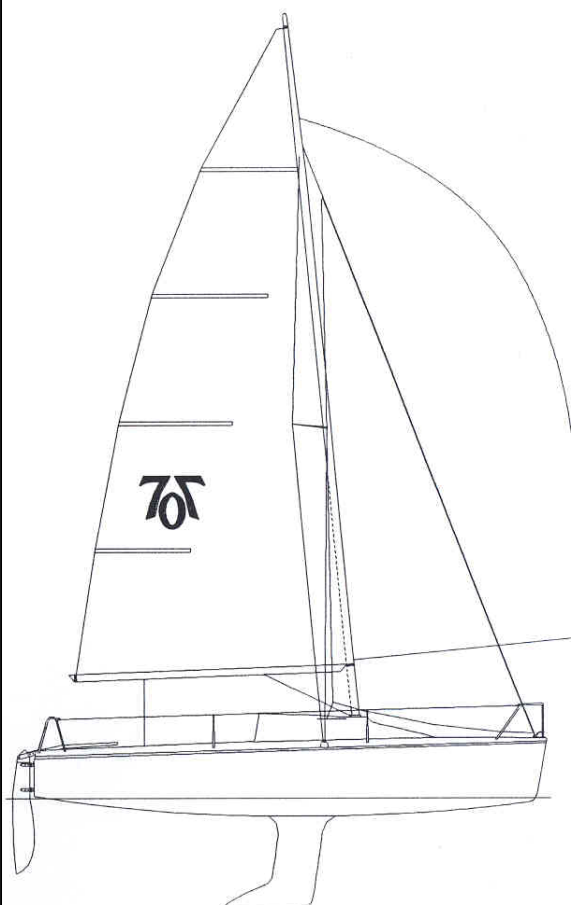


HUNTER 707 CLASS RULES



MARCH 2003

HUNTER 707 - CLASS RULES

Edition 5 – 1 March 2003

PART A - ADMINISTRATION

1 GENERAL

The Hunter 707 Class is a “one-design” keelboat. To ensure the administration of the Class and the objectives of the class rules are maintained, before any Hunter 707 may be raced, the following documents must have been issued and endorsements obtained:

- (a) Building Fee Receipt/Sail Number Issue.
- (b) Measurement Certificate.
- (c) Sail Endorsements.
- (d) 707 Class Association Membership.

2 BUILDING FEE RECEIPT

A building fee must be paid on each boat at the commencement of building whether or not it is subsequently certificated. Payment should be made by the builder to the RYA and on receipt of payment the RYA will issue a building fee receipt and sail number.

3 MEASUREMENT CERTIFICATE

First Certification

For yachts not previously certificated, the owner shall have the yacht measured in accordance with Part C of these rules. Only an RYA Approved Hunter 707 Class Measurer shall undertake measurement. On completion of satisfactory measurement, the Measurer will supply the owner with a measurement form completed and signed in respect of Section 3.

The owner shall ensure that Sections 1 and 2 of the measurement form are completed and then apply to the RYA for a measurement certificate, enclosing the completed measurement form, the building fee receipt and a certification fee. Upon receipt of these the RYA may issue the first measurement certificate to the owner.

Re-Certification

Should a certificate become invalid due to reason (a) or (b) below, the owner shall apply to the RYA for a new certificate returning the old certificate together with details of all changed particulars and the certification fee. Upon receipt of these the RYA may issue a new measurement certificate to the owner.

Should a certificate become invalid due to the reasons (e), (f) or (g) below, the owner shall have the necessary items of the yacht re-measured in accordance with Part C of these rules. Only an RYA Approved Hunter 707 Class Measurer shall undertake measurement. On completion of satisfactory measurement, the Measurer will supply the owner with a measurement form completed and signed in respect of the necessary items or will endorse the changes on the old certificate.

The owner shall then apply to the RYA for a new measurement certificate, enclosing the completed measurement form, if applicable, together with the old certificate and the certification fee. Upon receipt of these the RYA may issue a new measurement certificate to the owner.

Validity of Measurement Certificate

A measurement certificate is only valid provided:-

- (a) It has not expired. (Measurement certificates are valid for five years).
- (b) There is no change of ownership.
- (c) All sails have been measured and endorsed in accordance with rule A4 and comply with these class rules or the class rules effective at the time when they were endorsed.
- (d) The hull, spars, keel and equipment comply with these class rules.
- (e) No alteration, replacement or repair is made to the hull, spars, keel or equipment, which might change the dimension of an item in Part C of these rules.
- (f) No alteration is made to the weight of the yacht or its correctors if fitted.
- (g) The keel is not removed from the yacht.
- (h) The owner(s) is a current member of a 707 Class Association.

4 SAIL ENDORSEMENT

Owners shall have all sails measured in accordance with Part D of these rules. Only an RYA Sail Measurer or an RYA Approved Hunter 707 Class Measurer shall undertake measurement. Upon completion of satisfactory measurement, the Measurer shall endorse the sail by signing and dating it near the tack for fore and aft sails and at the head for spinnakers.

5 ALTERATIONS, REPLACEMENTS AND REPAIRS

To comply with these class rules, all hulls, spars, keels, sails and equipment shall comply with either these class rules or the class rules effective at the time of first certification or at the time of re-certification or endorsement subsequent to re-measurement after alteration, replacement or repair with the additional requirement to comply with items marked with an asterisk in Part C and D of these rules.

6 CHECK MEASUREMENT

All hulls, spars, keels, sails and equipment shall be liable to re-measurement at the discretion of the RYA or a Race Committee at any time and it is the owner's responsibility to ensure that they comply with the appropriate class rules at all times.

Notwithstanding anything contained herein, the RYA has the right to refuse to grant or withdraw a measurement certificate and/or a sail endorsement at any time.

7 NOTES ON RESPONSIBILITY

The RYA, the Class Association and RYA Measurers are under no legal responsibility in respect of these rules, plans or accuracy of measurement and no claim arising therefrom can be entertained. It shall also be made clear that it is the owner's responsibility to contact an appropriate Measurer and to make his own contractual agreement with that Measurer.

8 CHANGES TO CLASS RULES

The safety requirement of sailing instructions shall take precedence of these class rules.

When racing exclusively under the RORC/UNCL IRC or RYA and RORC Sportsboat Rule (SBR), in cases of conflict, the IRC/SBR Rules shall take precedence over these class rules. When required, crew limits shall be in accordance with the IRC/SBR Rules.

Sailing instructions may vary the requirements of class rules 2.4.1.3, 6.6.3 and 9.1.

9 ADVERTISING

Advertising as described in the ISAF Advertising code 20.3.1(b) [Category C] is not permitted, with the exception of advertising required by the class sponsor.

PART B - MEASUREMENT RULES

1 GENERAL

1.1 Intent

These Rules are intended to ensure that Hunter 707 Class yachts are as nearly alike as possible with regard to shape and weight of hull and decking, shape and weight of keel, shape and weight of rudder, shape and area of rig and sail plan, number and use of fittings and any other matter which has influence on the basic speed of a Hunter 707.

All Hunter 707 Class yachts shall be in accordance with these rules and no alterations or additions are permitted unless specifically stated.

The Hunter 707 is a **closed class** as defined by the ISAF. Anything not specifically permitted by these class rules is PROHIBITED.

Fittings and other items permitted by these rules shall only be used for the purpose detailed.

