

Sydney 38 One Design

Racing Rules



Approved: AGM 17th November 2014

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1. ONE DESIGN RACING RULES

- 1.1. The Class One Design Racing Rules (hereinafter referred to as the Racing Rules) are designed to maintain the one design integrity of the Class, ensuring one design competitions are decided by sailing skill rather than equipment. Particular attention is paid in these rules to consistency in shape and weight of hull and decking, keel, rudder and rig, area of sail plan, and other items which affect performance.
- 1.2. The Racing Rules are closed Racing Rules and do not permit any changes or modifications that are not specifically included. Standard equipment shall not be modified except where it is explicitly allowed in the Racing Rules.

2. ABBREVIATIONS

SY	Sydney Yachts
CA	Class Association
ERS	Equipment Rules of Sailing
ISAF	International Sailing Federation
MNA	ISAF Member National Authority
RRS	Racing Rules of Sailing

3. DEFINITIONS

The Class:	The Sydney 38 One Design Class
Racing Rules:	The Sydney 38 One Design Racing Rules as prescribed in this document.
Class Association:	The Class Association of the Sydney 38 One Design Class
The Designer:	Murray Burns & Dovell
The Builder:	Azzura Marine

4. CLASS AND ISAF RULES

These Racing Rules shall be read in conjunction with the current ISAF Racing Rules of Sailing and Equipment Rules of Sailing. Where any conflict exists between the Racing Rules and the ISAF Rules, the Racing Rules shall prevail.

5. AMENDMENTS TO RACING RULES

- 5.1 A Technical Committee shall review Racing Rules on an annual basis or as otherwise requested by the Executive Committee.

5.2 Changes to Racing Rules

- (a) Changes to Racing Rules may be proposed to a Technical Committee by a licensed builder, five Full Members or the Executive Committee.
- (b) Class rule change submissions from other than the Executive Committee shall be submitted to the President not later than 1st August in any year.
- (c) The proposed changes may be reviewed by a Technical Committee, which will formulate a resolution for review by the Executive Committee.
- (d) Any changes where performance or investment is affected must be approved by a two thirds majority of the Full Members voting by ballot in writing after presenting the resolution/motion in writing, by mail or by email.

Changes that do not affect performance or investment may be approved by the Executive Committee and these changes shall be included in the Interpretations and/or Amendments list attached to these regulations.

- (e) Approved changes shall apply to all events occurring on or after September 1 of the year following approval by the Association or earlier if deemed appropriate by the Executive Committee.
- (f) Application may be made by any member of the Class Association for an extraordinary rule change, which shall be reviewed by the Chief Class Measurer in consultation with a Technical Committee as required. Applications for such changes shall only be permitted in the case of the identification of a loophole in the Racing Rules which, in its current state, has a significant impact upon One Design integrity.

5.3 All amendments shall be published and distributed to all Class Association Members.

6. INTERPRETATION OF RACING RULES

- 6.1 Interpretations of these Racing Rules may be requested by Members for consideration by the Chief Class Measurer (in consultation with a Technical Committee if required).
- 6.2 All interpretations shall be published by the Chief Class Measurer, included on the Class website and shall be included in the Racing Rules by way of an appendix.

7. CERTIFICATION

- 7.1 A One Design Certificate and an Owner's Declaration shall be used to ensure compliance to the One Design Rules of the Class.

7.2 One Design Certificate

- (a) Association membership shall be a mandatory requirement for the owner of any Sydney 38 One Design wishing to obtain a One Design Certificate.
- (b) A Class Measurer shall have measured each boat upon completion at the Factory to ensure compliance with the Racing Rules. The Class Measurer shall conduct all measurements and checks required to complete the One Design Certificate for each boat, and upon compliance, shall have forwarded complete records to the Chief Class Measurer. Upon proof of Class Association membership by the Owner, the Chief Class Measurer shall have forwarded one signed copy of the One Design Certificate to the Owner, a copy to the Measurer and another copy shall be held for Class Records. A pro-forma One Design Certificate is presented in Appendix, One Design Certificate.
- (c) The One Design Certificate shall be a requirement for entry into all Class One Design events. The owner shall be responsible for this certificate, and shall carry a copy on board at all times.
- (d) The following circumstances shall automatically invalidate the One Design Certificate, and shall require subsequent revalidation by the Chief Class Measurer:
 - Change of ownership
 - Any alteration to corrector weights
 - Any alteration or repair required to be measured by a Class Measurer as set out in Section 16: Repairs, Replacements and Modifications.
 - If a yacht has been taken out of One Design configuration and wishes to return to the Class.

Such re-validation may be based upon an inspection and report by a Regional Class Measurer.

7.3 Owner's Declaration

- (a) The Class Association will use its best endeavours to ensure that the organising authority of each Class One Design Event mandates the use of an Owner's Declaration.
- (b) An Owner's Declaration shall be signed annually or to re-validate in accordance with clause 7.2 (d) to certify compliance with all One Design Rules as set out in Section D of these Rules. Annual declarations shall be signed by the AGM of each year.
- (c) A pro-forma Owner's Declaration is presented in Appendix F6 Owner's Declaration.

