



# **The Solent Sunbeam Class Rules**

**Rules Amendments to April 2017**

(version 7.2 February 2018)

## **SOLENT SUNBEAM CLASS RULES**

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## **SOLENT SUNBEAM CLASS**

### **OFFICERS**

#### **Commodore**

John Ford

#### **Captain**

Nick Leach

#### **Vice Captain**

Joe Burnie

#### **Secretary**

Graham Colbourne

Mizzen Top

Itchenor Road

Itchenor

West Sussex

PO20 7AA

01243 513963

[graham.colbourne@btinternet.com](mailto:graham.colbourne@btinternet.com)

#### **Social Secretary**

Sue Smith

#### **Treasurer**

Joe Burnie

#### **Official Measurer**

Mike Creagh

#### **Headquarters**

Itchenor Sailing Club

Itchenor

Chichester

Sussex

PO20 7AG

Solent Sunbeam Web Site

[www.solentsunbeam.co.uk](http://www.solentsunbeam.co.uk)

## **SOLENT SUNBEAM CLASS**

### **PAST COMMODORES**

1975-1980	Sir Henry Chisholm
2002-2005	Kirk Webster
2011-	Commander John Ford RN

### **PAST CAPTAINS**

1922-1930	Capt. B. Lubbock, MC
1930-1932	Col. G.H. Hodgkinson
1932-1935	L. Campbell
1935-1939	Col. E.W. Morrison-Bell
(WORLD WAR II)	
1946-1948	T.A.H. Beddington
1948-1957	H.J. Ellam
1957-1959	A.J. Dunn
1959-1960	N. Ellam
1960-1962	M.J. Williamson
1962-1964	D.K. Poland
1964-1975	Sir Henry Chisholm CBE
1975-1979	J.J. O'Hea
1979-1981	P.W. Nicholson
1982-1984	Mrs Betty Moore
1985-1986	J.A.C. Oldham
1987-1990	R.T. Dale
1991-1993	K. Webster
1994-1996	A.N. Stannah
1997-1999	R.F. Wickens
1999-2002	T. L. Hill
2002-2005	W L Dickson
2005-2009	Richard Pearson
2009-2011	Julian Money
2011-2014	Gayle Palmer
2014-2017	Duncan O'Kelly

## THE SUNBEAM

The Sunbeam is a 3-ton (Thames) Bermuda rigged, open cockpit, half decked day racing yacht, designed by Alfred Westmacott, M.I.N.A., in 1922, with the following principle dimensions:-

Length (overall)	26 ft. 5 ins.
Length (waterline)	17 ft. 6 ins.
Beam	6 ft.
Draught	3 ft. 9 ins.

There are two fleets of Sunbeams: Solent Sunbeams and Falmouth Sunbeams. Over time the two fleets have developed some differences. The Solent Sunbeam rules permit GRP construction, a wider use of epoxy for traditionally built wooden boats and the use of spinnakers. The Falmouth Sunbeam rules do not allow GRP boats, limit the use of epoxy for traditionally built wooden boats and do not permit the use of spinnakers.

During the long life of the Sunbeam there have been a good many changes in the names of the boats, and a number of transfers of boats between the Solent and Falmouth Fleets. The two Classes maintain close and friendly relations with one another. Team racing between the two Fleets is an annual event with the venue alternating between Itchenor and Falmouth.

Many of the boats in both Fleets have in recent years been completely refitted.

## Historical Notes

The Sunbeam was the last and largest of a group of one-design yachts by A. Westmacott, including the Yarmouth (Isle of Wight) One-Design, the Seaview Mermaid (now replaced by a new design) and the well-known and numerous "XOD" Boat.

Thirty-nine Sunbeams were built to this design, all of them by Woodnutt & Co. Ltd., of St. Helens, Isle of Wight, between 1922 and 1938, and were regularly raced in the Solent and at Falmouth until the outbreak of war in 1939. In this period Alfred Westmacott owned a share in V12 "Felicity".

After the war Woodnutts closed their St. Helens' yard and moved to Warsash (where they suffered a disastrous fire), and finally sold out and closed down. In the course of these events many of their records were lost or destroyed, including all the Sunbeam plans and moulds. No new Sunbeams could therefore be built, but, owing to the high standard of the specification, all the original boats are still remarkably efficient and seaworthy. One boat, "Judy", was lost at sea in extreme weather conditions whilst racing in Cowes Week in 1939.

In 1965, the plans were redrawn by taking off the lines from one of the boats. One or two old drawings were also found in the possession of former owners. New construction thus became possible, and in 1976, a 40<sup>th</sup> Sunbeam, V40 "named Vee Forty" was built (to the original specification) by Curtis and Pape of Looe, Cornwall. The same firm then carried out the main construction of V41 "Fleury" for a Solent owner, who had her completed by George Haines and Son Limited at Itchenor, and launched in 1979.

Two further boats (V42 & V43) were built in 1979 by H. Attrill and Sons Limited at St. Helens, Isle of Wight, whose yard adjoins that originally used by Woodnutts. In 1983 they also built V44 "Lucy", for a Falmouth owner. There was then a gap of 16 years before Roger and Dinah Graffy, the owners of Mylor Yacht Harbour built V45 "Milly" aptly named for the Millennium Year. V46 "Spray" was built in 2000 for Alan and Jackie Stannah, members of the Itchenor Fleet. V47 was launched in 2002 and named "Kitty" for Alan Hayward. In 2008 "Racy Lady" V48 was built at Bosham by Ivan Jeffries and finished in Devoran by David Townrow. She was launched in St Mawes where she is owned and raced by David and Karen Richards.

In 2009 the Solent fleet approved the wider use of epoxy and the construction of GRP boats. "Betty", the prototype GRP boat commissioned by Roger Wickens and Alan Stannah, was adopted as a Solent Sunbeam with sail number V61 in 2010. The hulls of a further three GRP boats (V62, V63, V64) were completed in the Spring of 2011 and Maisy (V64) was launched in July 2011. Query (V25) was the first Sunbeam to be epoxied and was relaunched in July 2011.

The Sunbeam Register contains particulars of all 47<sup>1</sup> traditional wood built Sunbeams, and 9 GRP Solent Sunbeams. All are members of either the Solent or Falmouth fleets.

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<sup>1</sup> 48 wooden boats have been built, one was lost at sea.

The hull and sail specifications are identical for both fleets, except that the Solent fleet permits the option of the wider use of epoxy in the maintenance of wooden hulls and GRP hull construction. In all other respects their rules are almost identical; but the Solent Sunbeams use spinnakers whereas the Falmouth Sunbeams do not. Falmouth Sunbeams have instead retained their original ingenious and effective device for booming out the jib known as "Kitty Gear". The Falmouth boats can also carry a greater weight of internal ballast. The Solent Fleet do not permit running back stays whereas the Falmouth boats do.

The sail area is limited to 300 square feet, which is split between main and jib as the owner wishes. This and other minor options result in the description of the Class as "restricted" rather than "one-design", though there is in fact very little difference in the sail plans of the various boats.

The large sail area for the size of hull results in remarkable light-weather performance, and extreme ease of handling and quickness on the helm; but it also requires skill in sailing, and early reefing and care in heavy weather.

For racing, a crew of either two or three (including the helmsperson) is carried and many Sunbeams are raced by husband and wife crews.

### **The Solent Sunbeams**

The Solent Sunbeams were started as a Class in October 1922 by Capt. Basil Lubbock at Hamble. The letter "V" was allotted to the Class by the Solent Cruising and Racing Association in February 1923, and seven boats raced in Cowes Week in that year.

The Class remained at Hamble until 1930. By that time it consisted of 24 boats, to which number it had limited itself by a resolution passed in 1926. This was an action of questionable wisdom, since it discouraged the building of new boats.

In 1930 Capt. Lubbock retired as Captain, and the Class transferred to its base in Bembridge, where it remained until the War put a stop to its activities in 1939. During this period the Class flourished, thanks to the energy of its Secretary, Mrs Hugh Collins, whose boat "Harmony" set up some remarkable records for keenness and performance. Nevertheless, a number of the boats were laid up.

In 1933, Mr (later Sir Geoffrey) Lowles, a keelboat owner at Itchenor, formed a syndicate to buy four of the laid up Sunbeams with the object of starting racing at Itchenor. Three more Sunbeams came to Itchenor to join them, and three new boats were built for the Itchenor owners by Woodnutts, although because of the Solent Fleet limit on overall numbers only one of these new boats was officially admitted to the Class at the time.

