



BRITISH SPITFIRE CLASS ASSOCIATION RULES

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1 GENERAL

1.1 Class Development Philosophy and Future Boat/Rule Changes

1.1.1 Control of boat modifications is fundamental to the concept of a one-design class. Apart from boat performance, a Class Association's attitude to modifications also affects the cost of racing, and the second-hand value of boats. It may also influence the views of potential boat purchasers.

The boat modifications allowed under these Rules are those designed to make the boat easier to sail, rig or maintain and which are judged to have no direct affect on the speed of the boat.

In assessing the acceptability of modifications the cost implications have also been taken into account.

1.1.2 Requests or suggestions for modifications to these Rules shall be addressed to the BSCA Committee.

1.1.3 The BSCA Committee may authorise trial of modifications not covered in this document, for the purpose of developing boat features.

1.2 Indication of Requirements

1.2.1 The word 'shall' indicates a mandatory requirement.

1.2.2 The word 'may' indicates an option.

1.3 Definitions

BSCA	The British Spitfire Class Association
LWL	Loday White Limited
ISAF	The International Sailing Federation
RRS	The ISAF Racing Rules of Sailing

1.4 Language

1.4.1 The official language of the BSCA is English.

1.4.2 Where these Rules are translated into other languages the English text shall prevail in the event of dispute over interpretation.

1.5 Legal Liability

1.5.1 The BSCA and the BSCA Committee accept no legal liability in respect of these Rules.

1.6 Scope

1.6.1 These Rules apply to all Spitfire racing that is organised or sanctioned by the BSCA. This includes non-British boats taking part in BSCA events.

1.6.2 These Rules may also be applied, at the discretion of an event organiser, to Spitfire racing that is not organised or sanctioned by the BSCA.

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- 1.6.3 These Rules also define the requirements for Spitfires that take part in handicap (non-class) events where the event sailing instructions require compliance with a boat's class rules.

1.7 Administration

- 1.7.1 Administration of these Rules is the responsibility of the BSCA Committee or its designated representative(s).

1.8 Measurement Certificates

- 1.8.1 There is no Class Association requirement for measurement, and consequently measurement certificates are not issued by the BSCA.

2 BOAT TECHNICAL REQUIREMENTS AND LIMITATIONS

2.1 General Statement on Boat Modifications

- 2.1.1 The design and development of the Spitfire catamaran is directed towards strict one-design class racing where the true test is between sailors and sailing skill, and not boats. Any alterations to the boat as supplied by LWL (whether to hull form, construction, equipment, spars, sails, standing or running rigging) except as specifically authorised by these Rules, are a breach of these Rules both in spirit and in substance, and are prohibited. Where alterations are allowed, nothing may be changed or removed that will in any way alter the structural integrity, design function, or built-in safety features of the boat.
- 2.1.2 These Rules only specify parts of the boat that may be changed and (except in a very few cases) do not list features of the boat that cannot be changed. For the avoidance of doubt, if you make a change to your boat that is not covered in this document then your boat may not comply with its class rules.
- 2.1.3 The changes described in this document are presented in outline only. The BSCA publishes 'Boat Modification Guides' that provide details of how to implement modifications and BSCA Members are advised to consult these as appropriate.

2.2 Like-for-like Replacement of Components

- 2.2.1 Unless specifically stated otherwise in these Rules, any damaged component may be replaced with one of identical make and model, obtained from any source.

2.3 Hulls, Rudders And Daggerboards

- 2.3.1 Hulls, rudders and daggerboards may be rubbed, waxed, sanded or buffed in the normal process of maintenance.
- 2.3.2 Hulls, rudders and daggerboards may be repaired by normal marine repair methods. The shape, weight and weight distribution of the repaired item shall be essentially the same as the item originally supplied by LWL.

2.4 Sails - General

- 2.4.1 Sails shall be supplied by LWL, and made from LWL official patterns.
- 2.4.2 Sails may be repaired by normal sailmaker's methods. The area, shape, and elastic characteristics of the sail shall be essentially the same as the item originally supplied by LWL.
- 2.4.3 Telltales may be added to sails in any location.

2.5 Mainsail

- 2.5.1 All mainsails shall have a sail number assigned by LWL. Duplicate numbers shall not be assigned to different boats.
- 2.5.2 Sail numbers shall be distinguishable on both sides of the mainsail.
- 2.5.3 National letters may be added to the mainsail, above the sail number.
- 2.5.4 Friction reducing material (such as wax or other lubricant) may be applied to the mainsail luff rope.

2.6 Jib

- 2.6.1 The 'popper' system used to attach the jib tack strop may be replaced with a buckle or similar arrangement.

2.7 Spinnaker

- 2.7.1 Spray-on lubricants may be applied to the spinnaker to minimise friction between the sail and the spinnaker chute.

2.8 Rigging - General

In section 2.8, the term 'line' means any sheet, halyard or other rigging.

