

KELOWNA YACHT CLUB (KYC) SANTANA 525 CLASS

KELOWNA YACHT CLUB
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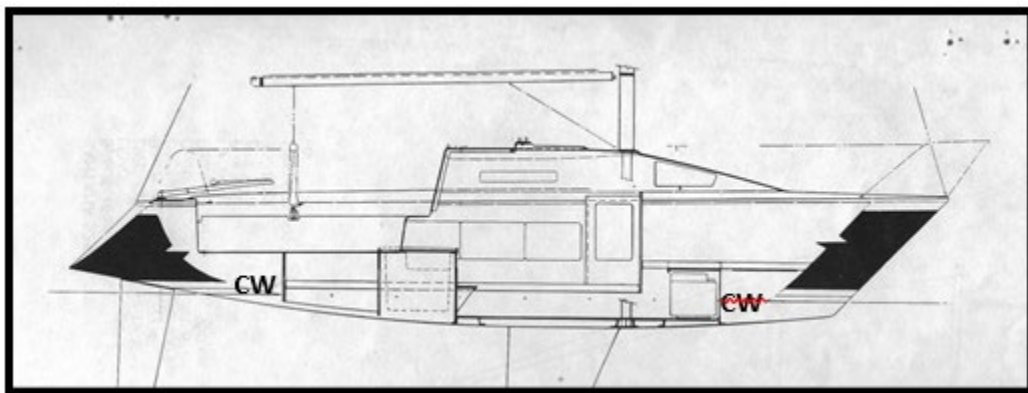
KYC SANTANA 525 ONE-DESIGN CLASS RULES
Revised June 15, 2017

I. ELIGIBLE YACHTS

1. A yacht shall be eligible only if the following rules and regulations are complied with:

II. DESIGN, CHARACTERISTICS AND EQUIPMENT

1. Except as stated in these rules, no changes in design characteristics or equipment shall be allowed in class-sanctioned regattas. *The intent of the rules is to discourage expensive “rule-beating” modifications.*
2. The minimum weight of the boat in dry condition shall be 2,400 lbs. Weight shall be taken in “ready to sail” condition excluding sails, engine and fuel can, anchor, anchor chain, anchor line, all portable equipment, batteries, and power sources.
 - a) Underweight boats shall add corrector weights such that measured boat weight plus corrector weights equal to 2,400 lbs.
 - b) Corrector weights of lead shall be equally divided fore and aft and fastened in the locations indicated with “CW” on the diagram below.



3. The hull, keel, and rudder may not be altered in any manner, except as provided in this section:
 - a) The hull, keel, and rudder may be smoothed and made fair within the following provisions: any material may be added to the hull, keel, and rudder to fill depressions provided that after any such work the rudder and keel must meet the manufacturer's specifications.
 - b) The gap between the top of the rudder and the hull and between the front edge of the rudder and the rudder post may be filled with any material, provided this material does not extend outfrom the profile or section of the rudder. Under no conditions may the profile of the rudder be extended in any other direction.

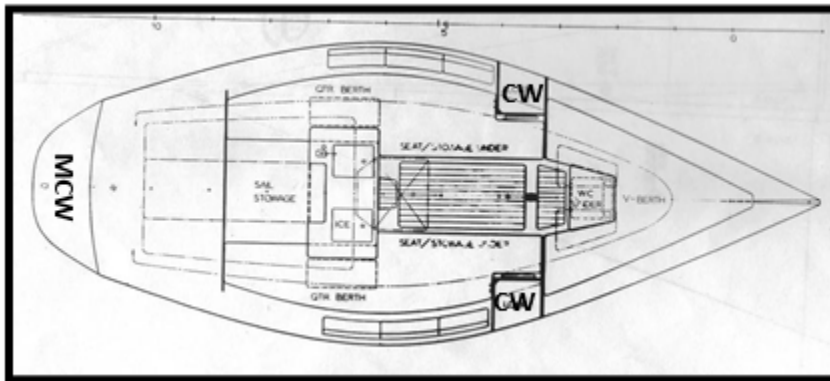
4. The following alterations and equipment are **allowed** at all times while racing:
 - a) Equipment that appears on the builder's price list,
 - b) Pacific International Yachting Association (PIYA) approved lifelines,
 - c) Additional thru-hulls may be installed. The two cockpit drains with a 1¼" opening, and one galley drain, with a ½" opening must remain functional without sealing flaps, plugs, any other closure or device at the outside of the hull,
 - d) Backstay adjuster, non-hydraulic,
 - e) Mainsail reefing equipment (flatteners included),
 - f) Mainsail Cunningham,
 - g) Vang and/or boom preventer,
 - h) Window in sails,
 - i) Two genoa and one spinnaker halyard. (The spinnaker halyard may exit the mast via a flush mount exit block not higher than 8" above the headstay through bolt axis. If exit block is higher than 8", the spinnaker halyard shall be restrained by an external block or other device not higher than 8" above the headstay through bolt axis. Distances to be measured with the spinnaker halyard perpendicular to the mast.),
 - j) Grooved headstay system,
 - k) Genoa and spinnaker barber haulers,
 - l) Genoa reefing equipment,
 - m) Hiking stick,
 - n) Racing instrumentation.

