

- a) Any type of locking devices for halyards 6 feet or lower above the heel of the mast.
- b) Any type of external adjustable mainsail clew outhaul that does not use magic boxes, hyfield levers, or winches.
- c) An adjustable mainsail traveler of any type, no longer than 48" wide and mounted on the deck at the stern. No mid-boom traveler or horse is permitted. At least one part of the mainsheet must connect the aft end of the boom to a horse, bridle, or traveler of any design aft of the cockpit, with the free end led to a block mounted on the aft end of the centerboard trunk.
- d) Any type of mainsail cunningham or downhaul that does not use magic boxes or winches.
- e) A boomvang of any type that does not use magic boxes or winches and the mainsheet are the only permitted devices used to induce spar bending and the flattening of the mainsail for heavy air.
- f) Jib sheets must be lead from blocks or fairleads on a single 14" or shorter track on the deck and lead no further inboard than 2" from the edge of the cockpit. A movable car on this track shall be the only permitted means for changing the sheeting position or angle of the headsail. Any configuration of jib sheet locking devices, jib sheet ratchets blocks or jib sheet winches is permitted.
- g) Gooseneck Fitting: A sliding gooseneck is permitted. The level of the top edge of the boom when projected to the mast shall not be less than 4'2" from the heel of the mast as shown in the official plans.
- h) The Spinnaker Pole: shall have a maximum length of 6'9" overall including fittings. Only one spinnaker pole is to be carried on board when racing. A whisker pole is permitted; maximum length shall be 7'9" overall including fittings. Either pole may be rigged while racing, but never both at the same time.
- i) Miscellaneous Fittings and Hardware: As shown in the official plans are recommended, but are not mandatory.

**5. Miscellaneous Equipment:** The following miscellaneous equipment is **PERMITTED** at all sanctioned events:

- a) Spinnaker launching chutes
- b) Trap door (Elvstrom) bailers and transom flaps
- c) Below deck spinnaker sheets and guys
- d) Jiffy slab reefing
- e) Any type of timing device
- f) Non-electronic compasses

6. **Movable Ballast.** No movable ballast other than the weight of the crew is allowed. Hiking straps of any design which restrain the weight of the crew at the ankles are allowed. No hiking aids which restrain the weight of the crew above the ankles, such as trapezes, hiking boards, or Soling type harnesses, are permitted.

#### **Article S-5: Grandfather Clause**

Boats equipped with original equipment shall be deemed to satisfy this specification, with the exception that the minimum hull weight requirement must be satisfied.

#### **Article S-6: Racing Safety Equipment**

The following safety equipment must be carried when racing:

1. An anchor of any approved design with a minimum of 50' of attached line.
2. One wearable type I, II, or III personal flotation device for each person on board.
3. One throwable type IV flotation device.
4. One paddle.
5. One bucket suitable for bailing.

#### **Article S-7: Sails**

1. The object of this article is to insure that no boat shall have an undue advantage over any other through material or size of sails. Sails which, in the opinion of the Chief Measurer, are made such that they violate the intent of this rule, even though they satisfy the letter of the rule, are not allowed.
2. Sails are to be marked by a measurer authorized by the Chief Measurer to say that it has passed his inspection. It is within the authority of race committees of events sanctioned by the Association to allow only such sails to be used in that event, although such requirement must be clearly stated in the regatta notice.
3. New sails may not be purchased more than once every two years unless specifically authorized by the Chief Measurer in writing, and then only for the reason that the sail to be replaced has been destroyed or rendered unusable.
4. Sails must be constructed from woven material only.
5. All sails must be capable of being lowered when underway.
6. Windows in sails are allowed at the discretion of the owner.
7. All sails shall be measured in a dry state and laid on the floor with tension adequate to remove wrinkles along the dimension being measured.



