

# Santa Cruz 27 National Class Association

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September 6<sup>th</sup>, 2012

Dear Santa Cruz 27 Owners and SC27 National Class Members:

First of all, we hope your SC27 sailing adventures have been wonderful and we thank you all for being engaged in the class organization! Following is important information regarding the future of your one design class.

This past July's SC27 National Class meeting, traditionally held each year during our National Class Championship, produced several proposed amendments and changes to the existing Class Constitution. A process has been identified and agreed upon by the Class Officers to ratify these proposed changes. Voting on the amendments will be completed by the end of September 2012.

The proposed amendments and changes are being communicated to you via our current email list and posted on the SC27 National Class Association website - [www.sc27.org/](http://www.sc27.org/) - for your review.

You must be a current 2012 National Class member to vote, recognizing one vote/boat. If you are not a current member, you are welcome to join at this time, or if not current on dues, include a check with your ballot. The current dues are \$27.00 per year. Please submit your ballot and dues by mail to:

SC27 National Class Association  
c/o Barry Whittall, 668 Colleen Court, San Jose, Ca. 95123-5509.

If you wish to vote electronically, please provide your signature on the ballot so that it can be counted. **Dues and ballots must be postmarked no later than September 26th, 2012 so your vote will be counted!**

To provide adequate time for all owners and interested parties to receive this communication and to have adequate opportunity for open discussion, all new and existing class members can cast votes between now and September 26th, 2012. Each proposed amendment will "stand-alone" and have its own individual vote on your ballot. The results will be posted on the website and forwarded to all class members once the voting is complete.

We encourage open discussion and invite comments on the Google Groups forum on the [www.sc27.org](http://www.sc27.org) site, or by email to the class officers.

We encourage **all** SC27 owners to vote on the proposed amendments/ changes to our Constitution. Please join the SC27 National Class if you are not a member- your vote is important!

In closing, we would also like to encourage all of you to start your planning early so you can attend the 2013 SC27 National Championship to be held in Santa Cruz, Ca. on Saturday, May 25 through Monday, May 27<sup>th</sup> during the "Return to Santa Cruz" Regatta. More information will be forthcoming as we begin the planning for this event. If you have any questions or concerns, please contact one of your current National Class Officers.

Fair winds and safe sailing,

Barry Whittall, President (408-221-3034), [barrywhittall@att.net](mailto:barrywhittall@att.net)  
Joe Hagen, Vice President (602-363-8954), [heyjoeh@cox.net](mailto:heyjoeh@cox.net)  
John Ross, Secretary/Treasurer (925-818-2707), [john@fireguy.us](mailto:john@fireguy.us)

# **Santa Cruz 27 Class Constitution (As Amended September 2012)**

## **I. Name**

Santa Cruz 27 National Association

## **II. Objective**

To facilitate owner's enjoyment by:

- A. Establishment of one-design standards.
- B. Promotion of class racing.
- C. Coordination of cruising and social activities.

## **III. Membership**

Any owner or co-owner of a Santa Cruz 27 shall be eligible for membership.

## **IV. Officers (Governing Board)**

The Association shall be governed by a President, Vice-President, Secretary/Treasurer, and a Fleet Captain from each fleet. A fleet shall be comprised of three or more boats.

## **V. Finances**

Annual dues, for each calendar year (Jan. 1 to Dec. 31), are \$27.00. If additional funds are required, such funds shall be appropriated by equal assessments of membership at large with the consent of a majority vote **of the association members.**

## **VI. Voting**

Approval of the Constitution and/or amendments, and special assessments, shall be by majority of ballots returned within two

weeks to a ballot mailed to all members; or by 3/4 majority vote at a meeting of at least 20% **50% (AMENDMENT #1)** of the total membership. Voting will be on a "one boat/one vote" basis.

## **VII. National Championship**

The Santa Cruz 27 National Championship will be sailed once each year, at a time, date and location selected by the governing board.

