LONGTZE Premier

Class Rules

Version V - 2

2014 August 01st

LONGTZE YACHTS INTERNATIONAL, Ltd • Unit 704, Four seas Building, 208-212 Nathan Road, Kowloon, Hong Kong
Telephone: +86 138 060 31 527 Fax: +86 532 8882 8292
Email: sales@longtze.org Web: www.longtze.org

Sommaire

PREAMBLE

Rule Intent and Spirit

The intention of these rules is to ensure the sport boats are as identical as possible in construction, hull shape, weight, weight distribution, equipment, rigging, sail plan and to ensure fair racing.

It is illegal when considering anything in connection with the boat or its sails or equipment which is not within established practice in the LONGTZE Premier International Class or involves the use of a material not previously used or accepted by the Class or is not clearly covered by the Class Rules, plans or specification.

The LONGTZE Premier Class Rules are intended to produce fast, innovative racing sport boat of similar performance suitable for LONGTZE Premier Events and/or any event where sport boat are invited.

The type of this sport boat is named: LONGTZE Premier

The LONGTZE Premier Designer is M. Steve Thomson

The LONGTZE Premier is developed in close conjunction with the LONGTZE Premier Designer, the LONGTZE Premier Owners and Owner's Representatives, the LONGTZE Premier International Class Association, the LONGTZE Premier National Class Associations and moreover in conjunction with the Chinese Yachting Association, the International Sailing Federation, the ISAF Member National Authority.

1 RULE MANAGEMENT

1.1 Language

The official language of the LONGTZE Premier Class Rules is English.

Except words specifically defined herein, the meaning of any word shall be determined by reference to the Oxford English (2009) – CD Rom Version 4.0 (Oxford University Press 2009).

The word "shall" is mandatory and the words "may" and "can" are permissive.

Unless the context otherwise requires, the plural shall mean the singular and vice versa.

1.2 General

The LONGTZE Premier Class Rules are in conjunction with the International Sailing Federation Rules, the ISAF Member National Authority Regulations and the Chinese Yachting Association.

The measurements shall be taken in accordance with these unless specified.

Unless specified otherwise herein the LONGTZE Premier Class Rules shall be read in conjunction with the ISAF Equipment Rules of Sailing, except that section H.2.1 shall not apply.

1.3 General Abbreviations

The following abbreviations are used:

LYC	LONGTZE YACHTS Committee
LYI	LONGTZE YACHTS INTERNATIONAL
L1CR	LONGTZE Premier Class Rules

L1ICA	LONGTZE Premier International Class Association
L1MC	LONGTZE Premier Measurement Certificate
L1NCA	LONGTZE Premier National Class Association
L1O	LONGTZE Premier Owner
L1OR	LONGTZE Premier Owner's Representative
L1T	LONGTZE Premier Trademark

ISAF	International Sailing Federation
MMA	ISAF Member National Authority
CYA	Chinese Yachting Association

1.4 Property

The L1CR are the property of the company **LONGTZE YACHTS INTERNATIONAL, Ltd**, main offices Unit 704, Four seas Building, 208-212 Nathan Road, Kowloon, Hong Kong represented by Le Defi Technical Committee.

The LYC shall manage all design, development and building process of the LONGTZE Premier.

1.5 Administration

The L1CR are administered by the LYC.

The LYC shall work closely with LONGTZE Premier Designer, ISAF, CYA, MMA and the L1ICA and the L1NCA.

The LYC is responsible for applying the rules, issuing interpretations and modifying the rules as required by rules 1.7 and 1.8.

The LYC reserves the right to refuse classification of any LONGTZE Premier that in its opinion does not conform to the L1CR, interpretation, intent or/and spirit of the rule.

The LYC may give these responsibilities either to the L1ICA and/or any L1NCA and/or L1O and/or L1OR and/or Corporate Body and/or Natural Person where appropriate.

1.6 Units

The metric system shall be used for all measurements unless otherwise prescribed.

In the L1CR, the abbreviation of millimetre(s) is mm, centimetre(s) is cm, kilogram(s) is kg and square meter(s) is M2.

The displacement of the sport boat, the weight of the **hull** and **deck**, keel and bulb and crew shall be rounded to the nearest 1,0 kg.

The weight of the rig, the rudder, the tiller and tiller extension, the engine and the weight correctors shall be rounded to the nearest 0,1kg.

1.7 Rule Modifications

It is not possible to foresee every eventuality or to anticipate design innovation. Consequently the L1CR will be reviewed by the LYC and amended where necessary once every calendar year in order to ensure that the rule intent and spirit are satisfied.

These rule amendments will be established after consultation with the LONGTZE Premier Owners and/or Owner's Representatives and/or the L1ICA and/or the L1NCA, designers and technical experts where appropriate.

The revised L1CR will be published forty five (45) days after the completion of the LONGTZE Premier World Event which concludes the LONGTZE Premier Circuit Season and issued by publishing them on the official LONGTZE Premier Website: www.longtze.org.

1.8 Interpretations

Interpretations of the L1CR shall be issued by the LYC and will take the form of public interpretations.

Interpretations may be sought by any L1O and/or L1OR and/or the L1ICA and/or the L1NCA by forwarding a request in writing to the LYI.

Interpretations will be issued by the LYC no later than 30 days from the receipt of the request for interpretation unless both parties agree to an alternative time frame.

Only interpretations issued by the LYC shall have any authority under the L1CR.

Interpretations shall be numbered sequentially and issued by publishing them on the official LONGTZE Premier Website: www.longtze.org.

1.9 Measurers and Class Certificate

Only measurers specifically appointed by the LYC shall measure LONGTZE Premier sport boats under the L1CR.

If, during the measurement of a LONGTZE Premier sport boat, the measurer is in doubt as to the interpretation of a LONGTZE Premier Class Rule, the measurer shall request a public interpretation or alternately the competitor may request an interpretation. The measurement shall be deemed incomplete until the interpretation has been issued.

A valid L1MC is mandatory to participate at any LONGTZE Premier Event. The LONGTZE Premier Measurement Certificates will be issued to the L1O and/or L1OR by the LYC after sport boat measurements and inspection.

No sport boat shall have more than one valid L1MC at any one time.