1.2 Axes of Measurement

- 1.2.1 A number of words such as fore, aft, above, below, height, depth, length, beam and freeboard acquire a precise meaning in these rules as they are taken to refer to the hull in measurement trim. Unless specifically required by the rules to be taken another way, all measurements denoted by these or similar words shall be taken parallel to one of three major axes of the hull - vertical, horizontal or transverse - related to the defined Measurement Plane and the defined Centre Plane.
- 1.2.2 Where a rule requires a measurement to be taken from A to B the straight line distance joining A to B shall be measured whether or not the line is parallel to an axis.
- 1.2.3 Unless specifically required by the rules, spars, rigging attachment to spars and sails shall be measured as individual components without reference to the hull axis.
- 1.2.4 Width, thickness, length, etc. of a component shall be measured as appropriate for that component without reference to the hull axis.
- 1.2.5 Where a measurement is quoted as having a dimension within a range, such range shall not be regarded as a tolerance.

1.3 Definitions

- 1.3.1 Aft Measurement Point (AMP): The AMP is the point on the fore and aft centreline where the extension of the aft face of the transom intersects the extension of the underside of the hull.
- 1.3.2 Centre Plane (CP): The CP is a vertical plane passing through the AMP and following the fore and aft centreline.

- 1.3.3 Measurement Plane (MP): The MP is a horizontal plane passing through the AMP and a point on the stem 730mm, measured along the line of the upper stem, below the intersection of the deck and hull shell mouldings.
- 1.3.4 Section: A Section is any transverse vertical plane at 90° to the CP.
- 1.3.5 Section 0: A Section passing through the AMP.
- 1.3.6 Deck Measurement Point (DMP): The DMP is the point on the deck on the CP at its intersection with the foreside of the mast-step fitting as referred to in rule 2.4.1.1 (i).
- 1.3.7 Keel Measurement Point (KMP): The KMP is the point on the CP where the extension of the underside of the keel intersects a Section passing through the aft point of the keel.

2 HULL

2.1 Identification Marks

- 2.1.1 The hull shall carry the official hull number as approved by the RYA, permanently moulded into the outside of the starboard transom as part of the HIN in Arabic numerals not less than 6mm in height.
- 2.1.2 The sail number label, as issued by the National Authority, shall be displayed on the outside of the companionway bulkhead to starboard.

2.2 Builders

- 2.2.1 Hull shells, deck mouldings, interior mouldings, main bulkhead, mast support strut, main saloon berth structures including tops and sides, fore and aft stringers and bulkheads in fore cabin, main cabin and aft, hatch and companionway structures, shall be built and assembled only by builders licensed to do so by Hunter Boats Ltd (the Builder).
- 2.2.2 No alterations, modifications, replacements or repairs to the items listed in rule 2.2.1 are permitted except to facilitate the attachment of fittings and instruments or the lead of electrical cables.
- 2.2.3 The external surface of the hull below a horizontal plane 30mm below the MP shall be covered with anti-fouling.

2.3 Dimensions

- 2.3.1 The length, measured between Section 0 and a Section passing through the forward-most part of the FRP mouldings shall be not more than 7090mm nor less than 7060mm.
- 2.3.2 At a Section 2500mm forward of Section 0, the beam, measured between points on the outside hull shell at its intersection with lower edge of the gunwale rubber, shall be not more than 2450mm nor less than 2430mm.

- 2.3.3 The distance, measured around the surface of the hull, between the AMP and the intersection of the aft edge of the keel and the skin on the CP shall be not more than 3315mm nor less than 3285mm.
- 2.3.4 The distance, measured in a straight line, A to B, between the AMP and the KMP shall be not more than 3100mm nor less than 3075mm.
- 2.3.5 At a Section 3290mm forward of Section 0, the vertical distances from points on the outside surfaces of the skin 860mm either side of the CP to a horizontal plane passing through the outside surface of the skin on the CP shall be not more than 225mm nor less than 210mm. This measurement shall be taken with the hull weight supported by the keel.

2.4 Hull Fittings

2.4.1 Deck Fittings

- 2.4.1.1 The following deck fittings shall be fitted to the deck and shall conform with any dimension and/or requirement as detailed in Diagram 1.
- (i) One mast step fitting as only supplied by the Builder fitted so that the DMP is not more than 4580mm or less than 4545mm forward of Section 0. The fitting shall be fitted with four single sheave blocks, one for the main halyard, one for the spinnaker halyard, one for the headsail halyard, one for the spinnaker boom up-haul.
 - (ii) Two shroud attachment fittings as only supplied by the Builder, one each side. The fittings shall be located on the moulded deck shroud attachment fitting buttresses.
 - (iii) One bow/bow pulpit fitting including the forestay attachment fitting as only supplied by the Builder. The intersection of the centreline of the forestay attachment fitting in way of the forestay, and the deck, measured in a straight line, A to B, from the DMP shall be not more than 2400mm or less than 2365mm.
 - (iv) Two stern pulpit fittings as only supplied by the Builder, one each side fitted in the positions shown on Diagram 1. Each stern pulpit shall be fitted with a single sheave spinnaker sheet turning block, the axis of which shall be within 150mm of the pulpit base.
 - (v) Four stanchions as only supplied by the Builder, two each side fitted in the positions shown on Diagram 1. Stanchions may be angled outboard to a maximum angle of 10°. The aft stanchion each side shall be fitted with a single sheave spinnaker sheet turning block, which may have a ratchet, the axis of which shall be within 100mm of the stanchion base.
 - (vi) Three metal cleats not less than 200mm in length, one at the bow to starboard and one each side at the stern.
 - (vii) Two headsail sheet fairlead tracks not more than 500mm in track length, one each side, located on the moulded coach roof track plinths. Each track shall have one fairlead car fitted with one turning block of not more than 45mm in overall diameter.

