SL16
CLASS RULES
2007

The Sl16was designed in 2002 by Yves Loday with hulls and platform designed by Yves Loday in 1993 under the name KL15.5 and was adopted as an recognised class in May 2007..

INDEX

Introduction 3
PART I – ADMINISTRATION 4
Section A – General 4
A.1 Language....4
A.2 Abreviations....4
A.3 Authorities....4
A.4 Administration of the Class...4
A.5 ISAF Rules....4
A.6 Class Rules Variations....4
A.7 Class Rules Amendments....5
A.8 Class Rules Interpretation....5
A.9 International Class Fee and ISAF Plaque....5
A.10 Sail Numbers....5
A.11 Hull Certification....5
A.12 Initial Hull Certification...5
A.13 Validity of Certificate....6
A.14 Hull Re-Certification....6
A.15 Retention Of Certification Documentation....6
Section B – Boat Eligibility 7
B.1 Class Rules And Certification.7
B.2 Flotation Checks....7
B.3 Class Association markings..7
PART II – REQUIREMENTS AND LIMITATIONS 8
Section C – Conditions For Racing 8
C.1 General....8
C.2 Crew....8
C.3 Personal Equipment....8
C.4 Advertising....8
C.5 Portable Equipment....8
C.6 Boat....9
C.7 Hull....9
C.8 Hull Appendages....10
C.9 Rig....10
C.10 Sails....12
Section D – Hulls 13
D.1 Parts....13
D.2 General....13
Section E – Hull Appendages 14
E.1 Parts....14
E.2 General....14
E.3 Rudders....14
Section F – Rig 15
F.1 Parts....15
F.2 General....15
Section G – Sails 16
G.1 Parts....16
G.2 General....16
G.3 Mainsail....16
G.4 Jib....16
G.5 SPINNAKER....16
PART III - 8

INTRODUCTION

SL16 Hulls, Hull Appendages, Rigs and Sails are manufacturing controlled.

SL16 Hulls, Hull Appendages, Rigs and Sails shall only be manufactured by SIRENA AS EXCLUSIVE MASTER BUILDER AND WORLDWIDE DISTRIBUTOR, and the licensed manufacturers of SIRENA. Equipment is required to comply with the International SL16 Building Specification and is subject to an ISAF approved manufacturing control system.

The SL16 is a strict "one design" catamaran, and these class rules are closed class rules. SL16 hulls, hull appendages, rigs and sails may, after having left the manufacturer, may only be altered to the extent permitted in Section C of the class rules.[1]

Owners and crews should be aware that compliance with rules in Section C is NOT checked as part of certification process.

Rules regulating the use of equipment during a race are contained in Section C of these class rules, in ERS Part I and in the Racing Rules of Sailing.

This introduction provides a background, and the International SL16 Class. Rules begin on the next page.

PART I – ADMINISTRATION

SECTION A – GENERAL

A.1 LANGUAGE

A.1.1 The official language of the class is English and in case of dispute over translation the English text shall prevail.

A.1.2 The word "shall" is mandatory and the word "may" is permissive.

A.2 ABREVIATIONS

A.2.1 ISAF International Sailing Federation

MNA ISAF Member National Authority

SLICA SL16 International Association of the Class

NCA National Class Association

ERS Equipment Rules of Sailing

RRS Racing Rules of Sailing

LIC The licensor/designer Yves LODAY

SIRENA Master Builder (Sirena SAS a company registered under the laws of France)

A.3 AUTHORITIES

A.3.1 The international authority of the class is the ISAF, which shall co-operate with the SLICA in all matters concerning these **class rules**.

A.3.2 Notwithstanding anything contained herein, the **certification authority** has the authority to withdraw a **certificate** and shall do so on the request of the ISAF.

A.3.3 The ISAF and the SLICA accept no legal responsibility in respect of these **class rules** or any claim arising there from.

