

Sea Spray Catamaran Class Rules

(Based on official Canadian Association rules)

1. General

The Sea Spray is a 15' catamaran.

2. Hulls and Weight

All hulls must comply to the original shape specifications of the designer or to the modified shapes affecting the bow, doghouse, and daggerboard slot produced by Glenmore Sailboats Ltd. Fairing and polishing are permitted. Minimum weight is 150 lbs. fully rigged

3. Beam

The maximum beam shall not exceed 6' 6" (six feet six inches).

4. Bow Tube

The bow tube shall be a straight round 2" o.d. aluminum tube of not less than 0.050" nominal wall thickness.

5 Mast Beam

The mast beam shall be a straight round 4" o.d. aluminum tube of not less than 0.050" nominal wall thickness. The mast beam may be reinforced as required to support the mast step and/or the trampoline.

6. Rear Main Beam

The rear main beam shall be a straight round 4" o.d. aluminum tube of not less than 0.050" nominal wall thickness.

7. Trampoline

The trampoline deck shall substantially cover the area between the inner shear lines, the main mast beam and the rear main beam. The trampoline shall lace to the rear main beam leaving a maximum open distance of 5" between the forward edge of the beam and the lacing holes. There shall be a trampoline deck support of a 2" o.d. aluminum tube between the mast beam and the rear main beam, on the center line of the boat.

8. Daggerboards

There shall be two fitted, one in each hull. The nominal maximum thickness shall be 3/4" plus or minus 1/4". Shape and size are optional.

9. Rudders

There shall be two fitted, one on each transom, mounted on the center line with the leading edge of the rudder aft of the transom. The thickness of the rudders shall be a nominal maximum of 3/4" plus

or minus 1/4". Shape and size are optional.

10. Mast Step

The mast step shall not extend more than 2" above the mast beam.

11. Mast (revised 1995)

Mast stiffening devices, spreaders, diamonds, or jack stays are prohibited.

Where a sleeve or sock sail is used:

The mast shall be a straight 3" o.d. aluminum tube of not less than .050" nominal wall thickness. The total length of the mast and fittings, excluding any wind indicator, shall not exceed 20'10" above the top of the mast beam. The mast hounds and shroud attachment points shall be 13 feet plus or minus 2 inches from the lower extremity of the tube and within 1 1/2 inches from the face of the tube. The mast may be free to rotate.

Where a halyard sail is used:

The mast extrusion shall be a uniform untapered section. The total length of the mast and fittings, excluding any wind indicator, shall not exceed 20'10" above the top of the mast beam. The mast cross section shall be 3" in width and have a chord not exceeding 4". The mast hounds and shroud attachment points shall be 13 feet plus or minus 2 inches from the lower extremity of the tube and within 1 1/2 inches from the face of the tube. The mast may be free to rotate.

12. Mast Bands

The mast shall carry three bands of a color strongly contrasting with the color of the mast. They shall be not less than 3/8 inches in width. The bottom and top band shall be spaced 18 feet 7 inches apart from the upper edge of the bottom band to the lower edge of the top band, the upper band to be located as close to the mast head as rigging will permit the mainsail to reach. When racing, the head of the mainsail shall not come above the lower edge of the top band, and the tack shall not come below the top edge of the lower band. The lower edge of the middle band shall be not more than 13 feet 2 inches above the lower extremity of the tube. When racing, the head of the jib shall come above the lower edge of the middle band.

13. Boom

The boom shall be straight round 2" o.d. aluminum tube of not less than 0.050 inches nominal wall thickness.

14. Boom Band

The boom shall carry a band of color strongly contrasting with the color of the boom. The band shall be not less than 3/8 inches wide. With the boom fitted on the goose neck and at right angles to the mast, the forward edge of the band shall be located 9 feet 4 inches from the front center line of the mast. When racing, the clew of the mainsail shall not go beyond the forward edge of the band.

15. Standing Rigging

There shall be two shrouds and a bridle. A forestay is optional. All standing rigging shall be a minimum of 3/32 inch diameter stainless steel 1x19 wire. The shrouds and forestay shall attach to the

hounds at a single point. The shrouds shall attach to fittings in the hull at a point 24 3/4 inches, plus or minus 1/4 inch, aft and at right angles to the extended line of the aft edge of the mast beam.

16. Running Rigging

All running rigging shall be at the owner's option.

17. Foresail

The foresail shall be constructed to fall within a triangle, the luff of which shall not exceed 12 feet 6 inches in length, the leach not to exceed 11 feet 3 inches in length, and the foot not to exceed 6 feet in length. A roach on the foot of the jib may extend beyond the triangle to a maximum of 2 inches at the foot's center point. The center point of the foot's roach shall be measured from a straight line taken from the lowest point of the luff to the lowest point of the leech.