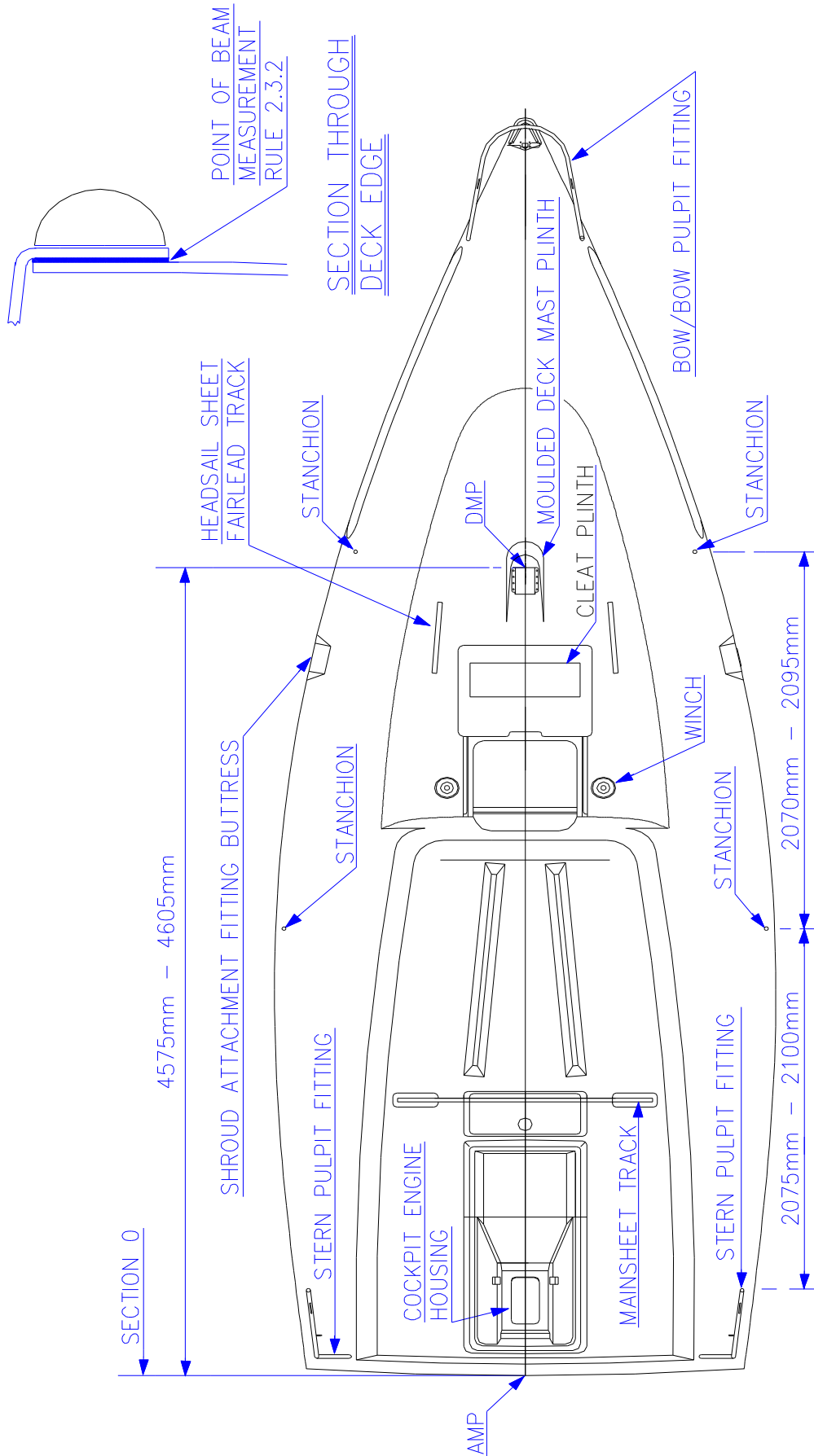
- (viii) Two single speed, non self tailing winches of not more than 110mm in overall diameter, one each side, located on the moulded coach roof winch plinths.
- (ix) Two headsail sheet cam cleats one each side within 200mm of each halyard sheet winch.
- (x) One mainsheet track of not more than 1190mm nor less than 1170mm in track length located on the moulded cockpit plinths. The track shall be not more than 40mm in any cross section. The track shall have one traveller car fitted with not more than three single sheave blocks, one for the mainsheet incorporating a becket and two to control car adjustment each incorporating a becket.
- (xi) One single sheave mainsheet block which may have a ratchet, fitted by an attachment eye or swivel base and with up-stand spring and with integral cam cleat and eye, fitted on the CP aft of the mainsheet track.
- (xii) Four single sheave mainsheet car adjustment control blocks, two each side, fitted to the cockpit sides not more than 200mm from the mainsheet track. The sheaves may be part of multi-sheave blocks.
- (xiii) Two mainsheet car adjustment control cam cleats with eye, one each side, fitted to the cockpit sides not more than 200mm from the mainsheet track.
- (xiv) One single sheave spinnaker boom downhaul block, fitted by an attachment eye or swivel base and with up-stand spring, fitted on the CP not more than 1075mm nor less than 975mm measured in a straight line, A to B, forward of the DMP.
- (xv) One or two spinnaker boom downhaul lead eyes, one fitted not more than 150mm from the block detailed to in rule 2.4.1.1 (xiv) the other fitted not more than 100mm from the DMP.
- (xvi) One bulls-eye fitting for the spinnaker downhaul, one single sheave block for the mainsail outhaul and one single sheave block for the Cunningham downhaul or reefing line fitted to the moulded deck mast plinth.
- (xvii) Three cam cleats, one for Cunningham downhaul lead or reefing line, and one each for the spinnaker boom up-haul and downhaul leads, located on the moulded coach roof cleat plinth.
- (xviii) One kicking strap lead and cam cleat, which may be fitted with swivel base, located on the CP on the moulded coach roof cleat plinth.
- (xix) Four clutch locks, one for each of three halyards and one for the mainsail clew outhaul, each located on the moulded coach roof cleat plinth.
- (xx) Two single sheave spinnaker twinning line blocks, one each side, fitted by an attachment eye or swivel base and with up-stand spring, fitted not more than 520mm measured in a straight line, A to B, aft of the shroud attachment fitting.
- (xxi) Two spinnaker twinning line cam cleats, one each side, fitted to the deck.
- (xxii) A marine type magnetic steering compass of a minimum card diameter 60mm.
- (xxiii) All permitted cleats may be fitted with mounting wedges.

2.4.1.2 The following deck fittings may be fitted:

- (i) Two headsail sheet barber hauler line cam cleats, one each side, fitted to the deck.

- (ii) Two headsail sheet barber hauler line blocks fitted by an attachment eye or swivel base, one each side, fitted to the deck.
- (iii) Two winch feeding fittings, one each side, fitted to the coach roof.