A.4 ADMINISTRATION OF THE CLASS

A.4.1 ISAF has delegated its administrative functions of the class to SLICA IN THE FRAMEWORK OF A CONTRACT to be executed between ISAF, SIRENA,SLICA and Yves Loday.

A.4.2 In countries where there is no class association(NCA) and if the MNA does not wish to administrate the class, its administrative functions as stated in these **class rules** shall be carried out by the SLICA .

A.5 ISAF RULES

A.5.1 These **class rules** shall be read in conjunction with the ERS and RRS.

A.5.2 Except where used in headings, when a term is printed in "**bold**" the definition in the ERS applies and when a term is printed in "*italics"* the definition in the RRS applies.

A.6 CLASS RULES VARIATIONS

A.6.1 At Class Events – see RRS 87.1.d – ISAF Regulation 26.5(f) applies. At all other events RRS 86 applies.

A.7 CLASS RULES AMENDMENTS

A.7.1 Amendments to these **class rules** are subject to the approval of the ISAF in accordance with the ISAF Regulations. The SLICA, in accordance with it's constitution shall propose amendments to the class rules.

A.7.2 The SLICA shall ensure that, in case of a change to any components of the SL 16 shall have the approval of the LIC and SIRENA.

A.8 CLASS RULES INTERPRETATION

A.8.1 Interpretations of **class rules**, except as provided by A.8.2, shall be made in accordance with ISAF Regulations.

A.8.2 Any interpretation of **class rules** required at an event may be made in accordance with the RRS. Such interpretation shall only be valid during the event and the organising authority shall, as soon as practical after the event, inform the ISAF, the MNA and the SLICA.

A.8.3 In the case of a measurement dispute on any part or item of the **boat**, the following procedure shall be followed:

(a) A sample of 5 other boats shall be taken and measured using identical techniques.

(b) The dimensions of the disputed boat shall be equal to, or between, the maximum and minimum dimensions obtained from these 5 boats.

(c) If the boat in question is outside these dimensions the matter, together with any relevant information, shall be referred to the SLICA, which shall give a final ruling.

(d) If any of the dimensions of the sample are considered to be unusual, all relevant information shall be referred to the SLICA.

A.9 INTERNATIONAL CLASS FEE AND ISAF PLAQUE

A.9.1 The licensed manufacturer shall pay the International Class Fee.

A.9.2 ISAF shall, after having received the International Class Fee for the hull, send the Building Plaque and a measurement form to the licensed manufacturer.

A.10 SAIL NUMBERS

A.10.1 **Sail** numbers shall be issued by SIRENA

A.10.2 **Sail** numbers shall be issued in consecutive order starting at "639".

A.11 HULL CERTIFICATION

A.11.1 A **certificate** shall record the following information:

(a) Class

(b) **Certification Authority**

(c) **Sail** number issued by the **certification authority**

(d) Owner

(e) **Hull** shell identification (HIN number)

(f) Manufacturers details

(g) Date of issue of initial **certificate**

(h) Date of issue of **certificate**

A.11.2 Templates used for **certification** shall be issued by the ISAF.

A.12 INITIAL HULL CERTIFICATION

A.12.1 For a **certificate** to be issued to a **hull** not previously **certified**:

(a) **Certification control** shall be carried out by an **official measurer** who shall complete the appropriate documentation.

(b) The documentation and **certification fee**, if required, shall be sent to the **certification authority**.

(c) Upon receipt of a satisfactorily completed documentation and **certification** fee, if required, the **certification authority** may issue a **certificate**.

(d) Payment for the **official measurer's** service is the responsibility of the boat owner.