A L1MC is associated with a LONGTZE Premier Sport boat including one set of **hull**, **deck**, structure, **appendages**, **standing rigging**, **mast**, **boom**, **prod** and sails. (See L1CR art: 6)

1.10 Definitions

When a term defined below is used in its defined sense, it is printed in bold type.

a) **Appendages:** means the keel fin and bulb, and the rudder.

b) **BMAX:** means the maximum width of the sport boat measured on sheerline and including the **wings**.

c) **Boom Measurement Condition**: The **boom** in measurement condition shall be dry and shall include the **boom** tube and all fixed fittings required to sail the sport boat including blocks and **boom** vang attachments.

In principle, if a component remains attached to the **boom** when the **boom** is removed from the sport boat, it is deemed to be part of the **boom** for measurement purposes. (See L1CR art: 2.7.2)

d) **Deck** means the surface of the sport boat located inside the sheerline including the **wings**.

e) **Gooseneck Datum Band:** means a band located on the **mast** in order to define the lower limit of the **boom** attachment to the **mast**. The **gooseneck datum band** is a 19 mm wide permanently marked stripe (or vinyl tape) on the **mast** in a contrasting colour to the **mast.** (See L1CR art: 2.7.1)

f) **Hull:** means the canoe-body part of the sport boat located below the sheerline excluding **appendages** and **prod.**

g) **Hull and Deck Measurement Condition:** The **hull** and **deck** in measurement condition shall be dry and empty and at building specification shall include:

- All fixed **deck** hardware.
- And exclude the following:
    - All **appendages**, the tiller and tiller extension.
    - A measured **mast**, **boom** and **prod**.
    - Running rigging, sails, sail bags, sail equipment and battens, sail sheets and sheet pockets.
    - Crew, crew clothing, food, drinking fluids.
    - Engine, fuel tank and outboard bracket.
    - Portable and personal equipment and options.

  (See L1CR art: 2.4.1)

h) **Keel Fin and Bulb Measurement Condition:** The keel fin and bulb in measurement condition shall be dry and at building specification and shall include the top keel plate, the bolts and washers, the keel wedge fixed on the aft part of the keel head, the keel slim and all keel box plates and associated plates. (See L1CR art: 2.5.1)

i) **LOA:** means the horizontal distance between **stem** and **stern**.

j) **Mainsail Upper Band:** means a band located near the head of **mast** in order to define the upper limit of the mainsail attachment to the **mast**. The **mainsail upper band** is 19 mm wide permanently marked stripe (or vinyl tape) on the **mast** in a contrasting colour to the **mast**. (See L1CR art: 2.7.1)

k) **Mast:** means an approximately rigid tube with fittings and rig which extends approximately vertically from the **deck** for the purpose of supporting an edge or corner of sails above the **deck**.

l) **Mast Measurement Condition:** The **mast** in measurement condition shall be dry and at building specification and shall include the following:

- Mast tube
- Spreaders
- All **standing** and **running rigging** [three (3) halyards] associated to the **mast** including flying blocks. The **standing rigging** and **running rigging** shall be pulled down the **mast** and fixed tight to the gooseneck.
- All fixed fittings required to sail the sport boat including blocks and **boom** vang attachments (but excluding the **boom**, the **boom** vang tube and **boom** vang fittings). The movable fittings shall be set in their lowest sailing position.
- In principle, if a component remains attached to the **mast** when the **mast** is removed from the sport boat, it is deemed to be part of the **mast** for measurement purposes.

m) **Prod:** means a spar that extends forward of the foremost part of the **hull** and is used for that attachment of the tack of downwind sails.

n) **Prod Measurement Condition**: The **prod** in measurement condition shall be dry and shall include the **prod** tube and all fixed fittings required to sail the sport boat including blocks and **prod** attachments.

In principle, if a component remains attached to the **prod** when the **prod** is removed from the sport boat, it is deemed to be part of the **prod** for measurement purposes. (See L1CR art: 2.7.3)

o) **Running Rigging:** means used to hoist, trim, or control sails or spars and includes halyards, sheets and tack line, but does not include **standing rigging**.

p) **Spinnaker Upper Band:** means a band located near the head of **mast** in order to define the upper limit of the spinnaker head attachment to the **mast**. The **spinnaker upper band** is 19 mm wide permanently marked stripe (or vinyl tape) on the **mast** in a contrasting colour to the **mast**. (See L1CR art: 2.7.1)

q) **Sport Boat Measurement Condition:** The **sport boat in measurement condition** shall be dry and empty, ready for sailing and at building specification and shall include the following:

- All **appendages** fitted including tiller and tiller extension.
- A measured **mast**, **boom** and **prod**. The **mast** shall be vertical.

And exclude the following:

- Sails, sail bags, sail equipment or battens, sail sheets and sheet pockets.
- Crew, crew clothing, food, drinking fluids.
- Engine, fuel tank and outboard bracket.
- Portable and personal equipment and options.

(See L1CR art: 2.3).

r) **Standing Rigging:** means rigging which supports a spar and maintains the same approximate relative position and orientation to a spar whilst sailing and includes forestay, sidestays, diagonal stays but does not include **running rigging**.

The **standing rigging** is part of the fractional rig with sidestay support and no backstay.

There are three (3) vertical stays (V1, V2 and V3) and three (3) diagonals (D1, D2 and D3).

The vertical (V's) outside stays are discontinuous and adjusted at the chain plate, and at second spreader ends for the topmast (V3).

The diagonals (D's) stays are adjustable at the deck, while the D2's are adjustable at second spreader ends.

s) **Stem:** means the forward most point of the **hull** including local reinforcement or fittings.

t) **Stern:** means the aft most point of the **hull** including local reinforcement or fittings.

u) **W:** means the weight of the **sport boat in measurement condition**.

v) **WCP:** means a pin fixed close to the mainsheet traveller bulkhead inside the boat where weight correctors are securely fixed and sealed.

w) **WK:** means the weight of the keel fin and bulb in **keel fin and bulb measurement condition.**

x) **Wing:** means the movable part of the **deck** fixed on each side.

