

PLEASE FIND ATTACHED RULES GOVERNING THE PURCHASE OF THE CLASS SAILS.

THESE RULES ARE TO BE IN EFFECT UNTIL 100 FLYING TIGERS ARE SOLD AND DELIVERED.

IT IS THE INTENT OF HIPTRADER (THE BUILDER) TO LIMIT CLASS SAILS USED IN CLASS-SANCTIONED EVENTS TO THOSE PROVIDED BY HIPTRADER.

AT THAT TIME THE OWNERS AND THE CLASS ASSOCIATION WILL CONVENE TO REVIEW AND ADJUST THE RULES COVERING THE PURCHASE AND MANUFACTURING OF THE SAILS IF DEEMED NECESSARY.

AS YOU KNOW IT HAS BEEN THE INTENT OF HIPTRADER AND EVERYONE INVOLVED TO BUILD AN AFFORDABLE "CLUB RACER". TO THIS END WE THINK IT IS IMPERATIVE THAT WE KEEP THE OVERALL COST OF OWNING A FLYING TIGER AS LOW AS POSSIBLE.

WE ARE ALL DEDICATED TO BUILDING THE FLYING TIGER FOR MANY YEARS TO COME AND FEEL WE ARE "WELL ON OUR WAY".

SINCERELY,

BILL STEVENS

FLYING TIGER CLASS ASSOCIATION SAIL RULES

1.1. SAILS

- 1.1.1. It is the intent of these rules to provide identical, cost effective sails, keeping with the class premise of building an affordable racing boat.
- 1.1.2. Sails carried aboard, or used during an event where Flying Tigers are competing as a class amongst themselves shall be limited to one class mainsail, one class jib and one class asymmetrical spinnaker.
- 1.1.3. Sails shall be measured and constructed in accordance with ISAF Equipment Rules of Sailing, except where otherwise stated herein.
- 1.1.4. The rules outlined herein are to be used in the event of class needs to inspect or measure class sails and to provide various handicap rules with dimensional information of the standard sails for determining ratings for those boats sailed in non-class events.

1.2. CLASS SAIL PURCHASING

- 1.2.1. Sails shall be purchased and registered through the builder.
- 1.2.2. A new boat purchaser may purchase two complete sets of sails: mainsail, jib and one spinnaker in the first calendar year of ownership.
- 1.2.3. Sail purchase is on the calendar year, January to January.
- 1.2.4. Owners may purchase one complete set of sails EVERY YEAR thereafter.
- 1.2.5. Replacement sails to due damage beyond the normal wear and tear or not associated with normal sailing (fire, lightning etcetera) must be documented and presented to the Executive Committee/Builder for approval.
- 1.2.6. The rules governing the purchase and manufacturing of sails shall be reviewed when there are 100 Flying Tigers sold and delivered. At this time the owners and the class association will convene to review and adjust the rules herein if deemed necessary.

1.3. MAINSAIL:

- 1.3.1.1. Fabric to be woven polyester no less than 310gm² (7.25oz sailmakers yard)
- 1.3.1.2. Fabric to be 'impregnated' and not 'coated' with a bias number at 10lbs of between 6 and 8.
- 1.3.1.3. Measurement of Mainsails:

All measurements are to be made with only enough tension to eliminate wrinkles.
The head of mainsail is measured from forward most edge of sail to aft edge of headboard.
The clew shall be the point of intersection of the line of the leech with the line of the foot.
The leech shall be measured in a straight line between top forward corner of headboard and projected corner of clew.
All girth measurements and head measurement include the boltrope (forward most edge of sail).
Cross measurements: The leech ½ girth is determined by folding the sail until the top forward corner of the headboard is even with the projected clew. The leech ¼ and ¾ girths are determined by folding the head or clew to the ½ girth point. The top girth is determined by folding the head to the ¼ girth.
- 1.3.1.4. The mainsail shall be set within the bands on the spars at all times.
- 1.3.1.5. Dimensions shall not exceed:

Leech—13070mm
Top girth—1168mm (all girths to closest point of luff)
¾ girth—2015mm
½ girth— 3225mm.
¼ girth—4020mm
Head—150mm
- 1.3.1.6. A maximum of five (5) battens shall be fitted of any length
- 1.3.1.7. Top and Bottom Batten Pockets Shall:

Head point to intersection of leech and centerline of upper-most batten pocket: 1200 minimum
Head point to intersection luff and centerline of uppermost batten pocket: 1010 minimum
Clew point to intersection of leech and centerline of lowermost batten pocket: 2667 minimum
- 1.3.1.8. Batten material can be composite, excluding Carbon Fiber
- 1.3.1.9. The tack ring of the mainsail shall be affixed in the standard gooseneck fitting.
- 1.3.1.10. The mainsail foot will otherwise be loose and a fair curve from clew to tack, not exceeding 176mm as measured from a straight line between clew / tack points.
- 1.3.1.11. Reinforcement triangles at seams at leech of sail may be used. They shall not exceed 160mm in length and width.

- 1.3.1.12. At least one serviceable reef set shall be installed no closer than 1550mm up from the tack. Reef may be fitted with a reinforcement band of similar material to the sail between luff and leech and not exceeding 150mm in width.
- 1.3.1.13. The mainsail shall be attached to the mast with boltrope or slides.
- 1.3.1.14. The mainsail may be fitted with a cunningham ring. The cunningham may not be more than 360mm above the tack. Cunningham may be fitted with a reinforcement band of similar material to the sail between cunningham and clew and not exceeding 150mm in width.
- 1.3.1.15. View window of not more than 1.0m² and spreader window of not more than .4m² allowed.
- 1.3.1.16. Sail Number shall include country designation and be no less than 380mm tall. Color optional
- 1.3.1.17. The class insignia shall be RED with overall dimensions 565mm tall x 800mm wide. Insignia shall be affixed on both sides of the sail, starboard side above the port side. Insignia to be located between the half height and upper ¼ height of mainsail. See appendix A for Details.
- 1.3.1.18. Upon winning a class championship a gold chevron may be placed below insignia.

1.4. JIB:

- 1.4.1. The ply fibres found within the sail shall consist of one or more of the following materials: polyester, Pentex, or Aramid.
- 1.4.2. Jib construction shall be unlimited.
- 1.4.3. Total jib weight not including battens but including all other fasteners (corner rings, jib hanks etcetera) shall be no less than ??? kg.
- 1.4.4. Sails shall not be less than .45kg underweight. If .45kg or less, sails shall be required to carry corrective weights placed within 600mm of head of the jib.
- 1.4.5. Measurement of Jibs:
All measurements are to be made with only enough tension to eliminate wrinkles.
The clew shall be the point of intersection of the line of the leech with the line of the foot.
L.P. measurement including luff tape, measured to forward edge of sail.
The head is the width of sail at right angles to luff, from the forward edge of the luff tape. Should the tape not extend clear to the head, the line of the luff tape will be extended upwards to intersect with the projected line of the head.
- 1.4.6. Dimensions shall not exceed:
Head Width—65mm
Luff Maximum—11850mm
Luff Minimum—11550mm
Luff Perpendicular (L.P.) Maximum—3885mm (105% of J)
L.P. Minimum—3810mm
Mid-Girth—Shall be measured between the midpoints of luff and leech and shall not be more than 50% of the foot length. Intermediated girths at 25% and 75% (and so on) may not exceed values similarly proportioned to their distance from the head.
- 1.4.7. A maximum number of three (3) optional battens of any length may be fitted.
 - 1.4.7.1. Batten pockets shall divide the aft edge of the sail into equal parts with a tolerance +/- 80 mm.
 - 1.4.7.2. Batten material can be composite, excluding Carbon Fiber
 - 1.4.7.3. Batten angle not regulated.
- 1.4.8. View window not to exceed .8m² and tell tale window not to exceed 300mm in diameter permitted.
- 1.4.9. Leech and foot lines permitted.
- 1.4.10. Trim Stripes allowed

