

NORLYS RULE 2006

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DEFINITIONS

Defined terms are in these rules written in *italics*.

<i>Asymmetric spinnaker</i>	Sail tacked in the centerline of the boat or at a spinnaker pole, not attached to a stay and normally defined by the measures ASLU, ASLE, ASHW og ASF. For an <i>asymmetric spinnaker</i> : <ol style="list-style-type: none"> a. The luff (ASLU) shall be at least 5% longer than the leach (ASLE) b. The half width (ASHW) shall be at least 75% of the foot (ASF) c. The material shall be woven polyamide, such as nylon
<i>Authorized supplier</i>	Supplier authorized by NSF for measurement of own supplied products, including hull, rig and sails
<i>Basic standard</i>	Standard for boats in the <i>LYS table</i> , in <i>class rules</i> or <i>boat data sheet</i>
<i>Boat data sheet</i>	Specification established by SSF for boat type lacking class rules
<i>Class association</i>	Association approved by ISAF or NSF for administration of defined boat type
<i>Class rules</i>	Rules for boat type with approved <i>class association</i>
<i>Closely attached</i>	Attached to a stay, as when sailing to windward, or tightened close to a stay
<i>"Code zero"</i>	<i>Asymmetric spinnaker</i> designed for sailing to windward or at a course close to the wind, and which is not attached to a stay
Dinghy	Boat type in the LYS table for dinghies, and boat types with similar characteristics
<i>Equipment code</i>	(f ex SS,GA,FO): Spinnaker code SS Symmetric <i>spinnaker</i> AC <i>Asymmetric spinnaker</i> tacked in the centerline AP <i>Asymmetric spinnaker</i> tacked at <i>spinnaker pole</i> NS No <i>spinnaker/asymmetric spinnaker</i>

Headsail code

GE	<i>Genoa</i>
GA	<i>Genoa</i> with $JLP \leq 1.4 * J$ (no correction for sailing with <i>Jib</i>)
JI	<i>Jib</i>
NH	No <i>headsail</i>

Propeller code

SO	Propeller with solid blades (Solid)
FF	Propeller with folding or feathering blades (Folding/Feathering)
NP	No propeller or outboard (No Propeller)