After the War there was some difficulty in getting the Class going, and for some years petrol rationing proved a serious obstacle to weekend racing.

The restriction on the number in the Class was removed in 1948, and all boats wishing to race with the Class were admitted. This gave the Class a new lease of life, and during the Captaincy of Sir Henry Chisholm (1964-1975) all the remaining boats in the Solent area were tracked down and acquired by Itchenor owners.

Itchenor thus became the headquarters of the Solent Sunbeams, and in 2008 the Fleet Celebrated its 85<sup>th</sup> Anniversary.

The Solent Sunbeams race in Chichester Harbour and occasionally outside, and in the Solent off Cowes. They race on Saturday, Sunday and Bank Holidays from April to October and Thursday evenings between May and September. The Fleet visits Cowes every year for a three week period racing in the Classic Keelboat Regatta and Cowes Week. The Class has raced in Cowes Week since 1923.

### **Falmouth Sunbeams**

The Falmouth Sunbeams were formed in 1924 by C.P. Foster and other members of the Royal Cornwall Yacht Club. They started racing in that year with eight boats, and regular racing took place until the outbreak of war in 1939 (except in 1931 and 1932 when there was no racing).

The original eight boats were built by Woodnutt's to establish the Falmouth Fleet, and four more had been added by 1937.

After the war, in 1947, the Class was reconstituted with seven boats, and from then onwards went from strength to strength with a number of boats being transferred from the Solent Fleet to the Falmouth Fleet. The boats were originally based partly at Falmouth and partly at St. Mawes, and also later at Mylor.

At the beginning of 1996 the Class once again became based at the Royal Cornwall Yacht Club with most of the fleet moored at Falmouth.

The Falmouth Sunbeams race regularly three times a week; at Flushing Sailing Club on Tuesday evenings and Saturday afternoons and at the Royal Cornwall Y.C. on Friday evenings. Racing is also available at St. Mawes on Thursday evenings and Sunday mornings.

Apart from normal club racing many Village Regattas are sailed by the Sunbeams during the season as well as Falmouth Week, Fowey Week and the Sunbeam Championships.

The Falmouth Fleet has now increased to 25 following the building of three new boats. Interest in the Falmouth Class had waned through the late 1980's and early 1990's, however more recently the Class has become very popular once again.

A milestone was reached in 1999 with the 75<sup>th</sup> Anniversary of the Class in Falmouth. The previous year saw the same anniversary celebrated by the Itchenor Fleet.

There was a series of celebrations both on and off the water during the year, culminating with the Championships. Eleven boats made the trip from Itchenor. Ten arrived by road and "Dainty" V1 owned by Peter Nicholson arrived by water having sailed the whole way.

In 2009 the Falmouth Sunbeam Fleet celebrated its 85<sup>th</sup> Anniversary and a very special Championship week was sailed with three Itchenor boats travelling to Falmouth to join in.

## **SOLENT SUNBEAM CLASS RULES**

The Solent Sunbeam Class was first formed in 1922 and in 1965 joined with the Falmouth Sunbeam Class to create the Sunbeam Class, each retaining their identify as separate Divisions. In 2010 The Solent Sunbeams decided that it was imperative that they modernise their fleet by allowing the optional use of GRP for the construction of the hulls and decks of new boats, and of epoxy splining with external scrim for the maintenance and refurbishment of the existing wooden boats. The Falmouth Division did not approve of these initiatives and so in 2011 the Solent Division resolved to revert to being the independent Solent Sunbeam Class that it was formerly.

### **Part I           General Class Rules**

1. The Class shall be called the Solent Sunbeam Class.
2. The Class, namely the Solent Sunbeams, has its Headquarters at Itchenor Sailing Club.
3. Class members shall support the integrity of the Class, not only by the observation of the Class rules but also by observing the spirit and the traditions of the Class. The Class Captain should guide their membership accordingly.

Where, for editorial simplicity, the male gender is used within these rules, the female gender shall equally apply.

### **Part II           Management**

#### **Membership**

4. Applicants who are members of a recognised Yacht or Sailing Club, or of the R.Y.A. and who are owners or part owners of a traditionally wood built Sunbeam with or without an externally epoxy coating and a GRP constructed Sunbeam as defined by Class Rules shall be enrolled as members without any ballot on application being made to the Captain. No boat may be raced whose owner or owners have not been admitted to membership, and any boat which has been owned for 12 consecutive months by anyone who for any reason has not been admitted to membership may, at the discretion of the Class Captain, be considered to have been sold out of the Class. Any boat which has been sold out of the Class can only be re-admitted if the Class Captain is satisfied that she complies with the Class Rules, and she shall be allotted such sail number as the Class Captain shall decide.

Associate Members may be admitted by the Class Captain, when proposed and seconded by current Full Members. This membership is intended for previous owners and others wishing to be associated with the Class. It carries no voting rights and can be terminated by a meeting of the Class Officers.

Honorary Life Members may be elected at a Class Meeting. This membership is intended for former owners or Associate Members who have provided outstanding service to the Class but carries no voting rights

### **New Boats**

5. Anyone wishing to order a new boat must apply to the Class Captain.

### **Meetings**

6. Fourteen days notice of a Class Meeting shall be given. Any two members may request the Captain to call a Meeting. Proposed rule changes may be voted on at a General Meeting only if they have been scheduled in the written Agenda as circularised at least seven days before the Meeting.

### **Quorum**

7. At all meetings, a quorum shall consist of three members.

### **Voting**

8. Alteration to any rule, or to the Specification (see Rule 15) shall require a two-thirds majority of the eligible votes cast at a meeting.

All other questions shall be settled by a simple majority. In the case of equality of votes, the Chairman shall have a casting vote.

Members may vote by Proxy at any meeting after notifying the Captain.

### **Joint Owners**

9. At all meetings, joint owners may only record one vote between them.

### **Officers**

10. The Captain of the Class, the Vice-Captain, the Secretary and the Treasurer shall be elected from the members by a meeting of the members. The Class Captain shall hold office for a maximum continuous term of three years.

A Commodore may be elected by the Class for an agreed term of office. He shall be the titular head of the Class and its principle ceremonial representative. He shall have no executive duties and shall not hold any other Class office.

### **Duties**

11. The Captain of the Class shall be its Chairman and Chief Executive, responsible for its general welfare and organisation. He shall arrange for a programme of racing and see that proper records are kept. In the absence of the Official Measurer, he shall be responsible for the measurement of boats, sails and equipment.

The Vice-Captain shall generally assist the Captain and, in his absence, shall act as his Deputy.

The Secretary shall be responsible for the records of the membership and for meetings of the members and, in the absence of the Vice-Captain, shall assume his duties.

A Treasurer shall keep the accounts and submit them at the end of the season to a meeting of the members.

### **Inspection of Boats**

12. The Captain or his deputy may inspect a boat at any time.

### **Official Measurer**

13. An Official Class Measurer shall be appointed by The Class.

The Class Measurer shall be responsible for the measuring of all new boats, sails and spars. He shall carry out periodical inspections of boats as considered necessary by himself or the Captain. All new boats shall be built under his supervision.

### **Subscription**

14. Such subscription as is necessary for the organising of the Class shall be called for from time to time by a meeting. Only members in good standing who have paid their subscription fees can vote at a meeting.

Annual Subscriptions are due on the first day of January each year or immediately following admission. Any member whose subscription is unpaid after one month shall be reported to the Class Captain who may determine that they shall cease to be a member. Such a member whose membership has ceased may, upon application, be reinstated by the Class Captain in his absolute discretion. On reinstatement within two years, the subscription payable is 150% of the subscription of the year in which they rejoin.

## **Part III Class Specifications and Restrictions**

### **Construction**

15. All boats shall be built in accordance with the original design of Mr Alfred Westmacott conforming to the Class approved CAD/CAM drawing and with the revised Specification, a copy of which is appended (Appendix A), as amended by Appendices C and D.

### **Hull – Traditional Wood Construction, Repairs and Maintenance**

(See Rule 25 Approved Use of Glue)

16.
  - a) No structural alterations to the hull are permitted, except for internal strengthening approved in writing by the Class Captain. Re-arrangement of seats and cleats does not count as structural alteration.
  - b) Structural repairs, due to accident or otherwise, shall be carried out under the supervision of an Official Measurer and shall, as far as possible, conform to the original design and specification.
  - c) No boat shall be allowed to use hard epoxy resin as a filling in the seams of the hull. (See Appendix A – caulking).
  - d) Planks may be permanently repaired using good quality pitch pine. The abutting edges of the plank and replacement timber may be glued together using a waterproof glue. An epoxy resin type glue may be used for this purpose. Where the edges of the two adjoining planks both need repair over the entire length of each plank, the edge of each plank may be cut back uniformly along its length. In such

case, only the edge of one plank need have new timber added to reduce the gap between the planks to a caulkable width, so long as the overall number of planks is not reduced. Any seam so reformed is to be caulked in accordance with the caulking specification as stated in Appendix A.

