

# 1720 Sportsboat Class Association

## CONSTITUTION

Approved by the 1720 Class Association on 27th. August 1998.

### 1. NAME

The name of the Association shall be the 1720 Sportsboat Class Association (1720SCA).

### 2. INSIGNIA

The insignia of the Class shall be as shown in Appendix A of the Class Rules (By-Law 1).

### 3. OBJECTS

The objects of the Class are to provide a medium of exchange of information among 1720 sailors throughout the world and to promote and develop 1720 Class racing in all countries, under uniform rules.

### 4. POLICY

It shall be the policy of the Association to maintain the 1720 Sportsboat as a strict one-design class.

### 5. JURISDICTION

The 1720SCA has sole authority world-wide for the conduct and management of the 1720 Sportsboat Class. Its powers are vested in, and carried out by, the World Council, District Associations and Fleets as provided in this Constitution and any By-Laws passed pursuant to the provisions hereof; all subject to and in accordance with the General Rules and By-Laws of the International Sailing Federation.

### 6. ORGANISATION

#### 6.1 World Council

6.1.1 The Association shall be governed by the World Council, which shall consist of:-

- (a) a Chairman and a Vice-Chairman, who must each be Boat Representatives during their terms of office. Each shall be elected by ballot.
- (b) one member appointed by each officially recognised District Class Association .
- (c) two appointed members of the Technical Committee.
- (d) one Licence Holder's representative.
- (e) the Chief Measurer.
- (f) the Executive Secretary.
- (g) such other Officers as may be determined from time to time by the World Council.

6.1.2 The World Council shall meet not less frequently than once per year.

6.1.3 The World Council shall appoint an Executive Secretary who shall hold office for such term and on such conditions as the World Council shall decide. The Executive Secretary shall be responsible for the management of all business of the Association subject to, and in accordance with, the Constitution, By-Laws and the direction of the World Council.

6.1.4 The World Council shall appoint a Chief Measurer for such term as it may decide. The Chief Measurer shall rule on all questions and interpretations of the Class Rules and shall issue interpretations, when deemed necessary. All such interpretations shall be binding until approved, rejected or modified by the World Council.

6.1.5 Decisions of the World Council shall be taken by a simple majority of votes cast. In addition to his ordinary vote the Chairman shall have a casting vote in cases where voting on any issue is evenly split.

6.1.6 The World Council may make By-Laws from time to time.

#### 6.2 Spare

### 6.3 Districts

- 6.3.1 The World Council shall, by By-Law, establish Districts in distinctive areas deemed appropriate and relevant.
- 6.3.2 Each District shall be administered in accordance with and subject to the provisions of a Constitution of the District, approved by the World Council or, if the District has no Constitution, the District Association By-Law of the World Council.
- 6.3.3 The boundaries of Districts may be varied by the World Council on the application of any District.
- 6.3.4 A District Association, with the approval of the Chief Measurer, may appoint a District Measurer to assist the Chief Measurer.
- 6.3.5 A District Association may make By-Laws, subject to the provisions of the Constitution, the District Association By-Law or District Association Constitution (as the case may be) for any purpose necessary to carry out its functions and responsibilities in the management of such District.
- 6.3.6 If any District is within the jurisdiction of an ISAF Member National Authority, such District Association shall, in addition to any other requirements of this Constitution, be subject to such rules, regulations and directions of such Member National Authority.

### 6.4 Fleets

- 6.4.1 A Fleet may be granted a charter upon application to the World Council by 6 or more registered boat owners.
- 6.4.2 A Fleet Captain (and such other Officers as the Fleet deem necessary) shall be elected annually from among the members of the Fleet in such manner as prescribed by the Fleet. The Fleet Officer(s) shall be responsible to the District Association for the organisation of the Fleet and the compliance by the members of the Fleet with the provisions of the Constitution and By-Laws of the Association.

## 7. **TECHNICAL COMMITTEE**

- 7.1 The Technical Committee shall consist of at least five members appointed by the World Council. One shall be a representative of the Licence Holder.
- 7.2 This committee shall be responsible for making recommendations to the World Council regarding Class Rules, Building Specifications and Measurements, including suggested amendments and interpretations.
- 7.3 The Technical Committee shall co-operate with the 1720SCA approved measurers and the technical staff of Licensed Builders to protect the one-design character of the I 720 Sportsboat world-wide.
- 7.4 Decisions of the Technical Committee shall be taken by a simple majority of votes cast. In addition to his ordinary vote the Chairman shall have a casting vote in cases where voting on any issue is evenly split.

## 8. **MEMBERSHIP**

- 8.1 The following categories of Members may be recognised:
  - (a) Ordinary Member - one who is the registered representative of a boat for which the Annual Class Fee has been paid.
  - (b) Associate Member - one who has made a payment of the sum prescribed as the current Associate Membership Fee.
  - (c) Honorary Member - one who has been elected as such for any specified period.

## 9. **SUSPENSION AND REMOVAL FROM OFFICE**

- 9.1 A Member may be suspended by the World Council, on the recommendation of a District Association, for gross violation of the Rules and/or By-Laws, for committing an unlawful act in relation to the Association or one of its Members, or for any unsportsmanlike conduct contrary to the interests of the Members of the Association. The duration of the suspension shall be fixed by the World Council and a suspended Member shall during such period be precluded from racing or enjoying any other rights of membership.
- 9.2 The World Council may ban a crew member from sailing on a 1720 for any period for any of the reasons set out in paragraph 9.1.

9.3 A District Officer may be removed from office by the World Council for a wilful and unjustifiable act of commission or omission detrimental to the Association or to its members.

