

# B14 CLASS RULES 2004

\*Authority: International Sailing Federation  
Ariadne House, Town Quay, Southampton

\*The International Sailing Federation (ISAF) is not a National Authority (NA)  
[Class Constitution](#)

## B14 CLASS RULES

The B14 was designed in 1986 by Julian Bethwaite.

### *Section A – Fundamental Rules*

#### A.1 Type of Class Rules

1. **These are closed class rules.**
2. **Any alteration of the form or construction of the hull or foils, equipment, fittings, spars, or running rigging, as supplied by a B14 licensed builder or supplier, unless specifically approved by these rules, is prohibited.**

#### A.2 Abbreviations

ISAF	International Sailing Federation
MNA	ISAF Member National Authority
ICA	B14 Class Association
NCA	National Class Association
ERS	Equipment Rules of Sailing
RRS	Racing Rules of Sailing

#### A.3 Authority

1. **The international authority of the class is the ISAF which shall cooperate with the ICA in all matters concerning these class rules.**
2. **The ISAF, an MNA, the ICA, an NCA or an official measurer is under no legal responsibility in respect of these class rules.**

#### A.4 Language

1. **The official language of the class is English and in case of dispute over translation the English text shall prevail.**
2. **The word "shall" is mandatory and the word "may" is permissive.**

## **A.5 ISAF Rules**

1. These class rules shall be read with ERS and measurements shall be taken in accordance with these unless specified. Where a term is used in its defined sense, it is printed in "bold" type if defined in ERS and in "*italic*" type if defined in RRS.

## **A.6 Interpretation of Class Rules**

1. Any interpretations of the class rules, except as provided in A.7, shall be made by a ICA chief measurer, subject to ratification by ISAF in co-operation with the ICA.

## **A.7 Interpretation of the Class Rules at an Event**

1. Interpretations of the class rules at an event shall be made in accordance with the RRS and the race organising authority shall, as soon as practical after the event, inform the ISAF and the ICA of such a ruling.

## **A.8 Event Measurement**

1. In the case of a measurement dispute on any part or item of the boat, the following procedure shall be adopted;

A sample of 5 other boats, shall be taken and measured using identical techniques. The dimensions of the disputed boat shall be equal to, or between, the maximum and minimum dimensions obtained from these 5 boats. If the boat in question is outside these dimensions the matter, together with any relevant information, shall be referred to the ICA, which shall give a final ruling. If any of the dimensions of the sample are considered to be unusual, all relevant information shall be referred by the ICA to the ISAF.

# **Section B – Organisation**

## **B.1 Administration of the Class**

1. The class is administered by the B14 Class Association.

## **B.2 International Class Fee and ISAF Plaque**

1. The international Class Fee shall be paid by the licensed hull builder to the ISAF.

2. All hulls shall bear the ISAF class plaque.

## **B.3 Measurement Certificate**

1. Measurement certificates are not issued.

## **B.4 Amendments to Class Rules**

1. Amendments to the class rules shall be proposed by the ICA in accordance with its constitution and submitted for approval by ISAF.

## **B.5 Advertising**

1. B14 races shall be designated Category C in accordance with Appendix 1 - ISAF Advertising Code, Regulation 20.

# **Section C – Conditions for Racing**

The crew and the boat shall comply with the rules in this section before the preparatory signal and when *racing*.

## **C.1 Identification on Sails**

1. The sail number shall be the number shown on the ISAF class plaque.
2. The national letters and the sail numbers shall comply with the RRS except where specified otherwise.
3. The base of the national letters and the sail numbers shall be approximately parallel to the batten pockets.
4. The class insignia shall be wholly within a radius of 2500mm of the head point.
5. The national letters shall be carried at all times.
6. The national letters and the sail numbers shall not be carried on the gennaker.
7. The national letters and the sail numbers on the starboard side shall be higher than those on the port side. The national letters may be on the same level as the sail numbers on that side.

## **C.2 Equipment**

### **C.2.1 Limitations**

- a. Apart from what is permitted by C.2.2-4, only equipment listed in the parts list Appendix 1 shall be used.
- b. Apart from what is permitted by C.2.2-5, no function may be extended or added.
- c. No part of a boat, excepting ropes, lines and cord shall be replaced during an event, other than to replace equipment damaged beyond repair before the next race. Such replacements may be made only with the approval of the race committee, and no re-substitutions of the original equipment may then be made, except with the approval of the race committee.
- d. Standing rigging shall not be adjusted when *racing*.

