



**TIMPENNY TRAILABLE YACHT ASSOCIATION  
AUSTRALIA INC (A0041637N)**

**670 SPECIAL CLASS RESTRICTIONS BY-LAWS**

**Adopted Sunday, March 26. 1978**

**Amended April 1991**

**Amended September 1997**

**Amended September 2000**

**Amended August 25th 2002**

**Amended August 14<sup>th</sup> 2005**

**Timpenny Trailable Yacht Association of Australia Inc**  
**670 Special Class Restrictions By-Laws**  
(Ref Rule 32A)

**1. GENERAL**

- 1.1 The object of the Timpenny Yacht Association of Australia Inc, 670 Special Class Restrictions By-Laws is to establish the Class as one in which all matters affecting performance are strictly controlled. Enough latitude is permitted to maintain interest in fitting out, maintaining and racing the yachts.

**2. BUILDERS**

- 2.1 Builders of the Timpenny 670 shall be those certified as such by the Association.
- 2.2 Builders shall be responsible for supplying yachts within the measurement rules and specifications.
- 2.3 A builder shall be at his/her own expense correct or replace any boat, which fails to pass measurement due to a lapse on his/her part, and failure to do so can be cause for cancellation of his/her licence.
- 2.4 A metal or plastic plaque stamped with the Timpenny 670 class insignia and the sequential hull number approved by the Association will be supplied and fixed conspicuously to the mast post by the builder.

**3. REGISTRATION**

- 3.1 No yacht shall be allowed to race in the Class unless it has a valid Measurement Certificate.(See Attachment 2)
- 3.2 A Measurement Certificate shall be issued by a Timpenny State Association on receipt of:
- (a) A correctly completed measurement form; and
  - (b) The registration fee (if any required); and
  - 1. A name for the Yacht. (The Association will not accept a name that is duplicated in Australia);  
from an appointed State Association Measurer or his/her interim stand-in.
- 3.3 Change in ownership shall not invalidate the measurement certificate and shall not necessitate remeasuring.
- 3.4 The Measurement Certificate is only valid if the Owner is a paid up Member of a recognised Timpenny State Association.
- 3.5 A Sail Number may be issued for new Yachts when the State Association Measurer has checked and accepted the completed measurement form forwarded by an appointed Measurer who is not the owner of the yacht being measured.
- 3.6 The responsibility for ensuring the validity, currency and continuity of a yachts Measurement Certificate shall rest with the owner.

**4. MEASUREMENT**

- 4.1 Hull: The hull shall be constructed of glass reinforced plastic from a mould approved by the Association and recognised as a Timpenny 670, or from duplicates of this mould approved by the Association. The lay up and structure shall be completed in a manner which ensures structural strength of the yacht.  
No openings are permitted other than as accepted as normally delivered, except that skin fittings for sink drains, logs, etc. are permitted providing they comply with Association requirements. The deck moulding may or may not incorporate a sliding hatch fitted directly into the cabin roof or a cabin roof, which incorporates a pop top, may include a sliding hatch.
1. The hull shall be supplied with keel, keel casing, forward berth, cabin bunks, portable toilet housing, floor reinforcing, main hatch, forward deck hatch, after cockpit lockers, forward anchor locker, chainplates, hand rails

to cabin top, inbuilt foam buoyancy of approximately 0.7 cubic metres and keel lifting mechanism. In this condition the hull shall weigh at least 700 Kg. Weighbridge certificate to be supplied on new boats by the builder.

- 4.3 The keel shall conform to a pattern approved by Timpenny Yachts and shall weigh not less than 215 Kg and not more than 225 Kg. Alternatively a keel conforming to a pattern approved by Timpenny Yachts weighing not less than 55 Kg (or which at least 25 Kg shall be ballast which has its centre of gravity not more than 250mm above the bottom of the keel) may be used, provided not less than 227 Kg of the ballast is built into the floor of the hull. Whilst racing the keel must be locked full-down. The centre plate may be of three configurations: swing, straight drop or angle drop
- 4.4 Rudder design shall conform to Timpenny Yachts Drawing No. 670/1. (See Attachment 1)
- 4.5 The distance from the aft edge of the top of the transom to the centre of the mast pivot shall be between 3910mm and 3940mm.
- 4.6 The distance from the centre of the mast pivot to the after top line of the transverse self tacking jib track measured on the yacht centre line shall be between 95mm and 115mm. The length of the jib track plus two fair leads shall be not less than 1400mm.
- 4.7 The jib track shall be bolted directly to the deck without packing the track shall not curve in plan.
- 4.8 Mainsheet Track  
  
