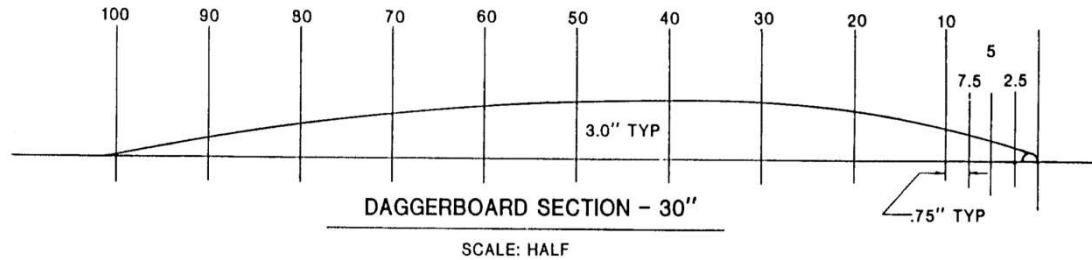
- Inspectors / Class representatives - Send all original (completed) inspection sheets to:
The S2 7.9 Class Association
PO Box 342
Grosse Ile, MI
48138
- Note that VIRTUALLY ALL items not permanently attached are NOT PERMITTED on the boat during weigh in.
“If you can pick it up, it’s not permanently attached.”
No sails onboard
No anchors / rodes
No tools / tool boxes
No winch handles
No outboard motors
No PFDs or other safety equipment
No sheets, winch handles, bumpers, mast crutches etc.
Permanently attached instruments, stereos etc. are allowed.
- The only exceptions to the above
(ALLOWED ONBOARD DURING WEIGHING)
Cushions allowed (optional) see rule 2.7.
A Porta-potti required
Companionway boards required
One battery required
Spinnaker pole required
Mainsheet & mainsheet tackle required
Reef lines allowed (see inspection sheet)
- Please weigh the Rudder Assembly separately.
• Please weigh the outboard separately. The reason for this is so that you can replace your outboard engine without invalidating your weight cert. Follow the same procedure for any ballast you wish to use regularly. That will simplify check in at regattas.
• The reason that certain items may be ‘required’ for sailing, but are prohibited for weigh in is the same as above.
Thanks for your help in making this process complete, accurate and as simple as possible.