- e. The forestay shall be fitted to either a track or to a bow ring. If a bow ring is fitted then a highfield lever may be used to apply rig tension.
- f. No holes may be made in the hull or deck mouldings, except for the fitting of Optional Items (a), and (d) and the purpose of making replacements or repairs – see C2.5
- g. The vang may be led to a cleat either side of the boat restricted by Appendix 2 Area A or to the forward outriggering wing tubing provided that not more than four turning blocks are used after the maximum purchase of 16:1 has been achieved.
- h. The mainsail cunningham may be led to a cleat either side of the boat restricted by Appendix 2 Area A or to the forward outriggering wing tubing or cleated to the mast, provided that not more than five pulleys are used and the total purchase does not exceed 8:1.
- i. The headsail sheets may be led through non ratchet blocks attached to the headsail clew or led through the clew to effect 2:1 headsail sheeting.
- j. A system for the sole purpose of opening or closing the gennaker bag is allowed using not more than three non-ratchet blocks and a single cleat. One length of shockcord and one line may also be used for this purpose.
- k. Padding may be used in the centreboard case - the thickness of such padding may be varied to provide an optimum friction fit for the centreboard, but it shall be of substantially uniform thickness for the length of the centreboard case.
- l. The jib and gennaker halyard shall be limited to 1:1 purchase.
- m. All boats shall comply with Appendix 1,2 & 3.

### **C.2.2 Optional**

- a. Timing devices, removable for weighing.
- b. Mechanical wind indicators.
- c. Tufts or ribbons in the sails and rigging.
- d. Maximum two compasses, removable for weighing.
- e. A single non-ratchet block for the gennaker sheet with a sheave diameter of 30-40mm attached in Area B as described in Appendix 2.
- f. Shockcord tails and associated blocks are permitted so long as they are used only to tidy ropes and do not provide additional functionality.
- g. A single non-ratchet block or fairlead may be fitted on the gennaker halyard between the sail and the mast spar, attached with a shockcord tail leading down the mast via either a fairlead or hole in the vicinity of the top spreader.

- h. Maximum 1 toe strap on each side of the boat either attached to the gunwale with saddles or to the outriggering tubes of the wings. Additional shockcord or rigid material may be added for the sole purpose of supporting the toe straps.**
- i. Storage devices within the cockpit, removable for weighing.**
- j. Non-skid tape or patches provided they are not more than 3 mm thick, made from a flexible material and attached to the deck moulding or the wings.**
- k. One tie down loop, bolted through the gunwale flange on each side to be totally within 600 mm to 1000 mm behind the chainplates, to facilitate securing the hull to a trailer or dolly.**
- l. A tube of not more than 25mm in diameter and less than 1000mm in length may be fitted over the lower part of the forestay.**
- m. Wedges may be fitted under blocks or cleats for the sole purpose of providing a fairer lead to the cleat jaws. There shall be no change to any sheeting position from the installation of such wedges.**
- n. A chainplate may used to secure the jib tack.**
- o. A 2:1 purchase can be used on the main halyard.**
- p. Chocking is permitted around the mast gate.**
- q. Lengths of shockcord maybe added at the stern of the boat to avoid sheets and tiller extensions from wedging or fouling.**
- r. Bobbles may be added to lines and halyards provided they do not introduce a new function that can be achieved otherwise.**
- s. The boom may have an internal sleeve fitted in accordance with the specifications detailed in Appendix 3 of the class rules.**
- t. A 1:2 purchase can be used internally on the gennaker halyard.**
- u. A sacrificial rubber strip of up to 5mm thick and 50mm wide and 60mm long may be added at the rear of the dagger board case at inner cockpit deck level.**
- v. Up to 3 tab like pads measuring no more than 30mm above the deck profile and 50mm wide may be added to each side of the foredeck but not less than 1000mm from the front face of the bow plate.**

### **C.2.3 Modifications**

- a. The tiller may be modified.**
- b. The hull, daggerboard and rudder blade may be sanded and painted and polished.**

