SEVENTEEN SQUARE METER CLASS---- MEASUREMENTS AND RULES

1. OBJECT OF THE CLASS RULES

1.1 This is a one design class. It has been maintained, and is controlled to meet that objective.

1.2 It is the intention of these rules to insure that boats of this class are built and maintained to accepted specifications as regards:

a. Shape and weight of hull and decking;
b. Shape and weight of keel and rudder;
c. Shape and area of sails;
d. Shape and weight of standing rigging;
e. and other items that affect performance.

1.3 These rules have been developed; modified, and augmented from time to time as found desirable to cover the changing desires, needs and development of the class.

In all instances of rules modifications, the proposed changes were given due consideration by and received general approval from the members of the "Seventeen Square Meter Class" of the Walloon Yacht Club and the Walloon 17 Foundation. These approved changes and additions have been duly recorded by the Walloon 17 Foundation.

The class was established with boats constructed mainly of wood built to official plans and specifications which are maintained by, and in the possession of the Walloon 17 Foundation.

In the period from 1970 to 1975, the "Seventeen Square Meter Class" of the Walloon Yacht Club cooperated in the development of tentative specifications for a "glass reinforced plastic" alternative to the original wood constructions. Boats made to these tentative specifications were accepted and allowed to race competitively with the "SEVENTEEN Square Meter Class" during this period.

IN the 1975 racing season, the "Seventeen Square Meter Class" met and agreed upon specifications that provided for:

a. The formal acceptance and inclusion of "glass reinforced plastic" boats with "new innovations" (i.e. aluminum spar and boom, modified rudder and reduced weight) into the class.

b. The optional adaptation of the new innovations included in the "glass reinforced plastic" boat specifications to the wood constructed boats.

1.4 These updated rules are intended to provide for and cover all variations that have been" duly considered and approved" to date, including the changes approved over the years and recorded by the Walloon 17 Foundation; the modifications and

innovations considered and accepted in 1975 providing for the glass reinforced plastic alternative design; and the allowing of the optional use of these new innovations to the original wood boats.

1.5 In 2016 the Class Association role of the "Seventeen Square Meter Class" of the Walloon Yacht Club was transferred to the Walloon 17 Foundation.

2. PROTECTION OF ONE DESIGN

2.1 The administrative authority for the class shall be the "Seventeen Square Meter Class" Fleet of the Walloon Yacht Club.

2.2 The plans and specifications for the wood constructions design of the "Seventeen Square Meter Class" shall be maintained and preserved by the "Seventeen Square Class: fleet organization of the Walloon 17 Foundation.

2.3 The Modifications that have been accepted and approved, and recorded by the Walloon 17 Foundation shall continue in effect and have been included in these updated rules.

2.4 The modifications and additions accepted during the racing season of 1975 to provide for the "glass reinforced plastic" alternative designs are included in these updated rules.

2.5 These updated class rules shall be maintained (or modified when found desirable through due considerations and proper approval) by the

2.6 "Seventeen Square Meter Class" organization of the Walloon 17 Foundation. There is no way to cover all aspects of design or rules, but no change shall be made until voted by the "Seventeen Square Meter" class members. In matters requiring a vote, each active boat, registered with the Walloon Yacht Club, will have 1 vote.

The "Seventeen Square Meter Class" organization of the Walloon 17 Foundation shall cooperate with licensees in consideration of matter concerning these rules as they apply to the construction of the "glass reinforced plastic" alternate design for the "Seventeen, Inc." in consideration of matters concerning alternate design for the "Seventeen Square Meter Class."

2.7 Construction of any new "Seventeen Square Meter Class" boats must be certified by the builders to be in accord with these rules. The boats may be checked by measurements and templates if it is found necessary. Tolerances to allow for minor building variations or distortions will be accepted. Intentional variations shall be prohibited.

2.8 Any attempt to depart from the design specifications of these rules shall be reported to the "Seventeen Square Meter Class" organization of the Walloon 17 Foundation, which may withhold or withdraw the certificate of measurement if intentional deviations from the specifications and rules are found and verified.