1.11 Technical abbreviations

The following abbreviations are used:

General Abbreviation	Description
BMAX	Maximum Overall Beam
BOW	**Boom** Weight
FMA	The foot of the **mast** at the forward face of the **mast** when the **mast** is vertical
GODBH	**Gooseneck Datum Band** Height
LOA	Length Overall
MA	**Mast**
MUBH	**Mainsail Upper Band** Height
MAVCG	VCG of Rigged **Mast**
MAW	Weight of Rigged **Mast**
Sails Abbreviation	Description
C1J and C3J	Code 1 and Code 3 Jib
C1a and C3a	Code 1 and Code 3 Asymmetric Spinnaker
Luff, Leech, Foot, L2, E1, E2, E3	Measured Sail Dimensions
M and CM	Mainsail and Club Mainsail
S	Spinnaker
SA	Spinnaker Sail Area
SAC1a and SAC3a	Code 1 and Code 3 Asymmetric Spinnaker Area
SLU, SLE, SMG, & SF	Measured Spinnaker Dimensions
STJ	Storm Jib
SUBH	**Spinnaker Upper Band** Height

2 HULL, DECK, INTERNAL STRUCTURE, APPENDAGES and RIG

2.1 Manufacturers

Manufacturers shall be licensed by LYI throw the LONGTZE Premier Builder Licenses.

The manufacturers shall only build **hull**, **deck**, internal structures, **appendages** and rig from moulds and/or specifications approved by LYI.

The **hull**, **deck**, internal structures and appendages shall conform to the official templates

Each **hull**, **deck** and **appendages** shall have a unique serial number.

- A building plaque shall be fixed by the manufacturer of the **hull** and **deck** on the starboard side, forward face of the vertical part of the **deck**.
- A serial number shall be fixed by the manufacturer of the keel fin and bulb on the part of the keel fin that remains inside the boat when sailing.

The keel fin and bulb shall at no time be transferred from one **hull** to another without full re-measurement to the current rules and templates.

The latter shall be recorded on the L1MC.

The manufacturers shall, at her own expense, correct or replace any **hull**, **deck**, internal structures, **appendages** and rig that do not comply with the L1CR as a result of an omission or error by the manufacturer, if the **hull**, **deck**, internal structures, **appendages** and rig are submitted for measurement within six months of first purchase.

2.2 Materials

All **hull, deck,** internal structures, **appendages**, **boom, mast,** and **prod** materials are specified by LYI to the manufacturers throw the LONGTZE Premier Builders licence.

The **hull**, **deck**, internal structures and **appendages** shall be generally of fibre reinforced plastic, sandwich construction materials, vinyl polyester, aluminium, wood and lead.

Boom, mast, **prod** and vang strut shall be carbon.

Keel reinforcement shall be carbon, steel and wood.

Rudder shall be carbon with core.

Tiller and tiller extension shall be carbon.

Standing Rigging shall be steel cable.

2.3 Sport Boat Weight Limitations

The displacement **W** of the LONGTZE Premier in **sport boat measurement condition** shall be greater than 603 kg and less than 618 kg.

When **W** is less than 603 kg, a weight corrector will be fixed and sealed at the **WCP** to increase the weight of the sport boat to the minimum allowed and an extra weight of 5 kg will be added.

The weight corrector shall be made by dumbbell plate(s) and the corrector weight shall not exceed 20 kg.

The maximum weight corrector shall be 15 + 5 = 20 kg when **W** is at the minimum allowed (603 kg).

2.4 **Hull** and **Deck** Dimensional Limitations

The overall length **LOA** of the **hull** and **deck** shall not be greater than 6845 mm.

This length shall be measured from **stem** to the **stern**.

The **stem** for measurement purposes shall included any local reinforcement.

The **stern** for measurement purposes shall include local reinforcement excluded fittings provided the fittings and/or reinforcement are not within 23 mm of the corner of the transom and the fair canoe body of the **hull**.

2.4.1 Weight

The weight of the **hull** and **deck** in **hull and deck measurement condition** shall be greater than 248 kg and less than 258 kg.

2.4.2 Beam

The maximum overall beam **BMAX** including the **wings** and any fittings or local reinforcement for fittings shall be greater than 2565 mm and less than 2585 mm.

2.5 **Appendages** Dimensional Limitations.

2.5.1 Keel Fin and Bulb

The overall length of the keel fin and bulb shall not be greater than 1593 mm under the **hull**.

This length shall be the longest measurement at the front of the keel fin from the fair canoe body of the **hull** to the bottom of the bulb.

The measurement purposes shall include the two keel box plates ("slim plates") which shall be fixed to fit flush with the **hull** underside.

The weight of the keel fin and bulb in **keel fin and bulb measurement condition** shall be greater than 298 kg and less than 308 kg.

2.5.2 Rudder

The width of the head shall be greater than 250 mm and less than 270 mm including any local reinforcement.

The overall length of the rudder shall not be greater than 1145 mm under the **hull**.

This length shall be measured when the rudder is fixed to the **stern** and this shall be the longest measurement of the rudder from the extension of the fair canoe body of the **hull** to the bottom of the rudder.

The distance between the front of the rudder fin from the fair canoe body of the **hull** in sailing condition shall be greater than 22 mm and less than 52 mm

The measurement purposes shall included any local reinforcement.

The weight of the rudder with its equipment (gudgeons) dry and at building specification (tiller excluded) shall be greater than 10,1 kg and less than 11,6 kg.

2.5.3 Tiller

The overall length of the tiller shall not be greater than 1,55 m.

This length shall be measured when the tiller is fixed to the rudder and this shall be the longest measurement from the back side of the rudder to the front side of the tiller.

The measurement purposes shall included any local reinforcement.

The weight of the tiller dry and at building specification shall be greater than 0,4 kg.

2.6 Structural Requirements

It is a requirement of the L1CR that the sport boat demonstrates equivalence to the requirements of National requirement such as European Standard EN ISO 10087 : 1996 for those relevant countries and Essential Safety Requirements in Annex 1-3.1 Category A from EC Recreational Craft Directive 94/25/EC and/or any National Authority's requirement.

2.7 Rig Dimensional and Limitations.

2.7.1 **Mast** Dimensions

All the measurements of the **mast** are given in relationship with the bottom of the **mast** foot (FMA).

A **mast** step is fixed on the cockpit and the thickness of this fitting shall not be greater than 6 mm.

The overall length of the **mast** shall not be greater than 10705 mm excluding wind indicator and wind indicator fittings.

The lower edge of the **spinnaker upper band** SAUBH shall be positioned less than 10645 mm above FMA.

The upper edge of the upper vertical (V3) shall be positioned less than 10580 mm above FMA.

The lower edge of the **mainsail upper band** MAUBH shall be positioned less than 10555 mm above FMA.

The upper edge of the C3a halyard block axis shall be positioned less than 9320 mm above FMA

The upper edge of the upper shroud (D3) shall be positioned less than 9110 mm above FMA.