- c. **The trampolines may be substituted by any material provided the area enclosed by the wing tubing cannot be penetrated by a sailor's foot.**
- d. **The mainsheet shall be rigged either:**
  - i. **with a ratchet block as the last block shackled to either a strop made of any material located to a deck eye or straight to a deck eye on to the boom spar, in which case a fairlead may be attached to the floor plinth; or**
  - ii. **with a block with a 30-40 mm sheave as the last block shackled to either a strop made of any material located to a deck eye or straight to a deck eye on to the boom spar and block attached to the floor plinth via a shackle or a swivel base, which may include a cleat.**
- e. **Gennaker bags shall be unrestricted as to both form and materials, so long as the design does not project beyond the outline of the inner cockpit and does not provide any additional functionality above that of the standard, supplied bag.**
- f. **The strop to attach the kicking strap (Vang) to the boom spar may be made of any material, shall be attached in a manner that requires no additional fixing holes to be made in the boom spar and that a line continuing the kicking strap through the boom spar would fall within the prescribed tolerances.**

#### **C.2.4 Replacements from Original Suppliers**

- a. **Replacements shall be fitted in the same position as the standard fitting, or as close as is structurally possible.**
- b. **Any cleat may be replaced with a cleat of any material and of substantially the same size and design.**
- c. **Any block may be replaced with a block of the same number of sheaves and substantially the same sheave diameter.**
- d. **The tiller extensions may be replaced without any restrictions as to design and material.**
- e. **Sheets, lines and gennaker halyard may be replaced without any restrictions as to length, diameter and taper providing no part is made of wire.**
- f. **Main/jib halyards and main sheet strop may be replaced by lines or wires of any material.**
- g. **Rig pins may be replaced by quick pins or any other type of pins.**
- h. **Standing rigging may be replaced and shall then comply with the following:**

- i. **Forestay length shall be measured by laying it and any adjuster along the forward face of the mast and measuring its extension beyond the mast heel. The distance shall be taken between the forward extension of the bottom of the mast heel point and the upper bearing surface of the forestay pin and shall be:**

**where the forestay bears on a bow ring, a minimum of 265mm and a maximum of 335mm.**

**or**

**where the forestay bears on a track, a minimum of 225mm and a maximum of 295mm.**

- ii. **The forestay and lower shrouds shall be 3.0 - 3.5 mm diameter 1x7 stainless steel wire.**
- iii. **The upper shrouds shall be 2.3 - 2.6 mm diameter 1x7 stainless steel wire.**
- iv. **The supplied shroud plates may be replaced, but shall be of normal commercial availability, and have a minimum increment of adjustment of 4 mm.**

### **C.2.5 Repairs**

1. **In the event of damage to any part of a boat, necessary repairs may be made provided repairs are made in such a way that the essential shape, construction detail or other characteristics are not materially affected. Fittings shall be attached in the same position as before the repair, or as close as is structurally possible.**

### **C.3 Buoyancy**

1. **The watertight integrity of the hull shall be maintained.**
2. **A breather hole in the main bulkhead just above the receiving tube may be drilled.**

### **C.4 Location of Hull Appendages**

1. **The daggerboard blade shall have a rope handle attached to two holes drilled through the top and may be secured to the boat by shockcord which may have a snap hook. The shockcords may be attached to any existing fitting. The holes in the daggerboard blade for the lifting handles shall not be below the case top edge.**
2. **The rudder blade may have a downhaul and a cleat. A locking device shall be fitted to lock the rudder blade in the vertical position.**

## **C.5 Crew**

1. The crew shall consist of 2 persons.
2. RRS 43.1.b and Appendix J.1 is amended so that total weight of all clothing and equipment worn is not greater than 8 kg when weighed in accordance with Appendix J as modified. The sailing instructions may increase this maximum weight to 10 kg.

## **C.6 Crew Weight Equalisation**

1. No crew Equalisation System shall be used.

## **C.7 Membership**

1. At least one crew member shall be a current member of the ICA or a member of a regional, national or district class association duly established in accordance with the class constitution, to participate in any event organised by a regional, national or district class association.

## **Section D – Hull**

### **D.1 Measurement**

1. The hull and wings shall comply with the class rules in force at the time of manufacture. Hull fittings shall comply with the current class rules.

