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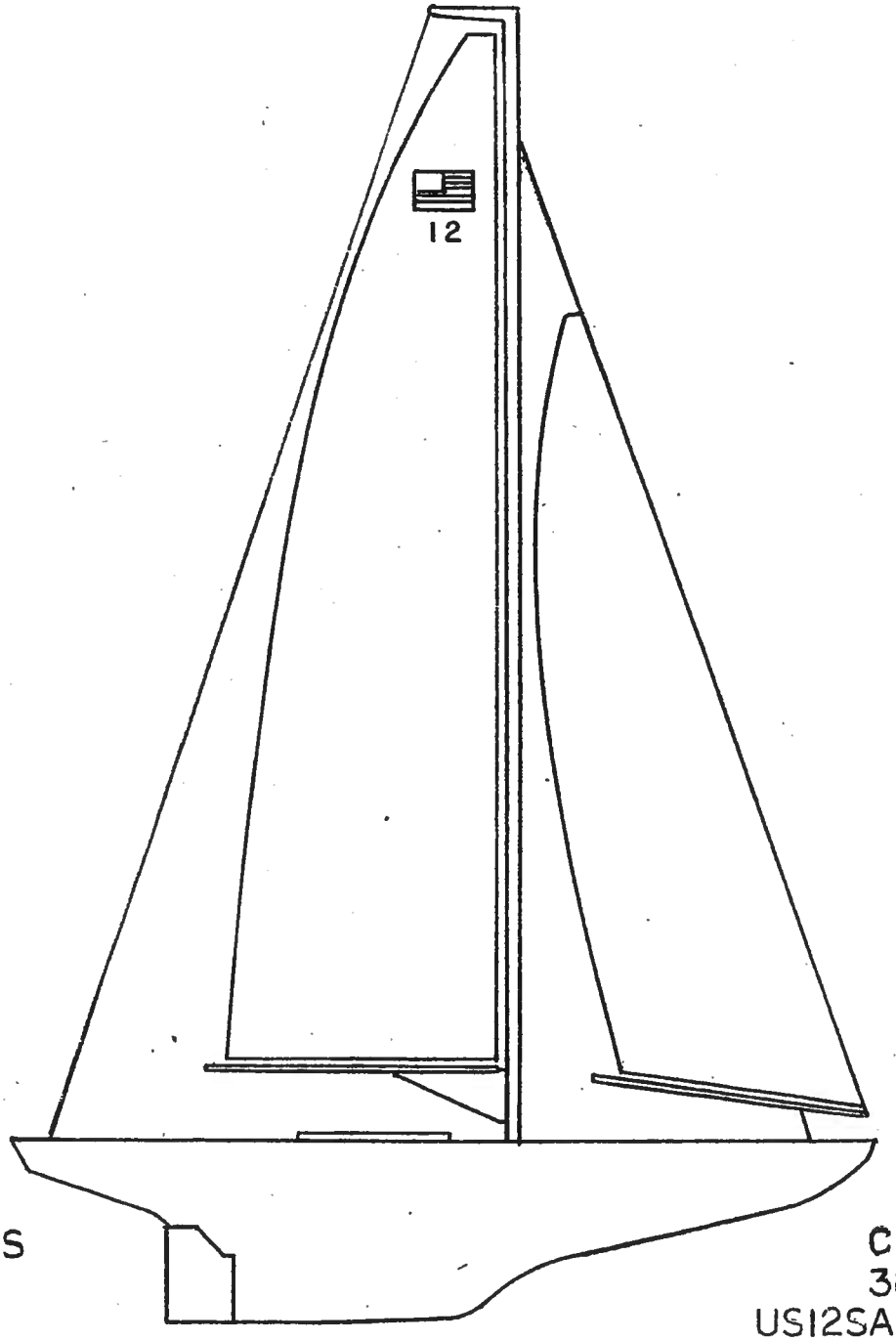


BY;
HERB HARRIS
[redacted]

CONTACT:
386-767-7614
US12SAILBOATS.[redacted]
.INFO

HULL AND RUDDER CONSTRUCTION

CRADLE

USING THE TEMPLATE ON PAGE # 3 FABRICATE A CRADLE (WOOD NOT SUPPLIED) IT IS A GOOD IDEA TO LINE THE CRADLE WITH SOMETHING SOFT SO THAT IT WILL NOT DAMAGE THE HULL. YOU WILL HAVE TO COMPINSATE FOR THE THICKNESS OF THE LINING MATERIAL WHEN CUTTING OUT THE SHAPE.

RUDDER CONSTRUCTION

USE THE RUDDER TEMPLATE TO CUT OUT, 2 FROM 1/16" BALSA (OUTSIDES) AND 1 FROM 1/16" PLYWOOD
(MIDDLE).EPOXY ALL 3 TOGETHER WITH THE RUDDER SHAFT FITTING IN TIGHTLY AGAINST THE PLYWOOD CENTER PIECE. SAND THE FRONT EDGE ROUND.
SAND TO A TAPER AS SHOWN IN THE MANUEL. APPLY A COAT OF EPOXY TO THE OUTSIDE AND SAND. THEN PAINT WITH DESIRED COLOR.

RUDDER INSTALLATION

FIRST DRILL A 3/16" HOLE IN THE HULL ON THE FLAT, WHERE THE RUDDER SHAFT GOES THROUGH. DRILL A 3/16" HOLE IN THE CENTER OF THE RUDDER BLOCK, THEN INSERT RUDDER SHAFT TUBE INTO BLOCK LEAVING ABOUT 1" EXTENDING FROM THE TOP, AND ABOUT 1/16" PROTRUDING FROM THE BOTTOM OF THE HULL .SLIDE THE RUDDER SHAFT THROUGH THE HOLE IN THE HULL AND INTO THE RUDDER BLOCK AND TUBE. SHAPE THE BOTTOM OF THE BLOCK TO MATCH THE BOTTOM OF THE HULL. TAPE A SMALL SHIM ABOUT 1/16" THICK TO THE BACK OF THE HULL SO THAT THE RUDDER WILL NOT RUB AGAINST THE HULL. NOW TAPE THE RUDDER TO THE HULL IN IT'S PROPER POSITION, MAKING SURE YOU HAVE CLEARANCE AROUND IT. MIX MICRO-BALLOONS AND EPOXY THE BLOCK IN PLACE. WHEN DRY REMOVE THE RUDDER AND FINISH GLUEING, MAKING SURE YOU SEAL THE AREA WHERE THE RUDDER TUBE GOES THROUGH THE HULL.

RUDDER SHAFT SUPPORT

INSTALL RUDDER LINKAGE TO RUDDER ARM. BUILD RUDDER SHAFT SUPPORT AS PER DRAWING. INSTALL SUPPORT TO HULL, SEE BUILDING TIP # 4

LEAD INGOT INSTALLATION

TO INSTALL LEAD INGOT ATTACH A GUIDE TO THE BOW OF THE BOAT, PLACE INGOT IN HULL, SEE PAGE # 5 BOAT BALANCE POINT, MOVE INGOT TO DESIRED POSITION AND MARK THE INSIDE OF THE HULL FOR IT'S POSITION, REMOVE, POUR SOME EPOXY IN BOTTOM OF HULL AND INSTALL INGOT, ALSO POUR SOME ON EACH SIDE.

BULKHEADS

TO FIND THE LOCATION OF THE BULKHEADS, MEASURE DOWN BOTH SIDES OF THE HULL IN A STRAIGHT LINE FROM THE TIP OF THE BOW, MARK THE LOCATION OF ALL SEVEN (7) BULKHEADS. ALL MEASUREMENTS SHOULD GO TO THE FORWARD SIDE OF EACH BULKHEAD. BULKHEADS 1,2,6 AND 7 ARE NOT CRITICAL, BUT 3,4 AND 5 ARE. SAND THE BULKHEADS TO FIT, MAKING SURE THE CENTER OF EACH BULKHEAD IS IN THE CENTER OF THE HULL SEE BUILDING TIP
1 INSTALL ALL BULKHEADS WITH 5 MINUTE EPOXY SEE BUILDING TIP # 2 AND LET DRY. NEXT GLUE IN THE KING PLANKS AND SIDE STAY PLANKS BETWEEN BULKHEADS # 3 AND 4. THIS PLANK MUST BE EVEN WITH THE TOP EDGE OF THE SHEER STRIP AND TOP OF THE BULKHEADS # 3 AND 4.

HATCH FRAME SUPPORT INSTALLATION

TO DETERMINE THE CORRECT PLACEMENT OF THE HATCH FRAME, MEASURE 2" FROM THE CENTER LINE OF THE HULL IN BOTH DIRECTIONS BETWEEN BULKHEADS # 4 AND 5.

SERVO BOARD INSTALLATION

TAKE THE SERVO BOARD AND CUT IT OUT FOR THE SAIL WINCH SERVO AND RUDDER SERVO WITH AN EXACTO KNIFE OR SAW, THEN SCREW THE FOUR POSTS TO THE FOUR CORNERS WITH THE BEVELED SIDE FACING OUT. MIX SOME 30 MINUTE EPOXY WITH MICRO-BALLOONS AND PUT ON THE BEVELED AREA OF THE LEGS AND PLACE IN THE CENTER OF THE HATCH OPENING. LET IT DRY FOR AT LEAST 3 HOURS BEFORE REMOVING THE SCREWS.

DECK INSTALLATION

BEFORE INSTALLING THE DECK, SAND EVERYTHING WITH A COARSE GRIT SANDPAPER. ALL JOINTS SHOULD MEET EVENLY. PUT ON THE DECK WITH A SLOW CURING EPOXY. ALLOW PLENTY OF WORKING TIME. USING 2" MASKING TAPE TAPE DOWN ABOUT 3" FROM THE TOP OF THE HULL. IF ANY EPOXY RUNS DOWN THE SIDE IT WON'T DAMAGE THE HULL

EPOXY THE TOP SIDE OF ALL BULKHEADS, KING PLANKS, AROUND HATCH OPENINGS LEAVING THE SHEER STRIPS UNTIL LAST. **TAKE YPUR TIME AND MAKE SURE EVERYTHING IS EPOXYED.** LAY DECK ON TOP MATCHING HATCH OPENING. PLACE LONG STRIPS OF MASKING TAPE ACROSS THE DECK AND DOWN BOTH SIDES OF THE HULL. PULL TIGHT. USE PLENTY OF TAPE, STARTING AT THE BOW AND WORKING YOUR WAY BACK TO THE STERN. LET DRY OVER NIGHT. REMOVE ALL TAPE AND SAND OFF EXCESS DECK MATERIAL EXTENDING OVER THE HULL.

HATCH FRAME INSTALLATION

STUDY THE DRAWING ON PAGE 8, AND INSTALL AROUND HATCH OPENING, WITH THE OPENING TOWARD THE STERN.

FINISHING THE DECK AND SPARS

SAND THE SURFACE WITH 150 OR 220 SANDPAPER, BE SURE TO REMOVE ALL DUST, THEN STAIN WITH DESIRED COLOR OR LEAVE IT NATURAL WOOD. AFTER THIS DRYS, APPLY A THIN COAT OF SPAR VARNISH OR POLYURETHANE. THE SPAR VARNISH WILL GIVE IT A LIGHT AMBER CAST, THE POLYURETHANE WILL NOT. LIGHTLY SAND THE SURFACE, BETWEEN COATS, THE MORE COATS THE DEEPER THE LOOK, 3 OR 4 COATS WILL GIVE YOU A BEAUTIFUL FINISH.

PAINTING THE HULL

FIRST SAND THE HULL WITH 320 WET DRY SANDPAPER, BE SURE IT IS WELL SANDED SO THAT IT REMOVES ALL THE PARTING WAX FROM THE SURFACE.THEN WASH WITH SOAPY WATER RINSE AND LET DRY.PRIME PAINT THE HULL WITH KRYLON PRIMER, LET DRY AND SAND HULL WITH 600 WET DRY SANDPAPER. RINSE OFF ANY DUST WITH WATER AND LET DRY. KRYLON MAKES A SPECIAL PAINT CALLED FUSION AND THIS WILL GIVE YOU AN EXCELLENT FINISH.

ASSEMBLY TIPS FOR HULL AND RUDDER

1-AN EASY WAY TO FIND THE CENTER LINE OF THE HULL IS TO TAPE A PIECE OF STRING TO THE BOW AND THE OTHER
END TO THE CENTER OF THE STERN.

2-MIX 50% EPOXY AND 50% MICRO-BALLOONS INTO A THICK PASTE.

3- SANDING BLOCKS; USE PORTER CABLE STICK ON SANDPAPER WHICH YOU CAN GET AT LOWES LUMBER. IT COMES IN FINE, MEDIUM AND COARSE. IT COMES 5 SHEETS TO A PACKAGE.

