

## The Details – Specific New Rule Language

### Mainsheet – Amends Rule 6.3 in Running Rigging Section

Current language with proposed changes marked:

6.3.1 The mainsheet system shall be one of the following ~~three~~ four alternatives:

A. A split tail mainsheet where the split ends are attached to the aft pad eyes and shall include 5 sheaves (or turning points) as per Diagram A.

B. A split tail mainsheet where the split ends are attached to the mid bridle pad eyes and shall include 4 turning points as per Diagram B.

C. A constant diameter mainsheet where the end is attached to the block on the mid bridle and shall include 4 turning points as per Diagram C.

D. A split tail mainsheet where the split ends and a bridle with a turning point are attached to the aft pad eyes and shall include 5 turning points as per Diagram D.

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6.3.2 In all ~~three~~ four alternative systems, the mainsheet must run through a turning point attached to a ~~mid~~ bridle. The bridle may be of any length, but may not be adjustable while racing. The bridle must be attached to the two mid bridle or aft bridle pad eyes installed by the builder. The mainsheet must also pass through at least one turning point located mid-boom, with mid-boom defined as the center of the attachment point and located within a range of between 1400 mm to 1750 mm as measured aft from the forward face of the boom.

6.3.3 No other mounting points may be added. The function of the mainsheet system is to allow the angle of the boom from the centerline of the boat to be adjusted solely by means of the mainsheet. No mechanism shall be added that creates a traveler. The addition of blocks, cam, cleats, or other lines and devices to facilitate adjustment of the angle of the boom while racing are specifically prohibited.

6.3.4 A cockpit swivel cam base with turning point and cleat as located by the builder must be part of the mainsheet system. If alternative 6.3.1(D) is rigged on a boat, the mainsheet must be trimmed through the swivel cam's turning point while sailing to windward. The swivel cam base may be raised up to 5 cm above the cockpit floor. Any manufacturer's blocks, ferrules or rings may be used as turning points as long as they are no smaller than 40 mm or larger than 60 mm in outside diameter, except that the small sheave in a fiddle block, if used instead of 2 mid boom turning points, may be smaller than 40 mm. Only one turning point in the system may be a ratchet block and that ratchet block may be placed anywhere in the system. The mainsheet may only be cleated at the swivel cam base.

6.3.5 In a split tail mainsheet, the transition between the split made up of smaller tails of any diameter to the full diameter of the 8 mm mainsheet shall not exceed 24". Shock cord may be used to control slack split tails and bridles.

(Effective Date: ~~September 15, 2012~~ October 15, 2013)

Diagram A. Split tail mainsheet arrangement attached to aft pad eyes



Diagram B. Split tail mainsheet arrangement attached to mid boat pad eyes



Diagram C. Mainsheet attached to block on mid boat bridle

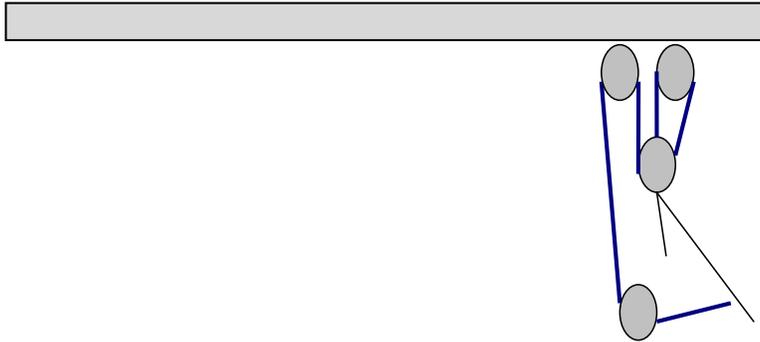


Diagram D. Aft split tail, aft bridle mainsheet arrangement attached to aft pad eyes



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### Sail Acquisition – Update of Rule 7.8, now Sail Purchase

Rules 7.81 through 7.8.3 are deleted and replaced [with a new 7.8.1](#) as follows. The rest of the section is [re-numbered](#) with a few clarifying edits that are marked to show changes.

#### [7.8.1 Sail Purchase –](#)

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(a) A Viper 640 owner may acquire up to one complete set of new sails per calendar year (one main, one jib, and one spinnaker). A new sail is considered acquired for a boat when it is first used in a race by the owner. The year shown on the registration sticker must be consistent with that date of first use.

(b) An owner in their first year of Viper 640 ownership may in addition, choose to purchase and race with one or more of next year's new sails in advance. In this case only, the year on the registration sticker will be next year. The first year of Viper 640 ownership is the calendar year the boat is first raced by the owner after purchase.