<i>Genoa</i>	<i>Headsail</i> with $JLP > 1.1 * J$
<i>Headsail</i>	Sail which is <i>closely attached</i> to a permanent stay in the centerline of the boat, tacked at the stay's intersection with the deck, and normally defined by the measures jib luff JLU and jib largest perpendicular JLP. Class rules may define more measures.
<i>Jib</i>	<i>Headsail</i> with $JLP \leq 1.1 * J$
<i>Keelboat</i>	Boat type in the LYS table for keelboats, and boat types with similar characteristics
<i>Klassregler för LYS</i>	Swedish LYS rules, published by SSF
<i>LYS category</i>	Boats in the same <i>LYS-table</i> (<i>Keelboats</i> , <i>Sport boats</i> , <i>Multi hulls</i> , <i>Dinghies</i>)
<i>LYS certificate</i>	Certificate for LYS issued by NORLYS
<i>LYS class</i>	List of boats for joint scoring
<i>LYS measurement</i>	Measurement conducted by a <i>LYS measurer</i> in conformance with NORLYS <i>Måleveiledning</i> (LYS measurement guide).
<i>LYS measurement form</i>	NORLYS form for documentation of <i>LYS measurements</i>
<i>LYS measurer</i>	Measurer authorized by NSF for sail or class measurement
<i>LYS number</i>	LYS TCF number for calculation of corrected times
<i>LYS table</i>	Table for <i>keelboats</i> , <i>sport boats</i> , <i>multi hulls</i> or <i>dinghies</i> issued by SSF
<i>Measurement trim</i>	Trim at measurement of displacement and draught, defined in rule 10
<i>Multi hull</i>	Boat type in the <i>LYS table</i> for multi hulls, and boat types with similar characteristics.
<i>Nordic working party</i>	Working party for co-ordination of LYS work among the Nordic countries (currently Sweden and Norway)
<i>NORLYS Committee</i>	NORLYS committee for administration of the LYS system, including determining <i>LYS numbers</i> and issuing of <i>LYS certificates</i>
<i>NORLYS Måleveiledning</i>	NORLYS <i>measurement</i> guide issued by NORLYS
<i>NORLYS Regel</i>	Norwegian rule text which takes precedence over <i>NORLYS Rule</i>
<i>NORLYS Rule</i>	These rules, issued by NORLYS
<i>NORLYS Veiledning</i>	Guide for practicing LYS in Norway, issued by NORLYS
<i>Outrigger</i>	"Any fitting or other device so placed that it could exert outward pressure on a sheet or sail at a point from which, with the boat upright, a vertical line would fall outside the hull or deck planking." (RRS 50.3.a)
<i>Owner's declaration</i>	Declaration stating that the owner knows the <i>NORLYS</i> rules, and that he will comply with these rules in LYS regattas.
<i>Spinnaker</i>	Symmetric spinnaker tacked at a spinnaker pole, normally defined by the measures SL and SHW or SMW. For a symmetric spinnaker: <ul style="list-style-type: none"> a) Both leaches shall have the same length, with maximum difference of 2% of the leach length b) The sail shall be symmetric with respect to shape, material and panel layout about a line from the top to the midpoint of the foot c) The half width (SHW) shall be at least 75% of the foot (SF).
<i>Spinnaker correction</i>	Correction of the <i>LYS number</i> , displayed on the <i>LYS certificate</i> , for a boat with <i>spinnaker</i> or <i>asymmetric spinnaker</i> in the <i>LYS certificate</i> , sailing without <i>spinnaker</i> or <i>asymmetric spinnaker</i>
<i>Sport boat</i>	Boat type in the <i>LYS table</i> for sport boats, and boat types with similar characteristics.
<i>Staysail</i>	Sail measured as <i>headsail</i> , but which is not <i>closely attached</i> to the head stay
<i>TCF</i>	Time correction factor, primarily used for time-on-time scoring
<i>Technical Committee</i>	Committee within NSF responsible for <i>class rules</i> , measurement and safety regulations.

ABBREVIATIONS FOR ORGANISATIONS AND ISAF RULES

EHSC	ISAF Empirical Handicapping Sub-Committee
ERS	ISAF Equipment Rules of Sailing
ISAF	International Sailing Federation
NORLYS	Norwegian class association for LYS
NSF	Norwegian Sailing Federation
OSR	ISAF Offshore Special Regulations
RRS	ISAF Racing Rules of Sailing
SSF	Swedish Sailing Federation

ABBREVIATIONS FOR HULL, RIG AND SAIL MEASURES

ASF	ERS	Asymmetric Spinnaker Foot
ASHW	ERS	Asymmetric Spinnaker Half Width
ASLE	ERS	Asymmetric Spinnaker Leach
ASLU	ERS	Asymmetric Spinnaker Luff
BM		Beam, Maximum
DSPM		Displacement Measurement trim
E	ERS	Distance from mast to outer limit mark for mainsail at boom
IG	IMS	Height of forestay intersection with mast above sheer line
ISP	IMS	Height of Spinnaker halyard above sheer line
J	ERS	Horizontal distance from forward edge of mast at top of deck or superstructure, to center of forestay intersection with deck
JHW	ERS	Jib Half Width
JLP	ERS	Jib Largest Perpendicular
JLU	ERS	Jib Luff
JQW	ERS	Jib Quarter Width
JTQW	ERS	Jib Three Quarter Width
LOH	ERS	Length Of Hull
MHW	ERS	Main Half Width
MQW	ERS	Main Quarter Width
MTQW	ERS	Main Three Quarter Width
MTW	ERS	Main Top Width
P	ERS	Distance between limiting marks for mainsail at mast
SF	ERS	Spinnaker Foot
SHW	ERS	Spinnaker Half Width
SL	ERS	Spinnaker Leach
SMW	IMS	Spinnaker Maximum Width
SWPL	ERS	Spinnaker/Whisker Pole Length
SQW	ERS	Spinnaker Quarter Width
STQW	ERS	Spinnaker Tree Quarter Width
TPS	IMS	Horizontal distance in the center plane of the boat, from the forward edge of the mast to the tack point of the <i>asymmetric spinnaker</i> (Tack Point of Spinnaker)

