



H Class Rules (Revised 2001)

All boats must be eligible under the provisions of Article I of the Class By-Laws. Any alterations from the standards of original designs of the Herreshoff wooden 12 $\frac{1}{2}$ footers or the Doughdishes, or in non-conformance with these Class Rules, shall not be permitted and any such alterations or deviations in hull or rig made to any yacht are deemed to be violations of Class Rules and shall subject the yacht to disqualification.

Flotation

No flotation required. However, adequate flotation is strongly recommended. A minimum of 15 cu. ft. of styrofoam or equivalent closed multicellular foam between 1.00 and 4.00 lbs. per cu. ft. density should be placed in the forepeak of the boat so that it will not come adrift in the event of swamping.

Safety Equipment and Gear

One approved life preserver for each person in the crew must be carried in an accessible location. Also required: one pump, one bucket or bailer, one oar with oarlock, one yachtsman anchor of 12 lbs. minimum weight or Danforth not less than 4 lbs. with a suitable anchor rope of approximately 60' length attached thereto.

It is permitted to use aids to navigation such as charts, compasses, and timepieces. No other aids are permitted.

Spars

Spars shall be made of wood and be of round, oval or rectangular section. Hollow spars, booms and gaffs of abnormal design, i.e., plank on edge, grooved, Park Avenue, mechanically stressed or bowed spars not allowed. Spars should conform to the specifications herein stated. When spars exceed the standard lengths, sails shall not in any case exceed the measured limitations in these rules.

Gaff and boom measurements are to be made with boom attached to mast at proper height and resting in boom crotch with gaff resting on top of boom, and are taken from the aft side of mast to outboard end of spar.



Standard lengths:

Boom	12' 0"
Gaff	9. 0"
Jib club	4' 8"
Spinnaker pole	6' 8" tip to tip including fittings
Mast	16' 3" top of tenon to top of mast Note: boom goose neck fitting may not be less than 3' 3 ¹ / ₄ " from top of tenon.
Tiller	Maximum length of tiller shall be 48 inches from inside of transom to inboard end of tiller measured along top of tiller. No permanent or temporary extensions shall be allowed.

Sails and Rigging

The luff of the mainsail shall be attached to the mast using five masthoops or five slides on an external track. External type track and slides with outhaul fittings may be carried on the gaff, boom and jib club. The head and foot of the mainsail and the foot of the jib shall be attached to the gaff, boom and club respectively by slides, laces or other means at locations no more than 18" apart with approximately equal spacing. Sliding throat fittings on the mast may also be used. Main sheet shall not exceed three parts (mechanical advantage of three) and shall be wholly rigged from the inboard side of the transom and/or standard traveller fixed thereon to a point or points no further forward on the boom than approximately directly above the transom. Jib sheet shall consist of one part which shall also serve as a traveller. Peak halyard shall not exceed three parts (mechanical advantage of three) and shall not be attached to any fitting projecting above the top of the standard mast.

Sails shall consist of mainsail, jib and spinnaker (single luff or parachute). No sail shall be pulled out beyond the standard spar length nor shall the luff of the mainsail be extended to exceed 9' 2" from top of boom at tack to center of throat cringle or ring.

Sails shall not exceed the following limits. Measurements shall be taken from points of intersection of lines representing the extension of edges at each corner, i.e. from 'apex' to 'apex'.



Mainsails and jibs shall be measured with each dimension under approximately 12 lbs. tension, except the diagonal in the mainsail which shall be taken with the sail laid flat and only sufficient tension taken to remove wrinkles across the line of measurement.

Mainsail:

luff	9' 0"
foot	11' 9"
head	8' 10"
leech	17' 6"
diagonal throat to clew	13' 6"

A row of reef points may be carried in the mainsail, not less than 22 inches above the foot of the sail.

Jib:

luff	12' 4"
leech	10' 7"
foot	4' 7"

Spinnaker:

Luffs and leeches stretched under five lbs. tension only. Foot stretched only a sufficient amount to remove wrinkles across the line of measurement from tack (clew) to clew.

Parachute type:	luffs	14' 6"
	foot	9' 6"
Single luff type:	luff	14' 6"
	leech	14' 3"
	foot	9' 6"

Mainsails and jibs shall be made of woven fabric; specifically a woven polyester (Dacron™ material, or equivalent), of minimum weight of 4 ounces per sailmakers' yard (28.5" x 36") with a standard finish of melamine (polyethalene terephthalate). No coated material shall be used, i.e. a finishing process using a saturant to enhance initial strength and to minimize the capability of the material to be stretched.

No battens permitted in any sails.



Spinnakers shall be made of woven material, coated or non-coated, of a minimum weight of 0.5 ounces per yard.

Strengthening reinforcements of sails to promote the integrity of the sail shall be made of uncoated woven material only and shall not extend beyond 24 inches from the reefing or outside corners, and shall not be arranged or stitched in a manner solely for the purpose of stiffening.

Not permitted: laminated sail material, film, two or more plies, mylar, kevlar or other similar variations of materials.

Note: Any person attempting to create a sail of any type or material which brings the intent of the foregoing Sail Rules into question, shall first submit a proposal to the H Class Executive Committee requesting an interpretation and approval before its creation or use by a member of the Class.

Insignia

The insignia for the class shall be an H, no less than eight inches high, which may be sewed onto the mainsail at the option of the owner.

Ballast and Weight Limit

No additional fixed or movable ballast is permitted. The total weight of the crew shall not exceed 500 pounds and a crew shall be not less than 2 persons.

Any use of a trapeze or other devices for hiking out is not permitted.

No crew member shall, for ballasting purposes, position themselves to place body weight on top of, or outboard of, the cockpit coaming, except in order to perform temporary, emergency duties of a sail or boat handling nature, such as retrieval of lines or gear which have come adrift.