A positive or negative roach of 2 inches at the center point of the leech is permissible. The center point of the leech roach shall be measured from a straight line taken from the lowest point of the clew to the highest point of the head. There may be two battens in the leech, the upper not exceeding 9 inches in length and the lower not exceeding 12 inches in length. The tack, clew, and head of the jib must fall within the triangle.

The foresail weight shall be not less than 2 oz. per square yard.

18. Mainsail

The mainsail shall be loose footed and be attached to the mast by either a sock slid over the mast or by means of a luff groove extruded into or attached onto the mast. The maximum inside width of a sock laid flat shall be 9 inches.

The mainsail is loosely based on a triangle truncated at the head. Sides are specified, as are cross measurements at the 1/4, 1/2, 3/4, and top batten heights. Luff curve is allowed and unspecified. Foot roach is allowed and specified.

The bolt rope is included in all measurements and must extend to the tack point. The sock laid flat is considered part of the sail, and is included in all measurements. Just sufficient tension in the sail material is used to remove rolls and major wrinkles along the line being measured.

The sail has four corner points: tack, clew, fore-head, and aft-head. The tack is the lowest and most forward point of the sail. The clew is the lowest of the most aft point(s) of the sail. The fore-head is the top most forward point of the sail. The aft-head is the top most afterward point of the sail.

The four sides of the sail are: luff, leech, foot, and head. They are measured by taking the straight line distances between the corner points. The maximum allowable measurements are;

Halyard Sock

Luff 18'7" 18'7"

Leech 19'8" 19'8"

Foot 8' 11-1/2" 9'4"

Head 5" 9-1/2"

The foot may have a roach which extends a maximum of 4" outside the line of the foot.

Cross measurements from luff to leech are specified at 1/4, 1/2, and 3/4 height points. These points are located by folding the sail twice along the leech using the aft corner points, and twice along the luff using the forward corner points. Six points are thus located on the edges of the sail. The maximum allowable cross measurements are;

Halyard Sock

1/4 height 86-1/2" 91"

1/2 height 64-1/2" 69"

3/4 height 40-1/2" 45"

A maximum of five battens may be installed. Maximum batten length is 27 inches except for the top batten of a sock sail which may be a maximum of 28-1/2 inches. The top inside edge of the upper batten pocket at the leech shall be at least 31 inches from the aft-head point. The bottom inside edge of the lowest batten pocket at the leech shall be at least 39 inches from the clew point.

The top batten point is defined as the point on the leech 31 inches from the aft head point. The top batten cross measurement is take from the top batten point along a line to the luff, that line meeting the luff perpendicularly. The maximum top batten cross measurement is 26 1/2 inches for the halyard sail and 31 inches for the sock sail.

The sail shall be constructed from sailcloth. Type and weight are optional.

19. Other Sails

No other sails may be fitted.

20. Measurement

Boat and/or sails may be measured and must comply with the specifications set forth herein.

21 Miscellaneous

No hiking aid may be used in Sea Spray One Design competition other than toe straps. Trapeze gear may be fitted for use in I.Y.R.U. Class A competition. Hydrofoils, ballast, spray deflectors, outriggers or any other device designed to alter the basic sailing characteristics of a Sea Spray are expressly prohibited.

The total weight of clothing and equipment worn or carried by a competitor including any buoyancy apparatus, shall not exceed 44 lbs. or 20 kg when wet. Fabric weight jackets, water pockets, compartments or containers in or attached to clothing or equipment shall be permitted provided they can be drained or abandoned in less than ten seconds.