### **D.2 Builders**

1. Hull builders shall be licensed by the designer, or after his death or retirement, the copyright holder of the B14 class design.

### **D.3 Construction**

1. The materials used in construction are limited to the following:
  - i. Polyester, Vinylester and Epoxy resins.
  - ii. E-Glass
  - iii. Unidirectional carbon limited to a single layer of 300 g/m<sup>2</sup>, 150 mm wide, placed directly under the bulkhead extending from gunwale to gunwale.
  - iv. Foam not exceeding 80 kg/m<sup>3</sup> for sandwich material.



## **Section E – Hull Appendages**

### **E.1 Measurement**

1. The hull appendages shall comply with the class rules in force at the time of manufacture.

### **E.2 Manufacturers**

1. Manufacturers shall be licensed by the designer, or after his death or retirement, the copyright holder of the B14 class design.

## **Section F – Rig**

### **F.1 Measurement**

1. Spars shall comply with the class rules in force at the time of manufacture. Rigging shall comply with the class rules at the time of manufacture with the exception of the forestay which shall comply with the current class rules.

### **F.2 Manufacturers**

1. Spar manufacturers shall be licensed by the designer, or after his death or retirement, the copyright holder of the B14 class design.

### **F.3 Restrictions**

1. No yacht may start with mast or boom which has a permanent bend.

## **Section G – Sails**

### **G.1 Measurement**

1. Sails used in Continental and World championships shall comply with the class rules in force at the time of the event.
2. Measurement shall be carried out in accordance with the ERS.

### **G.2 Sailmakers**

1. Sailmaker is optional.

### **G.3 Mainsail**

#### **G.3.1 Construction**

- a. The construction shall be: soft sail, single ply sail.

- b. The body of the sail shall be constructed of Dacron, or laminated ply throughout. Where a sail is laminated the film shall be of Polyester and the ply fibres shall be of Polyester and/or Kevlar.
- c. The minimum weight of the material used in the body of the sail shall be 140g.s.m.
- d. Reinforcement shall consist of the same materials permitted in the body of the sail. Patch size is unlimited.
- e. Windows, if fitted, shall consist of single ply transparent material.
- f. The sail shall have a maximum of five glassfibre battens which shall be removable for measuring.
- g. All batten pockets shall be full length.
- h. The sail shall be loose footed.
- i. The following are permitted: stitching, glues, woven and PTFE tapes,. Adhesive Dacron for chafe points and seam reinforcement, bolt ropes, corner eyes, Tack and Cunningham eye or pulley, batten pocket end protectors, batted retaining devices, mast and boom slides, leech line with cleat, two windows located below the halfway width measurement, sailmaker labels, sail numbers, class insignia and tell tales.
- j. A headboard if fitted shall be a maximum in any dimension of 120mm.
- k. The aft-most point of a headboard if fitted shall be no more than 135mm from the Head Point.
- l. The profile of the leech shall be a fair and constant curve.

### G.3.2 Dimensions

	Minimum Measurement	Maximum Measurement
Leech Length	6250 mm	6450 mm
Foot median		6250 mm
Half Width	1900 mm	2050 mm
Three Quarter Width	1270 mm	1500 mm
Foot Length	2400 mm	2520 mm

At a point 500mm down the Luff and 500mm down the Leech the width of the sail shall be:

Minimum Measurement	Maximum Measurement
600 mm	685 mm

### G.3.3 Class Insignia

The class insignia shall be silk-screened, glued or sewn onto the sail. The class insignia can either be:



Type:	Graphic
Overall dimensions:	Height 500 mm x Width 768 mm
Height of 14:	374mm
Height of B:	500mm

### G.3.4 Use

- The sail shall be hoisted on a halyard. The arrangement shall permit hoisting and lowering of the sail at sea.
- The highest visible point of the sail, projected at 90° to the mast spar, shall not be set above the upper point. The leech, or its extension, shall not intersect the upper edge of the boom spar beyond the boom point.