DIAGRAM 1 – DECK LAYOUT



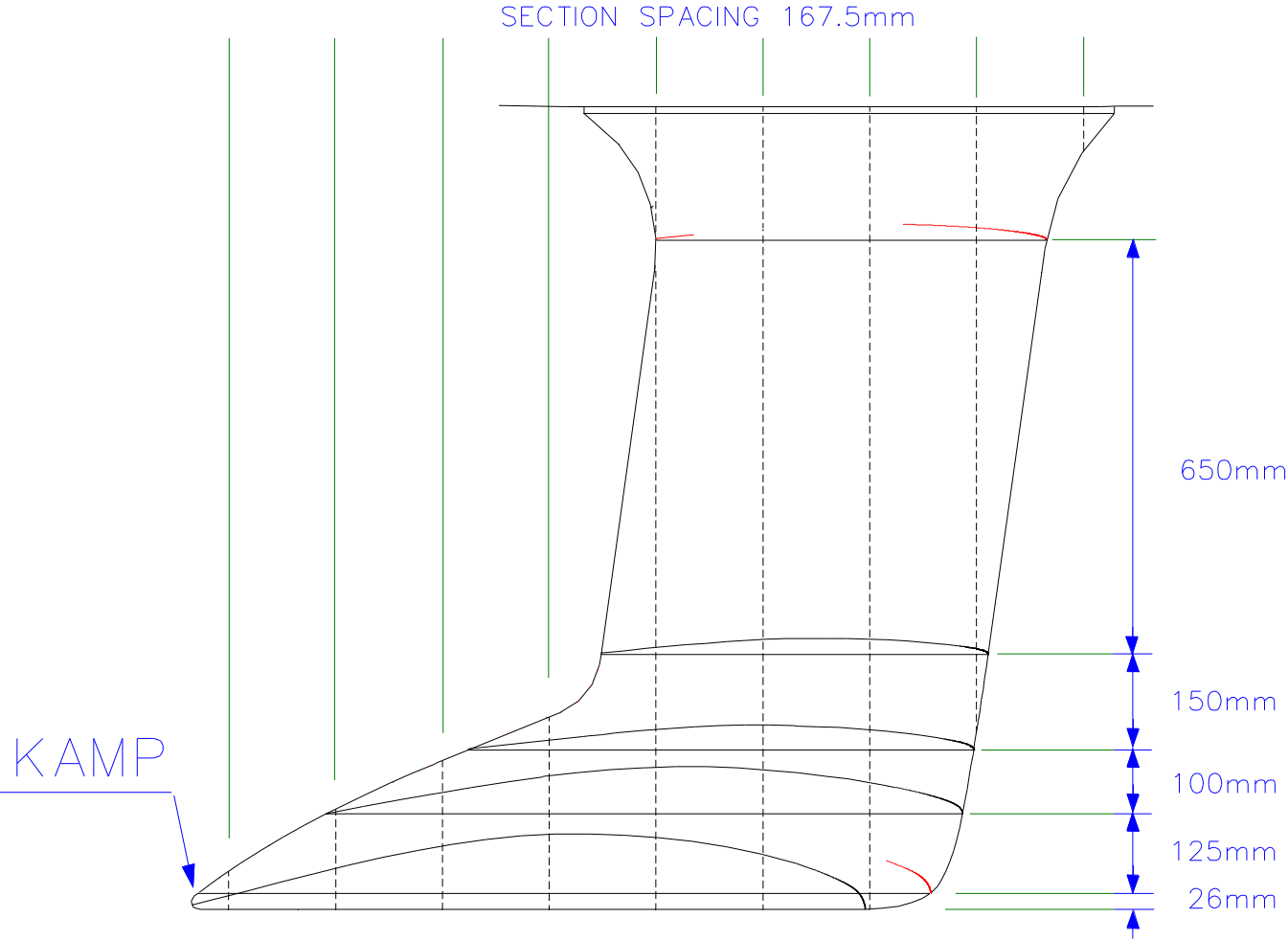
- (iv) Fittings to secure the outboard motor, the outboard motor housing cover and outboard motor well shut off, including hasps and staples, bolts and hinges.
- (v) Electronic speed and depth sensing and display equipment with associated wiring.
- (vi) Navigation lights to ORC Special Regulation 9.8 and associated wiring.
- (vii) Electrical power only socket fitting for portable GPS unit.
- (viii) Foot support fitting(s) mounted on the outboard motor housing cover.
- (ix) Winch handles and personal equipment and/or halyard storage bags or fittings in the cockpit or on the outside of the companionway bulkhead.
- (x) Ensign socket.
- (xi) Two spinnaker sheet retaining cleats, one each side.

2.4.1.3 Two lifelines shall be securely attached to the pulpit, one to port and one to starboard, and shall pass through or be attached to two stanchions and shall be attached to the stern pulpit frames. There shall be a third lifeline between the stern pulpit frames. The lifelines shall be stainless steel multi-strand wire, diameter not less than 3mm. Each lifeline shall be tensioned by means of a lanyard of synthetic rope of breaking strength no less than the lifeline wire and with the gap the lanyard closes not more than 100mm. The lifelines shall be tensioned so that, in their normal position without external pressure(s) applied, their centrelines are nowhere less than 410mm above the deck.

2.4.2 Internal fittings

- 2.4.2.1 A cabin sole shall be fitted in the saloon. The cabin sole shall be of plywood of not less than 9mm in thickness.
- 2.4.2.2 A lifting eye of sufficient strength to carry the weight of the fully rigged boat shall be fitted to the top of the keel.
- 2.4.2.3 A rigging screw and associated fittings attached to the hull moulding and forestay attachment fitting.
- 2.4.2.4 The fitting of a battery is optional. If fitted the battery shall be under the port saloon berth. If a battery is not fitted or the weight of the fitted battery is less than 3kg, a metal compensating weight of 3kg shall be fixed in the battery position.
- 2.4.2.5 The fitting of a galley unit is optional.
- 2.4.2.6 The fitting of a portable chemical toilet is optional.
- 2.4.2.7 The fitting of main saloon and/or fore cabin berth cushions is optional.
- 2.4.2.8 Subject to rule 2.4.2, additional internal fittings are optional.

DIAGRAM 2 - KEEL



2.4.3 Skin fittings

- 2.4.3.1 The fitting of skin fittings to facilitate bilge pump(s) and cockpit drains, speed and distance and depth instrument detector devices, rudder pintles and/or gudgeons are permitted.
- 2.4.3.2 Except where specifically permitted elsewhere in these Rules, fittings attached to the outside of, or passing through the skin are not permitted.

3 KEEL

3.1 Manufacturer

- 3.1.1 The keel shall be manufactured only by builders licensed to do so by Hunter Boats Ltd (the Builder).
- 3.1.2 No fairing, alterations, modifications, replacements or repairs to the keel are permitted except where specifically permitted elsewhere in these rules.
- 3.1.3 No filling and/or fairing is permitted at the hull to keel joint.
- 3.1.4 Subject to rule 3.3 the keel may be cleaned of foundry protrusions.

3.2 Materials

- 3.2.1 The keel shall be cast from fine grain iron.
- 3.2.2 Subject to rule 3.3.1, the keel may be covered with a protective coating.
- 3.2.3 The outer surface of the keel shall be covered with anti-fouling.

3.3 Dimensions

- 3.3.1 The shape of the keel, after painting as detailed in rule 3.2.2 and 3.2.3, shall conform with the dimensions and requirements as detailed in DIAGRAM 3a and the master keel plan as held by the RYA.

3.4 Fittings

- 3.4.1 Fittings, other than keel bolts, washers and lifting eye, are not permitted.

3.5 Weight

- 3.5.1 The weight of the keel shall be not less than 390kg nor more than 415kg.

4 RUDDER

4.1 Manufacturer

- 4.1.1 The rudder shall be manufactured only by manufacturers approved to do so by Hunter Boats Ltd (the Builder).
- 4.1.2 No alterations, modifications, replacements or repairs to the rudder are permitted except where specifically permitted elsewhere in these rules.

4.2 Materials

- 4.2.1 The rudder shall be made of wood, glue and paint.
- 4.2.2 The rudder shall be covered with anti-fouling below 30mm below the MP.

4.3 Dimensions

- 4.3.1 The shape of the rudder shall conform with the dimensions and requirements as detailed in Diagram 2 and the master rudder plan as held by the RYA.
- 4.3.2 The rudder shall be permanently marked on both sides of its leading edge at the rudder datum mark position in accordance with the dimensions detailed in Diagram 2.
- 4.3.3 The rudder shall be suspended from the transom by means of pintles and/or gudgeons fitted on the CP such that the rudder datum mark is on the same horizontal plane as the AMP and not more than 65mm aft of Section 0.

