

FALMOUTH SUNBEAM CLASS



SUNBEAM CLASS

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SUNBEAM CLASS

2003 OFFICERS

Joint Class Captains:

The Captain, Solent Sunbeams
The Captain, Falmouth Sunbeams

Joint Class Secretaries:

The Secretary, Solent Sunbeams
The Secretary, Falmouth Sunbeams

Solent Division (Solent Sunbeams)

Commodore
TBA

Captain
R. Pearson

Vice Captain
A. Stannah

Secretary
S. Stoddart
Oakcroft
Walton Lane
Bosham, West Sussex
PO18 8QB
01243 523236

Treasurer
Cdr J.A.D. Ford RN

Official Measurer
M.J. Creagh

Headquarters
Itchenor Sailing Club
Itchenor
Chichester
Sussex
PO20 7AG

Falmouth Division (Falmouth Sunbeams)

Commodore
T. C. Holm

Captain
R. Gaffy

Vice Captain
N. Muller

Secretary
J Lowry
3 Florence Place
Falmouth
Cornwall
TR11 3NJ
01326 211155

Treasurer
R. W. Stedman

Official Measurer
M. Street

Sail Measurer
S K B Sails

Headquarters
Royal Cornwall Yacht Club
Falmouth
Cornwall
TR11 2SW
01326 311105
01326 312126
(Hon Sec)

SUNBEAM CLASS

PAST CAPTAINS

Solent Sunbeams

1922-1930	Capt. B. Lubbock, MC
1930-1932	Col. G.H. Hodgkinson
1932-1935	L. Campbell
1935-1939	Col. E.W. Morrison-Bell

(WORLD WAR II)

1946-1948	T.A.H. Beddington
1948-1957	H.J. Ellam
1957-1959	A.J. Dunn
1959-1960	N. Ellam
1960-1962	M.J. Williamson
1962-1964	D.K. Poland
1964-1975	Sir Henry Chisholm CBE
1975-1979	J.J. O'Hea
1979-1981	P.W. Nicholson
1982-1984	Mrs Betty Moore
1985-1986	J.A.C. Oldham
1987-1990	R.T. Dale
1991-1993	K. Webster
1994-1996	A.N. Stannah
1997- 1999	R.F. Wickens
1999- 2002	T. L. Hill

SUNBEAM CLASS

PAST CAPTAINS

Falmouth Sunbeams

1924-1928	C.P. Foster
1928-1936	(Office Vacant)
1936-1938	H.G. Sicklemore
(WORLD WAR II)	
1947-1953	Capt. J.N.E. Vaughan
1953-1957	A.C. Farrant
1957-1960	P.H. Fox
1960-1970	Maj. A.B. Mathews, DSO, OBE, MC
1970-1974	F.W.G. Church
1974-1978	S.D. Forrow
1978-1982	E.A. Sincock
1982-1985	K. Stead
1985-1986	K. Purvis
1986-1991	I.D. Sincock
1991-1994	A. Barnard
1994-1999	J.A. Maunder
1999-2002	J. E. Money

SUNBEAM CLASS

Historical Note

The Sunbeam is a 3-ton (Thames) Bermuda rigged, open cockpit, half decked day racing yacht, designed by Alfred Westmacott, M.I.N.A., in 1922, with the following principle dimensions:-

Length (overall)	26 ft. 5 ins.
Length (waterline)	17 ft. 6 ins.
Beam	6 ft.
Draught	3 ft. 9 ins.

The Sunbeam was the latest and largest of a group of one-design yachts by A. Westmacott, including the Yarmouth (Isle of Wight) One-Design, the Seaview Mermaid (now replaced by a new design) and the well known and numerous "XOD" Boat.

Thirty-nine Sunbeams were built to this design, all of them by Woodnutts & Co. Ltd., of St. Helens, Isle of Wight, between 1922 and 1938, and were regularly raced in the Solent and at Falmouth until the outbreak of war in 1939. In this period Alfred Westmacott owned a share in V12 "Felicity".

After the war Woodnutts closed their St. Helens' yard and moved to Warsash (where they suffered a disastrous fire), and finally sold out and closed down. In the course of these events many of their records were lost or destroyed, including all the Sunbeam plans and moulds. No new Sunbeams could therefore be built, but, owing to the high standard of the specification, all the original boats are still remarkably efficient and seaworthy. One boat, "Judy", was lost at sea in extreme weather conditions whilst racing in Cowes Week in 1939.

In 1965, the plans were redrawn by taking off the lines from one of the boats. One or two old drawings were also found in the possession of former owners. New construction thus became possible, and in 1976, a 40th Sunbeam, V40 "named V40" was built (to the original specification) by Curtis and Pape of Looe, Cornwall. The same firm then carried out the main construction of V41 "Fleury" for a Solent owner, who had her completed by George Haines and Son Limited at Itchenor, and launched in 1979.

Two further boats were built in 1979 by H. Attrill and Sons Limited at St. Helens, Isle of Wight, whose yard adjoins that originally used by Woodnutts. In 1983 they also built V44 "Lucy", for a Falmouth owner. There was then a gap of 16 years before Roger and Dinah Graffy, the owners of Mylor Yacht Harbour built V45 "Milly" aptly named for the Millennium Year. V46 "Spray" was built in 2000 for Alan and Jackie Stannah, Members of the Itchenor Fleet. V 47 was launched in 2002 and named "Kitty" for Alan Hayward.

The Sunbeam Register contains particulars of all 47 Sunbeams, and their owners. All are members of the Solent or Falmouth Divisions. "Daisy" V31 has now been recovered from Barbados and restored so that she complies with the Sunbeam Class Rules. "Daisy" now races at Itchenor. "Vanity" V34 has undergone a full restoration, not having sailed for over 10 years, she is now racing regularly with the Falmouth Fleet.

The hull and sail specifications are identical for both Divisions. Their other rules are almost identical; but the Solent Sunbeams use spinnakers whereas the Falmouth Sunbeams do not. They have instead retained the original ingenious and effective device for booming out the jib known as "Kitty Gear". The Falmouth boats can also carry a greater weight of internal ballast.

The sail area is limited to 300 square feet, which split between main and jib as the owner wishes. This and other minor options result in the description of the Class as "restricted" rather than "one-design", though there is in fact very little difference in the sail plans of the various boats.

The large sail area for the size of hull results in remarkable light-weather performance, and extreme ease of handling and quickness on the helm; but it also requires skill in sailing, and early reefing and care in heavy weather.

For racing, a crew of either two or three (including the helmsperson) is carried and many Sunbeams are raced by husband and wife crews.

The Solent Sunbeams

The Solent Sunbeams were started as a Class in October 1922 by Capt. Basil Lubbock at Hamble. The letter "V" was allotted to the Class by the Solent Cruising and Racing Association in February 1923, and seven boats raced in Cowes Week in that year.

The Class remained at Hamble until 1930. By that time it consisted of 24 boats, to which number it had limited itself by a resolution passed in 1926. This was an action of questionable wisdom, since it discouraged the building of new boats.

In 1930 Capt. Lubbock retired as Captain, and the Class transferred to its base in Bembridge, where it remained until the War put a stop to its activities in 1939. During this period the Class flourished, thanks to the energy of its Secretary, Mrs Hugh Collins, whose boat "Harmony" set up some remarkable records for keenness and performance. Nevertheless, a number of the boats were laid up.