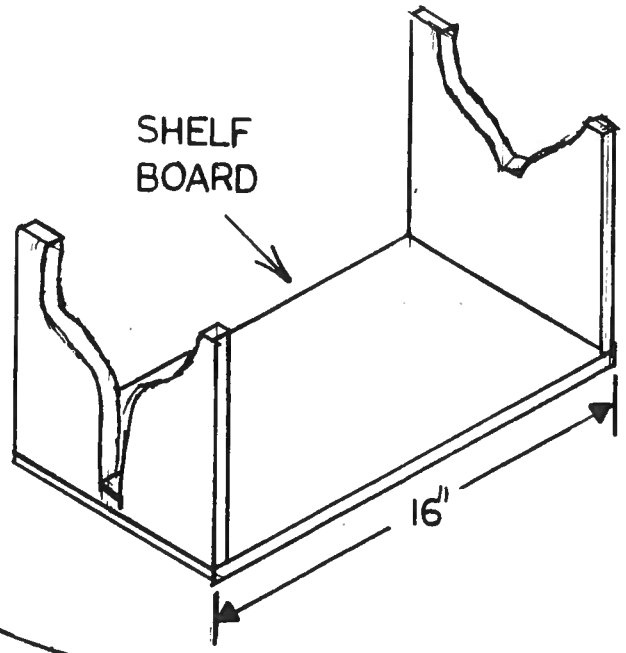
4-IN OUR INSTRUCTIONS WE HAVE YOU PUT ON A BRASS BRACKET TO THE BOTTOM OF THE KEEL, THAT HOLDS THE BOTTOM OF THE RUDDER SHAFT. THE BEST WAY TO DO THIS IS TO DRILL OUT THE HULL FOR THE MOUNTING SCREWS, WITH A DRILL BIG ENOUGH SO AS TO LEAVE ONLY ENOUGH MATERIAL THAT THE SCREW THREADS BARELY GRAB THE HULL. YOU DO NOT WANT TO STRESS THE GEL COAT OR FIBERGLASS AND CRACK IT WHERE AS IT COULD CAUSE A LEAK. WHEN YOU HAVE LINED EVERYTHING UP AND YOU ARE CERTAIN THAT IT IS IN THE CORRECT POSITION, COAT THE SCREW WITH 5 MINUTE EPOXY, THIS WILL SEAL THE HOLES AND SECURE THE BRACKET IN PLACE.

HULL PARTS

HULL
BULKHEADS (7)
KING PLANKS (2)
RUDDER (3)
RUDDER SHAFT (5/32" ROD WITH BRASS TAB 9" LONG)
RUDDER POST (3/16" TUBING 5" LONG)
RUDDER ARM
RUDDER BLOCK
RUDDER SHAFT SUPPORT AND 2 SCREWS
[redacted]
SHEET EXIT GUIDES (2)
SCREW EYES (6) FOR HULL
DECK
SIDE STAY PLANKS (2)
HATCH SUPPORT (2)
HATCH FRAME (6)
HATCH COVER
LEAD INGOT
RADIO TRAY (4"X 6")
RADIO TRAY LEGS (2-2 3/8") (2-2 1/8") (4) #4 SCREWS
MICRO BALLOONS
SHEET EXIT BLOCKS (3)
RIGGING LINE 38'

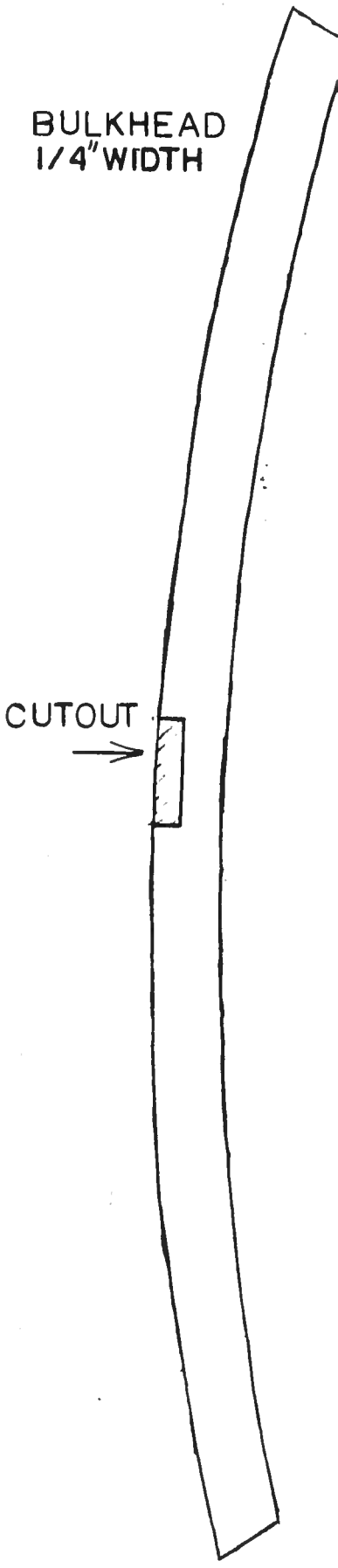
MAST & BOOM PARTS

MAST CRANE
BOOMVANG
4-40 SCREW BOOM
PIN 1/8" BRASS ROD -MAST BOTTOM
SPREADERS (4)
SCREW EYES (14)
[redacted]
BOWSIES (13)
CRIMP TUBES (2)
RINGS (2)
SWIVEL
SNAP CLIPS (8)
BOOM VANG BRACKET
BOOM VANG BRACKET SCREWS (2)
BALL LINK # 2161 (2 SETS)
MAST STEP
MAST
JIB BOOM
MAIN BOOM
SAIL WIRE # 7 (80 lb. TEST)
SAILS
[redacted]
[redacted]

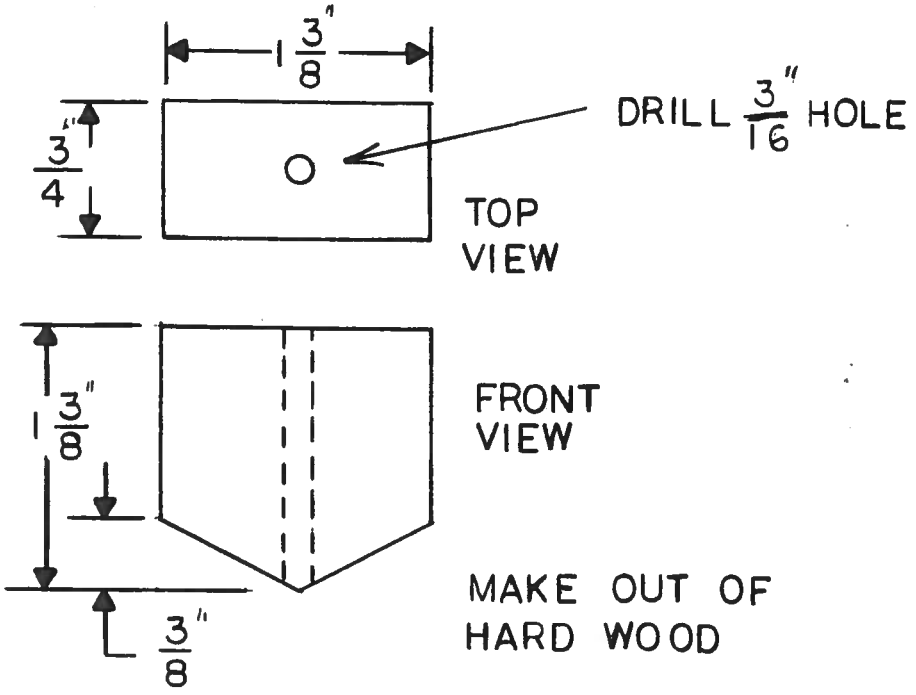


CRADLE TEMPLATE

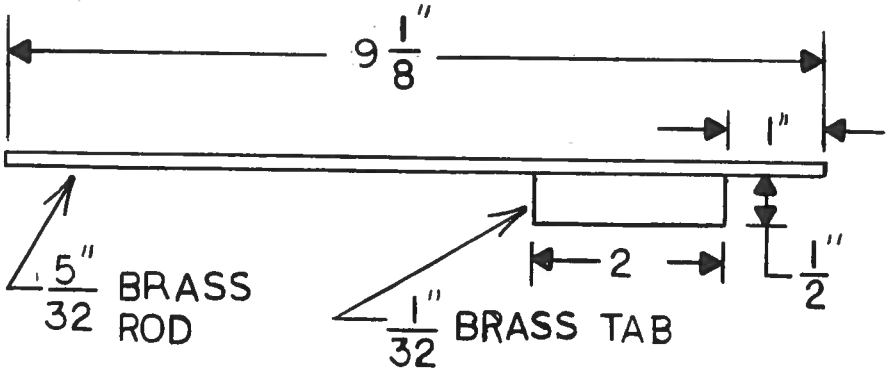
FULL SIZE PATTERNS



RUDDER BLOCK



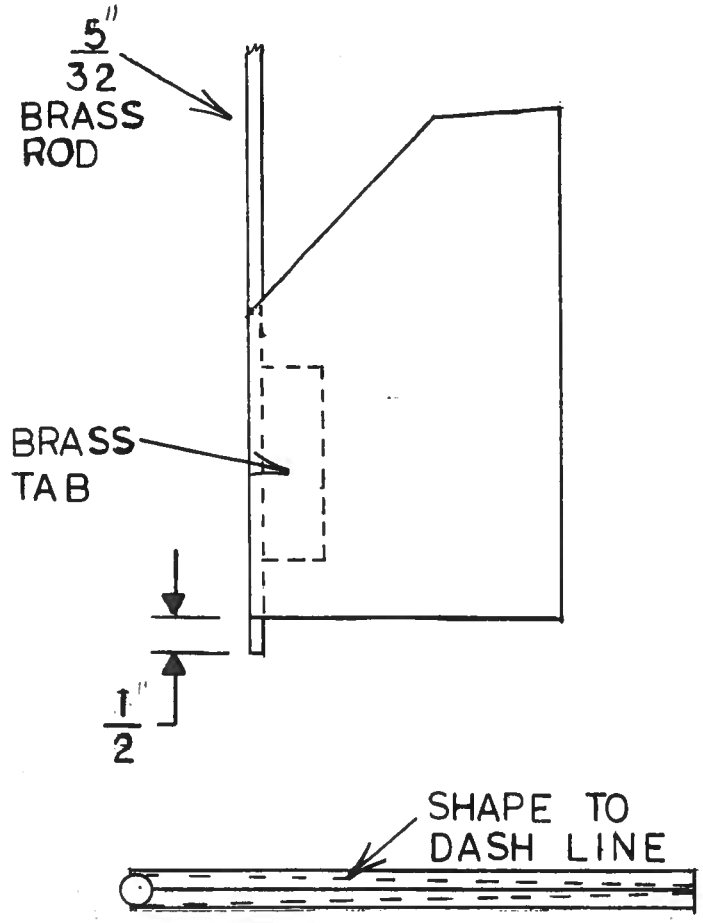
RUDDER SHAFT



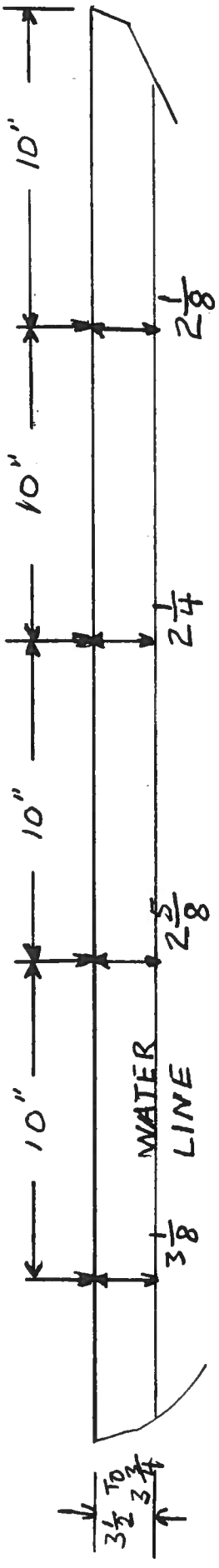
SOLDER TAB TO ROD

RUDDER TUBE 4 7/8" X 3/16"