The position of the main sheet hawse track shall be aft of the non-skid surface of the cabin top. It shall not curve in plan.
- 4.9 The point of attachment of the jib luff shall be between 140mm and 190mm from the front of the vertical nose of the deck mold.
- 4.10 The measurement fore and aft Rule for 4.5, 4.6 and 4.9 shall be horizontal with the hull set up so the water line is horizontal.
- 4.11 The amount of inbuilt foam buoyancy shall not be reduced after delivery from the builder and the chainplates shall not be moved after delivery from the builder.

## **5 MAST.**

- 5.1 The Mast shall be taken from either the aluminium alloy extrusion type E7650 supplied by Comalco or type L1902 supplied by Alcan and reinforced by an internal insertion approximately 1500mm long at the base end. Other sections may be used provided they equal or exceed the fore and aft and athwartships dimensions of the above sections and provided a 7622mm length of the alternative section weighs at least 14.1 Kg.
- 5.2 The length of the mast extrusion shall not exceed 7622mm untapered with the top capped and the bottom plug suited to the tabernacle fitting. All holes drilled into the mast to allow for rivets or bolts shall be sealed after assembly with an appropriate sealer. The top cap shall be sealed as well as fastened into place.
- 5.3 The mast may rotate but shall be restrained to prevent the plane of the mast centreline rotating beyond the chainplates. The mast plug and any thrust bearing materials used under the mast and on top of the tabernacle shall be such that the bottom of the extrusion to the bearing surface of the tabernacle is not more than 14mm.
- 5.4 The mast shall be mounted on the standard tabernacle either supplied or approved by the Association.
- 5.5 The mast shall be stayed by one pair of shrouds and one forestay only. The effective attachment point of the side stays and the jib halyard shall be 5434mm +/- 25mm from the heel of the mast section. The forestay attachment to the mast may be a further 50mm higher.
- 5.6 The mast shall be braced by one pair of diamonds through spreaders fixed to the mast 2720mm +/- 25mm above the heel. The length of the spreader shall be not more than 305mm and not less than 265mm measured from the side of the mast. The spreader shall be of welded, riveted or bolted stainless steel fabrication or aluminium alloy cast section designed to fit snugly over the mast. (Alternative to 5.13)

- 5.7 The gooseneck shall be fixed to prevent vertical movement. The gooseneck must limit the travel of the boom so that the top of the boom section extended to meet the aft side of the mast cannot be less than 558mm or more than 595mm from the heel of the mast section.
- 5.8 The diameter of the standard rigging to the mast shall be not less than
- |          |              |
|----------|--------------|
| Forestay | 1 x 19 x 3mm |
| Shrouds  | 1 x 19 x 4mm |
| Diamonds | 1 x 19 x 3mm |
- 5.9 Permanently bent masts are prohibited.
- 5.10 Tapered masts are prohibited.
- 5.11 Fittings needed for the use of trapezes are prohibited.
- 5.12 Internal halyard fittings or other openings into the mast step which will impair the ability of the mast to float are prohibited.
- 6.14 As an alternative to Rule 5.5 and 5.6 the mast may be stayed by the forestay, one set of upper and one set of lower shrouds. The effective attachment of the upper shrouds and the jib halyard shall be 5455mm +/- 25mm from the heel of the mast section. The forestay attachment to the mast may be 50mm higher. The spreaders shall measure at least 530mm from the mast to the hull for the upper shroud and shall be of strong tubular or solid alloy construction. The spreaders shall be pivoted at their inner end and shall be fixed to the mast 2720mm +/- 25mm above the heel. The lower shrouds shall be fixed to the mast immediately below the spreaders. Both sets of shrouds shall be fastened to the mast by means of bolts approximately central between the fore and aft edges of the mast and shall be of 1 x 19 stainless steel wire rope – minimum 4mm for the upper shrouds and 3mm for the lower shrouds. The mast shall be fixed from rotating at its base if this alternative is adopted.
- 6.14 The height of the spinnaker halyard ring attachment to be no greater than 5960mm from the base of the mast. Recommended height 5825mm.

