STANDARD SAIL AND EQUIPMENT SPECIFICATIONS

1. Headsails, distinctions between jibs and spinnakers

A. A headsail is defined as a sail in the fore triangle. It can be either a spinnaker, asymmetrical spinnaker or a jib.

B. Distinction between spinnakers and jibs. A sail shall not be measured as a spinnaker unless the midgirth is 75% or more of the foot length and the sail is symmetrical about a line joining the head to the center of the foot. No jib may have a midgirth measured between the midpoints of luff and leech more than 50% of the foot length. Headsails with mid-girths, as cut, between 50% and 75% shall be handicapped on an individual basis.

C. Asymmetrical spinnakers shall conform to the requirements of these specifications.

2. Definitions of jibs

A. A jib is defined as any sail, other than a spinnaker that is to be set in the fore triangle. In any jib the midgirth, measured between the midpoints of the luff and leech shall not exceed 50% of the foot length nor shall the length of any intermediate girth exceed a value similarly proportionate to its distance from the head of the sail.

B. A sailboat may use a luff groove device provided that such luff groove device is of constant section throughout its length and is either essentially circular in section or is free to rotate without restraint.

C. Jibs may be sheeted from only one point on the sail except in the process of reefing. Thus quadrilateral or similar sails in which the sailcloth does not extend to the cringle at each corner are excluded.

3. Measurement of jibs

A. Longest perpendicular of jibs (LP) shall be measured on the perpendicular from the luff (outside edge of the sail or rope) to clew (intersection of edges of sail).

B. LP shall be the largest such dimension found on the jibs carried on board.

4. Limitations on jibs

A. No clew boards may be used on jibs.

B. No headboards may be used on jibs.

C. Battens may be used only if:

1. In jibs 117% or smaller LP.
2. No limit on length.
3. The number of battens is limited to four, which must be arranged with approximately equal spacing between head and clew.

D. The distance, measured on the surface, between the midpoint of the foot and the midpoint of the luff shall not exceed 55% of the length of the leech.

E. Headsail sheeting to the boom shall be allowed provided the sheeting point is not further aft on the boom than E plus six inches. This shall be marked if such sheeting is to be used by a red band one (1) inch wide. The forward edge of the band will define the limits of the sheeting approved.

F. In no case shall the sum of the LP of the headsail and the distance measured from the forward end of J to the tack of the sail be greater than the sailboats rated LP.

5. Definitions of symmetrical spinnakers.

For measurement as a symmetrical spinnaker, a sail must have the following characteristics:

A. Luff and leech must be of equal length.

B. The sail must be symmetrical, in shape and construction, about a line joining the head to the center of the foot.

C. The midgirth shall not be less than 75% of the foot length.

6. Measurement of spinnakers

A. Spinnakers shall be measured with such tension as will remove wrinkles across the line of measurement. The measurer will sign the sail indicating the date of measurement, and the maximum length of luffs and maximum width, and his approval of all other requirements.

B. Spinnaker Maximum Width (SMW) shall be at the foot or across the body of the sail, measured between points on the luffs equidistant from the head.

C. Spinnaker Luff (SL) shall be the greatest length of spinnaker luff and leech measured around the edges of the sail. Where stiffening is used to extend the angles at the tack or clew of spinnakers beyond an included angle of 110 degrees, the greatest length of any such stiffening in the foot of the sail, measured from the clew, shall be added to the luff length to determine SL.

D. Spinnaker Foot (SF) shall be a distance from tack to clew measured in the shortest path on the surface of the sail.

E. Spinnaker Midgirth (SMG) shall be the distance between the midpoints of luffs measured in the shortest path across the sail.

7. Limitations of spinnakers

A. Spinnakers shall be sheeted from only one point on the sail.

B. Battens shall not be used in spinnakers.

C. Spinnaker Luff (SL) shall not exceed .95 times the square root of ($I^2 + J^2$) without penalty.

D. Spinnaker Maximum Width (SMW) shall not exceed 1.8 times J without penalty.

E. Adjustable leech lines are not permitted on spinnakers.

F. Spinnaker pole length shall not exceed 100% of J without penalty.

8. Asymmetrical Spinnakers

A. Choice of asymmetrical, symmetrical, or both types of spinnakers, shall be made at time of application or renewal and may be changed once during the sanctioned racing season.

B. Unpenalized luff (ALU) shall be no greater than 1.1 times the square root of ($Ia^2 + (J * (SPL\%/100))^2$)

C. Unpenalized foot (AF) shall be no greater than (J * (SPL%/100) * 1.8). SPL% shall include extendible bowsprits.

D. Unpenalized mid girth to foot ratio (AMG/AF) shall be not less than .75.

9. Measurement of mainsails

A. Foot of mainsail (E) shall be the length measured along the boom, of the foot of the sail taken from the aft face of the mast to the aftermost position to which the sail is permitted to extend. Where this latter point is inside of the boom end, it shall be located by the inner edge of a one inch band around the boom.

B. Mainsail hoist (P) shall be the measured length of the hoist of the sail. It is the distance along the after side of the mainmast from the highest level to which the head of the sail may be set to the lowest position of the tack. The highest point shall be taken at the top of the highest sheave used for the main halyard, or to the lower edge of a one inch band around the mast. If a sliding goose neck is used, measurement is to be made with the boom at the extreme bottom of the slide unless the lowest sailing position of the foot is marked by the upper edge of a one inch band around the mast.

C. Mainsail Headboard (MH) shall be the maximum fore and aft dimension from the luff of the main, projected if necessary, to the extreme aft edge of the leech measured across the widest part of the headboard.

10. Limitations on mainsails

A. The number of battens in any mainsail or mizzen shall be limited to seven (7) for all sailboats. Batten spacing shall be approximately equal between headboard and clew.