0 OBJECTIVE AND CRITERIA

0.1 Objective for LYS

- The objective of the LYS system is to give boats of different types and sizes an opportunity to race.
- LYS is an empirical handicap system for issuing and use of *LYS numbers*
- LYS shall be simple and inexpensive, suitable for a wide range of sailors.
- LYS shall be practiced in a way that doesn't invite to unwanted optimization and type forming.

0.2 Criteria for determination of LYS numbers

- The *LYS number* represents the speed potential of a boat as compared to other boats. On average LYS 1.00 approximately corresponds to an average wind speed (about 5 m/s) for sailing equal distances in all wind directions (circular course).
- Since LYS is an empirical system, the *LYS number* is primarily determined from boat results at the race course, based on statistics from races.

- c) For boats with incomplete statistics, a preliminary LYS number is based on measurement comparisons with known boats, experiences from other handicap systems or from formulas based on boat parameters and existing LYS numbers. Such *LYS numbers* shall be estimated conservatively, and corrected when experience is gained.
- d) It is assumed that the boat is well maintained and well sailed. There is no bonus for lack of competence, inferior crew or equipment, or lack of maintenance.
- e) *LYS numbers* are determined from both open and secret rules, data, formulas and algorithms. The NORLYS administration and the *NORLYS Committée* have the full responsibility for the secret parts. In order to ensure the integrity of these secret elements, including statistical data, no one outside the NORLYS administration and the *NORLYS Committée* can demand insight into the secret elements. The *NORLYS Committée* shall be solely responsible for any changes in the *NORLYS Rule* algorithms.

1 JURISDICTION

1.1 LYS in Norway

Authority for LYS in Norway is NORLYS, who issues *NORLYS Rule*, *NORLYS Guide*, *NORLYS Measurement Guide* and *LYS certificates*. NORLYS shall be a *class association* approved by NSF.

1.2 LYS in Sweden

Authority for LYS in Sweden is SSF who, after consultations in the *Nordic working party*, publishes *LYS tables* and *Klassregler för LYS* within April 1st every year.

1.3 LYS sailing in other countries

The national authority (NORLYS, SSF etc) demand that for regattas within its jurisdiction, *LYS certificates* are issued by their own administration.

1.4 International representation

NORLYS is represented in the *Nordic working party*.

1.5 Legal responsibility

NORLYS accepts no such responsibility as a consequence of the use of these rules. The owner shall not resort to any court or other tribunal not provided in these rules.

2 RULES AND INTERPRETATIONS

2.1 Norwegian LYS rules

- a) These *LYS rules* apply to all LYS sailing in Norway, and refer to
- i) Approved *class rules*
 - ii) *LYS tables* and *boat data sheets* from SSF
 - iii) *LYS certificates*, *NORLYS Måleveiledning* (*NORLYS measurement guide*) and *NORLYS Veiledning* (*NORLYS guide*) issued by NORLYS.
 - iv) RRS
 - v) OSR
- b) These *LYS Rules* are to a large extent similar to the Swedish *Klassregler för LYS*, but with certain Norwegian adjustments and additions.

2.2 Invitations/Sailing instructions

- a) Invitations/Sailing instructions shall contain reference to:
- i. The *NORLYS Rule*
 - ii. Requirement for valid *LYS certificate*. Rule 3 and 5.4.
 - iii. Inspection of boats at regatta. Rule 5.6.
 - iv. Method for calculation of corrected times. Rule 11.
 - v. *LYS classes*. Rule 12
 - vi. OSR safety category. Minimum Category 6 of the Norwegian regulations.
- b) A *LYS Rule* can not be changed by the invitation/sailing instructions.
- c) The invitation shall state a deadline for registration. The *LYS certificate* valid at that date is valid for the regatta, unless the invitation states an alternative date for checking of *LYS certificates*.
- d) The invitation shall refer to the 96 hour deadline in rule 7 as a prerequisite for utilizing rule 6.4.d.

