

- (ii) Forestay and shroud T-ball backing plates.
- (iii) A set of fixed **spreaders** of non-tapered aluminium extrusion.
- (iv) Mainsail halyard sheave box.
- (v) Headsail halyard sheave box.
- (vi) Spinnaker halyard sheave box.
- (vii) Two **spinnaker pole fittings**.
- (viii) **Spinnaker pole** or whisker pole lift block.
- (ix) Gooseneck.
- (x) Kicking strap attachment.

(b) Optional

- (i) One mechanical wind indicator.
- (ii) Compass bracket.
- (iii) Slots for halyards, pole lifts and Cunningham.

F.3.6 DIMENSIONS

		minimum	maximum
(a) Mast Length		10275 mm	10315 mm
(b) Mast Spar Curvature at 6100 mm from the mast datum point.....		50 mm	
(c) Mast Spar Cross Section at 8458 mm from the mast datum point:			
(i) Fore and aft.....	100 mm	103 mm	
(ii) Transverse	66 mm	72 mm	
(d) Limit Mark Width	25 mm		
(e) Lower Point Height	1727 mm		
(f) Upper Point Height	10110 mm		
(g) Forestay Height	8223 mm	8236 mm	
(h) Shroud Height :			
(i) Lower.....	4438 mm	4451 mm	
(ii) Upper.....	8223 mm	8236 mm	
(i) Spinnaker Pole Fitting height:			
(i) Lower.....	2042 mm	2064 mm	
(ii) Upper	2432 mm	2445 mm	
(j) Spinnaker Pole Fitting Projection	60 mm		
(k) Spinnaker Hoist Height	8389 mm		
(l) Spreader :			
(i) Transverse length measured as the distance between the inner edge of both upper shrouds on the upper edge of each spreader	1426 mm	1486 mm	
(ii) Fore and aft length measured as the distance from the aft face of the spar to a			

line intersecting the aft edge of both shrouds.....	71 mm	135 mm
(iii) Height.....	4555 mm	4570 mm
(m) Spreader Cross Section:		
(i) Fore and aft.....	45 mm	
(ii) Vertical	18 mm	
F.3.7 WEIGHTS		
minimum		
Mast Tip Weight.....		10 kg

F.4 BOOM

F.4.1 CERTIFICATION

- (a) The **spar** and its fittings shall comply with the **class rules** in force at the time of **fundamental measurement** of the **spar**.
- (b) The **spar** shall be **certified** by either;
 - (i) the original manufacturer at time of manufacture, or;
 - (ii) an **official measurer**.
- (c) The **spar** shall carry an **SCA certification mark** with the date of **fundamental measurement**. It shall be affixed to the starboard side of the **spar**, forward and within 100 mm of the **outer point**.

F.4.2 MANUFACTURER

Manufacturer shall be approved by the SCA.

F.4.3 MATERIALS

The **spar** shall be of aluminium alloy. It may be anodised.

F.4.4 CONSTRUCTION

- (a) The **spar** extrusion shall include a fixed sail groove that shall be integral with the **spar** extrusion.
- (b) The **spar** groove may be cut away or modified for a distance not exceeding 400 mm from the aft face of the **mast**.
- (c) Holes may be made in the **spar** only for fittings or **rigging**.
- (d) The **spar** shall not be tapered at any point on its length.
- (e) The extension of the top of the **boom** measured at 90 degrees to the **mast spar** shall not be below the **lower point**.

F.4.5 FITTINGS

(a) Mandatory

- (i) One or two mainsheet block attachment(s).
- (ii) **Clew** outhaul blocks and attachments.
- (iii) Kicking strap fitting.
- (iv) Gooseneck attachment.

(b) Optional

- (i) **Spinnaker pole** or whisker pole stowage fittings.
- (ii) Elastic material and blocks for absorbing excess outhaul rope.

F.4.6 DIMENSIONS

		minimum	maximum
(a) Boom Spar Curvature			25 mm
(b) Boom Spar Cross Section:			
(i) Vertical	88 mm	98 mm	
(ii) Transverse	55 mm	65 mm	
(c) Limit Mark Width	25 mm		
(d) Outer Point Distance		3404 mm	

F.5 SPINNAKER POLE

F.5.1 CERTIFICATION

Certification is not required.

F.5.2 MANUFACTURER

Manufacturer is optional.

F.5.3 MATERIALS

The **spar** shall be of aluminium alloy. It may be anodised.

F.5.4 CONSTRUCTION

The **spar** may be tapered for a maximum of 400mm from either end.

F.5.5 FITTINGS

Fittings are optional.

F.5.6 DIMENSIONS

		minimum	maximum
(a) Length			2610 mm
(b) Diameter		50 mm	

F.6 WHISKER POLE

F.6.1 CERTIFICATION

Certification is not required.