A.13 VALIDITY OF CERTIFICATE

A.13.1 A **certificate** becomes invalid upon:

(a) the change to any items recorded on the **hull certificate** as required under A.11

(b) the date of expiry

(c) any structural alteration, replacement of components or repair to the **hull** other than permitted routine maintenance

(d) any alteration to **corrector weights** (see C.6.1 WEIGHT)

(e) withdrawal by the **certification authority**

(f) the issue of a new **certificate**

A.14 HULL RE-CERTIFICATION

A.14.1 The **certification authority** may issue a **certificate** to a previously **certified hull**:

(a) when it is invalidated under A.13.1(a),(b)(c), or (d) after receipt of the old **certificate**, and **certification fee** if required

(b) when it is invalidated under A.13.1 (e), at its discretion

(c) in other cases, by application of the procedure in A.12

A.15 RETENTION OF CERTIFICATION DOCUMENTATION

A.15.1 The **certification authority** shall:

(a) retain the original documentation upon which the **certificate** is based

(b) upon request, transfer this documentation to the new **certification authority** if the **hull** is exported

SECTION B – BOAT ELIGIBILITY

For a boat to be eligible for racing, it shall comply with the rules in this section.

B.1 CLASS RULES AND CERTIFICATION

B.1.1 It is the responsibility of the owner to see that the **boat**, its **spars**, **sails** and equipment are correctly measured and to ensure that they thereafter comply with the **class rules**.

B.1.2 The **boat** shall:

(a) be in compliance with the **class rules**

(b) have a valid **hull certificate**

(c) have valid **certification marks** as required

B.2 FLOTATION CHECKS

B.2.1 The **hull** shall carry a flotation check confirmation.

B.3 CLASS ASSOCIATION MARKINGS

B.3.1 A valid Class Association Sticker, if required by the SLICA , shall be affixed to the **hull** shell in a conspicuous position, or presented to SLICA.

B.3.2 Sails shall carry a Class Association Sail stamp if required by SLICA.

PART II – REQUIREMENTS AND LIMITATIONS

The intention of these **class rules** is to ensure that the **boats** are as alike as possible in all respects affecting performance.

The **crew** and the **boat** shall comply with the rules in Part II when *racing*. In case of conflict Section C shall prevail.

The rules in Part II are **closed class rules**, where anything not specifically permitted by the **class rules** is prohibited. **Certification control** and **equipment inspection** shall be carried out in accordance with the ERS except where varied in this Part.

SECTION C – CONDITIONS FOR RACING

C.1 GENERAL

C.1.1 RULES

(a) The ERS Part I – Use of Equipment shall apply.

(b) RRS 49.1 shall not apply

(c) RRS 50.4 shall not apply

(d) Membership

(e) At least one crew member shall be a current member of the SLICA or member of a national class association duly established in accordance with the class constitution.

C.2 CREW

C.2.1 LIMITATIONS

(a) The **crew** shall consist of two persons.

C.3 PERSONAL EQUIPMENT

C.3.1 MANDATORY

(a) Each **crew** member shall wear at all times when racing, a **personal buoyancy** device capable of keeping the **crew** member and all of his/her **personal equipment** afloat and compliant to the law of the country where it is racing.

C.3.2 OPTIONAL

(a) Trapeze harnesses for each **crew** member

(b) All other **personal equipment**

C.4 ADVERTISING

C.4.1 LIMITATIONS

(a) Advertising shall only be displayed in accordance with the ISAF Advertising Code.

C.5 PORTABLE EQUIPMENT

C.5.1 FOR USE

(a) any equipment required by ISAF in the future.

(b)Optional

1) One compass – a non-programmable electronic compass is allowed.

2) Timing device(s)

3) Electronic devices that provide timing, heading, and heading memory but which do not transmit or receive data .

4) Safety equipment, tools and spare parts

C.6 BOAT

C.6.1 WEIGHT

(a) The assembled platform shall include the hulls and hatches; the trampoline with its back tube, ropes and rods for tension; the beams; the mainsheet traveller and its rope; the bolts affixing the beams to the hulls; the jib traveller.

(b) The following optional equipment detailed in C.9 may be included in the platform weight:

1) Spinnaker halyard and the spinnaker tackline

2) Non-skid tape or patches

3) An alloy plate for keel protection

(c) All other optional equipment, rigging, and fittings shall be removed; and be kept removable.

(d) The weight of the plate-form excluding all removable fittings and ropes that are not permanently attached, shall not be less than 102 kg with all items in dry condition.