2.3 Interpretations of LYS rules

Interpretations of *LYS rules* are done by NORLYS, who may co-operate with SSF.

2.4 Complaints regarding LYS certificates

Complaints regarding *LYS certificates* are sent to NORLYS. The *LYS Committee* handles the complaint and notifies the complaining party of the outcome. The complaint shall be handled no later than the end of the month following the date that the complaint was received by NORLYS.

2.5 Appeals regarding complaints

The outcome of a complaint handling, Ref rule 2.4, may be appealed to the board of NORLYS.

2.6 Class rules in the RRS

These *LYS rules* are “class rules” according to RRS 78.

2.7 Responsibilities for compliance with class rules in RRS

RRS 78 states that the owner **and** the responsible person on board (RRS 46) are responsible for compliance with “class rules”, and that “certificates” are valid. At LYS regattas the *NORLYS Rules* are “class rules” and *LYS certificates* are “certificates”.

2.8 Exceptions from RRS

With reference to RRS 86.1 (c) a *LYS certificate* may be issued for boats with

- i) Trapeze
- ii) Headsail with roach
- iii) Movable ballast such as water ballast or canting keel.

2.9 OSR

Boats which participate in a LYS regatta shall be equipped according to OSR for the category stated in the sailing instructions. Boats with safety regulations in their *class rules* shall comply with these.

3 REQUIREMENTS FOR PARTICIPATION IN A LYS REGATTA

3.1 Valid LYS certificate

A valid *LYS certificate* is required for participation in a LYS regatta in Norway.

3.2 Disqualification

A boat which starts without a valid LYS certificate will be disqualified without hearing. This changes RRS 63.1 and Appendix A.

3.3 Compliance

The boat shall comply with its *LYS certificate*, *basic standard*, and OSR (including Norwegian amendments)

4 CLASS RULES AND BASIC STANDARD

4.1 Class rules

For boats with approved *class rules*:

- a) measures in the *LYS tables* are for information only
- b) the *LYS certificate* displays which *class rule* that applies to the boat
- c) valid class certificates and marks are accepted as basis for *LYS certificates*
- d) the *NORLYS Measurement Guide* defines which measurements that are required by *NORLYS* for a class boat without a class certificate. Compliance with these requirements does not necessarily mean that the boat complies with all its class rules
- e) the *class rules* take precedence over the *LYS rules*
- f) the boat shall comply with all its *class rules* in LYS regattas.

4.2 Basic standard

The *basic standard* is defined in the boats *class rules* or *boat data sheet*.

5 THE LYS CERTIFICATE

5.1 Approval of LYS certificates

- a) *LYS certificates* are approved by *NORLYS*:
 - i) at the request of the owner
 - ii) for a boat that *NORLYS* regards as fit for LYS sailing
 - iii) provided that *LYS measurements* or *class certificates* are approved by *NORLYS*
- b) A boat can only have **one** *LYS certificate* at any time. A *LYS certificate* cannot be modified between the registration deadline (or an alternative deadline for checking of certificates stated in the invitation) and the regatta.
- c) *NORLYS* can deny to issue *LYS certificates*, and modify or withdraw *LYS certificates* at any time
- d) *NORLYS* shall be notified when hull, keel, ballast, rudder, rig, sails or equipment are modified
- e) Modifications shall be documented by a *LYS measurer*, who sends *LYS measurement forms* to *NORLYS*.
- f) For modifications that *NORLYS* evaluate as considerable, the *LYS-certificate* will be modified
- g) When *NORLYS* becomes aware of boat modifications, which are not reported to *NORLYS*, or finds that earlier data are not correct, the *LYS certificate* may be withdrawn until satisfactory documentation is received by *NORLYS*
- h) Repeated or grave violations of the *LYS rules* may result in withdrawal of the *LYS certificate*, and *NORLYS* may deny issuing of a new certificate.
- i) *NORLYS* will seek to issue *LYS certificates* as swift as possible, but cannot guarantee that certificates are issued sooner than one month after the complete application has been received.