F.6.2 MANUFACTURER

Manufacturer is optional.

F.6.3 MATERIALS

The **spar** shall be of Glass Reinforced Plastic (GRP) or aluminium alloy. It may be anodised.

F.6.4 CONSTRUCTION

Construction is optional.

F.6.5 FITTINGS

Fittings are optional.

F.6.6 DIMENSIONS

		minimum	maximum
(a) Length.....		3000mm	3100 mm

	(b) Diameter.....	35 mm	64 mm
F.6.7	PROHIBITED		
	The use of a Whisker pole while a spinnaker is set.		
F.7	STANDING RIGGING		
F.7.1	CERTIFICATION		
	Certification is not required.		
F.7.2	MANUFACTURER		
	Manufacturer is optional.		
F.7.3	MATERIALS		
	The standing rigging shall be of stainless steel.		
F.7.4	CONSTRUCTION		
	(a) Mandatory		
	(i) Forestay of 1 x 19 x constant cross section wire.		
	(ii) Shrouds of 1 x 19 x constant cross section wire.		
	(iii) Backstay of 1 x 19 x constant cross section wire.		
F.7.5	FITTINGS		
	(a) Mandatory		
	(i) Forestay rigging link or rigging screw of non quick release design.		
	(ii) Shroud rigging screws of non quick release design.		
	(iii) Backstay checkstay of wire or rope between the lower end of the backstay and the backstay fitting on the hull .		
	(b) Optional		
	Boom preventer		
F.7.6	DIMENSIONS		
		minimum	maximum
	(a) Forestay length from center of lower rigging link or rigging screw pin to rigging point	7848 mm	8001 mm
	(b) Forestay diameter.....	3.8 mm	
	(c) Shroud diameter	3.8 mm	
	(d) Backstay diameter	3.0 mm	
F.8	RUNNING RIGGING		
F.8.1	CERTIFICATION		
	Certification is not required.		
F.8.2	MANUFACTURER		
	Manufacturer is optional.		
F.8.3	MATERIALS		
	Materials are optional unless specified in section F.8.4.		
F.8.4	CONSTRUCTION		
	(a) Mandatory		
	(i) Mainsail halyard shall be wire, rope or a combination of both.		
	(ii) Mainsail sheet shall be rope.		

- (iii) Backstay and traveller control lines shall be rope.
- (iv) Kicking strap shall be wire, rope or a combination of both.
- (v) Headsail halyard shall be wire, rope or a combination of both.
- (vi) Headsail sheets shall be rope.
- (vii) Spinnaker halyard shall be rope.
- (viii) Spinnaker sheet and guy shall be rope.
- (ix) **Spinnaker pole** or whisker pole lift shall be wire, rope or a combination of both.

(b) Optional

- (i) Mainsail Cunningham line shall be wire, rope or a combination of both.
- (ii) Mainsail outhaul shall be wire, rope or a combination of both.
- (iii) **Spinnaker pole** or whisker pole downhaul shall be rope.
- (iv) Spinnaker barber-haulers shall be rope.
- (v) **Whisker pole** launching or retrieval device shall be rope, elastic cord or a combination of both.

F.8.5 FITTINGS

(a) Mandatory

None.

(b) Optional

Spinnaker sheet barber-haulers to run on spinnaker sheet or guy.

F.8.6 LIMITATIONS

Rules of this section may be modified for a Paralympic Team in accordance with Appendix B.

- (a) Main halyard shall be single part and may have up to two cleat locations below the **lower point**.
- (b) Headsail halyard shall be single part and shall have not more than two cleat locations.
- (c) Headsail halyard fine tune shall be of block and tackle construction.
- (d) Mainsheet shall be single ended with one cleat location.
- (e) Headsail sheets may have up to two cleat locations per side.
- (f) Headsail sheets may have a fine tune of block and tackle construction.
- (g) Headsail downhaul of not more than one to one mechanical advantage, attached to the **head** and led back to the cockpit. It shall not be cleated.
- (h) The **spinnaker pole** or **whisker pole** downhaul and lift shall each have one cleat location.
- (i) Traveller control line shall have not more than two cleat locations per side.
- (j) Cunningham shall have one cleat location.
- (k) Mainsail outhaul shall be of block and tackle construction and shall have one cleat location.
- (l) Kicking strap shall be of block and tackle construction and shall have one cleat location.
- (m) Mainsheet traveller track shall be located in traveller track seat recess.

(n) Headsail sheet car position adjustment may use a spring pin type locking device or a block and tackle located on the deck that may have up to two cleat locations per side.