In 1933, Mr (later Sir Geoffrey) Lowles, a keelboat owner at Itchenor, formed a syndicate to buy four of the laid up Sunbeams with the object of starting racing at Itchenor. Three more Sunbeams came to Itchenor to join them, and three new boats were built for the Itchenor owners by Woodnutts (though only one of these latter was officially admitted to the Class).

After the War there was some difficulty in getting the Class going, and for some years petrol rationing proved a serious obstacle to weekend racing.

The restriction on the number in the Class was removed in 1948, and all boats wishing to race with the Class were admitted. This gave the Class a new lease of life, and during the Captaincy of Sir Henry Chisholm (1964-1975) all the remaining boats in the Solent area were tracked down and acquired by Itchenor owners.

Itchenor thus became the headquarters of the Solent Sunbeams, and in 1973 the 50th Anniversary of the foundation of the Class was celebrated by 16 Solent Sunbeams, which paid formal visits to Hamble and Bembridge, and entered Cowes in procession at the beginning of Cowes Week.

The Solent Sunbeams race twice every weekend at Itchenor Sailing Club during the season, with an additional race on Thursday evenings between May and September. They visit Cowes every year, including Cowes Week, in the programme of which their races have now been a regular feature since 1923.

Falmouth Sunbeams

The Falmouth Sunbeams were formed in 1924 by C.P. Foster and other members of the Royal Cornwall Yacht Club. They started racing in that year with eight boats, and regular racing took place until the outbreak of war in 1939 (except in 1931 and 1932 when there was no racing).

The original eight boats were built by Woodnutt's to establish the Falmouth Fleet, and four more had been added by 1937.

After the war, in 1947, the Class was reconstituted with seven boats, and from then onwards went from strength to strength with a number of boats being transferred from the Solent Fleet to the Falmouth Fleet. The boats were originally based partly at Falmouth and partly at St. Mawes, and also later at Mylor.

At the beginning of 1996 the Class once again became based at the Royal Cornwall Yacht Club with most of the fleet moored at Falmouth.

The Falmouth Sunbeams race regularly four times a week; at Flushing Sailing Club on Tuesday evenings and Saturday afternoons, and at the Royal Cornwall Y.C. on Wednesday and Friday evenings. Racing is also available at St. Mawes on Thursday evenings and Sunday mornings.

Apart from normal club racing many Village Regattas are sailed by the Sunbeams during the season as well as Falmouth Week, Fowey Week and the Sunbeam Championships.

The Falmouth Division has now increased to 20 following the building of two new boats. Interest in the Falmouth Class had waned through the late 1980's and early 1990's, however more recently the Class has become very popular once again. The 2002 Racing Season will see all Falmouth Boats on the water again, with numbers racing the best for over 20 years. The Class now offers the most competitive racing in Falmouth harbour.

A milestone was reached in 1999 with the 75th Anniversary of the Class in Falmouth. The previous year saw the same anniversary celebrated by the Itchenor Division. The season started with a race 75 years to the day from the first race held in Falmouth. Phil Badger sailing "Verony" V19 won this race from "Polly" V18, the original race winner in 1924.

There was a series of celebrations both on and off the water during the year, culminating with the Championships. Eleven boats made the trip from Itchenor. Ten arrived by road and "Dainty" V1 owned by Peter Nicholson arrived by water having sailed the whole way. The Championships that year were won by Jonathan Money and Tim Bailey sailing "Polly" V18.

The Sunbeam Class

In 1965 the Solent Sunbeams and the Falmouth Sunbeams amalgamated to form the Sunbeam Class, and adopted new rules providing for the united Class, though with separate administration for each Division. The Class is affiliated to the Royal Yachting Association.

During the long life of the Class there have been a good many changes in the names of the boats, and a number of transfers of boats between the Solent and Falmouth Divisions. The two Divisions maintain close and friendly relations with one another. Team racing between the two divisions is now a very popular annual event with the venue alternating at Itchenor and Falmouth.

Many of the boats in both Fleets have in recent years been completely refitted. The numbers in the two Divisions are at present, Solent 27, Falmouth 20.

Rules adopted jointly by Solent/Falmouth Divisions

SUNBEAM CLASS

RULES

Part I General Class Rules

1. The Class shall be called the Sunbeam Class.
2. The Class is organised in two Divisions, namely the Solent Sunbeams (with Headquarters at Itchenor) and the Falmouth Sunbeams (with Headquarters at the Port of Falmouth), each Division being separately managed by its own officers under the rules contained in Part II hereof.
3. The Captains of the two Divisions shall be joint Captains of the Class, and the Secretaries shall be joint Secretaries of the Class.
4. Alterations to Parts I, II and III of these Rules may only be made by identical resolutions, passed by both Divisions. Alterations to Part IV may be made by separate resolution of the Division concerned.
5. Class members shall support the integrity of the Class, not only by the observation of the Class rules but also by observing the spirit and the traditions of the Class. The Class Captains should guide their divisional memberships accordingly. If in doubt, the Divisional Class Captain shall be consulted.

Where, for editorial simplicity, the male gender is used within these rules, the female gender shall equally apply.

Part II Management

Membership

6. Applicants who are members of a recognised Yacht or Sailing Club, or of the R.Y.A. and who are owners or part owners of a Sunbeam, shall be enrolled as members of either Division without any ballot on application being made to the Captain. No boat may be raced in the Division whose owner or owners have not been admitted to membership, and any boat which has been owned for 12 consecutive months by anyone who for any reason has not been admitted to membership may, at the discretion of the Captain, be considered to have been sold out of the Class. Any boat which has been sold out of the Class can only be re-admitted if the Class Captain concerned is satisfied that she complies with the Class Rules, and she shall be allotted such sail number as the Class Captains shall decide.

Associate Members may be admitted to the Division by the Captain, when proposed and seconded by current Full Members. This membership is intended for previous owners and others wishing to be associated with the Class. It carries no voting rights and can be terminated by a meeting of the Divisional Officers.

Honorary Life Members may be elected at a Divisional Meeting. This membership is intended for former owners or Associate Members who have provided outstanding service to the Division but carries no voting rights.

New Boats

7. Anyone wishing to order a new boat must apply to either Captain.

Meetings

8. Fourteen days notice of a Divisional Meeting shall be given. Any two members may request the Captain to call a Meeting. Proposed rule changes may be voted on at a General Meeting only if they have been scheduled in the written Agenda as circularised.

Quorum

9. At all meetings, a quorum shall consist of three members.

Voting

10. Alteration to any rule, or to the Specification (see Rule 17) shall require a two-thirds majority of a meeting (see also Rule 4).

All other questions shall be settled by a simple majority. In the case of equality of votes, the Chairman shall have a casting vote.

Members may vote by Proxy at any meeting after notifying the Captain.

Joint Owners

11. At all meetings, joint owners may only record one vote between them.

Officers

12. The Captain of the Division, the Vice-Captain, the Secretary and the Treasurer shall be elected from the members by a meeting of the members. The Class Captain shall hold office for a maximum continuous term of three years.

A Commodore may be elected by either Division for an agreed term of office. He shall be the titular head of the Division and its principle ceremonial representative. He shall have no executive duties and shall not hold any other Class office.

Duties

13. The Captain of the Division shall be its Chairman and Chief Executive, responsible for its general welfare and organisation. He shall arrange for a programme of racing and see that proper records are kept. In the absence of the Official Measurer, he shall be responsible for the measurement of boats, sails and equipment.

