

# 12

## AMYA Class Specifications for the East Coast 12 Meter Model Yacht

Class Approved MY issue 139  
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### 1.0 GENERAL

- 1.1 The East Coast 12-Meter Model Yacht is a restricted design model yacht class. The purpose of these rules is to preserve the esthetics and scale like appearance and limit complexity while maintaining equality of speed potential of the yachts.
- 1.2 Unless the Specifications specifically permit something, manufacturers, builders and owners shall assume it is prohibited.
- 1.3 As necessary, interpretations of the Class Specifications may be requested from the Class Secretary. When issued, interpretations shall be communicated to all class members through the AMYA Quarterly magazine and the EC 12 Class web site.
  - 1.3.1 Interpretations are to be temporary to allow class members to challenge them and call for a class vote to accept or reject a specific interpretation.
  - 1.3.2 Interpretations not challenged within one year of issue shall become permanent until being incorporated in any subsequent revisions of these specifications.

### 2.0 APPROVED MANUFACTURERS

- 2.1 All molds issued after January 1, 2005 for manufacturing certified East Coast 12 Meter Yacht hulls shall be owned and supplied by the class administration to class authorized manufacturers.
  - 2.1.1 Authorized manufacturers, approved by the class as of January 30, 2005 may continue to produce certified hulls using the manufacturer's existing molds fabricated from daughter plugs provided by the class between July 1, 1995 and January 1, 2005 until June 30, 2007.
  - 2.1.2 Manufacturers using molds provided by the class are required to return (at their expense) the molds to the class, if production is stopped for more than one year or authorization is revoked.
- 2.2 Manufacturers shall only be authorized by the class administration after submitting (at the manufacturer's expense) a sample hull for inspection and measurement. The sample hull shall meet all class rules and specifications for approval. All submitted hulls remain the property of the Class.
- 2.3 Authorized manufacturers shall acquire certificates, specific for each hull, from the Class Secretary. The certificate shall be molded into hull by the manufacturer.
- 2.4 Hull material shall be restricted to fiberglass although resin type is unrestricted. The interior of the hull must be left unpainted or without pigment to allow inspection.
- 2.5 Maximum keel width after joining of hull halves and placement of lead shall not exceed 2.1"(53 mm).
- 2.6 Minimum hull weight, including deck flange or inwales (if any), shall not be less than 2.2 pounds (1 kilogram).

### 3.0 HULL

- 3.1 Hulls shall be obtained only from class authorized manufacturers.
- 3.2 The overall length of the hull shall be established by the class mold.
- 3.3 Alteration to certified hulls by sawing, cutting, or adding any material to the exterior of the hull that would change the profile, contours or shape in any way is prohibited.
- 3.4 Notwithstanding Section 3.3, the aft edges of the keel may be faired into the rudder.
- 3.5 All registered yachts with hulls from previously class-authorized manufacturers on the date of their manufacture will be considered approved.

### 4.0 DECK

- 4.1 The deck may be obtained from an authorized manufacturer or may be constructed by the owner or his designee so long as it meets the requirements of Section 4.2.
- 4.2 The deck shall only be constructed of wood, fiberglass (which may have a foam or wood core), and/or Formica.
- 4.3 The deck sheer shall be a fair and continuous curve.
- 4.4 One deck hatch, not to exceed 60 square inches (387 square cm.) in area, may be covered by another material. Any other hatches shall comply with Section 4.2.

## 5.0 WATER LINE LENGTH & DRAFT

- 5.1 Water line length shall not exceed 43" (1092 mm) in fresh water excluding the meniscus.
- 5.2 Water line length shall not be less than 42" (1067 mm) in fresh water excluding the meniscus.
- 5.3 Draft shall not exceed 7.875 inches (200 mm).
- 5.4 Once measured for an event, no alterations shall be made that alter the water line length, draft, or displacement of a yacht, except as noted in Section 5.6.
- 5.5 For events where the waterline length, draft or displacement of the yacht is not measured, alterations shall not be made after the start of the first race except as noted in Section 5.6.
- 5.6 Notwithstanding Sections 5.4 & 5.5 Jib boom counterweights may be adjusted or changed at any time and shall comply with Section 9.3.