### **Alternatively**

e) The Class Captain in conjunction with the Official Measurer may give written agreement for joints between planks to be filled using a spruce spline glued on both sides. The spruce spline shall have a maximum thickness of 5/16" (8mm) and maximum depth of 23/64" (9mm).

Permission for this procedure to be undertaken will be conditional upon the submission to the Class Captain of a current written structural survey by a professionally qualified surveyor, who has inspected and specifically reported on the condition of the metal hull fastenings. Surveys dated more than 12 months prior to submission will not be considered current.

f) Recommendations made by the surveyor concerning the integrity of the hull and deck structure shall either have been previously carried out to the satisfaction of the Official Measurer or shall form a part of the work programme to include the splining procedure.

h) The owner shall provide a written assurance of the work programme to be commissioned. The work programme shall be supervised and approved upon completion by the Official Measurer. The written approval will be copied to the Class Captain for inclusion in the Class records.

### **Mast**

17. The present standard Bermudan rig shall be retained.

Permanently bent masts are prohibited.

Whilst racing boats may not alter the position of the mast heel.

The front of the mast shall not be further forward than 8ft 6ins (2.6m) from the foreside of the stem and the rear shall not be further aft than the forward end of the cockpit coaming.

Masts shall be constructed from either aluminium alloy or wood.

The distance from the centre of the main halliard sheave pin to the upper surface of the deck shall not exceed 32ft 6ins (9.9m)

It shall not be possible to hoist the spinnaker to a point higher than 23ft 9ins (7.2m) from the upper surface of the deck.

The distance from the upper surface of the deck to the centre line of the pin attaching the top of the forestay to the mast shall not be greater than 23ft 4½ins (7.13m).

A new mast shall be weighed and measured by the Class Measurer before use.

New masts shall be weighed as supplied by the manufacturer prior to shortening for individual bury, and shall be a length of 35ft 5ins (10.8m), measured from the centre of the main halliard sheave pin to the lower end of the aluminium extrusion with the heel fitting removed.

The Class Captain shall be informed of any material alterations to an existing mast or its fittings listed below. If the Class Captain considers that re-measurement or re-weighing is required, the mast shall be presented for measurement stripped of all rigging and fittings except those listed below. The Measurer shall use his judgement in methodology for assessing differences between a mast that has been shortened for bury and a new unused mast from the manufacturer.

The following items and fittings shall be fixed in their positions:

- Jumper struts.
- Spreader root fittings and spreaders.
- Halliard sheaves and pins.
- Spinnaker halliard fairleads.
- "T" terminal sockets
- Messenger cords not exceeding 2mm diameter.
- No standing or running rigging shall be attached.

The total weight of the mast, inclusive only of the items listed above, shall not be less than 56lbs (25.42kg) and the centre of gravity shall not be lower than 14ft 1<sup>3/8</sup> ins (4.3 m) above the deck level datum.

In the event of a mast requiring correction, corrector weights may be applied at the mast head inside the backstay crane, or inside the spreaders.

The weight of the mast shall be engraved on the port side of the mast after shortening close to the foot together with the date and the Measurer's initials.

Masthead halliard hoist locks are not permitted.

### **Hull Colours**

18. The colours of the boats shall be optional and in a traditional style to preserve the dignity of the Class and shall be subject to the approval of the Class Captain.

### **Bottom**

19. No restriction is placed on the finish of the bottoms of boats, provided that Appendix A, item **Painting** is satisfied.

Boats may be scrubbed ashore or from off the boat a maximum of once every two weeks during the week specified in the Class Handbook for the Haines scrubbing plus an additional scrub before Cowes Week. There is no restriction on scrubbing at any time from the deck of the boat.

### **Distinguishing Number**

20. Every boat shall have distinguishing letter "V" and number, which shall be obtained from the Captain of the Class.

## Safety Equipment

### 21. (i) General

All safety equipment shall be in working condition, of a suitable size and type for the boat and the conditions, and all equipment and fittings shall be properly stowed.

### (ii) Bailing

Each boat shall be equipped with a suitable means for bailing or pumping to include not less than 1 fitted manual bilge pump and 2 x 2 gallon buckets with robust handles and lanyards.

### (iii) Personal buoyancy

A personal flotation device (e.g., lifejacket) with minimum floatation of 150 Newtons shall be carried for each crew member.

### (iv) Radio

Each boat outside Chichester Harbour (beyond West Pole Beacon) shall carry a suitable marine band VHF transceiver for use in an emergency.

### (v) Flares

Each boat shall carry at least two red hand flares and two orange smoke flares in a waterproof pack. All flares shall be in-date.

### (vi) Anchor

Each boat shall carry a suitable anchor and sufficient chain and warp, with a total minimum length of 50m. No anchor shall weigh less than 14lbs (6.4kg) and the total weight of anchor and ground tackle shall not exceed 35lbs (16kg).

### (vii) Compass

Each boat shall carry a marine compass.

### (viii) Alternative propulsion

Each boat shall carry 2 paddles; or 1 oar and a suitable rowlock.

### (ix) First aid

Each boat shall carry a waterproof first aid pack with instructions.

### (x) Man overboard

Each boat shall carry a rescue quoit or throw-bag with at least 15m of floating line and a non-inflatable lifebelt ready for immediate use.

## Racing Rules

22a. All races shall be sailed under the current World Sailing Racing Rules (RRS), the rules of the Solent Sunbeam Class and other local rules as applicable. Any Advertising shall be in accordance with the World Sailing Advertising Code, section 20. Only Event Advertising is permitted on the Hull or Boom of a Solent Sunbeam.

### 22b. Helming in Itchenor Sailing Club Races

(i) Helming for Open races is as detailed in the relevant Notice of Race.

(ii) For races organised by Itchenor Sailing Club, the default crewing requirement is in accordance with ISC Rules Section 5, Rule 5b<sup>2</sup>. There is no restriction on helming except as detailed in (iii) below. In addition, the boat shall be owned by a Member of ISC who shall also be a paid up Member of the Solent Sunbeam Class.

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<sup>2</sup> ISC Rules Section 5, Rule 5b states: "A boat shall have a member (of any category) of the Club on board whilst racing."

- (iii) Helming requirements apply to specified races, including:
  - Haines Cup: ISC Full Member.
  - Sunbeam 60 Trophy: ISC Full Member.
  - Nim Ellam Trophy: ISC Full Member.
  - Morris Cup: ISC Member of any category
- (iv) Any helming requirements in Deeds of Gifts (except as specified above) are suspended.

22c. With the single exception of the Nim Ellam race, all Solent Sunbeams must be crewed by at least two people at all times when racing.

### **Sailmakers**

23. Owners are at liberty to choose their own sail makers. Sails shall conform to the sail specification (Appendix B).

### **Paid Hands**

24. One paid hand only shall be allowed. Any owner who employs a paid hand in any boat shall not permit him to take the helm of his Sunbeam when racing.

### **Approved Use of Glue.**

25. Epoxy, polyurethane, or cascofen only may be used.
- a. For the purpose of re-establishing the integrity of individual timbers. It is not permissible to glue together separate timbers that were not so joined in the original design, nor is it permissible to apply glue to the outside surface of re-established timbers other than such as may arise from (c) and (f) below.
  - b. For repairs to plank edges.
  - c. On the upper surface of the deck and between the deck planks as may arise from applying the deck covering.
  - d. For the construction of laminated floors and stern.
  - f.i For gluing splines between the hull planking (see also Rule 16). The glue may be epoxy or a single pack polyurethane.
  - f.ii As an external epoxy waterproof coating to the hull planking (see Appendix C - Solent Fleet Epoxy Coating Guidance Note). This external epoxy waterproof coating shall be applied only to hulls that have been fully splined (see Rule 16) and shall not include a glass scrim.
  - f.iii Epoxy coating to the interior of the hull is not permitted.

V25 has glass scrim incorporated in her external epoxy coating and by unanimous vote at a class AGM was accepted as being IN CLASS

V11 & V24 are coated internally with a solvented epoxy solution and by unanimous vote at a class AGM were accepted as being IN CLASS.

No boat shall be allowed to use hard epoxy resin as a filling in the seams of the hull. (See Appendix A – caulking).