(e)

The complete rudder ,listed as :one rudder stock,blade,tiller adjuster ,bolts and shockords-balls shall be 3,7 kg minimum.

C.6.2 CORRECTOR WEIGHTS

(a) **Corrector weights** shall be permanently fastened via the bolts holding on back vertical part of the main beam but no more 400 mm from the centre of the beam when the **boat** weight, as specified in C.6.1, is less than the minimum requirement.

(b) The total **corrector weight** of shall not exceed 5kg.

C.6.3 SAFETY

(a) A “capsize rope" shall be permanently attached to the mast heel. This rope must be 8 mm minimum diameter and a length of 4 meters minimum.

C.6.4 REPAIRS

(a) No part of a boat shall be replaced during an event, other than to replace equipment damaged beyond repair or lost before the next race.

(b) Such replacements may be made only with the approval of the race committee, and no re-substitutions of the original equipment may then be made, except with the approval of the race committee.

C.7 HULL

C.7.1 MODIFICATIONS, MAINTENANCE

(a) The **hull** shall not be altered in any way except as permitted by these **class rules**.

(b) The hull may be sanded, painted and polished, except that the shape or weight and weight distribution of the hull as originally supplied shall not be altered.

C.7.2 FITTINGS

(a) Use

1) Any device for adjusting the main beam strut or tie shall remain locked whilst racing.

(b) Optional

1) 1 foot loop per external hull side for which holes may be drilled.

2) Non-skid tape or patches provided they are not more than 3 mm thick, made from a flexible material and attached to the deck /hull moulding.

3) An alloy plate for keel protection may be fixed .for which holes may be drilled. The maximum thickness is 6 mm the maximum length is 3 meters.

C.8 HULL APPENDAGES

C.8.1 MODIFICATIONS, MAINTENANCE

(a) The **hull appendages** shall not be altered in any way except as permitted by these **class rules**.

(b) The tiller extension may be modified, but not telescopic.

(c) The **rudder** blades may be sanded, filled or painted in order to maintain their original supplied shape.

C.8.2 FITTINGS

(a) **Rudder** retention devices (stainless steel)

(b) **Rudder** pins or pintles

(c) **Rudder** gudgeons

C.8.3 LIMITATIONS

(a) Only two **rudders** shall be used during an event, except when a **hull** appendage has been lost or damaged beyond repair. Such replacement may be made only with the approval of the race committee. The race committee shall then remove or cross out any event limitation mark attached to the replaced **hull** appendage.

1) The two **rudders** shall be hung on the transoms, one on each transom

2) The **rudder** retention devices shall retain the **rudders,** in the event of capsize.

C.9 RIG

C.9.1 MODIFICATIONS, MAINTENANCE AND REPAIR

(a) The **rig** shall not be altered in any way except as permitted by these **class rules**.

(b) Standing rigging may be replaced and shall then comply with the following:

1) The stay-bridle shall be 3.8 - 4 mm diameter 1x19 stainless steel wire.

2) The forestay shall be 3.8 - 4 mm diameter 1x19 stainless steel wire.

3) The shrouds shall be 3.8 - 4 mm diameter 1x19 stainless steel wire.

4) The trapezes shall be 2 - 2.5 mm diameter 1x19 stainless steel wire.

5) The diamond wire shall be 3.0 - 3.5 mm diameter 1x19 stainless steel wire

6) The supplied shroud plates may be replaced, but must be of normal commercial availability

7) Rig pins, shackles trampoline tube may be replaced by any similar and must be of normal commercial availability.

(c) Running rigging may be replaced and

1) Replacements shall be fitted in the same position as the standard fitting, or as close as is structurally possible.

2) Any cleat may be replaced with a cleat of any material and of substantially the same size and design.

3) Any block may be replaced with a block of the same number of sheaves of similar or greater diameter, unless it is specified in C.9.7, and must be of normal commercial availability.