RUDDER

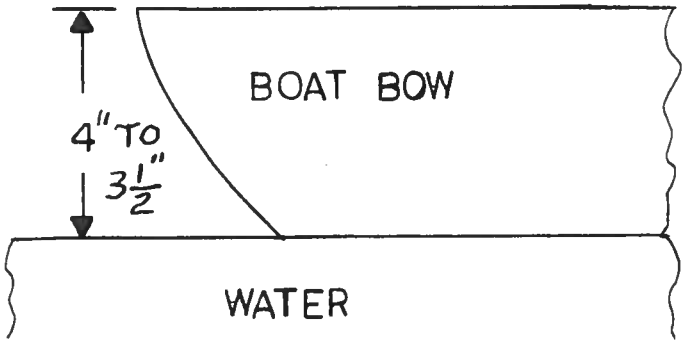


BOTTOM VIEW

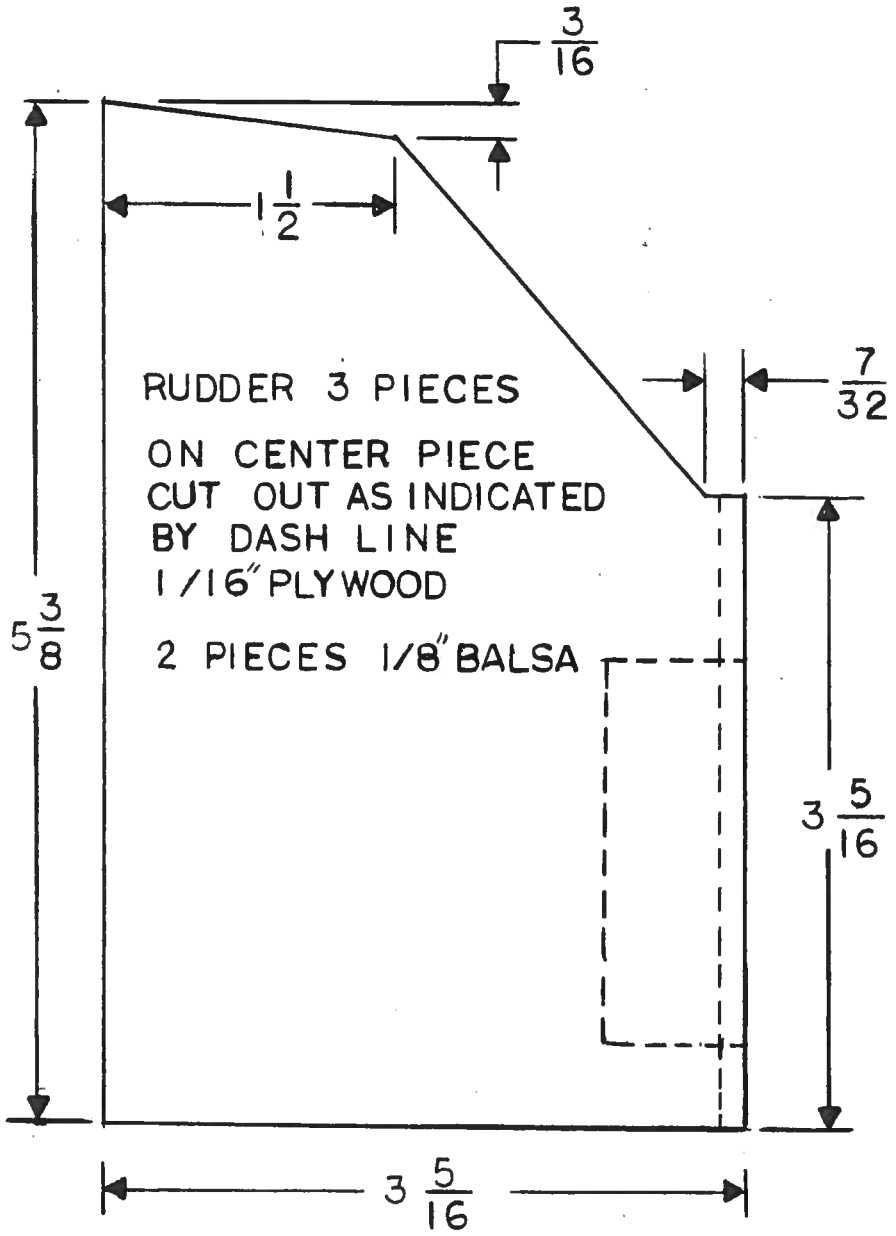


WATER LINE

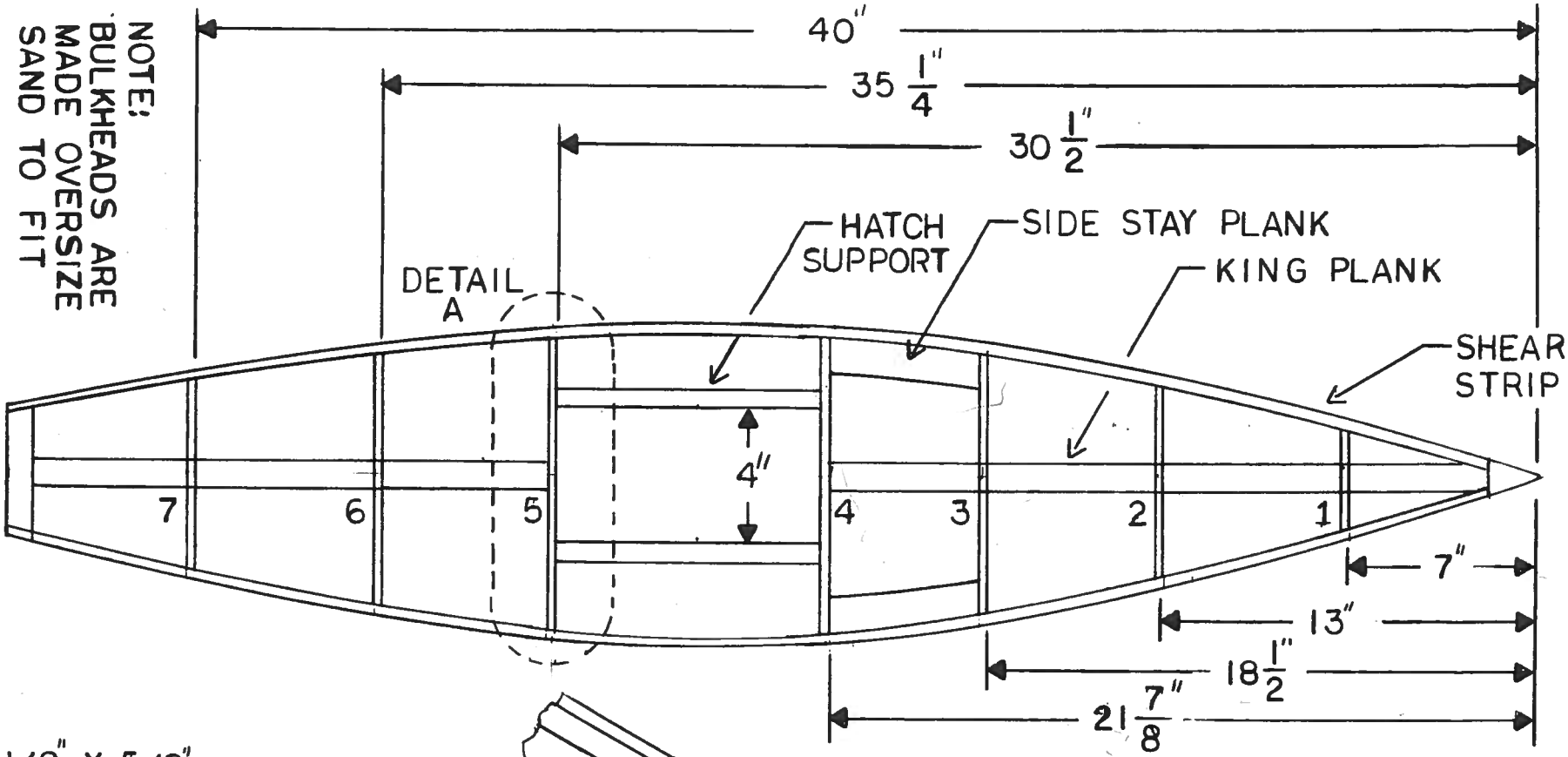
BOAT BALANCE POINT

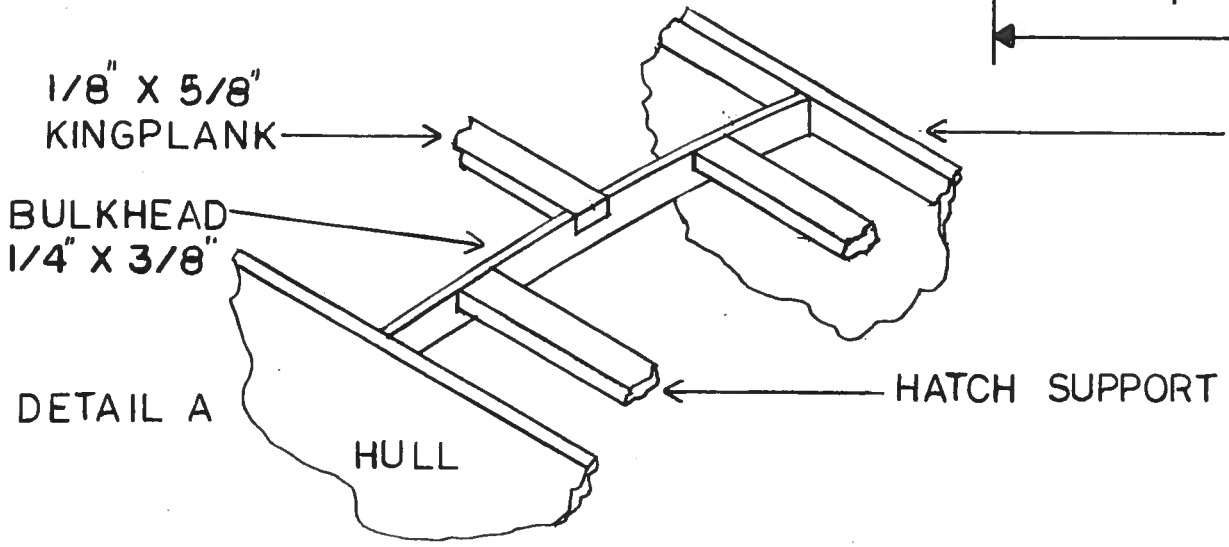


FULL SIZE PATTERN
RUDDER CONTROL DRAWING



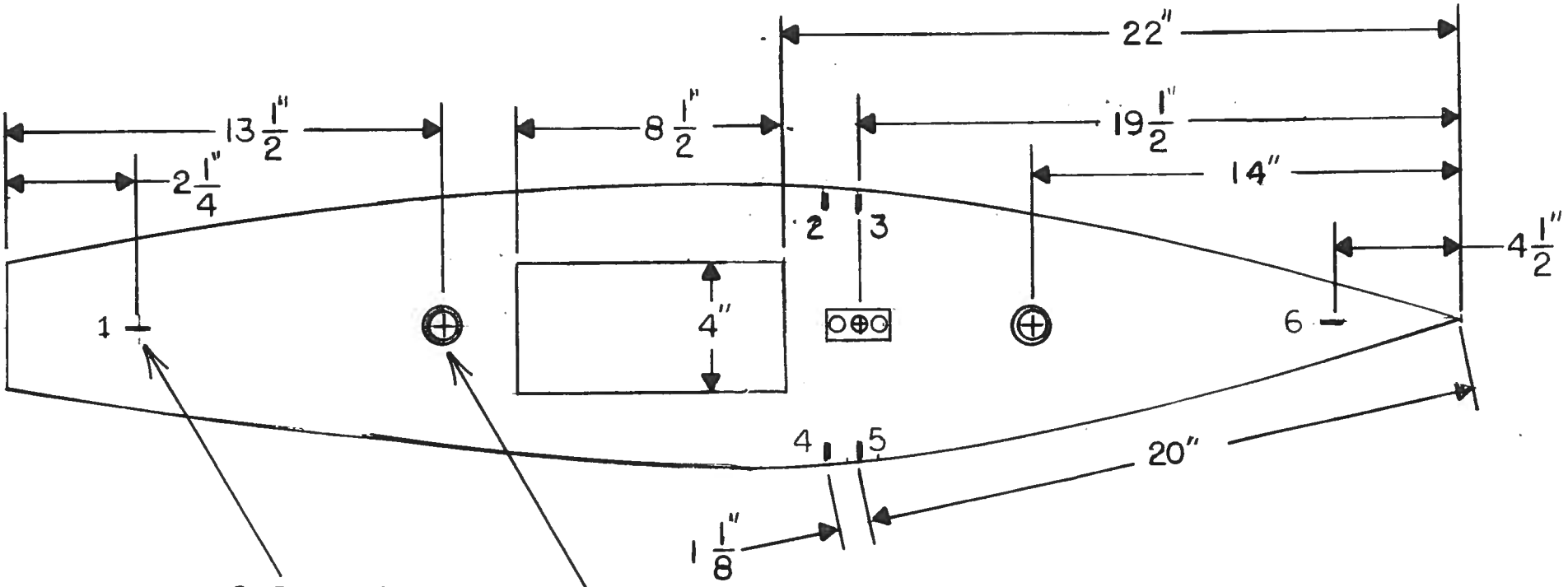
ALL DIMENSIONS + OR − 1/8"