4.4 Fittings

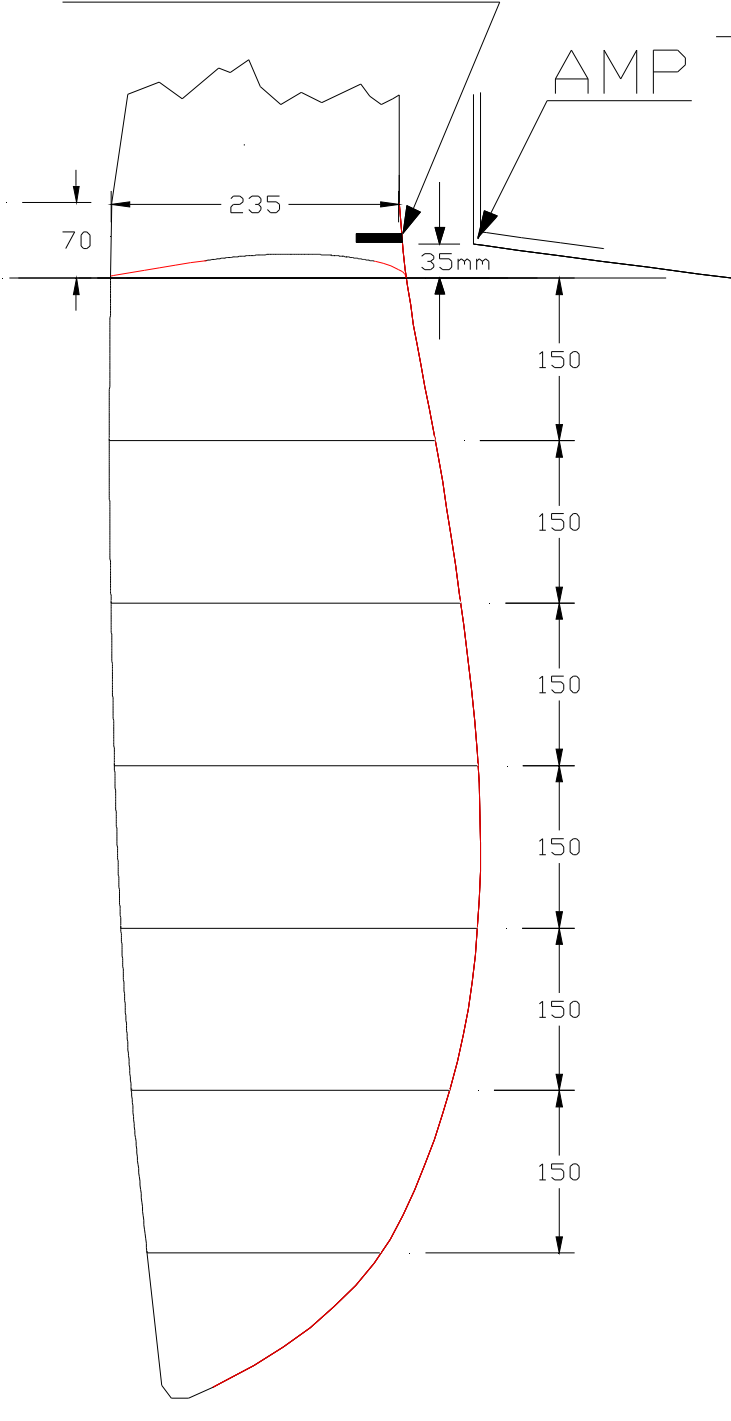
- 4.4.1 Fittings, other than pintles and/or gudgeons, tiller, tiller extension and retaining clip, are not permitted.
- 4.4.2 The manufacture, material and dimension of the tiller and tiller extension is optional except that the tiller shall be not less than 1.8kg in weight.

4.5 Weight

- 4.5.1 The weight of the rudder including fittings but excluding tiller and any tiller extension, shall be not less than 9.25kg.

DIAGRAM 3 - RUDDER BLADE

RUDDER DATUM MARK MINIMUM
 10mm HIGH x 50mm LONG
 BOTTOM EDGE ON SAME
 HORIZONTAL PLANE AS AMP



45mm

TAPER TO 4mm
 TRAILING EDGE

NOTE:
 WIDTH AND FORE
 AND AFT DIMENSIONS
 ARE +/- 2mm EXCEPT
 FOR TRAILING EDGE
 WHICH IS +/- 1mm.

5.1 Spars

5.1.1 General

Only the following spars are permitted:

- One mast
- One mainsail boom
- One spinnaker boom

5.1.2 Mast

- 5.1.2.1 The mast shall be manufactured only by manufacturers approved to do so by Hunter Boats Ltd.
- 5.1.2.2 The mast shall be of aluminium alloy extrusion (90% aluminium content) with a continuous luff groove which shall be an integral part of the extrusion and forward sleeve as fitted by the manufacturer.
- 5.1.2.3 The mast shall be tapered from a point not less than 8100mm above the lowest point of the mast.
- 5.1.2.4 Distinctive coloured measurement bands of not less than 15mm in width shall be painted to encircle the mast as follows:
 - Band 1 - the lower edge of the mast measurement band 1 shall be not more than 9545mm above the lowest point of the mast.
 - Band 2 - the upper edge of the mast measurement band 2 shall be not less than 745mm above the lowest point of the mast.
- 5.1.2.5 Permanently bent or rotating masts are not permitted, but a set, due to distortion of up to 50mm between mast measurement bands 1 and 2 is permitted .
- 5.1.2.6 The mast, when stepped, shall be on the mast step fitting detailed in rule 2.4.1.1 (i). The lowest point of the mast, when stepped, shall be not more than 15mm above the deck moulding directly below.
- 5.1.2.7 Only the following mast fittings shall be fitted:
 - (i) One main halyard turning sheave.
 - (ii) One main halyard lower hoist exit fitting.
 - (iii) One headsail halyard turning sheave.
 - (iv) One headsail halyard lower hoist exit fitting.
 - (v) One spinnaker halyard sheave.
 - (vi) One spinnaker halyard lower hoist exit fitting.

- (vii) One spinnaker halyard upper lead eye the bottom edge of which shall be not more than 8235mm or less than 8210mm above the lowest point of the mast and of which no part shall be more than 40mm from the mast.
- (viii) One spinnaker boom up-haul sheave the top of which shall be not more than 6000mm or less than 5950mm above lowest point of the mast.
- (ix) One spinnaker boom up-haul lower hoist exit fitting.
- (x) One spinnaker boom attachment fitting the eye of which shall be not more than 910mm nor less than 860mm above the lowest point of the mast and of which no part shall be more than 55mm from the mast.
- (xi) One main boom gooseneck fitting with associated tack and reefing fittings, fitted such that the top of the main boom, when in its normal position to the mast and at right angles to the mast, is not below, or more than 10mm above the upper edge of the mast measurement band 2.
- (xii) One kicking strap attachment fitting.
- (xiii) One mast heel fitting.
- (xiv) Two spreader root fittings, one each side, or one combined twin spreader root fitting, the centres of which shall be not more than 4035mm or less than 4015mm above the lowest point of the mast.
- (xv) One mainsail luff groove entry fitting.
- (xvi) One masthead fitting.
- (xvii) One spinnaker halyard cleat.
- (xviii) Two shroud attachment fittings.

5.1.2.8 The following mast fittings may be fitted:

- (i) One additional cleat for the spinnaker halyard.
- (ii) Flag halyard eyes and cleats.

5.1.3 Mainsail Boom

5.1.3.1 The boom shall be manufactured only by manufacturers approved to do so by Hunter Boats Ltd.

5.1.3.2 The boom shall be of aluminium alloy extrusion (90% aluminium content).

5.1.3.3 A distinctive coloured measurement band of not less than 15mm in width shall be painted to encircle the boom so that, when the boom is fitted in its normal position to the mast and at right angles to the mast, the forward edge of the band shall be not more than 3760mm measured in a straight line along the boom from the aft side of the mast.

5.1.3.4 Permanently bent booms are not permitted, but a set due to distortions of up to 30mm between the boom measurement band and the foremost point of the boom is permitted.