The Vice-Captain shall generally assist the Captain and, in his absence, shall act as his Deputy.

The Secretary shall be responsible for the records of the membership and for meetings of the members and, in the absence of the Vice-Captain, shall assume his duties.

The Treasurer shall keep the accounts and submit them at the end of the season to a meeting of the members.

Inspection of Boats

14. The Captain or his deputy may inspect a boat at any time.

Official Measurer

15. An Official Class Measurer shall be appointed by each Division.

The Divisional Class Measurer shall be responsible for the measuring of all new boats, sails and spars. He shall carry out periodical inspections of boats as considered necessary by himself or the Captain. All new boats shall be built under his supervision.

Subscription

16. Such subscription as is necessary for the organising of the Division shall be called for from time to time by a meeting.

Part III Class Specifications and Restrictions

Construction

17. All boats shall be built in accordance with the original design of Mr Alfred Westmacott and with the revised Specification, a copy of which is appended (Appendix A).

Hull

18. No structural alterations to the hull are permitted, except for internal strengthening approved in writing by the Divisional Class Captain. Re-arrangement of seats and cleats does not count as structural alteration.

Structural repairs, due to accident or otherwise, shall be carried out under the supervision of an Official Measurer and shall, as far as possible, conform to the original design and specification.

Use of epoxy resin. No boat shall be allowed to use hard epoxy resin as a filling in the seams of the hull. (See Appendix A – caulking).

Planks may be permanently repaired using good quality pitch pine. The abutting edges of the plank and replacement timber may be glued together using a water-proof glue. An epoxy resin type glue may be used for this purpose. Any such glue may not be left on the outer or inner surfaces of the repaired plank. Where the edges of the two adjoining planks both need repair over the entire length of each plank, the edge of each plank may be cut back uniformly along its length. In such case, only the edge of one plank need have new timber added to reduce the gap between the planks to a caulkable width, so long as the overall number of planks is not reduced. Any seam so reformed is to be caulked in accordance with the caulking specification as stated in Appendix A.

Mast

19. The present standard Bermudan rig shall be retained.

Permanently bent masts are prohibited.

Whilst racing boats may not alter the position of the mast heel.

The front of the mast shall not be further forward than 8 ft. 6 ins. From the foreside of the stem and the rear shall not be further aft than the forward end of the cockpit coaming.

Masts shall be constructed from either aluminium alloy or wood.

The distance from the centre of the main halliard sheave pin to the upper surface of the deck shall not exceed 32 ft. 6 ins.

It shall not be possible to hoist the spinnaker to a point higher than 23 ft. 9 ins. from the upper surface of the deck.

The distance from the upper surface of the deck to the centre line of the pin attaching the top of the forestay to the mast shall not be greater than 23 ft. 4½ ins.

A new mast shall be weighed and measured by the Class Measurer before use.

New masts shall be weighed as supplied by the manufacturer prior to shortening for individual bury, and shall be a length of 10.8m (35ft 8ins), measured from the centre of the main halliard sheave pin to the lower end of the aluminium extrusion with the heel fitting removed prior to shortening.

The Class Captain shall be informed of any material alterations to an existing mast or its fittings listed below. If the Class Captain considers that re-measurement or re-weighing is required, the mast shall be presented for measurement stripped of rigging and fittings listed below. The Measurer shall use his judgement in methodology for assessing differences between a mast that has been shortened for bury and a new unused mast from the manufacturer.

The following items and fittings shall only be fixed in their positions:

Jumper struts.

Spreader root fittings and spreaders.

Halliard sheaves and pins.

Runner attachments in the case of Falmouth.

Spinnaker halyard fairleads in the case of Solent.

Messenger cords not exceeding 2.00mm diameter.

No standing or running rigging shall be attached.

The total weight of the mast, inclusive only of the items listed above, shall not be less than 25.42kg (56 lbs) and the centre of gravity shall not be lower than 4.30m (14ft 1^{3/8} ins) above the deck level datum.

In the event of a mast requiring correction, corrector weights may be applied at the mast head inside the backstay crane, or inside the spreaders.

The weight of the mast shall be engraved on the port side of the mast after shortening close to the foot together with the date and the Measurer's initials.

Masthead halyard hoist locks are not permitted.

From the date of this amendment owners of masts in service incorporating correctors may apply to the Class Captain to remove or amend them subject to this rule.

Painting

20. The colours of the boats shall be optional. Painting to be in a traditional style to preserve the dignity of the Class and shall be subject to the approval of the Class Captain.

Bottom

21. No restriction is placed on the finish of the bottoms of boats, provided that Rule 20. is satisfied.

Distinguishing Number

22. Every boat shall have distinguishing letter and number, which can be obtained from the Captain of the Class.

Equipment

23. Every boat shall carry while racing:
- (i) Adequate lifesaving equipment for all persons on board, one item of which must be a non-inflatable lifebelt ready for immediate use as prescribed by Royal Yachting Association Rules.
 - (ii) A fitted pump. More than one pump is permitted. (Manual or Electrical). At least one pump must be manually operated. The weight of pumps with fittings shall not exceed 25 lbs.
 - (iii) Ground tackle consisting of an anchor or anchors and chain (which is optional), weighing a maximum of 35 lbs and a minimum of 20 lbs. Fisherman type or 14 lbs Stockless type. The minimum anchor weight shall be 14 lbs.
 - (iv) 30 Fathoms of anchor cable (Falmouth, 15 fathoms) with a minimum breaking strain of 2 tons.
 - (v) At least one oar capable of propelling the boat adequately together with at least one rowlock.
 - (vi) As an alternative to (v), at least one paddle.
 - (vii) A bucket of minimum capacity 2 gallons.

Racing Rules

24. All races shall be sailed under the International Sailing Federation (ISAF) Racing Rules (RRS) 2001-2004, the rules of the Sunbeam Class and other local rules applicable. No advertising is permitted in accordance with the ISAF advertising code, section 20.3.1 and 20.3.2(a) (Category A).

Sailmakers

25. Owners are at liberty to choose their own sailmakers. Sails shall conform to the sail specification (Appendix B).

Paid Hands

26. One paid hand only shall be allowed. Any owner who employs a paid hand in any boat shall not permit him to take the helm of his Sunbeam when racing.

Approved Use of Glue

27. Epoxy, polyester, cascover or other glues may only be used.
- a. For the purpose of re-establishing the integrity of individual timbers. Note, it is not permissible to glue together separate timbers that were not so joined in the original design, nor is it permissible to apply glue to the outside surface of re-established timbers other than such as may arise from e. below.
 - b. For repairs to plank edges.
 - c. On the upper surface of the deck.
 - d. For the construction of laminated floors and stern.
 - e. For the purpose of small scale repairs as a temporary expedient during a season, provided the glue is removed before the start of the subsequent sailing season.

Small scale glued repairs existing at April 1996 (but not subsequent additions) are given exemption from this rule, provided they are notified in writing to both Divisional Class Captains and receive their approval.

On Board Electrical Aids

28. On board electrical aids shall not be used other than for the purposes of measuring time and depth.

Internal Ballast

29. Each Solent boat shall carry 250 lb. (+/-2%) of inside ballast. Falmouth boats shall carry a minimum of 250 lbs and a maximum of 450 lbs. Each piece of lead shall be stamped, or legibly and permanently marked with its own weight and the number of the boat by the Official Measurer or by the owner(s).