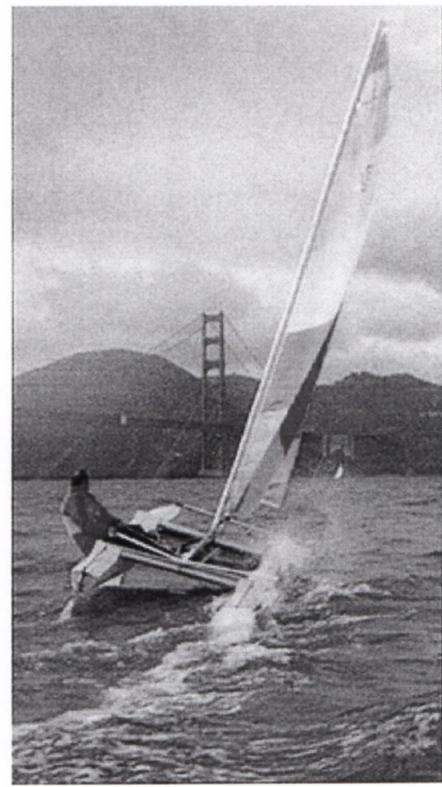
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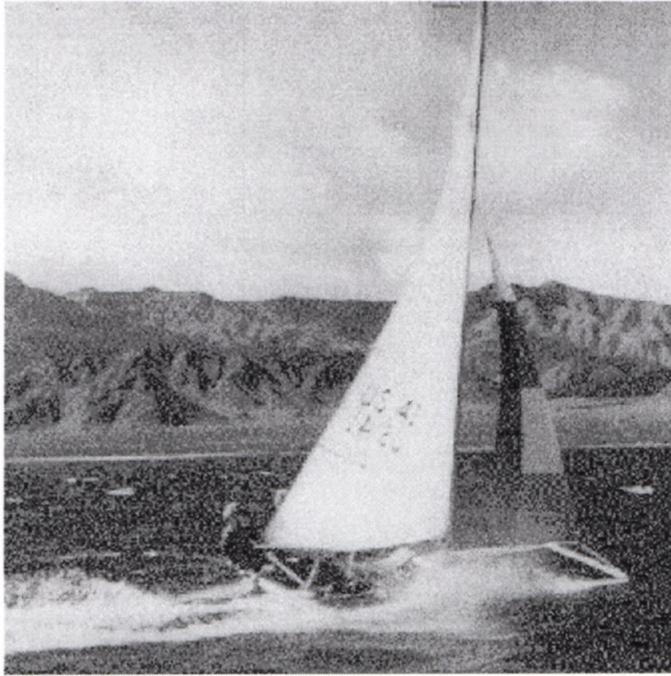
The Sea Spray was designed in the '50s by Allan Arnold to be a simple light weight high performance catamaran. She is available with either a halyard or sock sail configuration with many racers opting for the sock rig. With a low aspect ratio sail plan (jib and main only) she is easily sailed by one person in all conditions. Her light weight and sealed mast makes it easy for self-rescue by a single sailor. Symmetrical hulls and full dagger boards give excellent windward performance and the boat can hold its own against much larger cats off the wind. While not the newest design on the market, this boat continues to be an exciting class to sail in. While the hulls and sail size are strictly one design the sailor is free to experiment the running rigging and foils. The Sea Spray is perfect for those sailors that enjoy experimenting with new rigging designs and light boats. The design uses a low-tech, low-cost, high-speed approach. Other than the actual hulls, much of the boat can be fabricated at home from commonly available materials.

Specifications of the Sea Spray

LOA	15'
LWL	14'
Max Beam (No trapeze)	6'6"
Draft (min)	6"
Draft (max)	27"
Sail Area (Main & Jib only)	125 sq.ft.
Portsmouth Number	1.125
Minimum Weight (Canada)	140 lbs

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Go Fast Ideas

Many sailors have found that the performance of their Sea Spray can be greatly increased over that of a stock boat. This page describes some of the modifications that have been done by members of the Canadian association.

Weight

Most stock boats are much heavier than race ready boats are. Weight can be removed from several areas.

Hulls Depending on the date of manufacture some hulls were partially filled with urethane foam. This foam becomes waterlogged over time and can add from 20 -50 lbs. per hull. Several sailors have opened up the hulls and removed the foam. CAUTION, this foam can be contaminated with mildew. When working with opened hulls or foam a breathing mask should probably be worn.

Tubes The cross tubes can be replaced with thinwall irrigation pipe. Be careful when replacing the front tube which has to support the mast. While some sailors have had no problems with 0.050" wall tubing, at least one person has had the tube crack in very windy conditions. Tubing with a wall thickness of 0.063 may be more appropriate. The stock mast step is almost always discarded in favor of a step with a wider footprint.

Cast Fittings The original rudder castings can be replaced with a light weight aluminium fittings.

Foils Stock foils are generally larger than need be. Several sailors have made smaller lighter foils with good success.

Mast Utilizing a stock sail rig and 3" irrigation pipe instead of the extruded mast can save many pounds of aluminium and halyards.

Sheets Keep sheets and lines as short as possible

Vang Many races have eliminated the boom vang and haven't missed it.

Rigging

Jib leads and cleats . Many stock boats come with the jib fairleads and cleats mounted on the outside of the hulls. Pointing ability and ease of use is greatly increased if the fairleads are moved to the inside of the hulls and new cam cleats mounted on the centre tramp tube.

Jib Bridle Consider shortening the stock jib bridle. This will lower the jib and provide a wider slot at the top.

Okanogan Steering In light air the Sea Spray is fastest with the crew weight far forward to keep the transoms out of the water. Okanogan steering uses a line from the tillers and blocks mounted under the tramp to allow one to steer the boat from the front of the tramp.

Reaching hooks Although the inboard jib fairleads are best for beating they are less than optimal

for off the wind. Consider installing reaching hooks to move the jib leads outboard when off the wind.

Sails

If your sails are more than a couple of years old it may be time for replacements. Consider changing to the sock configuration. Besides saving the weight of 2 halyards and the extruded mast, the flat top sock sails may actually be faster than the halyard sails. Several sailors have also gone to bi-radial mylar sails.

Beam

Stock boats come built 2" narrower than the maximum allowed beam. If you are replacing your cross tubes with lighter material be sure to widen the boat to the width allowed under the rules.

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