8. IDENTIFICATION

8.1 Sail Identification

- (a) The identification number displayed on the sails shall be issued by the Member National Authority.
- (b) Sails shall be measured upon manufacture and upon successful measurement shall be marked on the head using a permanent marker recording the date, dimensions and the Authorised Sail Measurer's signature and number. The sails will be recorded on the Boats Sail Measurement System database (SMS) to ensure that annual sail limitations are followed.

8.2 Primary Component Identification

All primary components shall be identified with stampings of boat number.

Applicable to:

- Hull,
- Mast and
- Boom.

9. DESIGN AND CONSTRUCTION

9.1 Design

The **Sydney 38 One Design** is a Racer/Cruiser One Design yacht designed by Murray Burns & Dovell, and built by Azzura Marine. All boats were built by Azzura Marine and spars by the Sanctioned Supplier.

9.2 Manufacture

The Builder entered into a design agreement with the Designers for exclusive rights to manufacture the **Sydney 38 One Design**.

9.3 Construction

9.3.1 Hull and Deck

- (a) All structures are designed in accordance with the American Bureau of Shipping for Building and Classing Offshore Racing Yachts. Hull and deck laminates are of cored construction using vinylester and polyester resin.
- (b) One piece GRP laminated structural grid designed to incorporate the keel attachments, mast step, engine mounts and rudder bearing for strength and durability.

9.3.2 Foils

(a) Keel

High lift low centre of gravity lead keel and bulb. It is linked to the floors and internal plates with stainless steel bolts. Final fairing involves the use of a female moulding technique, which ensures consistency of foil form.

(b) Rudder

Constructed from a stainless steel box section stock and, foam and E glass blade with final fairing involving the same female moulding technique as used for the keel.

Due to problems with the original stainless steel box section, the use of alternative manufacturing systems and materials may be approved upon application to the Executive Committee, providing they do not affect the performance of the boat. The effective weight and shape of the rudder system is to be maintained. Corrector weights mounted aft of the stock may be required. Refer to section 10.2.3 Corrector weights.

9.3.3 Spars

The mast is a custom aluminium fractional double swept back spreader rig. Boom is also custom aluminium with 2 reef lines and cascade outhaul system. Spinnaker pole is spun tapered aluminium.

9.4 One Design Specification

9.4.1 The manufacturer reserved the right to make changes to the specifications of the Sydney 38 One Design as required in order to address issues concerning reliability of supply, quality of product and pricing of product. Every attempt shall be made to source equivalent equipment, and any such changes shall be communicated to the Chief Class Measurer and, if required, a Technical Committee.

9.4.2 Any proposed substitution as provided for in Clause 9.4.1 that has the potential to significantly change the weight, strength or dimension of a component shall be referred to a Technical Committee for review. In the case of such a substitution being approved, such approval may also require corrective measures to new or existing boats and shall be noted in the Amendments list.

10. ONE DESIGN EQUIPMENT RULES

10.1 General

The Rules set out in Section 10 are intended to control the One Design nature of the Class, with respect to both appearance and performance.

10.2 Hull Measurements

10.2.1 General

- (a) All hulls were constructed by Azzura Marine from the approved Class Moulds.
- (b) No modifications to the hull or interior shall be permitted except for normal maintenance which includes painting, spot repairs, and minor damage repair. Any damage repair should be conducted in accordance with Section 16: Repairs, Replacements and Modifications.

10.2.2 Corrected Assembled Hull Weight

The finished hull Assembled Hull Weight shall be corrected to weigh within the range of 5200kgs minimum to 5300kgs maximum, with the Hull in the condition defined as follows:

- i. The interior fit out of the hull shall be complete including keel, paint and all mouldings.
- ii. All removable equipment shall be removed.
- iii. The boat shall be weighed with:

Deck gear:

push pit
pulpit
stanchion
lifelines
deck gear in general
loose deck gear (1 set)

Steering gear:

wheel, associated gear
#rudder

Interior:

timber work
toilet door
plumbing
corrector weights
furniture (incl. table, toilet, stove)
cushions
plumbing

Mechanical:

engine
batteries
propeller
fuel tank full to 100 litres = 80kgs
propeller

Optional Equipment that is permanently fitted and fastened to the hull and listed on the Class Measurement Certificate. (7.2d) .

Corrector Weights

10.2.3 Corrector Weights.

- i Adjustments for the purpose of equalisation, to bring all boats within tolerances as specified in 10.2.2 Corrected Assembled Hull Weight, shall have been made via forward and aft corrector weights prior to leaving the factory in the following manners:
- ii. The forward corrector weights shall be rigidly attached to the hull either side of the centre line at 3.3 meters from the stem.
- iii. The aft corrector weights shall be rigidly attached to the hull either side of the centre line at 8.2 meters from the stem.
- iii The maximum corrector weights shall not exceed 100kgs. They shall be distributed on a 1: 2 ratio Bow : Stern. However no more than 25kgs shall be fastened forward as located in 10.2.3(ii) any balance shall be added to the aft corrector weight as in 10.2.3(iii), till the boat falls within the target weight tolerance.
- iv Corrector weights shall not removed, shall be replaced exactly as approved or as subsequently modified by the Chief Class Measurer.
- v Any subsequent adjustments required to corrector weights shall require re-measurement and shall be determined by a Class Measurer.