All Santa Cruz 27 owners shall be notified, at their last known **email and street** addresses, approximately ~~two~~ **three (AMENDMENT #2)** months prior to the date of the championship. Association dues shall have been paid prior to the championship in order for a member to be eligible to compete. Membership terminates when dues are not paid before the National Championship.

The helmsman at a ~~N~~**n**ational ~~E~~**e**vent must be an owner, co-owner, or a person that has participated on a Santa Cruz 27 during at least three official race days since the end of the last Nationals. The Governing Board may organize additional events at the Nationals as it sees fit so as to promote participation in the Nationals by members at all skill and interest levels.

**Members are required to visit the National SC27 Organization's website at SC27.org to access pertinent information.**

## **VIII. Specifications**

Boats shall be unchanged from the production Santa Cruz 27 as built by Bill Lee. Any change which would likely improve boat speed (including hull, ballast, sail plan, or rig) would render the boat ineligible to compete as a Santa Cruz 27 in class racing. Trapeze equipment is not allowed. Minor hull modifications made to improve the rating but which do not alter performance will be

considered legal.

## IX. Equipment

Boats shall be raced with a Danforth 8 lb. anchor or equivalent, 20' of 1/4" chain, 150' of 7/16" nylon line, and life jackets for the entire crew. Batteries (Group 24 or equivalent) and i. The ice chest must remain in place while racing.

All boats must race with lifelines and bow pulpits, 18" minimum height. **Hiking underneath the top lifeline is prohibited.**  
(AMENDMENT # 3)

**Lifelines shall be a minimum of 1/8" stranded stainless wire or 5/32" single braided UHMWPE line (e.g., Dyneema), be continuous and shall not sag more than 4" with a 5 lb. load applied halfway between the stanchions.** (AMENDMENT #4)

Forward (vee-berth) bunk cushions **and vessel battery** (AMENDMENT # 5) shall not be required to remain in place while racing.

## X. Sails and Spars

Sails and spars shall be measured according to the **ISAF (International Sailing Federation)** procedures (**See Attachment A**). set forth in the IMS rule. (AMENDMENT # 6)

Maximum dimensions, except as noted, are:

- ~~I = 32.7' Foretriangle Height~~
- ~~J = 10.9' Base of Foretriangle~~
- ~~P = 28.2' Mainsail Hoist~~
- ~~E = 8.7' Foot of Mainsail~~
- ~~LP = 16.9' Jib Maximum Luff Perpendicular~~
- ~~SPL = 10.9' Spinnaker Pole Maximum Length~~

- ~~MXSL = 32.8' Maximum Spinnaker Luff~~
- ~~MXSMW = 19.6' Spinnaker Maximum Mid-Girth~~
- ~~MinSMW = 17.6' Spinnaker Minimum Mid-Girth~~
- ~~MGUL = 3.7' Mainsail Maximum Girth at 75% Above Foot~~
- ~~MGML = 6.3' Mainsail Maximum Girth at 50% Above Foot~~

- **Foretriangle Height = 32.7'**
- **Foretriangle Base = 10.9'**
- **Spinnaker Pole Length = 10.9'**
- **Mainsail Hoist = 28.2'**
- **Mainsail Foot = 8.7'**
- **Mainsail Headboard = 0.5'**
- **Mainsail Three-Quarter Width = 3.7'**
- **Mainsail Half Width = 6.3**
- **Jib Luff = 32.7'**
- **Jib Luff Perpendicular = 16.9'**
- **Spinnaker Luff = 32.8' (and leach)**
- **Spinnaker Half Width = 19.6'**
- **Spinnaker Foot = 19.6'**

**(AMENDMENT #7)**

**All sails used during any Santa Cruz 27 One Design event will adhere to the measurements and specifications identified above. All new sails manufactured for SC27 One Design racing will be held to these measurements. Authorized sail makers, sail measurers, and owners are responsible to ensure that these specifications are accurate and appropriate.**

**(AMENDMENT #8)**

**Sail measurement instructions identified in Attachment A may be used by sail makers and Class measurers. (AMENDMENT #9)**

Staysails, bloopers and spinnakers of less than 90% mid-girth (17.6') are illegal.

