

STELLA CLASS RACING RULES

As at February 2017

1. OBJECTIVES

The objective of the Class Racing Rules is to encourage close racing in the STELLA CLASS.

2. GENERAL

- 2.1. In the event that any difference is found between the rules stated here and the approved plans, it is the written rules as stated here which have precedence.
- 2.2. When considering anything in connection with the boat or its sails or equipment, which is not clearly covered by the class rules, plans or specifications, you must assume that it is illegal, and must obtain a ruling from the SCA committee before attempting it.

3. HULL

- 3.1. To be in accordance with approved plans.
- 3.2. Larch may be used in place of mahogany for hull planking.
- 3.3. Unless otherwise approved by SCA committee, any device designed to obstruct the flow of water between the aft face of the sternpost and rudder is not permitted.
- 3.4. Sheathing of the hull is permitted but should only be undertaken in strict adherence to Appendix A, below.

4. SPARS

- 4.1. To be in accordance with approved plans excepting variations permitted by 4.2,4.3, 4.4 & 4.5 below.
- 4.2. **MAST:** All masts shall be of wood but may be hollowed. All masts shall have a minimum weight of 50kg to include the mast and all metal mast fittings, including the jumper struts. In the event of a corrector weight being required to reach minimum weight this must be centred at a distance of 250mm below the spreaders. Electrical cables may be run within the mast. Internally run halliards are not permitted
- 4.3. **METAL MAST FITTINGS** shall be in accordance with approved plans but must be of stainless or galvanised steel.
- 4.4. **BOOM:** Shall be of solid timber. No internal hollowed areas are allowed. Section to owners' specification.
- 4.5. **SPINAKER POLE:** Must be either of timber or aluminium section.

5. DECK EQUIPMENT

- 5.1. Deck equipment to owner's specification excepting that athwartship tracks for headsail control are not permitted.

6. RIGGING

- 6.1. All **standing** rigging shall be according to the official Stella Sail and Rigging Plan excepting variations permitted in 6.2- 6.4.

- 6.2.** With exception of backstay(s) all **standing rigging** shall be of flexible steel wire (galvanised or stainless). Diameter to owners' specification.
- 6.3. RUNNING BACKSTAYS:** Are permitted. The point where the runners meet the deck shall not be more than 250mm aft of the cabin rear bulkhead. The attachment to the mast shall be by means of tangs set within 50mm of the same height as the forestay.
- 6.4. BACKSTAY(S)** Manual (not hydraulic) adjustment mechanisms within backstay systems are permitted. Backstays may take the form of a single, split or twin format. Material and diameter to owners' specification.
- 6.5. JUMPER STAYS:** These must not be adjusted during the course of a race.

7. SAILS

7.1. GENERAL: Sails shall be measured in accordance with the current ISAF Sail Measurement Rules except where varied herein. The manufacturer is optional.

7.2. MAINSAIL:

7.2.1. The construction shall be soft sail- single ply sail. The body of the sail shall consist of woven ply throughout. The ply fibres shall be polyester. The panel layout must be in a cross cut format (not radial). The sail shall have four batten pockets in the leech. Tracks and slides shall be used for luff connection to spars. Tracks and slides and/or a loose footed sail connection may be used between the boom and the foot. When loose footed no part of the foot may extend below the base of the boom as measured when the boat is upright.

7.2.2. Mainsail Luff and Foot Dimensions.

The mainsail dimensions will relate to the marking of measurement bands to the mast and boom, in accordance with the official Stella Sail and Rigging Plan (Holman & Pye Design No 20 Sheet 3), as updated 01/02/99. This specifies the location of mast and boom measurements as follows:

7.2.2(i) A permanently marked 25mm wide band of contrasting colour around the lower mast section, the upper edge of which is 762mm above the flat face of the cabin deck level.

7.2.2(ii) A permanently marked 25mm wide band of contrasting colour around the upper mast section, the lower edge of which is 8840mm above the upper edge of the measurement band as defined 7.2.2 (i) above, and 305mm below the mast head. The dimension of 8840mm between the defined edges of the mast measurement bands is referred to as 'P'.

7.2.2(iii) A permanently marked 25mm wide band of contrasting colour around the boom section, the closest edge to the mast of which is 3740mm from the back face* of the mast when the boom is on the centreline and at right angles to the mast. **(For the avoidance of doubt, this is NOT the end of the boom, gooseneck or sailtrack face, but the flat rear face of the mast).* The dimension of 3740mm between the inner edge of the boom measurement band and the back face of the mast is referred to as 'E'.

7.2.3 Luff Length: To fall within the inner edges of the mast measurement bands, and the dimension 'P', at all times when racing.

7.2.4 Foot Length: Not to exceed the limit of the inner edge of the boom measurement band and the dimension 'E', at all times when racing.

