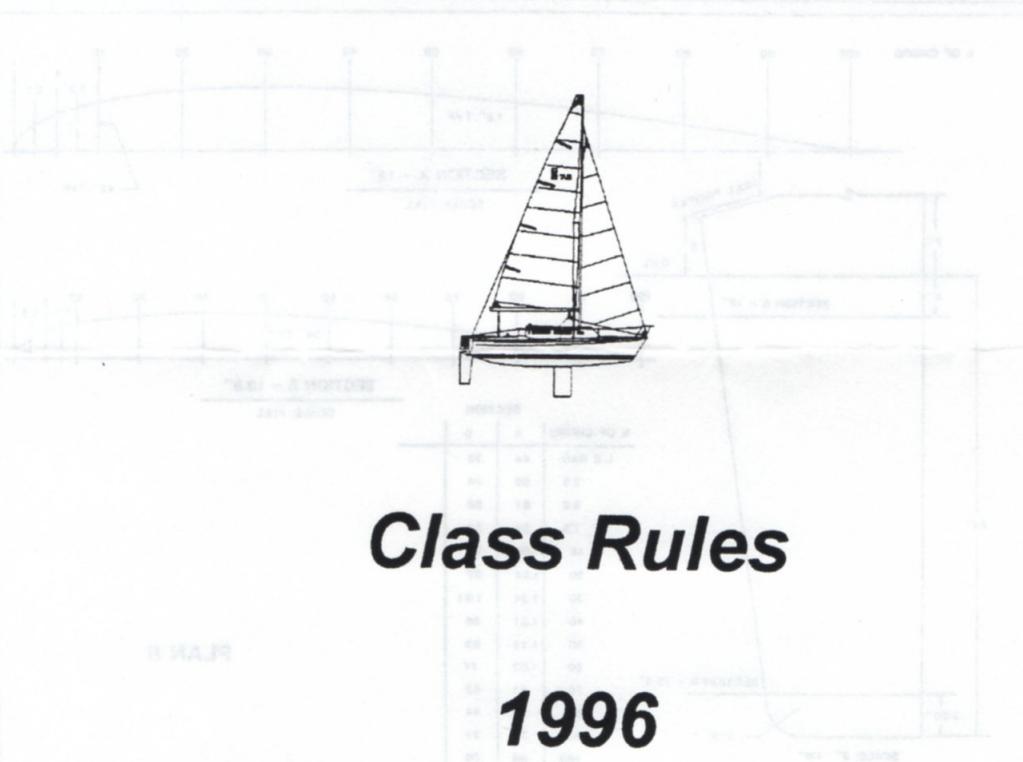


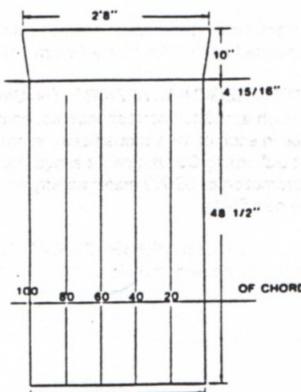
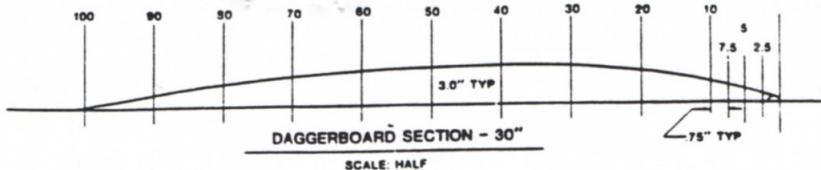
S2 7.9 Class Association