5.1.3.5 Only the following boom fittings shall be fitted:

- (i) Eight clew outhaul/reefing sheaves. Three shall be included in a boom aft end fitting, which shall be not more than 200mm aft of the forward edge of the boom measurement band. Three shall be included in the boom gooseneck fitting and two shall be running blocks for the mainsail clew outhaul.
- (ii) One kicking strap attachment fitting which shall be not more than 2585mm or less than 2565mm forward of the forward edge of the boom measurement band.
- (iii) Two mainsheet attachment fittings each to which one single sheave block shall be attached.
- (iv) One or two spinnaker boom stowage fittings.
- (v) One eye attachment fitting aft of the boom measurement band.
- (vi) Reefing line attachment eyes.

5.1.4 Spinnaker Boom

- 5.1.4.1 The spinnaker boom shall be manufactured only by manufacturers approved to do so by Hunter Boats Ltd.
- 5.1.4.2 The spinnaker boom shall be of aluminium alloy extrusion (90% aluminium content).
- 5.1.4.3 The overall length, including end fittings, shall be not more than 2940mm.
- 5.1.4.4 Fittings, other than end fittings, attachment eye or bridle with ring for the uphaul and bridle with ring for the downhaul, release line, are not permitted.

5.2 Rigging

5.2.1 Standing rigging

The following standing rigging shall be fitted:

- One forestay
- Two main shrouds
- Two lower shrouds
- Two main shroud spreaders

No other standing rigging is permitted.

- 5.2.2 The forestay and forestay attachment fittings shall be manufactured only by manufacturers approved to do so by Hunter Boats Ltd.

The intersection of the forestay, extended if necessary, and the surface of the mast shall be not more than 7930mm or less than 7900mm above the lowest point of the mast.

The forestay shall be attached to the forestay attachment as detailed in rule 2.4.1.1(iii).

The forestay shall be fitted with attachment fittings only as supplied by Hunter Boats Ltd., the lower of which only shall be adjustable. No other fittings are permitted.

The length of the forestay and fittings shall not be altered when racing.

5.2.3 The main shrouds and main shroud attachment fittings shall be manufactured only by manufacturers approved to do so by Hunter Boats Ltd.

The intersection of the main shrouds, extended if necessary, and the surface of the mast shall be not more than 8000mm or less than 7970mm above the lowest point of the mast. The main shrouds shall bear on the main shroud spreaders in accordance with rule 5.2.5.

The main shrouds shall be attached to the shroud attachment fitting as detailed in rule 2.4.1.1(ii).

The main shrouds shall be fitted with attachment fittings only as supplied by Hunter Boats Ltd., the lower of which only shall be adjustable. No other fittings are permitted.

The length of the main shrouds and fittings shall not be altered when racing.

5.2.4 The lower shrouds and lower shroud attachment fittings shall be manufactured only by manufacturers approved to do so by Hunter Boats Ltd.

The intersection of the lower shrouds, extended if necessary, and the surface of the mast shall be not more than 3945mm or less than 3915mm above the lowest point of the mast.

The lower shrouds shall be attached to the shroud attachment points as detailed in rule 2.4.1.1(ii).

The lower shrouds shall be fitted with attachment fittings only as supplied by Hunter Boats Ltd., the lower of which only shall be adjustable. No other fittings are permitted.

The length of the lower shrouds and fittings shall not be altered when racing.

5.2.5 The two main shroud spreaders shall be manufactured only by manufacturers approved to do so by Hunter Boats Ltd.

The two main shroud spreaders shall be rigidly fixed to the spreader root fitting(s) as detailed in rule 5.1.2.7 (xiv) such that the distance between the points at which the main shrouds bear on the spreaders is not more than 2115mm or less than 2085mm. The bearing points on the spreaders of the main shrouds measured in a straight line along the length of the spreader from the mast surface at the spreader attachment shall be not more than 1120mm or less than 1100mm.

5.3 Running Rigging

5.3.1 All ropes shall be of non metallic material.

5.3.2 The following running rigging shall be fitted:

- (i) One mainsail halyard of rope shall be fitted.
- (ii) One headsail halyard of rope shall be fitted. The intersection of the headsail halyard, extended if necessary, and the surface of the mast shall be below the forestay and mast intersection as detailed in rule 5.2.2.

- (iii) One spinnaker halyard of rope shall be fitted. The final lead of the upper end of the spinnaker halyard shall pass through the spinnaker halyard upper lead eye as detailed in rule 5.1.2.7 (viii).
- (iv) One spinnaker boom up-haul of rope.
- (v) One spinnaker boom downhaul of rope.
- (vi) **One or two headsail sheets of rope.**
- (vii) Two spinnaker sheets of rope.
- (viii) One mainsheet of rope.
- (ix) **One or two mainsheet traveller car adjustment lines of rope.**
- (x) One or two mainsail clew outhaul of rope.
- (xi) Two mainsail reefing lines of rope.
- (xii) One or two kicking strap adjustment line(s) of rope.
- (xiii) A kicking strap strut with four integral sheaves all as manufactured by a manufacturer approved to do so by Hunter Boats Ltd. plus not more than one kicking strap single sheave running block in addition to the blocks permitted elsewhere in these rules. One or two kicking strap adjustment line(s) of rope
or
kicking strap running blocks with a total of not more than three single sheave in addition to the blocks permitted elsewhere in these rules. One kicking strap adjustment line of rope plus one or two kicking strap adjustment line(s) of wire (metal) rope and associated shackles.
- (xiv) One Cunningham eye adjustment line of rope.
- (xv) Two spinnaker twinning lines of rope. Each line may be fitted with a single sheave block or snatch block or dead eye.

5.3.3 The following running rigging may be fitted:

- (i) Two headsail barber hauler lines of rope. Each line may be fitted with a single sheave block or snatch block or dead eye.
- (ii) Flag halyards.

5.4 Fittings

5.4.1 Except as permitted elsewhere in these rules no fittings are permitted.

6 SAILS

6.1 General

6.1.1 Anything not specifically permitted by these class rules is PROHIBITED.

6.1.2 **Sails** shall be made and measured in accordance with the ISAF Equipment Rules of Sailing (ERS), except where varied herein. Where a term defined or a measurement given in the ERS is used in these rules it is printed in bold type.

6.1.3 **Sails** shall be made only by manufacturers approved to do so by Hunter Boats Ltd. The number of and approval of **sail** manufacturers will be reviewed every other year.

6.2 Mainsail

6.2.1 Construction

6.2.1.1 The construction shall be: **soft sail, single ply sail.**

6.2.1.2 The **body of the sail** shall consist only of **ply** approved by Hunter Boats Ltd. **Reinforcement** shall consist only of **ply** approved by Hunter Boats Ltd. All **ply** fibres shall be of polyester. **Batten pocket patches** may consist of not more than four additional **ply** of permitted **reinforcement** material. **Reinforcement** of not more than one additional **ply** of permitted **reinforcement** material each side of the sail may be fitted in a continuous length from **luff** to **leech** in way of each **batten pocket** but shall be not more 225mm in width.

6.2.1.3 The **sail** shall have 4 **batten pockets** in the **leech**.

6.2.1.4 The following are permitted: Stitching, glues, webbing, woven and PTFE tapes, bolt ropes, corner eyes, corner rings, Velcro or other fastening, Cunningham eye, reefing points, batten pocket elastic, batten pocket end caps, batten retaining devices, mast slides, leech line with cleat, sail maker’s labels as permitted by the ISAF, sail numbers, national letters and class insignia, tell tales.