10.2.4 Hull Measurement Marking

- (a) All hulls that comply with the One Design Rules shall be identified via a component compliance plate above the navigation table.
- (b) Forward freeboard (FF) measurement points 285 mm aft of the stem and Aft Freeboard (FA) measurement points at the corner of the transom shall be used if required.

10.3 Keel Measurements

10.3.1 General

No modifications to the keel shall be permitted except for normal maintenance which includes painting, spot repairs and minor damage repairs. Any damage repair should be referred to the Chief Class Measurer if doubt exists as to its legality.

10.3.2 Keel Fin Dimensions

The sectional shape of the keel shall be controlled by the builders templates which are only made available for checking by a Class Measurer in the event of suspected alterations.

10.4 Rudder measurements

10.4.1 General

No modifications to the rudder shall be permitted except for:

- (a). Normal maintenance which includes painting, spot repairs, and minor damage repair. Any major damage repair should be referred to a Class Measurer if doubt exists as to its legality.

- (b) Class rudders, that may require replacement.
Owners may apply to the Executive Committee for approval to utilise an alternative material for the rudder stock. Any reduction in the weight of the rudder must be offset by corrector weights glassed onto the internal surface of the hull in the specified position.
- (c) The shape of the replacement rudder must comply with the builders templates.
- (d) The Chief Class Measurer must approve the design, construction and weight of a replacement rudder and any corrector weight and must oversee the installation.

10.4.2 Rudder Fin Dimensions

The sectional shape of the rudder shall be controlled by the builders templates which are only made available for checking by a Class Measurer in the event of suspected alterations or in the case of the construction of a replacement rudder.

10.5 Rig Measurements

10.5.1 General

- (a) Spars shall not be modified or changed in anyway.
- (b) Broken spars can be repaired and shall be permitted for use as long as the repaired spar weighs no less than the original item.
- (c) All Running Rigging must be supplied and replaced as per the Sydney 38 One Design Rope Kit Specifications and must remain in place in all Sydney 38 One Design Association sanctioned Regatta's and Events.

10.5.2 Mast Section

All masts shall be made by a Sanctioned Supplier and supplied to the **Sydney 38 One Design** Class section and design dimensions.

10.5.3 Mast Dimensions

- (a) IG, the height of the fore triangle shall be measured from the centre of the hole in the forestay tang at the top, to the top of the boom (base of P) and, shall be 13962mm +/- 10mm.
- (b) ISP, which defines the height of the uppermost hound height spinnaker halyard, shall be measured from the bearing point on the spinnaker spectacle fitting, to the top of the boom (base of P) and, shall be 14065mm +/- 10mm.
- (c) P, the distance between the upper and lower limits of the mainsail luff, shall be identified by a 25 mm contrasting band at the upper mast point and by the horizontal projection of the boom onto the back edge of the mast at the lower mast point.
- (d) P shall not exceed 15400mm.
- (e) The spinnaker pole track useable length shall not extend above 2235mm +/- 10mm above the top of the boom (base of P).
- (f) The position of the mast head spinnaker halyard exit box is 180mm from the top of the mast to the centre of the sheave.

10.5.4 Mast Weight and VCG

- (a) The Weight of the Mast including mast base and all hardware but excluding electronics, standing rigging and halyards shall be a minimum of 172 kgs. +/- 4kgs.
- (b) The VCG shall also be taken in this condition and shall be no higher than 2235mm +/- 30mm measured above the top of the boom (base of P)

10.5.7 Mast Position at Deck

- (a) J, the length of the fore triangle base, shall be measured from the intersection of the deck and the forward edge of the mast projected as necessary, and the intersection of the deck and the centreline of the forestay projected as necessary, and shall not exceed 4500mm.
- (b) The position of the mast in the deck collar cannot be modified or changed.

10.5.8 Mast Position at Step

- (a) The Mast Step and mast base system shall remain as supplied and shall be attached to the boat using the factory fitted bolt holes and slots in the mast base. The forward position of the mast is set by measuring 725mm from the top forward face of the first structural floor in the bilge to the bottom of the aft face of the mast.
- (b) The movement of the mast step during racing is prohibited.

10.5.9 Mast Markings

Top of P shall be marked with a 25 mm contrasting band whose lower edge is no higher than 15400mm above the upper edge lower P band.

The mast shall be identified with the boat number stamped on the mast below the boom gooseneck and this number is to be recorded on the boats measurement certificate.

e.g. 3801-1 boat number-original mast, replacement mast –2 etc)

10.5.10 Standing Rigging

- (a) Rigging Sizes as specified on Appendix 1 Sydney 38 One Design Rig/Sail Plan. Rigging and associated equipment shall only be replaced to the same specifications as noted on Appendix 1.
- (b) The maximum length the forestay shall be adjusted to is 16600mm when measured from the centre of the forestay pin at the top to the deck at the bow fitting.
- (c) Adjustment of the standing rigging (other than the back-stay) while racing is not permitted.

