

# LIGHTNING 368 CLASS ASSOCIATION

## Measurement Rules

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### 1.0 **ONE DESIGN NATURE OF THE CLASS**

The essence of the Lightning 368 Class is that it is a one design with the following additions and restrictions:

- All “major components” (to be defined later) are strict one design, originating from John Claridge Composites Ltd. who may themselves utilise component providers for some parts.
- The sailor should be able to set up sheeting and control systems as they wish, using fittings they choose i.e. alter minor components.
- The Class Association may decide to outlaw, at any time, items (excluding the major components themselves) that, while apparently permitted under the rules it deems detrimental to the class. This might be due to the cost to other owners to “keep up”, or to prevent an arms race etc.

Boats breaking these rules may not race as a “Lightning 368”.

### 2.0 **MAJOR COMPONENTS**

The major components are defined to be:

- Hull
- Centreboard
- Rudder & Stock
- Masts
- Boom
- Sails

In boats built post 2009, these may not be changed, older boats may be upgraded to the new layout but care must be taken to ensure any modifications do not break the “one design” philosophy of the class, for example by noticeably changing the shape or weight of a component. The class association may rule on this as required.

#### 2.1 **Boom lengths and Sections**

To accommodate both centre main and transom mounted main-sheet configurations there are two boom options permitted.

The minimum length of the boom will be 2.675m, measured from the rear face of the mast to the rear face of the boom. All booms cut to minimum length must be cut square on the rear

face. There is no limit on maximum boom length and for rectangular booms only, where they are over the minimum length, a chamfered is permitted on the lower edge so they sit flat on the rear deck when attached to the mast in the normal position and the sail is not attached. However at no point must this chamfer project forward of the minimum length and no chamfer is permitted on the rear end of a round section boom.

## **2.2 Rudder Assembly.**

The Rudder Assembly is recognised as a "Major Component" as such all boats built post 2009 must use the approved version supplied by John Claridge Composites Ltd.

To recognise the replacement of older equipment on boats built prior to this date and the introduction of the new section Rudder blade section as agreed at the AGM 2011 the following must apply:

All rudders are made from standard moulds by John Claridge Composites Ltd, with either the traditional section blade or the new section blade being considered class legal. No other blades are permitted. The minimum weight of the Rudder Blade, Stock and Tiller, but excluding the Tiller extension, must be not less than 2.48kg.

Rudder stocks and tillers of boats built before 2009 are optional and may be manufactured by owners as long as they conform to the minimum weight and use the approved Rudder blade. The part of the blade which is or maybe within the stock may be modified to suit any approved stock or fitted with wear pads, but no part of the blade below the waterline may be modified. Pivot hole may be bushed.

## **2.3 Centreboard**

Centreboards are made from standard moulds by John Claridge Composites Ltd and the following applies:

Minimum weight of board 3.25 Kg

Maximum depth from top of blade to top of Centreboard case 1070mm

The handle may be extended or modified and wear or friction pads may be attached but the faces of such pads must be parallel and there must be no addition or modification to that part of the centreboard which extends below the bottom of the boat. Means of setting the centreboard at an angle to the fore and aft line of the boat in the horizontal plane are prohibited. The additional of tackle to raise and lower the centreboard is optional.

## **2.4 Thwarts and PODs**

Boats manufactured before 2009 will be fitted with a thwart as was standard on boats supplied by Giles GRP Ltd. For these boats the following applies:

Height of top of thwart above centreboard case : 144mm +/- 10mm

Distance aft edge of thwart from transom : 1470mm +/- 10mm

No part of the POD may be further forward than a dimension of 1260mm measured from the rear face of the mast and no surface of the POD may extend higher than 200mm measured from the floor of the cockpit.

Boats may be upgraded to the new style POD arrangement by removal of the thwart and installation of a POD. If the Thwart is removed a POD must be fitted. An approved POD kit is available from John Claridge Composites Ltd, but owners may if they wish install their own POD providing it is from a class approved mould.

The Mainsheet can be Centre or Aft Main and the type and purchase ratio is optional however:

- For centre main boats a strop or fixed deck-eye (maximum diameter 50mm) is permitted for the forward block and both the lower fittings must be attached to thwart or the POD in a fixed position.
- For Aft Main Boats a fixed strop can be fitted across the aft tank of the boat upon which a block can travel.

### 3.0 **NOTED MEASUREMENTS**

It is not the intention to define each measurement of the major components, but they shall be made from class approved tooling and comply to the class templates and specifications held by the builder.

- Length (LOA) 3.68m
- Beam (Max) 1.38m
- Hull weight including C/B and basic fittings (min) 54Kg
- Sail Area (measured) 7sq. m (Full size)
- Sail Area (measured) 'tba' sq.m (SR size)
- Length of mast 6m (Full Size)
- Length of mast 'tba' m (SR Size)
- Max carrying capacity 150Kg (1 person racing) (2 persons not racing)

### 4.0 **MINOR FITTINGS/RIGGING**

All components not mentioned as major above are deemed minor. Changes/additions in minor components is permitted subject to the "no arms race" philosophy described in the introduction and specifically protected against in the "Weasel Clause".

### 5.0 **SPECIFICALLY ALLOWED/DISALLOWED**

This section may override general statements above and possibly Clauses in the Racing Rules of Sailing (RRS). Items will be added as required to protect the "one design" nature of the class as discussed elsewhere.

#### **Allowed**

- Compasses
- Righting lines
- Flag/Wind indicators
- Type, style and quantity of Toe straps is optional as long as the rule below is adhered to.
- Dacron or Mylar; Cross cut or Radial Sails; Full size or SR size are permitted
- Full Size or SR Rigs may be used at any event, but will compete on equal terms.

#### **Disallowed**

- All methods of extending or supporting the helms' weight outboard other than standard "hiking" with toestraps. This includes all accessories which allow weight to be projected further outboard such as trapezes, sliding seats, etc.
- Additional ballast of any form - See also RRS restrictions.
- Electronic speed, wind direction, position locating devices etc, other than compasses as mentioned above.
- Use of more than one sail, or mast, or change between Full Size and SR rig in any single class event with exception of storm sails and in the event of damage making mast or sail unusable.

## 6.0 **WEASEL CLAUSE**

The Class Association may at any time, including retrospectively, outlaw (disallow) a development, which it deems to be inconsistent with the “one design” philosophy. From this time onward a boat containing this development cannot race as a “Lightning 368”.

This clause should be carefully used, as it not the intention to prevent minor developments which might increase speed/comfort, provided that costs are low enough to permit other owners to follow.

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