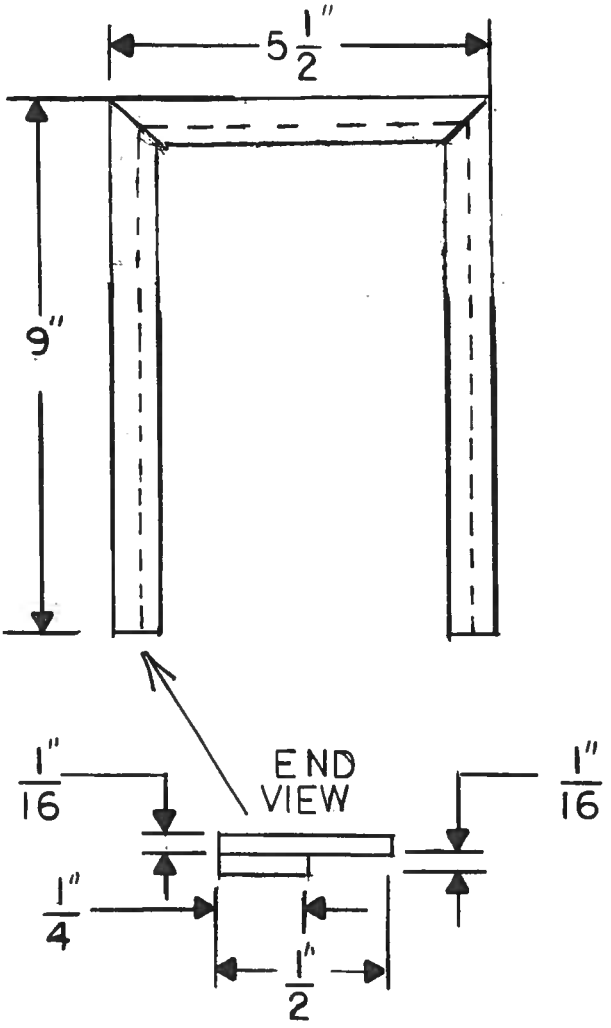


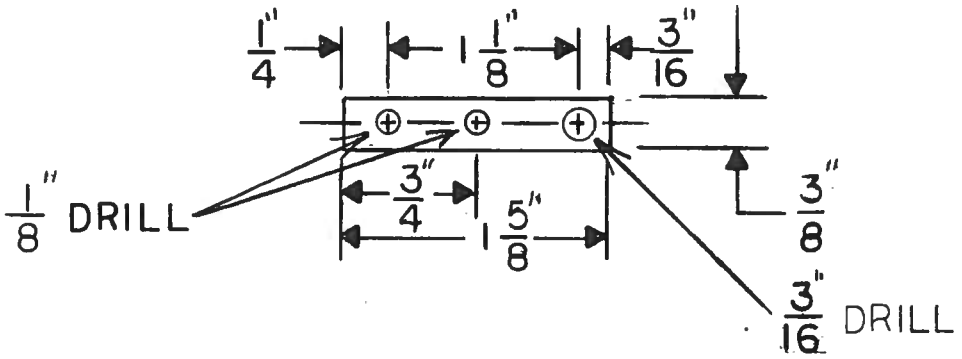
BULKHEAD PLAN

DECK HARDWARE



HATCH FRAME

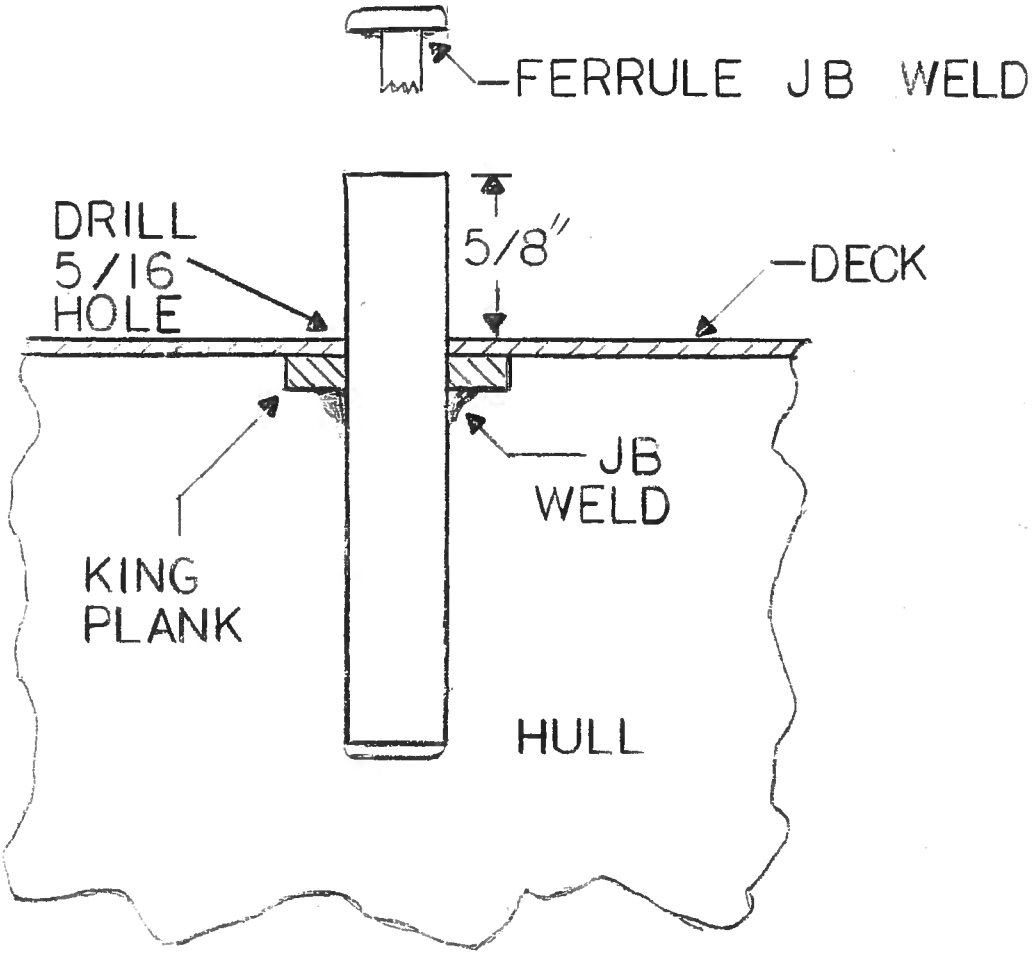




RUDDER SHAFT SUPPORT

1/16" PLASTIC

INSTALL SHEET EXIT GUIDE



ASSEMBLY TIPS FOR MAST AND SAILS

1-SPREADER HOLES
THE KIT COMES WITH A COTTER PIN THAT YOU GLUE IN, BUT YOU CAN ALSO USE A SCREW EYE, OR FILL THE END WITH EPOXY AND DRILL THROUGH THE TUBE FROM THE TOP.

2-DRILLING A HOLE IN WOOD OR PLYWOOD
IN ORDER TO DRILL A HOLE IN WOOD OR PLYWOOD, AND NOT TARE OR DAMAGE THE SURFACE THIS IS WHAT TO DO.FIRST DRILL A PILOT HOLE THROUGH THE PIECE, THEN USE YOUR FINISH SIZE AND DRILL HALF WAY THROUGH, TURN THE PIECE OVER FINISH DRILLING ALL THE WAY.

3-RIGGING LINE
DIP THE END OF THE LINE IN SUPER GLUE AND LET DRY. CUT THE END WITH AN EXACTO KNIFE AT A 30 DEGREE ANGLE. THIS WILL MAKE IT EASY TO THREAD INTO A BOWSIE.

4-BOWSIE
TO DEBURR, SCRAPE WITH THE SIDE EDGE OF AN EXACTO KNIFE.ALSO, THE LINE SHOULD FIT TIGHTLY IN THE HOLE, SO THE LINE WON'T SLIP.

5-SAIL ADJUSTMENT
START WITH THE MAST IN THE CENTER HOLE OF THE MAST STEP, IN A VERTICAL POSITION. USING A TAPE MEASURE, MEASURE FROM THE LOWER SIDE STAYS TO THE DECK. ADJUST SO THE MAST IS EVEN LEFT TO RIGHT. REPEAT PROCEDURE FOR THE UPPER SIDE STAYS.

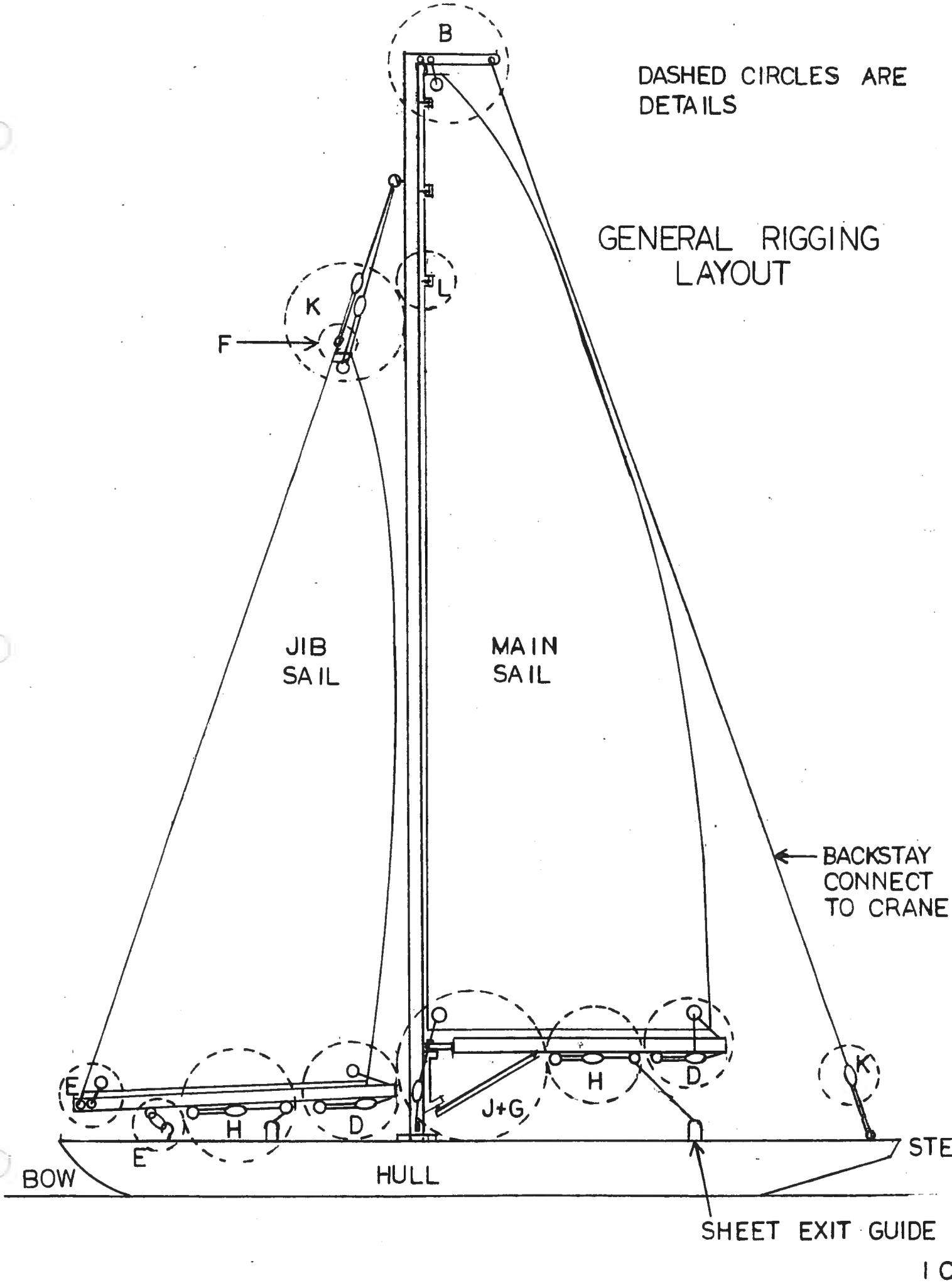
MAKE SURE THE THE DOWN HAUL ON THE MAIN SAIL IS NOT TIGHT.IT NEEDS TO BE SLIGHTLY LOOSE TO START,THE SAME APPLYS FOR THE JIB .THE BACKSTAY SHOULD NOT BE TIGHT, AS THIS WILL BEND THE MAST, JUST A LITTLE TENSION ON IT IS ENOUGH.

ADJUST THE MAINSAIL AND JIB SO YOU CAN PUT 2 1/2 FINGERS BETWEEN THE BOOM AND SAIL.

ADJUST THE BOOM VANG SO YOU GET A LITTLE TWIST AT THE TOP OF THE MAIN SAIL.THEN MATCH THE JIB TWIST BY ADJUSTING THE BACKSTAY TENSION.

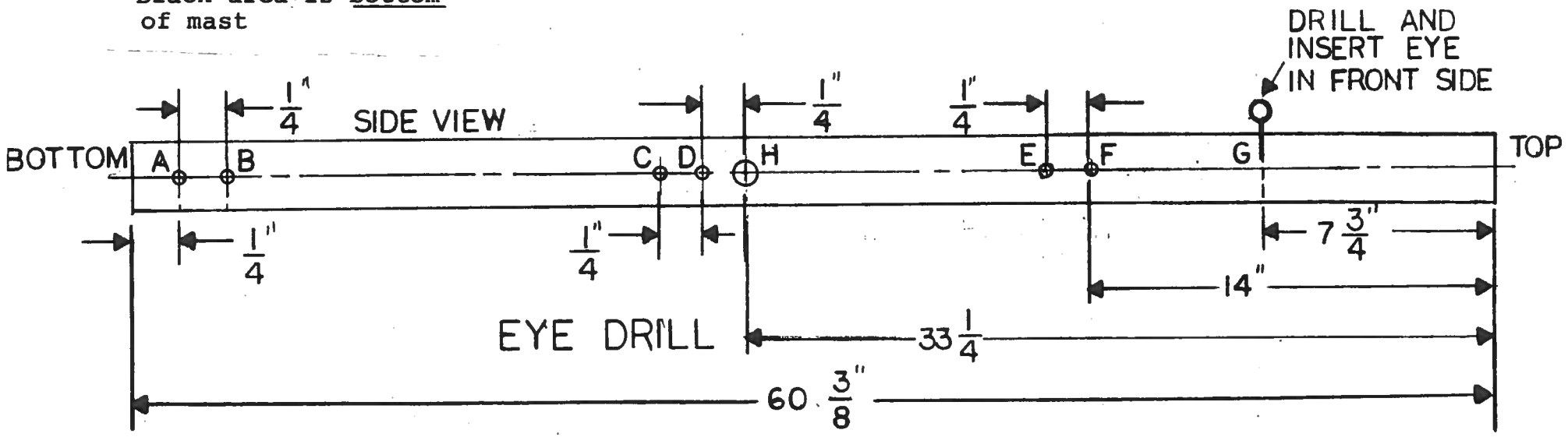
IF YOU ARE ROUNDING UP IN THE WIND, TILT THE MAST FORWARD ABOUT 3/4"AT THE TOP OF THE MAST.THEN YOU WILL HAVE TO READJUST YOUR SIDE STAYS AND THE SHEET LINE FROM THE SHEET EXIT TO THE BOOM. IF THE BOAT FALLS OFF IN THE WIND, TILT THE MAST BACK.

