



## ONE DESIGN KEELBOAT

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# Class Rules

*Last revised 31 May 2016*

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### L26 CLASS OWNERS' ASSOCIATION

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If you have any questions or would like clarification with regards to these Class Rules, or would like the Class Owners' Association to investigate a suspected non-conformance of a specific L26, please contact:

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# Index

1. Intent.....	Page 3
2. Administration.....	Page 3
2.1. Builders.....	Page 3
2.2. Royalty Payment.....	Page 3
2.3. Measurement Certificate.....	Page 3
2.4. Measurement.....	Page 4
3. Construction and Measurement.....	Page 4
3.1. Hull, Deck and Interior Moulding.....	Page 4
3.2. Keel.....	Page 5
3.3. Rudder and Tiller.....	Page 5
3.4. Spars.....	Page 6
3.5. Running Rigging.....	Page 8
3.6. Fixed Fittings and Equipment.....	Page 8
4. Sails.....	Page 9
5. Optional Equipment.....	Page 11
6. Mandatory Equipment to be Carried and Regulations to be Observed While Racing.....	Page 12
7. Crew Numbers.....	Page 13
8. Prohibitions.....	Page 13

## 1. INTENT

The L26 is a one design Class boat originally created by L boats to fulfil the many needs of a sailing family. At the time these included round-the-buoys racing, day sailing, short overnight races, weekend cruising and instruction. The original Class Rules were intended to preserve these design characteristics, and therefore the resale value. More recently, the boat has found use almost exclusively as a day racing yacht. The current Class Rules therefore concentrate on the racing parameters.

- 1.1. When competing as a one design, the intent is that all boats will be essentially equal and that racing will be a contest of sailing ability.
- 1.2. Except where variations are specifically permitted, yachts of this Class shall be alike in hull, deck, keel, rudder and mast and boom construction, weight and weight distribution, sail plan and equipment.
- 1.3. All yachts shall comply with the building specification (as determined by L boats) and the Class Rules. No alterations or modifications are permitted unless explicitly stated in the Rules. Alterations to the building specification shall only be permitted with the joint approval of L boats and the Class Owners' Association. Any repair to, or replacement of, any part of a yacht shall be of similar type and construction (i.e. design and construction) to the original unless allowed in terms of the Class Rules or specifically authorised in writing by the Class Owners' Association. This rule must be read in conjunction with 3.1.5.
- 1.4. Any alleged or suspected alteration(s) to the configuration or design of the hull, keel, rudder, fittings or spars of the yacht for which specific descriptions or measurements are not specified in the Class Rules or specifications shall be compared by an L26 Measurer to a sample of 10 other yachts. The disputed yacht shall be accepted if it does not show any evidence of having been altered and if it has dimensions equal to or between the maximum and minimum dimensions obtained from the sample of ten yachts. If there is evidence of any alterations having been made or if the dimensions are greater or less than the maximum and minimum obtained from the sample of ten yachts, the matter shall be referred to the Class Owners' Association for a decision on the acceptability or otherwise of the yacht concerned.
- 1.5. A yacht which is found to have broken a Class Rule which, in the opinion of the Protest Committee of the event in question, has no material impact on the fairness of the competition, shall be subject to a penalty at the discretion of the Protest Committee.

## 2. ADMINISTRATION

- 2.1. **Builders:** L26's shall be built only by builders approved by L boats and shall comply with the building specification currently in force.
- 2.2. **Royalty Payment:** it shall be the responsibility of L boats to ensure that the designer of the L26, Angelo Lavranos, is paid such royalties as may have been agreed from time to time between them. This royalty shall be paid by the builder to L boats for each boat built.
- 2.3. **Measurement Certificate:**
  - 2.3.1. Each yacht built shall be given a number by the builder, which shall be the same number as the sail number allocated to the yacht by South African Sailing (SAS)
  - 2.3.2. The sail number shall be allocated by SAS on receipt of a duly completed application for registration form.
  - 2.3.3. No yacht shall compete in a Class race unless a current valid Certificate of Measurement has been issued by SAS.
  - 2.3.4. SAS will only issue a Certificate of Measurement following receipt of a signed builder's declaration together with a Class Measurement form, duly completed and signed by a Class Measurer or return of an old SAYRA certificate.
  - 2.3.5. Any alterations, replacement or major repair to an item of equipment measured in the Rules invalidates the Certificate until re-measured. Documentation of any major repair work on, or replacement of hull, keel, rudder or spars must be submitted when the yacht is presented for re-measurement for retention in the L26 records
  - 2.3.6. It is the responsibility of the owner, or, in his absence, the skipper to ensure that the yacht complies at all times with both the intent and content of the current Class Rules when Class racing.
  - 2.3.7. The owner will be presented with a signed declaration by the builder on taking delivery of a new yacht and it will be his responsibility to have the boat measured thereafter by a Class Measurer and present the signed Certificate and declaration to SAS.

- 2.3.8. The Measurement Certificate shall not be invalidated by the addition of such items as are considered by the Committee to be of a nature not such as to affect the sailing performance, e.g. a book-rack or boarding ladder.
- 2.3.9. No yacht shall compete in a Class race unless the owner(s) and, in his absence, the skipper is a member of the Class Owners' Association.