10.5.11 Running Rigging

Running rigging may be replaced with the same material and dimension as originally supplied. No smaller diameter is permitted.

10.5.12 Spreader Details and Position

Spreader Details and Position as specified on Appendix 1 Sydney 38 One Design Rig/Sail Plan.

10.5.13 Boom

All booms will be made by a sanctioned supplier and supplied to the Sydney 38 One Design Class section and design dimensions.

- (a) The outer limit of adjustment of the foot of the mainsail (E) shall be marked with a contrasting 25 mm band. The forward edge of the contrasting band shall measure not greater than 5500mm from the back of the mast.
- (b) The boom shall be identified with the boat number stamped on the outboard end of the boom, outboard of the reef line exit box: and this number shall be recorded on the boats measurement certificate.
(e.g.3801-1 boat number- original boom, replacement boom –2 etc).

10.5.14 Spinnaker Pole

Spinnaker poles may be made by a sanctioned supplier and shall be supplied according to the Sydney 38 One Design Class specification.

The length of the spinnaker pole (SPL) shall be not greater than 5100mm when attached to the mast and measured horizontally from the extreme outboard end of the pole to the forward face of the mast.

Spinnaker poles made from carbon fibre reinforced resins shall be 88mm in outside diameter and weigh 1kg/m. The nominal weight of the pole with ends is 6.973kg.

10.6 Sails

10.6.1 Certification and Measurement

- (a) Sails shall be measured in accordance with the ISAF Guide to Sail Measurement and shall not exceed the maximum dimensions on Appendix 1 Sydney 38 One Design Rig/Sail Plan or as otherwise included in these Racing Rules. No sail shall be used for racing until measured and signed. Sails shall be signed at the head showing measurements as specified in this rule and shall be recorded on the boats measurement certificate by a measurer approved by the Country's National Authority (MNA Member National Authority) or the Chief Class Measurer.
- (b) PBO shall not be used in sails or battens.
- (c) The on-line Sail Management System (SMS) records the current Class Sails on line that are part of the inventory for each vessel (on-line Sail Card). It is the sole responsibility of each owner to ensure that the information is correct in his or her on-line Sail Card
- (d) Each boat shall, upon receipt of their annual membership fees, be automatically entitled to three (3) new SMS Stickers as per the Racing

Rules. These Stickers and their corresponding numbers shall be provided directly to sail makers and are not transferable between boats or sails.

- (e) A maximum of 3 new class sails may be measured during every 12 month period, taken from the first anniversary date of June 30, following the date of launch of the boat. All Sydney 38 One Design owners shall recognise that date as the anniversary.
- (f) SMS Stickers must be used inside 24 months of issuing. Any unused Sail Allocation shall be cancelled after that time.
- (g) Sails manufactured after July 1, 2004 shall only be deemed to be measured if:
 - The SMS Sticker has been ordered by the Sailmaker using the nominated order form.
 - The SMS Sticker has been permanently attached to the Sail by the Sailmaker.
 - The Class Measurer has over signed the SMS Sticker.
- (h) In the case of severely damaged sails, a new SMS Sticker may be provided for replacement sails. A severely damaged sail may be replaced only with the inspection and approval of a Class Measurer and it shall be noted on the boat SMS or One Design measurement certificate. Any sail replaced in the last 3 months of the year will form part of the following years sail inventory
- (i) The No. 3 spinnaker, code zero headsail, Jib Top, alternate mainsail with two or more reefs and heavy weather jib as noted in 10.6.2(a) shall not be subject to the SMS.
- (j) Should a boat dispose of any sail(s), the sail(s) shall be removed from its on-line Sail Card and the boat shall not gain any additional SMS Sticker. A boat receiving any used sail(s) shall include the sail(s) on its on-line Sail Card.

10.6.2 Class Sail Limitations

- (a) Each new boat shall be allowed to measure one complete inventory of Class Sails in the first 12 months from the date of launch. Class Sails shall be defined as follows:
 - Mainsail
 - Spinnakers, No.1, No.2 and No.3
 - Mast head Spinnaker replacing No.1 and No.2 Spinnaker
 - Three Large Jibs
 - One heavy weather jib complying to the ISAF Special Regulations
- (b) One full Class sail inventory shall be nominated and carried for each event as follows:
 - One Mainsail
 - Spinnakers No.1, No.2 and No.3.
 - A Mast head Spinnaker may replace No.1 and No.2 Spinnakers.
 - Three Large Jibs
 - One heavy weather jib complying with the ISAF Special Regulations

- In the case of offshore or distance races that are part of a Sydney 38 One Design Class event, any variation to Rule 10.6.2(b) must be included in the Notice of Race or be designated by the Executive Committee. In all other events Rule 10.6.2(b) applies. Refer to Rule 10.6.3.
- (c) In addition to the Class Inventory the following additional sails may be carried if required by the Safety Regulations or Notice of Race
- One storm jib complying to the ISAF Special Regulations
 - One trysail complying to the ISAF Special Regulations
- (d) If a sail is lost or irreparably damaged after the commencement of an event, application may be made to the jury (or in its absence, the Class Representative) for a replacement. The intent of this rule is to permit replacement where there has been unforeseen damage or loss, and not to gain advantage by replacing worn sails.