2.9 The "Seventeen Square Meter Class" will elect a Class Measurer who will work with the Walloon 17 Foundation and the Class to assure adherence to these rules. In interpreting these Rules, the Class Measurer shall consider the drafting intent. In the absence of specific class rule statements to the contrary, The Racing Rules of Sailing, The Equipment Rules of Sailing, and the Prescriptions of USSailing shall apply

3. HULL AND DECK

3.1 The hull-keel and deck dimensions and constructed of any wood boat shall be in accordance with the official plans and specifications.

3.2 The hull-keel and deck of any "glass reinforced plastic" boat shall be made from production moulds obtained from the "plug" so numbered, "Seventeens Inc." "Seventeen Square Meter Class 9-17-76", and moulds made therefrom. The shape, form, and dimension of the plug or mould shall not be altered or amended without approval of the members of the "Seventeen Square Meter Class."

NOTE- Primary control shall be by means of a single uniform source of patterns and moulds from the official plug numbered 9-17-76.

The weight of the bare assembled hull-keel and deck including bulkheads, "moulded-in" splash rail and winch tables, but excluding keel weight other fittings and hardware shall not be less than 520 pounds.

4. KEEL

4.1 The keel weight shall not exceed 850 pounds.

4.2 The cast iron keel for wood construction boats shall meet the shape and dimensions as set out in the official plans.

4.3 The keel ballast for the "glass reinforced plastic" boats shall be included inside of the fiberglass form. The keel ballast must be of lead or cast iron (exotic materials are prohibited), and must be distributed to follow the outlines for the cast iron keel in the wood boat designs. The ballast material shall be certified and covered in place with "glass reinforced plastic."

5. RUDDER

5.1 The rudder of any wood construction boat shall be in accordance with the official plans and specifications, or to the alternate "glass reinforced plastic" boat specifications, following the rules in Section 5.2-c, d, e, f, and g.

5.2 The rudder of any "glass reinforced plastic" boat shall be within the following specifications:

a. The rudder shall be of "glass reinforced plastic."
b. The rudder shaft shall be of non-corrosive ferrous material.

c. The rudder must be placed on the "dead wood" of the keel. No skeg may be added.
d. The rudder may not extend below the depth of the keel.
e. The base of the rudder shall not exceed 36" inches measured parallel to the water line, and the head of the rudder shall not exceed four inches. No part of the rudder shall extend beyond a line connecting these two points.
f. The thickness of the trailing edge of the rudder shall not be less than ½ inch, measured at a point not exceeding one inch from the trailing edge,
g. The weight of the rudder may not exceed 50 pounds,

5.3 The design of the tiller and tiller extensions shall be optional.

6. MAST

6.1 The wooden mast specified for the wood construction boats may be used on all boats, provided it is made and located in accordance with the official plans and specifications for wood boats.

6.2 The alternative design aluminum mast developed for the glass reinforced plastic boats may be used on wood construction boats as well.

6.3 The alternative design aluminum mast shall meet the following specifications:

a. The forward face of the mast shall be located 108" to 106" from the bow.
b. The mast shall be of an aluminum alloy (6061T6 aircraft) extrusion.
c. The sectional dimensions fore and aft shall be between 5" to 5 ½", and the athwartship dimensions shall be between 3"to 3 ¼ ". The sectional weight shall not be less than 1.5 pounds per foot of length.
d. The mast shall not exceed 29' to the top of sheave from the mast step on the deck, and shall be made in accordance with official drawings and specifications.
e. The mast shall be tapered from a point 23'3 ± 1" from its base to a fore and aft dimension of 2 3/8" at the upper tip.
f. The rear edge of the mast shall be straight with a continuous fixed groove. Permanently bent masts are prohibited.

6.4 Rotating masts are specifically prohibited.

7. MASTS AND RIGGING

7.1 The standing rigging for the wood design mast shall be in accord with the official plans and specifications for the wood boats.

