



1. **NAME** The name of the organization shall be the Schock 35 Class Association, referred to hereinafter as the Association.
2. **NATURE AND PURPOSE** The Schock 35 Class Association is a voluntary Corinthian association. Its purpose is to promote the continued enjoyment of Schock 35 Class Yachts in fair, Corinthian, one-design racing, and in cruising activity, and to promote friendship among their owners and crews.
3. **GOVERNANCE** These Bylaws define the structure and governance of the Association. The Rules govern the eligibility of the people and the specifications of the yachts that may participate in Class Races. The official language of the Association shall be English. In these Bylaws and Rules, the word "shall" is mandatory; the word "may" is permissive; the word "he" means he, she, or they; and the word "his" means his, hers, their, or theirs.
 - 3.1 **Voting.** The Owner of each Schock 35 may cast one vote in Association elections and other matters put to a membership vote.
 - (a) **Elections.** Class Elections to select Directors for each Fleet and the Class President shall take place at the time of the Annual Meeting or within 30 days thereafter. Terms of office shall commence upon the close of this election period.
 - (b) **Bylaws Changes.** These Bylaws may only be changed upon 30 days notice to the Class Owners and a majority vote of the ballots cast by the Class Owners. Changes to these Bylaws may be put to a vote upon either a majority vote of the Board or a written petition signed by 1/3 of the Owners.
 - (c) **Rules Changes.** The Directors shall vote on an issue first. If the Directors fail to achieve a 2/3 majority, the Board shall decide, by a simple majority, whether to place the issue to a vote of the Owners. A written petition signed by 1/3 of the Owners shall obligate the Board to conduct a vote by the Owners.
 - 3.2 **Board of Directors.** The governing body of the Association is the Board of Directors (Board), comprised of the Directors and Immediate Past President, and chaired by the President, all of whom are entitled to vote. The general duty of the Board is the furtherance of the purposes of the Association, and ensuring its growth and preservation. The Board develops, interprets, and enforces the Association Rules, and works with the Builder to ensure a continuing source of Schock 35 Class Yachts. The Board shall decide on all Rules and be ultimately responsible for resolving issues about their interpretation. All Board decisions shall require a simple majority vote unless otherwise specified.
 - (a) **Director.** Each Fleet shall be entitled to elect a Director, or such Director may be appointed by the Board if not timely elected. The Director represents both that Fleet and also the Class as a whole on the Board.
 - (b) **Alternate Director.** An Alternate Director is the person elected by a Fleet or appointed by the Board to assist in representing both that Fleet and also the Class as a whole on the Board. He may participate in the deliberations of the Board and, in the absence of his Fleet's Director, may vote and act as its Director.
 - (c) **President.** The President is the person elected by the Class, or appointed by the Board if not timely elected, to act as the executive officer of the Board and Class. He is a Director-at-large. The President shall serve a one-year term and may be reelected or re-appointed.
 - (d) **Immediate Past President.** The Immediate Past President is the past President who was most recently in office.
 - 3.3 **Other Class Officers.** The following Class Officers shall serve one year terms upon appointment of the Board and shall not be entitled to a Board vote.
 - (a) **Treasurer.** The Treasurer's responsibilities include collecting membership dues, maintaining records of all dues received, maintaining the funds of the Class and dispersing payments for expenses incurred by the Class. The Treasurer will issue sail stickers upon receipt of membership dues and will maintain records of sail stickers issued. The Treasurer will make regular reports to the Board on the financial condition of the Class.
 - (b) **Rules Chairman.** The Rules Chairman shall serve as chairman of the Rules Committee and as the Class Measurer. He shall appoint persons to the Rules Committee which may propose changes in the Bylaws and Rules for consideration by the Board. As Measurer, he shall be responsible for checking the conformance of yachts, equipment, and crews to the Rules and may appoint others to serve as Assistant Measurer(s).
 - 3.4 **Communications.** All official communications by the Board shall be published by email or posting on the Internet at such location as the Board shall direct. Decisions of the Board shall be published to the Class Membership.

4. MEMBERSHIP The Association Members are comprised of Class Owners, Associate Members, and Charterers. Association Members must have their dues currently paid to enjoy the privileges of Class Membership including eligibility to race in Schock 35 Class Races. The Board shall establish the amount of annual dues and their due date.