The upper edge of the forestay shall be positioned less than 9035 mm above FMA.

The upper edge of the jib halyard block axis shall be positioned less than 8935 mm above FMA.

The mid point of the upper spreader fittings shall not be positioned more than 6165 mm above FMA.

The upper edge of the medium shroud (D2) shall be positioned less than 6010 mm above FMA.

The connection of the two parts shall be positioned more than 4900 mm above FMA.

The mid point of the lower spreader fittings shall not be positioned more than 3245 mm above FMA.

The upper edge of the lower shroud (D1) shall be positioned less than 3095 mm above FMA.

The lower edge of the sail track entry shall not be positioned more than 2310 mm above FMA.

The lower edge of the vang fittings shall not be positioned less than 1970 mm above FMA.

The upper edge of the **gooseneck Datum Band** GODBH shall not be positioned less than 1335 mm above FMA.

DIMENSIONS: (Minimum and Maximum)

Mast spar section shall be circular.

Mast spar section from the **mast** foot to I point: 81 mm. 86 mm.

Mast spar section at the top **mast**: 60 mm. 66 mm.

Start of taper above I Point: 50 mm.

Mainsail track external diameter: 10 mm.

Jib halyard sheave bearing surface: diameter: 35 mm.

Spinnaker halyard sheave bearing surface: diameter: 30 mm.

Number of spreaders per side: two (2).

Upper spreader length from the **mast** groove to the outer end of the V3 fitting: 990 mm. 1035 mm.

Upper spreader angle: aft side of **mast** to taut line on aft side of shrouds: 390 mm. 440 mm

Lower spreader length from the **mast** groove to the outer end of the V2 fitting: 1190 mm. 1220 mm.

Lower spreader angle: aft side of **mast** to taut line on aft side of shrouds: 500 mm. 550 mm

The minimum mast weight (MAW) in **mast measurement condition** shall be 31,5 kg, having its centre of gravity (MAVCG) no less than 4500 mm above the mast foot.

2.7.2 **Boom** Dimensions

When fixed to the **mast** at the gooseneck, the overall length of the **boom** including all fittings shall not be less than 3240 mm from the back side of the **mast** to the end of the **boom**.

The front edge of the vang track shall be positioned on top of the boom more than 350 mm from the aft face of the **mast** when the **mast** is vertical.

The length of the vang track shall be more than 350 mm

Boom section shall be constant

Aft, fore and transverse dimensions: 95 mm minimum and 105 mm maximum.

The minimum weight of the **boom** (BOW) in **boom measurement condition** shall be 8,2 kg.

2.7.3 **Prod**

The **prod** shall extend not more than 2400mm forward of the foreside of the **stem** including all fittings and local reinforcement.

The **prod** shall be retractable inside the **hull**.

When fully retracted the **prod** length shall not extend more than 150 mm forward of the **stem**.

The **prod** section shall be circular.

Dimensions: 67 mm minimum and 77 mm maximum.

The minimum weight of the **prod** in **prod measurement condition** shall be 6,0 kg

2.7.4 **Mast**, **Boom** and **Prod** fittings

Mast fittings include: head (crane) fitting, sheaves and sheave boxes, tangs, spreaders, spreader attachments, gooseneck, vang fitting, and tapes for **mast** bands, **mast** foot, manufacture labels, and as option:

- Wind indicator and wind indicator fittings

And exclude:

- Compass.
- Protective cloth sleeves.

Boom fittings include: sheaves and sheave boxes, blocks, vang fittings, clew outhaul and tack fittings, cleats, reefing fittings and manufacture labels.

Prod fittings include: sheaves and sheave boxes, blocks, sheet catching batten, blanking off caps.

2.7.5 Standing Rigging

The manufacturer is optional

The **standing rigging** shall be of stainless steel cable only. Nitronic, PBO, Rod, carbon, diamond, aramid (ex: Kevlar which is a registered trade mark) fibre or similar shall be prohibited.

Standing Rigging fittings include: turnbuckles, tangs, swages, swage eyes, shackles, shroud lock plates.

The **standing rigging** shall not be adjustable whilst racing.

Minimum Diameters:

- Forestay and V1: 5 mm
- V2, D1 and V3: 4 mm
- D2 and V3: 3 mm

2.7.6 Running Rigging

The manufacturer, diameter and material are optional

Minimum Lengths:

- Main Halyard: 31,7 m.
- Jib Halyard: 27,8 m.
- Spinnaker Halyard: 22,8 m.
- Main Sheet: 10,7 m.
- Jib Sheet: 6,2 m (x2).
- Spinnaker Sheet: 29,0 m.
- Main Sheet Traveller: 6,0 m.

Mandatory Purchase:

- Vang car command: 12/1.
- Outhall: 8/1.
- "Fine tune Jib halyard", "Fine tune Jib sheet" and Main sheet: 5/1.
- Cunningham: 4/1.
- Jib barber hauler, Mainsail traveller: 3/1.
- Jib halyard, Jib sheet and Main halyard: 2/1.

3 EQUIPMENT AND FITTINGS

The following are permitted:

- A tiller extension (See L1CR art: 2.5.3)

The manufacturers or brand of the turning and ratchet blocks, tracks and cams are optional.

The following equipment and fittings shall be positioned as the official drawing and their position shall be similar (See L1CR art: 8.1 and 8.2):

- One (1) **mast** foot and step with four (4) associated blocks for the halyards and the vang system.

- Two (2) mainsheet traveller cleats.
- One (1) mainsheet track and blocks.
- One (1) mainsheet and associated blocks and cleat.
- One (1) main halyard and associated cleat.
- One (1) vang cleat or pivoting sheave and cleat.
- One (1) jib sheet track to port and one (1) to starboard. The sheet car and its associated blocks for the sheeting of the jib shall be on the jib sheet tracks and a "barber hauler" fixed on the leeward side of the deck may be permitted. (See L1CR art: 2.7.6)
- Four (4) jib sheet blocks.
- Two (2) jib sheet ratchet blocks.
- Four (4) jib sheet cleats.
- One (1) "fine tuning jib sheet" system with associated blocks and cleat or pivoting sheave and cleat.
- One (1) "fine tuning Jib halyard" system with associated blocks and cleats and/or pivoting sheave and cleat.
- Five (5) fairleads for the spinnaker and jib halyards and for vang, prod system and spinnaker tack line.
- One (1) spinnaker tack line cleat which may be changed to a stopper.
- One (1) "prod/out" line cleat which may be changed to a stopper.
- Four (4) blocks or ratchet blocks for the spinnaker and two (2) associated cleats.
- One (1) spinnaker bag where it shall be stowed in.
- One (1) hatch not less than 0,175 M2 of internal surface shall be fitted to the cockpit floor to facilitate the storage inside the sport boat. This hatch shall be closed when racing. ***
- One (1) manual fixed bilge pump with all equipment and pipe.
- One (1) drain hole fixed at the lowest point of the **hull**.
- Four (4) hiking straps fixed on each side at the bottom of the cockpit. [one (1) aft strap, one (1) middle aft strap, one (1) middle stern strap and one (1) stern strap]. For all straps, the distance between the highest point of the cockpit and the highest point of the strap shall be less than 325 mm.
- One (1) deck plate fixed close to the stern to control bracket fixation and to clean the sport boat.