## MAINSAILS

8. Mainsail cloth weight shall be a minimum of 3 ounces per square yard and maximum of 7 ounces per square yard, both weights based on a linear yard 36" in width.
9. The class insignia, which is a winged "C" as indicated on the sail of the official plans, shall be at least 12" high and shall be placed on both sides of the mainsail. Underneath it shall be placed the official number of the boat in Arabic numerals, at least 12" high, in accordance with IYRU rules.
10. There shall be four battens in the mainsail leech, of which the top one shall be no more than 18" long, and the rest no more than 24" long. All battens shall be straight and the maximum width shall be 1 5/8". The battens shall be placed so as to divide the unreefed leech into approximately equal sections.
11. Mainsails shall have an attached bolt rope in the foot and the luff, which shall be slid into the integral track in the mast and boom.
12. Measurement of the full luff and the foot shall be taken with 25 pounds of tension applied to the edge being measured, in order to stretch the bolt rope.
13. The top edge of the headboard shall not exceed 4 1/2" in length (fore and aft), measured square to the mast.
14. The top measuring point of the luff and the leech of the mainsail shall be respectively at the uppermost luff and leech corner of the headboard. Other points of measurement shall be taken at the intersection of the extended lines of the extreme edges of the sails, including bolt ropes or tapes.
15. 1/2, 3/4, and 1/4 points of the leech and luff shall be determined by folding the sail onto itself at the leech and luff using the measuring points stated above.
16. Mainsails shall comply with the following dimensions:

	-2	Maximum	Minimum
Length of Luff	18' 9"	19' 3"	19' 1"
Length of Leech	21' 3 1/2"	21' 6"	21' 4"
Length of Foot	9' 2"	9' 4 1/2"	9' 2 1/2"
Width @ 3/4 Height	3' 5 3/4"	3' 4 1/2"	3' 1 1/2"
Width @ 1/2 Height	5' 11 1/2"	6' 0"	5' 7"
Width @ 1/4 Height	8' 1 1/4"	8' 1 1/2"	7' 10"

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## HEADSAILS

17. Headsail Cloth Weight: shall be a minimum of 3 ounces per square yard, and a maximum of 7 ounces per square yard, both weights being based on a linear yard of 36" in width.
18. Headsails are to be triangular in shape.
19. The leech of all headsails must be a straight line or a concave curve (no roach is allowed). A single batten, up to 12" long, is PERMITTED in headsails.
20. The maximum round to the foot, measured from the straight line joining the center of the tack and clew eyes, shall not exceed 3 1/2". If either eye is outside the sail, the straight line shall be taken from the corner of the sail at that point.
21. Headsails shall be attached to the luff wire at the head and tack. Headsail cunninghams installed by the sailmaker on the headsail shall be permitted as long as they are not designed to be adjusted while racing.
22. The tack of the headsail when hoisted shall not be more than 2 inches from the deck.
23. The points of measurement shall be taken at the intersection of the extended lines of the extreme edges of the sail, not including hoisting pendants, external cringles, etc.
24. JIBS shall comply with the following dimensions:

	<u>Maximum</u>	<u>Minimum</u>
Length of Luff	14' 8"	14' 5"
Length of Leech	12' 1"	11' 10"
Length of Foot	5' 11"	5' 8"

25. GENOAS shall comply with the following dimensions:

	<u>Maximum</u>	<u>Minimum</u>
Length of Luff 15' 11"	16' 1"	15' 10"
Length of Leech 15'	15' 4"	15' 1"
Length of Foot 7' 2 3/4"	7' 3 1/2"	7' 0 1/2"

Roach max 3 1/2" ?