#### **2.4. Measurement:**

- 2.4.1. Yachts shall only be measured by a SAS approved measurer.
- 2.4.2. The measurer shall report on the measurement form anything which is considered to be a departure from the intended nature and design of the yacht, or to be against the general interest of the Class. A Certificate may be refused even if the specific requirements of the Rules are satisfied.
- 2.4.3. A yacht may be re-measured, completely or partially, at any time and if found not to conform to the Class Rules applicable at any time between its date of construction and the date of re-measurement shall have its Measurement Certificate suspended or withdrawn.
- 2.4.4. The method of measurement, unless otherwise stated, shall be in accordance with the current recommendations of ISAF/WORLD SAILING/WORLD SAILING.
- 2.4.5. A yacht (or group of yachts) which does not comply (temporarily or permanently) with the Class Rules may be issued with a Measurement Certificate on the recommendation of a Class Measurer to the Technical Committee and with the approval of the Class Owners' Association.
- 2.4.6. "Grandfather clause": any equipment which was purchased prior to a change in the Class Rules which no longer permitted that equipment (e.g. kevlar pin-stripe headsails) may be used in Class races. The onus shall be on the owner to provide satisfactory evidence of date of purchase.

### **3. CONSTRUCTION AND MEASUREMENT**

#### **3.1. Hull, Deck and Interior Mouldings**

- 3.1.1. The hull, deck, interior mouldings and bulkheads shall be produced and fitted only by approved builders.
- 3.1.2. No additions or modifications are permitted except to facilitate the attachment of fittings specified in the Rules.
- 3.1.3. A modification to reinforce the deck in the vicinity of each stanchion base is specifically permitted. This may be done by (a) Direct reinforcement using only a combination of fibreglass and GRP resin or epoxy, or (b) Fastening a metal or wooden backing plate under the deck, or (c) Fastening a strut between hull and deck, this strut to be made only of a combination of fibreglass, GRP resin, epoxy or wood, or (d) Fastening a small "gusset-type" frame linking the hull and deck, this frame to be made only of a combination of fibreglass, GRP resin, epoxy or wood. Whichever method is used, no part of the modification may extend more than 150mm inboard of the inside top edge of the hull or more than 150mm below the underside of the deck.
- 3.1.4. The dry weight of the yacht including mast, boom, rudder, floor boards, running rigging but excluding bunk cushions, motor, battery, all sails, sheets, ladder (or box), spinnaker pole and all other loose items shall be not less than 1700kg.
  - 3.1.4.1. If correction to the yacht is required to meet this condition, then the method of correction shall be to permanently attach appropriate weights by means of bolts or screws in the manner described in this paragraph. The weights shall consist of (a) two equal portions, each weighing at least a quarter of the required total weight, attached to the front surface of the main bulkhead above the port and starboard berths respectively, and (b) one portion of at least half of the required total weight attached to the forward upper edge of the longitudinal bulkhead under the cockpit floor used for storage of the outboard motor. No part of the aft corrector may extend forward of the front edge, or more than 100mm below the top edge, of this longitudinal bulkhead. The total required weight of correctors shall be reflected on the front of the SAS measurement certificate. The corrector weights shall be in place at all times. The total weight of correctors may only be changed after an official re-weighing of a boat by an official Class Measurer.
  - 3.1.4.2. When presented for checking, the boat shall be in a dry condition.

- 3.1.4.3. A hatch 500 x 500mm of transparent polycarbonate with an aluminium frame, together with a matching GRP moulding to adapt to the foredeck, shall be an optional replacement for the original equipment GRP hatch fitted on boats up to number 077.
- 3.1.4.4. An existing foredeck hatch may be replaced by a hatch of similar material and construction to the original GRP hatches fitted on boats up to No 77, provided that such hatch including hinges is no lighter than 7 kgs.
- 3.1.5. The following are not permitted:
  - 3.1.5.1. Coring, drilling out, rebuilding, the replacement of materials, grinding or relocating of standard equipment in a way to reduce or increase weight, to improve the moments of inertia, or to change standard shapes.
  - 3.1.5.2. Reshaping of the profiles or contours of the hull, keel or rudder other than as specifically provided for in 3.2 and 3.3.
  - 3.1.5.3. Windows or skin fittings in the hull below the measurement trim waterline, other than to allow the fitting of an instrument transducer or a marine toilet, or a sink salt water intake.
  - 3.1.5.4. The use of any material other than fibreglass, GRP resin, epoxy, wood or filler in any repair or permissible modification to, or replacement of, any part of the hull, deck or interior moulding. (This does not preclude the use of metal backing plates in high-load areas.) This rule should be read in conjunction with rule 1.3.