**10. ANNUAL CLASS FEE**

10.1 The Annual Class Fee shall be set by the World Council and shall become payable on 1st. January each year.

10.2 Evidence of payment of the Class Fee will be receipt of a Class Sticker which shall be affixed to the boat as detailed in the Class Rules.

**11. APPEALS**

Any dispute arising in relation to Fleets, Districts, eligibility to race, interpreting this Constitution, the By-Laws, the Class Rules or similar matter, other than any dispute as to the interpretation of the Racing Rules of Sailing or any protest within the jurisdiction of the applicable racing rules, may be made to the World Council whose decision shall be final and binding.

**12. BY-LAWS**

The World Council may make By-Laws for the purpose of carrying out the objects of this Constitution and of the Association and, without restricting the generality of the foregoing, may make By-Laws

- (a) amending the Rules of the 1720 Sportsboat Class, hereby established as By-Law 1 of the Association, as provided in paragraph A7 thereof;
- (b) respecting the establishment of Districts and the powers of District Associations;
- (c) respecting the Constitution and By-Laws of District Associations;
- (d) respecting the measurement of boats and measurement fees;
- (e) respecting the conduct of championship and other regattas, including the classification of regattas and the eligibility of members for major racing events;
- (f) respecting registration of boats and collection of dues;
- (g) respecting the acceptance of deeds of gift of trophies;
- (h) changing the Headquarters of the Association; and
- (i) respecting the procedures for meetings of the World Council and Regional Executive Committees, including the conduct of business by mail or other means of communication.

**13. AMENDMENTS**

Amendments to this Constitution shall be approved by each of:

- (a) the World Council, and
- (b) the Technical Committee (except where the amendment is of a non-technical nature), and
- (c) at least two-thirds of the boat owners / representatives replying in writing to the 1720 Sportsboat Class Association (1720SCA) in response to a postal ballot published by the 1720SCA. Only those votes returned to the 1720SCA within one month from the date of publication of the proposed rule change shall be valid.

# 1720 Sportsboat Class Rules

By-Law 1

## PART I - ADMINISTRATION

### SECTION A - GENERAL

#### A.1 Type of Class Rules

A.1.1 The 1720 Sportsboat is a **closed class**.

A.1.2 The intention of these rules is to ensure that the **boats** are as identical as possible in hull shape, weight, weight distribution, equipment, rigging and sail plan. It is impossible to foresee every conceivable innovation which may be thought of in the future and to mention every suggestion that has been ruled illegal in the past. When considering anything in connection with the **boat** or its sails or equipment which is not within established practice in the 1720 Sportsboat Class or involves the use of a material not previously used or accepted by the Class or is not clearly permitted by the **Class Rules**, it shall be assumed to be illegal until a ruling to the contrary is obtained from the World Council.

#### A.2 Language

A.2.1 The official language of the class is English and in case of dispute over translation the English text shall prevail.

A.2.2 The word "shall" is mandatory and the word "may" is permissive.

#### A.3 Abbreviations

A.3.1	ISAF	International Sailing Federation
	MNA	ISAF Member National Authority
	1720SCA	1720 Sportsboat Class Association
	NCA	National 1720 Sportsboat Class Association
	ERS	Equipment Rules of Sailing
	RRS	Racing Rules of Sailing

#### A.4 Authority

A.4.1 The international authority of the class is the 1720SCA.

A.4.2 The ISAF, a MNA, the 1720SCA, a NCA, the copyright holder or an approved **measurer** is under no legal responsibility in respect of these **Class Rules**.

A.4.3 The copyright holder is Tony Castro BSc., MSc., RINA.

#### A.5 Administration of the Class

A.5.1 The class is administered by the 1720SCA.

#### A.6 ISAF Rules

A.6.1 These **Class Rules** shall be read in conjunction with the ERS and measurements shall be taken in accordance with these unless specified. Where a term is used in its defined sense, it is printed in "**bold**" type if defined in the ERS and in "*italic*" type if defined in the RRS.

#### A.7 Amendments to Class Rules

A.7.1 Amendments to these **Class Rules** shall be approved by each of:

- (a) the World Council, and;
- (b) the Technical Committee (except where the amendment is of a non-technical nature), and;
- (c) at least two-thirds of the boat owners / representatives replying in writing to the 1720SCA in response to a postal ballot published by the 1720SCA. Only those votes returned to the 1720SCA within one month from the date of publication of the proposed rule change shall be valid.

## **A.8 Interpretation of Class Rules**

A.8.1 Interpretation of **Class Rules**, except as provided by A.9, shall be made by the Chief Measurer.

## **A.9 Interpretation of Class Rules at an Event**

A.9.1 Any interpretation of **Class Rules** required at an event may be by an international jury constituted in accordance with the RRS, Appendix M. Such interpretation shall only be valid during the event and the organising authority shall, as soon as practical after the event, inform the 1720SCA of such interpretation.

## **A.10 Advertising Category**

A.10.1 Under the terms of RRS Appendix 1, Regulations 20.4.2(b) and 20.4.5, the 1720SCA has determined that unrestricted Category C advertising will apply to the Class.

## **A.11 Sail Number Allocation**

A.11.1 The sail numbers shall be issued by the MNAs.

## **A.12 Measurement Certificate**

A.12.1 The owner shall send a completed measurement form to the 1720SCA together with the class fee.

A.12.2 Upon receipt of a correctly completed measurement form the 1720SCA may issue a Measurement **Certificate**. The 1720SCA shall always retain a copy of the Measurement **Certificate**.

A.12.3 Notwithstanding anything contained herein, the 1720SCA may withdraw a Measurement **Certificate** and shall do so on request of the ISAF. Upon request, an owner shall return the Measurement **Certificate** to the 1720SCA.