## G.4 Jib

### G.4.1 Construction

- The construction shall be: soft sail, single ply sail.
- The body of the sail shall be constructed of Dacron, or laminated ply throughout. Where a sail is laminated the film shall be of Polyester and the ply fibres shall be of Polyester and/or Kevlar.
- The minimum weight of the material used in the body of the sail shall be 140 g.s.m.
- Reinforcement shall consist of the same materials permitted in the body of the sail. Patch size is unlimited.
- Windows, if fitted, shall consist of single ply transparent material.
- The sail shall have a maximum of three and a minimum of two glassfibre battens. All batten pockets shall be full length.
- The sail shall be fitted with a zip luff or jib hanks.

- h. A clewboard, if fitted shall have no dimension exceeding 120mm.**
- i. The following are permitted: stitching, glues, woven and PTFE tapes, adhesive Dacron for chafe points and seam reinforcement, corner eyes, clewboards, batten pocket end protectors, battened retaining devices, two windows located below the halfway width measurement, sailmaker labels and tell tales.**

### **G.4.2 Dimensions**

	<b>Minimum Measurement</b>	<b>Maximum Measurement</b>
<b>Luff Length</b>	<b>4950 mm</b>	<b>5000 mm</b>
<b>Leech Length</b>	<b>4300 mm</b>	<b>4450 mm</b>
<b>Foot Length</b>	<b>1970 mm</b>	<b>2150 mm</b>
<b>Top Width</b>		<b>65 mm</b>
<b>Foot Median as a percentage of the leech length</b>	<b>106%</b>	<b>110%</b>

### **G.4.3**

**RRS 50.4. - Headsails, shall not apply**

## **G.5 Gennaker**

### **G.5.1 Construction**

- a. The construction shall be: soft sail, single ply sail.**
- b. The body of the sail shall consist of woven fibres throughout. The ply fibres shall be of polyamide. The use of Polyester cloth is prohibited.**
- c. Reinforcement shall consist of the same materials permitted in the body of the sail. Patch size is unlimited.**
- d. The following are permitted: Stitching, glues, woven tapes, corner eyes, one window located below the halfway width measurement, sailmaker labels and tell tales.**

### **G.5.2 Dimensions**

	<b>Minimum Measurement</b>	<b>Maximum Measurement</b>
<b>Luff Length</b>	<b>7300 mm</b>	<b>7800 mm</b>
<b>Leech Length</b>	<b>6150 mm</b>	<b>6800 mm</b>
<b>Foot Length</b>	<b>4000 mm</b>	<b>4400 mm</b>
<b>Half Width</b>	<b>3775 mm</b>	<b>4300 mm</b>
<b>Foot Median</b>		<b>7300 mm</b>

### G.5.3

The gennaker may be modified by having graphics cut in, which shall not extend within 800 mm of the head point or tack and shall not extend into the outer panels or the luff, leach or foot. Such actions may not alter the original shape of the sail.

### G.5.4

RRS 50.4. - Headsails, shall not apply, except that for the purposes of Appendix G –Advertising, the gennaker shall be deemed a spinnaker.