4.1 Class Owner. A Class Owner (Owner) is a person who (or whose spouse) is the registered owner of public record of a Schock 35 sailboat, who voluntarily joins the Association to support its purposes, and whose Association dues are currently paid. Each Class Yacht shall have only one Owner under these Rules. In the case of multiple legal owners, the Owner is the individual having the largest ownership share. Equal partners shall designate which is the Owner.

4.2 Associate Member. An Associate Member is a person who crews on a Class Yacht, voluntarily supports the purposes of the Association and the intent of these Rules, has been accepted by the Board, and whose Association dues are currently paid.

4.3 Charterer. A Charterer is a person who has chartered a Schock 35 sailboat, who voluntarily joins the Association to support its purposes, and whose dues are currently paid. A Charterer shall be afforded all of the rights, privileges, duties and obligations available to an Owner, except that he shall not vote. He shall not be exempt from the provisions in Rules Section 3 and may not be an Industry Racer or Racing Specialist. In order to be eligible to participate in any Championship Regatta, a Charterer who is not an Owner must have been a charterer of that yacht for at least 6 months and shall have participated in at least 2 Class Regattas in that season.

4.4 Invited Owner. To encourage participation, the Board may in its sole discretion, invite a Schock 35 Owner to participate in one regatta without payment of annual dues. The Owner and his Class Yacht shall comply with all other Class Rules.

5. FLEETS AND FLEET TERRITORIES The Board may charter a Fleet when five or more Schock 35 sailboats are berthed within a given Territory. New Territories and new Fleets may be created as Class membership and demographics change. A Territory and the Fleet that represents it, is defined by a geographical area.

5.1 Chartered Fleets. Any Class Yacht berthed in a location not included by a Territory may elect to join any one of the existing Fleets.

Fleet 1 – The San Diego Fleet represents the Territory from Oceanside Harbor to the Mexican Pacific coastline, inclusive.

Fleet 2 – The Long Beach Fleet represents the Territory from Los Angeles to Long Beach Harbor, inclusive.

Fleet 3 – The Marina del Rey Fleet represents the Territory from Santa Barbara to King Harbor, inclusive.

Fleet 4 – The Lake Erie Fleet represents the Territory comprising the shoreline of Lake Erie.

Fleet 5 – The Newport Fleet represents the Territory from Seal Beach to Dana Point, inclusive.

5.2 Fleet Championships. Each Fleet may hold a Fleet Championship in a location, time(s), and format to be determined by the Fleet. The winner is declared the Fleet Champion, and may affix a red chevron to his boat's mainsail under the standard insignia.

6. CLASS RACES & REGATTAS The Bylaws and Rules shall apply any time Class Yachts race for one-design trophies. Such individual races are deemed Class Races. The Board shall also annually designate Class Regattas for the next calendar year.

6.1 Season Championship. The National Season Champion shall be that Class Yacht which performs best overall in that season's Class Regattas exclusive of the National Championship. The method for determination of the National Season Champion shall be specified by the Board in advance of the season.

6.2 Championship Regattas. The insignias emblematic of these championships shall remain with the Owner if the yacht is sold; if the Owner then purchases another Class Yacht, the insignia(s) shall be affixed to the new yacht's mainsail. Only the highest award achieved shall be displayed.

(a) National Championship. The National Championship is the most important Class Regatta, and is to be held annually at a date and location to be set by the Board. If possible the Board shall determine its location by rotation among the Newport, San Diego, Long Beach and Marina del Rey Fleets. The winner shall be declared the Schock 35 National Champion, and may affix a gold Schock 35 insignia, with the last two digits of the year it was won below it in gold, to his boat's mainsail in place of the standard Emblem

(b) Pacific Coast Championship. The Pacific Coast Championship is the second most important Class Regatta, and is to be held annually at a date and location to be determined by the Board. The winner shall be declared the Pacific Coast Champion and may affix a blue Schock 35 insignia, with the last two digits of the year it was won below it in blue, to his boat's mainsail in place of the standard Emblem.