Class Rules

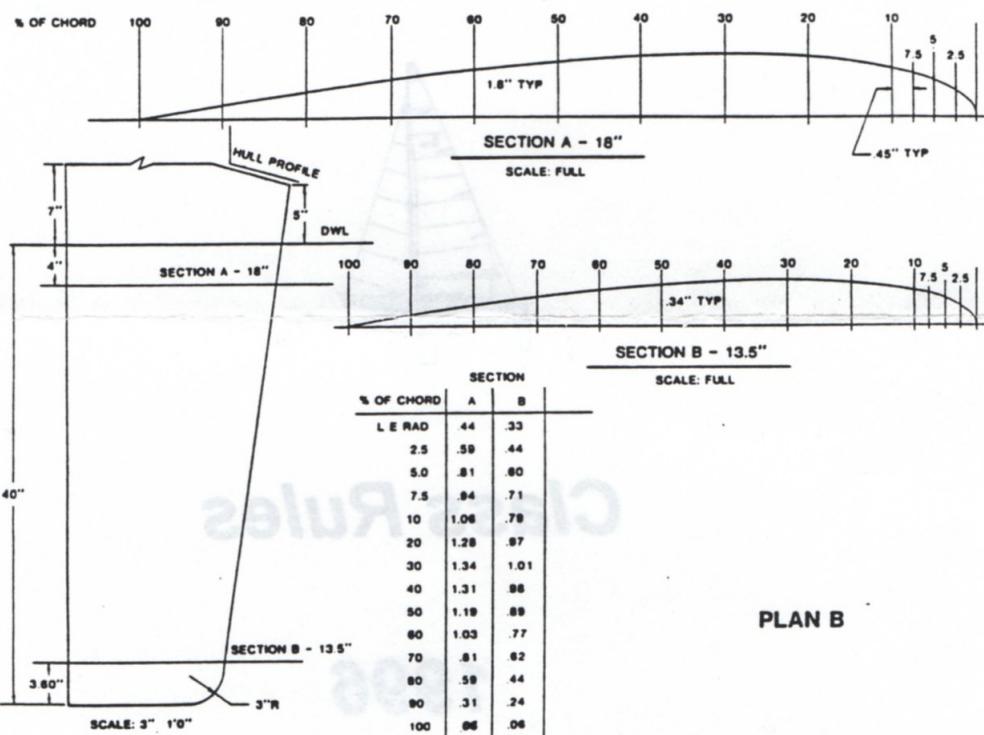
1996

Revised 6/28/96

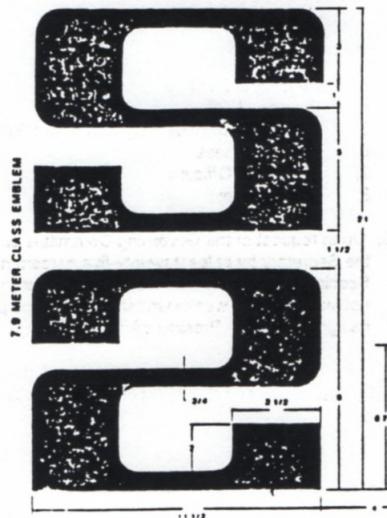


% OF CHORD	OFFSET FROM CENTER
LE RAD	.24"
2.5	.42
5.0	.62
7.5	.81
10	.97
20	1.40
30	1.59
40	1.83
50	1.80
60	1.45
70	1.22
80	.93
90	.55
100	.08"

PLAN A

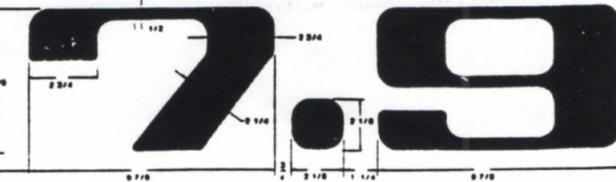


PLAN B



ALL SMALL RADII ARE 3/16". ALL LARGE RADII ARE 3/4".

PLAN C



Part 1: ORGANIZATION

1. **NAME:** The name of this organization shall be the North American S2 7.9 Meter Class Association.

2. INTENT:

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.
2. To promote the use of the S2 7.9 meter for recreational day sailing and cruising.

3. **EMBLEM:** The emblem of the class shall read S2 7.9, arranged in the pattern as diagrammed in these instructions (See Plan C).

4. **CLASS DESIGN:** The boat is a 7.9 meter fiberglass retractable keel sloop designed by Scott Graham and Eric Schlageter and produced by S2 Yachts Incorporated, who introduced it in 1981.

5. **ORGANIZATION AND MEMBERSHIP:** Any owner or co-owner of an S2 7.9 meter may apply for regular membership in the Association. He shall join, if possible, through an S2 7.9 meter fleet on whose waters he normally sails. The power to accept or reject applications for membership is vested in each fleet, but any application is subject to review by the Governing Committee. Non-owners may apply for associate membership. The fleet, a territorial branch or unit open to all eligible individuals, shall elect its own officers, always to include a Fleet Secretary. It shall be self-governing in all local matters that do not conflict with the Association's rules.

6. **FLEET CHARTER:** The Governing Committee may grant Fleet Charters to each fleet consisting of five or more boats upon application to Association Secretary. Charters shall be revoked by the Governing Committee upon failure of a fleet to maintain a minimum number of boats and owners in good standing or other adequate cause.

7. DUES AND MEMBERSHIP

A. Regular Members of the Association shall be owners or co-owners of S2 7.9 meter sailboats and will be registered upon payment of dues. Regular Membership includes individual, spouse, and any dependent minor children, to be listed under one membership. These family members shall also be able to be declared helmsman of a yacht competing in a class sanctioned event. However, in all matters requiring representation and voting, each boat shall be limited to a single vote.