B. The maximum mainsail headboard (MH) dimension shall not exceed 4% of E or .5 feet (6 inches).

C. Rated without adjustment are One Design mainsail girths, or IMS maximum default girths as per the table below:

MGT (7/8 leech) = 0.22*E
MGU (3/4 leech) = 0.38*E
MGM (1/2 leech) = 0.65*E
MGL (1/4 leech) = 0.90*E

D. Loose-footed mainsails are permitted only when they are the regular mainsail normally used for the sailboat. When a loose-footed main is used the spare mainsail must also be loose-footed.

E. Spare mainsails are not permitted to be carried on board with the expectation of improved performance, as for varying weather conditions or points of sail, but rather a second mainsail can only be carried on board as a bonafide spare for emergency use.

11. Mizzens

A. The measurement procedures for mizzens shall be the same as for mainsails.

B. The limitations for mizzens shall be the same as for mainsails.

12. Mizzen Stay sails

A. Sheet leads may be to hull or rail and to mizzen boom, but they may not be sheeted to any other spar or outrigger.

B. Mizzen Stay sails must be 3-cornered (head, tack, and clew). The tack or tack pennant must be secured abaft the point of intersection of the face of the mainmast with the deck and also must be secured no higher than a rail cap, deck, or cabin top.

C. No mizzen stay sail may be carried set on a sloop rig flying from the backstay.

13. Shooters, bloopers, etc.

A. A blooper that is flown with a spinnaker must be no longer on the luff than the head stay. A tack pennant not to exceed 2.5 feet can be added. A blooper must be tacked to the stem fitting on the bow.

B. The midgirth measured between the midpoints of the luff and leech, shall not exceed 50% of the foot length nor shall the length of any intermediate girth exceed a value similarly proportionate to its distance from the head of the sail.

C. The distance, measured on the surface of the sail, between the midpoint of the foot and the midpoint of the luff shall not exceed 55% of the length of the leech.

D. The LP can be no longer than the largest declared headsail.

14. General Equipment Limitations

A. Sailboats shall race as rated with at least all the equipment and furnishings supplied as standard equipment by the manufacturer. A sailboat which has altered or removed bulkheads, permanently attached furniture, or structural interior components shall be considered a custom sailboat. Drawers, headliners, cabinet and locker doors, steps, ladders and engine enclosures shall remain in place as supplied as standard equipment for a sailboat not to be considered a custom sailboat. Passageway doors, cushions, dining tables and carpet are specifically exempted and are alterable or removable provided all the special regulations for safety requirements are met.

B. See current engine limitations.

15. Crew Limitations

Sailboat LOA (ft.)	Max. Crew	Sailboat LOA (ft.)	Max. Crew
20.00 to 22.50	5	39.01 to 42.00	12
22.51 to 25.00	6	42.01 to 45.00	13
25.01 to 27.50	7	45.01 to 48.00	14
27.51 to 30.00	8	48.01 to 51.00	15
30.01 to 33.00	9	51.01 to 54.00	16
33.01 to 36.00	10	over 54.00	Add 1 for each 4ft.
36.01 to 39.00	11		

Children 14 years and under do not count against crew limitation.

16. Non-spinnaker Limitations (Applies to both single and double headsail classes, except where noted)

A. The maximum length of a spinnaker pole (whisker pole) that may be used without penalty shall be equal to J. If the spinnaker pole (whisker pole) is adjustable, a red color shall be visible if the pole is extended beyond its rated length.

B. The non-spinnaker headsail shall meet all PHRF jib regulations. No part of the luff of a jib shall be more than 4% of the length of the luff away from the measured perpendicular to a straight line drawn from its halyard exit to the point on the sailboat to which it is tacked. The use of asymmetrical spinnakers is prohibited in the non-spinnaker class.

C. All other sail and equipment rules applicable to spinnaker classes apply to non-spinnaker classes. The double headsail class allows the concurrent use of more than one headsail while racing. For the single headsail class, only one (1) headsail may be used at a time while racing, except for cutter rigs flying headsails in the normal configuration. Two (2) headsails may be flown during a sail change, which must be completed in a seaman-like manner

D. The non-spinnaker mizzen stay sail shall be in compliance with the mizzen stay sail section of these specifications, and other than sheeting requirements, shall meet PHRF jib definitions and limitations.

17. Requirements for Roller Furler (RF) Credit

A. The RF genoa/jib must be tacked above the RF drum and have the head (or pennant) secured to the bottom of the upper swivel at all times while racing except while changing the genoa/jib.

B. RF headsails may be constructed of any material, but laminated sails must be protected by continuous woven taffeta skins on both sides, and all RF sails must have a 4.0 oz minimum woven UV cover present on both the leech and foot.

C. The roller furling headsail, once hoisted, shall not be changed during a day, race, series, or regatta, unless conditions warrant use of heavy weather sail, as defined by section 4.26 of the special regulations for safety requirements. If conditions during a race have warranted the use of a heavy weather sail, as defined by section 4.26 of the special regulations for safety requirements, and during the course of the race these conditions have abated, it is permissible to hoist the standard RF headsail for that sailboat.

D. If second jib or genoa is flown, it need not conform to 17B, but shall never be flown without the roller furling jib or genoa also set.

18. Stock Boat Roller Furler (RF)

A. If a standard class boat is supplied from the factory with a RF system for the genoa/jib, the board of handicappers will provide the rating for the class assuming no modifications to the RF system or sail attachment thereto. This means that the genoa/jib shall be tacked above the RF drum and the swivel is at maximum luff hoist when a jib is flown.

B. Any modifications departing from these standards must be reported to the board of handicappers.

19. Unconventional Craft

Boats that fall outside of the above established guidelines must meet the standards set by the Board of Handicappers.