5. The following equipment is **required** at all times while racing:
 - a) Operational outboard motor of at least 4 h.p. (3 ½ h.p. if American), with a minimum weight of 45 lbs. If the motor weighs less than 45 lbs., a corrector weight shall be carried in the stern of the boat such that the

motor weight plus the corrector weight equals a total of 45 lbs.

- b) Anchor which the manufacturer states is capable of holding a 3,000 lb. boat or more in amud bottom at 7 – 1 scope attached to 15 feet of ¼” chain and 100 feet of 3/8” line. These will be considered minimums.
- c) Life jackets for all on board.
- d) Cushions on the horizontal surface of the side berths and the V berth as supplied by manufacturer or equivalent. In the absence of any or all horizontal cushions, each boat shall carry corrector weights as follows:
- All cushions: 34 lbs.
 - Port V-berth: 4.5 lbs.
 - Starboard V-berth: 4.5 lbs.
 - Quadrilateral V-berth: 3 lbs.
 - Port Aft Berth: 11 lbs.
 - Starboard Aft Berth: 11 lbs.
- (Note that vertical cushions may be carried but are not required)
- e) Floorboards. In the absence of either or both floorboards, each boat shall carry corrector weights as follows:
- Both floorboards: 30 lbs.
 - Forward floorboard: 7lbs.
 - Aft Floorboard: 23 lbs.
- f) Berth Hatch Covers. In the absence of any or all four berth hatch covers, each boat shall carry corrector weights as follows:
- All four berth hatch covers: 8 lbs.
 - Each absent berth hatch cover: 2 lbs.

Corrector weights noted in a) above shall be fastened in the location indicated with “MCW” on the diagram below. Corrector weights noted in d), e), and f) above shall be equally divided port and starboard and fastened in locations indicated with “CW” on the diagram below (inside the storage lockers).



6. The following equipment is *prohibited* at all times while racing:
- a) Running backstays,
 - b) Halyard locks or hook-up devices,
 - c) Spinnaker guy struts,
 - d) Spinnaker chutes or launchers, above or below deck,
 - e) Any under deck control lines or penetrations, with the exception of backstay adjuster,
 - f) Boom topping lifts or vang kickers,
 - g) Mast, boom, spinnaker pole, and sail battens constructed of carbon fiber.

III. SAILS

1. The intent of the rule is to discourage radical, expensive rule-beating sails. Any change in sail plan or construction which is not “established practice” or specifically covered by these guidelines is considered illegal until a ruling has been rendered by the Class Association. “Established practice” includes vertical panel, dual leech, mylar, radial cut and such “in vogue” practices.
2. Sails allowed for use during one-design race series: One mainsail, three headsails, and two spinnakers. Sails aboard the boat during a race are considered in use.
3. All sails must be measured by the club measurer. The fleet measurer shall keep records of measured sails for each yacht to ensure this limit is not exceeded.
4. Racing number may be the factory hull number or USYRU assigned racing numbers. Sail numbers must be on mainsail. Any other sail numbers should be the same as the mainsail number or race committee shall be notified for ease of scoring.
5. MAINSAIL: Mainsail shall have four battens evenly spaced to divide the leech into five equal parts. The luff shall not exceed 29 feet. The foot shall not exceed 10 feet. The mid luff, mid leech girth measurement shall not exceed 6’8”. Fold the head alternatively to the tack and clew to obtain mid luff and mid leech points. Mainsail will be controlled by the mast and boom band system. The luff and foot of the mainsail shall not overlap any portion of the bands placed on the mast and boom. These bands shall conform to the following rules:
 - a) Each band shall be a minimum of 3/4 of an inch in width, and, shall contrast in color with the mast and boom.
 - b) The top of the lower mast band should be 23” from the butt

end of the mast. The bottom of the upper band shall be 29' above the top of the lower band.

- c) The boom shall be banded so that the forward edge of the band is 10' from the inside forward edge of the mast mainsail luff groove.
6. HEADSAILS: The maximum LP of the largest headsail shall be 13.39 feet and the maximum luff measurement shall not exceed 28 feet.
7. SPINNAKERS: The spinnaker shall be limited in size by a luff and leech measurement not to exceed 26.8 feet. The maximum foot and girth measurement shall not exceed 16'. The spinnaker pole may only be employed on the side of the boat opposite the boom, except during a gybe and shall not exceed 8'9" feet in length.

IV. RACING RULES

1. The number of persons on board during the race shall not exceed five.
2. At no time may the majority of a person's body extend outside the lifelines. For example, legs over the rail are allowed but the torso outside the lifelines is not permitted.
3. Standard safety equipment must be carried as required by law.

V. EXCEPTIONS

1. Any Santana 525 produced by W.D. Schock shall be considered to be class legal for regattas, races or other events, insofar as the hull, rudder, keel and standing rigging measurements are concerned, when the following statement is true:
 - a) The yacht is sailed as produced by W.D. Schock without alteration, modification or addition of special (non-standard) specifications (including factory completed special ordered work) by either W.E. Shock, owners or others.

“Simply stated, any yacht shall not be disqualified from a regatta, race or other event for the measurement of hull, keel, rudder or standing rigging, when the yacht is sailed without alteration, or modification, of the aforementioned elements (from a standard yacht) as produced by W.D. Shock”.