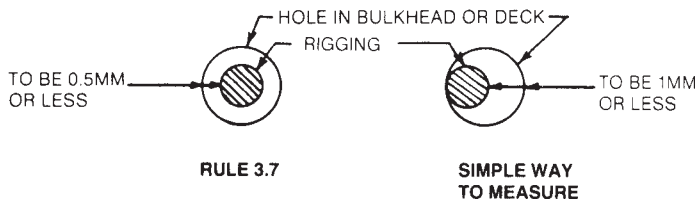


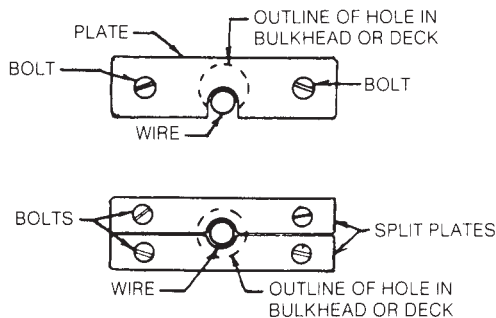
## How To Comply with Rule 3.7 and Rule 7.3

One part of Rule 3.7 specifies that any hole piercing the forward and after flotation compartment, which passes rigging, shall have a clearance around the rigging not more than 0.5mm. This restriction applies to holes in both the deck and bulkheads. The diagram illustrates the Rule and a simple way to measure it.



There appears to be no bushing or fairlead on the market which is small enough to use for the wire control lines. However, three alternate methods to use are as follows:

1. In way of the hole wrap wax paper (household item) around the rigging a couple of times. Then fill the hole with a two-part epoxy putty or polyester putty (available in most hardware or auto parts stores), or "Marinetex," or "Rezzin." The wax paper prevents the putty from adhering to the wire and allows minimum clearance. If the hole is quite large, a ply of fiberglass tape with resin (available in well equipped hardware or marine stores) should be applied to one side of the bulkhead to prevent the blowing out of the putty if the yacht swamps.
2. A plate with a hole not more than 0.5mm clearance around the wire shall be through bolted to the bulkhead or deck as per examples.

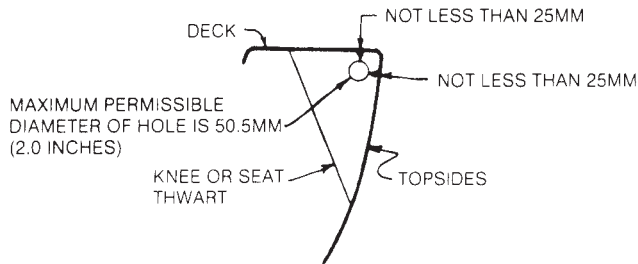


3. A rubber stop may be inserted in the hole around the wire (Etchells built in the first couple years had these rubber stops), but a plate as in item 2 above must be added to prevent the rubber stop from pulling out

For rope control lines, plastic and metal bushing (available in marine and hardware stores) are manufactured which will satisfy Rule 3.7 for particular rope sizes. If your line is too small for a bushing, you can go up to a larger size line. If you do not want to change the line size, then use one of the three methods listed above for wire control lines.

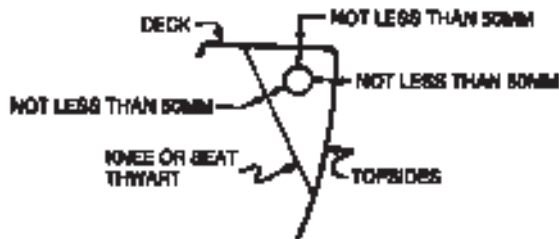
Another part of Rule 3.7 covers drain holes in the bulkheads. Drain holes are permitted, but only if sealed with “positively locking screw-in plugs.” A couple of plugs which satisfy this Rule are 1) the Laser (installed in the Laser sailboat) black stern plugs manufactured by Barton (England, Part No. 41000-NY and imported in the U.S. by Seaboard Marine; Fico No. NF 222; and Ronstan No. RF 737. The drain plugs must be through bolted to the bulkheads.

**Rule 7.3** “Lightening of Hull” is rather complicated to understand. Holes are permitted in the knees and seat thwart, but only for “passage of running rigging, storage of spinnaker and/or paddle, and to provide access to the seat storage compartment.” The diagram illustrates the limits of a hole made for running rigging in a knee or seat thwart.



**LIMITS OF HOLE FOR RUNNING RIGGING IN KNEE OR SEAT THWART**

If a hole is made in a knee or seat thwart for storage of spinnaker pole, or paddle, or access to seat storage compartment, the edge limitation is as follows:



**EDGE LIMIT OF HOLE FOR SPINNAKER POLE/PADDLE OR SEAT STORAGE ACCESS**

Make sure the total permissible area for all holes in the knees or seat thwart do not exceed limits stated in Rule 7.3.