Boats' Names

30. All boats shall have names ending in "y", except that in Falmouth this requirement applies only to new names.

Sails

31. The carrying of extra sails is limited to one spare set. No more than one spinnaker may be used in any one race unless necessary due to damage to the first spinnaker to be set. Under such circumstances, no race declaration may be signed until the use of a second spinnaker has been reported to and approved by the Class Captain or his deputy.

Sails (other than spinnakers) shall be plain white, other than the Class insignia and number of the boat, the approved maker's insignia, the size of sails, the sails measurer's signature and date, camber stripes, racing flag, cringles and other usual fittings.

With effect from 1st January 2000 each Sunbeam owner or syndicate will not buy or acquire for his yacht more than one mainsail and one jib per calendar year, but no more than two mainsails in every three year calendar period. Owners of newly built boats may buy two sets of sails in the first year. The Divisional Class Captain shall have discretion in allowing additional purchases in the event of a sail being badly damaged. The relevant date will be the Official Measurer's date as first marked on the sail.

Sounding

32. A bamboo sounding rod of maximum diameter 1/2 inch and maximum length 6 feet may be used.

Part IV Special Divisional Rules

Solent

Spinnaker/Kitty Gear

33. The length of the Spinnaker boom and the fittings shall not exceed 10ft 3ins.

Falmouth

A Spinnaker is not allowed, but headsails may be boomed out.

The main and kitty booms shall swivel independently at the mast. No mechanical means of linking their movement shall be allowed other than running rigging.

Outboard Motor

- 34.

One outboard motor may be carried, but its weight shall be included in the permitted weight of inside ballast (see Rule 29).

Jockey Pole

35. The use of a jockey pole as a boom for the Spinnaker guy is permitted. The inboard end of the jockey pole must be attached to the mast. The length of the jockey pole shall not exceed 4ft 8ins.

Flares

36. Two in date red and two white flares shall be carried during all programmed out of harbour races. (The requirement for red flares may be equally met by orange smoke signals).

Boats shall carry such in date flares as required by the P.O.F.S.A. during races.

Running Backstays

37. The running backstays shown on the 1997 Rigging Plan are not permitted.

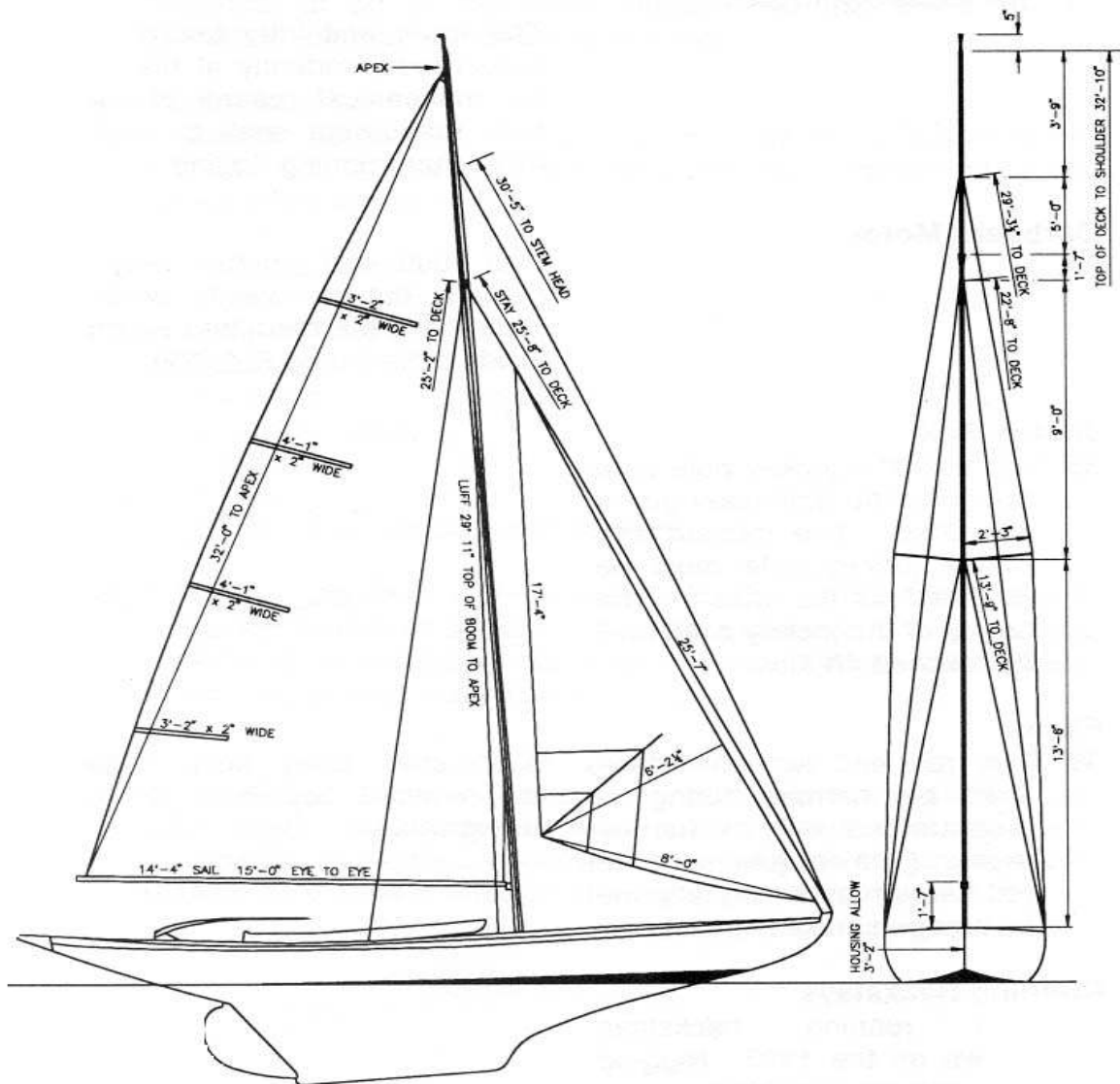
- 38.

Lugo/Cardinal mark shall be passed to seaward in all racing.