FOR MORE DETAIL INFORMATION ON SAIL ADJUSTMENT SEE ROD CARR'S INSTRUCTIONS


B
DASHED CIRCLES ARE DETAILS
GENERAL RIGGING LAYOUT
K
L
F
JIB SAIL
MAIN SAIL
BACKSTAY CONNECT TO CRANE
E
H
D
J+G
H
D
K
E
STE
BOW
HULL
SHEET EXIT GUIDE

MAST DRILL PLAN

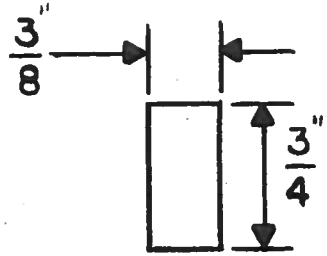
Black area is bottom of mast



NOTE:

1 - HOLES A TO G ARE $\frac{1}{16}$" DRILL

2 - HOLE H IS $\frac{1}{8}$" DRILL

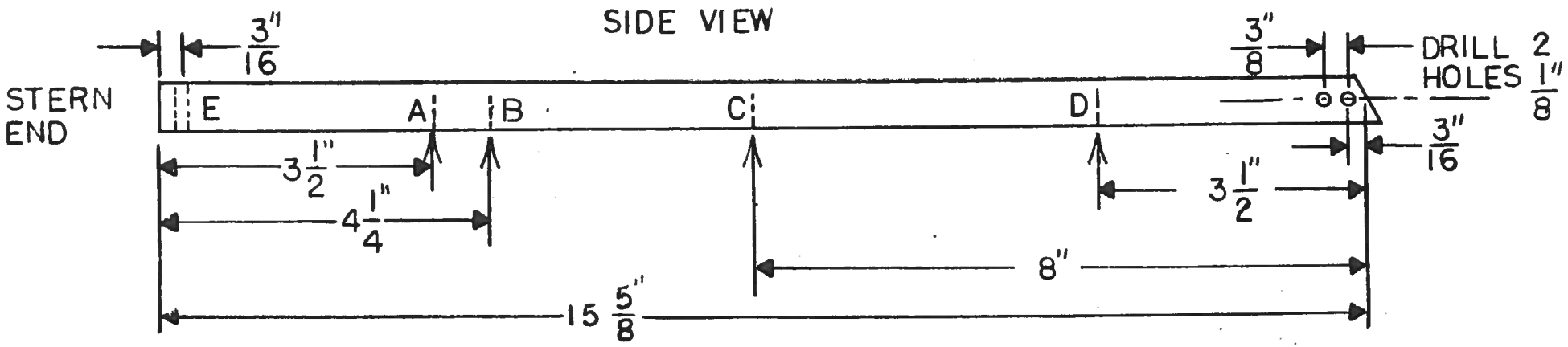


1 — Using the MAST DRILL PLAN (Main Boom and Jib Boom), drill the holes as indicated in the mast and booms.

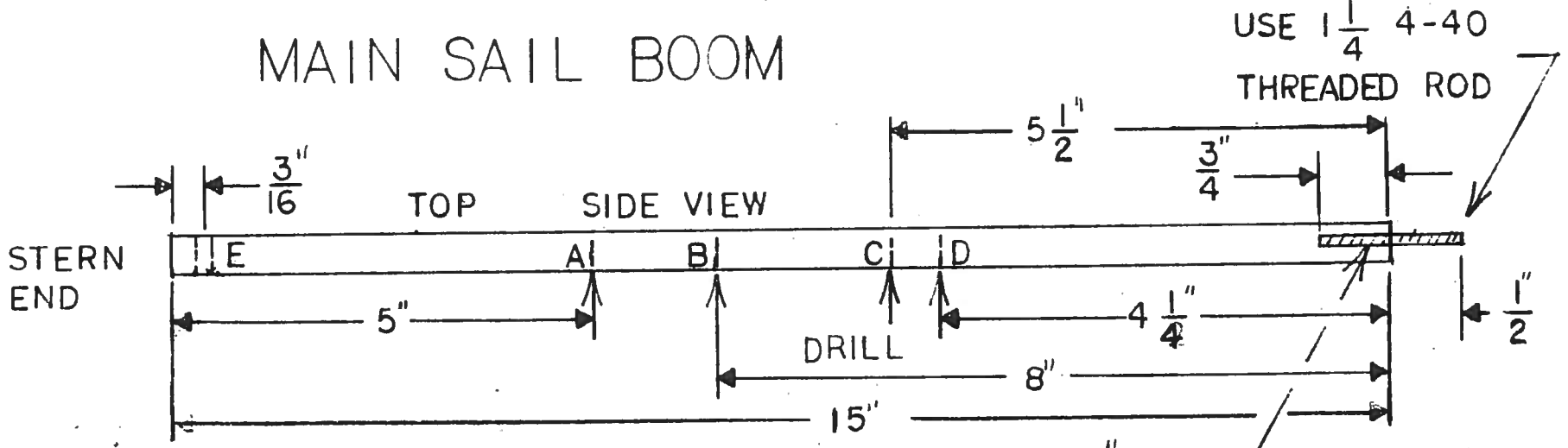
2 — After drilling, sand down all edges and round corners. Paint, stain or varnish parts before putting on hardware.

3 — Next, using the MAST COTTER PIN PLAN, put in cotter pins as shown. It is very important that the cotter pins are put in

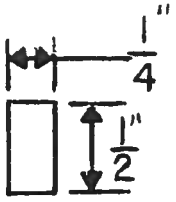
JIB BOOM



MAIN SAIL BOOM



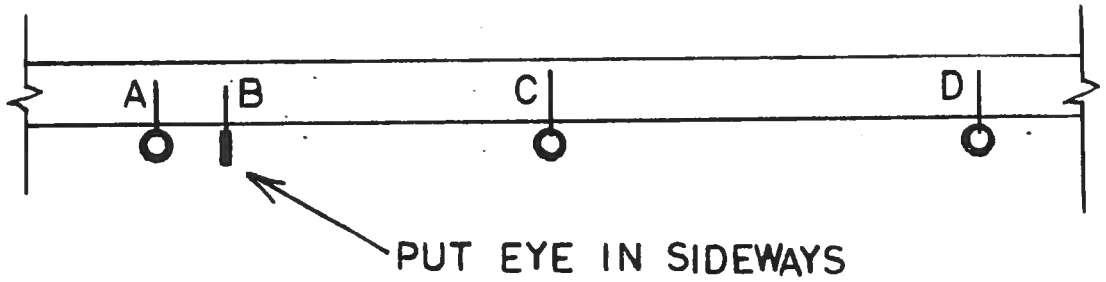
DRILL HOLES A-D WITH A $\frac{1}{16}$" DRILL
HOLE E IS $\frac{1}{8}$" DRILL THRU



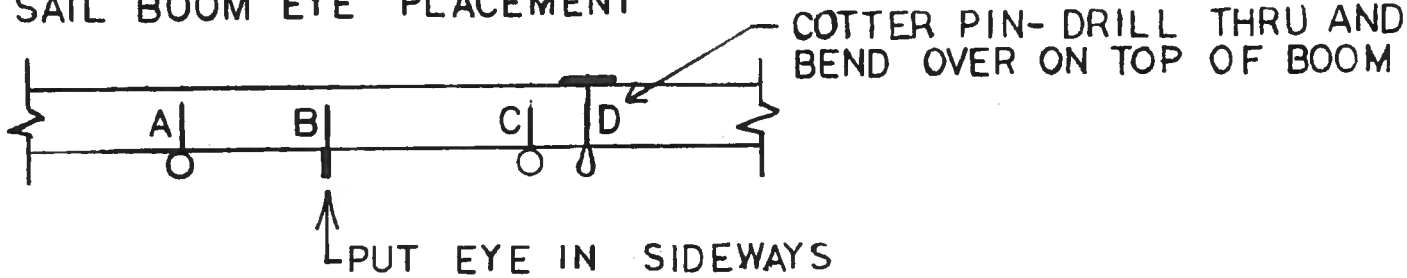
END VIEW
BOTH BOOMS

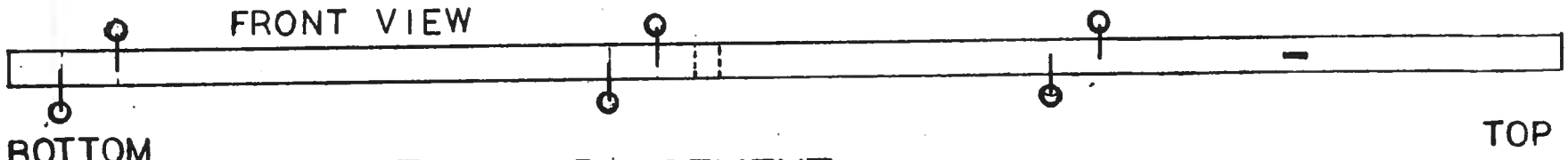
DRILL BOOM IN CENTER, FROM END, WITH A $\frac{7}{64}$" DRILL
INSERT AND EPOXY

JIB BOOM EYE PLACEMENT



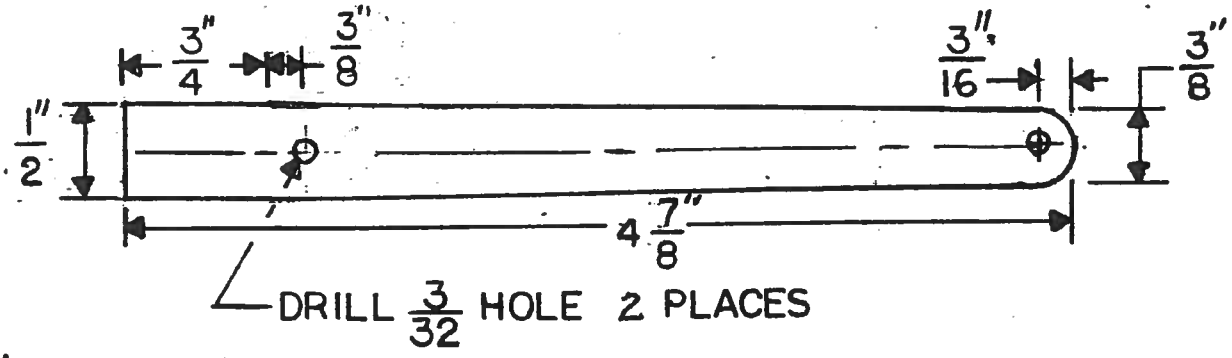
MAIN SAIL BOOM EYE PLACEMENT





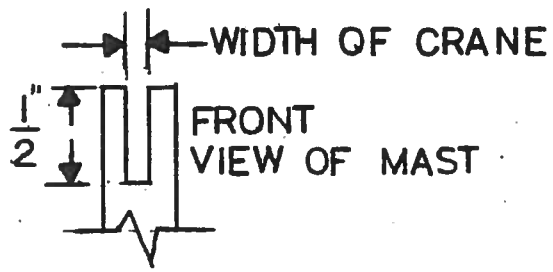
MAST EYE PLACEMENT

PUT IN SCREW EYES AND COTTER PINS IN THE 2 BOOMS AND MAST.



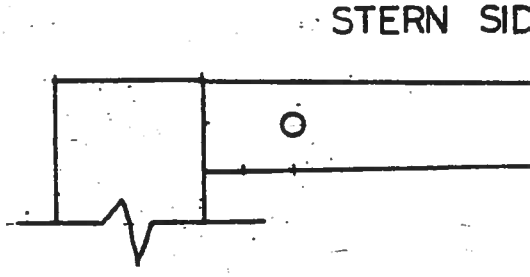
STEP #1

MAST CRANE



SLOT MAST IN CENTER

STEP 2

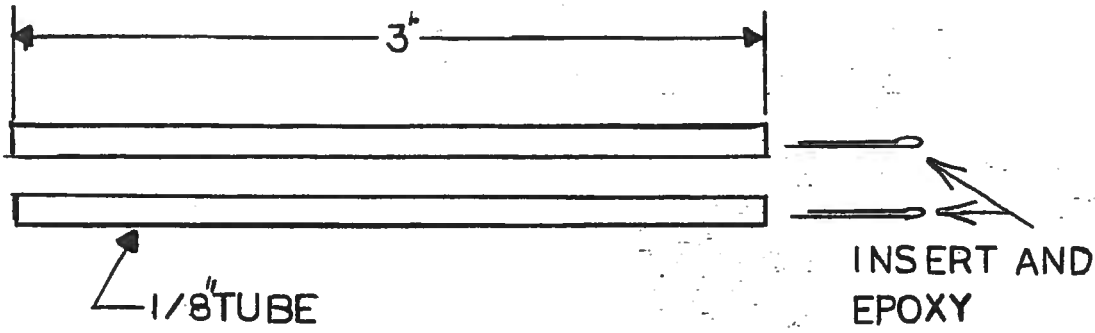


STEP 3

EPOXY CRANE IN SLOT

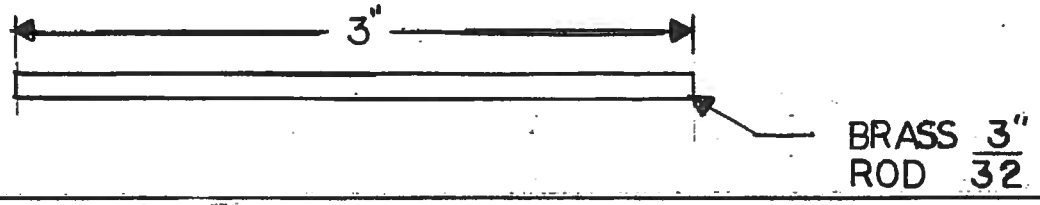
FABRICATE THE MAST CRANE, SLOT MAST AND INSTALL CRANE INTO MAST.