B. The organization may accept as Associate Members all persons interested in the class, but no Associate Members shall be entitled to vote.

C. The dues shall be determined by the Governing Committee.

D. Applicants who are not members of local fleets shall remit dues directly to the North American S2 7.9 Meter Class Association Treasurer. Fleet members shall remit Association dues to their fleet secretary or to the Association Treasurer.

8. **OFFICERS AND DUTIES:** the Association shall be governed by six 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. The interpretation of the above and paragraph 8.2 is that to be elected and hold and office of the association, one must be an owner or co-owner. The immediate Past President is exempt from this requirement, and shall continue to have a vote even if he(she) no longer owns a S2 7.9. 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. To be a member in good standing, he or she should be active at the fleet or class level and in promoting the 7.9 Meter Class Association.

A. OFFICERS

a. **PRESIDENT:** The President shall preside at meetings, shall rule on procedure, and appoint special committees. He shall be empowered to call meetings.

b. **VICE PRESIDENT:** The Vice-President shall assist the president in presiding over all class functions.

c. **IMMEDIATE PAST PRESIDENT:** 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. He shall also chair a Nominating Committee of three Association members who have been appointed by the Governing Committee.

d. **DIRECTOR-REGIONAL AFFAIRS:** The Director - Regional Affairs shall, though appointed correspondents, communicate with an appointee 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.

e. **DIRECTOR - RULES AND SPECIFICATIONS:** The Director - Rules and Specifications, with the aid of appointees appointed by the President, shall pass on all questions relative to eligibility of boats and equipment, interpret the rules and specifications and recommend to the Governing Committee any advisable deletions and alterations, or additions.

f. **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, arrange the annual meeting as well as other meetings during the year, and supervise the preparation of class publications.

g. **SECRETARY/TREASURER:** The Secretary/Treasurer 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/Treasurer shall also deposit all funds, keep financial records, make necessary disbursements and maintain the membership and mailing lists.

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 interpret and uphold the class rules, 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.

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 pass on all question relative to eligibility of boats and equipment, interpret the rules and specification, and recommend to the Governing Committee any advisable alterations or additions to the class rules.

9. MEETINGS AND ELECTIONS:

A. The Annual Meeting shall be held the night before the the start of the first race at the International Championship Regatta. It shall be conducted by the Class President or his/her representative and hosted by the hosting club of the Regatta. The Secretary shall mail a notice of this meeting to all association members at least thirty days in advance of the date selected. A quorum shall consist of the presence of at least five Regular Members. Voting shall be by Regular Members, who shall be entitled to one vote for each boat enrolled, and the majority vote of those present then on good standing in person or by proxy, shall be sufficient. A proxy must be in writing. The order of business at an Annual Meeting shall be as follow:

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

B. Upon request of the Governing Committee or upon written request to the Secretary by at least twenty-five 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.

10. **AMENDMENTS:** The Association rules [Part 1: Organization; and Part 2: Rules and Specifications] may be amended only at an Annual or Special

Meeting by two-thirds vote of the total number of boats represented at the meeting in person or by proxy provided, however, that the proposed amendment shall be set forth in the notice of the meeting. Interpretations of the Rules Committee will automatically become integrated into the Class Rules at the Annual Meeting, unless overruled by a majority of the owners present at the meeting.

PART 2: 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 should be obtained from the Rules Committee. In interpreting these rules and specifications, the 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 S2 7.9 Meter Class as a one-design class.

"Nothing is optional in these rules and specifications unless so stated."

(As an example, 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 an allowed option.) In the absence of the specific rules to the contrary, the rules of the United States Sailing Association (U.S.S.A.) shall apply.

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.

3. ELIGIBILITY OF BOATS: It shall be the responsibility of the individual fleets to ensure that their member boats abide by the Association rules and specifications for local competition. The Rules Committee will rule on any matter submitted to it by a local fleet. The measurement and certification of S2 7.9 meter boats to be sailed in the International or Regional Class Championships shall be performed by the sponsoring club or its appointees, under the guidance and control of the class Governing committee. An S2 7.9 meter may be challenged by means of a protest in writing stating the grounds thereof, submitted to the president, who shall refer it 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.