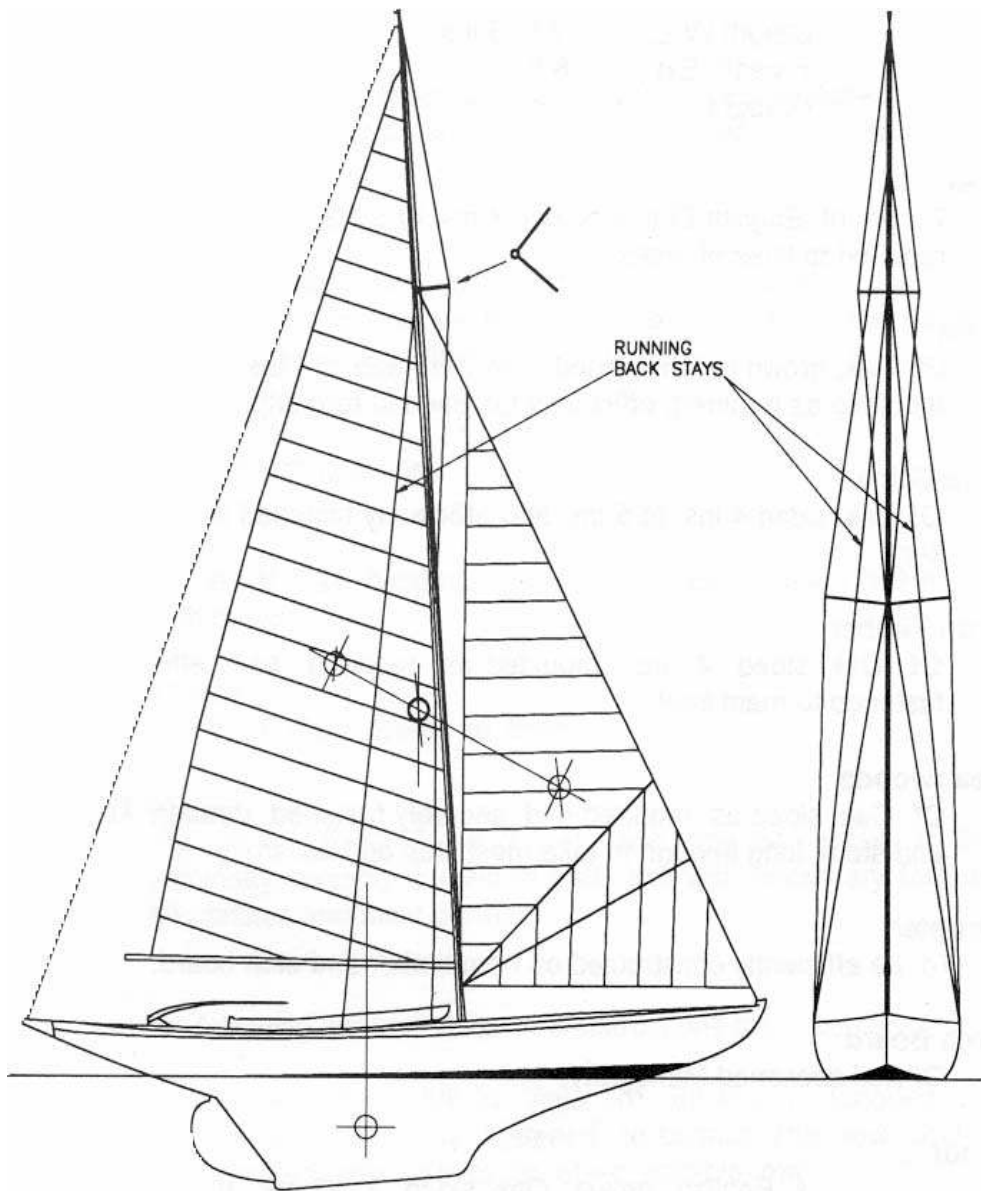
- 39.

In the event of a rule infringement involving another Sunbeam, then a 360° turn should be taken by the offending boat in lieu of a 720° penalty turn.

SUNBEAM
ORIGINAL SAIL AND RIGGING PLAN
 (Tracing made from one of Woodnutt's original Works Copies)



SUNBEAM
1997 MODIFIED SAIL AND RIGGING PLAN



SPECIFICATION OF "SUNBEAM" ONE DESIGN YACHT

Designed by Alfred Westmacott, Esq. M.I.N.A

Principle Dimensions

Length O.A.	26ft 5ins
Length W.L.	17ft 6ins
Breadth Ext	6ft
Draught	3ft 9ins

Keel

To be of English Elm, moulded 4ins to 5½ ins and sided as required to lines of boats.

Stem

Of Oak, grown to form, sided 3ins at head to 4ins at heel and moulded as required, efficiently fastened to fore gripe.

Fore Gripe

Of Oak, sided 4ins to 5ins, and efficiently fastened to the main keel.

Horn Timber

Of Oak, sided 4ins, moulded as required and efficiently fastened to main keel.

Deadwoods

Of Oak, sided as required and securely fastened through keel and stern, long enough to take mast step and bollard.

Counter

To be efficiently constructed on horn timber and arch board.

Arch Board

Of well seasoned Mahogany.

Floor

To be of English grown Oak, sided 2½ ins, moulded as required to take keel bolts and efficiently fastened to planking.

Laminated Floors or Stem

Laminated afromosia, iroko or oak may be used as an alternative in all cases where grown oak or oak grown to form is specified.

Bent Timbers

To be of American Elm (or Oak), moulded ¾ ins and sided 1¼ ins, spaced 6ins centre to centre, and fastened to planking with clenched nails.

Shelf

To be of Pitch Pine, 3¼ ins by 1½ ins. Finished, tapered at ends, worked fore and aft and through fastened to frames and planking.

Planking

To be of Pitch Pine $\frac{5}{8}$ in thickness, finished in one length where possible. Hollow to be worked round topstrake for gold line or other suitable finish.

Platform

Of Teak with gratings.

Knees

To be of Oak, hanging and lodging knees to main beams and arch board.

Breasthook

To be of Oak, grown to form.

Beams

To be of Pine, 3ins x 1in and spaced about 15ins, efficiently secured to shelf at ends and with necessary fore and aft carlines and mast partners.

Deck

The following alternative deck constructions are permissible:

- a. Of best Pine $\frac{5}{8}$ in "finished" thickness, tongued and grooved, securely fastened to beams. The deck shall be covered with canvas or other suitable material. Covering board and taffrail of Teak
- b. Sprung laid ducks in yellow pine or teak. The strips of timber making up the sprung deck may be tongued and grooved, but must not be glued edge on or to the beams. These strips must be at least $\frac{3}{4}$ inch "finished" thickness and the weight of the deck must be equal to or greater than the original deck specified in a. above.
- c. Laid deck on tongued and grooved best pine. The tongued and grooved must be $\frac{5}{8}$ inch minimum thickness and with at least $\frac{1}{4}$ inch laid yellow pine or teak. The total weight of the deck must be equal to or greater than the original deck. The tongued and grooved must not be edge glued or glued to the beams. The laid timber strips may be faced glued but not edge glued.

Glue may only be used as defined in Rule 27. Deck planks may not be glued edge on or to the deck beams.

Alternative existing deck constructions will remain "In Class" for the duration of the life of the deck. Replacement decks must be in accordance with one of the approved constructions given above.

Rudder and Tube

Mainpiece of rudder to be of Galvanised Steel, blade to be of English Elm or Mahogany $1\frac{1}{2}$ inch thick tapered to $\frac{3}{4}$ inch measured maximum 2 inches from the trailing edge, and well bolted to mainpiece; tube of Galvanised Steel, well finished with metal flange and Teak chock on deck. The blade may be laminated from solid wood, the section of which before tapering must not be less than $1\frac{1}{2}$ inches square, glued vertically fore and aft.

Stainless Steel

Stainless steel is acceptable as an alternative where galvanised steel or gunmetal is specified.

Tiller

To be of Ash, fitted with Galvanised Steel or Gunmetal straps. Note – tillers other than of Ash will remain "In Class" for the duration of the life of the tiller. Replacement tillers must be of Ash as specified.

Ballast Keel

A lead keel of nominal weight 17cwt to be efficiently bolted to the underside of main keel with bolts of sufficient strength.

Coamings, Benches and After Bulkhead

To be of Teak.

Fairleads, Cleats, Belaying Pins etc

To be of Metal, Teak or other suitable materials.

Sling Bolts (optional)

One pair of metal sling bolts securely fastened.

Fastenings

To be of copper and metal throughout.

Caulking

All seams to be caulked with best cotton and stopped with red lead putty or equivalent flexible water-proof stopping.