C.9.2 FITTINGS

SPARE NUMBER in appendix

C.9.3 LIMITATIONS

(a) Only one set of **spars** and standing **rigging** shall be used during an event, except when an item has been lost or damaged beyond repair.

(b) Replacement may be made only with the approval of the race committee. The race committee shall then remove or cross out any **event limitation mark** attached to a replaced **spar**.

C.9.4 BOOM

SPARE NUMBER in appendix

C.9.5 BOWSPRIT

(a) Use

1) The **bowsprit** shall be fixed in a fore and aft position and stayed from the **spinnaker** tack block position and it's mid-section to the hulls. It shall not be adjusted while racing.

2) The **bowsprit** tip shall not be moved off the centreline while racing.

C.9.6 STANDING RIGGING

(a) Use

1) Standing **rigging** shall not be adjusted whilst racing.

2) The forestay shall be attached to the bridle shackle with a 3 mm minimum diameter spectra rope with three laps minimum.

3) Tell-tails attached to the standing rigging are permitted.

C.9.7 RUNNING RIGGING

(a) Use

1) Mainsail running rigging

i) The mainsheet shall be rigged with a triple ratchet block shackled to the traveller, as the top triple block is attached by a 6 mm rope minimum diameter around the boom and through the middle cringle of the clew plate.

ii) The diameter of the sheave of the bottom block shall be between 55 mm and 70 mm. The diameter of the sheave of the top block shall be between 40 mm minimum.

iii) The mainsail downhaul purchase shall be form with 2 x 20mm diameter blocks and ropes through the tack cringle .The ends of the bottom rope maybe attached either to the beam or the shroud plates.

iv) One supplementary single block attached to the bottom mainsheet block to allow a 7:1 purchase.

2) Jib running rigging

i) The jib sheet shall be rigged with a bottom block, sheave diameter of 35 minimum, and cleat; and a top sheave block, sheave diameter 25 to 35mm, attached to the jib clew with a 5 mm minimum rope. The purchase may be up to 3:1.

ii) The jib downhaul may be attached to the mast heel after having been fed through the clam cleat on the pole.

iii) The jib cars shall not be adjusted when racing

iv) One small line may be used for jib self tacking; if used, it shall be attached to the beam each side and passing by one of the cringle at the clew of the jib.

3) Spinnaker running rigging

i) A single block, in the spinnaker halyard behind the halyard cleat, sheave of not more than 30 mm diameter and attached to the trampoline is permitted

ii) Additional wedges as additional eyes maybe fitted to the spinnaker halyard cleat and a tackline cleat.

iii) The spinnaker halyard and the spinnaker tack line may be separate.

iv) Two non-ratchet blocks for the spinnaker sheet with a sheave diameter of 25-30mm attached to the mainbeam.

4) Length and diameter of the ropes shall be similar to ropes supplied as indicate part list Appendix 1.

5) The trapeze arrangement may be modified to include an adjustable ring height, provided only one clam cleat and one block per wire is allowed but not a purchase.

C.10 SAILS

C.10.1 LIMITATIONS

(a) The **sail** plan shall consist of 1 mainsail, 1 jib and 1 spinnaker.

(b) 1 mainsail, 1 jib and 1 spinnaker shall be used during an event, except when a **sail** has been lost or damaged beyond repair. Such replacement may be made only with the approval of the race committee. The race committee shall then remove or cross out any event limitation mark attached to a replaced **sail**.

(c) Tell-tails in the sails are permitted.

C.10.2 MAINSAIL

(a) IDENTIFICATION
The national letters and **sail** numbers shall comply with the RRS except where prescribed otherwise in these **class rules**.

(b) The national letters and the **sail** numbers shall be between the 3rd and 4th batten pockets from the **head point**.

(c) The base of the national letters and the **sail** numbers shall be approximately parallel to the **batten** pockets.

(d) The class insignia when requiredshall be between the 2nd and the 3rd **batten** pockets.

(e) Battens may be sanded or tapered.

C.10.3 JIB

(a) USE

1) The **sail** shall be set on the forestay.

