
Spar Reminders

SPAR DRAWING

A complete set of spar drawings is now available, mainly for the benefit of spar builders. Some of the items and notations may be of general interest, because they apply to all spars, including those now in use.

The luff and foot grooves shall be continuous throughout, except for specified sail entry cut-away. Saw cuts are prohibited.

Lightening holes and unused holes in masts and booms are prohibited. Unused holes 8mm diameter or less are to be filled with pop rivets or machine screws. Unused holes greater than 8mm diameter are to be filled with aluminum.

The mast heel plug and shoe are mandatory, but the design is optional provided that:(1) The measurement from bottom of mast heel plug to bottom of mast extrusion is $10\text{mm} \pm 3\text{mm}$.

(2) The measurement from bottom of mast heel plug to top of mast step does not exceed 25mm.

Anyone intending to install a nonstandard mast shoe assembly should consult Drawing 3MKB – 25-G-2 for limitations.

The length of the mast sail entry cut-away shall be $150\text{mm} \pm 50\text{mm}$. The top of the mast sail entry cut-away shall be $520\text{mm} \pm 50\text{mm}$ from the top of the lower black band.

The boom sail entry cut-away shall not exceed 190mm in length, measured from the forward end of the boom extrusion. The outhaul track cut-away shall not exceed 267mm in length, measured from the aft end of the boom extrusion. An internal main-sheet system is permitted, provided that all entry and exit holes are within 400mm of the inboard or outboard end of the boom, except for one single sheave not more than 1800mm from the forward edge of the boom measurement band.

The length of the gooseneck track shall be $305\text{mm} + 71\text{mm}$, - 136mm. The length of the gooseneck track backing plate shall be $310\text{mm} + 71\text{mm}$, - 142mm.

The IGC has approved the following addition to the spar plan as modification of the design of the jib/spinnaker halyard sheave box (optional):

1. An external doubler fitted to the forward section of the mast is permitted, with a maximum length of 400mm and a maximum width, measured around the forward side of the mast, of 100mm. The doubler shall not extend more than 200mm above the top of the spinnaker halyard exit slot.
2. An internal doubler fitted to the forward section of the mast is permitted with a maximum length of 650mm and a maximum width, measured around the forward side of the mast, of 100mm. The doubler shall not extend more than 350mm above the top of the spinnaker halyard exit slot.

In regard to the internal (not external) sleeving of masts (e.g., at deck level) or booms (e.g., at the vang) allowed solely for the purpose of repair of a break or fracture, see the end of Rule 4.2

Important: The main boom shall extend $115\text{mm} +35\text{mm}/-15\text{mm}$ (i.e., between 100mm to 150mm) beyond the forward edge of the black band measurement point, excluding the boom end plug. [Spar Drawing Measurement Item.]