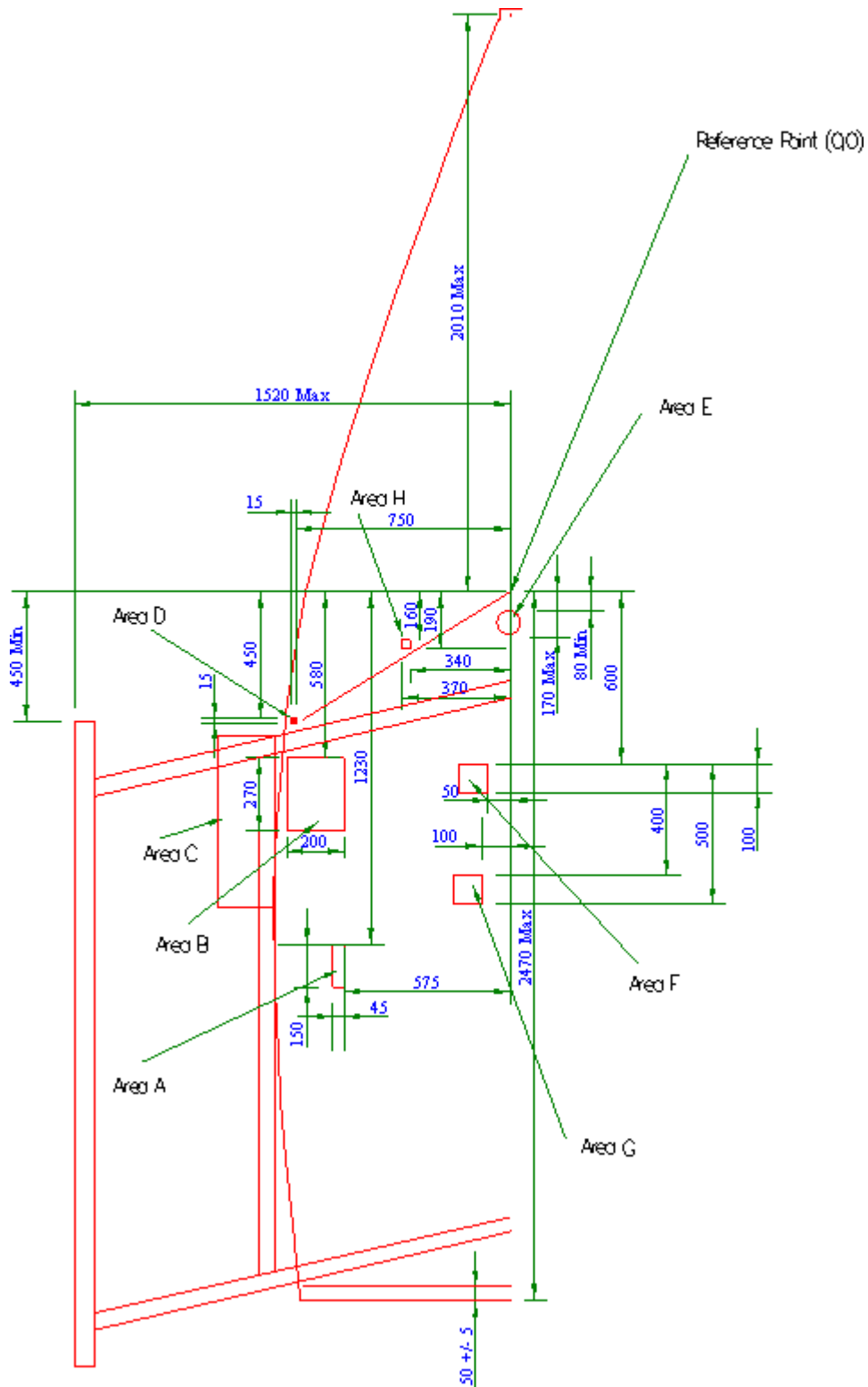
#### APPENDIX 1 - PARTS LIST

	<i>Standard fittings list</i>	<i>part #</i>	<i>Options or restrictions</i>
<b>Mast</b>	Mast	B14/Mast	Licensed Builder only
	Top spreader	B14/LowSpr	Licensed Builder or equivalent
	Bottom spreader	B14/TopSpr	Licensed Builder or equivalent
	Gennaker halyard sheeve	HA15B	2mm +/- dia sheeve
	Main halyard sheeve	HA9B & HA10	2mm +/- dia sheeve
	Jib halyard sheeve	HA15B	2mm +/- dia sheeve
	Gooseneck	B14/Gooseneck	Licensed Builder or equivalent
	Main halyard wire rack	HA345	Or equivalent
	Main halyard turning block	HA4288 & HA4250P	Or equivalent
	Jib halyard cleat lever	CL211 Mk11	Or equivalent
	Jib halyard tuning block	HA4288 & HA4250P	Or equivalent
	Gennaker halyard cleat	HA77 & HA888 pad	Or equivalent
	Cunningham block on gooseneck	HA4350	Or equivalent
	Mast heel plug	B14/plug	Licensed Builder or equivalent
<b>Wires</b>	Main shrouds	B14/Main Shroud	Or equivalent
	Upper shrouds	B14/Upper Shroud	Or equivalent
	Forestay	B14/Forestay	Or equivalent
	Shroud chainplate	HA4772HT	Minimum of 4mm adjustment and commercially available
	Forestay highfield lever	R4550	Or equivalent
<b>Boom</b>	Boom section	B14/Boom	Licensed Builder only
	Mainsheet block	HA4621	Or equivalent
	Outhaul	B14/Outhaul	Or equivalent
<b>Bowsprit</b>	Bowsprit	B14/Bowsprit	Licensed Builder only
	Bowsprit end plug	B14/Bowsprit end	Licensed Builder or equivalent
	Bowsprit cheek block	HA4686E	Or equivalent
	Bowsprit inner tube	B14/Bowsprit inner	Licensed Builder or equivalent
	Inner tube through block	HA4451	Or equivalent
<b>Bow ring</b>	Bow ring	B14/Bow ring	Licensed Builder only
<b>Jib Sheeting</b>	Deck block	HA4978	Or deadeye
	Turning block	HA4386E	Or ratchet with 30-40mm sheave
	Jib cleat	HA76	Or equivalent
<b>Chainplates</b>	Chainplates	JHF488	Or equivalent
	Stainless backing bar	B14/Chainplate	Licensed Builder