C.10.4 SPINNAKER

(a) USE

1) The **sail** shall be set between the **mast** and **bowsprit**.

SECTION D – HULLS

D.1 PARTS

D.1.1 MANDATORY

Only equipment listed in the part list Appendix 1 shall be used.

D.2 GENERAL

D.2.1 RULES

(a) The **hulls** shall comply with the **class rules** in force at the time of manufacture and initial **certification**.

D.2.2 CERTIFICATION

(a) See Rule A.13.

D.2.3 MODIFICATIONS, MAINTENANCE AND REPAIR

(a) The **hulls** shall not be altered in any way except as permitted by these **class rules**.

(b) No holes may be made in the hull shell or deck mouldings, except for the purpose of making repairs or using optional fittings.

(c) Routine maintenance such as filling, sanding, painting and polishing is permitted without re-measurement and re-**certification**.

(d) In the event of damage to any part of a **boat**, necessary repairs may be made provided that:

1) repairs are made in such a way that the essential shape, construction detail or other characteristics are not materially affected

2) fittings shall be attached in the same position as before the repair, or as close as is structurally possible

Such repairs may require re-**certification.**

D.2.4 IDENTIFICATION

(a) The **hull** shall carry the ISAF Plaque permanently placed on the transom of each **hull** shell.

D.2.5 BUILDERS

(a) Builders shall be licensed in accordance with A.1.2.

(b) Builders shall be responsible that all the supplied components shall comply with the class rules and the construction manual.

(c) Builders shall ensure that all parts are plug compatible to guarantee worldwide portability.

SECTION E – HULL APPENDAGES

E.1 PARTS

E.1.1 MANDATORY

Only equipment listed in the part list Appendix 1 shall be used.

E.2 GENERAL

E.2.1 RULES

(a) **Hull appendages** shall comply with the **class rules** in force at the time of manufacture.

E.2.2 MODIFICATION, MAINTENANCE, AND REPAIR

(a) **Hull appendages** shall not be altered in any way except as permitted by these **class rules**.

(b) Routine maintenance such as filling, sanding, painting and polishing is permitted without re-measurement and re-certification.

E.3 RUDDERS

E.3.1 RULES

(a) Two **rudders** shall be hung on the transoms, one on each transom.

E.3.2 FITTINGS

(a) Mandatory

1) 2 gudgeons

2) 2 pins or pintles

3) 2 rudder retention fittings

SECTION F – RIG

F.1 PARTS

F.1.1 MANDATORY

Only equipment listed in the part list Appendix 1 shall be used.

F.2 GENERAL

F.2.1 RULES

(a) The **mast**, **boom**, **bowsprit** shall comply with the **class rules** in force at the time of manufacture.

(b) Standing and running **rigging** shall comply with the **class rules**.

F.2.2 MODIFICATIONS, MAINTENANCE AND REPAIR

(a) The **rig** shall not be altered in any way except as permitted by these **class rules**.

(b) Routine maintenance is permitted without re-measurement and **re-certification**.

F.2.4 MANUFACTURERS

(a) **Mast** manufacturers shall be licensed in accordance with A.1.2.

SECTION G – SAILS

G.1 PARTS

G.1.1 MANDATORY

(a) Mainsail

(b) Jib

(c) Spinnaker (snuffer is optionnal)

(d) Battens

G.2 GENERAL

G.2.1 RULES

(a) **Sails** shall comply with the **class rules** in force at the time of manufacture.

G.2.2 MODIFICATIONS, MAINTENANCE AND REPAIR

(a) Sails shall not be altered in any way except as permitted by these **class rules.**

(b) Routine maintenance, such as repairing minor tears, is permitted without re-measurement.

G.2.3 SAILMAKERS

(a) Manufacturers shall be licensed in accordance with A.1.2.

G.2.4 CERTIFICATION

(a) An **official measurer** shall **certify** the **sails**.