## SPINNAKERS

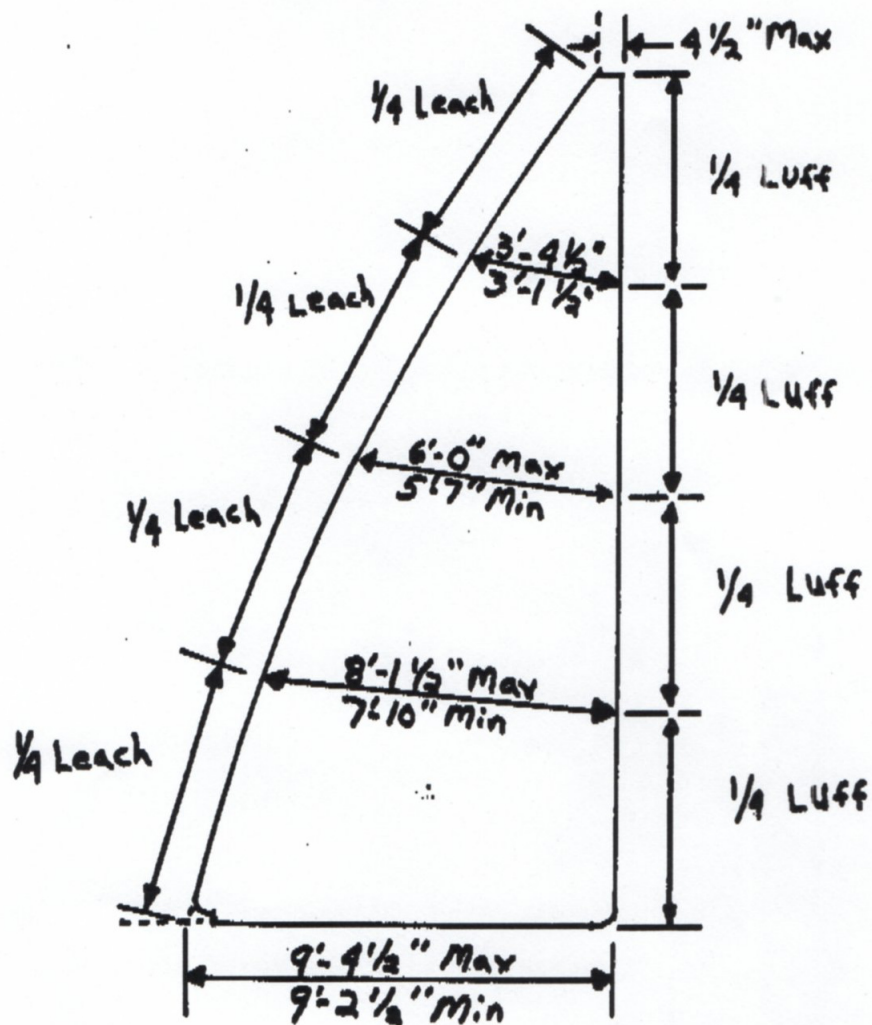
26. Spinnaker cloth weight shall be a minimum of 1/2 ounce per square yard (based on a linear yard of 36" in width), and a maximum of 1 1/2 ounces per square yard.
27. Spinnakers shall be symmetrical when folded about a line joining the head to the center of the foot. This fold shall be known as the centerfold. The sail shall be substantially flat when folded about this line and laid on the floor. Measurements which involve the centerfold line shall be made with the sail folded and laid on the floor in this manner.
28. Luff and foot measurements shall be made with sufficient tension applied to the edge being measured to remove all wrinkles along that edge.
29. For measurements between corners, measurement points shall be taken at the intersection of the extended lines of the extreme edges of the sail at the point being measured.
30. The upper girth shall be measured between points on the extreme edge of the luff 8' below the intersection of the extended lines of the extreme edges of the luff and centerfold lines.
31. The maximum girth shall be taken at the greatest distance between any two points on the extreme edges of the luffs of the sail which are equidistant from the intersection of the luff and the foot.
32. Spinnakers shall comply with the following dimensions:

	<u>Maximum</u>
Length of Luffs	17' 3"
Length of Foot	13' 0"
Length of long diagonal	19' 0"
Upper girth	13' 0"
Maximum girth	14' 0"

### Article S-8: Sail Measurement Diagrams

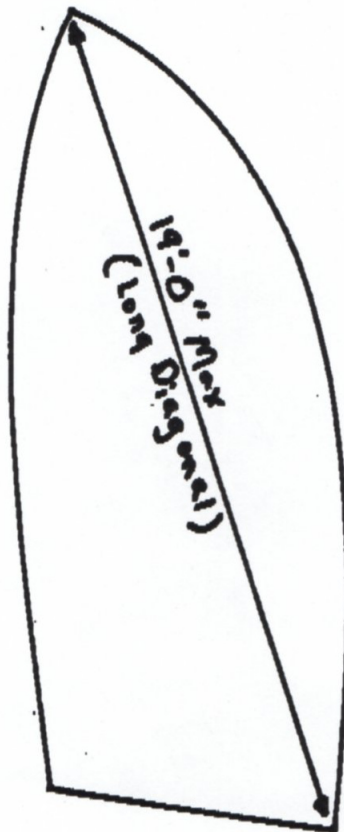
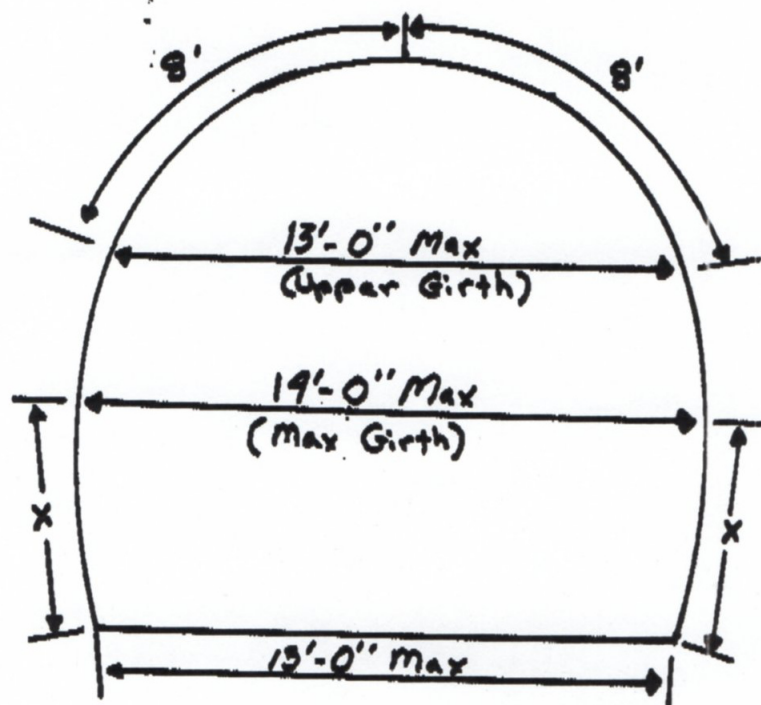
The diagrams are included to aid in the measurement of sails. If a discrepancy or ambiguity exists between the written specifications in Article S-7 and a diagram contained herein, the written specification in Article S-7 shall prevail.