7.2 The standing rigging for the aluminum mast for the "glass reinforced plastic" boat shall be of stainless steel cable (solid rod rigging is specifically prohibited) and shall consist of:

a. The upper shrouds not less than 5/32 diameter attached to the mast at a point 23' from its base. One pair of fixed spreaders for the upper shrouds shall be at least 16" from the side of the mast.

b. Two lower shrouds not less than 5/32" in diameter attached to the mast 12' from its base.
c. One permanent for stay not less than 5/32" in diameter attached to the mast at a point 20'6" from its base. The fore stay shall be located at the deck at a point not to be exceed 61-1/2" from the front of the mast.
d. One adjustable back stay not less than 1/8" in diameter attached to the mast at its head, and attached to the rear deck not less than 2' from the aft edge of the transom.
e. The mast shrouds at the deck shall be 46" apart on the forward shrouds and located 9'1-1/2" from the bow. The rearmost shrouds shall be 47" apart and located 6" aft of the forward shrouds.
f. The tension of the shrouds and fore stay shall be adjustable prior to sailing only by means of turn buckles. The tension of the back stay may be adjustable while sailing.

7.3 The jib halyard shall be suspended in such location and manner to facilitate raising the jib on the fore stay.

7.4 The spinnaker halyard shall be suspended from a point not higher than 21 feet from the base of the mast.

8. MAIN BOOM

8.1 The boom specified for the wood design mast shall be in accordance with the official plans and specifications for wood boats, and must be used wherever the wood mast is used.

8.2 An alternate design aluminum boom developed for the "glass reinforced plastic" boats must be used wherever the aluminum mast is used, and must meet the following specifications:

a. The boom shall be of and aluminum alloy extrusion. It shall have a fixed groove for the main sail rope.
b. The sectional dimensions shall not exceed 3" in height including the groove, shall be 2 ½" ±¼" in width. The sectional weight shall be less than 1.4 pounds per foot.
c. Tapered or permanently bent booms are prohibited.

9. SPINNAKER BOOM

9.1 The maximum length of the spinnaker boom shall not exceed 7' measured in the greatest extension from the mast to the inner edge of the tack fitting eye.

9.2 The point of attachment of the spinnaker boom shall be the forward face of the mast, and not more than 72" and not less than 24" above the base of the mast.

10. SAILS

10.1 The basic rules regarding sail size are that the total area of the main sail plus working jib shall not exceed 17 square meters. In addition, use of a Genoa jib is allowed

providing that the foot of the Genoa jib does not exceed 8 feet. Any size spinnaker is allowed providing it is attached as limited by the specifications for the location of the spinnaker halyard (Para. 7.4) and spinnaker boom (Para. 9.1 and 9.2)

These basic rules must be met and override all other sail specifications considerations.

10.2 Only one mainsail, two jibs, and two spinnakers may be carried on board when racing. No other sails shall be used without the express exception and permission of the race committee.

10.3 ~~Sails shall be woven material except that one transparent panel, the area of which shall not exceed 3 square feet, shall be permitted in each of the main and Genoa sails.~~ 10.3 Deleted 17 Aug 86

10.4 ~~The minimum weight of the material for the mainsail and jib shall not be less than 4.5 oz., and the spinnaker shall not be less than ¾ oz.~~ 10.4 Deleted 17 Aug 86

10.5 The class insignia and number, as shown on the official sail plan, shall be on both sides of the main sail.

10.6 ~~Separate official sail plans are maintained for the wooden mast and for the aluminum mast to compensate for the curve in the wooden mast compared to the straight rear edge of the aluminum mast. The proper main sail must be used with the specified mast.~~ 10.6 Deleted 17 Aug 86

10.7 The working jib must be made in accordance with the official plans and specifications, and is assumed to equal exactly 43.75 square feet, as this is the area that determines the maximum allowable area of the main sail. This assumed area holds under all conditions, even if a working jib is not owed or carried with the boat.

10.8 With respect to the mainsail the following limitations and allowances hold (as agreed 12 July 2009):

10.8.1 The length of the luff may not exceed twenty-six (26') feet as measured from the top of the head of the sail to the bottom of the tack.

10.8.2 The length of the leech may not exceed twenty-seven feet nine inches (27'9") as measured in a straight line from the forward top edge of the head board to the furthest outboard edge of the clew.

10.8.3 The headboard may be of any material and shall not extend more than 4" aft at the head of the mainsail when measured at right angles to the luff. The top of the headboard may not be deliberately relocated to any point other than the true head of the sail to alter or manipulate the measuring points contained herein.