5.2 Validity of LYS certificates

- a) Approved LYS certificates become valid when the fee has been received by NORLYS
- a) LYS certificates are valid to December 31st, provided that
 - i) the requirements of rule 5.1 are fulfilled
 - ii) the *owners declaration* has been received (change of ownership makes the certificate invalid, until the new owner has supplied his *owners declaration* and paid the fee)
 - iii) the annual fee has been received by NORLYS.
- b) LYS numbers and major parameters for boats with valid LYS certificates are published at www.seiling.org, which is continually updated. Information at the website takes precedence over a copy of the LYS certificate.

5.3 Limitations given in the LYS certificate

- a) The LYS certificate states the LYS number corresponding to the equipment codes in the certificate, and the boat data which shall be complied with at LYS regattas.
- b) Limitations in approved class rules shall be complied with at LYS regattas.

5.4 Display of LYS certificate

- a) Copy of the LYS certificate shall be enclosed at registration for a LYS regatta.
- b) It is also acceptable to refer to the LYS certificate at www.seiling.org
- c) The race committee shall check that boats participating in LYS regattas have valid LYS certificates. Valid LYS certificates are displayed at www.seiling.org
- d) Point of time for checking of LYS certificates is given in rules 2.2.c and 2.2.d.
- e) Copy of valid LYS certificate shall be kept onboard during a LYS-regatta
- f) Boat which does not show a valid LYS certificate shall be denied to start in a LYS regatta. The only exception to this rule is RRS 78.2, which is valid only if a valid certificate exists before the start.

5.5 Groups of LYS certificates

NORLYS issues LYS certificates for boats in group A, B or C:

5.6 Inspection of boats in connection with regattas

- a) The organizing authority is responsible for checking that participating boats and crews comply with the NORLYS Rule, the LYS certificate, class rules if any and the OSR.
- b) Non-conformance with the OSR shall result in 20% penalty, ref RRS 44.3.c, and minimum one place down in the scoring table.
- c) The organizing authority shall implement inspection of at least 10% of participating boats at least once a year.
- d) It shall be stated in the sailing instructions that inspections may be performed. Ref RRS J2.2(10)
- e) NORLYS, or a NORLYS representative, may inspect boats with no prior notice at regattas in Norway, and may protest at any violation of the NORLYS Rule. This changes RRS 60.2.
- f) Inspections are performed by LYS measurers.
- g) If boat or crew does not comply with the LYS rules, this shall be reported to the regatta committee, which shall protest the boat. Ref RRS 78.3.
- h) A competitor may protest the boat if he suspects that it does not comply with the LYS rules.
- i) The protest committee may refer a question regarding LYS rules to NORLYS. Ref RRS 64.3.b.
- j) If NORLYS before the start notifies the race committee that a participating boat does not have a valid LYS certificate, the boat shall be denied to start, or be moved to a non LYS class. If the boat nevertheless starts in a LYS class, the regatta committee shall protest the boat, which shall be disqualified.

6 LIMITATIONS

6.1 Boats with class rules

A boat with approved class rules can only use rules 6.4.c, 6.4.d og 6.5 with sails which are permitted in the class rules.

6.2 Mainsail

- a) Full battens are allowed, unless the *basic standard* prohibits them.
- b) Provided that the *basic standard* does not have other requirements, the maximum widths of mainsails are:

MTW	top width	the largest of	0.04 * E and 0.15 meter
MTQW	3/4 width	maximum	0.40 * E
MHW	1/2 width	maximum	0.67 * E
MQW	1/4 width	maximum	0.90 * E
- c) Mainsails within the following limits are entitled to a deduction of 0.01 LYS in the LYS certificate:

MTW	top width	maximum	0.05 m
MTQW	3/4 width	maximum	0.25 * E
MHW	1/2 width	maximum	0.50 * E
MQW	1/4 width	maximum	0.75 * E