### **3.2. Keel**

- 3.2.1. Every keel shall be produced only by approved builders in cast iron. Keels may not be replaced or exchanged except in the event of genuine accidental and irreparable damage. The written permission of the Class Owners' Association must be obtained before a keel is changed.
- 3.2.2. No additions or modifications to the keel other than those specified in 3.2.3 shall be permitted. No metal may be removed from the keel.
- 3.2.3. Metal load-spreading plates may be fitted between keel bolt heads and the upper surface of the cabin sole. Such plates may not be more than 6mm thick or more than 50mm x 150mm
- 3.2.4. The keel may be overcoated with any liquid or paste protective material. Such coating may include localised filling and fairing of surface imperfections provided that such filling or fairing does not change the design shape of the keel and that the keel still meets all Class measurement requirements. The junction between the keel and the hull may be filled to a radius of curvature of no more than 10mm.
- 3.2.5. The external dimensions, configuration and profile of the keel shall conform with the official Class drawing and to the following specific requirements:
  - 3.2.5.1. The depth vertically below the underside of the hull shall not exceed 1215mm.
  - 3.2.5.2. The root chord (50mm below hull surface) shall be 963mm.
  - 3.2.5.3. 50mm above the tip shall be 610mm.
  - 3.2.5.4. The leading, trailing and foot edges shall be approximately straight i.e. not deviate more than 5mm from a straight edge laid along the edge.
  - 3.2.5.5. There shall be no concavity of the keel surface - this being defined as no deviation of more than 1mm from a 300mm long straight edge laid on the surface in any plane. Localised imperfections are excluded.
  - 3.2.5.6. The position of the keel may not be altered without the specific written permission of the Class Owners' Association.

### **3.3. Rudder and Tiller**

- 3.3.1. The rudder shall be built of moulded GRP from an approved mould or of wood coated with GRP. The materials of the tiller and tiller extension are optional.
- 3.3.2. The weight of the rudder including fixed pintles or gudgeons and tiller attachment fittings (if separate from the tiller) but excluding tiller and tiller extension shall not be less than 24kg. Correctors to a maximum of 5kg may be attached permanently (bolted or screwed) to the rudder stock if required.

### **3.3.3. Geometry**

- 3.3.3.1. The external dimensions, configuration and profile of the rudder shall conform in general with the official drawing and to the following specific requirements:
- 3.3.3.2. The depth vertically below the underside of the hull at the centre-line of the transom shall be 1167mm  $\pm$ 10mm.
- 3.3.3.3. The forward projection of the underwater blade surface from the leading edge of the vertical surface of the rudder stock shall be 140mm  $\pm$  4mm.
- 3.3.3.4. The maximum width of the rudder blade (root chord) shall be 495mm  $\pm$  5mm.
- 3.3.3.5. The tip width of the rudder blade measured 50mm above the tip shall be 347mm  $\pm$ 5mm.
- 3.3.3.6. The bottom corner radius at the leading edge shall be 50mm  $\pm$  3mm. The bottom corner radius at the trailing edge shall not exceed 10mm.
- 3.3.3.7. The leading, trailing and foot edges shall not deviate from a straight edge laid along that edge by more than 1.0mm.

### **3.3.4. Section**

- 3.3.4.1. The maximum thickness of the blade at the root chord shall be at 30% (146mm) aft of the leading edge and shall be between 62mm and 67mm.
- 3.3.4.2. The maximum thickness of the blade at the tip (measured 50mm above the tip) shall be at 30% (104mm) aft of the leading edge and shall be between 48mm and 53mm. The thickness may be reduced within 25mm of the tip.
- 3.3.4.3. The thickness of the trailing edge shall not be less than 4mm.
- 3.3.4.4. There shall be no concavity of underwater surfaces - this being defined as no deviation of more than 1mm from a 300mm long straight edge laid on the surface of the rudder blade. Localised imperfections are excluded.

### **3.3.5. Exemption**

All moulded rudders supplied by approved builders prior to May 1996 and not subsequently modified, shall be deemed to comply.

## **3.4. Spars:**

- 3.4.1. The mast and boom shall be aluminium alloy extrusions supplied by a licensed builder.  
Only the extrusion from Die No HY2093 or Die No. HY4082 may be used for the mast and that from Die Number HY2955 or any extrusion with cross section dimensions not exceeding 112mm (longitudinal) by 76mm (transverse) may be used for the boom. Masts manufactured from Die No. HY2093 prior to March 2001 shall be deemed to comply. Booms manufactured from the circular Proctor section prior to March 1998 shall be deemed to comply.  
Only the extrusion from Die No HY2093 or Die No HY4802 may be used for the mast and that from Die Number HY2955 or any extrusion with cross section dimensions not exceeding 112mm (longitudinal) by 76mm (transverse) may be used for the boom.  
Masts manufactured from Die No. HY2093 prior to March 2001 shall be deemed to comply. Booms manufactured from the circular Proctor section prior to March 1998 shall be deemed to comply.  
No alterations or modifications to the spar extrusions are permitted except to facilitate the attachment of rigging and fittings as specified in these Rules. A broken or damaged mast may however, with the written permission of the Class Owners' Association, be repaired using internal and/or external sleeves not exceeding 700mm in length.
- 3.4.2. The spars shall be specified in terms of these Rules and the official drawings included in these Rules.