<b>Wings</b>	<b>Wings</b>	<b>B14/Wings</b>	<b>Licensed Builder only</b>
	<b>Trampolines</b>	<b>B14/Tramps</b>	<b>Licensed Builder or equivalent</b>
	<b>Wing pins</b>	<b>B14/Wing pins</b>	<b>Licensed Builder or equivalent</b>
	<b>Wing pin deck fittings</b>	<b>JHF388</b>	<b>Or equivalent</b>
	<b>Wing horns</b>	<b>B14/Wing horns</b>	<b>Licensed Builder only</b>
	<b>Gennaker turning block</b>	<b>HA4280SC</b>	<b>Or equivalent</b>
	<b>Gennaker ratchet block</b>	<b>HA1034 &amp; HA4621</b>	<b>Or equivalent</b>
<b>Rudder/ Daggerboard</b>	<b>Rudder gudgeons</b>	<b>HA4840 (x2)</b>	<b>Or equivalent</b>
	<b>Rudder pin</b>	<b>B14/rud. Pin</b>	<b>Licensed Builder or equivalent</b>
	<b>Rudder stock</b>	<b>B14/stock</b>	<b>Licensed Builder only</b>
	<b>Rudder</b>	<b>B14/rudder</b>	<b>Licensed Builder only</b>
	<b>Daggerboard</b>	<b>B14/Daggerboard</b>	<b>Licensed Builder only</b>
<b>Fittings</b>	<b>Mast step</b>	<b>B14/Mast step</b>	<b>Licensed Builder or equivalent</b>
	<b>Gennaker bag</b>	<b>B14/Gennaker Bag</b>	<b>Licensed Builder or equivalent</b>
	<b>Cascade vang</b>	<b>B14/Vang</b>	<b>Licensed Builder or equivalent</b>
	<b>Transom bar</b>	<b>B14/Transom</b>	<b>Licensed Builder only</b>
	<b>Mainsheet strop/block</b>	<b>B14/strops &amp; HA3280</b>	<b>Or equivalent</b>

# APPENDIX 2 - DECK RESTRICTIONS

All measurements in millimetres.



**All measurements are taken from a point at deck level where the two bulkheads meet.**

- 1. Kicking Strap and Cunningham cleating positions shall lie in any of; Area A, on the forward outrigger wing tubing or on the deck within 100mm forward of the forward outrigger wing tubing.**
- 2. Area B - A single turning block which may include a ratchet and a single cleat for the purpose of sheeting the jib shall lie in this area.**
- 3. Area C - All gennaker sheeting turning blocks shall attach to a point on the wing within this area. Up to two turning block may be used of which only one can have a ratchet mechanism.**
- 4. Area D - The chain plates shall attach in this area.**
- 5. Area E - minimum measurement from the reference point is 60mm.**
- 6. Area F - A single cleat for the pole outhaul shall lie in this area.**
- 7. Area G - A single non ratchet turning block for the pole outhaul shall lie in this area.**
- 8. Area H - The primary jib sheeting point shall lie in this area. The load bearing point shall be no more than 30mm above the deck in this area.**
- 9. The rotation point of the rudder shall not be more than 2468mm from the reference point.**
- 10. Cockpit kick blocks shall not be higher than or wider than 45mm. Non-skid tape is not included in this measurement.**
- 11. The forestay shall intersect the forward deck level no more than 2010mm from the reference point.**
- 12. The outer tubing of the wings shall be more than 450mm aft of the reference point.**
- 13. The bowsprit shall not project more than 3760mm from the reference point described in Appendix 2**



## APPENDIX 3 - FURTHER RESTRICTIONS

### Mast

The main reference point of the Mast should be taken from the lower end of the main section of alloy.