### **On Board Electrical Aids**

26. Onboard electrical aids shall not be used other than for the purposes of measuring time and depth (but see Rule 34).

### **Internal Ballast**

27. Each boat shall carry 250lbs (113.4kg) (+/-2%) of inside ballast. Each piece of lead shall be stamped, or legibly and permanently marked with its own weight and the number of the boat by the Official Measurer or by the owner(s).

### **Boats' Names**

28. All boats shall have names ending in "y".

### **Sails**

29. The carrying of extra sails is limited to one spare set. No more than one spinnaker may be used in any one race unless necessary due to damage to the first spinnaker to be set. Under such circumstances, no race declaration may be signed until the use of a second spinnaker has been reported to and approved by the Class Captain or his deputy.

Sails (other than spinnakers) shall be plain white, other than the Class insignia and number of the boat, the approved maker's insignia, the size of sails, the sails measurer's signature and date, camber stripes, cringles and other usual fittings. (See appendix B Rules of Sail Measurement)

Each Sunbeam owner or syndicate will not buy or acquire for his yacht more than one mainsail and one jib per calendar year, and no more than two mainsails in every three calendar year period. Owners of newly built boats may buy two sets of sails in the first year. The Class Captain shall have discretion in allowing additional purchases in exceptional circumstances. The relevant date will be the Official Measurer's date as first marked on the sail.

An owner or syndicate may acquire an additional jib or mainsail for every 80 races recorded after the date of measurement of the most recent sail measured.

### **Sounding**

30. A bamboo sounding rod of maximum diameter ½ in (13mm) and maximum length 6 feet (1.83m) may be used.

### **Spinnaker**

31. The length of the Spinnaker boom and the fittings shall not exceed 10ft 3ins (4.84m).

### **Jockey Pole**

32. The use of a jockey pole as a boom for the Spinnaker guy is permitted. The inboard end of the jockey pole must be attached to the mast. The length of the jockey pole shall not exceed 4ft 8ins (1.42m)