G.3 MAINSAIL

G.3.1 IDENTIFICATION

(a) The class insignia shall conform to the dimensions and requirements as detailed in RRS Appendix G.

(b) The class insignia shall be silk-screened, or glued onto the sail, and shall be as set out in C.10.2.d.

G.4 JIB

G.5 SPINNAKER

SNUFFER IS OPTIONAL

G.5.1 MODIFICATIONS, MAINTENANCE AND REPAIR

(a) The spinnaker may be modified by having graphics cut in, which shall not extend within 1000 mm of the head point or tack point and shall not extend within 800mm of the luff, leach or foot. Such actions shall not alter the original shape of the sail.

PART III – APPENDICES

The rules in Part III are **closed class rules**. Measurement shall be carried out in accordance with the ERS except where varied in this Part.

APPENDIX 1 - PART LIST

Standard parts and fittings list

	Part	Reference	Restrictions or options
HULLS	Starboard Hull	SL100001	LIC Licensed supplier only
	Port Hull	SL100002	LIC Licensed supplier only
	Hatches	SL100011	or similar
	Foot loop	SL10010	LIC Licensed supplier only
	Rudder Gudgeon Top	SL10003	Or similar
	Rudder Pintle Bottom	SL10005	Or similar
	Rudder retaing clip	SL10007	or similar
RUDDER	Blades	SL103002	LIC Licensed supplier only
	Rudder Stock	SL103005	LIC Licensed supplier only
	Tiller adjuster & plaques	SL103009 + SL103010	LIC Licensed supplier only
	Rudder Tiller	SL103006	Alloy square 25x25 mm with edges radius
	Connecting bar Complete	SL103015	Alloy tube 25 mm OØ
	Connecting bar bush	SL103017	or similar
	Swivel connector	SL103021	or similar
	Tiller extension	SL103023	Any non telescopic round section Ø 15-20mm
MAST	Mast Extrusion	SL204001	LIC Licensed supplier only
	Mast fitted complete	SL204000	LIC Licensed supplier only
	Mast top end	SL204002	LIC Licensed supplier only
	Mast MS hook	SL204027	LIC Licensed supplier only
	Mast Hound		LIC Licensed supplier only
	Spreaders fitting attachements	SL204009	LIC Licensed supplier only
	Spreaders	SL204010	LIC Licensed supplier only
	Diamond top attaches	SL204015	or similar
	Diamond Turnbuckle	SL205012	or similar 8 mm open turnbuckle
	Diamond bottom eyes	SL204014	LIC Licensed supplier only
	Mast dowhaul swivel	SL204026	LIC Licensed supplier only
	Spin Halyard block (top)	SL204025	any single ; sheave Ø 25-30mm
	Gooseneck	SL204004	LIC Licensed supplier only
	Rig top shackle		LIC Licensed supplier only
	Mast foot	SL204003	LIC Licensed supplier only
	Shrouds Chainplate	SL205007	or similar
	Spreader end cap	SL204013	or similar
	Halyard Ring-MS hook	SL412003	or similar ring
	Spanner	204005	LIC Licensed supplier only
BOOM	Boom section	SL206001	Alloy Tube OD 40 mm minimum
	Boom forward end cap	SL206002	Or similar
	Cleat -mast rotation	SL206003	or similar
BOWSPRIT	Bowsprit Extrusion	SL207001	Tube alloy OD 38 to 40 mm
	Bowsprit rear encap	SL207003	LIC Licensed supplier only
	Jib dowhaul cleat	SL207004	or similar C253 clamcleat
	Front tack block	SL207005	any single ;sheaveØ 25-30mm