- 2.8.1 Any line made in whole or part of wire is prohibited, except as supplied by LWL.
- 2.8.2 Line(s) and/or elastic cord(s) with or without blocks may be added as tangle preventers for any sheet or halyard.
- 2.8.3 Standard specifications for lines are given in the 'Spitfire Ropes Lines and Ties Guide'. The following characteristics of non-wire lines may be changed:
- Length, colour and construction material.
 - The diameter may be increased.
 - The diameter shall not be decreased.
 - Sheets and lines may be tapered, or the casing partially stripped.

2.9 Mainsail Rigging

- 2.9.1 The basic configuration of the mainsheet system shall not be altered from that provided by LWL, with the lower block attached to the traveller car via a shackle, and the upper block attached to the boom via a strop.

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- 2.9.2 An additional single block may be attached to the lower mainsheet block to increase the purchase of the mainsheet. The purchase of the complete mainsheet system when modified in this way shall not exceed 7:1.
- 2.9.3 The separate traveller line and mainsheet may be replaced with a single line.
- 2.9.4 The mainsheet may be attached to the upper block by any means.
- 2.9.5 The traveller (or traveller end of the mainsheet if a single line is used) may be attached to the rear beam eyestraps by any means.
- 2.9.6 The mainsail outhaul may be routed to either end of the boom provided that the design is essentially the same as one of the two designs supplied by LWL.

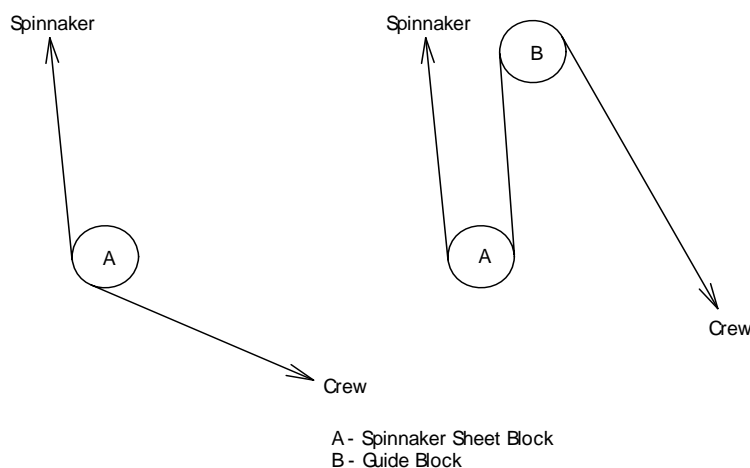
2.10 Jib Rigging

- 2.10.1 Additional purchase may be obtained in the jib luff line by tying a single loop into the line outboard of the cleat, routing the line through the heel of the cleat, through the loop and back through the cleat again. The increased purchase thus achieved shall not exceed 3:1, and the purchase of the complete jib luff line system when rigged in this way shall not exceed 6:1 (ignoring friction).
- 2.10.2 The standard 'hook and ring' jib halyard system and jib luff line system may be replaced with a cleated halyard system that both raises/lowers the jib and provides control over jib luff tension. The purchase of a halyard system modified in this way shall not exceed 3:1 (including any purchase tied in the halyard as described in section 2.10.1). This modification may include:
- Removal of the jib halyard hook, ring, jib luff line and jib luff line pulley.
 - Replacement of the jib halyard pulley and jib halyard.
 - Addition of a jib head pulley.
 - Addition of a pulley to the spinnaker pole, below the jib tack.
 - Tying the jib tack to the spinnaker pole.
- 2.10.3 The jib may be rigged with a self-gybing device that allows the jib to gybe freely downwind, to a pre-determined trim position, without crew intervention. The self-gybing device shall include a means of releasing it completely so that the jib can be de-powered easily, and this release must be operable from the trampoline. The self-gybing device may include:
- A Traveller Line that is attached to the front beam on either side of the boat, one end being attached through a cleat or similar arrangement so that it can be adjusted for length (jib position) and released when required.
 - A pulley, attached to the jib clew via a strop, which runs along the Traveller Line.

2.11 Spinnaker Rigging

- 2.11.1 The purchase advantage of the spinnaker sheet shall not exceed 1:1.

- 2.11.2 Spinnaker sheet blocks of different design or make may be used provided that the maximum sheave size is no more than 57mm, measured at the largest diameter of the sheave.
- 2.11.3 To increase the 'hold' of the spinnaker sheet block on the spinnaker sheet, the angle of sheet wrap around the spinnaker sheet block sheave may be increased by routing the sheet around a Guide Block attached to the front beam:



One Guide Block may be added on each side of the boat.

Guide Blocks shall:

- Not contain a ratchet mechanism.
- Not increase the purchase of the spinnaker sheet system.

- 2.11.4 A pulley may be added to the trampoline to guide the spinnaker tack line from the cleat on the front beam.
- 2.11.5 The spinnaker block at the top of the mast may be changed for one of any size or make.
- 2.11.6 The addition of a wind-up/dog leash spinnaker halyard retrieval system is allowed for sails launched from a trampoline bag.