### **3.4.3. Mast**

- 3.4.3.1. Permanently bent and rotating masts are not permitted.
- 3.4.3.2. The distance from the aft edge of the mast at its intersection with the mast T-bar bearing plate to the forward surface of the main bulkhead shall be 260mm  $\pm$  55mm.
- 3.4.3.3. The mast shall be fixed at its heel and shall be chocked at the deck level at the partners and shall not be altered whilst racing.
- 3.4.3.4. A spinnaker pole track, of length not more than 1000mm, shall be fixed to the forward edge of the mast, its upper end not more than 3085mm above the top of the cabin sole when the mast is stepped. One or more fixed mast rings may be substituted for

the track and sliding fitting provided they fall within the range of the track as defined above.

- 3.4.3.5. Contrasting coloured bands of minimum width 20mm shall be painted on the mast as follows:
- 3.4.3.6. The upper edge of the lower band shall not be less than 2085mm above the top of the cabin sole.
- 3.4.3.7. The lower edge of the upper band shall be not more than 11235mm above the top of the cabin sole.
- 3.4.3.8. The minimum mass of the bare mast, including spreaders and welded- on lugs but excluding all else, shall be 35.17kg. The centre of gravity of the bare mast shall be no less than 5467mm above the cabin sole. The minimum mass and position of centre of gravity of the mast shall be measured with the mast complete with base, all welded-on lugs and with spreaders fixed in position, but excluding all pins, sheaves, bolted-on and riveted-on fittings, standing and running rigging, and wiring.

#### **3.4.4. Standing Rigging**

- 3.4.4.1. The mast standing rigging shall only consist of one forestay, one backstay, two lower shrouds and two upper shrouds.
- 3.4.4.2. The forestay and shrouds shall only be of stainless steel multi-strand wire with a nominal diameter of 5mm. Rod is not permitted.
- 3.4.4.3. The backstay shall be of wire or rope with a nominal diameter of not less than 4mm and a rated Breaking Load of not less than 1200 kgs.
- 3.4.4.4. The forestay shall intersect the surface of the mast not more than 9185mm above the top of the cabin sole.
- 3.4.4.5. The forestay shall intersect the deck (at the stem) at a distance (measured in a straight line) of 2960mm  $\pm$  20mm from the forward edge of the mast where it passes through the deck.
- 3.4.4.6. The upper shrouds shall be fixed to the mast and to the chain plates and shall intersect the surface of the mast 9205mm  $\pm$  5mm above the top of the cabin sole. They shall bear on one pair of spreaders.
- 3.4.4.7. The lower shrouds shall be fixed to the mast and the chain plates and shall intersect the mast at 5275mm  $\pm$  5mm above the top of the cabin sole.
- 3.4.4.8. The centre line of the spreaders shall intersect the surface of the mast at 5400mm  $\pm$  5mm above the top of the cabin sole.
- 3.4.4.9. The distance from the surface of the mast to the bearing point of the upper shrouds, measured along the axis of the spreaders, shall be not less than 700mm and not more than 710mm.
- 3.4.4.10. The distance from the aft surface of the mast to a line joining the centre of the shrouds at level of the spreaders shall not exceed 200mm.
- 3.4.4.11. The forestay and the shrouds shall not be adjusted while racing.
- 3.4.4.12. The backstay shall be attached to the mast head crane, not more than 180mm from the front edge of the mast, and to a backstay bridle or to a backstay tension adjusting tackle.
- 3.4.4.13. The backstay bridle or tension adjusting tackle shall be of wire or rope with a nominal diameter of not less than 4mm, and shall be attached to the standard transom fittings provided.
- 3.4.4.14. The spreaders shall be supplied by the approved spar builders.

#### **3.4.5. Main Boom:**

- 3.4.5.1. The main boom shall be an aluminium extrusion supplied by an approved builder.
- 3.4.5.2. No additions or modifications to the boom extrusion are permitted except to facilitate the attachment of rigging and fittings as specified in these rules. Localised internal or external reinforcement is permitted for a maximum of 720mm either side of the kicking strap attachment point.
- 3.4.5.3. The boom shall not be tapered or permanently bent.
- 3.4.5.4. A contrasting colour band of not less than 20mm width shall be painted on the boom with its forward edge not more than 3250mm from the aft edge of the mast. The

boom must be attached to the gooseneck and held at right angles to the mast when taking this measurement.

3.4.5.5. An outhaul track may be fitted on top of or recessed into the boom.

#### **3.4.6. Spinnaker Boom:**

3.4.6.1. The spinnaker boom shall be made from an untapered aluminium extrusion with a maximum diameter of 54,5mm.

3.4.6.2. The overall length of the spinnaker boom, including fittings, shall not be more than 2960mm.

3.4.6.3. The spinnaker pole shall be fitted with an upper and a lower bridle of wire or rope.

### **3.5. Running Rigging:**

The running rigging shall not exceed the following:

3.5.1. Two mainsail halyards of wire and/or rope.

3.5.2. Two headsail halyards of wire and/or rope, which shall not intersect the forward surface of the mast above the intersection of the forestay with the forward surface of the mast.

3.5.3. One spinnaker halyard of rope, which shall bear not more than 9220mm above the top of the cabin sole.

3.5.4. One mechanical kicking strap (lever or multiple purchases) with jamming cleat (integral or separate). A second jamming cleat is optional.