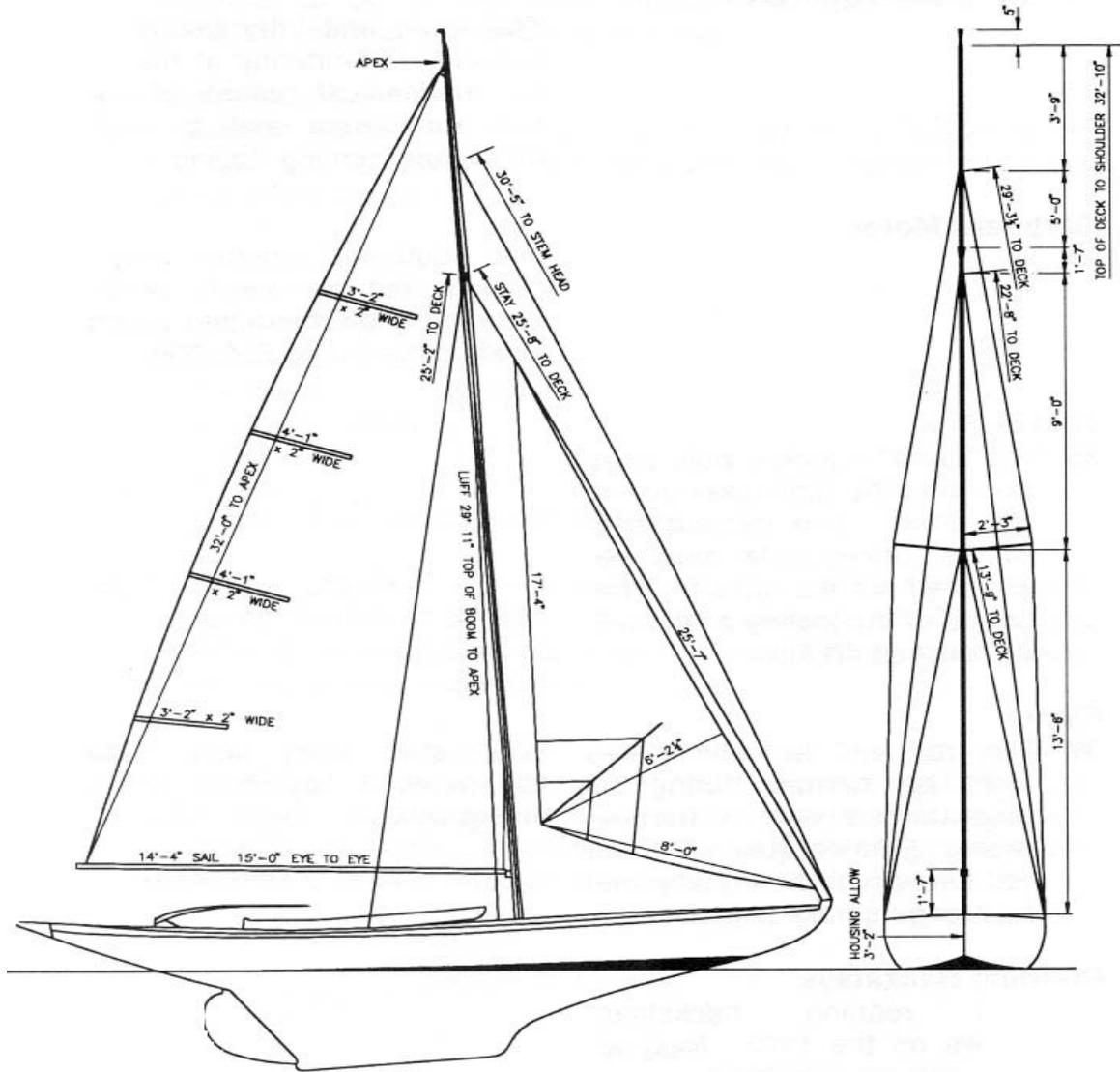
### **Running Backstays**

33. The running backstays shown on the 1997 Rigging Plan are not permitted.

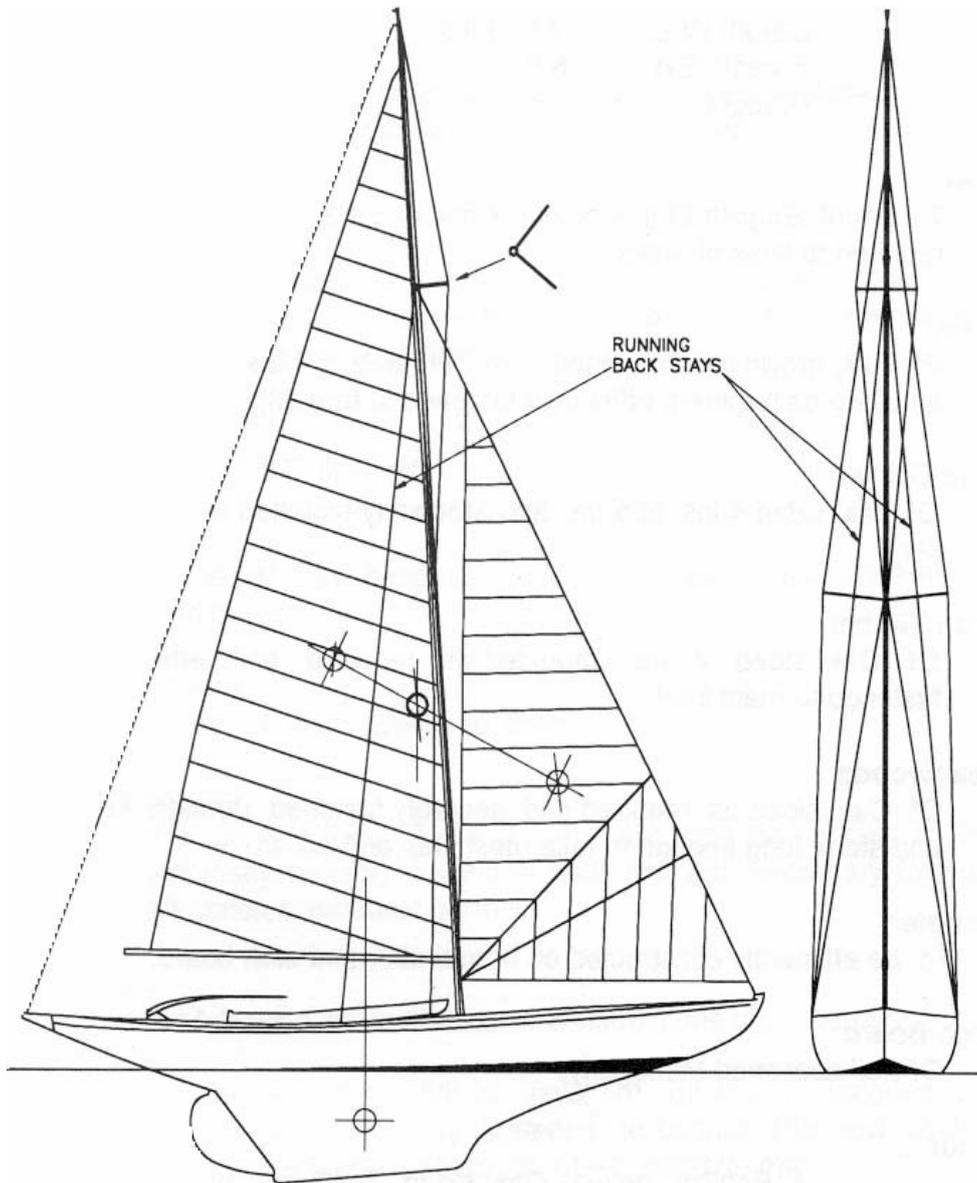
### **Digital Compass**

34. Tacktick Micro Compass (T 060) is permitted.

**SUNBEAM**  
**ORIGINAL SAIL AND RIGGING PLAN**  
 (Tracing made from one of Woodnutt's original Works Copies)



**SUNBEAM**  
**1997 MODIFIED SAIL AND RIGGING PLAN**  
*Running Back stays excluded in Solent Sunbeams*



**SPECIFICATION OF "SUNBEAM" ONE DESIGN YACHT**

**Designed by Alfred Westmacott, Esq. M.I.N.A**

**Principle Dimensions**

Length O.A.	26ft 5ins	(8.05m)
Length W.L.	17ft 6ins	(5.33m)
Breadth Ext	6ft	(1.82m)
Draught	3ft 9ins	(1.14m)

**Keel**

To be of English Elm, moulded 4ins to 5½ins (100 – 140mm) and sided as required to lines of boats.

**Stem**

To be of Oak, grown to form, sided 3ins (76mm) at head to 4ins (100mm) at heel and moulded as required, efficiently fastened to fore gripe.

**Fore Gripe**

To be of Oak, sided 4ins to 5ins (100 – 130mm), and efficiently fastened to the main keel.

**Horn Timber**

To be of Oak, sided 4ins (100mm), moulded as required and efficiently fastened to main keel.

**Deadwoods**

To be of Oak, sided as required and securely fastened through keel and stern, long enough to take mast step and bollard.

**Counter**

To be efficiently constructed on horn timber and arch board.

**Arch Board**

To be of well-seasoned Mahogany.

**Floor**

To be of English grown Oak, sided 2½ins (64mm), moulded as required to take keel bolts and efficiently fastened to planking.

**Laminated Floors or Stem**

Laminated afromosia, iroko or oak may be used as an alternative in all cases where grown oak or oak grown to form is specified.

**Bent Timbers**

To be of American Elm (or Oak), moulded ¾ins (19mm) and sided 1¼ins (32mm), spaced 6ins (150mm) centre to centre, and fastened to planking with clenched nails.

**Shelf**

To be of Pitch Pine, 3¼ins (82mm) by 1½ins (38mm). Finished, tapered at ends, worked fore and aft and through fastened to frames and planking.

**Planking**

To be of Pitch Pine 5/8in (11mm) thickness, finished in one length where possible. Hollow to be worked round topstrake for gold line or other suitable finish.

**Platform**

To be of Teak with gratings.

**Knees**

To be of Oak, hanging and lodging knees to main beams and arch board.

**Breasthook**

To be of Oak, grown to form.

**Beams**

To be of Pine, 3ins x 1in (76 x 25mm) and spaced about 15ins (381mm), efficiently secured to shelf at ends and with necessary fore and aft carlines and mast partners.

**Deck**

The following alternative deck constructions are permissible:

- a. To be of best Pine 5/8in (16mm) "finished" thickness, tongued and grooved, securely fastened to beams. The deck shall be covered with canvas or other suitable material including glass scrim. Covering board and taffrail of Teak
- b. Sprung laid ducks in yellow pine or teak. The strips of timber making up the sprung deck may be tongued and grooved, but must not be glued edge on or to the beams. These strips must be at least ¾ins (23mm) "finished" thickness and the weight of the deck must be equal to or greater than the original deck specified in (a) above.
- c. Laid deck on tongued and grooved best pine. The tongued and grooved must be 5/8ins (16mm) minimum thickness and with at least ¼ins (6mm) laid yellow pine or teak. The total weight of the deck must be equal to or greater than the original deck. The tongued and grooved must not be edge glued or glued to the beams. The laid timber strips may be faced glued but not edge glued.
- d. Glue may only be used as defined in Rule 25. Deck planks may not be glued edge on or to the deck beams.
- e. Alternative existing deck constructions will remain "In Class" for the duration of the life of the deck. Replacement decks must be in accordance with one of the approved constructions given above.

**Rudder and Tube**

Mainpiece of rudder to be of Galvanised Steel, blade to be of English Elm or Mahogany 1½ ins (38mm) thick tapered to ¾ins (19mm) measured maximum 2ins (50mm) from the trailing edge, and well bolted to mainpiece; tube of Galvanised Steel, well finished with Gunmetal flange and Teak chock on deck. The blade may be laminated from solid wood, the section of which before tapering must not be less than 1½ins (38mm) square, glued vertically fore and aft.

**Stainless Steel**

Stainless steel is acceptable as an alternative where galvanised steel or gunmetal is specified.

**Tiller**

To be of Ash, fitted with Galvanised Steel or Gunmetal straps. Note – tillers other than of Ash will remain “In Class” for the duration of the life of the tiller. Replacement tillers must be of Ash as specified.

**Ballast Keel**

A lead keel of nominal weight 17cwt (864kg) to be efficiently bolted to the underside of main keel with bolts of sufficient strength.

**Coamings, Benches and After Bulkhead**

To be of Teak.

**Fairleads, Cleats, Belaying Pins etc.**

To be of Metal, Teak or other suitable materials.

**Sling Bolts (optional)**

One pair of metal sling bolts securely fastened.

**Fastenings**

To be of copper and metal throughout.

**Caulking**

All seams to be caulked with best cotton and stopped with red lead putty or equivalent flexible water-proof stopping. Seams may also be wood splined (see Rule16 (e)).

**Painting**

Topsides and bottom to be well rubbed down and cleaned off and to receive sufficient priming and flattening and to be finished in enamel paint or a two pack polyurethane paint and anti-fouling.

Boats with wood splined seams below the waterline may use “Coppercoat” or similar copper impregnated epoxy antifouling.

The hollow worked round the top strake to be gilded or finished in another suitable manner.

Inside, below floors, to have three coats of suitable bilge paint, all deck work and inside above bilges to be well rubbed down and receive three coats of varnish (or the latter could be painted).

**Spars**

A complete set as required by rig. Boom fitted with efficient Roller Reefing Gear or other efficient reefing gear (e.g. slab reefing or reef points) which can be operated when under way in any weather.

**Rigging**

Complete standing and running rigging supplied and fitted as plan, plough steel or stainless steel wire, best manila, cotton or synthetic rope.

**Sails**

A complete suit, in accordance with specification attached (Appendix B); Mainsail and Foresail not to exceed 300 sq ft (28m<sup>2</sup>)

1 Sail coat, battens and 5 sail ties.

**Materials and Workmanship**

Materials to be of the finest quality and the whole to be finished in the best workmanlike manner.

**Outfit** (Informative)

It should be noted that the outfit is a list of equipment to be supplied with a new boat and not mandatory equipment to be carried when racing.

- 1 Pair of Oars
- 1 Pair Rowlocks
- 1 Boom Crutch
- 1 Boat Hook
- 1 Anchor                    } see Rule 21(v)
- 1 Anchor Cable            }
- 1 Bailer
- 1 Mop
- 1 Pair Legs complete with fittings

**Note:** - "The rigging shall conform to one or other of the rigging plans but not a mixture of both. Apart from this overall requirement there is no restriction on cross section, rigging, cross trees, position of back runners etc".

**Boom**

No restriction is placed upon the length, weight or section of the main boom, jib boom or kitty pole, except that they are constructed of aluminium alloy or wood and that the main boom shall be able to pass through a 10ins (254mm) diameter ring.