The sheave diameter shall not exceed the following minimum dimensions:

Jib clew blocks: 30 mm.

Jib ratchet blocks: 55 mm.

Mainsheet **boom**, ratchet and track blocks: 55 mm.

Spinnaker turning and ratchet blocks: 55 mm.

*{***: Regarding the hatch, LYI declines all responsibilities in all case as this access is only done to facilitate completion of the boat before delivery and storage inside the sport boat. Access inside the sport boat trough the hatch shall have to be strictly prohibited after launching. It might be done inshore in case of emergency.}*

4 OTHER RULES

4.1 Crew

Whilst racing there shall be a minimum of 3 crew members.

The total weight of the crew shall not exceed 344 kg and shall not be less than 314 kg.

This weight shall be taken with the crew dressed in normal underclothes only.

Crews shall only be weighed during the registration period prior to racing.

When the weight of the crew is less than 314 kg, a corrector weight will be securely fixed and sealed at the **WCP** to increase the weight of the crew to the minimum allowed and an extra weight of 5 kg will be added.

The corrector weight shall be made by dumbbell plate(s).

The maximum corrector weight shall be 16kg.

4.2 Engine, Engine Installation and Fuel Tank

An electric outboard engine or a 2/4 strokes outboard engine minimum nominal power of 1 KW shall be installed on board LONGTZE Premier when sailing and/or racing.

The engine is to be fully installed with fuel supply, starting system, and exhaust system all in accordance with the engine manufacturer's recommended installation instructions so as to be fully workable in a seaway.

The minimum weight of this engine (empty of fuel) shall be 12,3 kg less all cables and electric fittings and accessories.

When the engine is a 2/4 strokes outboard engine, a fuel tank with a capacity of not less than 3 litres shall be securely and especially well fixed, attached and secured inside the sport boat to the internal structure and at the middle of the sport boat and no more than 1,00 m around the hatch.

4.3 Boat Handling Rules

Approaching a windward mark without the spinnaker set, the **prod** shall not be extended until the bow of the boat has passed the mark.

If for any reason, the spinnaker is flown on a "windward" leg, then the **prod** shall be fully extended and the spinnaker set before the boat reaches the two **hull** lengths circle at a mark.

The boat shall fly the spinnaker at all times when the **prod** is extended.

The **prod** shall be retracted at the first reasonable opportunity after rounding the leeward mark.

The ISAF Racing Rules of Sailing RRS 42.3(c) is modified to allow the spinnaker sheet to be trimmed without restriction in all conditions.

4.4 Mandatory Onboard Portable Equipment

- One (1) anchor (minimum total Weight including shackles 3.5 kg) and 5 meters of 5/16"/8 mm steel chain. When the sport boat is not anchored, the anchor and chain shall be securely and especially Well fixed, attached and secured on the **deck** or inside the sport boat to the internal structure and at the middle of the sport boat and not more than 1,00 meters around the hatch.
- First Aid Kit in a waterproof bag or container.
- One (1) compass.
- 3 Flares in a watertight container or bag, within date.

- Horseshoe buoy attached close to **stern.**
- Towing line of min 6 mm and at least 10 metres ready to be attached close to **stern.**
- Bucket minimum volume 9 litres and a lanyard.

4.5 Personal Equipment

(a) The boat shall be equipped with personal buoyancy for each crew member to the minimum standard EN 393: 1995 (CE 50 Newtons), or near equivalent. It is recommended that buoyancy as per ISAF Appendix J Category 5 special regulations for inshore races EN 396 ISO 12402 (150 N) be carried on board.

(b) The owner, or the appointed skipper if the owner is not on board, is solely responsible to ensure that adequate personal buoyancy is available on board for each crew member including driver.

(c) Personal buoyancy shall comply with national safety regulations applicable in the venue country or required by the Organising Authority in the notice of race.

4.6 Options

One (1) GPS and one (1) VHF may be part of the equipment.

The moulded gel coat below the waterline and for not more than 30mm above the waterline may be lightly abraded back to allow for the application and adhesion of anti-fouling products, for those boats to be left afloat. The abrasion of the gel coat shall be the minimum needed to ensure adhesion of the coating and shall not involve fairing of any sort.

Fairing on any sort shall be strictly prohibited on any part of the **hull**, **appendages** and on the two keel box plates ("sliding plates") which shall be simply adjusted to fit flush with the **hull** underside.

4.7 Advertising

Advertising shall only be displayed in accordance with ISAF Category C.

5 SAILS

The manufacturer is optional.

5.1 Permitted Sails

Only the following sails are permitted to be measured during each LONGTZE Premier Event:

- One (1) Mainsail with an option of one (1) reef : M
- One (1) Code 1 Jib : C1J
- One (1) optional Code 3 Jib : C3J
- One (1) optional Storm Jib : STJ
- One (1) Code 1 asymmetric spinnaker : C1a

5.2 Sail Materials

The mainsails and jibs shall be single woven and/or laminated ply sail from one or more of the following materials: polyester, polyamide, glass fibre, aramid (Kevlar,Tuaron, etc…) and /or HMPE (Spectra, Dyneema).

Carbon fibre is prohibited.

These sails shall be made of material that can be folded without suffering damage with the exception of creasing.

The spinnakers shall be constructed from polyamide or polyester cloth only.

FRP or metal alloys are permitted in rings, cringles and headboards of sails.

Carbon and Titanium fixed fittings are prohibited.

5.3 Sail Limitations

No sails shall be hooked on the **mast**.

No part of a mainsail shall be above MUBH when sailing.