10.8.4 The length of the foot of the mainsail may not exceed ten feet (10') as measured in a straight line perpendicular to the luff, running from the bolt rope, passing over the tack to the clew.

10.8.5 Four battens shall be permitted. The top may be fully battened. The three lower battens may not exceed 48. No batten shall be more than ¾" wide. (Per meeting 11 Aug 02).

10.8.6 The battens shall divide the leech into approximately five(5) equal parts.

10.8.7 The following mainsail girth measurements shall govern all mainsails built in the year 2009 and in the future. All mainsails built in 2008 and before shall be "grand-fathered" and hence continue to be class legal for three years until the conclusion of the 2012 racing season.

10.8.8 The following cross width measurements shall be taken from the half and quarter points on the leech (as measured from the head of the sail down towards the clew), located when the head is folded to the clew for the mid girth point and when the head is again folded to the half height point from the clew to determine the quarter height points. The point on the leech from which the cross measurement is taken shall be determined by bridging any hollow in the leech with a straight line.

10.8.8a The maximum mid girth-width between the leech and the nearest point on the luff, including the bolt rope, shall not be more than 6.25 (6'3") feet.

10.8.8b The maximum quarter height girth-width between the leech and the nearest point on the luff, including the bolt rope, shall not be more than 3.7 (3'8") feet.

10.8.9 ~~The mainsail must attach to the mast with a bolt rope~~. Sail slides which attach the mainsail to the mast are permitted so long as they do not change the total effective sail area of the mainsail. The girth measurements of 10.8.8 apply to the forward edge of sail slides or bolt rope whichever is used.

10.8.10 Open footed mains are permitted.

10.8.11 Reef points may be built into the mainsail.

10.8.12 A leech line is permitted.

10.8.13 A Cunningham hole may be built into the mainsail.

10.9 The Genoa jib may be of any design providing the basic rule foot dimension of 8' is not exceeded, and that the jib is mounted to the head stay, the locations and dimensions of which are specified (Para. 7.2). The forestay may not be detached for attachment of the jib, and double luff jib stays are prohibited. (the following agreed July 2012)

10.9.1 In calendar year 2012 and there-after newly constructed boats may be designed with a furling jib so long as it adheres to the genoa sail specifications as defined within sail dimensions and rules herein.

10.9.2 For racing, any boat may elect to use either the existing Genoa jib specifications or the furling jib so long as the sail dimensions adhere to the measurement standards set forth herein.

10.9.3 Roller furling gear shall be external to the mast and above the deck.

10.9.4 Measurements for the Genoa including the Furling Jib may not exceed the following measurements:

a. The maximum luff length shall be 19'6".and/or 19.5'.
b. The Luff Perpendicular shall be 7'9.6" and/or 7.8'

10.9.5 "Reefing" the jib is not allowed(rolling the jib up partially on any point of sail) is not allowed until we all have the roller furling jib.

10.9.6 Genoa sails built in year 2012 and after shall conform to the measurements and specifications herein and those made prior to 2012 may be Grand-fathered as historical permitted sails.

10.9.7 This revision shall effect the deletion of Section 14.6 of the "Restrictions" section of the SEVENTEEN SQUARE METER CLASS— MEASUREMENTS AND RULES and permit furling jibs

10.10 ~~The reaching jib must be made to the official plans and specifications for the wood mast, even if used with the aluminum mast. The length of the foot may not exceed 12' and must be attached to the head stay with the same restrictions which pertain to the Genoa jib~~. (Deleted 10.10 July 2012)

10.11 The spinnaker shall be symmetrical about its vertical center line and may not embody any device capable of altering its shape. It may be of any size providing it is used on the specified attachments as covered in the basic rule (Para. 10.1).

11. WEIGHT

11.1 The dry weight of the wood boat is controlled by the construction requirements of the official plans and specifications.

11.2 The dry weight of the bare glass reinforced plastic boat hull-deck, keel and rudder, including keel weight bulkheads, reinforcements and stiffeners shall not be less than 1415 pounds.

Items which shall not be included in the bare boat weight are:

Tiller
Sheet tracks with blocks and winches
Main sheet traveler block
All lines to control sails
Floor boards
Seats
Hatch covers for bulkheads
Floatation
Mast with standing rigging, halyards, spinnaker boom lifts and trapeze rig, etc.
Main boom
Any other fittings fastened to the boat
All loose items such as sails, winch handles, pumps, spinnaker boom, life vests, anchor, etc.