4. PROHIBITED MODIFICATIONS

A. Hull, Keel, Rudder (See Plan A and B)

1. Reshaping, filling in, drilling out, relocating of the hull, keel, or rudder.
2. Any modifications of the keel or rudder that in any way would prevent their ability to retract or kick-up. (Except per Part II; Section 5.A.5)

B. Deck

1. The stem head fitting shall not be modified or relocated.
2. The chain plate shall not be modified or relocated.
3. The mast step assembly shall not be modified or relocated.
4. The genoa track shall not be changed in length or relocated.
5. The production genoa track is the only allowed track, use of a sliding car with associated hardware is not allowed.
6. The main sail traveler shall not be changed in length or relocated.
7. The mooring cleats shall remain in place.
8. The bow pulpit, life line, and the life line stanchions shall remain the standard height and number. 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.
9. The use of any thru-deck lead for any control is prohibited.

C. Mast, Boom, Rigging

1. The mast section shall not be tapered, cut-out, lightened or modified (i.e., shortened) in any way. The mast length may not be shortened.
2. The type of spreader, spreader length, spreader angle, or method of attachment shall not be changed or modified.
3. The number of halyards and location of halyards shall not be changed.
4. The boom section shall not be tapered, cut-out, lightened, or modified in any way.
5. The standing rigging shall not be reduced in diameter and must remain standard 1 x 19 stainless steel cable.
6. The standing rigging method of attachment shall not be changed or relocated.
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.
8. The adjustable backstay shall not be changed from the pinch type.
9. The genoa and jib can only be attached to the stem head fitting.
10. The length of the headstay is limited to a maximum of 31 feet 8 inches from pin to pin. The stem and mast fittings can not be altered from the factory standard.

D. Interior

1. The interior cushions shall not be removed for class racing. They must be original equipment or their equivalent in weight and size.
2. The standard porta-potti or one of equal weight shall not be removed for class racing.
3. There shall be no disassembly of any of the interior components.
4. Companionway boards as supplied by the manufacturer shall not be removed from the boat for class racing.
5. The electrical system must remain as supplied by the manufacturer.
6. The standard single battery [\geq 55 AmpHour] must remain in its standard location.
7. All allowable gear carried on board during races (including cushions) must be carried in their normal position. No item may be moved from its normal position for the purpose of redistributing weight.

5. ALLOWED MODIFICATIONS

A. Hull, Keel, Rudder (See Plan A and B)

1. Normal sanding and wet sanding.
2. Anti-fouling preparation of the underbody.
3. The use of any length tiller and tiller extender.
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 should not reduce the weight of the stock rudder.
5. The addition of a through bolt to the rudder approximately 5" aft and 1&1/2" lower than the standard rudder pivoting bolt.

B. Deck

1. Running rigging and 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, sheets (Kevlar), 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.

2. Increase the number of holes in the genoa track.
3. Changing the main sheet system to an 8:1 mechanical advantage or/and to a double ended system.
4. Use of double turning blocks for the genoa.
5. Stoppers integral with the turning blocks.
6. Use of lazy sheets and guys.
7. The addition of a second genoa car.
8. Use of the tweakers as barber-haulers.
9. Moving the deck block for the spinnaker pole down haul.
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.
11. Allow the shackles on the tweakers to be replaced by blocks and the spinnaker sheets lead through these blocks.
12. Allow the use of a snap shackle on the fixed end of the main sheet to change the amount of purchase while sailing.

C. Mast, Boom, Rigging

1. Rope to wire halyards
2. Any type spinnaker pole not more than 9.5' long overall.
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.
4. The use of any type of electronic or mechanical instrumentation.
5. Vang - The use of solid vangs (i.e. spring loaded). Allow any purchase desired on the block and tackle type system.
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).
7. Allow the removal of the topping lift from the boom while sailing and attach to the stern or deck. (Typically with shock cord to the transom)
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.
9. Allow the use of second halyard stoppers (the first is on the cabin top) positioned on the mast for both headsails.
10. Allow the use of an adjustable boom topping lift.
11. Allow removal of the mast steaming light, located near the spreaders on the front side of the mast.

D. Interior

1. The addition of any system to the standard electrical system.
2. The addition of a second battery.
3. The addition of any type of cabinetry.

6. SAILS: (Note: The head, tack, and clew of any sail is defined as the intersection of the projected sides except for the head of the mainsail.) (See Definitions) The intent of the sail cloth 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. (See General Sail Restrictions)

