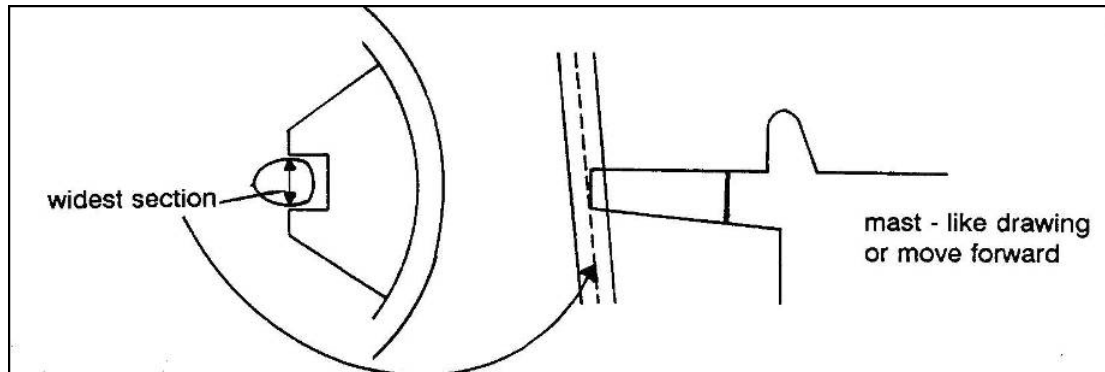


CLARIFICATIONS TO THE 2006 CLASS RULES

The three changes of main concern to the sailors are the forestay connection to the boat, the mainsail stoppers at the mast and boom and the maximum length of rope at the lower end of the trapeze wire. All other “changes” in the rules are either rewordings, clarifications or re-positioning of old rules in different sections according to ISAF instructions.

1) The forestay under tension shall be entirely in metal and shall prevent the mast from disengaging from the mast partners. To meet this requirement the widest section of the mast shall be within the mast partners when the mast rakes under its own weight and the forestay comes under tension, as in the following diagram. The forestay shall be connected to the stemhead fitting with either: a shackle, a rigging plate with holes and pins, a steel wire rope stop of minimum diameter of 2mm or any combination of the above. **IN ADDITION, Shock-cord (elastic) may be fitted between the forestay and the stemhead fitting, to maintain tension in the forestay when the jib is tensioned. THIS LAST SENTENCE WAS LEFT OUT OF THE FINAL EDITION OF THE RULES BY MISTAKE. ALL BOATS WITH ELASTIC TO TAKE UP THE FORESTAY SLACK WILL BE CLASS LEGAL.**



Rope between the lower end of the forestay and the stemhead is not permitted anymore!!!

2) It is advisable not to ask mast manufacturers to pre-install spar stoppers because they don't know the exact shape of the mainsail head used by their customers. Below you see some common forms of a mast stopper:



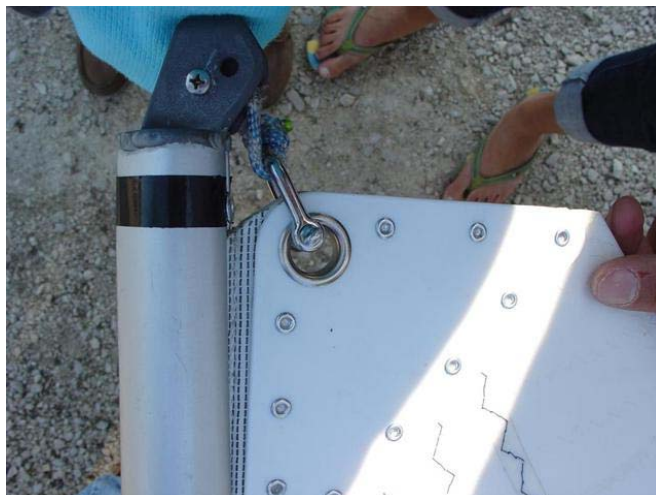
Solution No1, Mast head lock. Those who have this kind of fitting installed don't need a separate stopper since this arrangement only permits a single position for the mainsail. Just make sure your sail fits exactly within the limits!



Solution No2, Tooth rack for wire halyards only. If you use the last tooth (as shown by the arrow) or if there is only one, it is as good as a stopper, since you have only one possible position for the mainsail. If the correct position for the halyard is the middle one for example, you must cut out the remaining teeth, or use solution No3 below.