Painting

Topsides and bottom to be well rubbed down and cleaned off and to receive sufficient priming and flattening and to be finished in enamel and anti-fouling, the hollow worked round the top strake to be gilded or finished in another suitable manner.

Inside, below floors, to have three coats of suitable bilge paint, all deck work and inside above bilges to be well rubbed down and receive three coats of varnish (or the latter could be painted).

Spars (see Note)

A complete set as required by rig, boom fitted with efficient Roller Reefing Gear or other efficient reefing gear (e.g. slab reefing or reef points) which can be operated when under way in any weather.

Rigging

Complete standing and running rigging supplied and fitted as plan, plough steel or stainless steel wire, best manilla, cotton or synthetic rope.

Sails

A complete suit, in accordance with specification attached (Appendix B); Mainsail and Foresail not to exceed 300 sq ft.

1 Sail coat, battens and 5 sail ties.

Materials and Workmanship

Materials to be of the finest quality and the whole to be finished in the best workmanlike manner.

Outfit (Informative)

It should be noted that the outfit is a list of equipment to be supplied with a new boat and not mandatory equipment to be carried when racing.

- 1 Pair of Oars
- 1 Pair Rowlocks
- 1 Boom Crutch
- 1 Boat Hook
- 1 Anchor) see Rule 23
- 1 Anchor Cable)
- 1 Bailer
- 1 Mop
- 1 Pair Legs complete with fittings

Note:- "The rigging shall conform to one or other of the rigging plans but not a mixture of both. Apart from this overall requirement there is no restriction on cross section, rigging, cross trees, position of back runners etc".

Boom

No restriction is placed upon the length, weight or section of the main boom, jib booms or kitty poles, except that they are constructed of aluminium alloy or wood and that the main boom shall be able to pass through a 10 inch diameter ring.

SUNBEAM CLASS – RULES OF SAIL MEASUREMENT**Sail Specifications****(A) Definition of Sail**

The term "sail" shall be taken to include the headboard, tabling, bolt and foot ropes or tapes. It shall not include cringles which are wholly outside the cloth of the sail.

(B) Material

Sails shall be made of single-ply woven fibre cloth. The body of the sail shall be flexible and be capable of being folded flat in any direction without damaging the fibres. Any finishing or coating material applied to the sails shall not prevent the sails being folded flat. For a material to be considered as being 'woven', when it is torn it shall be possible to separate the fibres without leaving evidence of a film. Laminated materials are not permitted.

Mainsails and foresails shall be made only of Polyester or cotton, the weight of which shall not exceed 7.0 oz per sq. yard (US)/8.8 ozs per sq. yard (Imperial) or 295 grams per sq. metre, nor be less than 5 ozs per sq. yard (US)/6.3 ozs per sq. yard (Imperial)/215 grams per sq. metre.

(C) Mainsail and Foresail

The combined area of mainsail and foresail together must not exceed 300 sq feet (27.87 sq. metres). This total area may be distributed as owners wish, but the foresail must not exceed 100 sq. feet (9.29 sq. metres). The area in sq. feet shall be stencilled on the clew in accordance with Paragraphs (E) 13 and (G) 8.

(D) Mainsail

1. The headboard must not exceed 6 inches (152mm) measured perpendicular to the luff.
2. The sail shall be fitted with 4 battens. The upper and lower battens shall not exceed 3 feet (914mm) in length and the intermediate battens shall not exceed 4 feet (1219mm) in length. Battens shall not be wider than 2 inches (50.8mm). The battens shall divide the leech into five equal parts with a tolerance of +/-6 inches (152mm). The top three battens shall be perpendicular to the chord of the leech of the sail
3. Loose footed mainsails are not permitted.
4. The total area of windows in a mainsail shall not exceed three sq. feet. Windows shall not be placed closer than 6 inches (152mm) to the luff, leech, or foot of the sail and the transparent material shall be of a clear single ply non woven material of a weight to suit the weight of the cloth of the sail.
5. Reinforcement of any woven cloth having the effect of stiffening the mainsail is permitted only at the corner of the sail and at Cunningham and reefing eyes adjacent to the luff and leech. This reinforcement shall be within 1.5 feet (457mm) of the relevant measurement point or

Cunningham or reefing eye. Other reinforcement, as a continuation of the stiffening as specified above, comprising not more than two additional layers of the same cloth as the body of the sail is permitted, provided that it can be folded as in Paragraph (B) and that it does not extend more than 4.25 feet (1295mm) measured from the relevant measuring point, Cunningham eye, or reefing eye and is not stiffened by the addition of bonding agents or close stitching consisting of parallel, or nearly parallel, lines of stitching, closer than 1.5 inches (38mm) apart, or other stiffening. (However, stitching for the purpose of sewing the edges of reinforcing patches is permitted).

6. The mainsail must be capable of being reefed either by means of roller reefing or slab reefing or other efficient means of reefing such as reefing points which can be applied or removed whilst under way in any weather conditions.
7. (a) Solent Division. An emergency 'trisail' reefing point shall be incorporated into the sail at a point not less than 10 feet up the luff of the sail from the tack and at an equivalent point on the leech of the sail.

(b) Falmouth Division. Mainsails shall have one row of slab/jiffy reefing at a minimum height of 2.5 feet above the centre of the tack and clew cringles measured to the centres of the said reefing cringles.

(E) Mainsail Area Measurement

1. For measuring, the sail must be smoothed out on a flat surface with sufficient tension to remove wrinkles across the line of the measurement being taken. All measurements are to be taken over the full width of the sail, including tabling and roping with the battens in position if appropriate.
2. The 'head' is defined as the point of the luff, or its extension, level with the highest point of the sail projected perpendicular to the luff or its extension.
3. The 'clew' is defined as the aftermost part of the sail projected to the foot or its extension including the footrope, if any.
4. The 'tack' is defined as the foremost part of the sail projected along the line of the luff (established above the cut-back adjacent to the tack) to the foot or its projected extension including the footrope, if any.
5. The area shall be calculated at $0.25A (G1 + G2 + G3 + 0.5B) + 0.66 (B \times D)$, where A, B, D, G1, G2 and G3 are defined below.
6. The dimension 'A' is to be measured from the 'head' to the 'tack'.
7. The dimension 'B' is to be measured from the 'tack' to the 'clew'.
8. The dimension 'D' is to be measured as the greatest distance to the bottom edge of the sail from a straight line drawn from the 'tack' to the 'clew'.
9. The dimension 'C' is to be measured from the 'head' to the 'clew'.

10. 'C' is not to exceed 77% of the total of 'A' + 'B'.
11. The values of 'A', 'B', 'C' and 'D' are to be stated on the measurement certificate.
12. The girth measurements G1, G2 and G3 indexed from the head of the sail shall be taken from the retrospective points on the leech to the nearest point on the luff of the sail including the bolt rope. The half height on the leech shall be determined by folding the 'head' to the 'clew' to bring the measured edges of the sail into coincidence and the quarter and three-quarter height leech points by folding the clew and the head respectively to the half height point on the leech. If there are any hollows in the leech of the sail, these shall be bridged by straight lines and the measurements taken from these straight lines.
13. The area shall be rounded up to the nearest 0.1 sq. ft. This shall be stated on the measurement certificate and stencilled on the port side of the sail near the clew in figures not less than 3 inches (76.2mm) high.