(c) A boat's overall sail inventory of both new and used sails shall include no more than one sail of each type (main, jib, and/or spinnaker) per year as shown on the registration sticker.

(d) Used sails may be added to a boat's inventory at any time, provided the owner is in compliance with 7.8.1(c).

(e) A used sail is a previously registered sail. The year on its registration sticker is based on its registration by the original owner.

(f) Any previously used unregistered sail acquired by a boat owner is considered new for purposes of this rule 7.8.1, unless the owner can establish to the satisfaction of the Technical Committee that given the intent of this rule that the sail should be treated as used and registered as such.

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7.8.24 Registration— All sails constructed prior to January 1st 2011 must be numbered and signed by a member of the Technical Committee or a designated Class measurer appointed by the Technical Committee. From January 1st 2011, any new sail acquired must have a Class Association numbered "registration sticker button" permanently attached to the sail. Sail registration data will available to any Class member for review upon reasonable request.

7.8.35 Exemptions - If the owners upon discovery that a sail is lost, stolen or destroyed can demonstrate that they are in a noncompetitive position, or if a sail is repaired such that the registration sticker button must be replaced, or a sticker button is lost, they may apply to the Technical Committee for an exemption and a replacement sticker button. Such application shall be in a form and detail as requested by the Technical Committee.

7.8.46 Transfers - When a sail's ownership is transferred, the new owner is responsible registering the sail as part of the new owner's inventory prior to the next sanctioned regatta the sail is used in.

7.8.57 Re-cuts - Any sail that is re-cut or substantially repaired requires re-measuring. A sail that is re-cut and re-measured shall not constitute acquisition of an additional new sail unless sail is re-cut, repaired or altered in a manner that 33% or more of the material used in the same is new or replaced. The said sail is then an additional new or used sail within the meaning of Rule 7.8.2

7.8.68 Use –

(a) No sails other than registered sails built by Class approved sail makers shall be used in any Viper one-design race.

(b) At a Class sanctioned regatta, no more than two suits of registered sails may be used, and no more than one mainsail, jib and spinnaker may be used on any given day, except if there is irreparable damage that renders a sail unusable.

(c) Regatta organizers may require owners to provide sail registration information before the regatta commences.

(d) Only one of each, mainsail, jib and spinnaker of shall be hoisted at the same time

7.8.79 Charters /Borrowed Boats –

(a) Charters or competitors who do not own a Viper 640 may acquire and register up to three new or used sails per calendar year to use on different charter boats or borrowed boats. If they subsequently purchase a boat, any such sails acquired and retained count towards the owner's inventory.

(b) If a competitor regularly sails on a borrowed boat or chartered boat with their own sails, then the Technical Committee may at their sole discretion deem that the sails count towards the boat's sail inventory.

7.8.8+0 ~~Registration Sticker Button~~ Purchase, Sail Registration and Administration—The ~~sticker button~~ fee, method of payment and distribution shall be determined by the executive committee. There will be no fee for registration of sails constructed prior to 1/1/2011. The unique numbering sequence for a sail will be Hull No./Sail ~~acquisition purchase~~ year/type. For example, 055/10/J, would indicate hull 55 ~~first raced bought~~ in 2010 a ~~new~~ jib. If the sail is later sold, the hull sold to ~~and year~~ gets added to the front (120/44/055/10/J). This would track the sail as being sold to hull 120 ~~in 2014~~.

(Effective Date: ~~October 15, 2013~~ March 2014)

#### **Spinnaker halyard cleat base – Amends Rule 8.5 in the Equipment and Fittings Section**

Current language with proposed changes marked:

8.5 The spinnaker halyard cleat on carbon masts shall be a Ronstan halyard swivel cams or equivalent in the same location as supplied by builder. Carbon masts may alternatively have a Harken 150 cam cleat or equivalent ~~mounted on a flat stainless steel U-channel bracket~~ attached to the mast below the spinnaker halyard exit or as supplied by builder prior to 2009. ~~The material of the attachment bracket is unlimited.~~

(Effective Date: October 15, 2013)

#### **Additional Block in Jib Halyard System – Adds Rule 8.6 in Equipment and Fittings Section:**

8.6 A pad-eye and single sheave block for the jib halyard may be installed on the port side tank athwartship of the mast.

(Effective Date: October 15, 2013)

#### **Aft Safety Line – Adds Rule 9.3 in Safety Equipment Section**

Proposed New Language:

9.3 A safety line shall be installed in the aft part of the cockpit The aft safety line shall be a minimum diameter of **4 mm** (approx 3/16”).

(Effective Date: January 1, 2014)