APPENDIX B: DAGGERBOARD AND RUDDER SPECIFICATIONS

B1. DAGGERBOARD PLAN

B2. RUDDER PLAN

B3. LOGO DESIGN SPECIFICATIONS

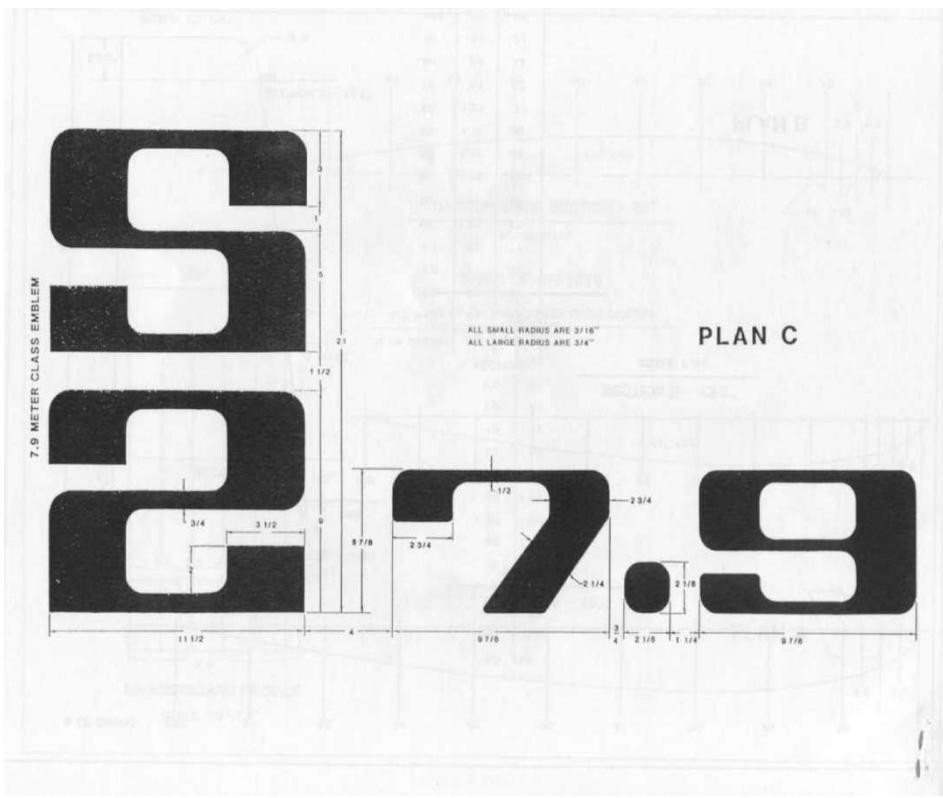
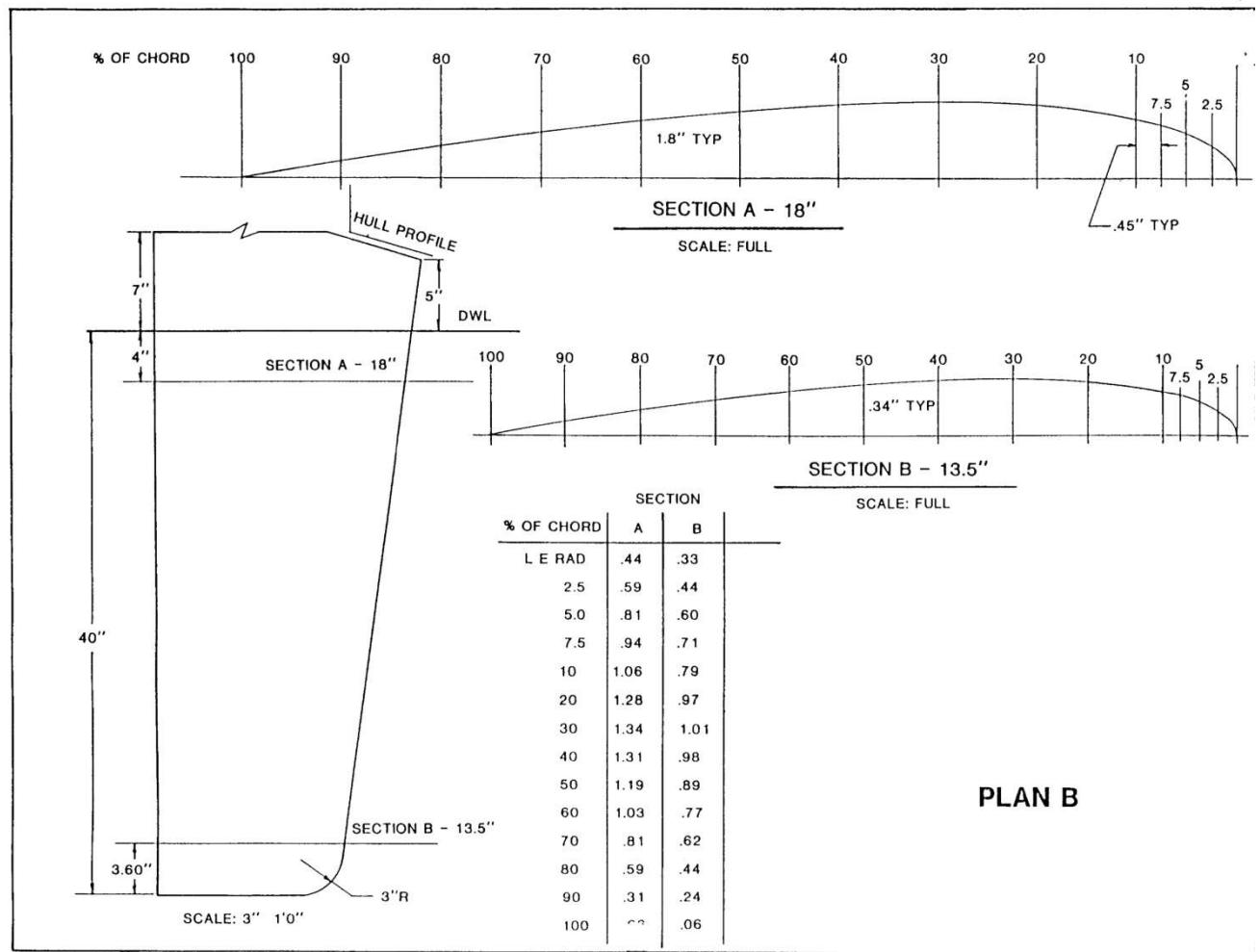


SCALE: 1/2' = 1'0"

TABLE OF OFFSETS

% OF CHORD	OFFSET FROM CENTER
L E RAD	.24"
2.5	.42
5.0	.62
7.5	.81
10	.97
20	1.40
30	1.59
40	1.63
50	1.60
60	1.45
70	1.22
80	.93
90	.55
100	.08"

PLAN A



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