6.3 Headsail

- a) Except for 6.4.c)ii not more than **one headsail** may be carried simultaneously. For boats with more than one permanent forestay as standard this rule may be waived, and this should be stated in the *LYS certificate*.
- b) This rule is deleted.
- c) Provided that the *basic standard* does not have other requirements, the maximum widths of *headsails* are:

		For JLP $\leq 1.1 * J$	For JLP $> 1.1 * J$
JTQW	3/4 width	maximum 0.28 * JLP	maximum 0.25 * JLP
JHW	1/2 width	maximum 0.55 * JLP	maximum 0.50 * JLP
JQW	1/4 width	maximum 0.77 * JLP	maximum 0.75 * JLP

- d) When a *jib* is specified in the *LYS certificate*, no larger *headsail* may be carried onboard.

6.4 Spinnaker and asymmetric spinnaker in the LYS certificate

- a) Only **one spinnaker** or *asymmetric spinnaker* may be carried set simultaneously.
- b) A boat which is registered **without spinnaker** or *asymmetric spinnaker*, may use a whisker pole for the headsail. The length of the whisker pole is limited to SWPL in the *LYS certificate*, and it shall be attached to the foremost mast.
- c) A boat which is registered **with spinnaker** or *asymmetric spinnaker* may, if no *spinnaker* or *asymmetric spinnaker* is carried set:
- i) use whisker/spinnaker pole for the *headsail*
 - ii) carry two *headsails* simultaneously, provided that one of them is carried set to windward and the other is carried set to leeward.
- d) A boat with *spinnaker* or *asymmetric spinnaker* in the *LYS certificate* may register at a regatta without any of these. The *spinnaker correction* may then be deducted from the *LYS number*, provided that rule 7 is complied with.
- e) A whisker/spinnaker pole or any other *outrigger* may not be attached to the clew or sheet of an *asymmetric spinnaker*.
- f) Unless the class rules have different requirements, an *asymmetric spinnaker* shall:
- either 1)** be tacked in the center plane of the boat at deck height, and no more than $0.33 * J$ forward of the forestays intersection with the deck. Provided that the *asymmetric spinnaker* complies with the requirements of rules 6.5.b-6.5.c the boat is then entitled to a deduction in the *LYS-certificate* of 0.01 LYS as compared to a standard *spinnaker*. This rule does not apply to boats with retractable spears for *asymmetric spinnaker* as standard. For such boats the tack point is limited to TPS in the *LYS certificate*.
- or 2)** be tacked at a spinnaker pole attached to the mast and capable of carrying the tack point of the *asymmetric spinnaker* outside of the center plane of the boat. The length of the spinnaker pole is then limited to SWPL in the *LYS certificate*. Provided that the *asymmetric spinnaker* complies with the requirements of rules 6.5.b-6.5.c the boat will get an addition of 0.01 LYS in the *LYS certificate*, as compared to a standard *spinnaker*.
- g) For an *Asymmetric spinnaker* tacked in the boats center plane, the tack line may be eased maximum 0.60 meters from the tack point at deck height, but the tack line or the tack corner of the sail may not be affected in any other way.
- h) When an *asymmetric spinnaker* is carried set, a *headsail* shall not be set with any spinnaker pole or *outrigger*.

6.5 Asymmetric spinnaker for boats with spinnaker in the LYS certificate

- a) Boat with *spinnaker* in its *LYS certificate*, may register and sail with an *asymmetric spinnaker*.
- b) Then the sum of the lengths of the luff (ASLU) and leach (ASLE) of the *asymmetric spinnaker* shall not exceed twice the allowed length of the leach (SL) of the *spinnaker*. ($ASLU + ASLE \leq 2 * SL$)
- c) Then the half width ASHW of the *asymmetric spinnaker* shall not exceed the half width SHW of the *spinnaker* in the *LYS certificate*. For boats with maximum *spinnaker* width SMW in the *LYS certificate*, ASHW shall not exceed SMW.
- d) Boat using *asymmetric spinnaker* instead of *spinnaker* according to rules 6.5.a-6.5.c, shall tack it in the center plane of the boat, maximum $0,33*J$ forward of the forstay's intersection with the deck level, and the boat gets no correction of the LYS number.