1.5. SPINNAKERS

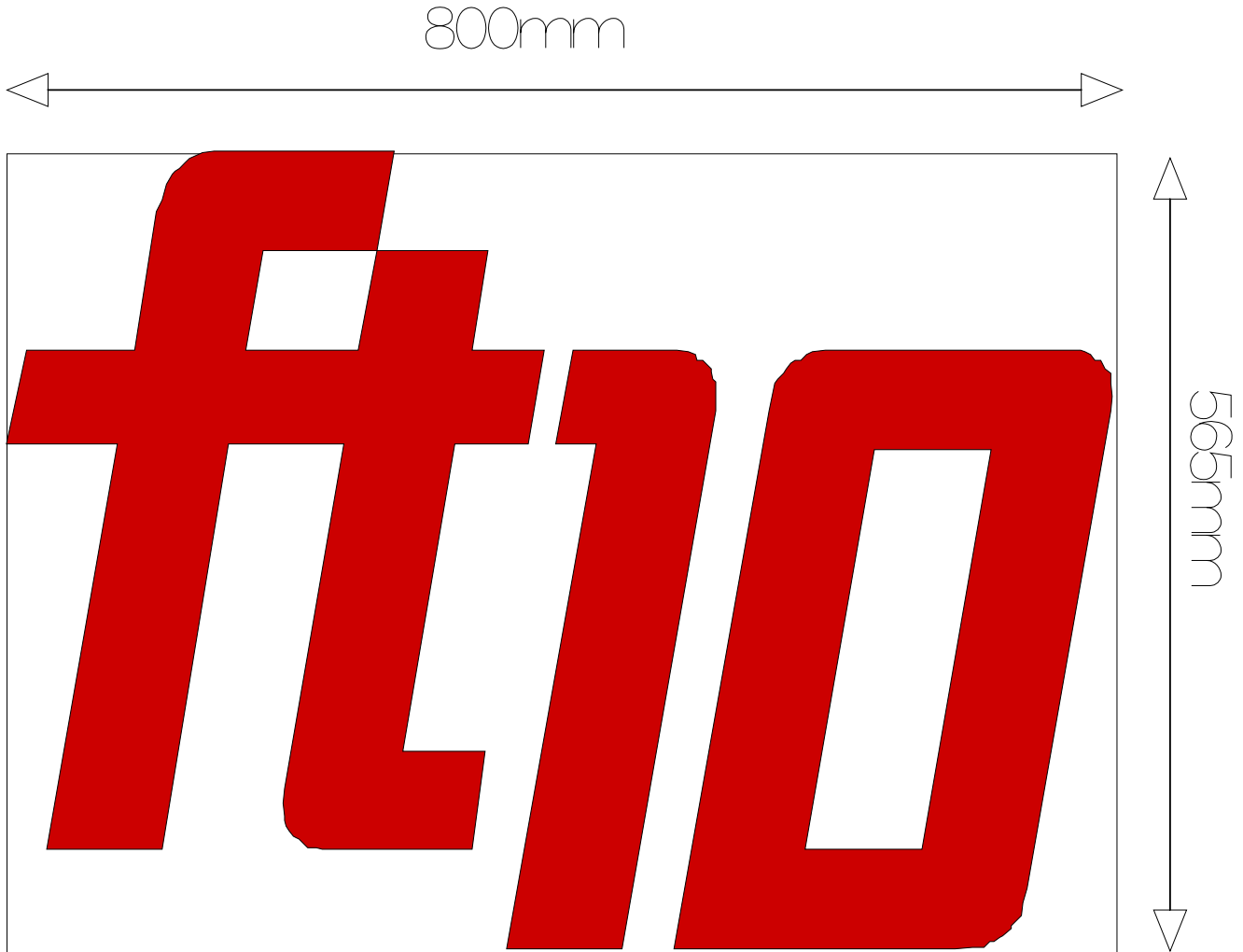
- 1.5.1. Measurement of Spinnakers:
All measurements are to be made with only enough tension to eliminate wrinkles.
The clew shall be the point of intersection of the line of the leech with the line of the foot.
The head is the intersection of the two luffs of the sail
Girths: whether at the foot or across the body of the sail between points on the luff and leech equidistant from the head
Centerline: measured with sail folded in half and around curve of centerline
- 1.5.2. Dimensions shall not exceed:
Luff Maximum (s)—15700mm
Luff Minimum (s)— 15100mm
Maximum Half Girth—8460mm
Minimum Girth—8160m
Maximum Foot Girth—8400mm
Minimum Foot Girth—8100mm
Centerline length —16400mm
- 1.5.3. Spinnakers to be manufactured from woven nylon with minimum nominal weight of not less than 40 gm²

- 1.5.4. Adjustable leech, luff and foot lines shall not fitted
- 1.5.5. Pull down patches not permitted
- 1.5.6. Headboard not permitted

Appendix A

Insignia Details

(Note: DXF file is available from Hip Trader)



Insignia Location and Angle:
Located as shown and at right angles to luff