## **6 BOOM**

- 6.1 The boom shall be of aluminium alloy and not permanently bent.
- 6.2 The boom sections shall be the same of the mast sections in 5.1 above.
- 6.3 The length of the boom measured from the aft side of the mast track when set with its track on the yacht centre line shall not exceed 3330mm. A band 25mm wide must be painted, in a contrasting colour to the boom with its inner edge not more than 3025mm from the same aft side of the mast.

When racing no part of the mainsail shall extend aft of the inner edge of this band.

- 6.4 An adjustable adequate boom vang shall be fitted.

## **7. JIB POLE**

- 7.1 The jib pole shall be of aluminium tube of at least 37mm outside diameter and shall not exceed 2780mm in length including end fittings.

## **8. SAILS**

- 8.1.1 Each yacht shall submit for measurement all sails for use in class racing controlled or sponsored by the Association or its member Associations. The measurer may measure any sails again at any time at his/her discretion.

- 8.1.2 The sails shall be hoisted on a halyard and shall be capable of being set lowered and reefed whilst sailing.
- 8.1.3 The Class Insignia, the pattern of which appears in Timpenny Yachts Drawing No. 670/1 shall be of a colour which contrasts with that of the sails and shall be affixed on both sides of the mainsail near the top. Sail numbers shall appear below that of the Insignia.
- 8.1.4 For a class racing series each boat must declare its sail plan, consisting of not more than one mainsail, and two jibs and one spinnaker. A damaged sail may be replaced.
- 8.1.5 An official measurer shall measure the jibs, mainsail and spinnaker and sign and date them on their tacks. Measurement details and mainsail number shall be shown on the measurement form.
- 8.1.6 Sails made before March 1985 shall be measured by these RULES. Insofar as they may not conform to these RULES they may be measured at the discretion of the official measurer.
- 8.1.7 Sails shall be of appropriate material and be capable of being stowed in a normal sail bag.
- 8.1.8 Elastic boltropes are prohibited.
- 8.1.9 Sails shall be measured by the method described below, which is appropriate to the class measurement form.
- 8.1.10 All measurements are overall, eg. the outside of the bolt ropes.
- 8.1.11 Short cuts which save time but which give less accurate results shall not be used.
- 8.1.12 Sails shall be measured off the spars and laid on a flat surface with the corners tied to suitable pegs as described below.
- 8.1.13 This sub-rule deleted in amendments 9/2000.

## **8.2 MAINSAIL**

- 8.2.1 The mainsail luff will be tensioned to 15 Kg measured with a spring balance. The head and tack shall be tied to pegs leaving the tension in the luff rope.
- 8.2.2 The clew will then be pegged so that both the foot and leach are tensioned.
- 8.2.3 The luff and leach shall either be held flat and free from wrinkles by inserting and tensioning the battens or by pulling them out by hand and holding them by weights around the edges. The foot of loose-footed sails without foot ropes is measured flat.
- 8.2.4 Measurements will be made as shown on the Class Measurement Certificate.
- 8.2.5 Section deleted in amendments September 1997.
- 8.2.6 The mainsail shall be loose-footed.
- 8.2.7 A double luff is not permitted.
- 1. At least one set of cringles for reefing shall be fitted at the luff approximately 800mm above the foot, and at the leech of the sail to suit. If two reefing points are fitted the second set should fitted approximately 1640mm above the foot and at the leech of the sail to suit. Additional cringles may be carried.
- 8.2.9 Mainsail Measurements
  - i. Headboard 110mm by 110mm
    - 1. The luff measurement "A" shall not be more than 6780.
  - iii. The foot measurement "B" shall not be more than 3010.
    - 1. The leach measurement "C" shall not be more than 7440.
    - 2. There are three further cross measurements at the  $\frac{1}{4}$ ,  $\frac{1}{2}$  and  $\frac{3}{4}$  leach heights.
    - 3. The  $\frac{1}{4}$  cross measurement shall be not more than 2550mm.

4. The  $\frac{1}{2}$  measurement shall be not more than 1960mm.
5. The  $\frac{3}{4}$  measurement shall be not more than 1180mm.
6. The cross measurements shall be the distance from the leech measurement points as defined below to the nearest points on the fore-edge of the bolt rope. The points on the leech from which the cross measurements are taken shall be determined bridging any, hollows in the leech with straight lines. The mid-point of the leech shall be determined by folding the clew and head to the mid-point. All of these positions can be marked during folding by means of a pencil.
- x. Not more than four battens shall be used which shall be full length, with not less than 1.5m between the head and the first batten, and not less than 1.2m between the first and second battens both measured down the luff.
- xi. The leech of the mainsail shall consist of straight lines between battens.
- xii. The sail width along the top edge of the top batten pocket shall be not more than 1080mm.
- xiii. The round in the centre of the foot shall be not more than 80mm.