1. **BASIC PRINCIPLES AND INTENT OF THESE RULES** The Class promotes and regulates Class Racing solely for the pleasure of Owners, their families, and sailing friends. The Class recognizes several general objectives:

1.1 Corinthian Racing. The class intends to promote Class Racing at the highest level of racing skill that Corinthian sailors can realistically expect to attain. A Corinthian sailor races solely for personal pleasure. Other matters such as a non-racing business or a profession have consistently higher claims to his efforts than does racing. He may have raced for many years, but lacks full immersion in racing with its honing of techniques and skills. The Class intends that Corinthian sailors have a realistic chance of winning race prizes through their own efforts on the race course, and also that Owners not be at a competitive disadvantage as a consequence of including family and sailing friends in their crew. The Class intends to define and regulate the participation of certain skilled individuals and those who have a financial interest in the outcome of races, emphasizing instead their role as instructor or teacher. Rules intended primarily to implement these objectives are delineated in Rules Section 3.

1.2 One-Design Racing. The Association sets forth these Rules in order to maintain fair racing among Class Yachts, and to control and promote the Class Yacht as a one-design racing yacht which can be conveniently used for cruising. To ensure fair Class Racing, it is the intent of these Rules and Specifications that the yachts have equal potential speed when they are well prepared and well maintained. These Rules intend that no racing advantage be attainable from the absence of features or equipment required for convenient and safe cruising, nor from modifications to the hull and rigging which makes the yacht deviate from the standard Schock 35 sailboat. Furthermore, it is the intent of these Rules to equalize the potential speed of the participating yachts so that the skill of the skipper and crew in tuning, maintaining, and racing the yacht are the major factors in the outcome of Class Races. Rules intended primarily to implement these objectives are delineated in Rules Section 4.

1.3 Intent Prevails. The specific provisions of these Rules are requirements and guides for most common situations. However, in situations of ambiguity of interpretation, the Intent of the Rules as stated in Rule Section 1 shall prevail. Changes or innovations in yachts not specifically covered by these Rules are not allowable unless declared allowable in writing by the Board, or by the Measurer operating as the Board's representative.

2. **OWNER'S RESPONSIBILITY** It shall be the Owner's responsibility to ensure that each member of his crew, including helmsman, and his Class Yacht conform to these Rules while underway for the purpose of racing in any Class Race. An Owner not discharging this responsibility shall be retired from any related Class Race(s).

3. **CREW LIMITATIONS**

3.1 Limitations on IR/RS Participation. No more than one person classified as IR or RS shall be aboard a Class Yacht in a Class Race, and if not the Owner, he shall not steer. In all Class Regattas, no IR who is not the Owner shall be aboard any yacht which finished in the top seven (7) of the Season Championship standings from the previous year.

3.2 Industry Racer. A person is an Industry Racer (IR) if he, has been:

(a) in the past 12 months, one who sells, demonstrates, represents, or maintains sails (except for purely administrative employees).

(b) in the past 12 months, one who manages or instructs sail race training (except for junior programs).

(c) in the past 48 months, one who has accepted money (exclusive of reasonable travel expenses) for sail racing, including sponsorship, subsidies, or prize money, or who is a non-administrative employee of an America's Cup syndicate.

3.3 Racing Specialist. A Racing Specialist (RS) is a person who, as a result of his activities or situation, has developed greater racing skills than attainable by a Corinthian sailor. An RS meets any of the following criteria, or other criteria consistent with them, and the Intent of the Rules. The RS definition applies to, but is not limited to, person who has been:

(a) an Olympic sailor or alternate, or a member of a national sailing team, in the past 48 months.

(b) a participant on more than six different boats in national or international competition in the past 36 months. Yacht club challenge regattas are excluded.

3.4 Limitations on Helmsman. An Eligible Helmsman is an Owner, a Charterer, or a Designated Helmsman. Only Eligible Helmsmen shall steer in any Class Race less than 20 miles in length except for momentary relief in non-tactical situations. However, only Owners are allowed to steer in the Midwinter Regatta(s) except that a Designated Helmsman (DH) will be allowed to steer in place of the Owner if the Owner is physically unable to steer.

3.5 Designated Helmsman. These Rules intend that the Designated Helmsman of a Class Yacht be a stable and enduring member of that yacht's crew. Therefore, the use of special personnel for a few important regattas only is contrary to the intent of these Rules. A Class Yacht's Designated Helmsman (DH) is a person who shall:

- (a) be a Regular Crewmember of that Class Yacht.
- (b) not be an Industry Racer or Racing Specialist
- (c) be an Associate Member in good standing unless he is the Owner's child under age 19.
- (d) not be a Designated Helmsman for another Class Yacht.

