

1720 Sportsboat Class Rules

By-Laws 1

PART I – ADMINISTRATION

SECTION A – GENERAL

A.1 Types 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 1720 CAC.

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.

<i>A.3.1. WS</i>	<i>World Sailing</i>
<i>MNA WS</i>	<i>Member National Authority</i>
<i>1720SCA</i>	<i>1720 Sportsboat Class Association</i>
<i>1720CAC</i>	<i>1720 Sportsboat Class Association Committee</i>
<i>ERS</i>	<i>Equipment Rules of Sailing</i>
<i>RRS</i>	<i>Racing Rules of Sailing</i>

A.4. Authority.

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

A.4.2. WS, an MNA, the 1720CAC, 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 Class

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

A.6. *WS 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 1720 CAC*
- (b) *at least two-thirds of the boat owners representatives replying in writing to the 1720CAC in response to a postal ballot published to the 1720SCA. Only those votes returned to the 1720CAC within one month from the date of publication of the proposed rule change shall be valid or by a majority of boat owners representatives present at an AGM or EGM.*

A.8. *Interpretation of Class Rules.*

A.8.1. *Interpretation of Class Rules shall be made by the 1720 CAC.*

A.9. *Advertising Category.*

A.9.1. *Under the terms of the RSS Appendix 1, Regulations 20.4.2(b) and 20.4.5, the 1720CA has determined that unrestricted Category C advertising will apply to the Class.*

A.10. *Sail Number Allocation.*

A.10.1. *The sail numbers shall be issued by the MNAs.*

A.11. *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 1720CAC, which shall give a final ruling.*

A.12. *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.

PART II – REQUIREMENTS AND LIMITATIONS

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

SECTION C – CONDITIONS OF 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. Members of crew shall not be substituted between races held on the same day unless approved in writing by the Principal Race Officer, except if there is a medical emergency.

C.1.4. Weights

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

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 10 kgs of the replaced crew member and;*
 - (b) the new total weight of the crew is within 10 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 weighed.*

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 extending upward from the outer edge of the gunwhale 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, sails on board a boat shall carry 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 on the first day of racing 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. *Sail Restrictions*

The Race Committee may, at its absolute discretion, display flag 'Q' before the warning signal for a race if they consider racing would be enhanced by mandating sail restrictions. 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 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'.

No warning signal shall be sounded for a minimum of ten minutes after displaying or removing flag 'Q'.

C.3. *Equipment*

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

- (i) *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.*
- (ii) *Not less than 30 metres of rope/webbing not less than 8mm diameter, suitable for anchoring and towing.*
- (iii) *One permanently fitted bilge pump operable from the cockpit with the hatch closed.*
- (iv) *Life jackets or buoyancy vests, each with a positive buoyancy of a minimum of 50 Newtons, for each member of the crew.*
- (v) *One bucket and lanyard.*
- (vi) *A compass suitable for navigation.*
- (vii) *A First Aid Kit.*
- (viii) *A fog horn.*
- (ix) *A safety knife*

C.3.2. *Buoyancy tanks or bags may be fitted.*

C.4. *Boat.*

C.4.1. *Weight*

- (i) *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 not be less than 1350 kgs., and the Licenced Builder may install corrector weights to achieve that weight.*
- (ii) *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 Licensed Builder shall not be removed.*
- (iii) *Boats shall either carry an outboard motor (minimum of 2hp and weighing not less than 11kgs without fuel) or 15kgs 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.*
 - (iv) *Except for corrector weights in accordance with rules C.4.1(a) & (c) no ballast shall be carried inside the boat.*
 - (v) *A boat shall be re-weighed only on the instructions and at the discretion of the 1720CAC, or an MNA. If, as the result of a protest hearing, a boat's weight is questioned the matter shall be referred to the 1720CAC. This amends RRS 64.3(b).*
 - (vi) *All boats built before 1st January, 2000 may remove any hull corrector weights already installed. However, if a corrector weight is carried in lieu of an outboard motor (as required by rule C.4.1(c) that corrector weight shall not be removed.)*

C.4.2. A lifting eye shall be permanently attached to the keel bolts for single point lifting.

