



## 11. RIGGING

**11.1. Jibstay**—Shall be of steel or stainless steel not less than 2.29 in diameter and shall intersect the forward side of the mast min. 6782, max. 6934 above Point "B", and shall intersect the deck at a point min. 6610, max. 6712 forward of Point "T". For the purpose of these measurements, it shall be assumed that the jibstay intersects the mast at an angle of 17°. The jibstay must be carried outside the jib, must be kept fastened at all times,

and may be slackened only enough to allow the jib luff wire to take the greater strain.

If the jib can be attached without disconnecting the jib luff wire (for example by hanks or tabs), then the use of only one headstay is permitted provided that it meets the above jibstay specifications.

**11.2 Other Rigging**—All standing rigging shall be of steel or stainless steel. Running rigging may be of any material.

## 12. SAILS

**12.1. Sails**—Allowed polyester woven material not lighter than 3.7 ounces per sailmaker's yard, (0.158 kg/m<sup>2</sup>). The mainsail shall carry a 406 diameter red star, with the yacht's number beneath or on the leech. The numbers shall be not less than 381 in height and occupy a width of not less than 254 per numeral (except for the figure1), the strokes having a thickness of not less than 64. There shall be a space of at least 102 between consecutive numerals. Numbers must be clearly legible on both sides of the sail, and should not be back to back. Jib booms or clubs, roach reefs, double luffed mainsails, loose-footed mainsails, and perforated sails are barred. Unwoven transparent panels, not exceeding 0.75 m<sup>2</sup> in total area, are permitted below half height in any sail. Only mainsail and jib are allowed. Reinforcement, of any fabric having the effect of stiffening the sail, is permitted only within the dimensions listed in Sec. 12.2 and 12.3. This reinforcement shall be capable of being folded. Other reinforcement, as a continuation of corner stiffening or elsewhere, comprising not more than two additional layers of material of no greater weight than the body of the sail, is permitted provided that it can be folded and is not stiffened by the addition of bonding agents, close stitching, or otherwise. Glued seams shall not be considered stiffening provided that they can be folded as described above.

**12.2. Mainsail**—Length of luff and foot governed by measurement bands on spars. See 10.3 and 10.4. Roach and draft governed by cross width from middle of leech to nearest luff point including bolt-rope, which shall not exceed 2807, the roach of leech

having a normal curve. A normal curve is defined as a smooth curve that deviates no more than 13 from a straight line between battens. Roach and draft measurements to be made on floor with only sufficient pull to eliminate wrinkles.

Maximum dimensions:

Leech .....	9779
Headboard, perpendicular to luff ....	114
Reinforcement (maximum distance of stiffening from corner) .....	432
Distance of advertisement or sailmaker's mark from corner .....	610

### 12.3. Jib

Maximum dimensions:

Luff .....	6299
Leech .....	5486
Foot .....	2235
Reinforcement radius .....	343
Advertisement radius .....	337

Leech, roach, and draft to be governed by a measurement across the jib from points 4267 down leech and luff from the top of the measurement triangle, with jib in proper position at top of triangle. This measurement must not exceed 1600. Leech and foot curves must not have any concavities except that the leech may be scalloped only to allow clearance for the spreaders. Headboards are not allowed. Clew boards shall be permitted only within a distance of 76 from the apex of the clew. For measurement all of the corners of the jib must simultaneously fall within a triangle of the above dimensions, and no portion of the sail shall fall outside of the triangle for at least 76 from any corner of the triangle. Foot roach shall not fall outside the measurement triangle

more than 76 at any point. The centre of the grommet or thimble to which the halyard attaches shall not be farther than 38 from the luff of the jib. Cunninghams not allowed. Tack of the jib shall at all times be fastened within the jibstay location and on centreline of the boat. Jib may be set flying, but a jibstay is obligatory and luff wire in the jib shall not be considered a jibstay, except as provided for in Sec. 11.1.

**12.4. Battens**—Four in mainsail spaced on leech as per plan. Upper batten not more than 762. Two middle battens not more than 1219, lower batten not more than 914. Three

allowed in jib, located as per plan, upper batten not more than 203, other two battens 305. Material optional.

**12.5. Measuring**—Sails shall be measured in accordance with the requirements of Star Class Rule 32.

**12.6. Sail Royalties**—An I.S.C.Y.R.A. sail royalty button must be permanently affixed to every mainsail and every jib. It is the obligation of the sailmaker to buy these buttons from the Association central office at US\$30 each. No sail can be used for racing without a button: it is not a Star sail unless the royalty button appears thereon.

### 13. WEIGHT

**13.1.** Minimum weight of boat with all rigging, mast, and boom and including all items permanently fastened to the hull, including removable wooden floor boards not exceeding 11.3 kg. shall be not less than 671 kg. Permanently fastened floorboards are not allowed. In the event that the weight of the boat is less than this amount the difference shall be made up only by the addition of any material securely fastened to the underside of the deck. Material shall not be added or built-in to standard members or hardware for the sole purpose of obviating such correction.

**13.2.** In addition, the hull must comply with the following: The weight of the hull and attached deck must exceed 190.5 kg. If the skeg is also included, the weight of the total assembly must exceed 192.5 kg. In-

cluded with the hull in these weights are exclusively the chainplates, jibstay attachment fitting, the mast step with its supporting structure, built-in bulkheads and deck supports, a keelson (optional in GRP hulls), the rudder post tube, and flotation.

13.3. If additional material is added to make up weight, as required by Section 13.1, such material shall be sealed by a Certified Measurer. The seal or seals applied shall be impressed or attached such that no part of the material can be removed without irreparable damage or destruction of a seal. Seals shall be distinctively marked for identification. If no additional material is required under Section 13.1, a seal as above shall be attached within the hull. A boat must bear such seal or seals to be in conformance with measurement rules.

### 14. LIMITATIONS

In addition to the foregoing, there shall be permanently affixed to the after end of the cockpit coaming a plaque stating the amount of the additional material, if any, so affixed.

Yacht shall be measured on keel, with spars and rigging removed, or with rigging slack, and hull unsupported; and in accordance with instructions issued to certified measures by the International Measurement

Committee. Measurements shall be recorded on the I.S.C.Y.R.A. measurement form. Although only certain specific points on a Star are regularly measured and appear on the measurement certificate, it shall be thoroughly understood that any point may be measured, at the discretion of the I.S.C.Y.R.A. Measurement Committee, and shall be in accordance with plans, specifications, and the following limitations.