3.5.5. One spinnaker boom uphaul and one downhaul.

3.5.6. One mainsail cunningham control of rope which may contain a single wire sail attachment strop, and one headsail cunningham control of rope only.

3.5.7. One mainsail outhaul tackle and one leech tensioning control, of rope and/or wire

3.5.8. Backstay tension adjusting tackle of rope and/or wire.

3.5.9. Headsail sheets of rope.

3.5.10. Spinnaker guys and sheets of rope.

3.5.11. One mainsail sheet of rope with a tackle of not more than 6:1 power ratio.

3.5.12. Mainsail sheet traveler control lines (port and starboard) of rope, arranged in a tackle of not more than 3:1 power ratio.

3.5.13. Reefing lines of rope.

3.5.14. Headsail and spinnaker barber hauler tackles of rope. The term barber hauler shall include devices in which the headsail sheet passes through a block on the end of a strop, which strop in turn passes through the headsail sheeting block on the track referred to in 3.6.4 and shall also include devices for controlling the position of the headsail sheeting block which can be moved under load along the track referred to in 3.6.4.

3.5.15. A spinnaker umbilical line of rope.

3.5.16. A headsail downhaul line of shockcord, which may incorporate rope.

3.5.17. A headsail skirting line of shockcord which may incorporate rope.

### **3.6. Fixed Fittings and Equipment**

3.6.1. Pulpit, pushpit and three stanchions per side, and stemhead fitting incorporating a mooring u-bolt of minimum 8mm diameter shall be through bolted to the deck moulding, and hull at the stemhead. All except the stanchions shall be of stainless steel. Any replacement pulpit or pushpit shall be of similar type and construction to the original.

3.6.2. Two taut life-lines, one each side of the hull, of stainless steel or galvanised multi-strand wire construction and not less than 4mm diameter, shall be attached to the pulpit and pushpit directly or by stout synthetic rope lanyard replacing not more than 150mm of each lifeline and pass through the three stanchions at a height of not less than 610mm above the sheer line. Lifelines may be covered with appropriate padding material. Incorporation of rigid tubing of any form in the padding on lifelines is not permitted. Only flexible hosing or electrical conduit (max diameter 19mm) together with foam and fabric is acceptable.

A lower wire life-line of similar construction is permitted on each side of the hull. This lower life line need not be taut but no part shall touch the upper surface of the deck or toe rail when the life-line is firmly depressed midway between any two stanchions. When the lower life-line is firmly depressed anywhere between any two stations the top of the life-line or padding covering the lifeline will not extend below a measurement of 50mm above the toe rail nor will it extend below a measurement of 100mm above the lower edge of the hull deck join overlap.



Lower lifelines may be equipped with appropriate shock cord tensioners which must be removed when measuring the conformity of the life-line to the above requirement.

- 3.6.3. Two primary sheet winches shall be through bolted to the deck moulding in the positions provided.
- 3.6.4. Two headsail sheet tracks, each not more than 1830mm ± 20mm, shall be through bolted in the positions provided in the deck moulding, port and starboard.
- 3.6.5. One mainsheet traveler track, through bolted in the positions provided in the deck moulding and no longer than 1000mm.
- 3.6.6. Other than where specified, the make and type of the deck fittings referred to in 3.6.1 to 3.6.5 are optional.

#### 4. SAILS

- 4.1. One mainsail, one genoa, one jib, and one spinnaker only, all as defined below, shall be carried aboard when racing in a Class race or regatta.
- 4.2. In addition, a No 2 genoa, a storm jib, and a second spinnaker as defined below, may be carried and used. A storm jib may only be used while racing if there is no other headsail on deck.
- 4.3. At any Class regatta, one suit of sails shall be measured in by each boat at the commencement of the regatta, and may be clearly identified by an indelible marking placed there for the purpose by the measurer. No other sails shall be used by that boat during the regatta except that in the event of genuine accidental and irreparable damage, another sail of the same type may be substituted if the substitution is agreed to by the race officer in writing prior to the commencement of the race concerned. In arriving at his decision, the race officer shall consult with the appointed representative of the Class Committee.

Definitions: Except where used in headings, when a term is printed in bold type the definition in the current ISAF/WORLD SAILING ERS applies.

#### 4.4. Sail Materials

- 4.4.1. Sails shall be made of single ply sail construction, except for normal reinforcements, constructional seams, tabling, reefing patches, camber lines and genuine repairs to damage.
- 4.4.2. All sails except the No1 Genoa shall be of woven ply construction and may incorporate transparent windows. The ply fibres shall be of polyester or nylon. The No1 Genoa shall be of either woven or laminated single ply and the fibres shall be of Polyester (including Pentex) or Nylon.
- 4.4.3. Where a laminated ply is used it shall be one of the following:

<b>Manufacturer</b>	<b>Name</b>	<b>Code</b>
Bainbridge	DIAX	DIAX 60 /90 /130/180
Dimension Polyant	PEN X-PLY	PE05/10/15/20
Contender Sail Cloth	APEN EURO PEN	APEN 6/9/12/14/18