3.6 Regular Crewmember. A Regular Crewmember is a person who races regularly on that one Class Yacht. That person shall have raced on that one yacht (a) in at least two-thirds of Class Regattas in which that yacht competed during the preceding 12 months, and in no case in less than three such regattas, or (b) in two-thirds (2/3) of the Class Regattas in which that yacht competed in the current sailing season starting January 1.

3.7 Special Limitations for Championship Regattas. In Championship Regattas no IR who is not the Owner shall be aboard. No more than one IR or RS shall be aboard total. If aboard, the RS shall be a Regular Crewmember for that Class Yacht.

- (a) Any Owner intending to include an RS in his crew for a Championship Regatta shall, at least 60 days before the event, submit a Crew Information Form for Board confirmation of his Regular Crewmember status.
- (b) To be eligible to steer in any Championship Regatta, a Class Yacht's DH shall have raced aboard that yacht in ten races during the 12 month period preceding the event.
- (c) The DH of a recently built or purchased yacht which has raced less than ten races before such Championship Regatta must have raced aboard that yacht in all its races.

3.8 Application for Classifications. The Board shall publish the names of all Applicants for Classifications within two weeks of receipt and shall upon request distribute copies of the Crew Information Form to Owners. Any information provided about any posted individual to the Board by an Owner about any posted applicant shall be used by the Board in making its decision. The Board shall render its decision within 30 days of receipt of the Crew Information Form and shall be guided by the Intent of these Rules, especially Rule 1.1. A 2/3 majority vote of the Board is required to establish that a person is an IR or RS, or approve him as a DH.

- (a) **Industry Racer/Racing Specialist.** For determination of the IR or RS status on any person, 30 days prior to the event for which a classification is needed an Owner shall submit a Crew Information Form to the Board. Owners are strongly advised to seek a resolution, prior to sailing a Class Race, of the status of anyone on the crew who questionably may fall under the IR or RS definitions.
- (b) **Designated Helmsman.** Owners shall request Board approval for a Designated Helmsman by submitting to a complete Crew Information Form to the Board before January 31 of each year, or 30 or more days before the first event for which he requests eligibility. Repeat DH applicants previously approved maybe submitted to the Board without a Crew Information Form if submitted before January 31.
- (c) **Appeals.** Any Owner may appeal to the Board, in writing, the DH status of persons approved or disapproved by the Board. The Board shall consider the information in said Appeal and reconsider its decision within 30 days.

3.9 Crew Weight. The total crew weight (weighed in swim attire or comparable garment) shall not exceed 1750 lbs. Requests of the Measurer for weigh-ins of another Yacht's crew must be submitted in writing and signed by two Owners. Penalties are assessed as follows:

- 1751 lbs. to 1775 lbs. Regatta finish position minus 5 places (e.g., 1st becomes 6th)
- Greater than 1775 lbs. Yacht receives DSQ from the regatta.

- (a) **Pre-regatta weigh-in.** A voluntary weigh-in prior to each Class Regatta shall be available. Compliance remains valid though the regatta, pre-regatta weigh-in will be mandatory at National Championships only. A class-approved scale which will travel to race events shall be used.

4. CLASS YACHT A Class Yacht is defined as a Schock 35 sailboat manufactured by the W.D. Schock Corporation, and which is in maintained in conformance with these Rules. No boat shall be deemed to be a Schock 35 Class Yacht until it has been completed with a building number assigned by the W.D. Schock Corporation, and molded into the transom. Portions of the design and specifications of the Schock 35 sailboat, and of the manufacturing techniques and tooling of the W.D. Schock Corporation (Builder), are implied to be a part of these Rules. Any alteration to the hull, keel, rudder, or spars may invalidate a yacht.

Rule 4 through Rule 8 define and control the Schock 35 Class Yacht which is the only boat permitted to race in Class Races. Each Class Yacht shall be in accordance with the designs and specifications of the Builder and shall have the following items present and in their

designed location:

4.1 Molded Parts. Master plugs or patterns shall not be altered or replaced, and replacement production molds shall not be used, until approved by both the W.D. Schock Corporation and the Association. The shape of molded parts, including hull, deck, interior, main hatch, keel and rudder, shall be that shape defined by the production mold. Modification of the shape of any molded part, other than by fairing to bring it to the shape defined or intended by the production mold, is prohibited.