2.12 Cunningham (Mainsail Luff Downhaul)

- 2.12.1 The purchase of the Cunningham may be increased (from 8:1) but shall not exceed 16:1. To achieve this blocks may be added or removed.
- 2.12.2 The efficiency of the Cunningham system may be improved by decreasing the friction between the Cunningham lines and the mainsail tack cringle by changing the material of the lines that run through the cringle, or by re-routing the lines through blocks. To re-route the lines, a block may be added on each side of the mainsail, attached to the mainsail through the tack cringle, and the ends of the Cunningham lines that previously passed through the tack cringle to be cleated on the opposite side of the mast, may now be routed through the blocks and be cleated on the same side of the mast.

- 2.12.3 Any arrangement may be used inside the front beam to take up the slack from the Cunningham ends.

2.13 Mast Rotation (Spanner Line)

- 2.13.1 The purchase of the mast rotation control may be increased (from 2:1) but shall not exceed 4:1. To achieve this additional blocks and lines and may be added but the spanner arm and line cleat arrangement shall not be altered.
- 2.13.2 To avoid the spanner line jamming in the spanner arm cheek block, a 20mm block may be tethered to the end of the spanner arm (through the existing cheek block), and the spanner line may be routed through this new block.

2.14 Trapeze

- 2.14.1 A trapeze system may be fitted that allows the trapezing height to be altered whilst in use.
- 2.14.2 Trapeze handles of any design or make may be fitted.
- 2.14.3 The standard wire trapeze lines shall not be replaced with non-wire lines.

2.15 Standing Rigging and Spars

- 2.15.1 The striker (located between the bridle wires and the spinnaker pole) may be replaced by an aluminium or stainless steel rod, providing that the length and diameter are essentially the same as the original striker supplied by LWL.
- 2.15.2 A clevis pin and ring may be fitted at the base of the striker to enable it to be detached from the ring around the spinnaker pole.
- 2.15.3 Elastic cord(s) may be attached between the shrouds to act as barriers to the spinnaker, to prevent it getting tangled with the rigging.

2.16 Beam Modifications

- 2.16.1 The ends of the front and rear beams may be repaired, or strengthened to avoid cracking. This may be done using the kit supplied by LWL or by other means that provides a repair of similar or greater strength.

2.17 Other equipment

- 2.17.1 Mechanical wind indicators, burgees or streamers may be added to any part of the boat.

3 REQUIREMENTS WHILST SAILING

3.1 Crew

- 3.1.1 The minimum number of crew is 2

3.2 Safety Equipment

- 3.2.1 Each person on board shall carry a lifesaving device or Personal Flotation Device (PFD) approved by their country's national authority or by the national authority having jurisdiction.

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- 3.2.2 A paddle or equivalent may be carried.
 - 3.2.3 Additional safety equipment of any type is permitted.
 - 3.2.4 Boats shall be fitted with equipment that allows them to be righted by the helm and/or crew following a capsize. As a minimum this equipment shall comprise a 4m length of 9mm diameter line attached to the mast foot, but any other righting system may be fitted providing it allows the helm and crew to exert sufficient leverage to right the boat.

3.3 Portable Equipment

- 3.3.1 Electronic or magnetic directional compasses may be used.
- 3.3.2 Electronic or magnetic tactical compasses may be used. Electronic tactical compasses may store, process and display heading information but shall not transmit or receive data.
- 3.3.3 Any form of timing device may be used.
- 3.3.4 A VHF Radio may be carried on board providing it is turned off prior to the class preparatory signal, and not used during the race except for emergency communications.
- 3.3.5 A GPS may be used for long-distance racing only.

3.4 Advertising

- 3.4.1 Advertising is allowed in accordance with RRS 79 and ISAF Advertising Code, Category C, unless the Notice of Race and/or Sailing Instructions designate otherwise.

3.5 Scoring, Penalties And Penalty Scoring

- 3.5.1 All boat and equipment violations shall be scored DNE – Disqualified Not Excludable under RRS 89.3(b). Whenever possible, competitors should be warned of potential equipment violations on the beach before racing when observed by other competitors, the jury, or regatta officials.

3.6 Membership

- 3.6.1 Any competing boat shall be a member in good standing of the BSCA.

3.7 Insurance

- 3.7.1 Boats shall carry third party liability insurance that is valid whilst racing. The insurance cover shall be as stated in the event sailing instructions or notice of race, but where no minimum amount is specified the third party cover shall be at least £2,000,000 (in line with common practice for small boat racing).

4 SPITFIRE ‘S’

- 4.1.1 The Spitfire ‘S’ is a standard Spitfire fitted with sails that may have altered design and/or area.
- 4.1.2 This configuration is used for handicap/long distance (non-class) events and shall not be raced as a separate Spitfire class.

- 4.1.3 The Spitfire 'S' is included in these Rules solely to enable compliance with event sailing instructions that require compliance with a boat's class rules.
- 4.1.4 A Spitfire 'S' shall comply with all of these Rules except for rule 2.4.1, 2.4.2, 2.5.1, and no limit to mainsheet purchase under 2.9.2.
- 4.1.5 A Spitfire 'S' shall race under a rating (such as SCHRS or Texel Number) calculated for that sail configuration and shall not race under the rating published for the standard spitfire. A valid measurement certificate must be obtained for each individual configuration.

End of document.