## **A.13 Change of Ownership**

Change of ownership invalidates the Measurement **Certificate** but re-measurement is not required. The new owner shall apply to the 1720SCA for a new Measurement **Certificate**, returning the old Measurement **Certificate** with any registration fee that may be required. A new Measurement **Certificate** shall then be issued to the new owner.

## **A.14 Measurement Protests**

In the case of a measurement protest, the following procedure shall be adopted:

A sample of 5 other **boats**, where the disputed part has not been repaired, shall be taken and measured using identical techniques. The dimensions of the disputed **boat** shall be equal to, or between, the maximum and minimum dimensions obtained from the sample. If any dimension of the **boat** in question is outside these dimensions the matter, together with any relevant information, shall be referred to the 1720SCA, which shall give a final ruling.

## **A.15 Class Championship Events**

A Class Championship Event is an event specifically for the 1720 Sportsboat Class and is organised by a club in conjunction with the 1720 Sportsboat Class Association. Other events may be designated as Class Championship Events in their Notice of Race and Sailing Instructions.

# **SECTION B - BOAT ELIGIBILITY**

For a **Boat** to be eligible to race, the rules in this section shall be complied with.

## **B.1 Measurement Certificate**

A valid Measurement **Certificate** shall exist for the **boat**.

## **B.2 Corrector Weights**

The weight and position of any required corrector weights shall be as specified on the **boat's** Measurement **Certificate**.

## **B.3 Class Association Sticker**

A valid 1720SCA sticker shall be affixed on the starboard side, aft face of the transom. This shall be obtained from the 1720SCA and indicates that the annual class fee has been paid in respect of that **boat**.

## PART II - REQUIREMENTS AND LIMITATIONS

The crew and the **boat** shall comply with the rules in this Part when *racing*.

### SECTION C - CONDITIONS FOR RACING

#### C.1 Crew Limitations

C.1.1 The crew shall consist of not fewer than three and not more than six persons.

C.1.2 The number of crew on a **boat** shall be declared at registration and shall not be changed thereafter.

C.1.3 Except for medical emergencies, members of crew shall not be substituted between races held on the same day.

#### C.1.4 Weights

(a) The maximum total crew weight shall be 450 kgs. Minimum clothing worn while weighing shall be swimming trunks / suit / bikini (as appropriate).

(b) During Class Championship events:-

(i) Class Rule C.1.4(a) shall only apply at the time of weighing and, in amendment of RRS 60.1, **boats** shall not be entitled to protest or request redress for alleged infringements of that Class Rule.

(ii) Each crew shall present themselves for weighing at the appointed time and each member shall be individually weighed and have their weight recorded.

(iii) Following written request to the Race Committee, substitution of not more than two crew members is permitted provided that;

(a) each replacement crew's weight is within 20 kgs of the replaced crew member and;

(b) the new total weight of the crew is within 20 kgs of the total weight of the original crew and;

(c) the new total weight of the crew does not exceed 450 kgs and;

(d) the original number of crew is not changed.

(iv) If crew substitution is being made, only the replacement crew shall be weighed and the members of the remaining, original, crew shall not be re-weighed.

(c) During all other Events:-

(i) Crew members may be substituted, subject to the maximum total crew weight limit

(ii) If the maximum total crew weight limit is exceeded the penalty shall be a 20% penalty (subject to a minimum of 5 places) which shall be applied as described in RRS 44.3(c).

#### C.1.5 Hiking

With the exception of the head and upper limbs no part of a crew's body shall protrude beyond an imaginary vertical line drawn as a tangent to the hull at the point where the crew member is positioned. No crew member shall sit on the handrail.

#### C.2 Sail Limitations

C.2.1 During any one day's racing **hile** sails on board a **boat** shall be limited to One each of Mainsail, Small Jib, Large Jib, Small Spinnaker and two Large Spinnakers (a total of Six (6) sails). Only one Large Spinnaker shall be used during **any** one race but if that (first) Large Spinnaker suffers serious damage the second Large Spinnaker may be **used**

C.2.2 **Boats** shall use only the sails on board when the boat leaves the harbour/marina/moorings and no sail shall be taken afloat in, or transferred to or from, a RIB (or other craft) except as provided for in rule C.2.3.

C.2.3 If a sail becomes damaged to such an extent that it cannot be repaired on the water a replacement may be obtained from onshore, otherwise no sail shall be exchanged between races on the same day. Any boat replacing any sail shall notify the Race Committee immediately on arrival ashore that day and, if requested, shall produce the damaged sail for inspection.

C.2.4 Royalty Tags (Sail Buttons) shall be attached on mainsails and headsails near the tack and on spinnakers in the tack reinforcement area. (Spinnakers registered before 1999 may have their Royalty Tag near the head.) Except as provided in rule C.2.6, no sail shall be used which does not have a Royalty Tag attached.

#### C.2.5 Identification of sails

All sails for which sail tags have been issued after 1st January 2004 shall be submitted to an official appointed by the Class Association prior to their use at a Class Championship Event. The official will sign the sail adjacent to the sail tag and write the tag number on the sail. This action will be recorded in the Class Association records for that sail.

Any sails used at any event (Class Championship or other) may be selected by an official appointed by the Class Association and may be inspected, signed and/or measured, regardless of their original year of registration.

C.2.6 At events other than Class Championship Events a **boat** may compete in not more than four individual races in any calendar year while using one or more sails which do not have Royalty Tags attached.

#### C.2.7 Sail Limitations due to Wind Speed

If the wind speed exceeds 25 knots the Race Committee may, at its absolute discretion, display flag 'Q' before the warning signal for a race. This visual signal will be accompanied by one long sound signal.