### **8.3 JIB**

1. For yachts fitted with a luff wire the measurement between the outer inside edge of the eyes in the luff wire shall not exceed 5980mm when the luff wire is tensioned to 15 Kg as measured with a spring balance.
2. Jib Measurements
  - i. The luff measurement shall not be more than 5930.
  - ii. The foot measurement shall not be more than 2370.
  - iii. The leach measurement shall not be more than 5020.
  - iv. Point of measurement taken to projection of foot and leach intersection.
  - v. Head to centre foot 5490mm maximum.
  - vi. The foot to be a fair curve.
  - vii.  $\frac{3}{4}$  girth 600mm maximum.
  - viii.  $\frac{1}{2}$  girth 1175mm maximum.
  - ix.  $\frac{1}{4}$  girth 1740mm maximum.  
*Note: Girth measurements determined as per Rule 8.2.9 (ix)*
  - x. Not more than 3 leech battens may be used. The batten pocket must not exceed 300mm in length. No other restrictions are placed on batten position. Battens are optional.

1. Section deleted in amendments September 1997.

8.3.4 The sail shall be smoothed out as far as possible but tension will not be applied during measurement.

8.3.5 Section deleted in amendments September 1997.

8.3.6 Section deleted in amendments September 1997.

8.3.7 Above deck furling gear for reefing may be used.

8.3.8 Under deck jib furling gear is prohibited.

8.3.9 Section deleted in amendments September 1997.

8.3.10 The jib tack shall be fixed approximately on the centre line of the yacht.

8.3.11 The jib luff may be attached to the forestay along its length.

8.3.12 The jib sheeting shall be of the self-tacking type as per Timpenny Yachts Drawing No. 670/1.

### **8.4 SPINNAKERS**

8.4.1 The spinnaker shall be symmetrical about its vertical centre line.

8.4.2 The length of the luff and leech shall be 6000mm +/- 100mm.

- 8.4.3. The width of the half-foot, when folded tack to clew shall be 2100mm +/- 100mm.
- 8.4.4 The half width shall be measured with the spinnaker folded in half, tack to clew. An arc whose centre is the head of the sail and whose radius is equal to half the actual luff length shall be made to intersect the luffs and the centrefold. The distance between these two points shall be 2000mm +/- 100mm.
- 8.4.5 The total distance head to foot measured round the curve of the centrefold shall not exceed 6650mm + 100mm.
- 8.4.6 The spinnaker pole shall be the same measurements as the jib pole refer to Section 7.1