Solution No3, Rivet (pictured) or screw in the sail track. In this example, the stopper is positioned for mainsails with square-cut boltrope at the head. In the following picture, you see that if you change into a mainsail with cut-down boltrope, then the stopper for a normal mainsail will not work anymore:

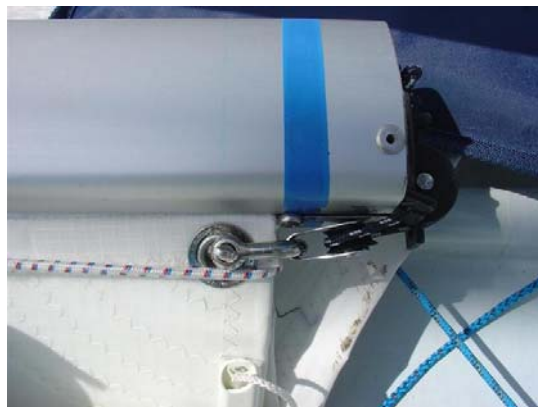


You must then put the stopper in the new position shown by the arrow, below:



THE HIGHEST POINT OF THE MAINSAIL HEAD SHALL NEVER PASS THE LOWER END OF THE LIMIT MARK, DEFINED AS THE "UPPER POINT" IN THE EQUIPMENT RULES OF SAILING.

You may use other solutions as well, including anything that effectively fills in the sail track above the correct position, or even a fixed knot at the halyard that prevents it from passing through the masthead sheave. The most ingenious (and adjustable) solution for a stopper is a device inside the sail track that has a threaded hole for a bolt to attach. The bolt comes from the outside of the sail track, and tightens the device (even a nut could do the trick) against the sail track, much like a rivet, but in this case you can re-position it if needed at will.



In this example of a boom stopper, the rivet has been installed a few mm inside the limit. You may also cut the boom spar so the end fitting is at the limit point itself, as in the following picture:



NOTE THAT IF YOU MODIFY THE STANDARD ISSUE LIMIT MARKS (AS PROVIDED BY THE MAST MANUFACTURERS) YOU MUST PUT NEW ONES MADE OF PERMANENT TAPE OR PAINT (SEE THE RULES FOR MORE DETAILS, INCLUDING THE DEFINITION OF A PERMANENT TAPE).

3) You can have rope at the bottom end of the trapeze wire but only for 500mm from the wire to the handle as shown below.



ADDITIONAL NOTES:

MAKE SURE THAT YOU HAVE A VALID CERTIFICATE FOR YOUR BOAT AND THAT YOU BRING ALONG THE ORIGINAL PAPER OR A TRUE COPY CERTIFIED BY YOUR NATIONAL CLASS ASSOCIATION OR NATIONAL AUTHORITY. THE MEASUREMENT FORM IS ALSO TO BE CARRIED TOGETHER WITH THE CERTIFICATE: YOUR CERTIFICATION AUTHORITY SHALL KEEP A COPY AND NOT THE ORIGINAL M/F. OUR INTERNATIONAL MEASUREMENT FORM OF THE BOAT INCLUDES A PAGE THAT IF PROPERLY FILLED CAN BE THE CERTIFICATE OF YOUR BOAT! ALTHOUGH NATIONAL AUTHORITIES ARE FREE TO USE THEIR OWN FORM, WE STRONGLY SUGGEST THAT THEY USE THE ONE PROVIDED IN THE M/F, OR AT LEAST TO INCLUDE ALL INFORMATION FOUND THERE TO THEIR OWN FORMS.

NO BOATS SHALL BE ACCEPTED FOR RACING IN OUR EVENTS WITHOUT THESE PAPERS! PLEASE ENSURE THAT YOU HAVE THEM OR ASK FOR ADVICE AS SOON AS POSSIBLE!

THE SAILS MUST BE MEASURED BY AN OFFICIAL MEASURER OF YOUR COUNTRY BEFORE TAKING THEM TO A REGATTA. THERE MUST BE A STAMP OR OTHER FORM OF CERTIFICATION MARK, WITH THE DETAILS OF THE MEASURER CLEARLY STATED. IN MANY CASES WE SEE THE MEASURER'S STAMP BUT NO PENCIL/PEN MARKS AT THE MEASUREMENT POINTS. THIS CAN BE A SIGN OF PUTTING THE STAMP WITHOUT ACTUALLY MEASURING THE SAIL AND THIS IS CLEARLY AGAINST THE RULES! MEASUREMENT COSTS MONEY WHICH YOU PAY TO THE MEASURER! MAKE SURE THAT YOU GET WHAT YOU PAY FOR! FOR THOSE CASES THAT WE FIND WITHOUT MEASUREMENT MARKS, WE WILL INFORM THE NATIONAL AUTHORITY OF THE MEASURER UNDER QUESTION FOR FURTHER ACTION AGAINST HIM.

NO SAILS SHALL BE ACCEPTED FOR INSPECTION AT OUR EVENTS IF THEY ARE NOT CERTIFIED AS REQUIRED BY THE RULES. IN LAS PALMAS, THERE MAY BE A LOCAL MEASURER AVAILABLE BUT ONLY BETWEEN THE 26th AND 27th OF JULY. ASK YOUR SAILMAKER TO FIND A MEASURER AND CERTIFY YOUR NEW SAILS IF YOU BUY THEM AT THE LAST MOMENT!