Section G – Sails

G.1 PARTS

G.1.1 MANDATORY

- (a) Mainsail
- (b) Headsail

G.1.2 OPTIONAL

Spinnaker

G.2 MEASUREMENT

G.2.1 Measurement

shall be carried out in accordance with the ERS.

G.3 CERTIFICATION

G.3.1 Sails

shall comply with the **class rules** in force at the time of initial **fundamental measurement**.

G.3.2 Sails

shall carry a **certification mark** near the **tack point**. The mark shall be signed and dated by an **official measurer**.

G.4 SAILMAKERS

G.4.1 Sailmaker

is optional.

G.5 MAINSAIL

G.5.1 IDENTIFICATION

(a) Insignia

- (i) The class insignia shall conform to the dimensions in Section H.1.3 and be positioned in conformance to the RRS.
- (ii) The color shall be red.

(b) Numbers and national letters

- (i) Numbers and national letters shall conform to the RRS except as modified in G.5.1 (b) (ii).
- (ii) Mainsails constructed prior to March 1, 2000 shall not require national letters.
- (iii) The color shall be black.

G.5.2 CONSTRUCTION

(a) The construction shall be: **soft sail, single-ply sail**.

(b) The **body of the sail** shall consist of **woven** **ply** throughout. The **ply** **fibres** shall be of **polyester**.

(c) The **sail** shall have four **batten pockets** in the **leech**.

(d) The **leech** shall not extend beyond a straight line from the **clew point** to the intersection of the **leech** and the lower edge of the lower **batten pocket**.

- (e) The **sail** may include slab reefing with up to four points in the **body of the sail**.
- (f) The sail shall include **luff** and **foot** boltropes.
- (g) The following are permitted: Stitching, glues, tapes, corner eyes, reef eyes, headboard with fixings, cunningham eye or pulley, **reinforcements**, batten pocket elastic, **batten pocket patches**, **flutter patches**, **chafing patches**, batten pocket end caps, **Mast** and boom slides, leech line with cleat, two **windows**, tell tales, sail shape indicator stripes, sail numbers, national letters and class insignia, sailmaker labels, class royalty label, **certification mark**.

G.5.3 DIMENSIONS

		minimum	maximum
(a) Leech Length		8892 mm	
(b) Upper Width 483 mm from head point		375 mm	
(c) Half Width		2282 mm	
(d) Three-Quarter Width		1396 mm	
(e) Weight of the Ply of the body of the sail	192 gr/m ²		
(f) Window area		0.3 m ²	
(g) Outside Batten Pocket Length :			
(i) Uppermost and lowermost pockets		805 mm	
(ii) Intermediate pockets.....		960 mm	
(h) Head Point to intersection of leech and centerline of uppermost batten pocket	1740 mm		
(i) Clew Point to intersection of leech and centerline of lowermost batten pocket	1740 mm		
(j) Tack Point to center of reef grommet parallel to the luff	900 mm	1100 mm	
(k) Clew Point to center of reef grommet parallel to the leech	900 mm	1100 mm	

G.6 HEADSAIL

G.6.1 CONSTRUCTION

- (a) The construction shall be: **soft sail**, **single-ply sail**.
- (b) The **body of the sail** shall consist of **woven** **ply** throughout. The **ply** fibres shall be of polyester.
- (c) The headsail shall have two or three **batten pockets** in the **leech**.
- (d) The following are permitted: Stitching, glues, tapes, corner eyes, hanks, **reinforcements**, batten pocket elastic, **batten pocket patches**, **flutter patches**, batten pocket end caps, leech line with cleat, foot line with cleat, two **windows**, tell tales, sail shape indicator stripes, sheeting blocks, sailmaker labels, class royalty label, **certification mark**.

G.6.2 DIMENSIONS

		minimum	maximum
(a) Luff Length		7240 mm	
(b) Leech Length		6477 mm	

(c) Luff Perpendicular	2515 mm
(d) Foot Median	7000 mm
(e) Half Width	1285 mm
(f) Three Quarter Width	650 mm
(g) Upper Width 183 mm from head point	102 mm
(h) Weight of the ply of the body of the sail	188 gr/m ²
(i) Window area	0.2 m ²
(j) Outside Batten Pocket Length:	
(i) Top	335 mm
(ii) Intermediate and/or bottom	430 mm
(k) Head Point to intersection of leech and centreline of uppermost batten pocket	1580 mm
(l) Clew Point to intersection of leech and centreline of lowermost batten pocket	1580 mm

G.7 SPINNAKERS

G.7.1 IDENTIFICATION

(a) Numbers and national letters

- (i) Numbers and national letters shall conform to the RRS.
- (ii) The color shall be contrasting with the background.