Headsails must be attached to the headstay at all times.

No restrictions shall be placed on the number or length of mainsail battens.

The weight of any spinnaker material shall not be less than .5 oz. actual weight per sailmaker's yard (28" x 36").

The mast shall be a Sparcraft S-107 or Ballenger 5740 extrusion, and shall be a standard Santa Cruz 27 mast as manufactured by Sparcraft or Ballenger. Santa Cruz 27s #16 and #28 do not have standard masts, but are considered legal until replacement may be necessary.

Headstays shall not be adjusted while racing.

## **XI. Optional Equipment**

Outboard motor, baby-stay, kelp skeg, extra winches and three halyards on the front of the mast are optional

### **Attachment A**

## SC27 Sail and Equipment Measurement

<b>Boat Name:</b>				
<b>Owner / Phone</b>				
<b>Hull Number: Sail Number</b>				
	<u><b>LIMIT</b></u>	<u><b>MEASUREMENT</b></u>	<u><b>Tolerance Factor</b></u> <small>/* see note</small>	
Spinnaker Pole Length	10.9 feet (10' 10-13/16")		NA	<u><b>PASS / FAIL</b></u>
Mainsail Hoist	28.2 feet (28' 2 6/16")			<u><b>PASS / FAIL</b></u>
Mainsail Foot	8.7 feet (8' 8 6/16")			<u><b>PASS / FAIL</b></u>
Mainsail Three-Quarter Width	3.7 feet (3' 8 6/16")		NA	<u><b>PASS / FAIL</b></u>
Mainsail Half Width	6.3 feet (6' 3 10/16")		NA	<u><b>PASS / FAIL</b></u>
Jib Luff Perpendicular	16.9 feet (16' 10 13/16")			<u><b>PASS / FAIL</b></u>
Spinnaker Luff	32.8 feet (32' 9 10/16")			<u><b>PASS / FAIL</b></u>
Spinnaker Luff	32.8 feet			<u><b>PASS / FAIL</b></u>
Spinnaker Half Width	19.6 feet (19' 7 3/16")			<u><b>PASS / FAIL</b></u>
Spinnaker Foot Width	19.6 feet			<u><b>PASS / FAIL</b></u>

	<u><b>Printed Name</b></u>	<u><b>Date</b></u>	<u><b>Signature See note:</b></u>
<u><b>Owner</b></u> <u><b>(or representative)</b></u>			
<u><b>Measurer</b></u>			
<u><b>Measurer Helper</b></u>			
<u><b>Time</b></u>			
<u><b>Location</b></u>			
<p><b><u>NOTE: as signature of measure and helper, signing certifies that you measured the sails according to the rules provided to the best of your ability, and that you did not participate or measure sails or equipment that you own, designed, built or have a material interest. Under RRS78, it is the owner's responsibility to sail in compliance with the measurements on this page. Class Measurer or Class President must approve if tolerance factor is applied</u></b></p>			

## **SC27 Sail Measurement Instructions:**

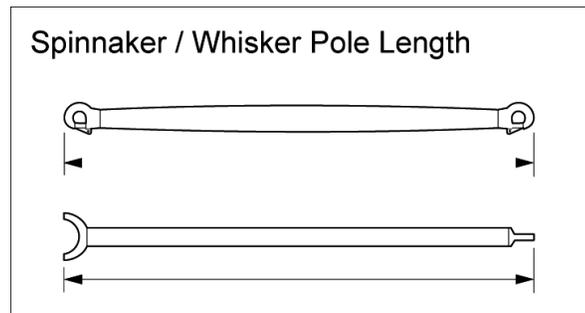
### **Measurement Equipment:**

An unmodified tape measure constructed of steel or fiberglass shall be used to measure all dimensions. Temperature shall be taken when the sail and tape are between 65 F and 75 F (18 to 24 degrees Celsius), and preferably not in the direct sunshine.