#### Main Mast Alloy Tube

Grade of Alloy	6082 T6 / 6351 T5
Wall Thickness	1.6mm ± 0.1mm / 1.7mm ± 0.1mm
Overall Length	5185mm ± 5mm
Angle of cut off	Max 25° ± 3°
Outer Diameter	64mm ± 1mm

#### Inner Sleeve

Grade of Alloy	6082 T6 / 6351 T5
Wall Thickness	2.0mm ± 0.2mm / 1.9mm ± 0.2mm
Overall Length	1500mm ± 10mm
Angle of cut off	Max 45° ± 3°
Outer Diameter	60mm ± 1mm
Position of Sleeve	Against foot

Overall Length	7204mm ± 5mm
Beginning of Track	1100mm ± 10mm
Lower Spreaders	2850mm ± 10mm
Upper Spreaders	5107mm ± 5mm
Shroud Holes	4980mm ± 10mm
Forestay Hole	5071mm ± 5mm
Cap Shroud Holes	6467mm ± 10mm
Gennaker Pulley (centre)	6400mm ± 10mm
Main Halyard Pulley (centre)	7150mm ± 10mm
Gooseneck	855mm ± 55mm to top of boom
Main Halyard cleating point	650mm ± 50mm
Jib Halyard cleating point	350mm ± 50mm

### Shrouds

(Dimensions taken from load bearing edge of T-ball to centre of lower hole)

Main Shroud Length	4710mm ± 30mm
Upper Shroud Length	6250mm ± 30mm
Forestay Length	see C2.4.h.i

### Spreaders

#### Lowars

Length (from mast to shroud hole)	465mm ± 10mm
Distance between Shrouds	900mm ± 30mm

## Uppers

Length (from mast to shroud hole)	365mm ± 10mm
Distance between Shrouds	730mm ± 30mm

## Mast Foot

Protrusion from end of main alloy	15mm ± 5mm
-----------------------------------	------------

## Mast Step

Thickness of bearing point	7mm ± 2mm
----------------------------	-----------

## Boom

The reference point for the Boom is at the aft face of the mast.

Grade of Alloy	6082 T6 / 6351 T5
Wall Thickness	1.6mm ± 0.1mm / 1.7mm ± 0.1mm
Overall Length (from mast)	2610mm ± 20mm
Outer Diameter	64mm ± 1mm

## Inner Sleeve

Grade of Alloy	6082 T6
Outer Diameter	60mm nominal
Wall Thickness	Max 2mm
Length	Max 800mm
Position	Min 440mm leading edge from reference point.

## Fittings (measured from mast)

Vang attachment (top of boom)	750mm ± 20mm
-------------------------------	--------------

If the vang is attached to the lower side of the boom, then the above measurement shall compensate for this fact.

Main Ratchet Block	1080mm ± 30mm
--------------------	---------------

## Hull

When the hull weight, including permanently attached fixtures and fittings, is less than 62 kg, corrector weight of not more than 2 kg shall be permanently fixed to the underside of the mast gate. Any additional corrector weight required to achieve a hull weight of 62 kg shall be permanently fixed to the transom bar. All corrector weight shall be of lead.

## Wings

All wings not supplied by a B14 Licensed Builders but built before 1<sup>st</sup> Jan 1997 carry a grandfather rule and are permitted.

## **Foils**

**A moulded rudder and moulded daggerboard as per the builder's specification in Australia or the UK shall be used. All wooden foils built before 1<sup>st</sup> Jan 1997 carry a grandfather rule and are permitted.**

## **APPENDIX 4 - EVENT RULES**

- a. The minimum wind speed for starting will be that in which the race committee considers the boats have sufficient capability for pre-start manoeuvres.**
- b. Races should not start, or races in progress should be abandoned when:**
  - i. wind gusts exceed 25 knots for more than 30 seconds**
  - ii. wind gusts exceed 30 knots for any duration**
  - iii. the race committee considers conditions are unsafe for sailing**