A. Main Sail

1. $P = 29.5'$ (29'6")
2. $E = 12.25'$ (12'3")
3. Maximum mid girth, measured from mid-leech to the nearest point on the luff, including luff rope = 7.97'.
4. Maximum upper quarter girth, measured from upper quarter leech to the nearest point of the luff, including luff rope = 4.75'.
5. A maximum of four battens of any length are allowed, but none may extend beyond the leech of the sail.
6. Battens must be approximately evenly spaced up the leech.
7. Upper limit of top batten is 5.85' from center of batten to top aft edge of headboard. (i.e. minimum distance)
8. Maximum fore and aft length of headboard = 4.5".
9. Maximum leech length = 32.75' measured from the upper aft edge of the headboard to the extension of the clew.
10. Main sail must be constructed of Dacron with a minimum weight of 6 oz. per sailmakers yard. (loose footed mains are allowed)
11. One set of down reef is mandatory. This reef must reduce the sail area by at least 25% (i.e. reduce 'P' by 12.5%). This will be enforced as of Nov. 1, 1986.
12. The S2 7.9 class emblem must be displayed on both sides of the main sail between the top two battens (See Plan C).
13. The hull number or an assigned number which conforms to the I.Y.R.U. requirements must be displayed on both sides of the mainsail. Sails made prior to Jan. 1, 1985, will be grandfathered so far as weight is concerned.
14. One window may be placed in the mainsail, not to exceed two square feet in size, and not to be placed closer to any sail edge than one foot.

B. #1 Genoa

1. $I = 30.5'$
2. $J = 9.5'$
3. Maximum L.P. = 14.60' measured from forward edge of the luff tape to the extension of the clew.
4. 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.
5. Minimum cloth weight of 2.6 oz. per sailmaker's yard.
6. Material to be Dacron or Mylar.
7. The hull number or an assigned number which conforms to the I.Y.R.U. requirements must be displayed on both sides of the #1 Genoa.

C. Working Jib

1. $I = 30.5'$
2. $J = 9.5'$
3. Maximum L.P. = 10.0' measured from the forward edge of the luff edge of the luff tape to the extension of the clew.
4. 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.

5. Minimum cloth weight of 3.4 oz.

6. Material to be Dacron or Mylar.

7. One reef is allowed.

8. Up to 3 battens with a maximum length of 9" are allowed.

D. Storm Jib (Optional sail)

1. Maximum size is 93 square feet.
2. Maximum length of the luff is 24 feet.
3. Maximum LP is 7.75 feet.

E. Spinnaker

1. Maximum luff length = 30.35'
2. Maximum girth = 17.1'
3. Material to be nylon with a minimum weight of .75 oz. per square yard.
4. The hull number or an assigned number which conforms to the I.Y.R.U. requirements must be displayed on both sides of the spinnaker.

F. Regatta Measurement Limitations. There will be five sails allowed to be measured in at every North American or Regional Championship Regatta as described in Section 6 herein. Those five sails only can be used for the Regatta without substitutions except in case of severe damage. In this case, a sail (or sails) may be substituted by authority of the Class Governing Committee. All sails proposed to be used in the Regatta shall be measured not more than one week before the first race of the series.

G. Honor Award Chevrons. Honor Awards may be displayed on the main sail and shall be of the color and numbers as indicated below.

1. National Championship - Gold Awards - 1st, 2nd, and 3rd place skippers entitled to display 3, 2, and 1 gold chevrons respectively.
2. Regional Championship - Red Awards - 1st, 2nd, and 3rd entitled to display 3, 2, and 1 red chevrons respectively. At least three fleets must have been represented.
3. Fleet Championship - Black Awards - Winner of Fleet Championship entitled to display 1 black chevron.
4. Only the highest award ever won shall be displayed. Awards are made to the Helmsman and not to the boat. They are retained by the Helmsman for use on any 7.9 meter he may own.
5. The apex of the top chevron on the starboard side shall be centered 3" directly under the "2" in the "S2". Second and third chevrons, where applicable, will be 1 and $\frac{3}{4}$ " directly below the top chevron. The chevrons should be properly proportioned of 1" wide material.

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

1. Weight - Class Sanctioned Regatta's have a minimum weight requirement of 4400 pounds for the Inboard version and 4600 pounds for the Outboard version. (i.e. if a boat is light, add the weight required to meet the minimum). 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:
 - factory cushions
 - one battery
 - standard blocks
 - hatch covers
 - mast
 - boom
 - rudder
2. Standing rigging
3. Outboard motor
4. Required safety equipment

2. No fuel, water, waste or anything else shall be aboard when weighing. Ballast is to be added to bring the boat to the correct minimum weight. Such ballast shall be non-functional materials and located in 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. Each fleet shall appoint a fleet measurer to supervise and document each certificate. Copies of the certificates shall be sent to the National Class Association. The certificates must contain the scale type and serial number, date and place of weighing, list of all movable items on board while weighing, and the weight of each item. Also, list all permanently attached items not standard such as the factory cabinet over sink or the stereo. Removal of any of these items will invalidate the certificate. These certificates must be signed by the fleet measurer, president and owner of the boat and sent to 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.

3. Any boat weighed which exceeds the minimum required weight may remove the two center cushions for the purposes of reducing the total weight, provided their removal does not bring the yacht's overall weight below the class minimum. Bow and stern cushions shall not be removed at any time.