6.2.1.5 The **sail** shall be constructed so that it can be reefed by means of slab reefing at two points adjacent to the **luff** and two points adjacent to the **leech**.

6.2.2 Dimensions

	Minimum	Maximum
Leech length	9400mm	9460mm
Quarter width	3170mm	3210mm
Half width	2420mm	2460mm
Three-quarter width	1400mm	1440mm
Upper width 300mm from the head point		290mm
Top width		70mm
Primary reinforcement		1150mm
Secondary reinforcement		
from corner measurement points		1600mm
for flutter patches		140mm
for chafing patches		1200mm
for batten pocket patches		270mm
for reefing points or eyes adjacent to the luff or leech		900mm
Tabling width at luff		50mm
Tabling width elsewhere		45mm
Seam width		45mm
Inside Batten pocket length:		

	Lower three pockets		1215mm
	Top pocket (full length)		-
Inside Batten pocket width			50mm
Head point to intersection of leech and centreline of uppermost batten pocket		1930mm	1960mm
Head point to intersection of luff and centreline of uppermost batten pocket		1535mm	1665mm
Clew point to intersection of leech and centreline of lowermost batten pocket		1870mm	1900mm
Clew point to intersection of leech and centreline of lower reefing point adjacent to leech .		1140mm	1180mm
Clew point to intersection of leech and centreline of upper reefing point adjacent to leech .		2350mm	2390mm

6.3 Headsail

6.3.1 Construction

6.3.1.1 The construction shall be: **soft sail, single ply sail**.

6.3.1.2 The **body of the sail** shall consist only of **ply** approved by Hunter Boats Ltd. **Reinforcement** shall consist only of **ply** approved by Hunter Boats Ltd. All **ply** fibres shall be of polyester.

6.3.1.3 The following are permitted: stitching, glues, webbing, woven tapes, luff wire, corner eyes, corner rings, Velcro or other fastenings, hanks and associated eyes, leech line with cleat, foot line with cleat, camber bands, battens as specified by the sail maker, sail maker's labels as permitted by the ISAF, tell tales.

6.3.1.4 The shape of the **leech** shall not be convex.

6.3.2 Dimensions (to be measured as a headsail)

	Minimum	Maximum
Luff length	7810mm	7850mm
Leech length	6840mm	6880mm
Foot length	2650mm	2680mm
Foot median		7420mm
Top width		60mm
Primary reinforcement		820mm
Secondary reinforcement		
	from corner measurement points	1200mm
	for flutter patches	140mm
	for chafing patches	1200mm
Tabling width		40mm
Seam width		40mm

6.4 Spinnaker

6.4.1 Construction

- 6.4.1.1 The construction shall be: **soft sail, single ply sail**.
- 6.4.1.2 The **body of the sail** shall consist only of **ply** approved by Hunter Boats Ltd. **Reinforcement** shall consist of the same materials permitted in the **body of the sail**. All **ply** fibres shall be of polyester or polyamide.
- 6.4.1.3 The following are permitted: stitching, glues, webbing, tapes, corner eyes, corner rings, recovery line patches and eyes, sail maker's labels as permitted by the ISAF, sail numbers and national letters, tell tales.
- 6.4.1.4 The **sail** shall be substantially symmetrical about its **foot median**.

6.4.2 Dimensions (to be measured as a spinnaker)

	Minimum	Maximum
Leech length	8650mm	8720mm
Foot length	5120mm	5210mm
Foot median	9250mm	9400mm
Quarter width	5130mm	5220mm
Half width	5130mm	5220mm
Three-quarter width	3120mm	3210mm
Primary reinforcement		500mm
Secondary reinforcement		
from corner measurement points		800mm

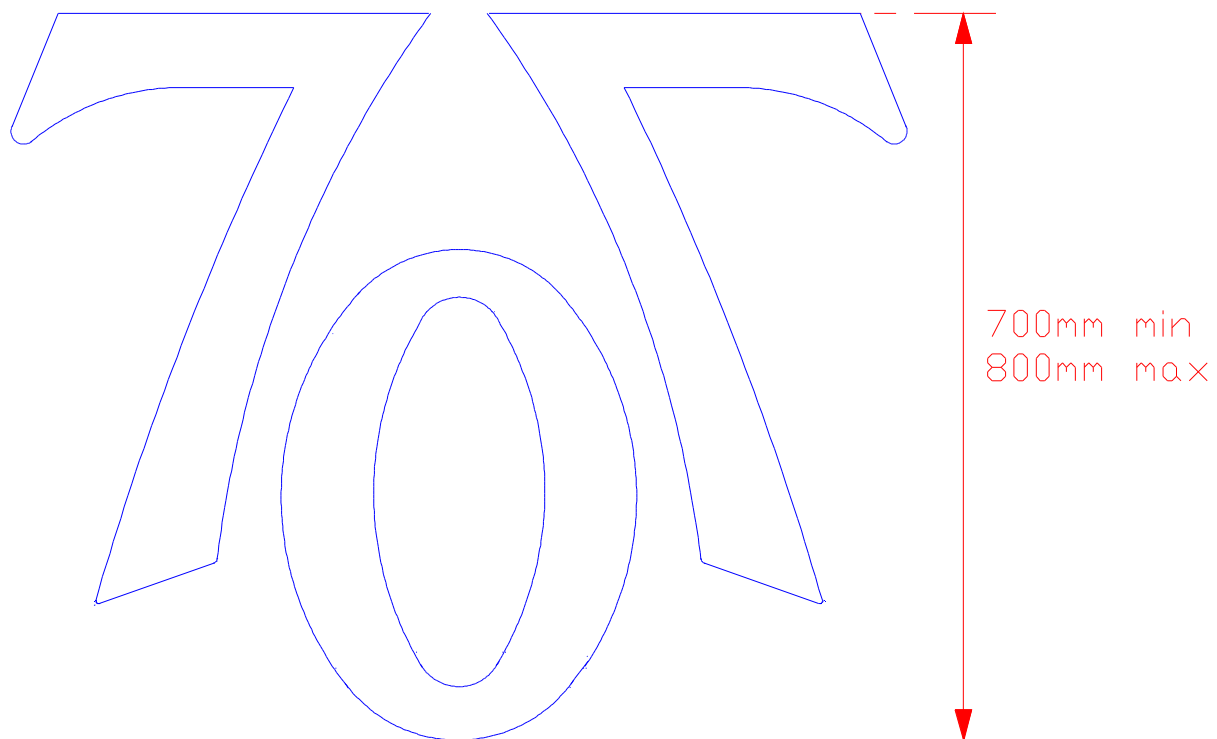
6.5 Class Insignia, National Letters and Sail Numbers

- 6.5.1 The class insignia and the sail number and letters, as issued by the National Authority shall be in accordance with RRS 77 - Appendix G, Sections 1.2(a) and 1.3(a), (d) & (e) except where varied herein.
- 6.5.2 Numbers and letters shall be of the following dimensions:

	Minimum	Maximum
Height	300mm	
Width (except number "1" or letter "l")	200mm	
Thickness	40mm	55mm
Spacing between adjoining numbers or letters or edge of sail	60mm	

- 6.5.3 The class insignia shall conform with the dimensions and requirements as detailed in Diagram 4.