- 4.4.4. The L26 Class Technical Committee may amend the list of approved Pentex Laminated Plies (4.5(c) ) on an annual basis .The amendment ( if any )will be published by the technical committee before 31st March and will be effective from 1st April.
- 4.5. Sails shall be made and measured in accordance with the ISAF/WORLD SAILING Equipment Rules of Sailing, except where varied herein.
- 4.6. The mainsail shall carry the L26 emblem and the yacht's sail number issued by the builders or by the Class Owners' Association and the spinnaker shall carry the number, all of which shall conform to the ISAF/WORLD SAILING requirement in this regard  
The sail number shall not be less than Height: 325mm  
Width: 215mm (except the figure 1)  
Thickness: 49mm  
The space between the adjoining numbers shall be 60mm

4.7. Sail cloth weights shall not be less than:

	American	Metric
Mainsail*	6.25 oz	268 g/m <sup>2</sup>
Genoa No 1	3.80 oz	165 g/m <sup>2</sup> ( Entire Sail Area)
Woven Ply	3,20 oz	129g/m <sup>2</sup> ( Maximum 60% of sail by area)
Laminated Ply	3,80 oz	165g/m <sup>2</sup> ( Minimum 40 % of sail by area)
Genoa No 2	5.00 oz	218 g/m <sup>2</sup>
Jib	5.00 oz	218 g/m <sup>2</sup>
Storm jib	6.50 oz	281 g/m <sup>2</sup>
Spinnaker	0.75 oz	33 g/m <sup>2</sup>
Trysail	> 6.50 oz	>268 g/m <sup>2</sup>

*\*but may incorporate a mainsail foot shelf of lighter weight*

#### 4.8. Mainsail (approx. 14.87m<sup>2</sup>)

- 4.8.1. The mainsail must fit between the bands painted on the mast and the boom. A loose-footed mainsail is permitted.
- 4.8.2. The length of the leech shall not exceed 9820mm.
- 4.8.3. The overall width of the head shall not exceed 170mm when measured at right angles to the luff.
- 4.8.4. The maximum half height width, measured from the midpoint of the leech to the nearest point of the luff, shall not exceed 1979mm. The distance between the points on the luff and leech 800mm from the head of the sail shall not exceed 610mm.
- 4.8.5. The sail shall have four battens, placed at approximately equal intervals along the leech.
- 4.8.6. the length of the battens shall not exceed:
- 4.8.7. Top batten: 680mm
- 4.8.8. Upper & lower mid battens: 1100mm
- 4.8.9. Bottom batten : 810mm
- 4.8.10. A cunningham hole may be fitted in the luff at a distance of 300mm ( $\pm$  30mm) above the foot.
- 4.8.11. A tensioning cringle may be fitted in the leech, 300mm ( $\pm$ 30mm) above the foot measured down the leech.
- 4.8.12. The sail shall have at least two sets of reefing cringles. The sails shall be suitably reinforced to withstand the loads resulting from the use of these reefing cringles in heavy weather. (SAMSA/SAS requirement for COF)
- 4.8.13. The luff cringle of the first reef shall be placed 1280mm ( $\pm$ 30mm) above foot (at the tack) and the leech cringle 1410mm ( $\pm$ 30mm) above the foot, measured down the leech.
- 4.8.14. The luff cringle of the second reef shall be placed 2680mm ( $\pm$ 30mm) above the foot (at the tack) and the leech cringle 2910mm ( $\pm$ 30mm) above the foot, measured down the leech.
- 4.8.15. A third set of reefing cringles may be fitted, whose positions are optional.
- 4.8.16. Reefing tie-in cringles may be fitted.
- 4.8.17. A leech line is permitted
- 4.8.18. Camber lines are permitted.
- 4.8.19. The distance from the head of the mainsail to the midpoint of the foot shall not exceed 9785mm.

#### **4.9. Headsails (Genoas No 1 & 2, Jib & Storm Jib)**

- 4.9.1. The mid-girth of a headsail, measured from the mid-points of its luff and leach, shall not exceed 50% of the length of its foot.
- 4.9.2. No part of a headsail shall lie outside of a straight line between the Clew Point and a point 80mm from the Head Point measured along a line drawn through the Head Point at 90deg to the luff.
- 4.9.3. A cunningham hole may be fitted in the luff not more than 400mm from the tack.
- 4.9.4. A leech line is permitted.
- 4.9.5. A leech reefing cringle may not be fitted.
- 4.9.6. A foot cringle to allow attachment of a retaining line may be fitted.
- 4.9.7. The sail may not have battens fitted.
- 4.9.8. Camber lines are permitted.

#### **4.10. Genoa No 1 (approx. 18.20m<sup>2</sup>)**

- 4.10.1. The luff shall not be more than 8350mm nor less than 8200mm.
- 4.10.2. The leech shall not be more than 7900mm nor less than 7750mm.
- 4.10.3. The foot shall not be more than 4800mm nor less than 4650mm.

#### **4.11. Genoa No 2 (approx. 16.32m<sup>2</sup>)**

- 4.11.1. The luff shall be not more than 8350mm nor less than 8200mm.
- 4.11.2. The leech shall not be more than 7380mm nor less than 7230mm.
- 4.11.3. The foot shall not be more than 4150mm nor less than 4000mm.