**SOLENT SUNBEAM CLASS – RULES OF SAIL MEASUREMENT**

**Sail Specifications**

**(A) Definition of Sail**

The term "sail" shall be taken to include the headboard, tabling, bolt and foot ropes or tapes. It shall not include cringles which are wholly outside the cloth of the sail.

**(B) Material**

Sails shall be made of single-ply woven fibre cloth. The body of the sail shall be flexible and be capable of being folded flat in any direction without damaging the fibres. Any finishing or coating material applied to the sails shall not prevent the sails being folded flat. For a material to be considered as being 'woven', when it is torn it shall be possible to separate the fibres without leaving evidence of a film. Laminated materials are not permitted.

Mainsails and foresails shall be made only of Polyester or cotton, the weight of which shall not exceed 7.0 oz per sq. yard (US)/8.8 oz per sq. yard (Imperial) or 295 grams per sq. metre, nor be less than 5 ozs per sq. yard (US)/6.3 ozs per sq. yard (Imperial)/215 grams per sq. metre.

**(C) Mainsail and Foresail**

The combined area of mainsail and foresail together must not exceed 300 sq feet (27.87 sq. metres). This total area may be distributed as owners wish, but the foresail must not exceed 100 sq. feet (9.29 sq. metres). The area in sq. feet shall be stencilled on the clew in accordance with Paragraphs (E) 13 and (G) 8.

**(D) Mainsail**

1. The headboard must not exceed 6ins (152mm) measured perpendicular to the luff.
2. The sail shall be fitted with 4 battens. The upper and lower battens shall not exceed 3 feet (914mm) in length and the intermediate battens shall not exceed 4 feet (1219mm) in length. Battens shall not be wider than 2 inches (50.8mm). The battens shall divide the leech into five equal parts with a tolerance of +/-6 inches (152mm). The top three battens shall be perpendicular to the chord of the leech of the sail
3. Loose footed mainsails are not permitted.
4. The total area of windows in a mainsail shall not exceed three sq. feet. Windows shall not be placed closer than 6 inches (152mm) to the luff, leech, or foot of the sail and the material shall be a single thickness of clear film of a weight to suit the weight of cloth of the sail. The window material may have an internal opaque reinforcement spaced so as not to impair visibility
5. Reinforcement of any woven cloth having the effect of stiffening the mainsail is permitted only at the corner of the sail and at Cunningham and reefing eyes adjacent to the luff and leech. This reinforcement shall be within 1.5 feet (457mm) of the relevant measurement point or Cunningham or reefing eye. Other reinforcement, as a continuation of the stiffening as specified above, comprising not more than two additional layers of the same cloth as the body of the sail is permitted, provided that it can be folded as in Paragraph (B) and that it does not extend more than 4.25 feet (1295mm)

measured from the relevant measuring point, Cunningham eye, or reefing eye and is not stiffened by the addition of bonding agents or close stitching consisting of parallel, or nearly parallel, lines of stitching, closer than 1.5 inches (38mm) apart, or other stiffening. (However, stitching for the purpose of sewing the edges of reinforcing patches is permitted).

6. The mainsail must be capable of being reefed either by means of roller reefing or slab reefing or other efficient means of reefing such as reefing points which can be applied or removed whilst under way in any weather conditions.
7. (a) An emergency 'trisail' reefing point shall be incorporated into the sail at a point not less than 10 feet up the luff of the sail from the tack and at an equivalent point on the leech of the sail.

**(E) Mainsail Area Measurement**

1. For measuring, the sail must be smoothed out on a flat surface with sufficient tension to remove wrinkles across the line of the measurement being taken. All measurements are to be taken over the full width of the sail, including tabling and roping with the battens in position if appropriate.
2. The 'head' is defined as the point of the luff, or its extension, level with the highest point of the sail projected perpendicular to the luff or its extension.
3. The 'clew' is defined as the aftermost part of the sail projected to the foot or its extension including the footrope, if any.
4. The 'tack' is defined as the foremost part of the sail projected along the line of the luff (established above the cut-back adjacent to the tack) to the foot or its projected extension including the footrope, if any.
5. The area shall be calculated at  $0.25A (G1 + G2 + G3 + 0.5B) + 0.66 (B \times D)$ , where A, B, D, G1, G2 and G3 are defined below.
6. The dimension 'A' is to be measured from the 'head' to the 'tack'.
7. The dimension 'B' is to be measured from the 'tack' to the 'clew'.
8. The dimension 'D' is to be measured as the greatest distance to the bottom edge of the sail from a straight line drawn from the 'tack' to the 'clew'.
9. The dimension 'C' is to be measured from the 'head' to the 'clew'.
10. 'C' is not to exceed 77% of the total of 'A' + 'B'.
11. The values of 'A', 'B', 'C' and 'D' are to be stated on the measurement certificate.
12. The girth measurements G1, G2 and G3 indexed from the head of the sail shall be taken from the retrospective points on the leech to the nearest point on the luff of the sail including the bolt rope. The half height on the leech shall be determined by folding the 'head' to the 'clew' to bring the measured edges of the sail into coincidence and the quarter and three-quarter height leech points by folding the clew and the head respectively to the half height point on the leech. If there are any hollows in the leech of the sail, these shall be bridged by straight lines and the measurements taken from these straight lines.
13. The area shall be rounded up to the nearest 0.1 sq. ft. This shall be stated on the measurement certificate and stencilled on the port side of the sail near the clew in figures not less than 3 inches (76.2mm) high.

**(F) Foresail**

1. Headboards and clewboards are not permitted. Roller furling is permitted.
2. Battens shall not exceed three in number. Battens shall not exceed 12 inches (304mm) in length. The battens shall not be wider than 2 inches (50.8mm). The leech shall be divided into four equal parts with a tolerance of +/-6 inches (152mm). Battens used shall be placed one batten at any of these points.
3. The foot round of the sail shall either be straight or a fair curve about its centre point extended through tack and clew.
4. Cringles used in the foresail shall not exceed an outside diameter of 2½ inches (63.5mm).
5. Reinforcement of any woven cloth having the effect of stiffening the foresail is permitted only at the corners of the sail and at Cunningham or reefing eyes adjacent to the luff and leech. This reinforcement shall be within a distance from the relevant measurement point or Cunningham or reefing eye of 1.25 feet (381mm). Other reinforcement, as a continuation of the stiffening as specified above, comprising not more than two additional layers of the same cloth as the body of the sail is permitted provided it can be folded as described as in Paragraph (B) and that it does not extend more than 3.67 feet (1117mm) measured from the relevant measuring point or eye, and is not stiffened by the addition of bonding agents or close stitching consisting of parallel, or nearly parallel, lines of stitching closer than 1.5 inches (38mm) apart, or other stiffening. (However, stitching for the purpose of sewing the edges of reinforcing patches is permitted).
6. The total area of windows in a foresail shall not exceed three sq. feet. Windows shall not be placed closer than 6 inches (152mm) to the luff, leech, or foot of the sail and the material shall be a single thickness of clear film of a weight to suit the weight of the sail. The window material may have an internal opaque reinforcement spaced so as not to impair visibility

**(G) Foresail Area Measurement**

1. For measuring, the sail must be smoothed out on a flat surface with sufficient tension to remove wrinkles across the line of the measurement being taken. All measurements are to be taken over the full width of the sail, including tabling and roping, with the battens in position if appropriate.
2. The luff length 'L' shall be measured from the bottom edge of the cloth at the tack to the top edge of the cloth at the head of the sail. The width of the cloth at the head of the sail is not to exceed 2 inches (50.8mm) measured perpendicular to the line of the luff.
3. The length 'LC' shall be measured from the outside edge of the cloth at the clew in a line through the centre of the clew cringle to the nearest point on the luff, including tablings and zip pockets, where appropriate.
4. The leech 'B' shall be a straight line or a concave curve. The sail may be laid out when checking this line in accordance with ISAF Guide to Sail Area Calculation and Measurement Part B1 Fundamental Measurement B.4.2 Figures 10 & 11.
5. The length 'F' shall be a straight line drawn through the centre of the tack and clew cringles to the edges of the cloth of the sail including any tablings or zip pockets where appropriate.
6. The length 'R' shall be the maximum perpendicular measurement from line 'F' to the edge of the cloth at the foot.

7. The area shall be calculated as  $0.5 \times L \times LC + 0.66 \times R \times F$  where L, LC, F and R are as defined in (G) 2, 3, 5 and 6 above.
8. The area shall be rounded up to the nearest 0.1 sq ft. This shall be stated on the measurement certificate and stencilled on the port side of the sail near the clew in figures not less than 3 inches (76.2mm) high.