DIAGRAM 4 - CLASS INSIGNIA



6.6 Additional Sail Rules

- 6.6.1 Only sails endorsed in accordance with Rule A4 shall be used.
- 6.6.2 Not more than 1 mainsail, 1 headsail and 2 spinnakers may be carried on board.
- 6.6.3 Not more than 1 mainsail, 1 headsail and 2 spinnakers shall be used in any one event of less than 14 consecutive days duration.
- 6.6.4 The mainsail shall be set so that the highest visible point at the head is lower than the lower edge of the mast measurement band 1, the lowest visible point at the tack is above the upper edge of the mast measurement band 2 and the aftmost visible part of the leech shall be forward of the inner edge of the boom measurement band.
- 6.6.5 The mainsail shall be "loose footed".
- 6.6.6 Double luff sails are prohibited.

7 EQUIPMENT

7.1 Mandatory equipment

The following equipment shall be carried and, except for item (v) may be used when racing:

- (i) A bucket, minimum capacity 9 litres, with lanyard.
- (ii) A manual bilge pump.
- (iii) An anchor, which may be fitted with anchor chain the combined weight of which shall be not less than 6kg in weight, together with an anchor warp of not less than 10m in length nor less than 8mm in diameter.
- (iv) **One life jacket per crew member aboard to EN 396 standard and providing at least 150N buoyancy.**
- (v) An outboard motor of minimum weight 13kg carried in the cockpit engine housing or a metal weight of not less than 13kg fixed in the cockpit engine housing.
- (vi) **Not less than four hand held red distress flares (SOLAS 36) and not less than two hand held orange distress smoke flares (SOLAS 37) all not more than three years old and all carried in a waterproof container.**
- (vii) First Aid kit and manual carried in a waterproof container.
- (viii) Fire extinguisher, dry powder, marine type, readily accessible to the cockpit.
- (ix) Lifebuoy with a drogue or lifesling (without a drogue), readily accessible to the cockpit and ready for instant use.
- (x) **A rescue quoit or throw-bag with at least 15m of floating line readily accessible to the cockpit.**

- (xi) A marine VHF radio with channels 16 and 37.

7.2 Permitted equipment

The following equipment may be carried and, with the exception of item (ii), may be used when racing:

- (i) Mechanical wind direction indicators.
- (ii) An additional outboard motor securely stowed below decks.
- (iii) Hand held mechanical navigational equipment.
- (iv) Safety equipment.
- (v) Radios.
- (vi) Stand alone or portable GPS (not interfaced) which may be electrically fed from the yacht's battery.
- (vii) Buoyancy bags.
- (viii) Buckets.
- (ix) Self-contained electronic timing devices, and either an electronic digital compass or an additional magnetic (non-electronic) compass.

7.3 Prohibited equipment

The following equipment shall not be used when racing:

- (i) Electronic equipment except for clocks and watches and as permitted elsewhere in these rules.

8 WEIGHT

- 8.1 The bare hull shell, deck moulding, keel and internal mouldings as assembled by the builder, in a dry condition to the satisfaction of a Measurer, excluding all applied finishes, fittings and equipment shall be not less than 895kg in weight.
- 8.2 Corrector weights may be fitted but if fitted shall be of lead, shall be not more than 30kg in total weight, shall be visibly marked with their weight and shall be fixed to the inside of companionway bulkhead.

9 OTHER RULES

- 9.1 There shall be not more than five people aboard.
- 9.2 The total weight of the people aboard is optional.
- 9.3 The same number of people shall be aboard throughout any championship series as defined by the Class Association.

PART C - MEASUREMENTS - EDITION 5

The following are those measurements required to be taken by an RYA Approved Hunter 707 Class Measurer and entered on the measurement form. On completion of measurement the Measurer will supply the owner with the completed and signed measurement form which shall be forwarded to the RYA with a request for a certificate, in accordance with Part A of these rules.

No	Rule	Measurement	Minimum	Maximum
1	2.1.2	Is the Sail Number displayed as per Rule?	Yes	No
2	2.2.3	Is the hull anti-fouled below 30mm below MP?	Yes	No
3	2.4.1.1(i)	Section 0 to DMP	4545	4580
4	2.4.1.1(iii)	DMP to forestay attachment	2365	2400
5	2.4.1.1(iii)	Is the pulpit fitted in compliance with Rule?	Yes	No
6	2.4.1.1(iv)	Are stern pulpits fitted in compliance with Rule?	Yes	No
7	2.4.1.3	Are lifelines fitted in compliance with Rule?	Yes	No
8	2.4.2.2	Is a lifting eye fitted?	Yes	No
9	2.4.2.4	Is a battery of not less than 3kg weight fitted?	Yes	No
10	2.4.2.4	Is a battery 3kg compensating weight fitted?	Yes	No
11	3.1.3	Is the keel/hull in compliance with Rule?	Yes	No
12	3.2.3	Is the keel anti-fouled?	Yes	No
13	4.2.2	Is the rudder anti-fouled 30mm below the MP?	Yes	No
14	4.3.3	AMP to rudder datum mark		65
15	5.1.2.4	Are mast bands in compliance with Rule?	Yes	No
16	5.1.3.3	Is the boom band in compliance with Rule?	Yes	No
17	5.3.2(xii)	Is a kicking strap strut fitted?	Yes	No
18	5.3.2(xii)	Number of kicking strap running blocks		1/3
19	8.2	Number of corrector weights if any		
20	8.2	Total weight of any correctors		30kg

PART D - SAIL MEASUREMENTS

The following are those sail measurements required to be taken by an RYA Sail Measurer or an RYA Approved Hunter 707 Class Measurer prior to sail endorsement in accordance with rule A4. No sail shall be used when racing until it has been measured and endorsed in accordance with rule A4.

No	Rule	Measurement	Minimum	Actual	Maximum
1	6.1.3	Are all sails made by the approved sail maker	Yes		No
2	6.2.2	Mainsail leech length	9400		9460
3	6.2.2	Mainsail half width	2420		2460
4	6.2.2	Mainsail three-quarter width	1400		1440
5	6.2.2	Mainsail upper width			290
6	6.2.2	Mainsail head to intersection of leech and centreline of uppermost batten pocket	1930		1960
7	6.2.2	Mainsail head to intersection of luff and centreline of uppermost batten pocket	1535		1665
8	6.2.2	Mainsail clew to intersection of leech and centreline of lowermost batten pocket	1870		1900
9	6.5	Are mainsail class insignia, letters and numbers in compliance with Rule?	Yes		No
10		Is mainsail sail maker's mark in compliance with RRS?	Yes		No
11	6.3.2	Headsail luff length	7810		7850
12	6.3.2	Headsail leech length	6840		6880
13	6.3.2	Headsail foot length	2650		2680
14	6.3.2	Headsail foot median			7420
15		Is headsail sail maker's mark in compliance with RRS?	Yes		No
16	6.4.2	Spinnaker leech lengths	8650		8720
17	6.4.2	Spinnaker foot length	5120		5210
18	6.4.2	Spinnaker foot median	9250		9400
19	6.4.2	Spinnaker half width	5130		5220
20	6.4.2	Spinnaker three-quarter width	3130		3210
21	6.5	Are spinnaker letters and numbers in compliance with Rule?	Yes		No

Sidelines and red type denote rules that have changed since the previous edition.

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THE ROYAL YACHTING ASSOCIATION

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