4.2 Hull and Deck. Hull and deck construction shall be in accordance with approved laminates and cores, general arrangement, construction plans and techniques, and specifications approved by the W.D. Schock Corporation and the Class Association. Any modification of the hull other than fairing to the mold's shape is specifically not allowed.

(a) Drysailing/Bottom Paint. All boats shall be in the water at least 48 hours prior to regatta start. In addition, bottom paint with anti-fouling properties that is commercially available must be used and must cover at least 75% of the bottom.

(b) Kelp Windows. Transparent "kelp windows" may be installed near the rudder and keel. Total number of windows shall not exceed three (3).

(c) Through-hull Fittings. Four through-hull fittings shall be used (two for the head, one for the engine, one for galley) and none shall be blocked or covered.

(d) Fore Hatch. Fore hatches may be either the original bent plastic design or similarly shaped GRP moldings. Fore hatches shall weigh 8.5 lbs. or more without hardware.

4.3 Keel. The keel shall not be altered in profile or any other way than by fairing to the shape of the production mold, nor shall it be moved from its builder-specified location. The leading and trailing edges shall be straight with a tolerance of $\pm 1/4$ in. The external dimensions and placement shall comply with Figure "A". At *Section 1*, 55 7/16 in. measured from the bottom of the keel (equal to a chord length of 62 in.), the minimum faired thickness at the maximum profile (y) shall be no less than 6 9/16 in. At *Section 2*, 11 1/8 in. measured from the bottom of the keel (equal to a chord length of 30 in.). The minimum faired thickness at the maximum profile (y) shall be no less than 3 11/16 in.

4.4 Rudder. The rudder shall not be altered in profile or in any other way than by fairing to the shape of the production mold; a filler may be added to the top surface of the rudder. The leading and trailing edges shall be straight with a tolerance of $\pm 1/4$ in. The external dimensions shall comply with Figure A. A builder-supplied rudderhead is required. Only builder-supplied tiller, or wheel steering systems are class legal.

4.5 Spars. Mast and boom shall be painted aluminum alloy extrusions with continuous fixed grooves integral with their sections, and shall be produced only by a manufacturer who is at that time approved by the Builder and the Association.

(a) Mast Equipment. Mast shall include: original manufacturer supplied chafe guards at the masthead and exit plates, four internal halyards (size of which are not to be smaller than 3/16 inch), topping lift, four mast sheaves, builder-supplied steaming light in original location, and PVC tube for electrical wiring running to essentially the top of the mast.

(b) Mast Location. The mast shall be stepped on the keel with Builder-supplied hardware or equivalent. The mast shall be positioned such that the distance from the forwardmost location on the stem fitting to the forward surface of the mast at the partner (measured along the deck surface) shall not exceed 13.80 ft. (Note: "J" = 13.75 ft).

(c) Mast Bend Control. Mast bend shall be created and controlled only by the setting of the Builder-defined mast step in its standard range of positions, wedges and blocks at the partners, and by the adjustment of the permanent backstay and checkstays. Blocks and wedges at the partners shall not be changed while racing. No adjustment to mast butt location is allowed after leaving the dock for a day's racing.

(d) Boom Location. The boom shall be affixed to the mast via a gooseneck fitting such that the upper surface of the boom extrusion (when horizontal) is no greater than 3.33 ft. above the deck measured at the flat GRP surface adjacent to the mast partner. Boom holes may be covered.

(e) Measurement Bands. A 1-in. band of contrasting color shall be permanently affixed on the mast. The lower edge of this band shall be not more than 44 ft. above the uppermost surface of the boom extrusion (when horizontal) measured at the mast. A 1-in. band of contrasting color shall be affixed to the boom such that its forward edge is no more than 13.75 ft. from the aftermost edge of the mast extrusion at the level of the boom.

(f) Spinnaker Pole. The spinnaker pole shall not exceed 13.75 ft. in overall length, and it shall be of aluminum construction. No composite/carbon fiber components are allowed.

4.6 Auxiliary Propulsion System. Diesel engine with transmission, shaft, strut, Martec Mark III propeller of 15 in. minimum diameter, exhaust system, engine box, fuel system, engine/transmission controls.