4. Alternate Procedure - For non sanctioned events or when authorized by the Governing Committee: For boats that have been previously weighed at an International Championship the average weight from all Internationals sailed will be used as the weight of the boat. Sufficient weight will then be added to bring it up to class minimum. These weights are to be obtained from the Rules committee; which will keep all weights on file for reference. Outboard models which have not been previously weighed will carry 200 lbs. of additional ballast to equalize its performance with the inboard model. The weight of the outboard engine itself (not fuel tank or fuel) may be applied to this requirement. The remainder should consist of sand bags, a metal block, or some other material that has a fixed weight. This ballast should be placed in the storage compartment that would normally house the inboard engine. Any inboard yacht which has removed the prop, prop shaft, strut or engine shall be considered an outboard, and will be required to carry the 200 lbs of additional ballast. Outboard yachts may (not shall) carry their outboard on the transom while racing. (The weight of the outboard would still count toward the 200 lbs.)

5. 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 total four or five including the skipper. In Regional or North American Championship races, the crew will total four or five including the skipper. All crew, except the Helmsman, must position their torso's inside the lifeline in accordance with U.S.S.A. Rule #62 (i.e. no "butt hiking" is allowed).

6. REQUIRED ITEMS: Required items will include:

- operable fire extinguisher
- manual bilge pump
- anchor (minimum 8-s)
- anchor line (minimum 3/8" x 150' length)
- life jackets for each of the crew
- horseshoe buoy (or man overboard module)
- one compass
- fog horn, running lights
- battery
- an operable engine (minimum 4.5 hp.)
- a flare kit.

7. DROP KEEL: The drop keel may be retracted partially or fully while racing. Small improvements in speed may be achieved.

8. GENERAL SAIL REQUIREMENTS: In an effort to clarify and monitor sail cloth requirements, effective Nov. 1, 1986, the following procedure will be implemented.

1. All class sails shall be stamped, dated and signed by the Sail makers as to the type and weight of the material used. (i.e. Dimension 2600, Nov. 3, 1986, XYZ Sails)

2. All class sails must be made from the approved list of materials (see Appendix I).
3. Composite sail construction (i.e. lighter weight cloth in low stress areas) is allowed. Composite sails will be allowed if all materials used are equal to or greater than the minimum weight cloth specified. If you have a question as to a technique or process, please ask the Rules Committee for a review.
4. Approval of materials and composite construction is the responsibility of the Rules and Specification Committee. Sail makers are encouraged to submit samples, sketches, with comments for approval. Once approved, they will be added to the approved list which will be available on request.
5. Beginning in January 1994, you will be allowed to replace any two of the following three sails per year; Mainsail, Class Genoa (155%), or class spinnaker. (Not to include the storm jib or working jib). For this requirement, *year* is defined from the last day of the International Championship to the last day of the following year's International Championship.

12. SAIL DEFINITIONS AND MEASUREMENTS

1. Head: The head shall be taken as the straight line intersection of the luff and the leech ignoring any round or hollow of either, except for the main which shall be taken as the highest point of the sail projected perpendicular to the luff or its extension.
2. Clew: The clew shall be taken as the straight line intersection of the leech and foot ignoring any round or hollow of either.
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.
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.
5. Spinnaker: The spinnaker shall be symmetrical about its center line in both shape and construction. Luff and leech shall be of equal length. The mid-girth shall not be less than 75% of the foot length.
6. 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.
7. 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.
8. 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 insure that the sail cannot be stretched outside the limits defined by the bands. Most S2 7.9's have a $\frac{1}{4}$ x 20 tapped hole at the boom band. To meet the 12.25" "E" dimension, a screw and $\frac{3}{4}$ " OD washer is normally needed as a stopper.
9. Mainsail Girth: 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 aft 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. Then unfold the sail and measure between the two marks and the luff.
10. Jib/Genoa Girth: 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.

11. J: The horizontal dimension between the vertical plane described by the forward most point on the forward side of the mast to the vertical plane described by the intersection of the centerline of the forestay (or extension), and deck (or extension).
12. LP: Shall be the dimension measured on the perpendicular from the luff (outside edge of the sail and/or luff rope) to the clew.
13. Measurement of Jibs/Genoas: Shall be measured with such tension as will remove all wrinkles across the body of the sail between points of measurement.
14. 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.
15. 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.