STEP 1



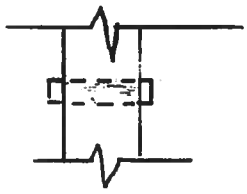
MAKE 2 TUBES

STEP 2



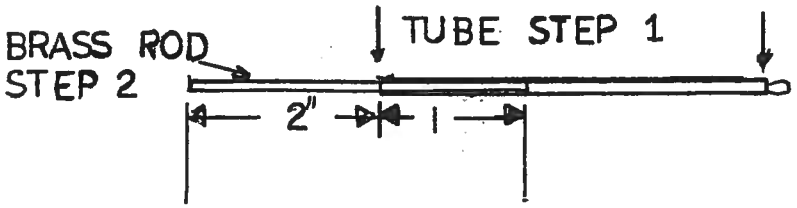
STEP 3

STEP 4



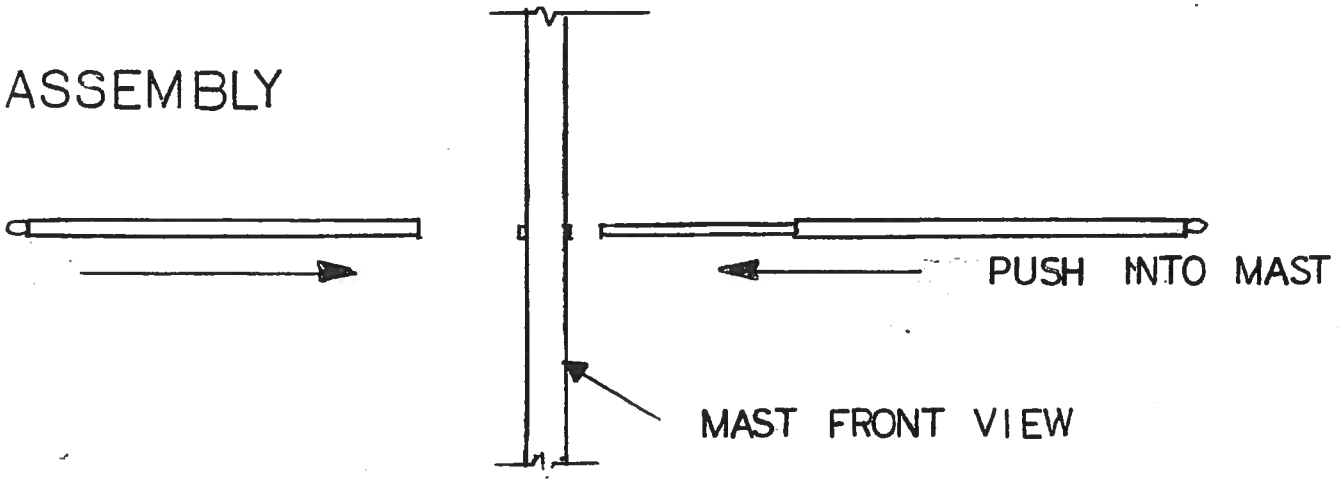
GLUE 1/2" TUBE
INTO MAST HOLE "H"

STEP 5

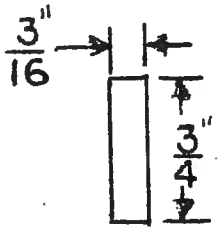


GLUE BRASS ROD INTO ONE TUBE

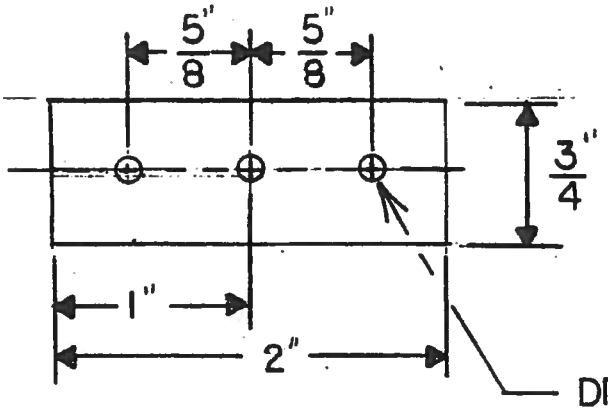
ASSEMBLY



MAST SPREADER'S

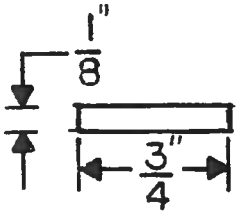


END VIEW



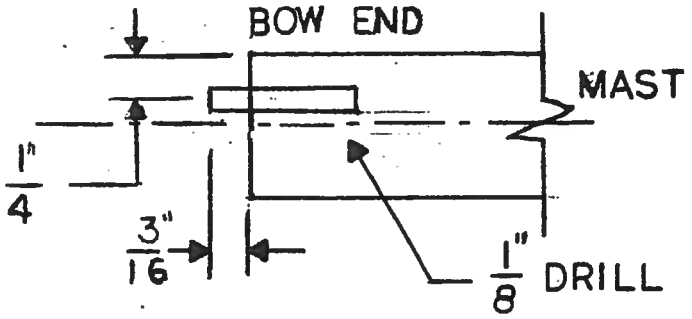
DRILL 3 HOLES 1/8" THRU

MAST STEP



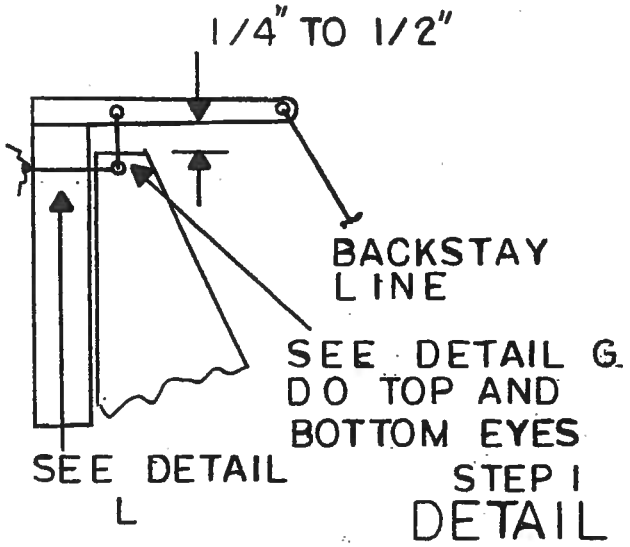
MAST PIN 1/8" BRASS ROD

MAST PIN

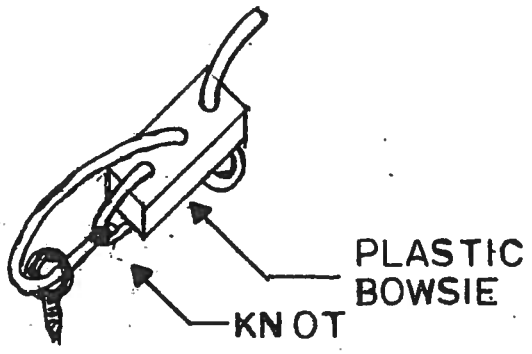


DRILL BOTTOM OF MAST

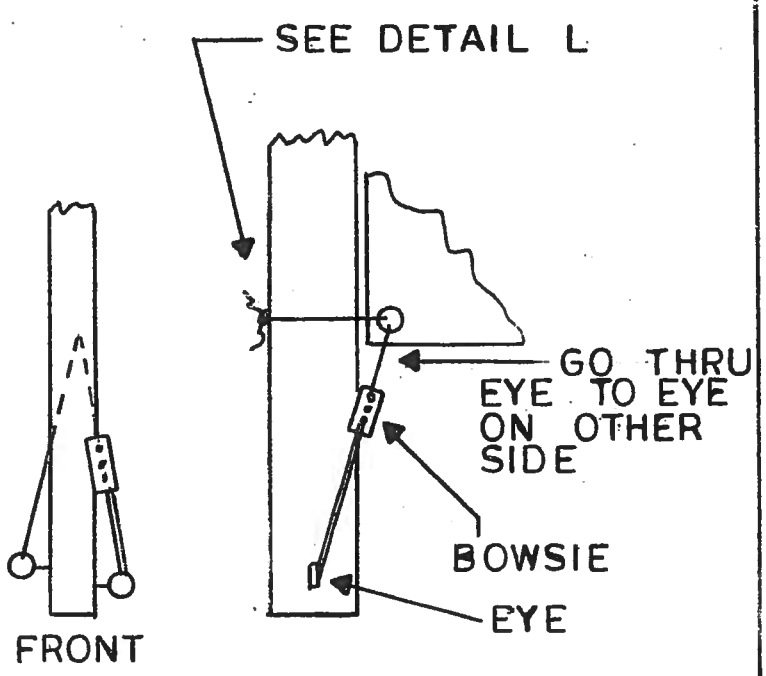
INSERT PIN WITH EPOXY



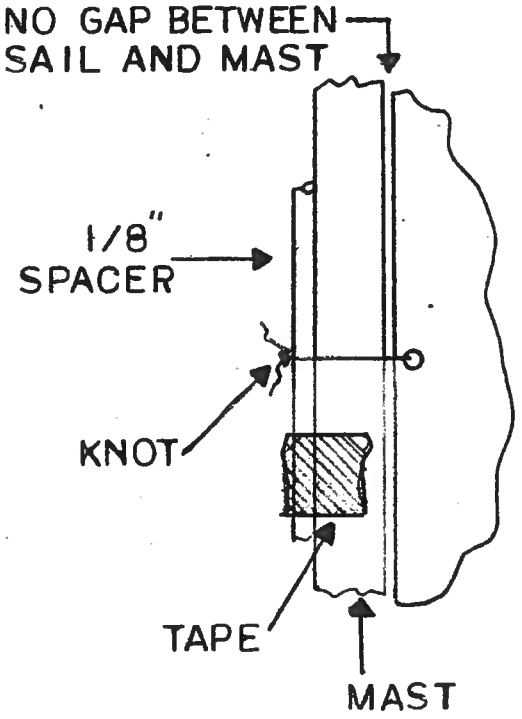
STEP 1
DETAIL B



STEP 2
DETAIL K



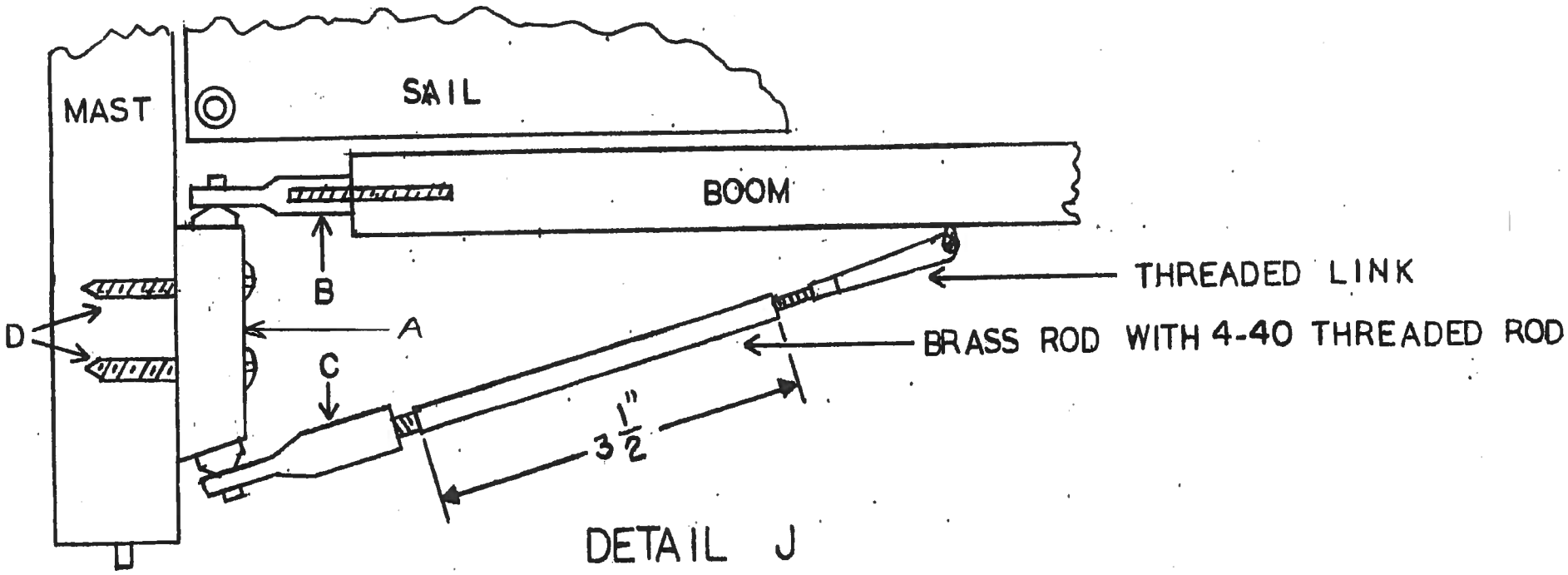
STEP 3
DETAIL G



STEP 4
DETAIL L

TAPE A SPACER TO THE MAST. TIE SAIL WITH RIGGING LINE, SUPER GLUE KNOT, REPEAT AT EACH HOLE.