## 9 MISCELLANEOUS

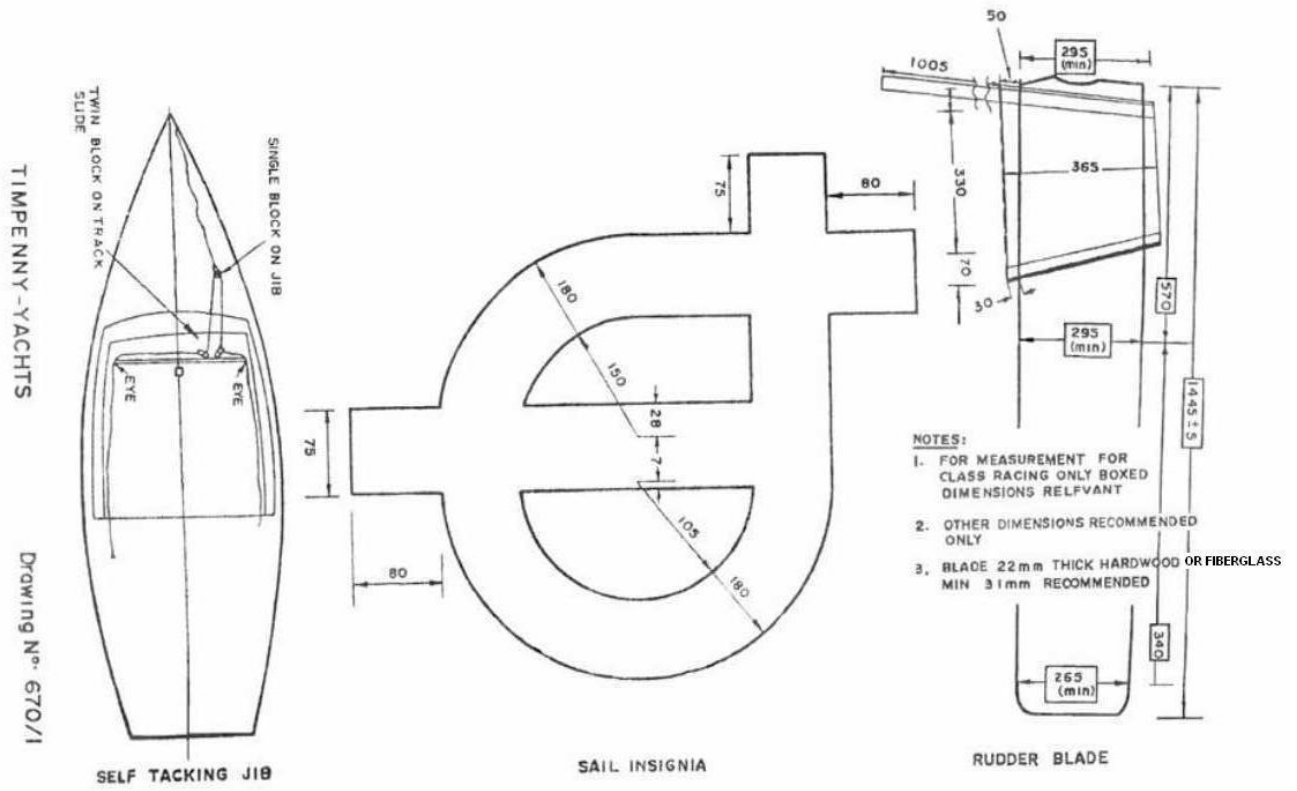
- 9.1 A serviceable out board engine must be carried in an operating position. If the weight of the motor with a petrol tank carrying 11 litres of fuel is not equal to 30 Kg. the weight difference shall be attached to the underneath of the cockpit floor as close to the aft as possible.
  - 9.2 If a ships head is not carried a weight of 8 Kg shall be attached at a height equal to the standard head above the floor in a position where the head is normally fitted.
  - 9.3 No outboard swinging device may be used other than toe straps.
  - 9.4 If bunk cushions of foam approximately 75mm thickness are not carried a weight of 8 Kg shall be attached to mid forward bunk position and two weights each 5 Kg. shall be attached one to each side bunk top below the cockpit side benches.
  - 9.5 Yachts of manufacturers number G17 and earlier and wooden yachts W1 and W2 will be eligible for racing notwithstanding variations from Rule 4, 5 and 6. Replacement spars shall conform to Rules 5 and 6.
1. Wooden yachts W1 and W2 will be eligible for racing irrespective of compliance with Rule 8 except that replacement sails shall conform to Rule 8.
  2. Flotation Marks  
Water line length is 6.15 metres. To obtain flotation marks measure 20mm up the transom from the centre of keel line (Mark A) and measured with a parallelogram 6.15 metres to the stem. At this point the corresponding mark is located (Mark B). The boat shall float to these marks.
  1. This sub-rule deleted in proposed amendments 9/2002

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Attachments, numbered from 1 to 2, are part of these Special Class Restrictions By-Laws, unless specifically excluded, by being shown as: (FOR INFORMATION ONLY)

1. Attachment 1. Timpenny Yachts Drawing No. 670/1.  
Part of Special Class Restrictions By Laws illustrating  
SCR By Law 4.4 (Rudder Design),  
SCR By Law 8.1.3 (Insignia),  
SCR By Law 8.3.2 (Jib Sheeting)
2. Attachment 2. Part of Special Class Restrictions By Laws illustrating  
SCR By Law 3.1 (Measurement Certificate)

**Colin Lampshire Measurer August, 2002**





***TIMPENNY 670 CLASS MEASUREMENT CERTIFICATE***

DATE MEASURED ...../...../..... MEASURED BY:

YACHT NAME

YACHT OWNER

YACHT OWNER'S ADDRESS:

YACHT HULL COLOUR:

YACHT DECK COLOUR:

YACHT REGISTERED NUMBER:

REGISTERED SAIL NUMBER:

COMMENT:

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The signature below identifies that all the measurements herein have been verified and on the day of assessment the above identified Timpenny 670 hull, deck, mast, fittings and sails met the requirements of the Timpenny 670 Class Measurements Rules as published on 24 October 1997.