10.6.3 Use of Non Class Sails

- (a) In addition to the Class sails, the following sails that are not registered on the SMS may be carried in passage or offshore races exceeding 20nm. These sails are carried at the Owners discretion.
- One Jib Top
 - An Assymmetric spinnaker may be substituted for a Symmetric spinnaker.
 - A Masthead spinnaker may be substituted for a Fractional spinnaker.
 - A Code Zero sail may be substituted for a J1 light air jib if the half width is less than 75% of the foot of the sail. If the half width is greater than 75% of the foot then it is treated as a spinnaker and it must be substituted for a spinnaker.

The revised sail wardrobe must be on board throughout the entire regatta including the shorter races.

- (b) An alternate mainsail with two or more reefs may be carried in offshore races exceeding 20nm.
- (c) For events that do not have a Sydney 38 One Design result or where it is included in the Notice of Race, a yacht may carry the sails listed above that are not registered against that yacht's on-line Sail Card. However the sails carried must comply with Sydney 38 One Design measurements in all other ways.

10.6.4 Sail Measurement

(a) Sails shall be measured in accordance with the ISAF Guide to Sail Measurement.

(b) All sails shall be set and trimmed consistent with measurement and shall conform to the following size limits of the Sydney 38 Racing Rules.

(c) Mainsail measurements shall not exceed:

HB	165 mm	(headboard width)
MGT	1210 mm	(7/8 width)
MGU	2090 mm	(3/4 width)
MGM	3575 mm	(1/2 width)
MGL	4950 mm	(1/4 width)
MSW	22 kgs	(minimum mainsail weight)

Mainsails shall have at least one practical reef point no less than 1540 mm above the clew and five battens that are approximately evenly spaced.

(d) Large Jibs measurements shall not exceed:

LPG	4700 mm	(longest perpendicular)
JL	16100 mm	(maximum luff length)
1/4 Width	3590 mm	
1/2Width	2460 mm	
3/4 Width	1280 mm	

Jibs may not include a headboard.

(e) One heavy weather jib complying to the ISAF Special Regulations

(f) Spinnaker No1. One Symmetrical Spinnaker measurements shall not exceed:

SHW	9100 mm
SF	8800 mm
SL	17300 mm

Shall be constructed from nylon or polyester rip stop cloth impregnated or coated but not laminated and of not less than 30 grams/m². Area (SPA) equals 129.8 m²

(g) Spinnaker No 2. One Symmetrical Spinnaker measurements shall not exceed:

SHW	9100 mm
SF	8800 mm
SL	17300 mm

Shall be constructed from nylon or polyester rip stop cloth impregnated or coated but not laminated and of not less than 35 grams/m². Area (SPA) equals 129.8 m²

- (h) Spinnaker No 3. One Symmetrical Spinnaker, measurements shall not exceed:

SHW 8000 mm
SF 8000 mm
SL 15740 mm

Shall be constructed such that more than 50% of the area is from cloth weighing 60 grams/m² or more.

- (i). Jib Top/Reacher. One Jib Top/Reacher, measurements shall not exceed:

LPG 4700mm (longest perpendicular)

JL 16100mm (maximum luff length)

1/4 Width 3590mm

1/2 Width 2460mm

3/4 Width 1280mm

- (J) The Asymmetrical Spinnaker area, SPA, shall be calculated from:

$$SPA = ((SLU+SLE)/2)*((SF+(4*SHW))/5)*0.83$$

Shall be constructed from cloth weighing no less than 35 grams/m²

The area shall be agreed with the Chief Class Measurer prior to construction.

- (k) Code Zero spinnaker

The nominal class area is 83 square metres and the mid girth shall be greater than 75% of the foot dimension.

Nominal Dimensions are:

SPA	83 Sq.metres		
SMG	6100mm	SLU	15900 mm
SF	8100mm	SLE	15050 mm

10.6.5 Sheeting of headsails

No jib shall be sheeted any further aft than the aft-most position on the class headsail track in offshore events or in races that are less than 20nm.

11. DECK GEAR

- 11.1 Headsail track positions and length and outboard sheeting padeyes shall be as supplied by the builder and shall not be altered.
- 11.2 Non Custom fittings may only be replaced with the fittings of the same size and function.
- 11.3 Custom fittings such as stanchions, pushpits and pulpits may be repaired or replaced as necessary as long as they fully comply with minimum weight and dimension specifications of the factory supplied items. Where there is any doubt about these specifications application shall be made to Chief Class Measurer.

- 11.4 A single swivel cleat for the spinnaker topping lift may be added to the cabin top, on the centerline and aft of the line of halyard clutches.

12. MECHANICAL EQUIPMENT

- 12.1 All **Sydney 38 One Design's** shall race with the motor, drive and propeller installed and in working condition:
- (a) The motor shall be a Yanmar 3GM30 with strut drive.
 - (b) The propeller shall be 410mm PRD Bri Ski folding propeller.
- 12.2 All batteries whether used for engine starting or electrical supply shall be stored in the factory fitted battery bays. The combined weight of the batteries shall be 44kgs minimum and 64 kgs maximum. If lighter batteries are used then lead corrector weights must be permanently installed in the battery storage cavity to compensate for the weight difference. The battery corrector weight must be weighed and installed under the supervision of a Class Measurer.

13. OTHER EQUIPMENT

13.1 Original equipment

Including but not limited to, engine, propulsion systems, plumbing, exhaust systems, bunk systems, table, galley equipment including stove, sink, water tanks, floorboards and optional equipment as recorded on the boats Class Measurement Certificate, and attachments shall not be moved or removed. The table may be relocated to a suitable storage position but shall remain on-board.

13.2 Non-Standard Equipment

The following exceptions apply to Section 13.1 "Original Equipment" and may be installed in the yacht:

i. *Electronics*

Electronic safety equipment, navigation and instrument equipment of any type are allowed. A maximum of 2FFD's or equivalent, 3 mast repeaters and an autopilot FFD is allowed above deck. The mast bracket is to be made of metal and capable of supporting a crew standing on it if need be. Only standard non carbon fibre wind vane extensions are permitted.

ii. *Optional Equipment*

Any additional optional equipment shall be recorded on the boats measurement certificate. These options may only be included if the equipment is not capable of being removed and is not performance enhancing.

This equipment is limited to the following:

Compasses	Refrigeration
Power Supply	Pressure Water
Stove	Oven
Gel Batteries	Anchor Locker
Stereo System	VHF Radio
Pipe Berths	HF Radio

13.3 Tools and Spares

Tools and spares, including running rigging, may be carried on board whilst racing. The maximum weight of this equipment shall not exceed 20kgs.

14. CREW

14.1 Crew Weight

Crew weight including the owner or charterer shall not exceed 800kgs. in swimming attire.

14.2 Eligibility

While racing in One Design events, the crew shall be composed of Group 1 competitors, except that one crew member may be a Group 3 competitor.

Competitor grouping shall be determined by application of the current ISAF Sailor's Classification Code (See ISAF Regulation 22). Competitors without a current Classification, or whose employment circumstances have changed, shall apply for a new Classification prior to the submission of an event crew declaration and shall be regarded as Group 3 in the absence of a current ISAF Classification, prior to the commencement of racing.

In the event that ISAF cease to operate the Classification System then an alternate system may be created or approved by the Executive Committee.

One Design events shall be graded for crew eligibility at least 30 days prior to the start of the event as either: -

- *Grade 1 Events* (International, Regional, National, State and other significant events as designated by the Association). No more than 1 crew member, including the owner, shall be other than Group 1, (Amateur), competitors. The helmsman shall be group 1.
- *Grade 2 Events* (Club and other One Design events)
As noted in *Grade 1 Events*.
- *No Grade Designated*
If no grade is designated by the Notice of Race, 30 days prior to the event, then Grade 1 shall apply.
- *All Non One Design Events* without a Sydney 38 One Design Division
The crew shall consist of any combination of group 1 or group 3 competitors.

14.3 Steering

Eligibility and definition of "Owner":

When racing in One Design Class events, only Group 1 Sydney 38 One Design owners or Group 1 charterers may steer the yacht.

For the purposes of Rule 14.3, owners shall be defined as members of the Sydney 38 One Design Class Association and shall hold legal ownership interest in the boat being steered of at least 50% of the fair market value or boat brokerage price evidenced by appropriate documentation and submitted to the Executive Committee for approval prior to the commencement of racing and the decision of the Executive Committee in such circumstances shall be final and binding.

Owner other than Group 1

An owner who is not a Group 1 competitor must satisfy the Executive Committee that he/she is a legitimate, substantial and long-term owner.

Charterers and Group 1

For the purposes of Rule 14.3 chartering a boat does not constitute ownership. In the case of a chartered boat only Group 1 Competitors shall be permitted to steer in One Design Class events.

Alternate Helmsperson

An alternate helmsperson shall only be permissible in the following circumstances:

- (a) in emergencies involving the safety of the yacht or crew or,
- (b) for One Design Class distance races over 20 nm during which only a Group 1 Sydney 38 One Design owner or Group 1 charterer shall steer for the first hour and the last hour and shall finish the boat and all alternate helmspersons shall be Group 1 competitors or,
- (c) where an owner or charterer is unable to steer or is unavailable to race in which case any request for the replacement of the owner with an alternate Group 1 helmsperson shall be submitted to the Executive Committee for approval prior to the commencement of racing and the decision of the Executive Committee in such circumstances shall be final and binding.

15. SAFETY EQUIPMENT

Safety equipment shall be specified for each event by the organising body and all yachts shall compete with the required safety equipment.

16. REPAIRS, REPLACEMENTS AND MODIFICATIONS

16.1 General

No repairs, replacements or modifications shall be made to the yacht that are not specifically permitted in these rules.

The entire surface area of the hull, keel and rudder below the waterline shall be painted. Any type of paint within the limitations of RRS 53 Skin Friction is permitted.

Vinyl wrap for decoration purposes applied above the waterline and which complies with RRS 53 Skin Friction, is permitted

Only light sanding of painted surfaces, shall be permitted.

16.2 Repairs and Replacements

- (a) Any significant damage requiring repair shall be referred to a Class Measurer if doubt exists as to the yacht's ability to conform to the Racing Rules once the repair has been completed. As a minimum, any repair must fully comply with the minimum weight and dimension specifications of the factory fitted items.
- (b) Non Custom fittings may only be replaced with the fittings of the same size and function. Refer to the Interpretations and Amendments list attached to these Racing Rules.

- (c) Custom fittings such as stanchions, pushpits and pulpits may be repaired or replaced as necessary as long as they fully comply with minimum weight and dimension specifications of the factory supplied items. Where there is any doubt about these specifications the repair shall be referred to the Chief Class Measurer.
- (d) Replacement of parts are permitted provided replacements conform to these One Design Rules.

17. CLASS BRANDING

Manufacturer and Class Branding shall be maintained on each **Sydney 38 One Design** as set out in the profile diagram of Class Markings and shall include:-

- i. Mainsail insignia measuring 1039mm x 800mm, located on the starboard side above the MGU measurement point and the port side below MGU point. The Class Logo to templates as supplied by Sydney Yachts.
- ii. Port and Starboard cabin side logos and reading "Sydney Yachts"
- iii. Port and Starboard hull logo, located on the aft quarter of the hull and cabin sides and, reading "**Sydney 38** "
- iv. Port and Starboard spar logo, located on the boom.

18. COMPETITION RULES

18.1 One Design Regatta Requirements

For One Design racing, the following shall apply:

- i. The yacht shall comply with the One Design Rules as set out in Section 10 of this document.
- ii. If the owner or charterer is not on board, then the owner or Charterer shall appoint one member of the crew as the Owner's Representative, and that Owner's Representative shall be responsible for making sure that the yacht fully complies with the One Design Rules.

The Class Association will use its best endeavours to ensure that the organising authority of each Class One Design Event mandates the use of an Owner's Declaration.

18.2 Application of Racing Rules in mixed fleet racing.

In rated events where there is a handicap result, the regulations of the rating or handicapping rule shall also apply to the Sydney 38 One Design boats without affecting their One Design Certificates. The use of measurement ratings and performance handicaps in the event shall be included in the Notice-of-Race and/or the Sailing Instructions or shall be approved by the Executive Committee.

18.3 Event Regulations Graded Regatta

(a) Organisation

All Sydney 38 One Design events shall be graded at least 30 days prior to the start of the event as either:

- i. **Grade One Events** (International, Regional, National, State and other significant events as designated by the Association).
- ii. **Grade Two Events** (Club and other One Design events)

If no grade is designated by the Notice of Race, or by other Class notice 30 days prior to the event, then Grade One shall apply.

These Regulations shall only apply to Sydney 38 One Design events and shall not apply to distance races.

(b) Crew Limitations

i. Grade One and Grade Two Events:

No more than 1 crew member on board shall be other than a Group 1 (Amateur) competitor.

The helmsman shall be Group 1.

ii All Non One Design Events without a Sydney 38 One Design Division:

The crew shall consist of any combination of group 1 or group 3 competitors.

18.4 Crew Weigh-In

(a). Grade One Events

Crews shall be weighed prior to the first race at a location and time specified in the Notice-of-Race.

Substitute crew members shall be permitted. They shall weigh-in prior to the races they are sailing and any substitution shall not exceed the maximum crew weight or classification requirements.

No crew changes shall be permitted during a day's racing after the first preparatory signal of the day with the exception that injured crew may be removed from a yacht, in which case replacement of injured crew may be permitted on request to the race committee.

The replacement crew member shall weigh-in as soon as practical; this substitution shall not exceed crew weight or classification requirements.

(b). Grade Two Events

Crews need not weigh-in for the event however they shall comply with Class Rule 18.4. Substitute crew members shall be permitted.

19. APPENDICES

Current attached (October 12th 2014), Refer to website for updates :

Class Rule Interpretations and Amendments.

Sydney 38 One Design Class Rig/Sail Plan

Refer to Class website: <http://www.sydney38class.com/>:

One Design Certificate

Owners Declaration

Event Declaration (Sail and Crew Declaration Form)

Sail Measuring Sheet

S38OD Rope Kit

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Appendix
Sydney 38 Interpretations and Amendments
Updated 1st October 2014
(Any error in the reference number does not negate the response)

Interpretations

1. **Is it permissible to install a kelp cutter into the leading edge of the keel?**
No. As per Racing Rules 2.1d, 10.2.15, 16.1 and Rules pre-amble
2. **Is it permissible to fair in the gap between the sail drive leg and the hull?**
No. As per Racing Rules 16.1, 10.2.15
3. **Is it permissible to fair in the propeller bolt heads?**
No. As per Racing Rules 16.1, 10.2.15
4. **Is it permissible to change the main compass for a different type?**
Yes. The compass must meet the specifications in the ISAF Special Regulations for Category 4.
5. **Can a deck prism be installed on deck to view the rudder window?**
No. As per Class Rule 16.1, 10.2.15
6. **Is it permissible to remove the bunk cushions for distance races?**
No. As per Racing Rules 16.1 and 13.1
7. **Is it permissible to fair the hull below the waterline i.e. long board the hull?**
No. As per Racing Rules 10.2.15, 16.1 and Rules pre-amble. A long-board is a sanding device designed for the specific purpose of fairing surface imperfections as opposed to sanding for preparation for painting or to improve the finished painted surface finish.
8. **Is it permissible to remove any molded surface, except light sanding in preparation for painting?**
No As per Class Rule 10.2.15, 16.1 and Rules pre-amble.
9. **Is it permissible to use a storm jib as a staysail for designated distance races, or when the Sailing Instructions require a yacht to carry a storm jib?**
Yes

10. **Is it permissible to use class approved and measured components that were not originally supplied and installed on the boat in question, including but not limited to keel, rudders and spars?**

No. As per Racing Rules 9.4.2, 10.2.15, 10.3.1, 10.4.1, 10.5.1 11.1, 13.1, 16.1 If any boat component is changed, the One Design Certificate will be invalidated until the boat is recertified. Rule 7.2d.

11. **Is it permissible to mount the antenna for the VHF radio inside the boat?**

Yes. The VHF antenna location is not specified in either the Sydney 38 Racing Rules or in the ISAF Special Regulations Category 4. Local regulations governing VHF antennas and documentation for regattas that are not Category 4 should be checked to make sure boats are in compliance.

12. **Is it permissible to race One Design with the gas bottle attached to the stove while racing?**

While racing under ISAF Special Regulations Category 4, the gas bottles may be stored in a watertight container underneath the stove. While racing under ISAF Special Regulations Category 0-3, the gas bottles must be attached to the stove.

13. **Can I chamfer or in any way alter the trailing edges of the keel fin and rudder foil to reduce turbulence?**

No, according to Racing Rules 10.3.1, 10.4.1, the trailing edges should be as supplied from the builder.

14. **How much paint and sanding may be done to the underwater surfaces?**

As per Racing Rules 10.2.15, 10.3.1, 10.4.1, 16.1, the underwater surfaces may be lightly sanded and shall be painted with a normal paint system. Any sanding shall not remove any moulded surface or metal surface except light sanding in normal preparation for painting. No long board (fairing) sanding shall be permitted. Any paint applied as per Class Rule 16.1 shall not be beyond the normal numbers of coats required for painting the underwater surface. Excessive application of paint build up with the purpose of fairing the coatings is not permitted.

15. **Is it permissible to change the turnbuckle headstay pressure during a race?**

No. According to Class Rule 10.5.1(c)

16. **What is the length of time, after a sail has been registered on the boat's inventory, in which it can be deemed useless due to a defect in construction or material?**

As per Class Rule 10.6.2d, 10.6.1h, sails damaged beyond repair at a regatta may be replaced at the discretion of the Class representative. If a manufacturing or material defect exists, documentation from the manufacturer must be provided, and no more than one or two events may be raced using that sail, depending on the conditions at those events, and at the discretion of the Class representative.

17. **Is it permissible to add a jib cunningham?** No. As per Class Rule 10.6b.
18. **An event Notice-of-Race specifies a crew weight limitation for a rated class in which the Sydney 38s are competing, does the N.O.R. crew weight apply or the Class crew weight limit (Class Rule 14.1) apply?**
- The N.O.R. crew limit applies as per Class Rule 18.2, which may be greater than the Class Rule weight limit.
19. **Many owners only do bottom antifouling paint once per year, which is rubbed off through the season. How much paint must remain on the boat for this to be achieved?**
- Class Rule 16.1 states that all underwater surfaces shall be painted, however some minor localized rub through is permitted during the course of normal seasonal cleaning.
20. **Can the standing rig be adjusted during a passage race to remain competitive with a rated fleet in varying conditions?**
- No. As per Class Rule 10.5.1(c) note; current Rating rules do not allow the adjustment of standing rigging whilst racing.
21. **Can an owner get access to the class templates to check the foils of a boat at any time?**
- No, the templates are used to ensure compliance to class rule tolerances exclusively by the Class Measurers. A boat owner shall pay any cost associated with requests to check the tolerances of the foils of his/her boat.
22. **Do all sails nominated in the Class Inventory have to be carried in all races for a Regatta?**
- All sails nominated for the Class Inventory must be on board for the entire event. Class Rule 6.2g.
23. **What is required to change a Class rule where the performance or investment is affected?**
- Based on a legal opinion Rule 5.2d requires a two thirds majority of the votes cast by Full Members voting by ballot in writing to change any class rule that affects the performance or investment after presenting the resolution in writing.

Amendments

Equipment Changes under consideration (Executive Committee may approve):

1. Upgrade in specification for mainsheet turning blocks.
2. Replacement specification for tweaker blocks.
3. Changes to rope length specifications.
4. Reinforcement of rudder (not performance enhancing).
5. Steering systems for disabled sailors (not performance enhancing).