When this signal is displayed boats shall not use a large spinnaker but may use a small spinnaker which, if used, shall be flown from the hounds and not the masthead. In addition, when this signal is displayed, boats shall not use a large jib but may use a small jib. This amends RRS 'Race Signals'.

### C.3 **Equipment**

C.3.1 The following equipment shall be on board while racing:-

- (a) An anchor and chain capable of anchoring a 1720. The anchor shall be of a recognised pattern and, together with the chain and shackles, shall weigh no less than 5.75 kgs.
- (b) Not less than 30 metres of rope/webbing weighing not less than 3 kgs in dry conditions, suitable for anchoring and towing.
- (c) One permanently fitted bilge pump operable from the cockpit with the hatch closed.
- (d) Life jackets or buoyancy vests, each with a positive buoyancy of a minimum of 50 Newtons, for each member of the crew.
- (e) Two oars or paddles (or one of each). The paddles shall be a minimum of 1.2 metres long and shall be suitable for the intended use of propelling a 1720.
- (f) One bucket and lanyard.
- (g) A compass suitable for navigation.
- (h) A First Aid kit.
- (i) A fog horn.
- (j) A minimum of four flares.

C.3.2 Buoyancy tanks or bags may be fitted.

C.3.3 Devices transmitting or correlating data by means such as, but not limited to, electronic, mechanical, hydraulic or pneumatic are prohibited. Digital compasses and single readout for boat speed and water depth are the only permitted instruments to be fitted or used. Hand-held VHF radios are permitted.

### C.4 **Boat**

#### C.4.1 Weight

- (a) From 1st. January 2000 each Licenced Builder shall, at the time of manufacture, certify the Empty Weight of each individual **boat** (identified by means of its hull number) to the 1720SCA. That weight shall be not less than 1350 kgs. and the Licenced Builder may install corrector weights to achieve that weight.
- (b) After handing over from a Licenced Builder, no stripping or lightening of the hull, deck, keel and rudders by means of cutting holes in knees, bulkheads, partial bulkhead, or by the removal of material from the hull, deck, bulkheads or partial bulkhead, mast, boom, keel or rudder is permitted. Any corrector weights installed by the Licenced Builder shall not be removed.
- (c) Boats shall either carry an outboard motor (minimum of 2hp and weighing not less than 11 kgs without fuel) or 15 kgs of corrector weight. This corrector weight is in addition to any installed by the Licenced Builder and shall be located in the position shown in the drawing in Appendix B.
- (d) Except for corrector weights in accordance with rules C.4.1(a) & (c) no ballast shall be carried inside the boat.

- (e) A **boat** shall be re-weighed only on the instructions and at the discretion of the 1720SCA, or a MNA. If, ~~as~~ as the result of a protest hearing, a **boat's** weight is questioned the matter shall be referred ~~to~~ to the 1720SCA. This amends RRS 64.3(b).
- (f) All **boats** ~~bu~~ built before 1st. January 2000 may remove any hull corrector weights already installed. However, if ~~aa~~ corrector weight is carried in lieu of an outboard motor (as required by rule C.4.1(c)) that correct~~or~~ weight shall not be removed.

#### C.4.2 SURFACE FINISHES

No coating material or surface finish that reduces skin friction to less than a cured gelcoat smooth surface or an anti-fouled surface shall be applied to the hull or appendages. Normal concentrations or quantities of detergent (or similar) used for cleaning is permitted.

C.4.3 A lifting eye shall be permanently attached to the keel bolts for single point lifting.

#### C.5 Spare

## SECTION D - HULL AND DECK

### D.1 Hull and Deck

D.1.1 These rules permit the construction only in glass reinforced resin (GRP) and are supplementary to, and shall be read in conjunction with, the Official Plans.

D.1.2 1720 Sportsboats shall only be constructed by builders that are licensed by Tony Castro Ltd. Sub-contracting of any work by a Licensed Builder is permitted providing prior permission has been obtained in writing from Tony Castro Ltd. The Licensed Builder(s) are responsible for ensuring that the **boats** are built to the **Class Rules**..

D.1.3 The Licenced Builder(s) shall permit an approved **measurer** to inspect work at any time during its progress.

D.1.4 Except where specifically otherwise permitted, equipment shall be as supplied by the Licenced builder or, in the case of replacement items, the equivalent. Replacement fittings shall be located in, as nearly as possible, the same location as the original fittings.”

D.1.5 Optional from Optional Suppliers:-

- (a) Storage devices within the cockpit
- (b) Spare

#### D.1.6 REPAIRS

- (a) A damaged hull, deck, keel or rudder shall be reinstated to its original condition only and any such repairs shall be subject to re-measurement and re-certification by an approved **measurer**.
- (b) Substitution of, or alteration to, the deck equipment is permitted provided it is undertaken only to made good damage or malfunction. Additions shall only be made with the permission of the 1720SCA.

### D.2 Cockpit and Hatch

D.2.1 The arrangement and layout of the cockpit shall be as shown in Appendix C.

D.2.2 One hinged water-tight hatch shall be properly fitted and capable of being secured in the closed position.

D.2.3 The hatch shall be secured closed while racing unless it is necessary to briefly open it to place or to remove items from below.

### D.3 Exceptions

- (a) The location of the backstay jammer is optional.
- (b) The jib cheek blocks on earlier boats may be moved to the position where they are currently fitted.
- (c) 'Sailboard type' toe straps may be fitted to the floor of the cockpit provided that they are fitted aft of the traveller.

- (d) When the specification of a fitting is changed or a new fitting is added by a Licenced Builder (after agreement with the 1720SCA) the appropriate fitting on existing boats may be changed (or the new fitting may be added) to match the new specification.
- (e) Any type of cleat may be fitted anywhere, for the purpose of retaining each spinnaker sheet.
- (f) A Jib Downhaul may be fitted.