MEASURER:

ASSISTANT:

PLACE OF MEASUREMENT:

DATE OF INITIAL MEASUREMENT:

DATE OF RE-MEASUREMENT IF REQUIRED:

COMMENT:



HULL				
Manufactured from (material)				
Layed up in approved/standard Timpenny 670 moulds				
Is the manufacture of the yacht structurally sound				
Have there been additional openings cut into the hull or deck since yacht delivery (list all additional openings)				
Are the following fittings installed in the yacht and unaltered since the time of delivery.  <i>(Tick if standard fittings are unchanged. Cross if not.)</i>	Keel:	Forward birth:	Main Hatch:	Handrails:
	Keel case:	Cabin Bunks:	Forward deck hatch:	0.7m <sup>3</sup> of in built foam buoyancy:
	Keel lifting mechanism:	Portable toilet housing:	After cockpit lockers:	
		Floor reinforced:	Forward anchor locker:	
Weight of hull	(Weighbridge certificate required)			
<b>Are the following requirements of the class rules met</b>				<b>Answer</b> <i>Write in actual measurement where applicable</i>
1. The keel shall conform to a pattern approved by the Association and shall weigh not less than 215 Kg and not more than 225 Kg.  <b>Alternatively a keel conforming to a pattern, approved by the Association, weighing not less than 55 Kg (of which at least 25 Kg shall be ballast which has its centre of gravity not more than 250mm above the bottom of the keel) may be used provided not less than 227 Kg of ballast is built into the floor of the hull.</b>  Whilst racing the keel must be locked full down. The centre plate may be of three configurations: swing, straight drop or angle drop				
4.4 Rudder design shall conform to the Association Drawing No. 670/1.				
<b>Note The measurement fore and aft Rule for 4.5, 4.6 and 4.9 shall be horizontal with the hull set up so the waterline is horizontal.</b>				
4.5 The distance from the aft edge of the top of the transom to the centre of the mast shall be between 3910mm and 3940mm				
1. The distance from the centre of the mast to the after top line of the transverse self tacking jib track measured on the yacht centre line shall be between 95mm and 115mm. The length of the jib track plus two fairleads shall be not less than 1400mm.				
1. The jib track shall be bolted directly to the deck without packing and shall not curve in plan.				
4.8 Mainsheet Track. The position of the main sheet hawse track shall be aft of the non-skid surface of the cabin top. It shall not curve in plan.				
4.9 The point of attachment of the jib luff shall not be forward of the vertical nose of the deck mould.				
4.11 The amount of in built foam buoyancy shall not be reduced after delivery from the builder and the chainplates shall not be moved after delivery from the builder.				
Comment:				