4.7 Interior. Built-in interior equipment with the "Standard Base" Schock 35 sailboat shall not be removed.

- (a) **Electrical system.** Two 90 amp-hr batteries mounted beneath the navigation seat, panel, switches, harness, and lights (bow, stern, navigation station, quarterberths, vanity, forepeak, cabin, galley).
- (b) **Galley.** Furniture and sink, fresh water sink pump with fresh water bladder and plumbing, ice box cover, ice box with drain pump, locker with doors and shelves above sink, stove cover, CNG stove with full oven, CNG tank and regulator, tank holding brackets and hardware, with connecting plumbing and hardware. All items to be carried in their normal positions while racing.
- (c) **Navigation station.** Standard navigation station with top cover, and shelf above.
- (d) **Head.** Enclosed head with marine water closet, head door, holding tank, cleanouts, through-hull fittings, and all plumbing.
- (e) **Ladder.** Builder-provided companionway ladder.
- (f) **Berths and Cushions.** Eight locker covers and wood trim holding mid-ship berth cushions in place. 4 inch cushions for quarterberths and two mid-ship berths, navigation seat and back, main-cabin seat backs; contoured cushions for main cabin seats. Filler and filler cushions aft of the engine box and quarterberth fillers and cushions are not required. Main-cabin cushions and seat backs may be relocated from the main-cabin to the mid-ship berth directly above it, or in the aft berthing area at the owner's option.
- (g) **Vanity.** Port-side vanity with sink, pump, and drain plumbing, cabinet or locker over as supplied by Builder.

4.8 Safety Equipment. Safety equipment specified by the U.S. Coast Guard and conforming to PHRF Category IV guidelines is required. In addition, the Class Yacht shall conform to the following:

- (a) **Wire Lifelines and Stanchions.** Stanchions shall be 24 in. high, and be permanently located in builder-supplied positions. Stanchions must be welded at right angles to bases and may not be mounted upon pads designed to angle the stanchion outwards. The lower lifeline shall be adjusted so that any part of it shall not touch the deck when pressed downward. The upper lifeline when pressed downward shall not deflect more than four (4) in. from a straight line drawn between the adjoining upper stanchion holes. This class rule modifies the Racing Rules of Sailing 49.2 per RRS 86.1. The lower lifeline shall be fixed at pulpits and run freely through all stanchions.
- (b) **Anchor.** The anchor shall have chain of at least 17.5 ft. The anchor and chain together shall weigh at least 26 lbs.
- (c) **Bilge Pump.** An external hand operated bilge pump, with handle, of the type supplied with the standard boat, is to be mounted in the transom, with a hose section running through the boat into the bilge.

5. COMPENSATION WEIGHT FOR VARIATIONS IN BUILDER SUPPLIED CLASS YACHTS Added weight of lead or other approved material, of an amount specified herein, may with written approval of the Measurer be substituted for particular items missing from a Class Yacht. Such weights shall be strongly and permanently fastened (with GRP or bolts) in the locations specified by the Measurer. Such locations shall cause the center of gravity of the added weight to be at least as high and as near the ends of the boat as the item of equipment for which it substitutes. Owners shall request the Measurer's approval for each specific substitution. The Measurer shall maintain, available for any Owner's inspections, a true and complete record of each substitution approved.

5.1 Engines. (Weights for other engines will be determined from their specifications)

- (a) Yanmar 3GM30F (3 cyl., fresh water cooled), 0 lbs.
- (b) Yanmar 3GM30 (3 cyl., raw-water cooled), 18 lbs.
- (c) Yanmar 2GM20F (2 cyl., fresh water cooled), 53 lbs.
- (d) Yanmar 2GM20 (2 cyl., raw-water cooled), 71 lbs.
- (e) Perkins M30 (3 cyl., fresh water cooled), 11 lbs.

5.2 Batteries. For one battery, 47 lbs.

5.3 Stove. For missing stove 65 lbs. For missing CNG tank, regulator and plumbing, 39 lbs. For missing mounting bracket and hardware 6 lbs.

5.4 Vanity. For missing port-side vanity, 26 lbs. Half bulkhead forward of vanity, 6lbs.

5.5 Quarterberth Shelves. For each missing quarterberth shelf; 4 lbs. each (total 8 lbs.) shall be mounted on the forward and rear bulkheads at the height of the shelves on the standard boat.