## SECTION E - HULL APPENDAGES

### E.1 Ballast Keel

- E.1.1 The ballast keel shall be cast lead alloy with 3% antimony with a Specific Gravity not greater than 11.3 and shall be as per the Official Plans. Uneven surfaces shall not be filled with lead. Fairing shall not alter the general shape, curvature or rounding of the keel. The clearance between the templates and the keel shall not exceed 2mm.
- E.1.2 The keel shall be checked by measuring the draft below the hull which shall not exceed 1390mm and by checking the horizontal Sections A, C, E and the centreline of bulb, as per the Official Plans.
- E.1.3 The keel shall be located as per the following measurements:- The distance from the aft edge of the keel (where it meets the line of the hull) to the aftmost point on the centreline of the hull shall be 3525 mm  $\pm$  10 mm (This measurement shall be taken along the outside curvature of the hull). The distance from the aft edge of the keel (where it meets the line of the hull) to the aftmost point of the keel bulb shall be 1350 mm  $\pm$  10 mm. The distance from the aftmost point of the keel bulb to the aftmost point on the centreline of the hull shall be 3480 mm  $\pm$  15 mm."

### E.2 Rudder and Tiller

- E.2.1 The rudder shall comply with the Official Plans and shall be manufactured by an approved supplier.
- E.2.2 The weight of the rudder, excluding tiller but including its gudgeon fittings, shall not be less than 14.5 kgs.
- E.2.3 The shape of the rudder shall be checked at Stations A, B, C and D. The clearance between the templates and the rudder shall not exceed 2mm.
- E.2.4 Extensible tiller extensions are permitted.

## SECTION F - RIG

### F.1 Spars

- F.1.1 Only spars which have been manufactured by a supplier approved by the 1720SCA shall be used and they shall be used "as supplied", without modification.
- F.1.2 Nothing in Rule F.1.1 shall prevent necessary repairs to spars provided that it can be shown that every effort has been made to maintain the dimensions and characteristics of the original.
- F.1.3 Any **boat** that, prior to 1999, has used spars which do not comply with Rule F.1.1 may continue to use those spars but, if replacing these in the future, that **boat** shall then comply with Rule F.1.1.

### F.2 Black Bands

- F.2.1 Black Bands on the Mast and Boom shall be 20mm wide and positioned with a 3mm tolerance as follows:-  
Mast: The bottom edge of the upper black band to be maximum 10883mm above the bottom edge of the mast section. The top edge of the lower black band to be minimum 883mm above the bottom edge of the mast section.  
Boom: The inboard edge of the black band to be maximum 4040mm from the aft face of the mast.

### F.3 Mast

- F.3.1 The method of attachment of standing rigging is optional. Running rigging may be led internally along the length of the mast.

- F.3.2 The fore and aft position of the mast to be as per the Official Plans. The distance between the aft edge of the forestay chainplate where it exits the deck and the centre of the bearing point for the mast shall be 3.21m ±5mm. The heel of the mast shall be fixed and not be capable of being moved while racing.
- F.3.3 A permanently bent or rotating mast is prohibited. However a permanent set in the aft side of the mast not exceeding 50mm between upper and lower measurement bands is not considered to contravene this rule.
- F.3.4 A carbon fibre whip may be fitted at the mast head to keep the backstay clear of the roach of the mainsail.
- F.3.5 No Jumper/Diamond struts are allowed.
- F.3.6 Measuring Mast Tip and Gooseneck Weights
- (a) For measuring both the tip and gooseneck weights: -
    - (i) The mast shall be supported horizontally, forward face down, fully rigged with the halyards hoisted and all the rigging tensioned off at the heel. Cap shrouds to remain attached to the spreaders.
    - (ii) Excess slack shall be removed from the rigging and the bitter ends shall be secured to the mast at the heel.
    - (iii) Any corrector weights shall be permanently fixed to the underside of the spreaders.
  - (b) The mast complete with all fittings, spreaders complete with clevis pins, weight of not less than 16 kgs. The tip weight shall be measured by weighing from the Backstay attachment point with the mast supported horizontally forward side down at the gooseneck level (in line with top of boom in its normal sailing position).
  - (c) The gooseneck weight shall not be less than 21 kgs and is measured at the gooseneck level (in line with top of boom in its normal sailing position) with the mast supported, horizontally forward side down, just above the forestay attachment point and below the Fractional Spinnaker Deflection Block.
- F.4 Boom**
- F.4.1 The boom shall be attached to the mast so that the extension of the top of the boom section, when horizontal, will be at or above the top edge of the lower black band on the mast.
- F.4.2 Mainsheet bails shall not be fitted more than 3160mm. behind the aft face of the mast.
- F.4.3 The centre of the pin attaching the vang to the boom shall not be fitted more than 1200mm. behind the aft face of the mast.
- F.4.4 The mainsail may be loose footed.
- F.4.5 A permanently bent boom is prohibited. However, a permanent set not exceeding 25mm. between the forward end and the measurement band is not considered to contravene this rule.
- F.4.6 Boom Weight  
The boom complete with all fittings, clevis pins, sheaves, outhaul system, reefing lines, shall have a weight of not less than 10.5 kgs.
- F.5 Spinnaker Pole**
- F.5.1 The spinnaker pole shall be made of 6000 series aluminium alloy or Carbon Fibre/Epoxy resin and supplied by the Licensed Builder as standard equipment.
- F.5.2 No part of the spinnaker pole, including fittings, shall be capable of extending more than 5100mm. from the front face of the mast measured at deck level.
- F.5.3 A carbon fibre batten may be fitted as the extreme outboard end of the pole to prevent sheets dropping under the bow of the **boat**.
- F.5.4 Spinnaker Pole Weight  
The weight of the bare spinnaker pole including all fixed fittings but excluding control lines shall not be less than 5.5 kgs. Any corrector weights shall be permanently fixed at the forward end.