# METHOD OF MEASURING MAINSAILS





# METHOD OF MEASURING SPINNAKERS



## Chief Measurer's Rulings

The Chief Measurer's rulings are included in this handbook for purposes of showing historical continuity only, since their intent has been incorporated into the current Specifications (January 10, 1987). Note that Specification S-1.3 allows no modifications to Tanzer 16s that are not permitted by the Specifications, or by a ruling of the Chief Measurer.

- 1 **Below Deck Halyard Cleats.** Below deck halyard cleats are allowed as an optional convenience item. (May 1972)
- 2 **Cunningham Holes.** Cunningham holes are acceptable in Tanzer 16 sails. The basis for the ruling is that there is no prohibition of such holes anywhere in the specifications and that, in principle, they allow the same kind of adjustment as that which can be made by a downhaul, an already accepted device in the Tanzer 16 specifications. Since the Tanzer 16 does not use black bands, the only restriction on boom setting is that the level at the top edge of the boom when projected to the mast shall not be less than 4'2" from the heel of the mast. (August 1972)
- 3 **Spinnaker Launching Chutes.** Spinnaker launching chutes are acceptable on Tanzer 16 yachts, there being nothing in the class specifications to restrict their use. However, the Class Measurer feels it is not wise to cut holes in the Tanzer 16 deck and recommends that if launching chutes are used they be closable to prevent seas breaking over the bow from swamping the boat. (August 1972)
- 4 **Trap Door (Elvstrom) Ballers and Transom Flaps.** Trap door bailers and transom flaps are permitted on the Tanzer 16. They are not specifically disallowed by anything in the Tanzer 16 specifications. Again the measurer recommends avoiding cutting holes in the hull or deck of the Tanzer 16. (August 1972)
- 5 **Below Deck Spinnaker Sheets and Guys.** It is permissible to run spinnaker sheets or guys under the decking of a Tanzer 16, there being nothing in the specification restricting the running rigging for a spinnaker. Again, the Class Measurer does not recommend cutting holes in the decks of the Tanzer 16. (January 1973)
- 6 **Alternate Positions of the Main sheet Blocks.** No alteration in the position of the main sheet tackle blocks will be allowed. Specifications state that the main sheet tackle blocks must be affixed to the boom in accordance with the official plans. The official plans show one block fixed to a bail 5'6" from the forward end of the boom, the other fixed from a stainless steel strap at the end of a 9'9" boom. The only alteration in block position allowed is dropping of the center block when the sail is roller reefed. Other blocks attached to bails anywhere else would interfere with the requirement that the boom shall be capable of being roller reefed. (January 1973)
- 7 **Jib Block Height Adjusters (Schreck Hauler).** Such devices are not allowed since their effect is essentially identical to Barber haulers which are specifically prohibited. (January 1973)
- 8 **Jib Tack Adjusters.** Jib tacked to adjustable through deck tension device is not allowed because jib stay tension equalizers are not allowed and the tack of a headsail shall not be more than 2 inches from the deck. (February 1974)
- 9 **Halyards.** Hanging devices for jib halyard or main halyard wires are not allowed