6. RIGGING

6.1 Standing Rigging. Standing rigging of sizes and materials supplied by the Builder shall be maintained.

(a) **Headstay Adjustment.** Headstays shall not be adjusted while underway.

(b) **Load Cells.** Load cells are not permitted.

(c) **Backstay Adjustment.** The travel of the hydraulic cylinder on the permanent backstay shall not exceed 10 in. Backstays capable of travel greater than 10 in. must have a permanent method of limiting the travel to 10 in.

(d) **Running Backstays.** Running backstays (checkstays) are required.

6.2 Running rigging.

(a) **No Thru-Deck Controls.** No running rigging or adjustments for gear (except hoses for hydraulic adjusters) shall penetrate the skin of the hull or deck. All halyards shall be adjusted at deck level.

(b) **Genoa Tracks.** Up to two deck tracks per side, running essentially fore and aft, may be used to define the sheeting angle of each headsail. No tracks running in an essentially athwartships direction shall be used for the purpose of adjusting athwartships jib-lead position.

7. SAILS All sails used in Class Races shall be measured, and have their dimensions and date of manufacture written on them, and be signed by their sailmaker. All sails shall conform to, and be measured according to, PHRF (Southern California) definitions, limitations, and measurement methods except as modified herein.

7.1 Sail Inventory. While racing, a Class Yacht shall carry aboard the following sails: (1) mainsail, (2) #1 genoas, (1) #3 jib, (1) .75 oz. spinnaker and may also carry aboard (1) .5 oz. spinnaker and (1) staysail. Practice spinnakers marked permanently with the letter "P" may be on board but not used in Class Racing; the letter "P" shall be 12 in. high and placed 1 ft. below the sail number. Special purpose sails, such as bloopers or jib-tops, or sails other than standard headsails, mainsails, spinnakers, and staysails, shall not be used.

7.2 Sail Purchase Limitations/Regulated Sails. Regulated Sails are Number 1 jibs, mainsails, and 0.5 ounce spinnakers (except practice spinnakers). In order to control the frequency of sail purchase and thereby the cost of Class racing, no more than three (3) Regulated Sails of each Class yacht's inventory may be replaced per calendar year. This limit applies regardless of the number of stickers in the owner's possession.

(a) **Stickers Required.** Any Regulated Sail aboard during a Class Race shall have a Class Sail Sticker ("Sticker") permanently attached. Each Sticker shall be issued to a specific yacht, and shall not be transferred to a different yacht. A Sticker, once attached to a sail, shall not be transferred to a different sail. The Treasurer shall control and record the issuance of Stickers to Class Yachts. Each sticker shall bear a serial number, the sail number of the yacht, the sticker's date of issue, and the signature of the Treasurer. A sticker not so marked is not a Class sail sticker.

(b) **Annual Issuance.** Two stickers shall be issued to each Class Yacht upon payment of annual class dues except to Newly Purchased Yachts.

(c) **Newly Purchased Yachts.** It is intended that newly manufactured yachts, and those purchased used may purchase competitive inventories. Upon the purchase of a Class Yacht, all prior stickers issued to that yacht (if any) shall be invalid and the new Owner shall be issued four new Schock 35 Sail Stickers for use in Class Regattas and five Transition Stickers of a distinctive color. Sails bearing Transition Stickers must have been manufactured six or more months before the yacht's purchase. Sails with Transition Stickers may be used in Class Races; however, they may not be used in Championship or High Point regattas.

(d) **Sticker Location.** A Sticker shall be attached on the centerline and 1 ft. above the foot of spinnakers, to the starboard side of genoas (1 ft. aft and 1 ft. above the tack), and to the starboard side of mainsails (1 ft. forward and 1 ft. above the clew).

(e) **Recut/Repair.** In the event that a yacht's Regulated Sail is accidentally damaged beyond repair, at the Owner's request the Board shall determine an equitable settlement concerning that particular sail's replacement; such a settlement could include, but is not limited to, issuing a new Sticker to that yacht. When a stickered sail is repaired or recut and 10% or more of the sail area is replaced with new material, that sail will be considered a new sail.

7.3 Mainsail. Mainsails shall not be hoisted beyond the lower edge of the band on the mast, nor outboard of the forward edge of the band on the boom.