11.3 The weight of the fully rigged boat as set up during racing may not be less than 1550 pounds. This weight may not include loose items.

The Seventeen Square Class of Walloon Lake may not be less than 1620 pounds, as long as mahogany Seventeen Square Meter hulls are raced.

Corrector weights, if required, shall be permanently attached (fastened) to the underside of the deck, with approximately ½ of the weight forward, and ½ of the weigh aft of the cockpit.

12. FLOATATION

12.1 Provisions for absolute positive floatation of a completely filled (water) boat is compulsory and must be on board and functioning while racing.

12.2 Floatation may be provided by water-tight compartments, tanks, Styrofoam blocks or other means. If water-tight compartments, tanks, or air containers are used, they must be positively sealed.

13. ADDED ALLOWABLE USAGES

13.1 Use of a trapeze and trapeze rig is allowed.

13.2 Use of hiking straps is allowed.

13.3 Use of a tiller extension is allowed.

14. RESTRICTIONS

14.1 Movable ballast, inside ballast that may be favorably located or ballast that is carried on or by a crew is prohibited.

14.2 The crew size shall be limited to a maximum of four, and not less than two.

14.3 All equipment must be place while racing, i.e. stripping of equipment to reduce weight is prohibited. Specifically, floorboards and seats may not be removed if they were in the minimum weight.

14.4 Self bailers are prohibited.

14.5 A self tracking jib is prohibited.

~~14.6 A furling device for the jib is prohibited~~. Deleted July 2012

14.7 No fins, trim tabs, or appendages may be added to the hull.

15. REGISTRATION

15.1 The registration number of a new boat shall be provided by the "Seventeen Square Meter Class", Walloon 17 Foundation.

15.2 The owner shall be obligated to satisfy himself that the one design principal has not been violated during construction of the boat, and obtain a certificate of measurements to that fact. He will also not do anything to violate the principal of the one design class.

15.3 The certificate of measurement shall be provided as follows:

a. In the case of new boats licensed by the Walloon 17 Foundation , the certificate of origin and measurements properly completed and signed by the builder, the Class Measurer, and the Walloon 17 Foundation shall be maintained by the "Seventeen Square Meter Class", Walloon 17 Foundation, where it may be obtained by the first owner.
b. In the case of a new owner purchasing a used boat, a certification should be obtained from the previous owner stating that the boat was obtained by him with the understanding of its compliance to the class rules, and further that he has not altered the boat in such a way as to violate the intention of these rules.
c. In the case of a new boat being finished or completed by the owner, a certificate of origin and measurements relative to hull form, hull weight, and keel weight shall be signed by the Class Measurer, and the Walloon 17 Foundation and shall be maintained by the"Seventeen Square Meter Class" Walloon 17 Foundation, where it may be obtained by the owner.

16. RE-MEASUREMENT

16.1 All boats shall be liable to remeasurement at any time at the discretion and request of the "Seventeen Square Meter Class", Walloon 17 Foundation. Consideration of such action may be initiated by the Walloon Yacht Club Race Committee, or a fleet member, who must show convincing reason for such consideration. The Fleet will exercise due consideration and must have strong evidence before requesting remeasurement.

16.2 In the event of remeasurement, such remeasurement shall be conducted by the Class Measurer and in accordance with the rules in force at the time of the boat's original construction and certification, except for sails which shall be in accordance with the rules at the time the sails were constructed.

16.3 If an intentional modification of the boat by the owner to circumvent the intent of these rules is found, the owner shall be held liable for the cost of remeasurement. If the boat is found to meet the rules and measurements, the "Seventeen Square Meter Class", Walloon 17 Foundation shall be responsible for the costs of remeasurement, which they may negotiate with the initiator of such action.

These above Measurements and Rules were adopted by the Seventeen Square Meter Class of the Walloon 17 Foundation on August 7, 2016.

_____	_____
President WALLOON 17 FOUNDATION	Secretary WALLOON YACHT CLUB
_____	_____
17 Fleet Co-Captain	17 Fleet Co-Captain