THE CHERRY 16 ASSOCIATION CLASS RULES

FOR BOATS COMPETING UNDER THE AYF RACING RULES OF SAILING

I. GENERAL

1.1 The object of the Class Rules is to promote the establishment of a class of boat, which while primarily designed for cruising, can compete in open entry race events. As the design is specifically for amateur construction, the Rules shall be interpreted in this spirit while satisfying the Fundamental Rules of Racing.

1.2. The Rules are further intended to ensure that the boat fully satisfies the requirements of the AYF Special Regulations Part 1. Thus, a boat subject to these Class Rules must strictly comply with the AFF regulation 3.01.4, “A boat shall be soundly constructed, well maintained and suitable for the event for which she is entered. It must be properly rigged, and must meet the standards set forth herein.’

1.3 In accordance with the ISAF Equipment Rules of Sailing 2001-2004 [ERS] rule A1.2, the ERS rules are applicable to the Cherry 16 Class Rules except where specifically amended.

1.4 In accordance with ERS rule C3.3, the Cherry 16 Class Rules [CCR] are Open Class Rules where anything not specifically prohibited is permitted.

1.5 In the CCR, the word “shall” is mandatory and the word “may” is permissive.

2. HULL

2.1 The hull length, excluding fittings, shall be maximum 4.875m, minimum 4.825m.

2.2 The maximum waterline length, excluding fittings, shall be 4.130m.

2.3 The beam, excluding fittings, shall be maximum 2.200m, minimum 2.150m

2.5 The foretriangle base measured from the jib attachment point shall be minimum 1.850m and maximum 2.000m.

2.6 The minimum hull weight shall be 220kg. measured with the boat in racing trim. It will not include food, clothing, stores, tool kits, etc. but shall include sails, anchors, chains, and safety equipment required by the Class Rules, Spinnaker poles shall be in the normal stowage position.

2.7 Construction shall be as specified in the Pelin Cherry 16 Plans of 1978 and subsequent modifications, while hull dimensions shall not exceed by ± 10mm the plan offsets in vertical and waterline planes.

3. CENTREBOARD

3.1 The centerboard shall be constructed from steel plate.

3.2 The centerboard shall be cut in profile within ± 25mm of the outline shown in the 1978 plan.

3.2 The centerboard shall be locked down while racing.

4. RUDDER

4.1 The rudder may by be constructed of any material.

4.2 The rudder may be pivoted or retractable.

5. MAST

5.1 The mast shall be constructed of any material and may be tapered.

5.2 The maximum cross section shall not exceed 0.100m, including track.

5.3 The mast may be fitted with spreaders or diamonds of any length.

5.4 The mast datum point shall be the heel. All mast measurements are from this point.

5.5 The mast length from heel point to the upper limit mark shall not exceed 5.500m..

5.6 The jib hoist height shall not exceed 4.930m, as similarly measured to ERS rule F 7.10.

5.7 The spinnaker hoist height shall not exceed 5.250m.

5.8 The spinnaker pole fitting height shall not be less than be 0.750m.

6. BOOM

6.1 The boom may be constructed of any material.

6.2 The maximum cross section of the boom shall not exceed 0.080m, and may be tapered.

7. SPINNAKER POLE

7.1 The spinnaker pole may be constructed of any material.

7.2 The maximum length of the spinnaker pole, excluding fittings, shall be 2236mm.

7.3 The maximum diameter of the spinnaker pole shall be 0.050m, and may be tapered.

8. SPAR LIMIT MARKS

8.1 The limit marks shall be 10mm wide in a contrasting colour to the mast and boom.

8.2 The relevant edge of the three required limit marks shall be as follows:

No 1. The Mainsail Lower Limit Mark- the upper edge of the mark shall be a minimum 325mm above the mast datum point.

No 2. The Mainsail Upper Limit Mark- the lower edge of the mark shall be a maximum 5.500mm above the mast datum point.

No 3. The Jib hoist Height- the lower edge of the mark shall be 4.930m from the mast datum.

No.4 The Boom Outer Limit Mark, which shall be 2.400m from the aft side of the mast excluding the track.

9. MAINSAIL, JIB AND SPINNAKER

9.1 The Mainsail may be constructed of any material, and the number and length of battens is optional When the sail is laid flat, it shall measured in a straight line from bearing surface cringle to cringle. In measuring the sail, ERS rule G4 does not apply. The luff shall not exceed 4950mm and the foot 2350mm measured in a straight line cringle to cringle with the sail unstretched. The roach shall not exceed 700mm from the line between clew and head cringles. The sail shall be set within the limit marks on the mast and boom specified at CCR rule 8.2.

9.2 The Jib may be constricted of any material, and the number and length of battens is optional. The longest perpendicular shall not exceed 2100mm to the clew cringle. The jib shall not be set higher than the jib hoist height specified at CCR rules 5 and 8.

9.3 The Spinnaker shall be symmetric in form and construction, and may be constructed of any material. When the sail is laid flat and unstretched, the maximum half leech width shall be 3750mm when measured In accordance with ERS rule G7.5, the maximum leech size shall be 4800mm measured in a straight line cringle to cringle, and the maximum foot median shall be 5300mm measured in accordance with ERS rule G. 7.10.

9.5 Sails while in a race are restricted in number as follows: 1 x Mainsail, 2 x Jib, 2 x Spinnaker.

9.6 For competing in Cherry 16 Association events, if not carrying a Club registered sail number for identification, the main sail shall carry the prefix CH, as authorized by Marine Safety Victoria, with the number attached in accordance with the Prescriptions and Special Regulations of the AYF.

10. DECK HARDWARE AND EQUIPMENT

10.1 The layout and function of Deck Hardware and Equipment shall be optional.

11. STANDING RIGGING

11.1 The Side Stays [shrouds] shall be made of minimum 3/32” diameter 1x19 stain1ess steel wire, or equivalent breaking strain of 525kg.

11.2 A Forestay may be fitted for safety reasons, but will not be taken into account in the measurement of foretriangle height or foretriangle base unless the jib is fastened to the stay, in which use it shall be made of minimum 5/64” diameter 1x19 stainless steel wire, or equivalent breaking strain of 375kg. This Class Rule amends the definitions of the Equipment Rules of Sailing 2001-2004 at F 3.1 and F 3.2.

12. RUNNING RIGGING

12.1 The length, diameter and purpose of Running Rigging is optional.

12.2 The number and type of blocks are optional.

13. CREW

13.1 The minimum number of crew when racing shall be two persons unless otherwise specified in the Event Sailing Instructions.

14. AUXILLIARY POWER

14.1 Either a motor rating a minimum of 2hp, or two oars or paddles each having a blade area of at least 400cm2, shall be carried.

15. SAFETY EQUIPMENT

15.1 All boats shall carry safety equipment in accordance with the appropriate Australian Yachting Federation Safety Standards.

15.2 Foot straps may be fitted for the safety of crew.

16. ANCHORS AND WARPS

16.1 All boats shall carry ready to use one anchor and one warp, in a readily accessible stowage.

16.2 The anchor shall be a minimum weight of 3kg sand anchor, or one of equivalent holding power.

16.3 The warp shall include a minimum of 2 meters of 6mm diameter galvanised short linked chain. The total length of the warp shall be a minimum 50m.

RULES UPDATED 1 July 2001 to be in accordance with ISAF Equipment Rules of Sailing 2001-04

Cherry 16 Association of Australia, Melbourne, Victoria.