**(H) Spinnakers**

1. A spinnaker which complies with the following rule will be permitted as well as the existing "1962" pattern of approved spinnaker.
2. All spinnakers made after April 1996 shall carry the yacht's distinguishing number.
3. Spinnakers shall be made of nylon or Polyester of weight not less than 0.75ozs per sq yard (US)/0.95ozs per sq. yard (Imperial)/32 grams per sq. metre and shall be symmetrical about the centre seam and have a sail area not exceeding 155 sq. ft calculated by the following formula:

$$\text{Area} = F \times L + 2/3\text{rds } (G-F) \times L$$

Where L is the leech: F is half the foot: and G is the distance across the sail between the mid points on the two leeches. F and L are measured around the taped edges of the sail and G is measured across the smoothed out sail from mid leech to mid leech.

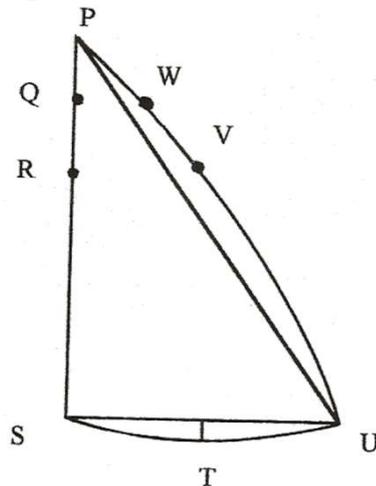
**(I) Measurement Certificates**

1. All measurements taken for the purpose of certification and the weight and type of material of the cloth from which the sails are made shall be stated on the measurement certificate. All measurements shall be shown (even if 'zero').
2. The Class Measurer shall be required to check, measure, counter-sign and date all new sail certificates. If any sail is subsequently altered or repaired, whereby its area is changed, then a new sail certificate is required and the sail must be re-checked and re-measured by the Class Measurer.
3. The Class Measurer shall also place his signature on the sails measured together with the date of measurement immediately adjacent to the area stamped near the clew.
4. Sails are not to be used for racing unless checked, measured and certified as complying with these rules by the Class Measurer or some other person appointed by the Class Captain.
5. All owners shall be directly responsible for the fees due to the Class Measurer for sail measurement, these fees being as agreed from time to time between the Class Captain and the Class Measurer.

## **ADDENDUM TO APPENDIX B**

### **Rules of Measurement of the 1962 Spinnaker**

The spinnaker shall be symmetrical about the centre seam. Each side shall be made in accordance with the diagram below, where P.Q.R.S., is the luff/leech and must be a straight line and P.W.V.U. is the centre seam. The two halves must lie flat on the floor without wrinkles, and all seams, save the centre seam, must be straight. The measurements are in a straight line. The three edges must be finished with non-stretch tape.



PS	=	21'	0"	(+0"-2")
PU	=	22'	0"	(+0"-2")
SU	=	6'	0"	(+0"-11/2")
PQ	=	5'	0"	(+0"-0")
PW	=	5'	0"	(+0"-0")
PR	=	10'	0"	(+0"-0")
PV	=	10'	0"	(+0"-0")
QW	=	2'	3"	(+0"-11/2")
RV	=	3'	10"	(+0"-11/2")
T	=		3"	(+0"-1/2")

**Solent Sunbeam use of epoxy for splining and/or coating traditional wood built boat: Principles and Guidance Note.**

**Fundamental Principles:** (See Rules 16 & 25)

1. This Guidance Note is issued as a guide to established current practice on a "without prejudice" basis. The Class and Class Officers accept no liability for the outcomes for such work which is a matter between the owner(s) and their contractor
2. Epoxy can be used as a water proof coating to the hull only when the boat's planking seams have been fully splined.
3. An external epoxy waterproof coating shall not include a glass scrim layer
4. Epoxy coating to the interior of the hull is not permitted.
5. Epoxy caulking in place of wooden splines is not permitted.
6. "Coppercoat" or similar copper impregnated epoxy antifouling protection is permitted on hulls that have been fully splined.

**Epoxy Coating Guidance Note:**

The following process is a tried and tested method which has been adopted by boatyards including Haines over almost three decades.

Please note that this is not a restoration process and assumes that a hull is in a basically sound condition with only minor preparation work required.

The hull will be dried to the minimum required to achieve a good bond between the epoxy and wood. Over drying will cause excess shrinkage and structural damage to the hull, once re-launched as the hull naturally rehydrates and expands to its original dimensions.

To receive Class agreement for the process a structural hull survey is required by the Class prior to hull splining and application of an epoxy coating. (See Class Rule 16).

The Procedure set out below assumes that a degree of hull refastening will be required and any degraded timber replaced during the process:-

1. Remove all boat gear, floorboards, gratings & cockpit joinery.
2. Raise boat in slings under gantry and support hull on trestles.
3. Remove all keel bolts and lower boat to floor.
4. Lift boat off lead ballast and move lead aside.
5. Lower hull to floor, attach slings and invert hull.
6. Raise and chock inverted hull to working height.
7. Remove all hull coatings back to bare wood.
8. Rake out all seams from sheer to keel.

9. Inspect and replace all suspect fastenings.
10. Inspect and replace all suspect timber.
11. Ensure all seams are correct width and router out or fill if required.
12. Machine and hand-fit spruce splines, bond into seams with epoxy.
13. Clean off splines and sand hull.
14. Fill hull with Epoxy & Microlight and fair hull by long-board sanding.
15. Apply first of four coats of coating epoxy resin.
16. Finish hull with a further three coats of epoxy resin and allow to fully cure.
17. Spot fill and fair epoxy and apply to coats underwater primer to all surfaces.
18. Alternatively, only apply primer to topsides and leave bottom for Coppercoat.
19. Right boat and place over ballast. Raise to fit keel bolts. Lower hull and chock.
20. Fair ballast into hull with epoxy & Microlight and sand to fair profile.
21. Finish ballast with primer or Coppercoat epoxy antifouling system.
22. Prepare, undercoat and gloss topside.
23. Refit interior joinery

### Solent Sunbeams alternative construction using GRP

- (i) New Solent Fleet boats may be constructed with a GRP hull, deck, cockpit platform, helmsman seat boxes, rudder, and bulkheads by a Solent Fleet approved builder using only the hull, deck, keel, rudder and bulkhead moulds made by A M Structures Ltd of Sandown, IOW in 2010 that have been approved by the Class Measurer. The GRP lay-up specification and structural and other detailing shall be in accordance with naval architect Theo Rye's 2010 plans and specifications revision 6. Except as specified therein all lay-up weight shall be evenly distributed throughout the hull and the deck.
- (ii) The hull weight out of the mould shall be 480kg + or - 20kg. The deck weight out of the mould shall be 125kg + or - 10kg. The keel weight shall be 850kg + or - 10kg. The completed boat weight including internal ballast but without rig or loose gear shall be adjusted on completion by the addition of corrector weights located in positions required by the Class Measurer to 1870kg + or - 10kg. Corrector weights shall not be moved, removed, or added to except as required by the Class Measurer.
- (iii) The following sub-headings of Appendix A still apply, namely Rudder (taper only), Platform (gratings only), Stainless Steel, Tiller, Ballast Keel, Coamings and Benches (not aft Bulkhead), Fairleads Cleats Belaying Pins etc., Sling Bolts optional, Spars, Rigging, Sails, Materials and Workmanship, Outfit, and Boom.
- (iv) Permitted details on the GRP hulled boat are:
  - (a) A bronze shoe fitting that both protects the deadwood aft of the keel and locates the lower end of the rudder shaft.
  - (b) Two substantial tangs built into the rudder and welded to the rudder shaft control the rudder, in place of the wishbone on existing wooden Sunbeams.
  - (c) The use of copper epoxy anti-fouling.
  - (d) Fore and aft bulkheads and helmsman seat boxes, which if openings in them are locked off are designed to allow the boat to float for a while in a swamped condition.
- (v) Constructors of GRP boats shall observe both the letter and the spirit of the Sunbeam Class Rules supported by reference to established good practice, for example as with the recently constructed V46 Spray and V61 Betty. The teak cockpit coaming, covering boards, mast pad, taffrail, ash tiller, sheerline and gold cove line shall be key visual features. When well maintained, both on the mooring and when sailing, the traditional and GRP boats shall be indistinguishable. Departure from this code shall be grounds for the Class disqualifying a boat as a member of the Solent Fleet of the Sunbeam Class.

- (vi) It is a fundamental principle that well maintained and rigged traditional boats and GRP boats shall on average race equally together when sailed to the same standard.