PART III - S2 7.9 METER CLASS ASSOCIATION - INTERNATIONAL CHAMPIONSHIP RULES

1. PURPOSE: The purpose of the annual International Championship Regatta of the S2 7.9 Meter Class Association is to determine the International Champion of the class by competition.
2. ORGANIZATION: All matters involved in the holding and administration of the Championship Regatta shall be the responsibility of the Championship Committee. The Governing Committee, in consultation with the host fleet, when the location is decided, will appoint a Championship Committee. This committee should consist primarily of S2 7.9 Meter skippers from the host fleet and will have at least three members. The Championship Committee shall be assisted by two sub-committees: Judges and Race Committee. One officer of the S2 7.9 Meter Class Association will be designated each year to be a member of the Championship Committee and will provide liaison with the Governing Committee.

3. TROPHIES

1. The S2 7.9 Meter Perpetual Trophy, symbolic of the Class Championship, shall be awarded to the winner of the annual International Championship Regatta.
2. The Trophy shall remain the property of the Association and custody will be awarded to the International Champion each year and remain in his possession until awarded to his successor.
3. A Trophy will be presented to the highest placing S2 7.9 Inboard.
4. Other trophies shall be awarded as determined by an agreement between the Championship Committee and the Governing Committee.

4. TIME AND SITE

1. The Championship Regatta shall be conducted between July 1 and September 30, and 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.
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. In choosing a host fleet, the Governing Committee should be guided by the following factors:
 1. Facilities adequate to conduct a regatta and to handle at least 35 boats on a starting line.
 2. Past contribution to the S2 7.9 Meter class Association and past participation in Championship Regatta's.

3. Past interest of the class membership, geographic dispersion of fleets, and overall advancement of the Class Association.

5. **CONTESTANTS:** Any S2 7.9 Meter Class Association Fleet in good standing has the right to host the International Championship Regatta. Any S2 7.9 Meter Class Association member in good standing has the right to compete.

6. **ELIGIBILITY**

1. Each helmsperson must be a bona fide regular or associate member in good standing of the S2 7.9 Meter Class Association. All associate membership applications with dues must be received by the association treasurer not later than 30 days prior to the first race of the Class Championship, in order to be a contestant in the championship regatta.
2. Any qualified contestant may charter or borrow a yacht for the Championship Regatta.
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 Governing Committee must be obtained before another yacht may be substituted.

7. **BOATS:** 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 Championship Committee at any time before or during the Regatta.

8. **SAILS:** Sails must comply with the rules and specifications of the S2 7.9 Meter Class Association and shall be measured by a person authorized by the Championship Committee within one week of the beginning of the Regatta. Any working jib or spinnaker which has been previously measured and so marked at a previous S2 7.9 International regatta, may be approved for use without remeasurement, as long as this is so noted at inspection.

9. **RACE AND RULES**

1. The Championship will be sailed under the U.S.S.A. Rules subject, however, to the most recent S2 7.9 Meter Class Association Rules, and sailing instructions which will take precedence.
2. In addition to the contestant, there must be a crew consisting of three or four persons.
3. The total number of crew in each yacht shall remain the same throughout the Regatta.
4. The Judges 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.
5. The International Championship 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. There shall be four acceptable race formats for the North American Championships.

1. Format #1

1. The Race Committee shall schedule, and complete if possible, a series of at least five races in three days. Four closed course races and one distance race will be scheduled. At least three races must be completed to constitute the Regatta.

2. Format #2

1. The Race Committee shall schedule, and complete if possible, a series of eight races in three or four days. All races shall use the closed course. At least three races must be completed to constitute the Regatta.
2. There shall be one throw-out if more than three races are sailed and scored.

3. Recommended schedule is:

1. Races 1-3 on day one, races 4-6 on day two and races 7-8 on day three, or;
2. Two races each day for four days.
3. All yachts not finishing within 40 minutes of the first yacht to finish shall be scored as Did-Not-Finish.

3. Format #3

1. The Race Committee may split the fleet into Gold and Silver fleets if in its opinion, there are too many boats for a single start. (50 boats would certainly be grounds for splitting the fleet). The boats would be divided into four groups, each group racing each other group. The total scores of these buoy races (six races, three per boat) shall be used to split the fleet with the top half and ties then sailing three buoy races in the Gold fleet to determine the Class Champion. All remaining boats would sail the final three races in the Silver fleet with a separate start and honors.

4. Format #4

1. Allow a regatta format which will consist of 6 course races of a moderate 6-12 nautical miles in length.
2. Allow one race to be thrown out.
3. A minimum of three races must be completed to constitute a Regatta.
4. This format if chosen, must be done so by the Race Committee prior to the start of the Regatta.