### **Equipment Measurement**

#### **Spinnaker Pole**

The only measurement required in the spinnaker pole is overall length. Measure to the outer ends of the fittings, and ignore the point at which the spinnaker guy will bear. The spinnaker pole is measured separated from the mast and the mast fitting. The spinnaker pole shall be no longer than 10.9 feet (10' 10-13/16")



## **SAIL MEASUREMENT**

### **Conditions of Sail**

The sail shall be dry.

Leech cords shall be completely released for measurement

not be attached to spars or rigging

have all battens removed

have pockets of any type flattened out

have just sufficient tension applied to remove wrinkles across the line of the measurement being taken, and

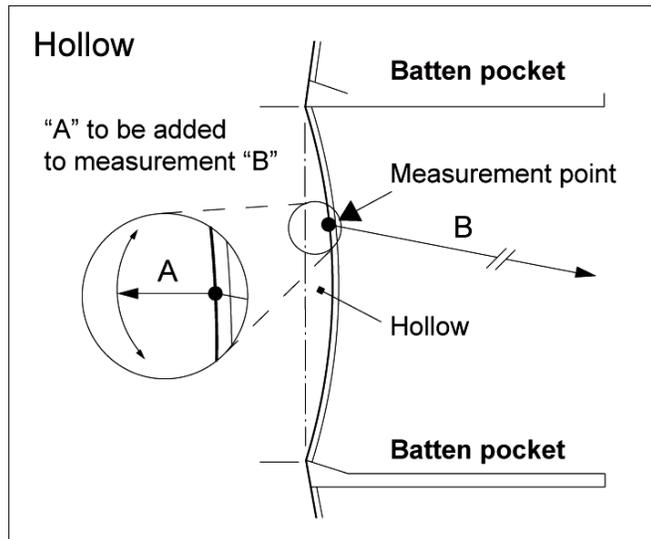
have only one measurement taken at a time.

### **Hollows in Sail Edges**

Where there is a sail edge hollow and a measurement point falls in the hollow:

- between adjacent batten pockets
- between the aft head point and adjacent batten pocket
- between the clew point and adjacent batten pocket
- between the tack point and adjacent batten pocket at an attachment.

The sail shall be flattened out in the area of the sail edge, the sail edge hollow shall be bridged by a straight line and the shortest distance from the measurement point to the straight line shall be measured. This distance shall be added to the measurement being taken.

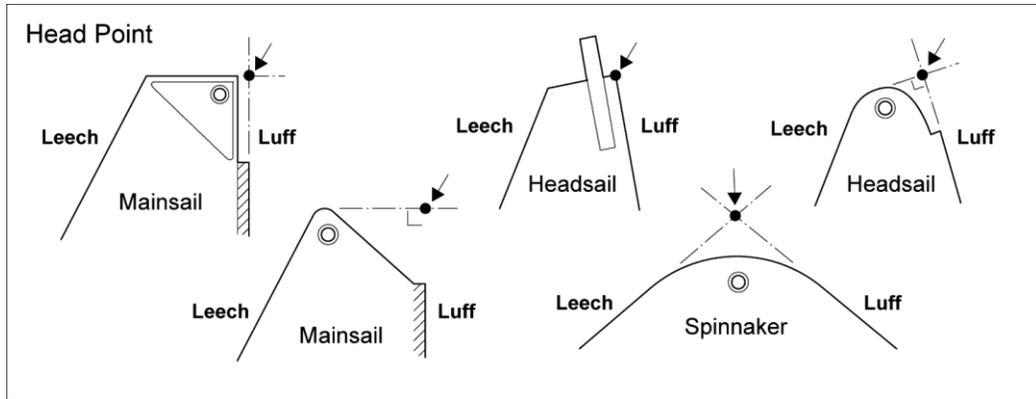


### **Determination of Sail Corners Point:**

A piece of heavy paper may be taped to the sail to mark the projected point of the sail corner to aid in measurement.