MAIN SAIL



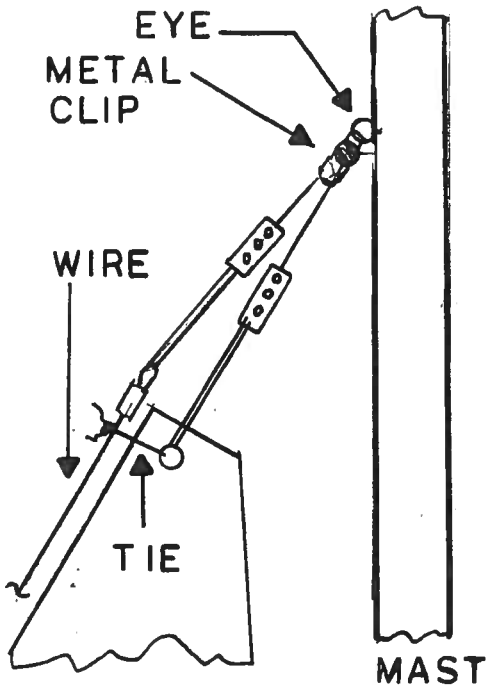
DETAIL J
BOOM VANG BRACKET

1 - AFTER SAIL IS ATTACHED TO MAST, SCREW DUBRO BALL LINK B + C ONTO BOOM AND BOOM VANG ROD, ATTACH BOTH TO BRACKET A

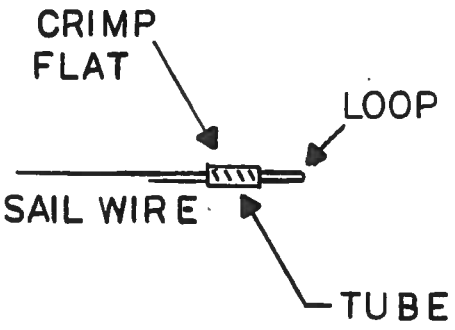
2 - SCREW ON THREADED LINK TO BOOM VANG ROD AND ATTACH TO BOOM

3 - POSITION BRACKET ON MAST SO BOOM CLEARS SAIL, DRILL PILOT HOLE FOR SCREWS, AND ATTACH TO MAST WITH WOOD SCREWS D

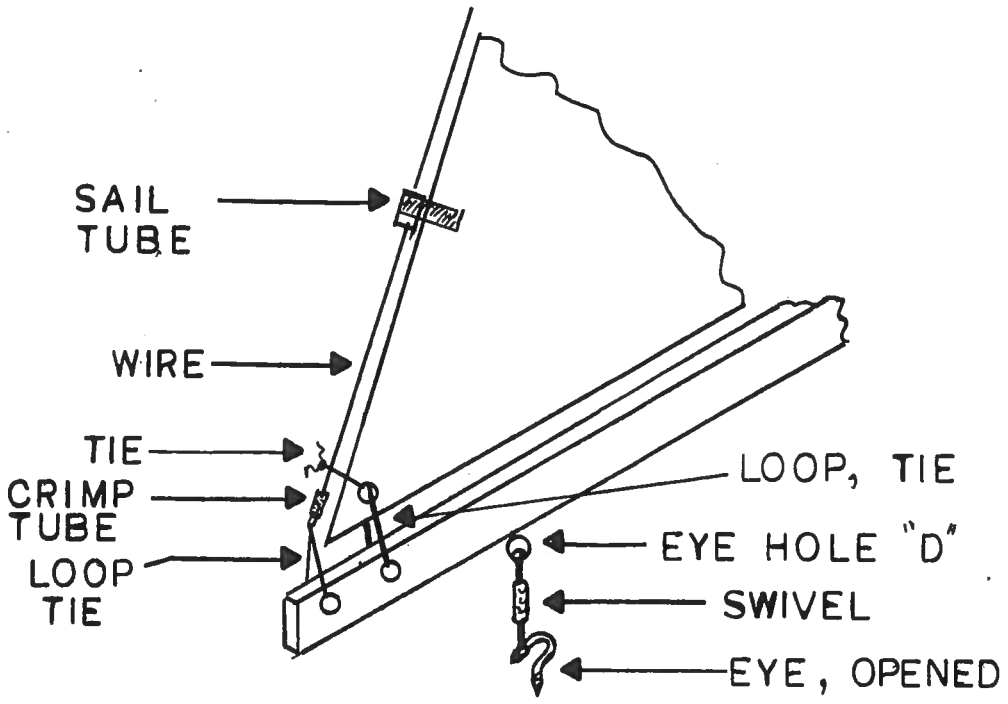
4 TRIM TOP ALLEN BOLT TO CLEAR WOOD SCREW.



STEP 1
DETAIL K

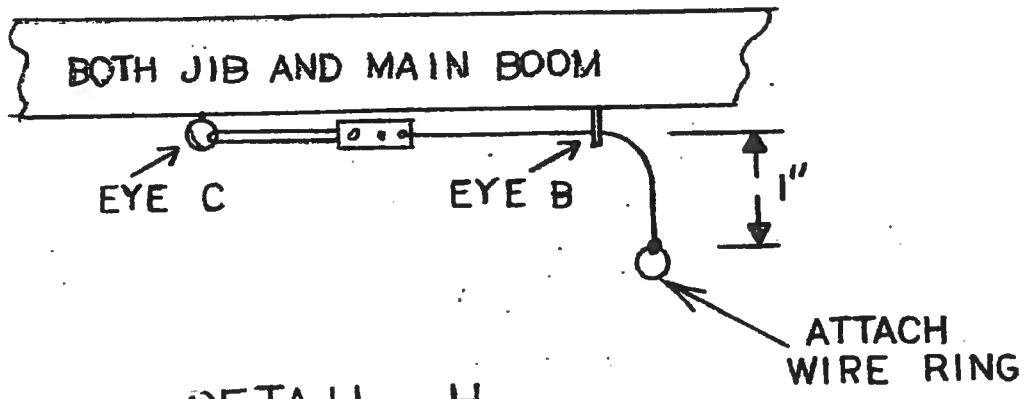


STEP 2
DETAIL F

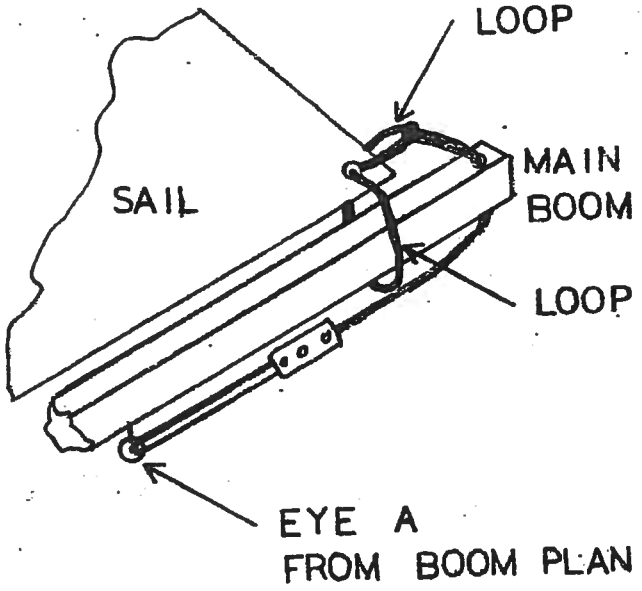


STEP 3
DETAIL E

JIB SAIL



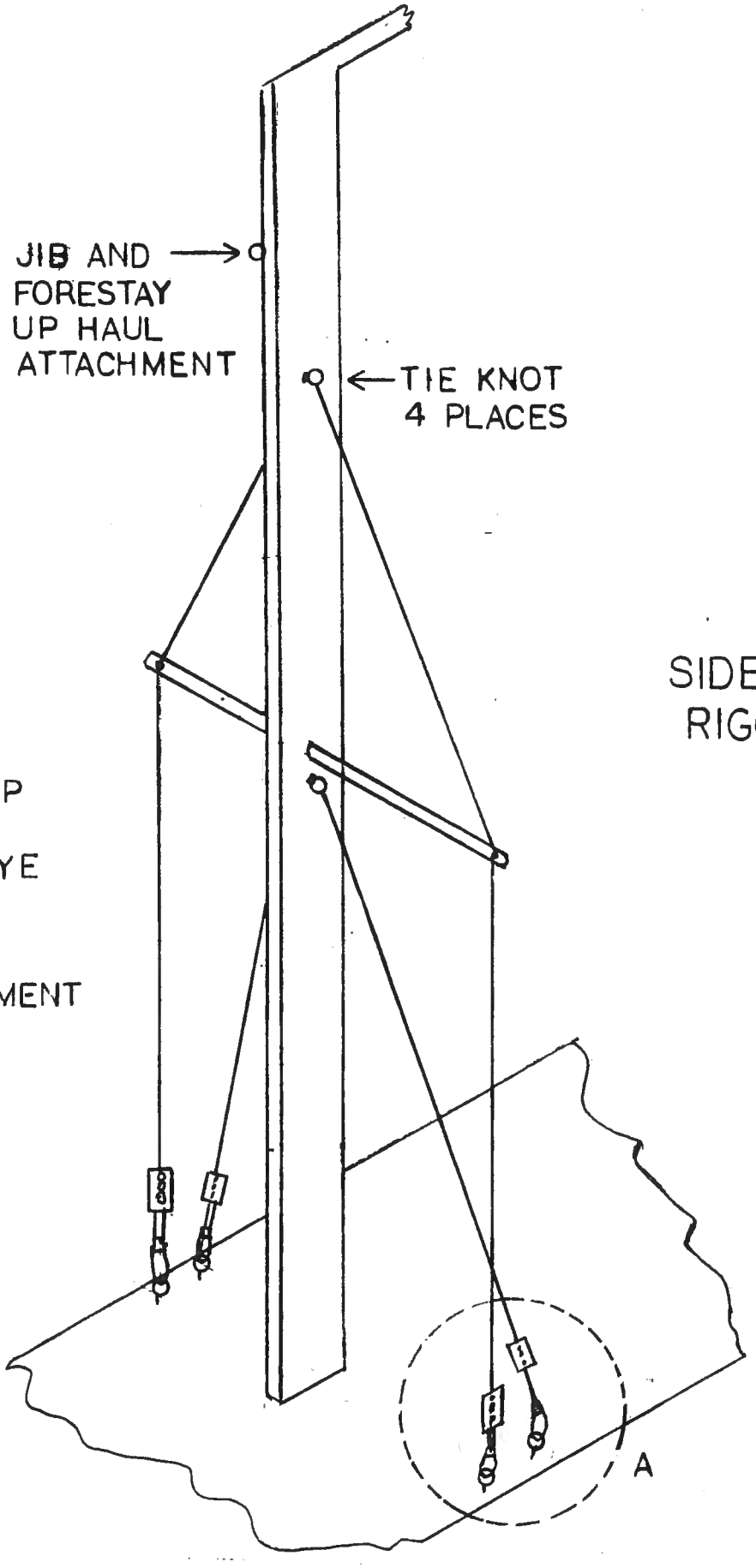
DETAIL H



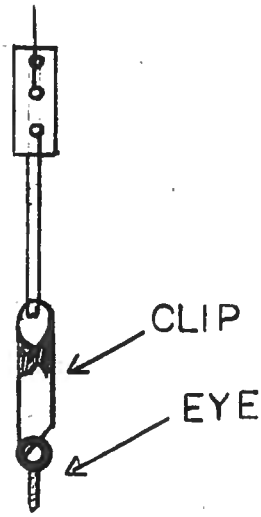
DETAIL D

ALSO USED ON JIB BOOM

DO DETAIL "D", "H", AND "E". ATTACH JIB AT THE TOP OF THE MAST AS SHOWN IN THE "GENERAL RIGGING LAYOUT."



SIDE STAY
RIGGING



DECK ATTACHMENT
4 PLACES

DETAIL "A"

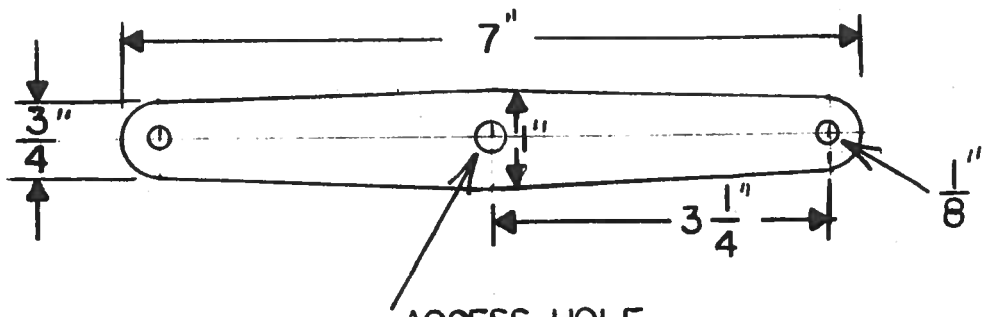
AFTER PUTTING THE MAST STEP TO THE DECK, PLACE MAST IN A VERTICAL POSITION AND ATTACH BACKSTAY LINE. REFER TO GENERAL RIGGING LAYOUT.