6.6 Runners and furling sails

- a) Runners give no correction of the LYS number.

- b) Furling sails give no correction of the *LYS number*, but the size of the sail may affect the *LYS number*.

6.7 Propeller

- a) The propeller shall comply with the *LYS certificate*.
 b) No deduction for propeller is given in the *LYS certificate*, unless the motor is capable of giving the boat a speed in light winds of at least $V_{MIN}=1,80 \cdot LWL^{0,5}$ knots. This speed shall be obtained with a propeller of normal size, which is not geared to a high number of revolutions to decrease the size of the propeller.

6.8 Keel

No part of the keel may change character during a race, unless it is specified in the *basic standard* or in the *LYS certificate*. "Wings" or similar arrangements shall be an integral part of the keel, and may not be articulated during a race. For *keelboats* and *sport boats* a centerboard shall be locked in its lowest position, equal to the position at measurement.

6.9 Crew limits

Unless the *class rules* specify different crew limits:

- a) *LYS crew limits* have effect only if this is specified in the sailing instructions.
 b) then the maximum number of crew on board shall not exceed the number specified in the *LYS certificate*.
 c) in addition to the number in the *LYS certificate*, it is allowed to have to children onboard, no more than 10 years of age. They shall carry safety vest.
 d) crew limits are calculated from sail area, displacement and hull length.

7 NOTIFICATION OF SAILING WITHOUT SPINNAKER OR ASYMMETRIC SPINNAKER

- 7.1 Boat which wishes to use rules 6.4.d shall notify this change with the race committee not less than 96 hours before start of the first race of a regatta.
 7.2 Rule 7.1 is valid also when the deadline for registration is later than 96 hours before the start.
 7.3 If the race committee is not notified according to rule 7.1 and 7.2, the *LYS certificate* valid at 96 hours before the start shall be used.

8 SAILS AND EQUIPMENT ON BOARD

8.1 Allowed sails

- a) Sail cloth material is free, unless the *basic standard* specifies limitations. Excepted from this rule is an *asymmetric spinnaker*, where the material is specified in the definition of *asymmetric spinnaker*.
 b) Only sails allowed in the *LYS rules*, measured by a *LYS measurer*, and registered and activated at www.seiling.org may be carried on board at a race. Rule 8.1.b takes effect on publication in March 2006. Sails measured earlier than that date, but which are not entered in the database at www.seiling.org, shall be registered there not later than at the end of 2006.
 c) No other sails than *mainsail* (including *stormsail/trysail*), *headsail* (including *storm jib*), *spinnaker* and *asymmetric spinnaker* are allowed.
 d) *Spinnakers* and *asymmetric spinnakers* shall not be carried on board simultaneously
 e) Double wing profile sails are not allowed.
 f) "Code Zero", *staysails* or similar sails are not allowed.
 g) The number of sails onboard during a regatta is limited to:
 - 1 (one) mainsail
 - 3 (three) headsails
 - 2 (two) spinnakers or asymmetric spinnakers
 h) In addition to the numbers in 8.1.g, it is allowed to carry onboard:
 - 1 (one) trysail according to OSR
 - 1 (one) storm jib according to OSR
 - 1 (one) heavy weather jib according to OSR
 - 1 (one) transportation mainsail not used in the regatta.
 i) The *LYS certificate* may state a number of spinnakers exceeding the number stated in rule 8.1.g. This gives an addition to the *LYS number*.

8.2 Equipment which shall be on board when racing

- a) If the following equipment is included in the *basic standard* (including *class rules*), or is specified in the *LYS certificate*, it shall be on board when racing:
1. Cushions
 2. Pulpits, stanchions, lifelines
 3. Stove
 4. Head
 5. Bunks in the fore peak

6. Batteries
 7. Anchors and mooring equipment
 8. Table
 9. Companionway hatches
- b) Internal ballast specified in the LYS certificate, kg and position, shall be carried on board at its specified position.