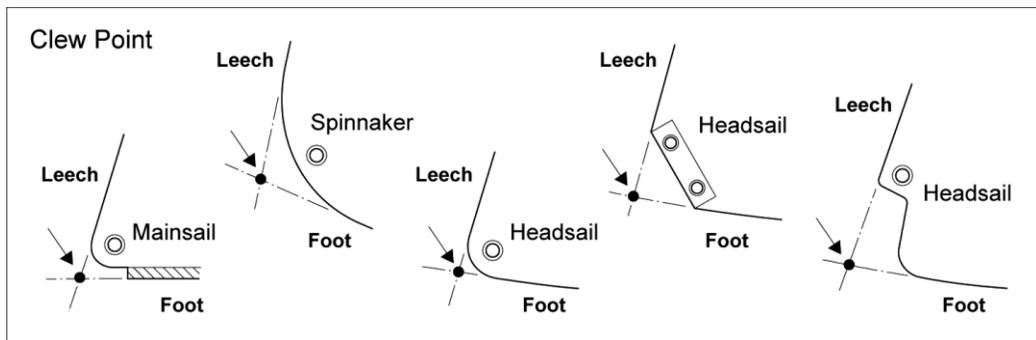
### **Locating the Head Point:**

The head shall be taken as the highest point of the sail projected perpendicular to the luff or its extension.



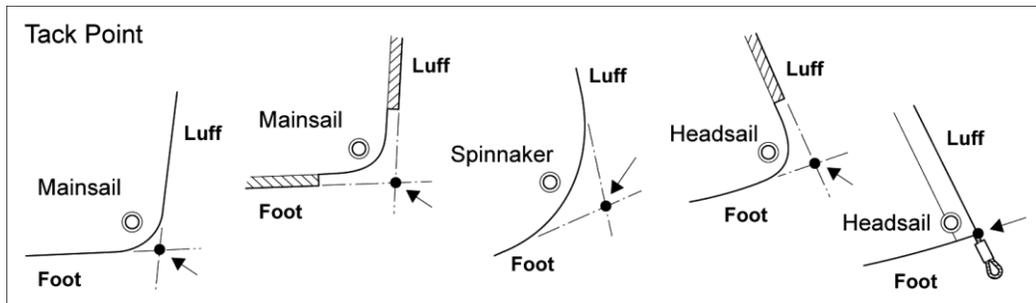
**Locating the Clew Point:**

The clew shall be taken as the aftermost part of the sail projected to the foot or its extension:



**Locating the Tack Point:**

The Tack shall be taken as the foremost part of the sail projected to the foot and or its extension:



**Mainsail measurement:**

First, using the diagrams above to guide you, determine the projected Clew, projected Tack, and projected Head points. Clew, Tack and Head points always mean the projected point using the diagrams.

Fold the projected clew to the projected head and equally tensioning the two halves to the leech so formed. The half leech point is the intersection of the fold and the leech.

The three-quarter points are found similarly by folding the projected head point to the half leech point. The  $\frac{3}{4}$  point is the intersection of the fold and the leech.

### **Mainsail Girths: $\frac{1}{2}$ and $\frac{3}{4}$**

The mainsail girths shall be measured from the leech points, as defined, to the nearest point of the fore edge of the sail including their bolt rope. The points on the leech from which the cross measurements are taken shall be determined bridging any hollows in the leech with a straight lines. Hollows distances shall be added to the measured sail cross width. This means you will need to swing the distance across the hollow similar to swinging the distance from leech point to luff to determine the shortest distance, and add that to the mainsail cloth measurement.

### **Mainsail Luff:**

The sail shall be flaked, tension applied to remove sail cloth wrinkles, and the distance between the projected head point and the projected tack point measured.