Any mainsail shall have their tack located aft of the **mast**.

Any jib shall be set and attached to the **mast** below the upper edge of the head stay and main shroud.

Any jib shall have their tack attachment behind the **stem.**

A textile luff wire on any jib may be used from head and adjusted to tack. The maximum luff wire diameter shall be 8 mm.

Two (2) blocks may be fixed on the clew point of the jibs.

For mainsails and jibs, battens are permitted provided they satisfy the following:

- A mainsail shall have a set of no more than four (4) full and four (4) short battens or a set of three (3) full and five (5) short battens.
- A jib shall have no more than one (1) full and three (3) short battens.
- All battens must be able to pass through a 17 mm diameter circle.
- All battens must be straight within a tolerance of 15 mm either side of a straight line.
- All battens shall have one end positioned on the leech of the sail.
- No batten shall be adjustable when the sail is set.

The head of any spinnakers shall only be set and attached to the **mast** below the lower edge of SUBH.

Any spinnakers shall have their tack attachment located close to the fore end of the **prod.**

The optional Club Mainsail and Storm Jib shall be built from heavy weight sailcloth.

The Storm Jib is not required to be carried on board during racing.

5.4 Sails Measurement

5.4.1 Mainsail and Jib

(a) The intention of this rule is to have simple and usual measurements (See ISAF ERS 2009-2012 Section G) where Foot > E3 > E2 > E1 > Head, and where the actual luff length of the mainsail being measured along a straight line between the head and tack of the mainsail with a tension of the greater of 147 N (15 kg) or the force required to remove all the wrinkles down the luff.

(b) The luff length shall be the distance measured from head point to tack point

(c) The foot length shall be the distance measured from tack point to clew point.

(d) The leech length shall be the distance measured from head point to the clew point.

(e) The L2 length shall be the distance measured between the clew point to the aft top point of the head sail.

(f) E1, E2 and E3 shall be the distance, measured perpendicular to the vertical grid line, from the E1 luff point to the leech.

(g) E1 (Three-Quarter Luff Point), E2 (Half Luff Point) and E3 (Quarter Luff Point), luff points shall be equally spaced along the luff between the head point and the tack point.

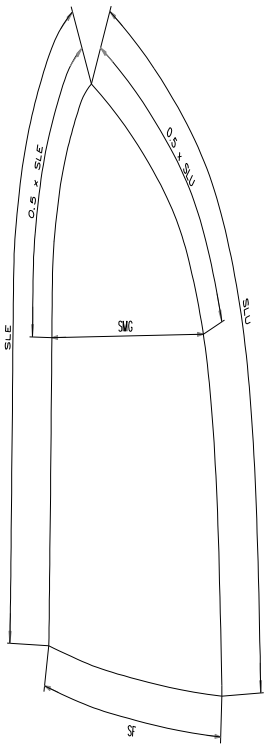
(h) Any leech hollows between battens shall be bridged for measurement purposes.

ISAF Racing Rule 50.4 shall not apply to the Code 1 Jib.

5.4.2 Spinnaker:

Spinnaker area shall be measured by the following formula:

SAC1a = (SLU + SLE) x (SF/12 + SMG/3)



Where:

SLU is the length of the luff.

SLE is the length of the leech.

SF is the length of the foot.

And SMG is the length of the mid-girth.

All spinnakers shall be measured using an identical method.

5.5 Sail Measurement Restrictions

Maximum Measurement of the Mainsail:

Luff length: 9215 mm [See L1CR art: 5.4.1 (b)]

Foot length: 3155 mm [See L1CR art: 5.4.1 (c)]

Leech length: 9820 mm [See L1CR art: 5.4.1 (d)]

L2 length: 9385 mm [See L1CR art: 5.4.1 (e)]

Head length: 1445 mm [See L1CR art: 5.4.1 (f)]

E1 length: 1880 mm [See L1CR art: 5.4.1 (g)]

E2 length: 2320 mm [See L1CR art: 5.4.1 (g)]

E3 length: 2770 mm [See L1CR art: 5.4.1 (g)]

The foot round offset below a line joining the tack point and the clew point shall not exceed 125 mm.

Maximum Measurement of the Code 1 Jib:

Luff length: 8855 mm [See L1CR art: 5.4.1 (b)]

Foot length: 3000 mm [See L1CR art: 5.4.1 (c)]

Leech length: 8350 mm [See L1CR art: 5.4.1 (e)]

L2 length: no restriction

Head length: 70 mm [See L1CR art: 5.4.1 (f)]

E1 length: 990 mm [See L1CR art: 5.4.1 (g)]

E2 length: 1790 mm [See L1CR art: 5.4.1 (g)]

E3 length: 2540 mm [See L1CR art: 5.4.1 (g)]

The foot round offset below a line joining the tack point and the clew point shall not exceed 135 mm.

Maximum Measurement of the Code 3 Jib:

Luff length: 6970 mm [See L1CR art: 5.4.1 (b)]

Foot length: 2600 mm [See L1CR art: 5.4.1 (c)]

Leech length: 6225 mm [See L1CR art: 5.4.1 (d)]

Head length: 70 mm [See L1CR art: 5.4.1 (f)]

L2, E1, E2 and E3: no restrictions, but the luff, leech and foot curves shall be negative.

Maximum Measurement of the Storm Jib:

Luff length: 4370 mm [See L1CR art: 5.4.1 (b)]

Foot length: 2600 mm [See L1CR art: 5.4.1 (c)]

Leech length: 3850 mm [See L1CR art: 5.4.1 (d)]

Head length: 70 mm [See L1CR art: 5.4.1 (f)]

L2, E1, E2 and E3: no restrictions, but the luff, leech and foot curves shall be negative.

Maximum Area of the Code 1 asymmetric spinnaker:

SAC1a < 59,80 m² with a maximum Luff length of: 12200 mm

Maximum Area of the Code 3 asymmetric spinnaker:

SAC3a < 45,00 m²

5.6 Sail Trademark, Insignia, National Letters and "Art Design"

Each sail shall have permanently fixed near to its tack point, an official LONGTZE Premier Trademark (L1T) which shall be sold by LYC.

The class insignia, the sail numbers and letters shall be according to RRS 77 - Appendix G except where varied herein.

Numbers and letters shall be of the following minimum height dimensions: 350 mm and the spacing between adjoining numbers or letters or edge of sail shall be 30mm.