BEAMS			
	Front beam section	SL102002	LIC Licensed supplier only
	Mast Heel casting	SL102018	LIC Licensed supplier only
	End cap stb and port	SL102004 + SL102003	LIC Licensed supplier only
	Jib traveller	SL102007	LIC Licensed supplier only
	Spi halyard cleat	SL102017	or similar
	Rear beam section	SL101002	LIC Licensed supplier only
	Rear beam traveller	SL101007	or similar
	Rearbeam tramp eyes	SL101004	or any rod eyes
	Fixing : washer internal	SL101008	Or similar
	Fixing : washer External	SL101009	or similar
TRAMPOLINE	Trampoline	SL311000	LIC Licensed supplier only
	Gennaker bag	SL310002	LIC Licensed supplier only
	Back tube	SL311003	any rod or tube alloy or grp
	Tensionner	pultruded grp rod	or similar
SPI CHUTE (optional)	Front ring	SL31004	LIC Licensed supplier only
	Sleeve & back ring inc.	SL31005	LIC Licensed supplier only
	Snuffer Bag	SL31006	LIC Licensed Supplier Only
RIGGING	Jib ring-hook	SL413003	LIC Licensed Supplier only
	Jib hook	SL413004	or similar 5mm rod hook
	Jib hookblock	SL205019	any Small block
	Spi tackline/halyard ring	SL414003	any Block double in line sheave Ø18-25 mm
	Spi sheet ratchet	SL414000	any single ratchet blocks Sheave 38-55mm
	Jib sheet top block	SL413002	any single ;sheave Ø 25-30mm
	Jib sheet beam block	SL413000	any single non-ratchet -becket sheave Ø 38-45mm
	Mainsheet bottom block	SL412001	Any Triple with ratchet sheave Ø 57-70
	Mainsheet top block	SL412000	Any Triple sheaveØ 40-57 mm
	Main downhaul blocks	SL412004	any single ;sheave Ø 25-30mm

WIRES	Part	LENGHT END TO END	TERMINAISON
	FORESTAY	5195 - 5215 mm	Talurit and thimble
	BRIDLE-STAY-each-	1255 - 1275 mm	Talurit and thimble
	SHROULD -each-	5995 - 6015 mm	Talurit and thimble
	TRAPEZE -each pair-	5380 - 5400 mm	Talurit and thimble
	DIAMOND -	4910 - 4930 mm	Talurit & thimble

ROPES minimum diameter & lengths	Part	ROPES minimums diameter & lengths	Part
10mm & 6M20	Mainsheet	5 mm & 15000mm	Mainsail halyard
6mm & 900 mm	Clew strop to top block	2mm & 2 x 5500 mm	Jib halyard 2 parts
8mm & 4000 mm	traveller sheet	5mm & optional	Spi halyard
5 mm & 4M	Main downhaul	3mm	Bowsprit middle bridle spectra
5 mm & 2x 0,8	Main downhaul strops	5mm spectra	Bow sprit front bridle 2 parts
7 mm & 9500 mm	Jib sheet	5mm	Boom outhaul
5mm & 1300 mm	Jib clew strop	5mm	Mast rotation line
4mm & 1800 m	Jib downhaul	6mm & 2 x 2600 mm	Trampoline sides ropes
8 mm & 14	Spi Sheet	4 mm & 4250 mm	Trampoline lacing
5 mm & optional	SpI tack line	3mm Spectra & 1200 mm	Forestay lacing

APPENDIX 2 - CERTIFICATE

The certificate shall contain the following information:
Name , addresses , and e-mail of the owner.
Sail number of the boat
Production number of hulls, mainsail ,Jib ,genaker, mast
Corrector weight if any.

The certificate must be sent directly to the SLICA or NCA that will keep a copy and send back the original stamped as approved and registered.
The change of owner shall be report to the SLICA /NCA to replace the certificate
Owner or crew in charge of the boat shall be able to present the certificate at any event they are racing.

APPENDIX 3

The LIC in the context of these rules shall be deemed to be the designer/copyright holder sitting in council with the MASTER builder or their representatives plus the President (or in his absence the Secretary) of the SLICA.

APPENDIX 4

Licensed builders of Sirena Master builder at the 1st May 2005:

FRA: SIRENA
GBR: WHITE FORMULA Ltd
USA: PERFORMANCE CAT Inc.

Effective Date: 1st March 2007

Published Date: N/A

Previous issues: N/A