## 6.0 BEAM

- 6.1 The measured beam of each boat shall be within +/- 0.25 inches (6 mm) of the specified beam dimensions at the indicated station. The station distance is measured along the deck centerline from the bow:

Station (in inches)	Beam (in inches)	Station (in mm)	Beam (in mm)
5	2.48	127	63
10	4.57	254	116
15	6.46	381	164
20	8.15	508	207
25	9.65	635	245
30	10.75	762	273
35	11.14	889	283
40	10.75	1016	273
45	9.61	1143	244
50	7.72	1270	196
55	5.24	1397	133

- 6.2 Previously registered yachts may use the deck beam measurements and/or procedure in effect at the time of their original registration. (Grandfather Rule)

## 7.0 RUDDER

- 7.1 Rudders shall be constructed of wood and/or fiberglass. Aluminum or brass inserts within the wood / fiberglass rudder are permitted.
- 7.2 The rudder shall not exceed 5 inches (125 mm) in height or 3.5 inches (90 mm) in width.
- 7.3 The rudder shall not be thicker than the widest portion of the aft section of the keel.
- 7.4 The bottom of the rudder shall not extend below the keel.

## 8.0 MAST

- 8.1 Maximum mast height (inclusive of mast crane) shall not exceed 72" (1829 mm) above the deck.
- 8.2 Masts shall be constructed of wood or aluminum.
- 8.3 Rotating masts or "swing rigs" are prohibited.
- 8.4 Wind indicators that rotate freely and completely and are clearly an optional accessory to the mast and sails are optional and shall not be bound by the 72" (1829 mm) maximum mast height specification.

## 9.0 BOOMS

- 9.1 Booms shall be constructed of wood, aluminum and/or fiberglass.
- 9.2 Permanently bent or curved booms are prohibited.
- 9.3 Jib booms, including counter weights, shall not extend beyond the bow.

## 10.0 RADIO FUNCTIONS

- 10.1 A maximum of four radio functions may be employed, and controlled only by the skipper, to control only the following items by electronic and/or mechanical devices:
  - Rudder
  - Jib sheet (or jib trim)
  - Main sheet
  - Jib twitcher

## 11.0 RUNNING RIGGING

- 11.1 The following items of running rigging are allowed and shall be adjusted only by manual means:
- |           |                          |
|-----------|--------------------------|
| Boom vang | Luff tensioners          |
| Travelers | Leech control lines      |
| Downhauls | Jib club attachments     |
| Outhauls  | Jib twitcher adjustments |

## 12.0 STANDING RIGGING

- 12.1 The following items of standing rigging are allowed and may be adjusted only by manual means:
- |                  |              |
|------------------|--------------|
| Forestay/jibstay | Backstay     |
| Sidestays        | Jumper stays |
- 12.2 The forestay/jibstay shall be attached so that the projected intersection with the forward edge of the mast is no higher than 59" (1500 mm) above the deck.

## 13.0 OPTIONAL ITEMS

- 13.1 Radial jib fittings may be utilized.

## 14.0 SAILS - GENERAL

- 14.1 Sails shall be made of polyester-based material (Dacron, Mylar, Terylene) and may be single or multi-paneled construction.
- 14.2 Corner reinforcements, broad seam reinforcements, and batten pockets are unrestricted as to material.
- 14.3 Corner reinforcements shall extend a maximum of 8 inches (200 mm) from the corners of the mainsail and 6 inches (150 mm) from the corners of the jib.
- 14.4 Eyelets shall be placed entirely within 5/8 inch (16 mm) of each sail corner.
- 14.5 Sails may be measured on or off the spars and battens shall be fitted when measuring.
- 14.6 When measuring sails, foot and leech measurements shall be equal to or less than the smooth curve produced by a constant section batten connecting the corners of the sail and the intervening measurement points, with no bending in the batten induced beyond those corners.
- 14.7 Three sets of sails and/or rigs totaling no more than 3 mains and 3 jibs shall be allowed for use in a regatta; the three sets shall be declared and measured prior to the first race.