(F) Foresail

1. Headboards and clewboards are not permitted. Roller furling is permitted.
2. Battens shall not exceed three in number. Battens shall not exceed 12 inches (304mm) in length. The battens shall not be wider than 2 inches (50.8mm). The leech shall be divided into four equal parts with a tolerance of +/-6 inches (152mm). Battens used shall be placed one batten at any of these points.
3. The foot round of the sail shall either be straight or a fair curve about its centre point extended through tack and clew.
4. Cringles used in the foresail shall not exceed an outside diameter of 2½ inches (63.5mm).
5. Reinforcement of any woven cloth having the effect of stiffening the foresail is permitted only at the corners of the sail and at Cunningham or reefing eyes adjacent to the luff and leech. This reinforcement shall be within a distance from the relevant measurement point or Cunningham or reefing eye of 1.25 feet (381mm). Other reinforcement, as a continuation of the stiffening as specified above, comprising not more than two additional layers of the same cloth as the body of the sail is permitted provided it can be folded as described as in Paragraph (B) and that it does not extend more than 3.67 feet (1117mm) measured from the relevant measuring point or eye, and is not stiffened by the addition of bonding agents or close stitching consisting of parallel, or nearly parallel, lines of stitching closer than 1.5 inches (38mm) apart, or other stiffening. (However, stitching for the purpose of sewing the edges of reinforcing patches is permitted).

6. The total area of windows in the foresail shall not exceed three square feet. Windows shall not be placed closer than 6 inches (152mm) to the luff, leech, or foot of the sail and the transparent material shall be of a clear single ply non woven material of a weight to suit the weight of the cloth of the sail.

(G) Foresail Area Measurement

1. For measuring, the sail must be smoothed out on a flat surface with sufficient tension to remove wrinkles across the line of the measurement being taken. All measurements are to be taken. All measurements are to be taken over the full width of the sail, including tabling and roping, with the battens in position if appropriate.
2. The luff length 'L' shall be measured from the bottom edge of the cloth at the tack to the top edge of the cloth at the head of the sail. The width of the cloth at the head of the sail is not to exceed 2 inches (50.8mm) measured perpendicular to the line of the luff.
3. The length 'LC' shall be measured from the outside edge of the cloth at the clew in a line through the centre of the clew cringle to the nearest point on the luff, including tablings and zip pockets, where appropriate.
4. The leech 'B' shall be a straight line or a concave curve.
5. The length 'F' shall be a straight line drawn through the centre of the tack and clew cringles to the edges of the cloth of the sail including any tablings or zip pockets where appropriate.
6. The length 'R' shall be the maximum perpendicular measurement from line 'F' to the edge of the cloth at the foot.
7. The area shall be calculated as $0.5 \times L \times LC, + 0.66 \times R \times F$ where L, LC, F and R are as defined in (G) 2, 3, 5 and 6 above.
8. The area shall be rounded up to the nearest 0.1 sq ft. This shall be stated on the measurement certificate and stencilled on the port side of the sail near the clew in figures not less than 3 inches (76.2mm) high.

(H) Spinnakers (Not permitted at Falmouth)

1. A spinnaker which complies with the following rule will be permitted as well as the existing "1962" pattern of approved spinnaker.
2. All spinnakers made after April 1996 shall carry the yacht's distinguishing number.
3. Spinnakers shall be made of nylon or Polyester of weight not less than 0.75ozs per sq yard (US)/0.95ozs per sq. yard (Imperial)/32 grams per sq. metre and shall be symmetrical about the centre seam and have a sail area not exceeding 155 sq. ft calculated by the following formula:

$$\text{Area} = F \times L + 2/3\text{rds } (G-F) \times L$$

Where L is the leech: F is half the foot: and G is the distance across the sail between the mid points on the two leeches. F and L are measured around the taped edges of the sail and G is measured across the smoothed out sail from mid leech to mid leech.

(I) Measurement Certificates

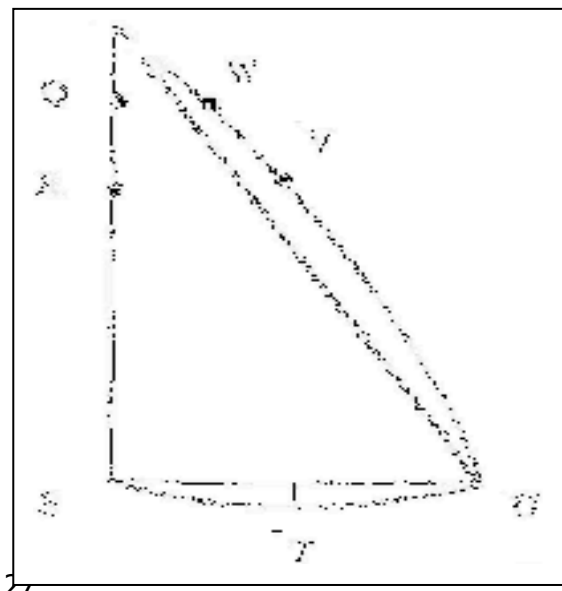
1. All measurements taken for the purpose of certification and the weight and type of material of the cloth from which the sails are made shall be stated on the measurement certificate. All measurements shall be shown (even if 'zero').
2. The Class Measurer shall be required to check, measure, counter-sign and date all new sail certificates. If any sail is subsequently altered or repaired, whereby its area is changed, then a new sail certificate is required and the sail must be re-checked and re-measured by the Class Measurer.
3. The Class Measurer shall also place his signature on the sails measured together with the date of measurement immediately adjacent to the area stamped near the clew.
4. Sails are not to be used for racing unless checked, measured and certified as complying with these rules by the Class Measurer or some other person appointed by the Class Captain.
5. All owners shall be directly responsible for the fees due to the Class Measurer for sail measurement, these fees being as agreed from time to time between the Class Captain and the Class Measurer.

ADDENDUM TO APPENDIX B (Applicable to Solent Division only)

Rules of Measurement of the 1962 Spinnaker

The spinnaker shall be symmetrical about the centre seam. Each side shall be made in accordance with the diagram below, where P.Q.R.S., is the luff/leech and must be a straight line and P.W.V.U. is the centre seam. The two halves must lie flat on the floor without wrinkles, and all seams, save the centre seam, must be straight. The measurements are in a straight line. The three edges must be finished with non-stretch tape.

PS	=	21'	0"	(+0"-2")
PU	=	22'	0"	(+0"-2")
SU	=	6'	0"	(+0"-11/2")
PQ	=	5'	0"	(+0"-0")
PW	=	5'	0"	(+0"-0")
PR	=	10'	0"	(+0"-0")
PV	=	10'	0"	(+0"-0")
QW	=	2'	3"	(+0"-11/2")
RV	=	3'	10"	(+0"-11/2")
T	=		3"	(+0"-1/2")



APPENDIX C

This appendix lists the fittings and running gear permitted on Falmouth Sunbeams.

General	Cleats, winches, muscle boxes, Fairleads, mast ram, jib furling gear and sheeting tracks for main and jib sheeting.
Spars	Masts – booms – kitty poles These must be made of wood or aluminium alloy.
Cap Shrouds	Adjustable bottle screws are permitted but may not be adjusted whilst racing.
Spreaders	These may be adjustable but may not be adjusted whilst racing.
Running backstays and Adjustable jumpers	Permitted
Kickers	Must be worked using rope or wire with pulleys. A solid kicker is permitted but must not be capable of supporting the boom when sailing.
Sail control	Sails must be controlled by means of ropes and pulleys
Clew outhauls	Permitted
Cunninghams	These are permitted on the jib and main sails.
Space frames	Solid space frames are not permitted but flexible wire may be used to support the mast step or tie the bow to the mast step.
Jib tack support	A single solid steel support or wire tensioner is permitted below deck in the area where the jib tack is located.
Kitty gear) Backstay) Runners)	These may be led below deck
Crew seats	Cross thwarts are permitted but may not be rigidly fixed so as to cause hull strengthening or stiffening.
Beam clamps	Permitted in wood only.
Rack chainplate fittings	Permitted
Compression strut	A single strut in wood or metal may be fixed to the deck beams from the mast hole to the stem.