## F.6 Rigging

F.6.1 Standing rigging shall be of wire of the following diameters:-

Cap Shrouds	5mm	1 x 19	Stainless or Dyform Stainless
Lower Shrouds	4mm		Stainless or Dyform Stainless
Upper Cap Shroud	4mm	1 x 19	Stainless
Forestay	5mm	1 x 19	Stainless
Gooseneck Stays	4mm		Stainless or Dyform Stainless

F.6.2 The permanent backstay shall be Spectra (or similar) minimum 6mm. The braided outer cover may be removed..

F.6.3 The fore and aft position of the shrouds at the deck and their position relative to each other is to be as per the Official Plans.

F.6.4 Shroud tensions shall only be adjusted by turnbuckles. Turnbuckles of a higher specification than those originally fitted are not permitted. Any **boat** that has used such equipment in 1997 shall not be required to change their higher specification turnbuckles but, if replacing these in the future, they shall only be replaced with ones of a similar specification to the original.

F.6.5 Adjustment of the standing rigging, except for the backstay, is prohibited while racing.

F.6.6 Gooseneck Wires shall be fitted between chainplates and the sides of the mast. Such wires shall not be adjusted while racing.

F.6.7 The standing rigging shall intersect with the mast wall at the following positions measured above the bottom edge of the mast section. (Tolerance 10 mm)

	<u>Required Position</u>		<u>Required Position</u>
Forestay	9302mm	Lower Shrouds	4777mm
Upper Cap Shrouds	10827mm	Gooseneck Shrouds	957mm
Cap Shrouds	9147mm		

F.6.8 The Forestay shall have a length of 10110mm. ( $\pm$  5mm.). This length to be measured from the bearing point of the 'T' terminal to the bearing point of the clevis pin which attaches to the forestay chainplate.

F.6.9 The backstay may be split and led to both sides. Any block and tackle may be used for adjustment and a preventer may be fitted.

F.6.10 All spinnaker halyards shall be attached above the forestay. The bearing point of masthead spinnaker sheave shall be 10937mm ( $\pm$  10mm.) above datum. The bearing point of the fractional spinnaker sheave shall be 9357mm ( $\pm$  10mm.) above datum. For the purpose of this rule, if the halyard is also led through a fairlead, or bull's eye, its bearing surfaces shall not be more that 30mm from the face of the mast or higher than the dimensions above.

F.6.11 The headsail halyard shall not be attached higher than the forestay.

F.6.12 Minimum sizes shall be as follows:-

Main Halyard 2:1	6mm	Dynema or similar
Jib Halyard	8mm	Dynema or similar
Spinnaker Halyard	8mm	Braid on Braid or Dynema or similar
Main Sheet	10mm	16 Platt Rope
Jib and Spinnaker Sheets	8mm	Braid on Braid Low Stretch Polyester (LSP)
Tack Lines	8mm	Braid on Braid or Dynema or similar
Backstay Control Line	6mm	Dynema or Braid

F.6.13 The spinnaker sheet(s) may be attached to the spinnaker using a lanyard not longer than 75 cms. The lanyard may be of any material.

F.6.14 No running rigging shall be used that when soaked wet would be lighter (per metre length) than the above.

## F.7 Furling and Sailing Devices

F.7.1 A furling device for headsails is not permitted.

- F.7.2 The dimension of the attachment of the swivel or the cringle at the head of the spinnakers, and which is within the sail, shall not exceed 38mm. The horizontal dimensions of any device or fitting at the head of the spinnaker shall not exceed 38mm.
- F.7.3 "In boom" or "along boom" fine-tune systems are not permitted however any other purchase or fine-tune system for the mainsheet is permitted, provided it is adjusted from off either the cockpit floor or the traveller.
- F.8 Permitted Materials**  
Permitted materials shall be limited to the following.
- F.8.1 Spars and Rigging  
Galvanised or stainless steel or steel alloys with rope modulus less than 110 GPa (1120 Kg/cm<sup>2</sup>) for the 1 x 19 wire rigging and less than 135 GPa (1376 Kg/cm<sup>2</sup>) for Dyform rigging wire.

## SECTION G - SAILS

### G.1 Sail Replacement Limitations

- G.1.1 **Boats** may purchase one full suit of sails (5) in Year One. Year One is defined as being the calendar year in which the **boat** participated in its first five races.
- G.1.2 A further Three (3) sails may be purchased in each calendar year (including Year One). In addition to this, One (1) working sail (small jib or small spinnaker) may be purchased each year.
- G.1.3 No sail allowances shall be carried forward.

### G.2 Damaged or Lost/Stolen Sails

- G.2.1 An irreparably damaged sail may be replaced provided that:-  
(a) the sail is not more than one year old, and;  
(b) the sail is produced for inspection and approval to an official 1720SCA representative authorised to carry out an inspection.  
Witness statements may be required.
- G.2.2 A lost or stolen sail (less than one year old) may be replaced. Witness statements may be required.
- G.2.3 A lost or stolen sail (greater than one year old) may be replaced with a second-hand sail provided that the replacement sail is not less than one year old. Witness statements may be required.

### G.3 Use of sails on Chartered or Borrowed boats

- G.3.1 If a **boat** is chartered or borrowed the sails used shall be those from that **boat**, except as provided in rule G.3.2.
- G.3.2 If an owner charters or borrows another **boat** the mainsail, the large jib and the large spinnaker used shall all be from the same suit of one or other of either the owner's **boat** or the chartered/borrowed **boat**. The small jib and the small spinnaker may be from either suit of sails. No sail from any third **boat** shall be used.