#### **4.12. Jib (approx. 12.14m<sup>2</sup>)**

- 4.12.1. The luff shall not be more than 8150mm nor less than 8000mm.
- 4.12.2. The leech shall not be more than 7000mm nor less than 6850mm.
- 4.12.3. The foot shall not be more than 3470mm nor less than 3320mm.
- 4.12.4. Storm Jib (approx. 4.445m<sup>2</sup>)
- 4.12.5. The luff shall not be more than 5580mm nor less than 5430mm.
- 4.12.6. The leech shall not be more than 4060mm nor less than 3910mm.
- 4.12.7. The foot shall not be more than 2540mm nor less than 2390mm.
- 4.12.8. The sail shall have an alternative method of attachment to the forestay if a headsail luff groove device is fitted. (Lacing eyelets are acceptable)

#### **4.13. Spinnaker**

- 4.13.1. The sail shall be three cornered, symmetrical about the vertical centreline passing through the head.
- 4.13.2. The sail shall be measured when laid out on a flat surface and folded about the centre lines. Sufficient tension shall be applied to remove wrinkles and creases along the lines of measurement.
- 4.13.3. The length of the leeches shall not be more than 8280mm nor less than 8020mm.
- 4.13.4. The half-width of sail, measured from the mid-point of the leeches, and the nearest point of the centre fold shall not be more than 2660mm nor less than 2460mm.
- 4.13.5. The maximum half-width shall be 2660mm.
- 4.13.6. The half-width of the foot shall not be more than 2660mm.
- 4.13.7. A downhaul attachment point may be fitted.

### **5. OPTIONAL EQUIPMENT**

The following are permitted when racing:

- 5.1. A twin-groove headsail luff groove of the type which fits around the permanent forestay - the fore and aft dimensions must be less than 35mm.
- 5.2. In the absence of a second main halyard, one main boom topping lift attached to the masthead crane is permitted,
- 5.3. Two halyard winches, of not more than 9:1 mechanical advantage. If fitted they shall be through bolted to the cabin top in positions provided in the deck moulding.

- 5.4. Free choice of type and location of deck blocks (with the exception of the headsail turning block position) and cleats for halyards, headsail sheets, backstay tackle, cunningham tackle, outhaul and leech tensioning tackle, spinnaker boom uphaul, foreguy and reefing equipment.
- 5.5. One mechanical masthead wind direction indicator with or without light.
- 5.6. Headsail forestay hanks.
- 5.7. Spare tiller and tiller extension of any material.
- 5.8. Knot meter, log, and echo sounder.
- 5.9. Two-way radio(s) and antennae.
- 5.10. Additional lockers, bookshelves or personalised accommodation equipment within the bounds of 2.3.8.
- 5.11. Additional safety devices and equipment to owner's requirements or to comply with local regulations.
- 5.12. Hand bearing compass.
- 5.13. Spare portable navigation lights to the requirements of the International Regulations for Prevention of Collisions at Sea.
- 5.14. Self-skirting guides fitted to the foremost stanchions and extending not more than 300mm outside of the deck edge. Such guides shall be of non-corrosive metal or fibre-reinforced plastic.
- 5.15. Suitable footrests for helmsman and /or crew
- 5.16. Suitable foam or other appropriate padding covering the toe-rail and/or the adjacent side-deck. Such padding shall not extend forward of the shroud bases, beyond the outboard vertical surface of the toe-rail or more than 10mm above the upper surface of the toe-rail. A single layer of fabric covering may extend over, and be attached to the underside of, the toe-rail.
- 5.17. Alternatively, rounded GRP toe-rail "covers" obtained from a supplier approved by the Class Owners' Association may be fitted over the existing toe-rails. Such covers may be fitted with the same foam and/or fabric covering specified in 5.16
- 5.18. Companionway stairs or box, interior hatch covers, fore and aft berth cushions and chart table top.
- 5.19. A single metal point attachment for a lifting strop may be fitted to the aft keelboats. The dimensions shall comply with the official Class drawing. Appropriate holes may be drilled or cut in the coach-roof for the lifting strop. Such holes must be capable of being closed securely during sailing.
- 5.20. A flexible sail batten fixed to the top of the mast and connected to the backstay to hold it clear of the mainsail leech when tacking or gybing.

## **6. MANDATORY EQUIPMENT TO BE CARRIED AND REGULATIONS TO BE OBSERVED WHILE RACING**

All equipment below must be fully functional.

- 6.1. One manual, fitted bilge pump operable from below with hatches and companionway closed with suction and discharge lines of diameter not less than 25mm.
- 6.2. Two sturdy buckets, each of at least 9 litre capacity, each fitted with a stout lanyard of not less than 6mm diameter and not less than 2m length.
- 6.3. One anchor, minimum weight 6kg, fixed to not less than 3m of 6mm chain, in turn fixed to not less than 60m of anchor warp of not less than 10mm diameter.
- 6.4. A working outboard motor, minimum capacity 2.6kw (3.5 h.p.) stowed securely aft of the companionway ladder on the longitudinal bulkhead supporting the cockpit floor
- 6.5. One waterproof torch with spare bulb and batteries.
- 6.6. Marine first aid kit and manual.
- 6.7. Foghorn
- 6.8. Tools and spares, including a hacksaw and spare blades, or equipment capable of quickly parting the standing rigging.
- 6.9. Radio receiver capable of receiving weather bulletins.
- 6.10. One life jacket (of government approved type) fitted with a whistle for each crew member.
- 6.11. At least one horseshoe life-ring equipped with a self-igniting light of minimum duration 45 minutes, and ready for instant use.

