



SMERALDA 888

CLASS RULES

1. CLASS RULES AND OBJECTIVES

1.1. The “Smeralda 888” is a one-design boat designed by German Frers.

The boat has been developed to promote competitive sailing activities amongst yacht club members.

The boat has a fixed keel with ballast and sloop rig for a crew of 4 or 5 people. It is suited to both fleet and match racing and can be handled by smaller crews where the hiking position of the body is strictly controlled. The design characteristics make the sloop suitable also for short-distance cruising for two people. The boat is watertight and self-draining under normal weather conditions.

1.2. The Smeralda 888 boats constitute a Class called “Smeralda 888 Class”.

The Class emblem is a bow cutting through a wave. This emblem must be reproduced on the hull.

1.3. The Class Rules have the following objectives:

- To assure the correct control and management of the Class
- To define and preserve over time the detail and characteristics of the original design and to avoid any modifications to the hull or the rigging and fittings.
- Ensure the correct use of the boat.

2. MANAGEMENT AND ORGANIZATION OF THE CLASS

2.1 Class Management

The Class’s affairs shall be managed by a Class Committee.

It is empowered to approve decisions for the Class.

Any new application for membership from a new owner must be approved by the Class Committee.

This Class Committee shall consist of the Smeralda Class President, three Vice presidents, one financial secretary and one General Class secretary.

2.2 Language

The Class’s official language shall be English.

2.3 Construction and Purchase of “Smeralda 888” Boats

The right to build a Smeralda 888 One Design shall rest exclusively with boat builders duly licensed by the Class association. The current licensed builder is Cantieri Galetti, Italy.

The Smeralda Class will determine, on a case-by-case basis, which boatyards will be granted use of the moulds for Smeralda 888 construction.

Contracts will precisely define the builders’ working procedures on regards of the rules herein and the attached specifications.

“Smeralda 888” Class boats can be purchased by individuals validated by the Smeralda Class. All applications must be forwarded to the secretary of the Smeralda Class: m.stevenazzi@ycm.org

The owners and their clubs must agree to faithfully adhere to all Class rules as stated herein.

2.4 Measurements, Certificates of Origins

The Class Measurer will be appointed annually by the Class Committee and will be responsible for assuring that all boats that are built conform exactly to the technical requirements defined in these rules.

Each boat constructed must be fitted with an identification numberplate containing its serial number, which corresponds to its sail number, permanently installed on board, as well as a Certificate of Origin reporting the weights of the keel, rudder, complete hull, mast, boom and spinnaker pole, plus the presence and location of any corrector weights.

The Certificate of Origin must be signed by both the Class Measurer and the builder.

Copies of the certificates will be kept by the Class Committee.

After the completion of the measurement checks, any modification to the boat, its rigging and fittings or its equipment is prohibited. In the case of repair work being undertaken following any damage, a recertification by the Class Measurer may be necessary.

2.5 Measurement Controls

The Measurement Controls of the boats are entrusted to the Class Technical Delegate who is appointed annually by the committee. When considered necessary, or upon the request of a competitor before an event, the Technical Delegate, who may be assisted by the Class Measurer, can carry out the following checks:

- inspection of safety equipment
- inspection of the inventory of sails and their compliance with their management and specifications
- inspection of the deck layout, standing and running rigging and fittings
- boat’s weight check
- rudder weight check

2.6 Restrictions and Penalties

These Rules are binding for both clubs with Smeralda fleets and for the boat owners. The technical specifications, more specifically, must be rigidly adhered to and the rules relating to the use of the boat in regattas must be applied in all regattas in which boats of the Class take part, even when other Classes are racing.

A club or an owner who violates the letter or the spirit of these rules, either regarding the technical specifications or the use of the boat, can be brought before a Disciplinary Committee appointed by the Committee of the class which, in the most serious of cases, may decide:

- to either permanently or temporarily ban the offending party from the Class;
- or
- suspend or disqualify the offending party for one or more competitions.

3 CONSTRUCTION SPECIFICATIONS

3.1. Hull

The hull and deck of the boat must be constructed by a licensed builder on approved moulds according to the lamination specifications and following the specific construction procedures as supplied by Costa Smeralda Yachting. The total dry weight of the boat, including rudder, keel and fittings, must not be less than 1505 Kg nor more than 1530 Kg.

Weight check will be made without:

- the mast, boom and spinnaker pole;
- the mainsail, genoa and spinnaker sheets and winch handles or safety and navigation equipment. The location of corrector weights, if needed, shall be determined by the Technical Delegate, in agreement with the Class Measurer and the builder, and the weights shall be installed and scaled in a way to be easy to inspect.

The weight and location of any weight correctors must be declared on the Certificate of Origin.

The corrector weights must not exceed a total of 25 Kg.

No additional ballast of any kind may be used.

The shape of the hull can be checked by means of garboards kept by the Class Measurer.

3.2. Keel

The keel fin must be made based on the original mould. Its weight, construction materials and shape must conform to the specifications and plans supplied by Costa Smeralda Yachting. The weight of the keel must be corrected, if necessary, to have a total weight of 991 Kg with a tolerance of +/- 1 Kg.