**THE SUNBEAM REGISTER**

ORIGINAL NUMBER AND NAME		DATE	TRANSFERS AND CHANGES OF NAME OR NUMBER	PRESENT NAME AND NUMBER	
Solent	Falmouth			Solent	Falmouth
V.1	DAINTY	1923		V.1	DAINTY
V.2	JOY	1923	TO FALMOUTH 2008		V.2 JOY
V.3	MARY	1923	TO FALMOUTH (V.4) 1951		V.4 MARY
V.4	JUDY	1923	LOST AT SEA 1939		Lost at Sea
V.5	WHIMSEY	1923	TO FALMOUTH 1948		V.5 WHIMSEY
V.6	DAISY	1923	(V.16) 1950; (V.31) 1956 TO FALMOUTH 1985; TO BARBADOS 1994; TO SOLENT 1997 TO FALMOUTH 2010		V.31 DAISY
V.7	TRILBY	1923	MAYFLY II 1933; PEGGY 1934; JENNY 1960; TO FALMOUTH (V.27) 1965; TO SOLENT 1987	V.27	JENNY
V.8	CLARY	1924	TO FALMOUTH 1949 TO SOLENT 2014 TO FALMOUTH 2017		V.8 CLARY
V.9	WENDY	1923	TO FALMOUTH 2003		V.9 WENDY
V.10	SAUCY SALLY	1924	SALLY 1926; PAINTED LADY II 1937; TO FALMOUTH 1949; SAUCY SALLY 1975		V.10 SAUCY SALLY
V.11	WHISKY	1925	HARMONY 1928; TO FALMOUTH 1947; TO SOLENT 1994	V.11	HARMONY
V.12	FELICITY	1925	ARGOSY 1928	V.12	ARGOSY
V.13	QUERY	1925	PANSY 1927; ROSEMARY 1929; ECTASY 1989; BRYONY 1996	V.13	BRYONY
V.14	HALCYON	1924	TO SOLENT (V.27) TANTIVY 1938; TRILBY 1947; Converted to Cruiser HALCYON 1958, Reconverted to Class (V.38) 1965; TANTIVY 1966; TO FALMOUTH 1994		V.38 TANTIVY
V.15	MERRYTHOUGHT	1924	TO SOLENT (V.25) QUERY 1937 EPOXIED 2011	V.25	QUERY
V.16	LITTLE LADY	1924	TO SOLENT (V.6) 1934	V.6	LITTLE LADY
V.17	FLAME	1924	TO SOLENT (V.26) WHY 1938; MELODY 1947; (V.36) 1965; TO FALMOUTH 1976; TO SOLENT 1986	V.36	MELODY
V.18	UNA	1924	JASMINE; SPEEDWELL; SOLAIRE; UNA; MABS; DAWN; UNA 1954; LINDY 1961; UNA 1990; LINDY 1992; POLY 1995 TO SOLENT 2015	V.18	POLLY
V.19	BERTHE	1924	BLACKBIRD 1928; MERLE; TO SOLENT (V.30) 1947; EMILY 1947; SANTA MARGARITA 1951; GAY LADY 1959; EMILY 1997	V.30	EMILY
V.20	TRENT	1924	RESEDA; TO SOLENT (V.29) 1947; MARY 1947; SUGAR DADDY 1965	V.29	SUGAR DADDY
V.21	MARANUI	1924			V.21 MARANUI
V.22	BRYONY	1925	(V.14) 1927; SANTA BABY 1956 JABBERWOCKY 2008	V.14	JABBERWOCKY
V.23	IVY	1925	(V.15) 1927; ECSTASY 1965; IVY 1991; MAYFLY 1996		V.15 MAYFLY
V.24	MYSTERY	1925	(V.16) 1927; STORM 1953; MYSTERY 1959	V.16	MYSTERY
V.25	Y	1926	(V.17) 1927; KAY 1927; COMEDY 1929; MELODY 1932; COMEDY 1933	V.17	COMEDY

ORIGINAL NUMBER AND NAME		DATE	TRANSFERS AND CHANGES OF NAME OR NUMBER	PRESENT NAME AND NUMBER	
	Solent	Falmouth		Solent	Falmouth
V.26	LADY DAY		1926 (V.18) 1927; MAYFLY 1927; FANCY 1933; GIRL FRIDAY 1939; TO FALMOUTH (V.7) 1949; MELODY; PIXY 1966		V.7 PIXY
V.27	AUDRY		1926 (V.19) 1927; PAINTED LADY 1932; VERONY 1937; TO FALMOUTH 1948; VERONY II 1954; VERONY 1964; PAINTED LADY 1974;		V.19 VERONY
V.28		CAPRICE	1926 (V.35) 1965; (V.37) 1968		V.37 CAPRICE
V.29	LIVELY		1926 (V.20) 1927; TO FALMOUTH 1976; VERITY 1982		V.20 VERITY
V.30	VANITY		1926 (V.21) 1927; TO FALMOUTH 1962; (V.1); (V.34) 1965		V.34 VANITY
V.22	BUBBLY		1927 TO FALMOUTH 1950; MIST; BUBLY 1954		V.22 BUBBLY
V.23	GOLIGHTLY		1927 ECSTASY 1932; (V.4) ROMANY 1947; TO FALMOUTH 1960; (V.1) (V.12) 1963; BIGAMY 1964; ROMANY 1965; (V.32) 1965; TO SOLENT 1987; TO FALMOUTH 2010 TO SOLENT 2015	V.32 ROMANY	
V.24	FAY		1927	V.24 FAY	
V.23	PHANTASY		1935 TO FALMOUTH 1938		V.23 PHANTASY
I.V.25	WHY		1935 (V.28) 1947	V.28 WHY	
F.V.1		AIDA	1935 TO SOLENT (V.1) SYMPHONY 1957; (V.33) 1959; TO FALMOUTH 1971; TO SOLENT 1988	V.33 SYMPHONY	
F.V.2		PINTAIL	1936 (V.35) 1965		V.35 PINTAIL
F.V.2		BINAIYA	1937 (V.3) IVY 1957; DOROTHY 1986; GWENNY 1996		V.3 GWENNY
I.V.26	DANNY		1938 TO JERSEY 1947; TO FALMOUTH (V.26) 1963; TO SOLENT 1991	V.26 DANNY	
V.40		VEE FORTY	1976 FORTUITY 1994; NANCY 1994		V.40 NANCY
V.41	FLEURY		1979	V.41 FLEURY	
V.42	PENNY		1979	V.42 PENNY	
V.43	HONEY		1979	V.43 HONEY	
V.44		LUCY	1984		V.44 LUCY
V.45		MILLY	1999		V.45 MILLY
V.46	SPRAY		2000	V.46 SPRAY	
V.47		KITTY	2002		V.47 KITTY
V.48		RACY LADY	2008		V.48 RACY LADY
V.61	BETTY		2010 FIRST GRP SOLENT SUNBEAM	V.61 BETTY	
V.62	FIREFLY		2011 GRP	V.62 FIREFLY	
V.63	DRAGONFLY		2011 GRP - launched March 2012	V.63 DRAGONFLY	
V.64	MAISY		2011 GRP	V.64 MAISY	
V.65	ALCHEMY		2012 GRP - launched March 2013	V.65 ALCHEMY	
V.66	MOLLY		2012 GRP - launched March 2013	V.66 MOLLY	
V.67	MISTY		2014 GRP - launched June 2014	V.67 MISTY	
V.68	SKY		2015 GRP - launched April 2017	V.68 SKY	

ORIGINAL NUMBER AND NAME		DATE	TRANSFERS AND CHANGES OF NAME OR NUMBER		PRESENT NAME AND NUMBER	
Solent	Falmouth				Solent	Falmouth
V.70	MINTY	2015	GRP		V.70	MINTY

- Notes:-
- (1) Originally (1923/26) the first 30 Sunbeams were numbered as one series. But in 1926 the Solent Sunbeams decided to have consecutive number for their own boats, and renumbered Nos. 22-27, 29 and 30 as 14-21 (the three new boats built in 1927 were therefore numbered 22-24); Falmouth did not renumber, so that duplication of numbers ensued for many years.
  - (2) "Phantasy" built in 1935 was numbered 23 because the rightful No.23 "Ecstasy", ex-"Golightly" had withdrawn from the Class. I.V.25 and I.V.26 were "Itchenor Sunbeams". F.V.1, F.V.2 and F.V.3 were new "Falmouth Sunbeams".
  - (3) Sail Number V69 was not used.