The class insignia shall conform to the dimensions and requirements as detailed in the drawing contained in these rules. (See L1CR art: 8.3)

The class insignia shall be coloured in contrast to the sail colours.

The class insignia shall be positioned on both sides of the mainsail, between the head and the ¾ top of the mainsail as detailed in the drawing contained in these rules. (See L1CR art: 8.3)

The national letters and sail numbers shall be positioned on both sides of the mainsail, between the head and the 1/2 top of the mainsail.

The national letters and sail numbers are optional on the spinnaker.

All sails shall have the official Longtze Premier Sail "Art Design" fixed and positioned as the official drawing. (See L1CR art: 8.3)

5.7 Sail Measurer

Each sailmaker shall measure and certify sails produced by that manufacturer.

These measurements shall be indelibly marked on each sails near the tack point and close to the L1T by the sailmaker together with his name, address, phone number, email address, date of issue and his signature or stamp.

5.8 Sail Equipment

Windows are permitted when it shall not interfere with the Longtze Premier Sail Decoration. (See L1CR Art: 8.3)

6 COST CONTROL POLICY

It is a permanent objective of the L1CR to set up an effective cost control policy in order to organise as high level competition as possible within a reasonable budget frame.

This cost control schedule is to be reviewed by the LYC and re-issued forty five (45) days after the completion of the World or European last Event. This revised schedule shall be that applicable to the following year's race program.

For the purposes of this cost control policy:

- A new sport boat is a LONGTZE Premier launched for the first time any time following the completion of the last race of the next World or European or National Event.
- An old sport boat is a LONGTZE Premier which was launched for the first time any time prior to the completion of the last race of the last World or European or National Event.

During a World or European or National championship season, the cost of a new LONGTZE Premier shall be limited using the following spending caps:

- One **hull** and **deck** fully equipped

- One **mast** tube
- One **boom** tube
- One **prod**
- One spare **prod**
- One set of standing and **running rigging**

One set of sails:

- One (1) Mainsail (M) with an option of one (1) reef
- One (1) Code 1 Jib (C1J)
- One (1) Code 3 Jib (C3J)
- One (1) optional Storm Jib (STJ)
- Two (2) Code 1 or Code 3 asymmetric Spinnakers (C1a or C3a)

And one spare set of sails:

- One (1) Mainsail (M) with an option of one (1) reef
- One (1) Code 1 Jib (C1J)
- One (1) Code 1 or Code 3 asymmetric Spinnakers (C1a or C3a)

Only the following sails are permitted to be carried onboard during each LONGTZE Premier Event:

- One (1) Mainsail.
- Two (2) Jibs.
- One (1) Spinnaker.

During a World or European or National championship event, each Longtze Premier owner or its representative shall have to declare the list of the sails used and if any, the list of spare sails he may used

And

spare sails shall not be installed on the LONGTZE Premier except in the case of failure or near failure of the original equipment after written authorization of the Longtze Premier Event protest committee representative or the Longtze Premier Yacht Committee (LYC) representative.

During a World or European or National championship season, the Longtze Premier owner or its representative may apply to the Longtze Premier Yacht Committee (LYC) representative or the Longtze Premier Event protest committee for permission to use a spare sail without penalty when:

- a sail is damaged beyond repair, becomes un-useable or is lost

- these spares were used in the last World or European or National championship season.

7 LONGTZE Premier MEASUREMENT CERTIFICATE

A LONGTZE Premier Measurement Certificate (L1MC) shall record the following information:

(a) LONGTZE Premier Class Association.

(b) Certification Authority.

(c) Sail number issued by the Certification Authority.

(d) Owner’s name, address, phone numbers and email address and Owner’s representative name, address, phone numbers and email address (if any).

(e) **Hull**, keel, rudder, **mast** and **boom** serial numbers written on building plaques.

(f) Confirmation of LONGTZE Premier portable equipment list.

(g) Builder / Manufacturers details.

(h) Date of issue of initial L1MC.

(i) Date of issue of L1MC.

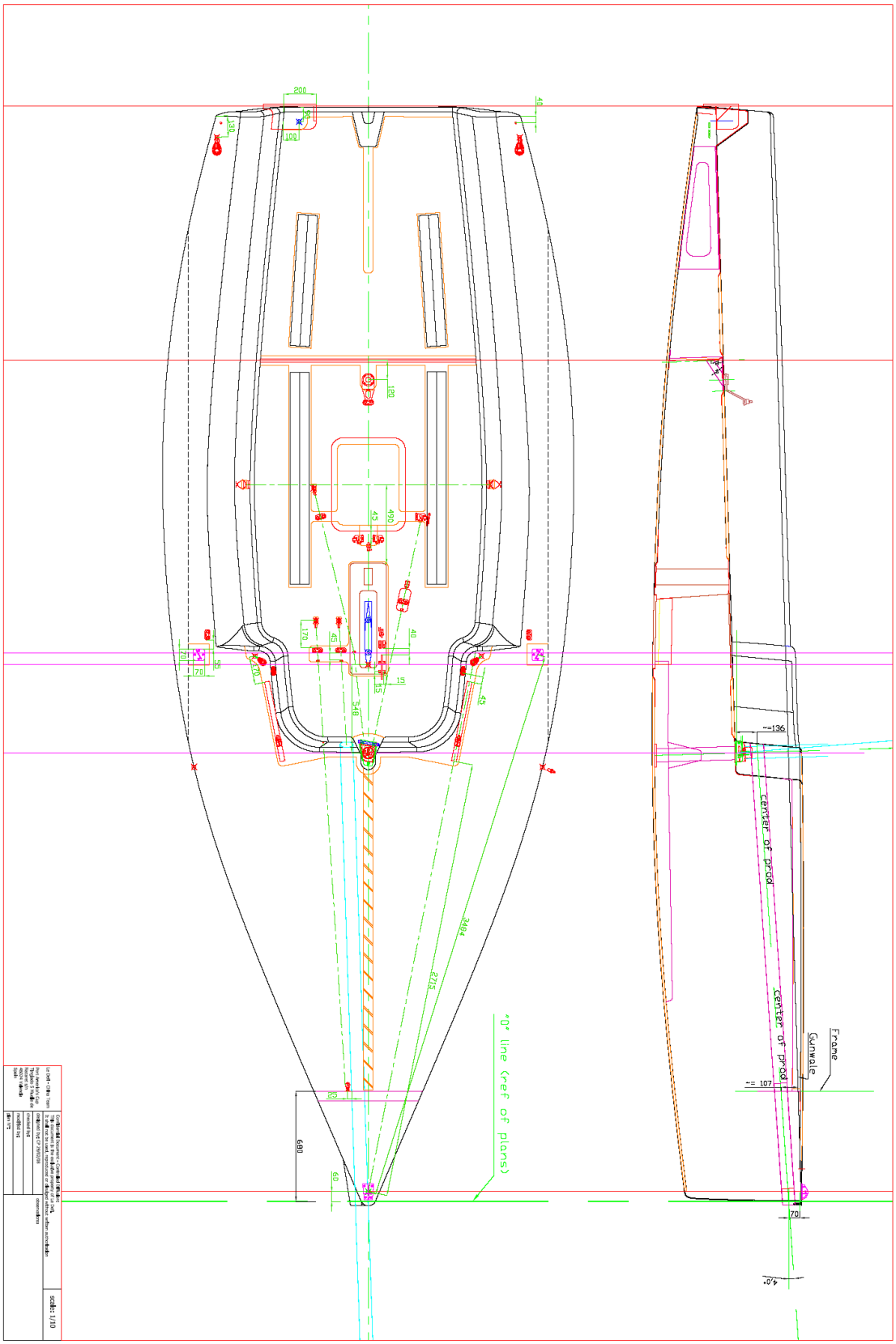
(j) Sails list and associated L1T numbers.