### G.4 Transferring or Retaining Used Sails

- G.4.1 Used sails may be permanently transferred to another **boat** (as the result of purchase or otherwise) provided that:-  
(a) they are at least one full year old, and;  
(b) immediately following the transfer the recipient notifies the Class Secretary in writing, enclosing the **boat's** measurement **certificate**, and stating the name of the previous owner(s) of the sails, the Royalty Tag numbers and the types of sails transferred.
- G.4.2 A temporary transfer of a sail, for the purposes of providing a 'back up' in the event of damage, is permitted provided that:-  
(a) the boat receiving the sail has only one sail of that type tagged, and;  
(b) permission has been obtained in advance from the Race Committee, and;  
(c) the numbers (and national letters if different) on any transferred mainsail are changed to those of the boat receiving the sail.

G.4.3 Obtaining used sails shall not effect the recipient's normal annual allowance (see rule G.1) but the previous owner is not entitled to any additional allowance in order to replace those sails.

G.4.4 If a **boat** is sold it is assumed that all sails registered to that **boat** will be transferred to the new owner. If, however, the seller chooses to retain any sails for use on another **boat** he/she shall inform the Class Secretary, in writing, and such sail(s) shall be included in any sail allowance to which he/she may otherwise be entitled.

**G.5 Sail Measurement**

G.5.1 Sails shall be measured in accordance with the ERS except where varied by these rules.

G.5.2 Each sail shall be measured and approved by an approved **measurer** who shall stamp or sign and date a mainsail or headsail near the tack and a spinnaker near the head. This data to be entered into the sail measurement form.

**G.6 Sail Materials**

G.6.1 The body of the sail shall consist only of woven or laminated ply made from Polyester and/or monofilament glass and/or Pentex. Reinforcement shall be made from materials permitted in the body of the sail.

	<u>Minimum Sail Weight</u>	<u>Minimum Fabric Weight</u>
Mainsail	9.5 Kgs	
Large Jib	6.5 Kgs	
Small Jib	4.5 Kgs.	
Small Spinnaker		45 Grms/Sq.m
Large Spinnaker		38 Grms/Sq.m

G.6.2 Excessively heavy fittings are prohibited.

G.6.3 In the event of any sail being under the minimum weights outlined in G.6.1 corrector weights shall be attached to the headboard to bring the sail up to the required weight.

G.6.4 The use of carbon fibre is prohibited in any part of the sails or battens.

**G.7 Sail Dimensions and Limits**

G.7.1 Sails shall have the following dimensions:-

	Max Leech	Max Half Width	Max Three-quarter Width	Max Upper Width	Max Top Width
MAINSAIL	10.75 m	2.78 m	1.67 m	0.91 m	0.15 m

The mainsail may have one (1) reef 1250mm from the clew with a tolerance of 50mm.

Large Jib	Max/Min Luff (m) 9.95 / 9.85	Max/Min Leech (m) 9.08 / 8.98	Max/Min Foot (m) 3.50 / 3.45	Max 1/2 Width (m) 1.79	Max 3/4 Width (m) 1
Small Jib	Max/Min Luff (m) 8.50 / 8.6	Max/Min Leech (m) 7.50 / 7.40	Max/Min Foot (m) 3.10 / 3.00	Max 1/2 Width (m) 1.26	Max 3/4 Width (m) 0.61
Large Spinnaker	Max/Min Luff 12.95 / 12.75	Max/Min Leech 11.10 / 10.90	Max/Min Foot (m) 6.75 / 6.55	Max 1/2 Width (m) 7.00 / 6.7	
Small Spinnaker	Max/Min Luff 11.45 / 11.25	Max/Min Leech 9.40 / 9.20	Max/Min Foot (m) 6.15 / 6.05	Max 2 1/2 Width (m) 6.00 / 5.8	

G.7.2 Unwoven transparent panels not exceeding 1m<sup>2</sup> in total area are permitted below half height. No part of such a window shall be closer to the luff, leech or foot than 150mm.

- G.7.3 Double-luffed sails, artificially thickened, multiple surface sails are prohibited. A headsail shall not have a club-foot or foot-yard or have more than one sheet or other contrivances for sail control.
- G.7.4 Sail Repairs  
Any sail repair or recutting resulting in an alteration to the certified measurements of a sail requires re-measuring of that sail, but such repair or recutting shall not constitute acquisition of a new sail unless the sail is re-cut, redesigned, repaired or altered in a manner which uses a quantity of new or replaced sailcloth greater than 33<sup>1</sup>/<sub>3</sub>% of the sail area in which case that sail becomes an additional or new sail within the meaning of rule G.1 (Sail Replacement Limitations) and must comply with the requirements thereof.
- G.8 Class Insignia, National Letters and Sail Numbers**
- G.8.1 The class insignia is as shown in Appendix A.
- G.8.2 The Class Insignia, National Letters and Sail Numbers shall be positioned in accordance with RRS Appendix G except that National Letters and Sail Numbers shall not be required on spinnakers.
- G.9 Mainsail**
- G.9.1 There shall be four battens on the leech of the sail, equally dividing the leech with a tolerance of 50mm. Batten lengths shall be as follows:-
- |                                 |         |
|---------------------------------|---------|
| Top Batten Maximum Length       | 1500mm. |
| 2 Middle Battens Maximum Length | 1400mm. |
| Bottom Batten Maximum Length    | 1400mm. |
- G.9.2 Strengthening patches are permitted on one or both sides of the inner end of each batten-pocket. The patches, which may be self-adhesive, shall be no thicker than the main body of the sail.
- G.10 Jibs**
- G.10.1 There shall be three battens on the leech of the large jib, equally dividing the leech with a tolerance of 50mm. Batten lengths shall be as follows:-
- |                           |         |
|---------------------------|---------|
| Top Batten Maximum Length | 1100mm. |
| Others Maximum Length     | 1000mm. |
- G.10.2 There shall be three battens on the leech of the small jib, equally dividing the leech with a tolerance of 50mm. Batten lengths shall be as follows:-
- |                           |        |
|---------------------------|--------|
| Top Batten Maximum Length | 650mm. |
| Others Maximum Length     | 700mm. |
- G.10.3 Both the Large Jib and the Small Jib shall be fitted with one set of hanks, which shall not be capable of adjustment.
- G.11 Spinnakers**
- G.11.1 There shall be two Spinnakers. The Large Spinnaker shall be flown from the masthead and the Small Spinnaker may be flown from the hounds or the masthead.
- G.11.2 The luff, leech and foot shall be taped with stretch resistant tape.
- G.11.3 A stretch resistant line may be fitted in the luff, leech and/or foot.