<b>Mast</b>	
<b>Are the following requirements of the class rules met</b>	<b>Answer</b> <i>Write in actual measurement where applicable</i>
<p>1. The mast shall be taken from either the aluminium alloy extrusion type E7650 supplied by Comalco or type L 1902 supplied by Alcan.</p> <p><b>Reinforced by an internal insertion approximately 1500mm long at the base end.</b></p> <p>Other sections may be used provided they equal or exceed the fore and aft and athwartships dimensions of the above sections and provided a 7622mm length of the alternative section weighs at least 14.1 Kg.</p>	
<p>2. The length of the mast extrusion shall not exceed 7622mm untapered with the top capped and the bottom plug suited to the tabernacle fitting.</p> <p>All holes drilled into the mast hollow for rivets or bolts shall be sealed after assembly with an appropriate sealer.</p> <p>The top cap shall be sealed as well as fastened into place.</p>	
<p>3. The mast may rotate but shall be restrained to prevent the plane of the mast centre line rotating beyond the chainplates.</p> <p>The mast plug and any thrust bearing materials used under the mast and on top of the tabernacle shall be such that the bottom of the extrusion to the bearing surface of the tabernacle is not more than 14mm.</p>	
<p>5.4 The mast shall be mounted on the standard tabernacle either supplied or approved by the Association</p>	
<p>1. The mast shall be stayed by one pair of shrouds and one forestay only.</p> <p><b>The effective attachment point of the side stays and the Jib halyard shall be 5434mm +/- 25mm from the heel of the mast section.</b></p> <p>The forestay attachment to the mast may be a further 50mm higher.</p>	
<p>2. The mast shall be braced by one pair of diamonds through spreaders fixed to the mast 2720mm +/- 25mm above the heel.</p> <p><b>The length of the spreader shall be not more than 305mm and not less than 265mm measured from the side of the mast.</b></p> <p>The spreader shall be of one piece stainless steel fabrication or aluminium hollow cast section designed to fit snugly over the mast.</p>	
<p>1. As an alternative to Rule 5.5 and 5.6 the mast may be stayed by the forestay, one set of upper and one set of lower shrouds. The effective attachment of the upper shrouds and the jib halyard shall be 5455mm plus or minus 25mm from the heel of the mast section.</p> <p><b>The forestay attachment to the mast may be 50mm higher.</b></p> <p>The spreaders shall measure at least 530mm from the mast to the hole for the upper shroud and shall be of strong tubular or solid alloy construction. The spreaders shall be pivoted at their inner end and shall be fixed to the mast 2720mm, plus or minus 25mm, above the heel.</p> <p>The lower shrouds shall be fixed to the mast immediately below the spreaders.</p> <p>Both sets of shrouds shall be fastened to the mast by means of bolts approximately central between the fore and aft edges of the mast and shall be of 1 x 19 stainless steel wire rope - minimum 4mm for the upper shrouds and 3mm for the lower shrouds.</p> <p>The mast shall be fixed from rotating at its base if this alternative is adopted.</p>	
<p>5.8 The diameter of the standard rigging to the mast shall be not less than:</p> <p>Forestay            1 x 19 x 3mm</p> <p>Shrouds            1 x 19 x 4mm</p> <p>Diamonds           1 x 19 x 3mm</p>	
<p>5.9 Permanently bent masts are prohibited.</p>	
<p>5.10 Tapered masts are prohibited.</p>	
<p>5.11 Fittings needed for the use of trapezes are prohibited.</p>	

5.12	Internal halyard fittings or other openings into the mast step that will impair the ability of the mast to float are prohibited.	
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<b>BOOM</b>		
<b>Are the following requirements of the class rules met</b>		<b>Answer</b> <i>Write in actual measurement where applicable</i>
6.1	The boom shall be of aluminium alloy and not permanently bent.	
6.2	The boom sections shall be the same of the mast sections in 5.1 above.	
1.	The length of the boom measured from the aft side of the mast track, when set with its track on the yacht centre line, shall not exceed 3330mm. A band 25mm wide must be painted, in a contrasting colour to the boom, with its inner edge not more 3025mm from the same aft side of the mast.	
6.4	An adjustable adequate boom vang shall be fitted.	
<b>JIB POLE</b>		
7.1	The jib pole shall be of aluminium tube at least 37mm outside diameter and shall not exceed 2780mm in length including end fittings.	
<b>MISCELLANEOUS</b>		
9.1.1	A serviceable out board engine must be carried in an operating position. If the weight of the motor together with a petrol tank carrying 11 litres of fuel is not equal to 30 kg, the weight difference shall be attached to the underneath of the cockpit floor as close to the aft as possible.	
9.1.2	If a ships head is not carried a weight of 8 Kg shall be attached at a height equal to the standard head above the floor in a position where the head is normally fitted.	
9.1.3	No outboard swinging device may be used other than toe straps.	
9.1.4	If bunk cushions of foam approximately 75mm thickness are not carried, a weight of 8 Kg shall be attached to mid Forward bunk position and two weights each 5 Kg shall be attached one to each side bunk top below the cockpit side benches.	
9.1.5	Yachts of manufacturers number G17 and earlier and wooden yachts WI and W2 will be eligible for racing notwithstanding variations from Rule 4, 5 and 6. Replacement spars shall conform to Rules 5 and 6.	
9.1.6	Wooden yachts WI and W2 will be eligible for racing irrespective of compliance with Rule 8 except that replacement sails shall conform to Rule 8.	
9.1.7	Flotation Marks: Water line length is 6.15 metres. To obtain flotation marks measure 20mm up on the transom from the centre of keel line (Mark A) and measured with a parallelogram 6.15 metres to the stem. At this point the corresponding mark is located (Mark B). The boat shall float to these marks.	
<b>SAILS</b>		
8.1.1	<b>Each yacht shall submit for measurement all sails for use in class racing controlled or sponsored by the Association or its member Associations. The measurer may measure any sails again at any time at his/her discretion.</b>	
8.1.4	<b>For a class racing series each boat must declare its sail plan, consisting of not more than one mainsail and two jibs. A damaged sail may be replaced.</b>	
8.1.5	<b>An official measurer shall measure the jibs and mainsail and sign and date them on their tacks. Measurement details and mainsail number shall be shown on the measurement form.</b>	
8.1.6	<b>Sails made before March 1985 will be measured to these RULES. In so far as they may not conform to these RULES they may be measured in at the discretion of the official measurer.</b>	
8.1.9	<b>Sails shall be measured by the method described below, which is appropriate to the class measurement form.</b>	
1.	<b>All measurements are overall. eg. The outside of bolt ropes.</b> <i>Measurers Comment: Mainsails fitted with bolt ropes are measured to the outside of the bolt rope, mainsails fitted with slugs are measured to the sail extremity not the slugs extremity.</i>	
8.1.11	<b>Short Cuts which save time but which give less accurate results shall not be used.</b>	
8.1.12	<b>Sails shall be measured off the spars and laid on a flat surface with the corners tied to suitable pegs as described below.</b>	
8.1.13	<b>For racing in open class events controlled or sponsored by other than a State or the National Association a spinnaker conforming to these Class Rules may be used.</b>	