### **Mainsail Foot:**

The sail shall be flaked, tension applied to remove sail cloth wrinkles, and the distance between the projected tack and the projected clew point measured.

### **Mainsail headboard:**

The mainsail headboard is not measured per the SC27 constitution.

### **Jib Measurement**

First, using the diagrams above to guide you, determine the projected Clew, projected Tack, and projected Head points. Clew, Tack and Head points always mean the projected point using the diagrams.

A tolerance factor of not more than 2% may be allowed at the discretion of the Class Measurer for older sails (4 years or older) for the jib measurements. Only **Actual** dimensions shall be recorded.

**Jib Perpendicular:**

The sail shall be flaked, tension applied to remove sail cloth wrinkles, and the shortest distance between the projected clew and the extreme edge of the luff shall be measured. Record the measurement.

**Jib Luff:**

The Jib Luff is not measured per the SC27 constitution.

**Spinnaker Measurement:**

First, using the diagrams above to guide you, determine each of the two projected Clews points, and projected Head point. Clew points and Head point always mean the projected point using the diagrams.

A tolerance factor of not more than 2% may be allowed at the discretion of the Class Measurer for older sails (4 years or older) for the spinnaker measurements. Additional tolerance factor may be allowed at the discretion of the Class Measurer for very old sails in order to support the SC27 Nationals Objectives to promote class participation. Only **Actual** dimensions shall be recorded.

**Spinnaker Luff:**

The sail shall be flaked, tension applied to remove sail cloth wrinkles, and the distance between the projected head point and the projected clew point measured. Perform the measurement for each luff. Record the measurements.

**Spinnaker Foot:**

The sail shall be flaked, tension applied to remove sail cloth wrinkles, and the distance between the projected clew points measured. Record the measurement.

**Spinnaker Mid Girth:**

Fold the projected clew to the projected head and equally tensioning the two halves to the leech so formed. The half leech point is the intersection of the fold and the leech. Perform this for both spinnaker luffs.

The sail shall be flaked, tension applied to remove sail cloth wrinkles, and the distance between the two mid-girth points measured. Record the measurement.

# SC27 National Class - Proposed Constitutional Amendments

## BALLOT - SEPTEMBER 2012

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### **AMENDMENT #1 (50% on voting)**

- Approve \_\_\_\_\_
- Disapprove \_\_\_\_\_

Comments:

### **AMENDMENT #2 (notification 3 months prior)**

- Approve \_\_\_\_\_
- Disapprove \_\_\_\_\_

Comments:

### **AMENDMENT #3 (no hiking underneath lifelines)**

- \* Approve \_\_\_\_\_
- \* Disapprove \_\_\_\_\_

Comments:

### **AMENDMENT #4 (lifeline material and sag limits)**

- Approve \_\_\_\_\_
- Disapprove \_\_\_\_\_

Comments:

### **AMENDMENT #5 (no forward v-berth bunk cushion or vessel battery required)**

- Approve \_\_\_\_\_
- Disapprove \_\_\_\_\_

Comments:

**AMENDMENT #6 (sail measured according to ISAF)**

- Approve \_\_\_\_\_
- Disapprove \_\_\_\_\_

Comments:

**AMENDMENT #7 (maximum measurements)**

- Approve \_\_\_\_\_
- Disapprove \_\_\_\_\_

Comments:

**AMENDMENT #8 (sail maker verification and measurement implementation)**

- Approve \_\_\_\_\_
- Disapprove \_\_\_\_\_

Comments:

**AMENDMENT #9 (sail measurement compliance)**

- Approve \_\_\_\_\_
- Disapprove \_\_\_\_\_

Comments:

**Date:** \_\_\_\_\_

**Boat Name:** \_\_\_\_\_

**Boat Number:** \_\_\_\_\_

**Boat Owner Signature:** \_\_\_\_\_