The weight of the keel must be reported on the boat's Certificate of Origin. The shape of the keel fin and bulb can be checked by means of garboards kept by the Class Measurer.

3.3. Rudder

The rudder must be made using the approved moulds and to the specifications and plans provided by Costa Smeralda Yachting. The weight of the rudder, including tiller and lower bearing, must not be less than 12 Kg, and must be reported on the Certificate of Origin.

3.4 Deck Fittings

The Deck Fittings and their relative layout must conform, with a tolerance of +/- 10 mm., to the positions indicated on the attached Plan 1.

3.5. Mast and Standing Rigging

The mast must be made using an approved cross-section type aluminium extrusion, and in compliance with the measurements, weights and centre of gravity indicated on the attached Plan 2 and follow its

specifications with a tolerance of +/- 5 mm. Any needed corrector weight must be reported on the Certificate of Origin, as must the weight and centre of gravity position of the mast including standing rigging, but excluding running rigging.

3.6 Other Spars

The boom and spinnaker pole must conform to the specifications reported on attached Plan 1. Their weights must be reported on the Certificate of Origin and cannot be less than 12 Kg and 4 Kg respectively.

3.7 Running Rigging

The running rigging must be in compliance with the Plan 2 specification in terms of materials, layout and dimensions.

3.8 Sails

The rights to provide the Sails for Smeralda 888 One Design shall solely rest with Sailmakers duly licensed by the Class association. The current licensed sailmaker is North Sails Italy.

The approved sail inventory is as follows:

- Masthead spinnaker, 5-ounce Nylon
- Fractional spinnaker, 75-ounce Nylon
- Self-tacking jib
- Genoa
- Mainsail

Laminates containing carbon fibre are prohibited.

Windows of transparent plastic laminate in the sails are permitted, but their total area shall not exceed the 3 % of the total surface area of the sail.

The sails must all be measured according to the specifications of the attached Plan 3.

The mainsail and the spinnakers must display the sail number as prescribed by World Sailing regulations with the exception of the national letters.

3.9 Safety Equipment

The boats must carry at all times, including when racing, the following safety equipment in a waterproof container located below deck in front of the mast:

- Bucket and sponge
- Grappling hook (6kg) + chain (10 meters - diameter 6mm) + 3-strand rope (35 meters - diameter 10mm)
- Foghorn
- 3 lighsticks (ie: Snaplights)

3.10 Electronic Devices

The installation and use on board of any instrument or electrical or electronic device connected to the GPS system is prohibited.

3.11 Modification

Any modifications or improvements to the fittings or deck layout must be approved by the Class Committee.

4 USE OF THE BOAT

4.1. Competition Levels

Three levels of competition are foreseen:

- club races
- inter-club races
- International regattas:
 - Smeralda International Championship
 - Gold Cup

4.2 Notice of Race and Sailing Instructions

In all races involving “Smeralda 888” boats the Racing Rules of World Sailing are to be applied. Additional rules may be notified in the race notice or the sailing instructions relating to:

- helmsman and crew
- use of sails
- types of course
- point scoring

4.3 Other Restrictions

4.3.1. Sails

More than one complete set of sails (mainsail, genoa, jib, masthead, and fractional spinnakers) may not be taken aboard boats while racing.

The maximum number of new sails that each boat can submit for approval each year is as follows:

Mainsail	1
Genoa	2
Jib	1
Masthead spinnaker	2
Fractional spinnaker	1

Any damage to sails must be repaired and only in exceptional cases will the Class Committee allow the purchase of new sails beyond those numbers established above.

The fractional spinnaker cannot be hoisted from the masthead halyard.

4.3.2 Crew Weight

Free.

The maximum number of crew is 5.

4.3.3. Crew Placement

The use of hiking straps, trapezes, or other devices to move the weight of crewmen overboard is forbidden.

All of the crew members must keep their legs within the cockpit whilst racing.

4.3.4 Championship Classification

There is no limit of rounds to validate a regatta.

A minimum of 2 regattas must be completed to validate a championship.

If 4 regattas have been run, one discard is allowed.

The final cannot be discarded.

In the event of a late and unjustified withdrawal by a boat that has committed to taking part in a regatta, the number of points corresponding to the absence from the regatta will not be deducted from the championship ranking.

4.3.5 Helm

Except for owners or for emergencies involving the safety of either the yacht or the crew, Group 3 competitors are prohibited from taking the helm while racing in sanctioned One Design Class events, or in any One Design Class racing. Group 1 Owners and Group 1 alternate helmsmen may helm any Smeralda 888.

4.3.6 Limit

The mast spinnaker wind limit is fixed at 20 knots. There are no restrictions for the use of the genoa. The security limit is fixed at 25 knots maximum, beyond which no racing may take place.

4.3.7 Advertising on Boats

Advertising on Smeralda 888 Class boats is at the approval of the Class Committee.

4.3.8 Class Contribution

For the 2021-2022 season, the regatta entry fees for the Class will be 1000 Euros per boat per season payable at the first regatta.

4.4 Race Penalty / Foul Reparation

If a foul is committed the applicable penalty shall be **ONE** turn (360°).

Any failure to perform the applicable penalty may result in race disqualification.

Last modified: January 25th, 2025