(a) **Construction.** The mainsail shall be constructed from woven Dacron, minimum weight of 7 ounce. Overlay patches may be made from Kevlar, but can not be larger than eight (8) feet in any direction. The body of the sail may not be cut out from under the Kevlar patches. Four equally spaced battens of any length shall be used.

(b) **Measurement.** The maximum distance from the head to the clew, measured with battens in and with 5 lb. tension, shall not exceed 46.60 ft. Drop booms are prohibited. Girth measurements shall limit mainsail size. Measured from two points on the leech, defined at 25% and 50% of the distances from the top-forward edge of the headboard to the bolt rope's extension at the clew, the maximum distance to the luff shall not exceed 5.40 and 9.00 ft., respectively, measured without tension on the material.

7.4 Headsails.

(a) **Materials.** High-tech and high-cost materials such as Vectran, PBO, or Carbon when used in the major load-carrying aspects of the sail cloth or design, are banned.

(b) **Measurement.** The LP of individual jibs shall be measured (at the time of construction or material alteration) on the perpendicular from the luff (outside edge of the sail or rope) to the clew (intersection of the edges of the sail).

(c) **Jib (#3).** One jib aboard shall have an LP not exceeding 14.44 ft. It shall be a heavy weather sail of strong construction, and may have no more than four battens. (Note 14.44 ft. = 105% of J)

(d) **Genoa (#1).** A genoa (#1) is defined as a jib which shall have an LP greater than 20.63 ft. but not greater than 21.31 ft. It shall be of 3.0 oz. or heavier cloth. (Note: 20.63 ft. = 150% of J; 21.31 ft. = 155% of J). Genoas manufactured after December 14, 1996 shall weigh at least 31 lbs., measured dry and without the sailbag or any rigging. No abnormal distribution of sail materials or abnormal metal parts shall be used to increase the weight of the sail to satisfy this rule.

7.5 **Staysail.** A maximum of one staysail, as ordinarily used with spinnakers, may be used and shall be set flying.

7.6 Spinnakers.

(a) **Construction.** Spinnakers shall be made only of woven nylon cloth weighing not less than 0.5 oz.

(b) **Measurement.** Spinnaker's maximum girths shall be between 23.50 and 24.75 ft., measured between equivalent locations on each leech with no load on the material. Luff lengths shall be essentially equal, and be between 47.40 and 48.30 ft.

7.7 **Emblem.** The standard Schock 35 emblem, consisting of the red Schock script "S" with the numerals "35" enclosed by its lower portion, shall be affixed to both sides of the mainsail approximately 13.50 ft. below the headboard, except as specified by Bylaws 6.2(a) and (b).

7.8 **Owner/Sailmaker.** Sails provided by a sailmaking business which has a financial relationship, or employs an Owner/Sailmaker, or in the case of multiple-owned yachts a co-Owner/Sailmaker, are prohibited from use other than for the Owner/Sailmaker's yacht while he is an Owner and for one year after he has ceased to be an Owner.

8. MISCELLANEOUS

8.1 **Tenders.** Boats may not be towed out to race except in case of engine failure, which will be subject to verification by the Measurer, or Assistant Measurer. Nothing may be transferred from a Class Yacht to a tender, nor from a tender to a Class Yacht, after the yacht leaves the dock for the day's racing.

8.2 **Special Variations ("Grandfather Clause").** Upon application by an Owner, the Board may grant a variation from these Rules to bring existing conditions or variations in manufacture into compliance. The Board shall require of the Owner any modification it deems necessary to ensure that the Intent of these Rules are not violated, and that the yacht's potential speed is not favorably affected. The Measurer shall maintain a record of any such variation granted.

(a) **Foam Core Deck.** Hull number 34 is required to carry lead permanently fiberglassed into position to approximate the weight of a deck on a standard class yacht.

9. **MEASUREMENT** The Class Measurer or Assistant Measurer may take measurements sufficient to ensure that the construction of the yacht, and the equipment aboard, conform to these Rules. Measurement Certificates shall be required at the beginning of the year before competing in Class Regattas. To ensure compliance with class Measurement Certificates, all boats are subject to random inspection including weighing the crew.

9.1 **Vested Interest.** The Measurer or Assistant Measurer shall not measure a yacht, spars, sails, or equipment owned or built by himself, or in which he is an interested party or has a vested interest.