(k) Sailmaker’s sails measurements with sailmaker’s name, address, phone number, email address, date of issue and signature or stamp.

(l) Measured **W** and **WK** and corrector weight (if any) with official measurer’s name, address, phone number, email address, date of issue and signature or stamp and associated MNA.

OFFICIAL DRAWINGS

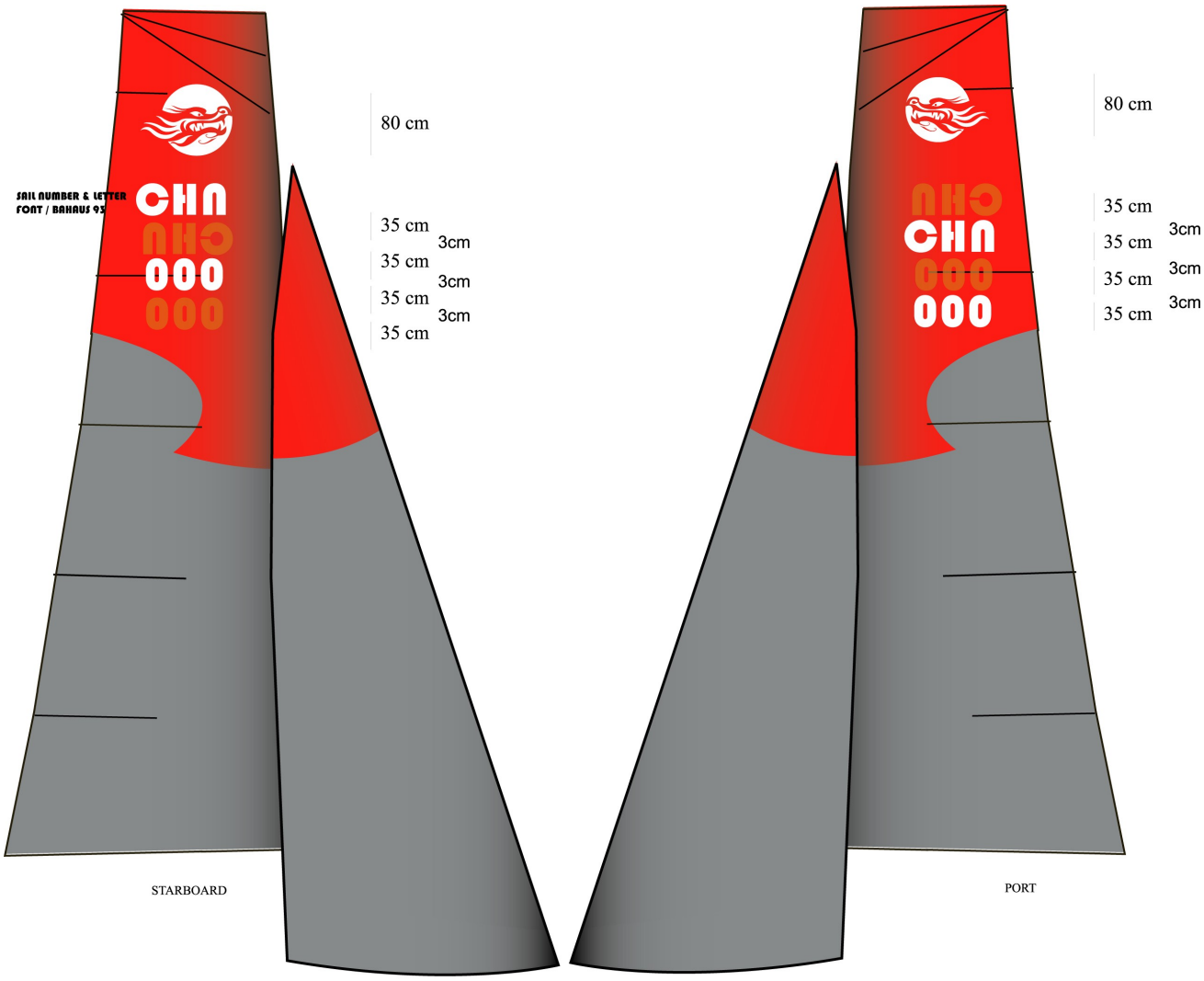
7.1 **Deck** Layout



Position, Shape, Colours and Dimensions of the LONGTZE Premier Class Insignia, Numbers, National Letters and "Art Design"

The distance from the head point to the bottom of the "red" colour on the luff of the Mainsail is 4900 mm. The distance from the head point to the bottom of the "red" colour on the leech of the Code 1 Jib is 2750 mm

The LONGTZE Premier Class Insignia shall have to be fixed closer than 1750 mm from the head point.



longtze sail numbers & nationality letters / march 2008

LONGTZE YACHTS INTERNATIONAL, Ltd • Unit 704, Four seas Building, 208-212 Nathan Road, Kowloon, Hong Kong
Telephone: +86 138 060 31 527 Fax: +86 532 8882 8292
Email: sales@longtze.org Web: www.longtze.org