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. Subcontracting 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 Licensed Builder(s) shall permit a measurer approved by the 1720 CAC to inspect the 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.*

D.1.6. Repairs

- (a) *A damaged hull, deck, keel or rudder shall be reinstated to its original condition only and any such repairs may 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 make good damage or malfunction. Additions shall only be made with the permission of the 1720CAC.*

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 removed 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) A fine tune for the main and jib is permitted.*
- (e) 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.*
- (f) Any type of cleat may be fitted anywhere, for the purpose of retaining each spinnaker sheet.*
- (g) 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 3525mm + /- 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 1350mm +/- 10mm. The distance from the aftmost point of the keel bulb to the aftmost point on the centreline of the hull shall be 3480 mm +/- 15mm.

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. Extendable 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. The mast approved by the 1720SCA is:-

Section JM125E as supplied by John Mast in Denmark is the only new mast section approved by the 1720SCA from the 1st of September, 2012.

Prior to 2012, Section 5034 as supplied by Proctor (Selden) Masts.

F.1.4. Any boat that, prior to 1st September, 2012, has used spars which do not comply with Rule F.1.1. or rule F.1.3., specifically a Selden C139 mast section, 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. Datum for measurement purposes shall be defined as the upper edge of the lower black band.

The bearing point of the mast heel shall be 935mm below datum and 970mm above deck level.

F.2.2. 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 10000mm above datum

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 (or similar) whip may be fitted at the mast head to keep the backstay clear of the reach 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 16kgs. 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 the top of the boom in its normal sailing position).

(c) The gooseneck weight shall not be less than 21kgs 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 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 Licenced Builder as standard equipment or approved by the 1720SCA.*

F.5.2. *No part of the spinnaker pole, including fittings, shall be capable of extending more than 5100 mm from the front face of the mast measured at deck level.*

F.5.3. *A carbon fibre (or similar) batten may be fitted at 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 5.5kgs. 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:*

<i>Cap Shrouds</i>	<i>5mm</i>	<i>1 x 19</i>	<i>Stainless or Dyform Type Stainless</i>
<i>Lower Shrouds</i>	<i>4mm</i>		<i>Stainless or Dyform Type Stainless</i>
<i>Upper Cap Shrouds</i>	<i>4mm</i>	<i>1 x 19</i>	<i>Stainless</i>
<i>Forestay</i>	<i>5mm</i>	<i>1 x 19</i>	<i>Stainless</i>
<i>Gooseneck Stays</i>	<i>4mm</i>		<i>Stainless or Dyform Type Stainless</i>

F.6.2. *The permanent backstay shall be HMPE (Dyneema or similar) minimum diameter 5mm.*

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*

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 datum. (Tolerance +/-10mm).*

	<u><i>Required Position</i></u>		<u><i>Required Position</i></u>
<i>Forestay</i>	<i>8400mm</i>	<i>Lower Shrouds</i>	<i>3870mm</i>
<i>Upper Cap Shrouds</i>	<i>9920mm</i>	<i>Gooseneck Shrouds</i>	<i>15mm</i>
<i>Cap Shrouds</i>	<i>8250mm</i>		

F.6.8. *The Forestay shall have a length of 10110mm (+/- 5mm). This length to be measured from the bearing point of the "T" terminal for Proctor Masts or toggle for John Masts 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 fractional halyard shall be lead through a sheave or spectacle no higher than 8474 (+/- 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 than 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:

<i>Main Halyard 2:1</i>	<i>6mm</i>
<i>Jib Halyard</i>	<i>8mm</i>
<i>Spinnaker Halyard</i>	<i>8mm</i>
<i>Main Sheet</i>	<i>8mm</i>
<i>Jib Sheets</i>	<i>8mm</i>
<i>Spinnaker Sheet</i>	<i>8mm</i>
<i>Tack Line</i>	<i>8mm</i>

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

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 spinnaker 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 modulus less than 110 GPa (1120kg/cm²) for the 1 x 19 wire rigging and less than 135 GPa (1376 Kg/cm²) for Dyform rigging wire.

F.8.2. Running Rigging

Ropes of any fibre may be used.