IMPORTANT; BEFORE ATTACHING WOOD TO THE HULL WITH EPOXY, THAT AREA OF THE HULL **MUST BE SANDED WITH A VERY COARSE SANDPAPER.**

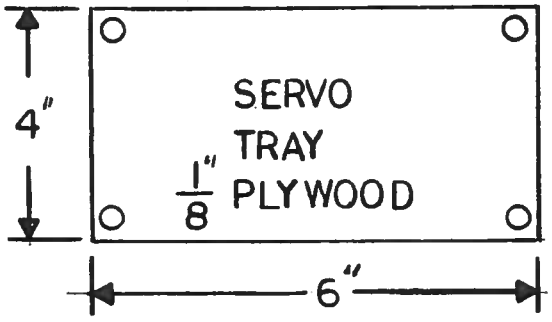
SERVO TRAY

SEE PAGE # 26, EPOXY THE 3 BLOCKS WITH THE EYE SCREWS IN POSITION AS SHOWN. MAKE THE SAIL WINCH ARM AND SCREW IT TO THE SERVO.ADJUST THE ARM SO WHEN THE RADIO IS ON AND THE SAIL CONTROL LEVER IS ALL THE WAY DOWN, THE ARM IS IN THE POSITION SHOWN. TIE AND SUPER GLUE A LINE TO EYE "A" AND RUN THROUGH THE ARM INTO EYE "B" . RUN IT UP THROUGH THE SHEET EXIT GUIDE AND SUPER GLUE ONTO A CLIP AS SHOWN. **CAUTION;** BE SURE THERE IS CLEARANCE BETWEEN THE CLIP AND THE SHEET EXIT GUIDE OR THE SAIL WINCH COULD BE DAMAGED. RUN THE JIB LINE AS SHOWN. **CAUTION;** BE SURE ALL WIRES ARE UNDER THE SERVO TRAY OR DAMAGE COULD RESULT. THE BATTERY PACK SHOULD BE SECURED WITH VELCRO. NOW ATTACH THE ANTENNA TO THE UNDERSIDE OF THE DECK AS SHOWN. MAKE SURE ALL KNOTS ARE SUPER GLUED.

SERVO ARM

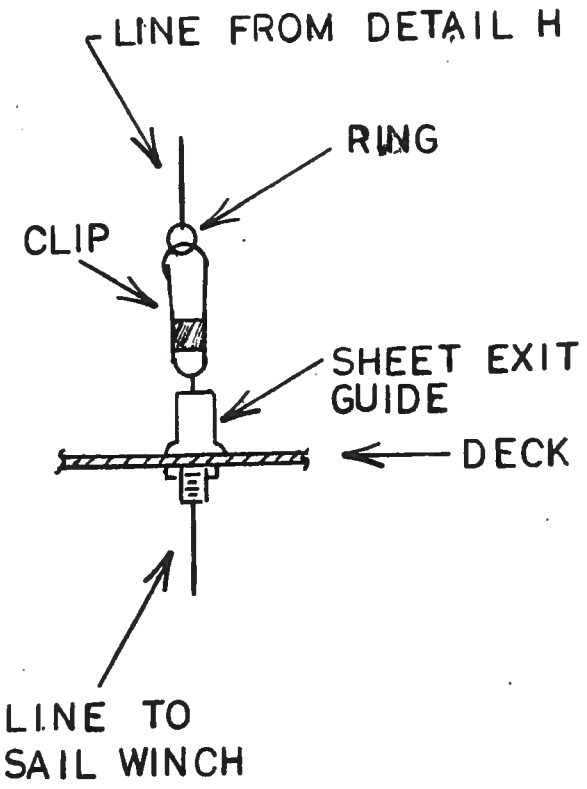


SERVO TRAY

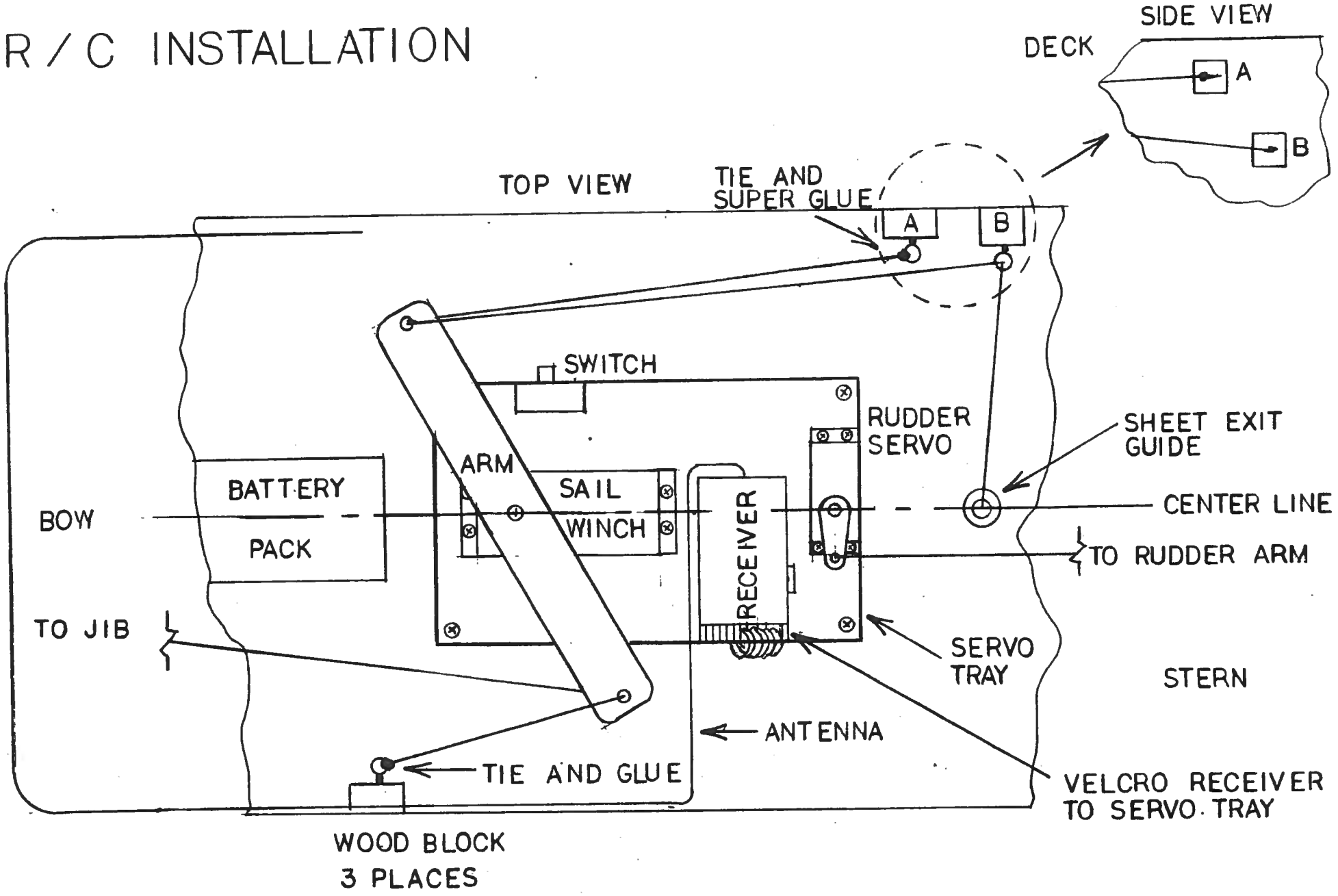


DRILL 4 HOLES
FOR WOOD SCREWS

SHEET EXIT GUIDE



R / C INSTALLATION



WARNING

This product contains lead chemical known to the state of California to cause cancer and birth defects and other reproductive harm.

Always use gloves when handling the lead ingot.

US 12 CLASS
RULES & SPECIFICATIONS

!.0 GENERAL CONCEPT

The following rules are not only intended to allow some flexibility in construction but to also maintain the US 12 as a One Design Class. All measurements are in inches and fractions. Tolerances are plus or minus ¼ inch unless otherwise stated. Early models of the US 12 that may be in minor variance with these rules, including rudder configuration, shall be considered to be conforming. This grandfather clause shall apply to hulls # I- 100 .

2.0 Hull

2.1 The hull shall be made of hand-laid fiberglass cloth.
2.2 Hulls shall be obtained only from authorized manufacturers.
2.3 The overall length of the hull shall be established by the class mold. The class secratery shall approve all new manufacturers.
2.4 Alteration to certified hulls by sawing, cutting, or adding any material to the exterior of the hull that would change the profile, contours or shape in any way is prohibited.
2.5 The sail control unit, rudder servo, receiver, antenna, batteries and other control equipment may be located in any position inside the hull.
2.6 No modifications of any kind are allowable to the hull, keel, or rudder.
2.7 The hull comes with construction plans and a hull number is assigned.

3.0 Deck

3.1 The deck shall only be constructed of wood, fiberglass plastic, or any combination thereof.
3.2 Types of deck fittings are not restricted.
3.3 The deck sheer shall be a fair and continuous curve.
3.4 The beam of the hull shall be 9 in.(plus or minus 1/8 in.)

4.0 Ballast and minimum weight of the boat

4.1 Ballast shall consist of material that is not denser than lead as per AMYA bylaws.
4.2 Minimum weight of the complete fully rigged boat including batteries shall be sixteen pounds.
4.3 Lead shot or poured lead ballast may be used.

5.0 Rudder

5.1 The shape, size and location of the rudder shall conform to the design specifications provided on the control drawing. Boat # 1 - 100 rudders are approved as per the grandfather clause above.
5.2 Rudders shall be constructed of wood and/or fiberglass. Aluminum or brass inserts within the wood/ fiberglass are permitted.
5.3 The rudder shall not be thicker than the widest portion of the aft section of the keel.
5.4 The bottom of the rudder shall not extend below the keel.

6.0 Spars

6.1 Booms shall be constructed of wood or aluminum .
6.2 Permanently bent or curved booms are prohibited.
6.3 Jib booms shall not extend beyond the bow.

7.0 Rigging

7.1 The spreaders shall not extend beyond the beam of the boat.
7.2 The use of commercial and/or homemade fittings is permissible.
7.3 Any rigging styles or fittings is acceptable

8.0 Mast

8.1 Maximum mast height (inclusive of mast crane) shall not exceed 61 in. above the deck.
8.2 Masts shall be constructed of wood or aluminum.
8.3 Rotating masts or "swing rigs" are prohibited.
8.4 Wind indicators that rotate freely and completely and are clearly an

optional accessory to the mast and sails are optional and shall not be bound by the 61 in. maximum height specification.

9.0 Sails

9.1 Sails may be made of Dacron, Nylon or Mylar only.
9.2 Panel sails are permitted.
9.3 Limit of battens is three for both jib and main and must be equally spaced. (Refer to the official sail plan)
9.4 The "b" rig will be a Soling one meter rig.

10.0 Sail Numbers and Class Logo

10.1 The location and size of the sail numbers and class logo should conform to the ISAF-RFD rules.
10.2 The class logo is a US flag above the number twelve.
10.3 The sail number must be 4 inches minimum in height
10.4 The sail number shall be assigned by the class secretery.

11.0 Radio

11.1 Any FCC approved radio control system may be used as long as it operates on a recognized Surface frequency and employs no more than two channels for control operation.

12.0 Sheet Exits

12.1 Sheet exits are limited to 5/8 inches in height.

13.0 Specifications

Length Overall (LOA): 46 inches
Beam: 9 inches
Displacement: 16 pounds (minimum)
Sail Area: 730 inches
Mast Height: 61 inches

TABLE 1 SAIL MEASUREMENTS

SAIL MEASUREMENTS - US12 CLASS A-SUIT

	Min.(in)	Max.(in)
MAINSAIL		
Luff	54 3/4	55 1/4
Leech	55 3/4	56 1/4
Foot	15	15 1/2
Foot Round	---	3/8
Head	---	3/4
3/4 Width	6 3/4	7 1/4
1/2 Width	11 1/4	11 3/4
1/4 Width	14	14 1/2

JIB		
Luff	44 1/4	44 3/4
Leech	39 3/4	40 1/4
Foot	14 1/4	14 3/4
Foot Round	---	1/2
Head	---	1/2
3/4 Width	5 1/2	6
1/2 Width	9 1/4	9 3/4
1/4 Width	11 3/4	12 1/4

SAIL MEASUREMENTS - US12 CLASS B-SUIT

	Min.(in)	Max.(in)
MAINSAIL		
Luff	46 3/4	47 1/4
Leech	47 3/4	48 1/4
Foot	14 3/4	15 1/4
Foot Round	---	3/8
Head	---	3/4
3/4 Width	6	6 1/2
1/2 Width	10 1/4	10 3/4
1/4 Width	13	13 1/2

JIB		
Luff	38 1/2	39
Leech	34 1/2	35
Foot	13 3/4	14 1/4
Foot Round	---	1/2
Head	---	1/2
3/4 Width	5 1/4	5 3/4
1/2 Width	8 1/2	9
1/4 Width	11 1/4	11 3/4

US 12 CLASS

A - RIG GIRTH MEASUREMENT STATIONS