9 MEASUREMENT

9.1 Requirement for LYS measurement

LYS measurement shall be carried out by a *LYS measurer*, and in compliance with the *NORLYS Måveiledning* (LYS measurement guide).

9.2 Competence of the measurer

- a) ERS H.1.1 states that a measurer is not allowed to measure a boat or its equipment if the boat is "owned, designed or built by himself, or in which he is an interested party, or has a vested interest, except where permitted by the MNA".
- b) Excepted from 9.2.a are a number of *authorized suppliers* who have been given authorization by NSF to carry out measurements on supplied products. This system is monitored by NSF.

9.3 Limit marks at mast and boom

- a) The mainsail boom shall have an outer limit mark for the setting of the mainsail.
- b) The mast shall have upper and lower limit marks for the setting of the mainsail.
- c) The limit marks shall have a width of minimum 20 mm, and have a color which is contrasting to the color of the mast and the boom.

10 MEASUREMENT OF DISPLACEMENT

If measurement is required by *NORLYS*, the following rules shall be complied with:

10.1 Weighing

- a) Weighing shall be done with a calibrated weight, and witnessed by a *LYS measurer*.
- b) The *LYS measurer* checks that the weight is calibrated, and sends the *LYS measurement form* to *NORLYS*.

10.2 Liquid on board at measurement

- a) Water tanks, including septic and water ballast tanks shall be empty.
- b) Maximum 10 liters of fuel may be on board.
- c) All spaces in the boat shall be dry.

10.3 Equipment accepted on board at measurement

Only the following equipment in its normal racing position is allowed at weighing:

- a) Standing and running rigging.
- b) One spinnaker/whisker pole.
- c) One set of rope and equipment for sheeting of the mainsail.
- d) One set of rope and equipment for sheeting of the *headsail*.
- e) One set of rope and equipment for sheeting of the *spinnaker* or the *asymmetrisk spinnaker*.
- f) Permanently installed standard equipment.
- g) Permanently installed navigation equipment.
- h) Equipment defined in rule 8.2.

10.4 Equipment which is not allowed on board at measurement

- a) Sails
- b) Life raft or other safety equipment
- c) Personal gear like clothing etc.
- d) Food and other supplies
- e) Kitchen equipment
- f) Tools and spare parts

10.5 Freeboard measurement for checking of displacement

As an alternative to weighing, the displacement may be checked by freeboard measurement. The *NORLYS Måveiledning* (*NORLYS Measurement Guide*) gives details for such measurements.

11 SCORING

11.1 Calculation of corrected time

The following methods may be used:

- a) Time-on-time
- b) Time-on-distance
- c) Pursuit (Gunder) start

d) Ideal time

Time-on-time is the standard method. *NORLYS Veiledning* (The LYS guide) gives advice for calculation of corrected times.

11.2 Rounding of times

Both elapsed and corrected times shall be rounded to whole seconds with no decimal places. Equal corrected times for several boats give equal scores.

12 LYS CATEGORIES AND CLASSES

12.1 LYS tables

SSF publishes *LYS tables* for the following *LYS categories*:

- a) *Keelboats* (most common cruisers and keelboats)
- b) *Sport boats* (keelboats with large speed potential, see the *NORLYS Veiledning* (LYS guide))
- c) *Multi hulls*
- d) *Dinghies*

12.2 Boats not found in a LYS table (Group C boat)

Group C boats are placed in the 12.1 categories.

12.3 Mixing of LYS categories for scoring

- a) Boats in different *LYS categories* are scored separately.
- b) *Keelboats* and *sport boats* may be scored together provided there are no large *LYS number* differences between larger and smaller boats. See the *NORLYS Veiledning* (LYS guide).

12.4 LYS classes

- a) Except for rule 12.3, division into *LYS classes* is free.
- b) The *NORLYS Veiledning* (LYS guide) gives recommendations for division into *LYS classes*.

13 STATISTICS

For correct assessment of *LYS numbers*, *NORLYS* is dependent on race data from race management at specified format. Advice may be found in the *NORLYS Veiledning* (the LYS guide).