G.7.2 CONSTRUCTION

- (a) The construction shall be **soft sail, single-ply sail**.
- (b) The **body of the sail** shall consist of **woven ply** throughout. The **ply** fibres shall be of polyamide.
- (c) The following are permitted: Stitching, glues, tapes, corner eyes, eyes, **reinforcements**, tell tales, sailmaker labels, class royalty label, sail identification, **certification mark**.

G.7.3 DIMENSIONS

	minimum	maximum
(a) Leech Lengths	7467 mm	7620 mm
(b) Foot Length	4700 mm	4800 mm
(c) Foot Median		8850 mm
(d) Difference between diagonals		50 mm
(e) Half Width	4565 mm	4715 mm
(f) Weight of the ply of the body of the sail	32 gr/m ²	

PART III – APPENDICES

Appendix A – Documents

Section H – Official Plans and Forms

- H.1.1 Keel Plan designated KEEL-1
- H.1.2 Rudder Plan designated RUDDER-1
- H.1.3 Insignia Plan designated INSIGNIA-1
- H.1.4 Certification Marks designated MARKS-1
- H.1.5 Hull Measurement Form designated HMF-1

Appendix B – Alternative Rules

Rules or modifications within this appendix apply to SCA, IFDS or Disabled Sailing National Authority sanctioned events designated as an “SCA Appendix B – Alternative Rules” event.

Section I – Conditions for Racing

I.1 GENERAL

- I.1.1 The Notice of Race shall state that “This is an SCA Appendix B – Alternative Rules event.”
- I.1.2 Except as modified or amended in this appendix, the requirements of Parts I and II shall apply.
- I.1.3 Adaptations specifically permitted in this appendix must be easily removed so that the **boat** conforms to Part II of the **class rules**.

I.2 DEFINITIONS

- I.2.1 Disabled Sailor: A person who is eligible, under the IFDS Functional Classification System, to compete in IFDS sanctioned or disabled sailing National Authority events and possesses a current Classification Number issued by an IFDS International or National Classifier or by an MNA.
- I.2.2 Paralympic Team: A team whose helmsman is a Disabled Sailor who has obtained Paralympic eligibility status by the IFDS, or an MNA.
- I.2.3 Adaptation: Temporary equipment and/or modification such as a chair or transfer bench designed to assist the Disabled Sailor while in the boat, as opposed to a personal device such as a prosthesis.

I.3 ADVERTISING

- I.3.1 Advertising shall be in accordance with class rules C.1.

I.4 ELIGIBILITY

- I.4.1 A Paralympic Team shall provide the organising authority of a sanctioned event with a current valid letter from the IFDS or his/her MNA verifying that it has obtained Paralympic Team status. Such letter shall be delivered electronically or otherwise to the organizing authority and the SCA with the entry form for the event.

I.5 CREW

Rules of this section are in addition to or modify the rules of section C.2.

I.5.1 LIMITATIONS

- (a) A crew shall consist of three persons.

(b) One member of the crew shall remain seated in the cockpit at all times, except:

- (i) during manoeuvres,
- (ii) when the safety of the **boat** or the crew are at risk,
- (iii) when it is necessary to repair damage to the **boat** or its fittings while on the water.

(c) The options of hiking/sitting out and the use of the fittings to do this, shall be in accordance with the SCA **class rules**.

I.6 EQUIPMENT

I.6.1 OPTIONAL

IFDS approved Adaptations shall be used by Disabled Sailors only and shall comply with the requirements as specified in the ISAF/IFDS Race Management Manual, Notice of Regatta or Sailing Instructions.

I.6.2 Electrically operated seat tilt and steering joystick devices.

I.6.3 PROHIBITED

Spinnakers

I.6.4 LIMITATIONS

As a modification to Rule C.8.4 (c), the number of sails purchased in a calendar year for a Paralympics Team is unlimited.

I.7 BOAT

Rules of this section are in addition to or modify the rules of section C.4.

I.7.1 WEIGHT

- (a) A **boat** shall be weighed and corrector weights installed in accordance with **class rule C.4**.
- (b) Following compliance with I.7.1 (a), a **boat** may compensate for the additional weight of secured Adaptations by removing corrector weights only and shall be re-weighed accordingly.
- (c) When removing correctors in compliance with I.7.1 (b), correctors shall be removed from the sump first.

I.7.2 PROHIBITED

The drilling of holes, fastening of or permanent installation of additional fittings in a chartered **boat**.

I.8 RUNNING RIGGING

The rules of this section modify the rules of section F.8.6.

I.8.1 LIMITATIONS

- (a) Mainsheet may have up to two running ends and two cleat locations.
- (b) Mainsheet may have a fine tune of not more than 3 to 1 mechanical advantage.
- (c) Traveller control lines may have up to two running ends and four cleat locations per side.