## 15.0 MAINSAIL

- 15.1 Mainsails shall comply with the measurements in Table 1.
- 15.2 There shall be four (4) battens in the leech and no such batten shall exceed 5 inches (127 mm) in length or 3/8 inch (9 mm) in width.
- 15.3 The mainsail shall be attached to the aft centerline of the mast by using a boltrope or internal sail track slides in a grooved mast; or by using hooks, tubes, or loops attached to a jackline.
- 15.4 The foot of the mainsail may be attached to the upper centerline of the main boom using the attachment methods specified in 15.3.
- 15.5 The tack or clew of the mainsail may be attached to the boom using hooks, loops, or other similar attachment devices.

## 16.0 JIB

- 16.1 Jibs shall comply with the measurements in Table 1.
- 16.2 The jib may have two (2) battens in the leech and no such batten shall exceed 2 inches (50 mm) in length or 3/8 inch (9 mm) in width.
- 16.3 The luff tabling shall enclose the jibstay. The use of a second (external) headstay is permitted.
- 16.4 The foot of the jib may be attached to the upper centerline of the jib boom using the attachment methods specified in 15.3.
- 16.5 The tack or the clew of the jib may be attached to the boom using hooks, loops, or other similar attachment devices.

**17.0 DISTINGUISHING MARKS**

- 17.1 Each yacht shall carry on her mainsail the class identifier (12) and a sail number assigned by the Class. While the use of national initials is required at international sailing events, their use at other times is at the option of the owner unless required by the National Authority.
- 17.2 Sail identification markings shall be opaque, clearly readable and contrast to the sail material. Sail markings may be painted on the sails or may be applied by any method providing good adhesion.
- 17.3 Requirements for the size of sail markings shall be as provided by the ISAF and illustrated in the Sail Marking diagram.

**18.0 SAIL RIGS**

- 18.1 Sail dimensions are as shown on Table 1 and applied as shown on Diagram 1 in accordance with ISAF measurement procedures.
- 18.2 Three sizes of sail rigs (A, B &C) permitted.
- 18.3 Different size rigs can be used at the skipper's discretion due to sailing conditions.
- 18.4 Rigs shall only be used as a complete set and the mixing of sails from different rig sizes is prohibited.
- 18.5 The applicable provisions of Section 14.0, 15.0 and 16.0 shall apply to all rig sizes.

**TABLE 1 - EAST COAST 12 METER SAIL DIMENSIONS**

	English measurements (inches)				Metric measurements (millimeters)		
	A Rig	B Rig	C Rig (max .)		A Rig	B Rig	C Rig (max .)
<b>A</b>	66.50" - 67.00"	59.49" - 60.00"	54.02"	<b>A</b>	1690 - 1702	1,511 - 1524	1372
<b>B</b>	21.77" - 22.01"	21.77" - 22.01"	22.01"	<b>B</b>	553 - 559	553 - 559	559
<b>C</b>	68.90" - 69.61"	60.98" - 62.99"	57.36"	<b>C</b>	1750 - 1768	1574 - 1600	1457
<b>D</b>	67.32" - 67.99"	59.92" - 60.91"	54.88"	<b>D</b>	1710 - 1727	1522 - 1547	1394
<b>E</b>	0.25" - 0.75"	0.25" - 0.75"	0.75"	<b>E</b>	6 - 19	6 - 19	19
<b>F</b>	18.07" - 18.31"	17.72" - 17.95"	17.56"	<b>F</b>	459 - 465	450 - 456	446
<b>G</b>	13.43" - 13.66"	12.80" - 13.03"	12.40"	<b>G</b>	341 - 347	325 - 331	315
<b>H</b>	7.56" - 7.80"	7.09" - 7.32"	6.81"	<b>H</b>	192 - 198	180 - 186	173
<b>J</b>	53.66" - 53.90"	49.76" - 50.00"	44.72"	<b>J</b>	1363 - 1369	1264 - 1270	1136
<b>K</b>	18.78" - 19.02"	18.78" - 19.02"	19.02"	<b>K</b>	477 - 483	477 - 483	483
<b>L</b>	50.31" - 50.55"	45.28" - 46.26"	40.75"	<b>L</b>	1278 - 1284	1150 - 1175	1035
<b>M</b>	52.05" - 52.28"	47.05" - 47.56"	42.13"	<b>M</b>	1322 - 1328	1195 - 1208	1070
<b>N</b>	14.09" - 14.33"	13.70" - 13.94"	13.54"	<b>N</b>	358 - 364	348 - 354	344
<b>O</b>	9.96" - 10.20"	9.65" - 9.88"	9.57"	<b>O</b>	253 - 259	245 - 251	243
<b>P</b>	5.51" - 5.75"	5.31" - 5.55"	5.35"	<b>P</b>	140 - 146	135 - 141	136