# **APPENDICES**

(forming part of these Rules)

**Appendix A** Copy of Class Insignia

**Appendix B** Corrector weight location diagram

**Appendix C** Deck plan

**Appendix D** Rule variations applicable to 1720 "Club" Sportsboats only

(Note: This appendix will, initially, be published separately and, when available, may be found on the Class website - <http://www.1720sportsboat.com>)

## **Amendments to the Constitution and Class Rules since Version 3.0 (April 1999)**

The undernoted Rules have been amended following approval in accordance with Rules 13 and A.7.

<u>Effective from</u>	<u>Constitution Rule</u>	<u>Class Rules</u>	<u>Version</u>
1st. April 2000		C.2.1, C.2.5, C.4.1, D.3, G.4.1 & G.4.2	4.0
1st. May 2001	13	A.7.1, A.10.1, C.2.4, C.2.6, D.3(e), F.6.12, F.6.13, G.7.1	5.0
1st. June 2004	13(c)	A.7.1(c), C.2, D.3(f), F.6.1, F.6.12, G.2.2, G.2.3, G.4.1(b), G.10.3, App.D	6.0

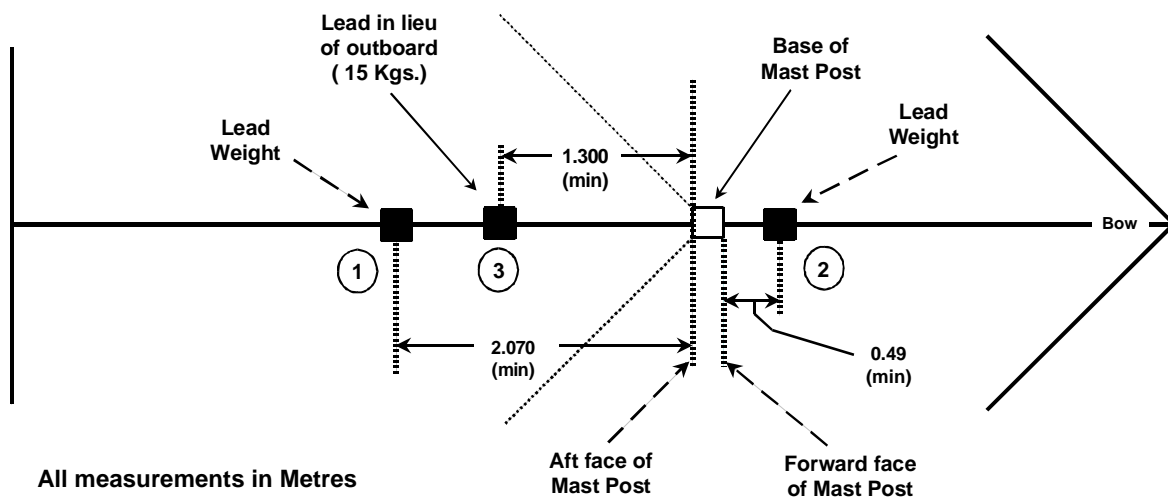
**TECHNICAL COMMITTEE**

1. The Technical Committee shall meet from time to time, as necessary, to consider any matter of a technical nature which affects the 1720 Sportsboat.
2. At their first meeting after 31st March each year the members of the Technical Committee shall elect, from among themselves, a Chairman, who shall hold office until the first meeting after 31st. March the following year.
3. At their first meeting after 31st March each year the members of the Technical Committee shall nominate, from among themselves, two of their members to serve on the World Council. They shall hold office until the first meeting after 31st. March the following year.
4. Meetings shall be convened by the Chairman (for the time being) of the Technical Committee or, in an emergency, by the Executive Secretary.
5. The Technical Committee shall have the power to co-opt experts on any relevant subject. Not more than three experts shall be co-opted at any one time. Such experts shall not be entitled to vote.
6. Matters shall be referred to the Technical Committee through the Executive Secretary of the Class who shall be responsible for ensuring that each topic is considered and brought to a conclusion.
7. The Chairman of the World Council and/or the Executive Secretary shall have the right to be present throughout all Technical Committee Meetings but, unless they are also appointed members of the Technical Committee in their own right, they shall not be entitled to vote.
8. This By-Law shall be read in conjunction with Rule 7 of the 1720 Sportsboat Class Association Constitution.



Appendix B

Corrector Weight Positions



**NOTES**

Boats built after 1st. January 2000 may have lead weights already positioned at locations ① and ②. These weight have been fitted by the Licenced Builder at the time of manufacture and shall not be removed. Boats built prior to 1st. January 2000 are not required to carry weights at these locations.