10. **COURSES**

1. Courses shall be as free as possible from headlands, obstructions, aids to navigation or serious tidal currents.
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 mark's left to port. Leeward starts shall be avoided.
3. Closed course races shall have a minimum scheduled distance on the first leg to weather of approximately one nautical mile.
4. The closed course races shall have a maximum scheduled distance on the first leg to weather of approximately two nautical miles.
5. The length of the closed course is to be set for the best sailing under the conditions present at the time. As a guideline only, set a one mile first leg to windward if the wind is 5 knots or less, and a two mile first leg to windward if the wind is greater than 10 knots.
6. The length of the distance race will be determined by the race committee and judges.
7. 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.
8. The Race Committee has the option of using dual leeward marks on the downwind legs at the International Championships. This will be used as a gate in which all boats must pass through and then round one of the marks either to starboard or port (this is a suggested option for fleets with 30+ boats).

11. **COMMITTEES AND RESPONSIBILITIES**

1. **Championship Committee.** The Championship Committee shall directly through other committees:
 1. Make all arrangements for the proper conduct of the Championship Regatta.

2. Appoint a Committee or Judges and the Race Committee (in cooperation with the host fleet)
3. Coordinate the work of all committees.
4. Arrange for local publicity and coordinate with the Director - Public Relations, S2 7.9 Meter Class Association, to provide national publicity.
5. Conduct the Championship Regatta.

2. **Judges**

1. There shall be at least three Judges, who shall elect one of their number chairman.
2. Whenever, in their judgment, a race is no longer affording a fair test of relative racing skill and speed, the Judges may order the race abandoned and rescheduled.

3. **Race Committee**

1. The Race Committee shall consist of at least three persons who shall be experienced yachtsmen familiar with the waters in which the Championship is being held.
2. The Race Committee shall run the races, provide circulars, establishing courses, starting the races, recording the order and times of finishing, etc. It will welcome suggestions of these matters from the Judges.
3. No race shall be started unless in the judgment of the Race Committee there is sufficient wind (preferably at least five knots), and no race shall be started after 4 P.M.
4. Whenever, in their judgment, a race is no longer affording a fair test of relative racing skill and speed, the Race Committee may order the race abandoned and rescheduled.

12. **SCORING**

1. A contestant starting in any race of the Championship Regatta will be considered a starter in all races.
2. Points will be awarded for each Race as follows: $\frac{1}{4}$ points for first place, two points for second, three points for third, and so on. A boat not finishing shall be awarded a number of points equal to two more than the total number of finishers. A boat not starting shall be awarded a number of points equal to two more than the total number of starters. A boat that is disqualified shall be awarded a number of points equal to three more than the total number of starters.
3. The winner of the Championship Regatta will be the contestant with the lowest total point score.
4. In case of a tie, the contestant who has the greatest number of firsts, then seconds, then thirds, etc. shall be declared the winner. If a tie still exists, it will be decided by the boat that beat the other boat in the last race of the series.
5. Any yacht which is Disqualified due to a violation of Part IV of the US Sailing Rules (Right of Way Rules), may not use this race as a throwout, even if one is allowed by the Championship rules.

13. **TIME LIMIT:**

1. 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 60 minutes or more behind the first boat to finish will be scored DNF. 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 S2 7.9 Executive committee will have the final authority in determining if a race qualifies as a long distance race

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 injuring or improving the chances or place of another or others.

2. Protests must be filed in writing with the Judges promptly after the last race of the day. A protest flag must be shown in accordance with U.S.S.A. Rule 68.2.

3. 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 caused by foul and later upheld by sustained protest. The Judges shall have discretion to decide whether the damage is sufficient to force him out of a race.

4. 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.

5. No yacht entered for the Championship 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 Judges.

15. **AMENDMENTS TO CHAMPIONSHIP RULES:**

1. Rules for the conduct of the Championship Regatta can be amended by four affirmative votes of the Governing Committee.

Appendix I: Approved Sail Materials and Processes

The following materials have been approved for use in S2 7.9 class sails:

1. **Mainsails:**
 1. 6.05 oz Dimension
 2. 6.3 oz Howe & Bainbridge
 3. Dimension 260 F HTP
 4. Dimension 270 S HTP
 5. Dimension DI 65
2. **Genoas:**
 1. Dimension 2600
 2. Dimension 3100
 3. Dimension M240
 4. Dimension M290
 5. Norlarm 2.8 XP (Gatorback)
 6. Norlarm SPF 3 (Cobra)
3. **Spinnakers:**
 1. Bainbridge Stabikote 4
 2. Challenge 30/20
 3. 0.6 oz Dynac
 4. Any material which has as its base a minimum 0.75 oz nylon
4. **Construction Techniques**
 1. Sobstad "Genesis" technique
 2. North "3DL" technique
 3. Ulmer/Kolius "tape drive" technique

14. **GENERAL RULES**