

Measurer's Rulings

- 1 Spinnaker reaching struts, etc. The spinnaker guy is not to be considered a sheet for purposes of Article III .6, (Design, Characteristics and Equipment of the Association's Bylaws). Accordingly, the spinnaker guy does not have to lead to the genoa track but may lead through a reaching strut or to a block, bulkhead, or hook mounted other than the genoa track.
- 2 Aft lower shrouds:
 - a) The aft lower shroud is optional and need not be fitted, may be fitted permanently, or fitted in a manner that is adjustable so long as the dimensions given in this rule are maintained.
 - b) The aft lower shroud shall be attached to the mast at the same location as the intermediate lower shroud as shown on the measurement certificate.
 - c) The maximum that the rear lower shroud may go aft is 15" from the back side of the chain plates. This position is measured by projecting the aft lower shroud to intersect the deck.
 - d) All mounting points of the aft lower shroud must be located on a line 12 1/2" inboard from the outboard edge of the deck non-skid. The inboard measurement of the mounting line is determined by measuring at right angles from the deck non-skid to the mounting line at both the forward and aft ends.
- 3 Internal hand holds, inspection holes, inspection ports, winch handle pockets and storage cuddies are permitted in vertical surfaces of the cockpit.
- 4 Spinnaker launching and retrieving tubes are not legal.
- 5 The hanks on the jib must be attached to the headstay when the jib is in use.
- 6 Through-hull kelp removing devices are not legal.
- 7 Internal tangs in the mast are not within the one-design concept of the Santana 20 Class Rules and are not legal.
- 8 Inspection holes in the V-berths are legal but covers must be kept in place while racing.

8. Bainbridge 404 Dynac cloth is not acceptable for the spinnaker because its base fabric is 1/2 oz. material.
9. Roller furling gear is not legal.
10. The bearing point of the spinnaker halyard when held taut at right angles to the mast may not be higher than 23' 8" from the bottom of the mast extrusion. Any exit arrangement attachment points shall not extend out from the mast farther than 7/8"
11. Reefing the working jib is not legal.
12. "Membership" in Article XI .7 of the Articles of Association is deemed to mean membership in good standing with dues current.
13. When using a cunningham on the jib or genoa, the tack of the sail must be attached to the stem head fitting of the boat and the cunningham must have a separate eye in the sail.
14. The intent of Article IV .2 of the Bylaws is not to prohibit the measurement of specific items at the Class Championship Regatta.
15. A mainsheet system that does not employ the traveler and changes the positioning points on the boom for the mainsheet attachment is illegal.
16. The intent of the spreader design is that the spreaders should be in a straight line (perpendicular to the centerline of the hull). Therefore, it is illegal to employ swept back spreaders.
17. Any protrusion in front of the rudder, in this case intended to keep kelp from getting caught on the rudder post is illegal because it is an alteration of the hull shape.
18. Tubes used to guide the backstay lines forward to the middle of the cockpit are legal.
19. It is legal to use a line to position the genoa cars; however, in keeping with the spirit of the rules, the system shall be simple and shall not use magic boxes, winches, or hydraulics.
20. In Article VII .5 of the Bylaws, "sailing season" is interpreted to mean the first calendar year in which the boat is owned.
21. It is legal to use a shackle no more than 3" high in place of the bow fitting hooks so long as the shackle adds no additional function or advantage.

22. Any type of stiffening or strutting for the purpose of stiffening the deck or hull is illegal.
 - a. The lone exception to this ruling is that a short bracing line may be run from the underside of the aft end of the check- stay track down and forward to the lower main bulkhead. This will prevent the deck from lifting and developing a weak spot when the aft lowers are brought into tension. However, it is imperative that the lower bulkhead attachment point be longitudinally in-line with the check stay track attachment point, be well-backed, and be low enough that the mounting bolts go through both the main bulkhead and through the aft vertical wall of the V-berth box structure. This will ensure that the minimal load is spread evenly through as much of the structure as possible.
 - b. The current underfloor supports – mostly wood in 900 series boats – may be replaced with any reasonable materials (aluminum or carbon tubing) so long as the materials is permanently bonded to the hull and the underside of the cockpit floor and the specific placement is maintained.
23. It is interpreted that Article VI .7 of the Bylaws means that the helmsman must satisfy the regatta requirements and that he must have satisfied them as helmsman.
24. "Classic" decked Santana 20's may attach their backstay at the base of the transom and may run their backstay adjustment lines through the transom and into the cockpit through the cockpit's rearmost vertical wall only, so long as the material used in the transom-cockpit passage is rigid, well-sealed, and does not compromise the strength or watertight integrity of the hull .
25. The use of Mylar cloth for spinnakers is illegal.
26. The transom radius shall be 5/16". No sharpening of the radius shall be permitted.
27. The use of carbon fiber spinnaker poles is Legal.
28. Repairs to the boat are legal if they meet the following conditions:

- a. repair does not impart an obvious improvement, relative to a factory original Santana 20, in the overall performance of the boat.
 - b. the materials and reconstruction methods used in making the repair shall be comparable to those used in the original boat (aka "faithful reproduction") except:
 - 1) when a boat damaged during competition would be prevented from returning to the same competition due to the lack of time, lack of appropriate materials, or lack of expertise to carry out a "faithful reproduction."
 - 2) when alternative materials and reconstruction methods are commonly available and offer a lower total repair cost as compared to a "faithful reproduction."
29. A batten may be attached to the masthead crane at one end and the backstay at the other to help clear the leach of the main.
30. Non-wire/rod backstays and check stays are Class legal. However, the upper/lower shrouds and the forestay will remain of wire/rod construction.
31. There are no restrictions on the type or quantity of electronic aids on the boat.