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, Two (2) working sails (one each of a 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 1720CAC representative.*

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.2.4. A temporary transfer of a sail, for the purposes of providing a back up in the event of damage is permitted provided that:

- (a) a boat receiving the sail has only one sail of that type 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.2.5. Obtaining used sails shall not effect the recipients' normal allowance (see Rule G.1) but the previous owner is not entitled to any additional allowance in order to replace those sails.

G.3. Sail Measurement

G.3.1. Sails shall be measured in accordance with the ERS except where varied by these rules.

G.4. Sail Materials.

G.4.1. The body of the sail shall consist only of woven or laminated ply made from Polyester and/or monofilament glass and/or Pentex and/or Kevlar and/or Carbon. Reinforcement shall be made from materials permitted in the body of the sail.

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

G.4.2. Excessively heavy fittings are prohibited.

G.4.3. 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.4.4. The use of carbon fibre and Kevlar is permitted in any part of the sails or battens.

G.5. Sail Dimensions and Limits.

G.5.1. Sails shall have the following dimensions.

	Max Leech	Max Half Width	Max Three-quarters Width	Max Upper Width	Max Top Width
Mainsail	10.75m	2.78m	1.67m	0.91m	0.15m
<i>The mainsail may have one (1) reef 1250mm from the clew with a tolerance of 50mm.</i>					
	Max/Mm Luff (m)	Max/Mm Leech(m)	Max/Mm Foot(m)	Max ½ Width(m)	Max ¾ Width(m)
Large Jib	9.95/9.85	9.08/8.98	3.50/3.45	1.79	1
	Max/Mm Luff	Max/Mm Leech	Max/Mm Foot (m)	Max ½ Width (m)	Max ¾ Width (m)
Small Jib	8.50/8.6	7.50/7.40	3.10/3.00	1.26	0.61
	Max/Mm Luff	Max/Mm Leech	Max/Mm Foot(m)	Max ½ Width (m)	
Large Spinnaker	12.95/12.75	11.10/10.90	6.75/6.55	7.900/6.7	
	Max/Mm Luff	Max/Mm Leech	Max/Mm Foot (m)	Max ½ Width (m)	
Small Spinnaker	11.45/11.25	9.40/9.20	6.15/6.05	6.00/5.8	

G.5.2. Unwoven transparent panels not exceeding 1m² 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.5.3. 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.5.4. Sail Repairs.

Any sail repair or recutting resulting in an alternation to the certified measurements of a sail requires remeasuring 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 331/3% 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:

<i>Top Batten Maximum Length</i>	<i>1500mm</i>
<i>2 Middle Battens Maximum Length</i>	<i>1400mm</i>
<i>Bottom Batten Maximum Length</i>	<i>1400mm</i>

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:

<i>Top Batten Maximum Length</i>	<i>1100mm</i>
<i>Others maximum length</i>	<i>1000mm</i>

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:

<i>Top Batten Maximum Length</i>	<i>650mm</i>
<i>Others Maximum Length</i>	<i>700mm</i>

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 variation 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.org).

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 12 and A.7.

<u>Effective from</u>	<u>Constitution Rules</u>	<u>Class Rules</u>	<u>Version</u>
1 st April, 2000		C.2.1, C.2.5, C.4.1., D3., G.4.1. & G.4.2.	4.0
1 st 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
1 st 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
31 st August, 2012	5, 6.1, 6.1.1, 6.1.2., 6.1.3., 6.1.4., 6.1.5., 6.1.6., 6.2. 6.3., 6.4., 7, 8.1., 9.1., 9.2., 9.3., 10.1., 10.2, 11, 12, 13	A1.2, A.3.1, A4.2., A.7.1., A.8.1., A.9., A. 12., A.13, B2, B3, C.1.3, C.1.4, C.2.4, C.2.5, C.2.6., C.3.1., C.3.3., C.4.2., D.1.3., D.3., F.1.4., F.5.1., G.4.1., G.6.1., G.6.4.	7.0
1 st January, 2022		A3.1, C1.5, C2.1, C2.2, C2.4, C3.1, F1.3, F1.3, F1.4, F2.1, F2.2, F6.2, F6.4, F6.7, F6.8, F6.10, F6.12, F6.14, F8.1, F8.2	8.0