THE SUNBEAM REGISTER

ORIGINAL NUMBER AND NAME		DATE	TRANSFERS AND CHANGES OF NAME OR NUMBER	PRESENT NAME AND NUMBER		
Solent	Falmouth			Solent	Falmouth	
V.1	DAINTY	1923		V.1	DAINTY	
V.2	JOY	1923		V.2	JOY	
V.3	MARY	1923	TO FALMOUTH (V.4) 1951		V.4	MARY
V.4	JUDY	1923	LOST AT SEA 1939		Lost at Sea	
V.5	WHIMSEY	1923	TO FALMOUTH 1948		V.5	WHIMSEY
V.6	DAISY	1923	(V.16) 1950; (V.31) 1956 TO FALMOUTH 1985; TO BARBADOS 1994; TO SOLENT 1997	V.31	DAISY	
V.7	TRILBY	1923	MAYFLY II 1933; PEGGY 1934; JENNY 1960; TO FALMOUTH (V.27) 1965; TO SOLENT 1987	V.27	JENNY	
V.8	CLARY	1924	TO FALMOUTH 1949		V.8	CLARY
V.9	WENDY	1923		V.9	WENDY	
V.10	SAUCY SALLY	1924	SALLY 1926; PAINTED LADY II 1937; TO FALMOUTH 1949; SAUCY SALLY 1975		V.10	SAUCY SALLY
V.11	WHISKY	1925	HARMONY 1928; TO FALMOUTH 1947; TO SOLENT 1994	V.11	HARMONY	
V.12	FELICITY	1925	ARGOSY 1928	V.12	ARGOSY	
V.13	QUERY	1925	PANSY 1927; ROSEMARY 1929; ECTASY 1989; BRYONY 1996	V.13	BRYONY	
V.14		1924	TO SOLENT (V.27) TANTIVY 1938; TRILBY 1947; Converted to Cruiser HALCYON 1958, Reconverted to Class (V.38) 1965; TANTIVY 1966; TO FALMOUTH 1994		V.38	TANTIVY
V.15		1924	TO SOLENT (V.25) QUERY 1937	V.25	QUERY	
V.16		1924	TO SOLENT (V.6) 1934	V.6	LITTLE LADY	
V.17		1924	TO SOLENT (V.26) WHY 1938; MELODY 1947; (V.36) 1965; TO FALMOUTH 1976; TO SOLENT 1986	V.36	MELODY	
V.18		1924	JASMINE; SPEEDWELL; SOLAIRE; UNA; MABS; DAWN; UNA 1954; LINDY 1961; UNA 1990; LINDY 1992; POLY 1995		V.18	POLLY
V.19		1924	BLACKBIRD 1928; MERLE; TO SOLENT (V.30) 1947; EMILY 1947; SANTA MARGARITA 1951; GAY LADY 1959; EMILY 1997	V.30	EMILY	
V.20		1924	RESEDA; TO SOLENT (V.29) 1947; MARY 1947; SUGAR DADDY 1965	V.29	SUGAR DADDY	
V.21		1924			V.21	MARANUI
V.22	BRYONY	1925	(V.14) 1927; SANTA BABY 1956	V.14	SANTA BABY	
V.23	IVY	1925	(V.15) 1927; ECSTASY 1965; IVY 1991; MAYFLY 1996	V.16	MAYFLY	
V.24	MYSTERY	1925	(V.16) 1927; STORM 1953; MYSTERY 1959	V.16	MYSTERY	

ORIGINAL NUMBER AND NAME		DATE	TRANSFERS AND CHANGES OF NAME OR NUMBER	PRESENT NAME AND NUMBER	
Solent	Falmouth			Solent	Falmouth
V.25	Y	1926	(V.17) 1927; KAY 1927; COMEDY 1929; MELODY 1932; COMEDY 1933	V.17	COMEDY
V.26	LADY DAY	1926	(V.18) 1927; MAYFLY 1927; FANCY 1933; GIRL FRIDAY 1939; TO FALMOUTH (V.7) 1949; MELODY; PIXY 1966	V.7	PIXY
V.27	AUDRY	1926	(V.19) 1927; PAINTED LADY 1932; VERONY 1937; TO FALMOUTH 1948; VERONY II 1954; VERONY 1964; PAINTED LADY 1974;	V.19	VERONY
V.28		1926	(V.35) 1965; (V.37) 1968	V.37	CAPRICE
V.29	LIVELY	1926	(V.20) 1927; TO FALMOUTH 1976; VERITY 1982	V.20	VERITY
V.30	VANITY	1926	(V.21) 1927; TO FALMOUTH 1962; (V.1); (V.34) 1965	V.34	VANITY
V.22	BUBLY	1927	TO FALMOUTH 1950; MIST; BUBLY 1954	V.22	BUBBLY
V.23	GOLIGHTLY	1927	ECSTASY 1932; (V.4) ROMANY 1947; TO FALMOUTH 1960; (V.1) (V.12) 1963; BIGAMY 1964; ROMANY 1965; (V.32) 1965; TO SOLENT 1987	V.32	ROMANY
V.24	FAY	1927		V.24	FAY
V.23	PHANTASY	1935	TO FALMOUTH 1938	V.23	PHANTASY
I.V.25	WHY	1935	(V.28) 1947	V.28	WHY
F.V.1	AIDA	1935	TO SOLENT (V.1) SYMPHONY 1957; (V.33) 1959; TO FALMOUTH 1971; TO SOLENT 1988	V.33	SYMPHONY
F.V.2	PINTAIL	1936	(V.35) 1965	V.35	PINTAIL
F.V.2	BINAIYA	1937	(V.3) IVY 1957; DOROTHY 1986; GWENNY 1996	V.3	GWENNY
I.V.26	DANNY	1938	TO JERSEY 1947; TO FALMOUTH (V.26) 1963; TO SOLENT 1991	V.26	DANNY
V.40	VEE FORTY	1976	FORTUITY 1994; NANCY 1994	V.40	NANCY
V.41	FLEURY	1979		V.41	FLEURY
V.42	PENNY	1979		V.42	PENNY
V.43	HONEY	1979		V.43	HONEY
V.44	LUCY	1984		V.44	LUCY

Notes:- (1) Originally (1923/26) the first 30 Sunbeams were numbered as one series. But in 1926 the Solent Sunbeams decided to have consecutive number for their own boats, and renumbered Nos. 22-27, 29 and 30 as 14-21 (the three new boats built in 1927 were therefore numbered 22-24); Falmouth did not renumber, so that duplication of numbers ensued for many years.

(2) "Phantasy" built in 1935 was numbered 23 because the rightful No.23 "Ecstasy", ex-"Golightly" had withdrawn from the Class. I.V.25 and I.V.26 were "Itchenor Sunbeams". F.V.1, F.V.2 and F.V.3 were new "Falmouth Sunbeams".