- 6.12. Two in-date red hand flares and one buoyant or hand-held orange smoke day signal - SAMSA approved, One heaving line, minimum length 16m, of floating type, equipped with a buoyant heaving aid, ready for instant use.
- 6.13. Floorboards, trim strips for retaining berth cushions, 2 cabin top handrails, 1 bow and 2 stern mooring cleats, 2 bow and 2 stern mooring fairleads, all as supplied by approved builder or of similar type and construction.
- 6.14. Navigation side and stern lights to meet the requirements of the International Regulations for the Prevention of Collisions at Sea.
- 6.15. One in-date dry powder (or equivalent) fire extinguisher of minimum capacity 1.0kg.
- 6.16. Permanently mounted compass.
- 6.17. All heavy equipment, such as battery, stove, outboard motor, water and fuel containers, etc. shall be securely fastened.
- 6.18. If the SAS or regatta safety requirements applicable to a particular event are less demanding than those specified in Rules 6.10 to 6.16, then they shall apply.
- 6.19. The foredeck hatch cover shall be attached to the foredeck by suitable hinges and shall be capable of being opened.
- 6.20. The outboard motor plug may be faired to fit closely to the hull surface but shall at all times be removable while sailing

## **7. CREW NUMBERS, WEIGHT AND POSITIONING**

- 7.1. The total number of crew shall not be varied during a Class race or Class regatta.
- 7.2. The total weight of the crew, wearing not less than normally acceptable swimwear, shall not exceed 420kg. This rule may be waived for club and other minor events if all skippers competing agree or if so specified in the notice of regatta or sailing instructions.
- 7.3. Competitors shall use no device designed to position their bodies outboard, other than hiking straps, stiffness worn under the thighs, and a lower lifeline which conforms to Rule 3.6.2. This changes ISAF/WORLD SAILING RRS 49.1.
- 7.4. A competitor facing outboard with his legs outboard of the gunwale and waist inside the lower lifeline may have the upper part of his body outside the upper lifeline, provided that the lower lifeline complies with Rule 3.6.2. This changes the second sentence of ISAF/WORLD SAILING RRS 49.2.
- 7.5. The head and torso above the waist of the helmsman and any crew also facing inboard may protrude between the upper and lower lifelines aft of the rear stanchions, provided that the lower life line complies with 3.6.2. This changes the second sentence of ISAF/WORLD SAILING RRS 49.2.

## **8. PROHIBITIONS**

The following are not permitted:

- 8.1. Winches, other than primary sheet winches and the optional halyard winches.
- 8.2. Headsail sheet tracks other than those specified.
- 8.3. Running backstays or devices to simulate such.
- 8.4. Hydraulics
- 8.5. Halyard locks or hook-up devices.
- 8.6. Stowage of the spinnaker boom on the main boom.
- 8.7. Spinnaker chutes through the deck.
- 8.8. A wire strop or the use of wire in the mainsheet control system.
- 8.9. Hiking or trapezing equipment other than as provided for in 3.6.2.
- 8.10. Crew sitting outside the lifelines other than as provided for in 3.6.2.
- 8.11. The practice of hiking or trapezing by any crew, or the installation of such equipment while racing, other than as provided for in 3.6.2.
- 8.12. The re-stowing of mandatory equipment away from its normal position while racing.
- 8.13. Electronic equipment other than:
  - 8.13.1. Radio receiver capable of receiving weather bulletins.
  - 8.13.2. VHF and/or SSB radio receiver/transmitter.
  - 8.13.3. Sonic depth sounder.

- 8.13.4. Electronic log giving speed and cumulative distance travelled.
- 8.13.5. Electronic compass without memory or other computing facility.
- 8.13.6. Hand-held electronic calculator.
- 8.13.7. Electronic time piece.
- 8.13.8. Camera(s).
- 8.13.9. GPS device(s) used for tracking the yachts course only, but not for use while racing.

Notwithstanding the above, a mobile phone may be carried on board as an aid to safety and for convenience of the crew and the Race Committee before and after racing. It may not however be used while racing other than in terms of ISAF/WORLD SAILING RRS 41 (a) or (b), or in the case of an emergency. Any use of a mobile phone while racing, even if believed to be permissible, shall be reported to the Race Committee in writing within the protest time limit.

- 8.14. Underwater surface coatings other than polyester gel coat, normal marine finishes or anti-fouling paint, not complying with Racing Rule of Sailing 53.
  - 8.15. Bushed or unbushed holes or slots to feed halyards, sheets or control lines through the deck, hull or transom.
  - 8.16. No fuel may be carried on board other than in a tank or container specifically designed to carry fuel safely.
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