8.1.2	The sails shall be hoisted on a halyard and shall be capable of being set lowered and reefed whilst sailing.	
8.1.7	Sails shall be of appropriate material and be capable of being stowed in a normal sail bag.	
8.1.8	Elastic boltropes are prohibited.	

DATE MEASURED ...../...../..... MEASURED BY:

YACHT NAME

YACHT OWNER

YACHT REGISTERED NUMBER:

REGISTERED SAIL NUMBER:

<b>MAINSAIL</b>	
<b>Are the following requirements of the class rules met</b>	<b>Answer</b> <i>Write in actual measurement where applicable</i>
8.2.6 The mainsail shall be loose footed.	
8.2.7 A double luff is not permitted.	
1. At least one set of cringles for reefing shall be fitted at the luff approximately 800mm above the foot, and at the leech of the sail to suit. If two reefing points are fitted the second set should be fitted approximately 1640mm above the foot, and at the leech of the sail to suit. Additional cringles may be carried.	
<b>Method of measurement</b>	
8.2.1 The mainsail luff will be tension to 15 kg measured with a spring balance. The head and tack shall be tied to pegs leaving the tension in the luff rope.	
8.2.2 The clew will then be pegged so that both the foot and leech are tensioned.	
8.2.3 The luff and leech shall either be held flat and free from wrinkles by inserting and tensioning the battens or by pulling them out by hand and holding them by weights around the edges. The foot of loose-footed sails without foot ropes is measured flat.	
<b>MAINSAIL MEASUREMENTS</b>	
Headboard 110mm by 110mm	
The luff measurement "A" shall not be more than 6780mm.	
The foot measurement "B" shall not be more than 3010mm.	
The leech measurement "C" shall not be more than 7440mm.	
<b>There are three further cross measurements at the 1/4, 1/2 and 3/4 leech heights.</b> The cross measurements shall be the distance from the leech measurement points as defined below to the nearest points on the fore-edge of the bolt rope. The points on the leech from which the cross measurements are taken shall be determined bridging any, hollows in the leech with straight lines. The mid-point of the leech shall be determined by folding the head to the clew, and the quarter and three-quarter leech points by folding the clew and head to the mid-point. All of these positions can be marked during folding by means of a pencil.	
The 1/4 cross measurement shall be not more than 2550mm.	
The 1/2 measurement shall be not more than 1960mm.	
The 3/4 measurement shall be not more than 1180mm.	
Not more than four battens shall be used which shall be full length, with not less than 1.5m between the head and the first batten, and Not less than 1.2m between the first and second battens both measured down the luff	
The leech of the mainsail shall consist of straight lines between battens.	
The sail width along the top edge of the top batten pocket shall be not more than 1080mm	
The round in the centre of the foot shall be not more than 80mm.	
<b>Measurers Comment: Mainsails fitted with bolt ropes are measured to the outside of the bolt rope, mainsails fitted with slugs are measured to the sail extremity not the slugs extremity.</b> Comment: ..... ..... ..... ..... .....	

Sail measured by (Signature):

Date:



REGISTERED SAIL NUMBER:

R Milner 8/15/2005

Sail measured by (Signature):

Date:

REGISTERED SAIL NUMBER:

