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Sydney 38 One Design

Class Rules



Version 6

Updated October 2011

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Syd 38 Class Rules October 2011

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Sydney 38 One Design

The **Sydney 38 One Design** is a performance One Design racing yacht designed to offer owners top level racing in an environment that is both cost effective and easy to enjoy. The **Sydney 38 One Design** is designed and of a size to be very easily sailed and when campaigned, very easily managed. These rules form the basis and spirit of the class association to govern the class and maintain the One Design integrity of the **Sydney 38 One Design**. Owners are responsible for maintaining the One Design integrity of their **Sydney 38 One Design** and also developing these through the association.

As a one design racer/cruiser, the construction techniques and Class Rules combine to provide exceptional quality control and equal performance across the fleet.

As a Racer/Cruiser, the **Sydney 38 One Design** has come from thinking from the Design Office of Murray, Burns & Dovell, designers of Azzura Marine's successful Sydney Yacht range alongside numerous successful Grand Prix racers.

The **Sydney 38 One Design** Rule does not permit any changes or modifications that are not specifically permitted in the Class Rules. Standard equipment shall not be modified except where it is explicitly allowed in the Class Rules.

May the best sailors win!

A. CONSTITUTION

A1 NAME

The name of the Association shall be the **Sydney 38 One Design Association** – hereinafter known as "the Association".

In each country where the fleet manages itself under the Auspices and Rules of the Association then they will be known as the Sydney 38 One Design Class Association (insert country name).

A2 OBJECTS

A2.1 The objectives of the Association are:

- (a) To encourage, promote and develop Sydney 38 One Design class racing nationally and internationally.
- (b) To provide a structure for class management and for exchange of information among Sydney 38 One Design owners and sailors.
- (c) To coordinate the international calendar of events as required and to organise or appoint organisers for national, continental and world championships where appropriate.
- (d) To maintain the one design integrity of the Sydney 38 One Design class throughout the world.

A3 LANGUAGE

A3.1 The official language of the Class is English and in case of any dispute over the translation the English Text shall prevail.

A3.2 The word "shall" is mandatory and the word "may" is permissive.

A4 CLASS OFFICE

A4.1 The office of the Class shall be at the following address:

Mailing Address
PO Box 108, Mona Vale NSW 1660
Email: management@sydney38ownersassociation.com

A5 MEMBERSHIP

A5.1 There are a number of Membership Levels available and they are listed below.

A5.1.1 Full Member

Full Membership is open to all **Sydney 38 One Design** owners, and to members of the Executive Committee in accordance with Section A7 of this Constitution, upon payment of the prescribed annual membership dues. Full Members may vote (one vote per boat), attend meetings and hold office.

A5.1.2 Associate Member

Associate Memberships will be compulsory for anyone chartering a **Sydney 38 One Design** to compete in any specifically sanctioned S38OD events. They will receive all information and can attend Class Meetings however have no voting rights.

A5.1.3 Crew Member

A Crew Member is someone who sails or has sailed on a **Sydney 38 One Design**. A crew declaration will be required for relevant S38 OD sanctioned events.

Crew Members will have access to Class information on the Class website other than "Owner Only" information but have no voting rights.

- A5.2 The Members shall be bound by this Constitution, and any properly made amendments thereto.
- A5.3 A Member may be suspended by the Executive Committee for:
- (a) Committing an unlawful act in relation to the Association or one of its members;
 - (b) Any unsportsmanlike conduct contrary to the interest of the members of the Association; or
 - (c) Intentional violation of the Class Rules.

A6 MANAGEMENT

- A6.1 The day to day management and administration of the affairs, activity and property of the Association is the responsibility of an executive committee appointed in accordance with Section A7 ("**Executive Committee**") in accordance with the objects of the Association and subject to any policy decisions made by the Members at General Meetings.
- A6.2 The Executive Committee may delegate to the executive management

group such powers and duties as agreed in their contract of engagement. The management group shall report directly to the Executive Committee.

- A6.3 There may be Regional Associations to encourage, promote and develop Sydney 38 One Design Class ("the Class") racing nationally and internationally within the Region. The Regional Association shall maintain the one-design integrity of the Class throughout the Region and communicate with the Executive Committee regarding regional concerns and rule issues.

The structure of Regional Association shall be the same as the Class Association and shall elect its own officers from among its members. A Regional Class Measurer may be appointed by the Chief Class Measurer.

A Regional Association shall elect one representative to be appointed to the Class Association Executive Committee in accordance with Section A7.2.

- A6.4 Fleets may exist within a Regional Association. A Fleet shall be a local territorial unit that is self-governed in matters not conflicting with these rules established upon application by three or more Sydney 38 owners who are in good standing within the Association and are not within the established territory of an existing fleet. A fleet shall select a fleet representative to interface with the Executive Committee from among Full Members. A Full Member may maintain an independent membership of the Association without affiliation within a Fleet.

A7 EXECUTIVE COMMITTEE

- A7.1 The international controlling authority of the Class is the Executive Committee, which shall be responsible for the administration of the Class.

- A7.2 The Executive Committee shall be comprised of the following:

- (a) not less than 4 designated Full Member owners of yachts with a current measurement certificate or their proxies including one appointed from each Regional Association member where possible
and may also include the following: -
- (b) a non-voting Chief Class Measurer (if appointed by the Executive Committee); and
- (c) a non-voting Secretary (if appointed by the Executive Committee).

- A7.3 Two members of the Executive Committee shall be appointed by the Executive Committee to carry out the roles of President and Treasurer.

- A7.4 All members of the Executive Committee shall be Members of the

Association, with the exception of the Executive Officer.

- A7.5 Full Owners shall be voted on to the Executive Committee by members of the Association.
- A7.6 In the event that vacancies occur on the Executive Committee prior to or between General Meetings, the remaining Executive Committee members may, in accordance with Section A8 appoint one of its remaining Executive Committee members to fill the vacancy or co-opt such member as they consider fit.
- A7.7 The Executive Officer, if appointed, shall:
- (a) Carry out the duties imposed on him/her by the Constitution and Class One Design Rules.
 - (b) Carry out all tasks as reasonably required by the Executive Committee such as but not limited to administration of the Association's activities and maintenance of subscription records.
- A7.7A The Secretary, if appointed, shall:
- (a) Carry out the duties imposed on him/her by the Constitution and Class One Design Rules.
 - (b) Keep minutes of all Executive Committee and General Meetings and give due notice to all relevant persons of such meetings as directed by the Executive Committee.
- A7.8 The Treasurer shall:
- (a) Control the funds of the Association and shall make such disbursements, which shall have been authorised by the Executive Committee.
 - (b) Present a budget for the coming year at the AGM.

A7.9 Immediate Past President

The position of Immediate Past President exists to preserve the corporate memory of the Association. Whilst the role carries no constitutional responsibility the Immediate Past President is expected to provide advice to the President and the Executive Committee on matters relevant to the day-to-day operation and long-term strategic planning of the Association.

A8 EXECUTIVE COMMITTEE MEETINGS

- A8.1 The Executive Committee shall meet on no less than two occasions annually and at such places as appropriate to efficiently carry out the business of the Association and as called by the President or as decided by a previous meeting of the Executive Committee.

- A8.2 In principle the Secretary or President should give at least one weeks notice of such meetings.
- A8.3 Three voting members of the Executive Committee shall form a quorum.
- A8.4 Each member of the Executive Committee shall be entitled to one vote with the following exceptions:
- (a) the President shall have a second and casting vote in the event of a tie; and
 - (b) the Chief Class Measurer and the Secretary shall not be entitled to vote.
- A8.5 Taking into consideration Section A8.4, resolutions of the Executive Committee shall be passed by a simple majority of the voting members of the Executive Committee present and voting.
- A8.6 The Executive Committee may meet by any means the Executive Committee feels is appropriate such as video conferencing, telephone conference or other forms instant electronic communication.

A9 THE TECHNICAL COMMITTEE

- A9.1 A Technical Committee may be appointed by, and be responsible to, the Executive Committee. The Technical Committee shall operate as a sub-committee. No changes may be made to Class Rules unless agreed by members by a 2/3rd majority vote, in General Meeting.
- A9.2 The Chief Class Measurer shall be responsible for the operation of the Technical Committee. The Technical Committee shall include the Chief Class Measurer, and the following:
- (a) One Class Measurer from each Regional Association, where appointed;
 - (b) Two Owners' representatives from the Association as appointed by the Executive Committee.
- A9.3 The Technical Committee shall report to the Class Executive Committee Meetings on no less than an annual basis and shall provide advice and technical analysis on specific issues.

A10 CLASS MEASURERS

- A10.1 The Chief Class Measurer shall be appointed by the Executive Committee. Class Measurers may be appointed by the Chief Class Measurer and shall be responsible for One Design compliance prior to delivery of each yacht, for measurement prior to and during events and for the re-measurement of yachts when they have been outside Class One Design configuration.

- A10.2 The Chief Class Measurer shall issue One Design certificates for administrative reasons such as change of ownership, change of vessel name, replacement of lost documents, and also for changes made within the Class Rules.

A11 GENERAL MEETINGS

- A11.1 Each Member shall be entitled to attend General Meetings of the Class. Only Full Members may vote (one vote per boat) and hold office.
- A11.2 An Annual General Meeting ("AGM") shall be held annually in such place and time as the Executive Committee may consider most convenient to the majority of the members.
- A11.3 An Extraordinary General Meeting ("EGM") shall be called by the Secretary or President:
- (a) If the Executive Committee so resolves (but subject to Section A11.4);
 - (b) Within six weeks of receipt of a written request from no less than ten members specifying any resolution which the members concerned wish to propose at the meeting.
- A11.4 At least four weeks' written notice shall be given by the Executive Officer to the Members of any General Meeting together with a copy of the agenda for the meeting and of any resolutions which have been specified to him in writing.
- A11.5 The President of the Executive Committee or his/her nominated representative shall chair any General Meeting. In the President's or his/her representative's absence, the meeting shall elect a chairman.
- A11.6 Each Full Member shall be entitled to vote at a General Meeting.
- A11.7 Voting at General Meetings shall be by two-thirds majority of votes cast for any Class Rule changes. Voting by simple majority of votes in all other items, provided that in the event of a tied vote, the chairman of the Meeting shall have a casting vote.
- A11.8 A quorum at General Meetings shall be no less than 25% of Full Members at the time of notification of the meeting.

A12 NOMINATION AND ELECTION OF OFFICERS

- A12.1 Elections for Executive Committee officers shall take place every twelve months.
- A12.2 Nominations for the officers standing for election to the Executive

Committee must be received in writing by the Executive Officer or Secretary six weeks before the Annual General Meeting, including nominated representatives from Regional Associations, provided that if there are no nominations for all the available posts the outgoing Executive Committee may make such additional nominations as are necessary in order to fill all available posts.

- A12.3 Any retiring officer shall be eligible for re-election.
- A12.4 Voting will take place in accordance with Section A11- General Meetings.
- A12.5 The elected officers shall have full powers once the incumbent officers retire at the end of the AGM at which the election took place.

A13 SUBSCRIPTIONS, MEMBERSHIP DUES AND OTHER FEES

- A13.1 The Association shall be funded by:
 - (a) Membership dues; and
 - (b) Other sources of revenue as accepted by the Executive Committee.
- A13.2 The Association's subscription year for Membership Dues shall run from July 1st to June 30th.
- A13.3 The one off Joining/Transfer fee per boat shall be set by the Executive Committee.
- A13.4 The Full Membership Dues shall be set by the Executive Committee and advised at the Annual General Meeting.
- A13.5 The Associate Members Dues shall 50% of the annual fee.

A14 FUNDS, ACCOUNTS, EXPENSES AND INSURANCE

- A14.1 The financial records of the Association shall be kept in a manner approved by the Executive Committee and shall be audited upon the direction of the Executive Committee or a request from not less than 10 Full Members.
- A14.2 Books shall be kept that show assets and liabilities of the Association in addition to receipt and expenditure of monies.
- A14.3 The reasonable expenses of the Executive Committee members in exercising their powers under these rules shall be payable out of the funds of the Association.
- A14.4 The Executive Committee is responsible to maintain adequate insurance policies for the Association's activities.

A15 AMENDMENTS

The Constitution shall only be amended by a resolution of which notice has been duly given and which is duly proposed and passed at a General Meeting.

A16 LIMITATIONS

In the execution of their powers and duties under this Constitution or under the One Design Rules no officer or other member of the Executive Committee shall be liable for any loss to any of the members or former members of the Association or to the assets of the Association by reason of any mistake or omission made in good faith by him/her or any other officer or member or from any other matter other than wilful and individual wrongdoing, wrongful omission or fraud on the part of the person who is sought to be made liable.

A17 PROPER LAWS

The proper law of the Association shall be Australian Laws in the State of New South Wales and this constitution shall be construed, take effect and be enforced accordingly.

B. ONE DESIGN ADMINISTRATION

B1 ONE DESIGN RULES

- B1.1. The One Design 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.
- B1.2 The **Sydney 38 One Design Rules** are closed class rules and do not permit any changes or modifications that are not specifically permitted in the Class Rules. Standard equipment shall not be modified except where it is explicitly allowed in the Class Rules.

B2 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

B3 DEFINITIONS

The Class:	The Sydney 38 One Design Class
Class Rules:	The Sydney 38 One Design Class Rules as prescribed in this document.
Class Association:	The Class Association of the Sydney 38 One Design Class
The Designer:	Murray Burns & Dovell, designers of the Sydney 38 One Design
The Builder:	Azzura Marine, builders of the Sydney 38 One Design
The Factory:	Azzura Marine manufacturing facility at South Nowra, New South Wales, Australia.

B4 CLASS AND ISAF RULES

These Class 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 Class Rules and the ISAF Rules, the Class Rules shall prevail.

B5 AMENDMENTS TO CLASS RULES

B5.1 The Technical Committee shall review Class Rules on an annual basis or as otherwise requested by the Executive Committee.

B5.2 Changes to Class Rules may be proposed to the Technical Committee by a licensed builder, five Full Members or the Executive Committee.

Class rule change submissions from other than the Executive Committee shall be submitted to the President not later than 1st May in any year.

The proposed changes must be reviewed by the Technical Committee, which will formulate a resolution for review by the Executive Committee.

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.

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.

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 the Technical Committee as required. Applications for such changes shall only be permitted in the case of the identification of a loophole in the Class Rules which, in its current state, has a significant impact upon One Design integrity.

B5.3 All amendments shall be published and distributed to all Class Association Members.

B6 INTERPRETATION OF CLASS RULES

B6.1 Interpretations of these Class Rules may be requested by Members for consideration by the Chief Class Measurer in consultation with the Technical Committee.

- B6.2 All interpretations shall be published by the Chief Class Measurer and distributed to all Members and shall be included in the Class Rules by way of an appendix.

B7 CERTIFICATION

- B7.1 A One Design Certificate and an Owner's Declaration shall be used to ensure compliance to the One Design Rules of the Class.

B7.2 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 measure each boat upon completion at the Factory to ensure compliance with the One Design Rules as set out in Section D, One Design Rules. The Class Measurer shall conduct all measurements and checks required to complete the One Design Certificate for each boat, and upon compliance, shall forward complete records to the Chief Class Measurer. Upon proof of Class Association membership by the Owner, the Chief Class Measurer shall forward 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 F5, 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 re-validation 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 D12 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.

B7.3 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 section B7.2 (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.

B8 IDENTIFICATION

B8.1 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. The sails will be recorded on the Boats Sail Measurement System database (SMS) to ensure that annual sail limitations are followed

B8.2 Primary Component Identification

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

- Hull
- Mast
- Boom

C. DESIGN AND CONSTRUCTION

C1 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 shall be built by Azzura Marine and spars by the Sanctioned Supplier.

C2 MANUFACTURE

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

C3 CONSTRUCTION

C3.1 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.

C3.2 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.

C3.3 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.

C4 ONE DESIGN SPECIFICATION

C4.1 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 Technical Committee.

C4.2 Any proposed substitution as provided for in Section C4.1 that has the potential to significantly change the weight, strength or dimension of a component shall be referred to the 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.

D. ONE DESIGN RULES

D1 GENERAL

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

D2 HULL MEASUREMENTS

D2.1 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 D12: Repairs, Replacements and Modifications.

D2.2 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 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
- # hatches
- # plumbing
- # furniture (incl. table, toilet, stove)
- # cushions

Mechanical:

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

- # Optional Equipment which is permanently fitted and fastened to the hull and listed on the Class Measurement Certificate. (D9.2b)
- # Corrector Weights

D2.3 Corrector Weights.

- (a) Adjustments for the purpose of equalisation, to bring all boats within tolerances as specified in D2.2(a) Corrected Assembled Hull Weight, shall be made via forward and aft corrector weights prior to leaving the factory in the following manners:
 - i The forward corrector weights shall be rigidly attached to the hull either side of the centre line at 3.3 meters from the stem.
 - ii. 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 D2.3(a)i, any balance shall be added to the aft corrector weight as in D2.3(a),ii, till the boat falls within the target weight tolerance.
- (b) Corrector Weights shall not be modified in any way and if removed, shall be replaced exactly as supplied by Azzura Marine or subsequently modified by the Chief Class Measurer.
- (c) Once a **Sydney 38 One Design** yacht has left the Factory, any subsequent adjustments to corrector weights shall require re-measurement and shall be determined by a Class Measurer.

D2.6 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.

D3 KEEL MEASUREMENTS

D3.1 General

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

D3.2 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.

D4 RUDDER MEASUREMENTS

D4.1 General

No modifications to the rudder shall be permitted except for 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.

D4.2 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.

D5 RIG MEASUREMENTS

D5.1 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.

D5.2 Mast Section

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

D5.3 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).

D5.4 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)

D5.7 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.

D5.8 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.

D5.9 Mast Markings

- (a) 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.
- (b) The mast shall be identified with the boat number stamped on the mast below the boom gooseneck (E.g. 3801-1 boat number-

original mast, replacement mast –2 etc) and this number recorded on the boats measurement certificate.

D5.10 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.

D5.11 Running Rigging

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

D5.12 Spreader Details and Position

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

D5.13 Boom

- (a) All booms will be made by a sanctioned supplier and supplied to the Sydney 38 One Design Class section and design dimensions.
- (b) 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.
- (c) The boom shall be identified with the boat number stamped on the outboard end of the boom, outboard of the reef line exit box (E.g.3801-1 boat number- original boom, replacement boom –2 etc) and this number recorded on the boats measurement certificate.

D5.14 Spinnaker Pole

All spinnaker poles will be made by a sanctioned supplier and supplied from the **Sydney 38 One Design** Class section.

The length of the spinnaker pole (SPL) shall be not greater than 4500mm when attached to the mast and measured horizontally from the extreme outboard end of the pole to the forward face of the mast.

When competing in events as specified in Rule D6.2(b) a spinnaker pole with STL of not greater than 5100mm, measured as described above may be carried. Such spinnaker poles need not be supplied by Sydney Yachts and may include carbon fibre components.

D6 SAILS

D6.1 Certification and Measurement

- (a) Sails shall be measured in accordance with the ISAF Guide to sail Measurement and shall not exceed maximum dimensions on Appendix 1 Sydney 38 One Design Rig/Sail Plan. 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 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.

Each boat shall, upon receipt of their annual membership fees, be automatically entitled to three (3) new SMS Stickers as per the Class Rules. These Stickers and their corresponding numbers shall be provided directly to sail makers are not transferable between boats or sails.

SMS Stickers must be used inside 24 months of issuing. Any unused Sail Allocation shall be cancelled after that time.

Sails built 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.

In the case of severely damaged sails, a new SMS Sticker may be provided as per D6.2 (c) for replacement sails."

- (d) The mast head spinnaker, No 3 spinnaker alternate mainsail with two or more reefs and heavy weather jib as noted in D6.2 (a) shall not be subject to the SMS.
- (e) Should a boat dispose of any sail(s), the sail(s) shall be removed from its on-line Sail Card however 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.

D6.2 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, No1, No2 and No3
 - Three Large Jibs
 - One heavy weather jib complying to the **ISAF Special Regulations**
- (b) For events that do not have a Sydney 38 One Design result, or as advised by the Notice of Race, a yacht may carry sails 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. This rule provides specifically for distance races that may or may not have a Sydney 38 One Design result.

Additional Sails may include specific working and running sails designed for offshore use.

In **Sydney 38 One Design** Class Events that include a distance or offshore race, the Notice of Race shall define any variation to 6.2(a). In all other events/regattas D6.2(a) applies.

Note that D6.2(b) only applies in events or regattas where there is a distance race and the use of these sails is at the owner's discretion. In these cases a Jib Top can be added to the three large jibs in D6.2(a) but the Asymmetrical spinnaker or Masthead spinnaker must be substituted for an existing Symmetrical spinnaker unless the Notice of Race otherwise allows. The revised sail wardrobe must then be on-board throughout the entire regatta including the shorter races.

- (c) A maximum of 3 new class sails may be measured every following 12 months period from the date of launch of that boat as at June 30th which all Sydney 38 One Design boats will recognise that as their single Anniversary.

A severely damaged sail may be replaced only with the inspection and approval of the class measurer and noted on the boats One Design measurement certificate. Any sail replaced in the last 3 months of the year will form part of the following years sail inventory.

- (d) A maximum of one full sail inventory per boat shall be nominated for each event: -
- One mainsail
 - Spinnakers No1, No2 and No3
 - Three Large Jibs
 - One heavy weather jib complying with the ISAF Special Regulations (“**Class Inventory**”).

In addition to the Class Inventory, the following additional sails may be carried:

- One storm jib complying to the ISAF Special Regulations
 - One trysail complying to the ISAF Special Regulations
 - Additional sails as per D.6.2(b) for regattas or events involving distance races.
 - An alternate mainsail with two or more reefs in regattas/events for use in races over 20nm.
- (e) If a sail is irreparably damaged or lost following the commencement of an event, application may be made to the jury 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.

D6.3 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 One Design** Rule.
- (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 and useable 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)
$\frac{1}{4}$ Width	-	3590 mm	
$\frac{1}{2}$ Width	-	2460 mm	
$\frac{3}{4}$ 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	-	8000 mm	(spinnaker Half Width)
SF	-	8000 mm	(spinnaker foot)
SL	-	15740 mm	(spinnaker luff)

Shall be constructed from cloth weighing no less than 30 grams/m².

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

SHW	-	8000 mm
SF	-	8000 mm
SL	-	15740 mm

Shall be constructed from cloth in the range of 35grams/m² to 60 grams/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)
¼ Width	-	3590mm	
½ Width	-	2460mm	
¾ Width	-	1280mm	

- (j) The maximum Asymmetrical Spinnaker area, SPA, shall be 104.51 square metres calculated from:

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

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

- (k) Masthead Spinnakers. Masthead 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 35grams/m².

D6.4 Sheeting of Headsails

No jib shall be sheeted any further aft than the aftermost position on the Class headsail track in offshore events or regattas less than 20 nm.

D7 DECK GEAR

- D7.1 Headsail track positions and length and outboard sheeting padeyes shall be as supplied by the builder and shall not be altered.

- D7.2 Non Custom fittings may only be replaced with the fittings of the same size and function.

- D7.3 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.

D8 MECHANICAL EQUIPMENT

- D8.1 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.
- D8.2 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.

D9 OTHER EQUIPMENT

- D9.1 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
- D9.2 Non-Standard Equipment
The following exceptions apply to Section D9.1 "Original Equipment" and may be installed in the yacht:
- (a) Electronics
Electronic safety equipment, navigation and instrument equipment of any type are allowed. A maximum of 2FFD's or equivalent and, 3 mast repeaters 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.
 - (b) 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
- Gel Batteries
- Stereo System
- Pipe Berths
- Oven
- Anchor Locker
- VHF Radio
- HF Radio

D9.3 Tools and Spares
Tool and spares, including running rigging, may be carried on board whilst racing. The maximum weight of this equipment shall not exceed 20kgs.

D10 CREW

D10.1 Crew Weight
Crew weight including the owner or charterer shall not exceed 800kgs. in swimming attire.

D10.2 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 but shall be regarded as Group 3 in the absence of a current ISAF Classification prior to the commencement of racing.

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

If no Grade is designated by the Notice of Race or by other Class notice 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.

D10.3

Steering

When racing in One Design Class events, only Sydney 38 One Design owners or Group 1 charterers may steer the yacht. Alternate helmsmen 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 helmsmen shall be Group 1 competitors or,
- (c) where an owner or charterer is unable to steer or unavailable to race in which case any request for the replacement of the owner with an alternate Group 1 helmsman shall be submitted 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.

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 in order to steer the yacht. For the purposes of Rule 10.3, 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. For the purposes of Rule 10.3 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.

D11

SAFETY EQUIPMENT

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

D12

REPAIRS, REPLACEMENTS AND MODIFICATIONS

D12.1

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. Only light sanding of painted surfaces shall be permitted

- D12.2 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 Class Rules once the repair has been effected. At 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.
 - (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.

D13 CLASS BRANDING

D13.1 Manufacturer and Class Branding shall be maintained on each **Sydney 38 One Design** as set out in the profile diagram in Appendix F4, class markings and shall include:-

- 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.
- Port and Starboard cabin side logos and reading "Sydney Yachts"
- Port and Starboard hull logo, located on the aft quarter of the hull and cabin sides and, reading "**Sydney 38** "
- Port and Starboard spar logo, located on the boom.

D13.2 The manufacturer reserves the right to change the Class Branding as set out in Section D13.1 in order to accommodate a Class sponsor.

E. COMPETITION RULES

E1. ONE DESIGN REGATTA REQUIREMENTS

For One Design racing, the following shall apply:

- (a) The yacht shall comply with the One Design Rules as set out in Section D of this document.
- (b) 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.

- (c) 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.

E2. APPLICATION OF CLASS RULES IN MIXED FLEET HANDICAP RACING

In rated events where there is a handicap result the regulations of the rating rule shall also apply to the Sydney 38 One Design boats without affecting their One Design Certificates. Such changes shall be noted on the Notice-of-Race and the Sailing Instructions and shall be approved by the Executive Committee.

E3. EVENT REGULATIONS GRADED REGATTAS

E3.1. Organisation

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

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

E3.2 Crew Limitations

- (a) **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

- (b) **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.

E3.3 Crew Weigh-In

- (a) **Grade One Events**

Crews shall be weighed-in 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 D10.1. Substitute crew members shall be permitted.



F. APPENDICES

- F1 **Sydney 38 One Design** Class Rig/Sail Plan
- F2 One Design Certificate
- F3 Owners Declaration
- F4 Event Declaration (Sail and Crew Declaration Form)
- F5 Sail Measuring Sheet
- F6 S38OD Rope Kit
- F7 Class Rule Interpretations

Copyright:

These Class Rules have been developed for the sole use of the **Sydney 38 One Design** Class Association. Any use of these rules outside of the Class Association without prior application for their use shall be strictly prohibited.