7.2.5 Other Mainsail Dimensions: Maximum - Leech length 9525mm, Half width 2206mm, Three quarter width 1216mm, Top width 120mm. The cross-width measurements are to be taken at half and three-quarter heights to the nearest point on the luff. (The Leech to be split in half and then three quarters and the relevant cross width measurements to be taken to the nearest point on the luff).

7.2.6 Window area - 0.3sq.m. Shortest distance from window to any edge of sail 200mm.

7.2.7 Batten pocket inside lengths - Uppermost Pocket Maximum 710mm, Intermediate Pockets Maximum 785mm, Lowermost pocket Maximum 860mm. 5.2.8 Intersection - Headpoint to intersection of leech and centreline of uppermost batten pocket: Minimum 1770mm.

7.3 HEADSAILS

7.3.1 The construction shall be soft sail - single ply sail. The body of the sails shall consist of the same woven ply throughout. The ply fibres shall be of polyester. The panel layout must be in a cross cut format (not radial*). No battens are permitted in overlapping headsails. The luff of the sails may be wire, rope or plastic insert for furling systems.

7.3.2 Headsails must be secured to the forestay using hanks or clips excepting where a **roller furling headsail system** is used. Foils for the attachment of headsails may only be used as part of a roller furling system and where such a system is used the headsail may not be changed during a race.

7.3.3 Maximum **Dimensions** - Luff length 7780mm, Leech length 7520mm, Perpendicular (LP) 4115mm, Foot median 7500mm, Window area 0.3sq.m. Shortest distance from window to any edge of sail 200mm

7.4 SPINAKER

7.4.1 Construction - shall be a three-cornered sail which is symmetrical about its vertical centre line and of single ply. The body of the sail shall consist of the same woven ply throughout. The ply fibres shall be of polyester or polyamide.

Only spinnakers complying to the above will be permitted for use in Stella Class racing.

7.4.2 Maximum Dimensions - Luff/Leech length (SLU, SLE) 8530mm, Foot length (SF) 4940mm, Half width (SM)G 4940mm.

7.5 INSIGNIA

An insignia consisting of the "Blue Star" measuring 380mm high may be carried on the mainsail.

7.6 NUMBERS

All yachts shall carry a racing number or sail number on mainsail and spinnaker.

8. ACCOMMODATION

Is described as "No frills, but comfortable accommodation for two, and the occasional four" and should resemble the official plans. Seats and lockers - may be to the owners' wishes.

9. ENGINES & BALLAST

Engine and Gearbox - weight must be a minimum all up weight of 80kg at the engine weight station (if a lighter installation is fitted or no engine is fitted, correctors to the same weight must be carried at this weight station). Propeller - A fixed bladed propeller or dummy to be fitted.

* It was unanimously agreed at the 2016 AGM that a radial cut headsail **made prior to the January 2013** change in the rules could be used for the life of that sail providing its use was declared to the SCA committee prior to racing.

Changes for 2017 season highlighted in yellow.

End.

Appendix A - Stella Hull Sheathing

Introduction

Hull sheathing has been permitted by the Stella Class Association to enable preservation and stabilisation of craft at more reasonable cost than major re-planking. It is not intended as a performance modification to gain a racing advantage by stiffening or improving the hull form and it is envisaged that the considerable weight of the materials used in the process would neutralise any such advantage.

Scope of Document

This is an advisory document and seeks to set out the best methodology for hull sheathing and make the owner aware of potential pitfalls in the process. It is not intended as set of "how to" instructions. The Stella Class Association cannot be held responsible for or assume any liability for damage to craft as either a direct or indirect result of any advice or information contained herein. Owners should be aware that the process **will not** rectify structural faults in the hull and cannot be regarded as a remedy for instability or a lack of soundness. Anything other than superficial faults must be addressed by a competent boat builder in an appropriate manner prior to sheathing.

Facilities and Competence

Those considering having their hull sheathed must be aware that it is a technically demanding process requiring considerable skill and experience in the use of epoxy materials and must be carried out in a temperature and humidity controlled environment. As such it should not be attempted by anyone other than a professional boat builder with the appropriate facilities.

Specification

Prior to commencement of the process the hull must be sound, stripped of all fittings and cleaned back to bare timber. It must be dried to consistent moisture content of 15% or less throughout its entirety. Rubbing strake, rudder and iron ballast must be removed and a single continuous layer of bi-axial glass fibre cloth with a minimum weight of 450gsm applied from sheerline to sheerline including the transom using epoxy resin. It is imperative that absolute adhesion is achieved between the hull and the sheathing materials in all areas and that the sheath is absolutely continuous thus encapsulating the entire hull. Failure to achieve this will potentially allow water ingress between the sheath and the hull and set up future problems that would be extremely difficult to rectify.

Technical Advice and Milestone inspections

The Stella Class Association recommends that they are contacted by any owner considering sheathing so that the project can be discussed to ensure that a class-complaint outcome is achieved. The SCA also suggests that agreed milestone inspections by their technical representative are arranged to ensure that best practice is being observed throughout the process.