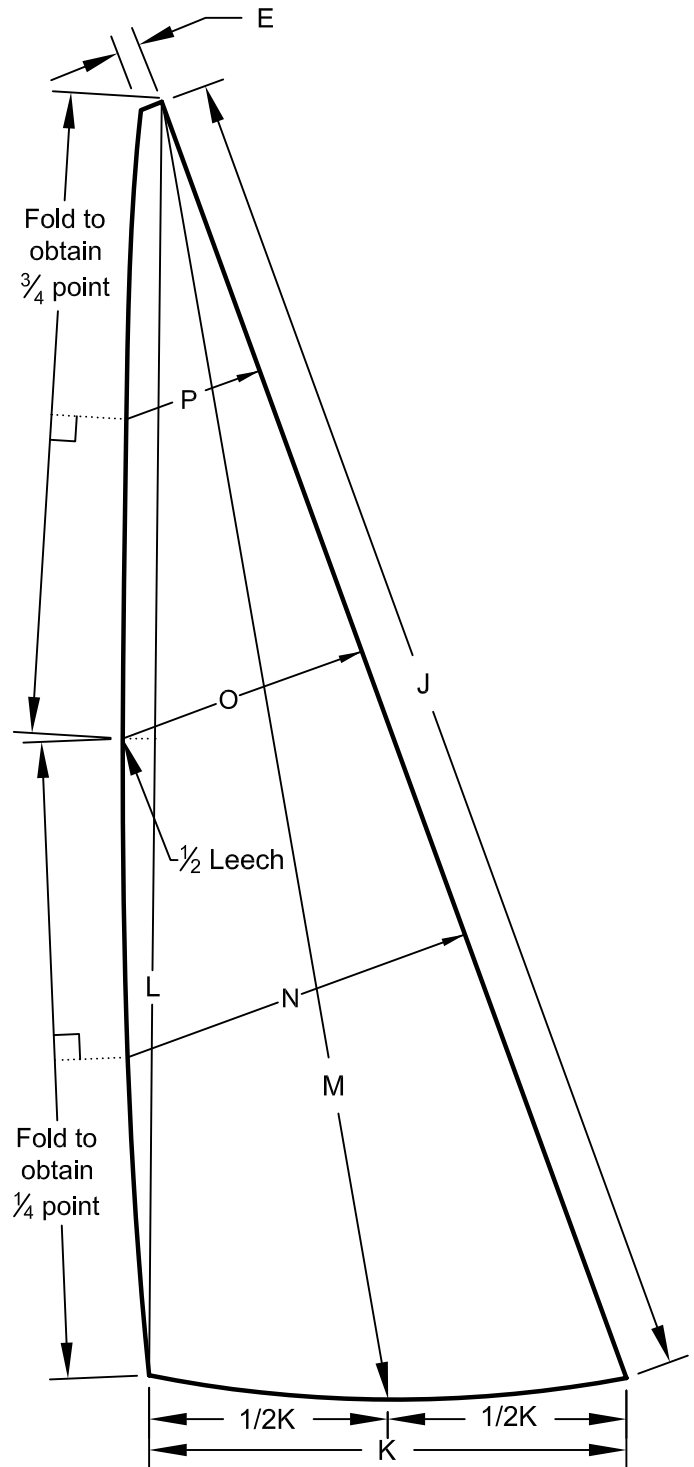
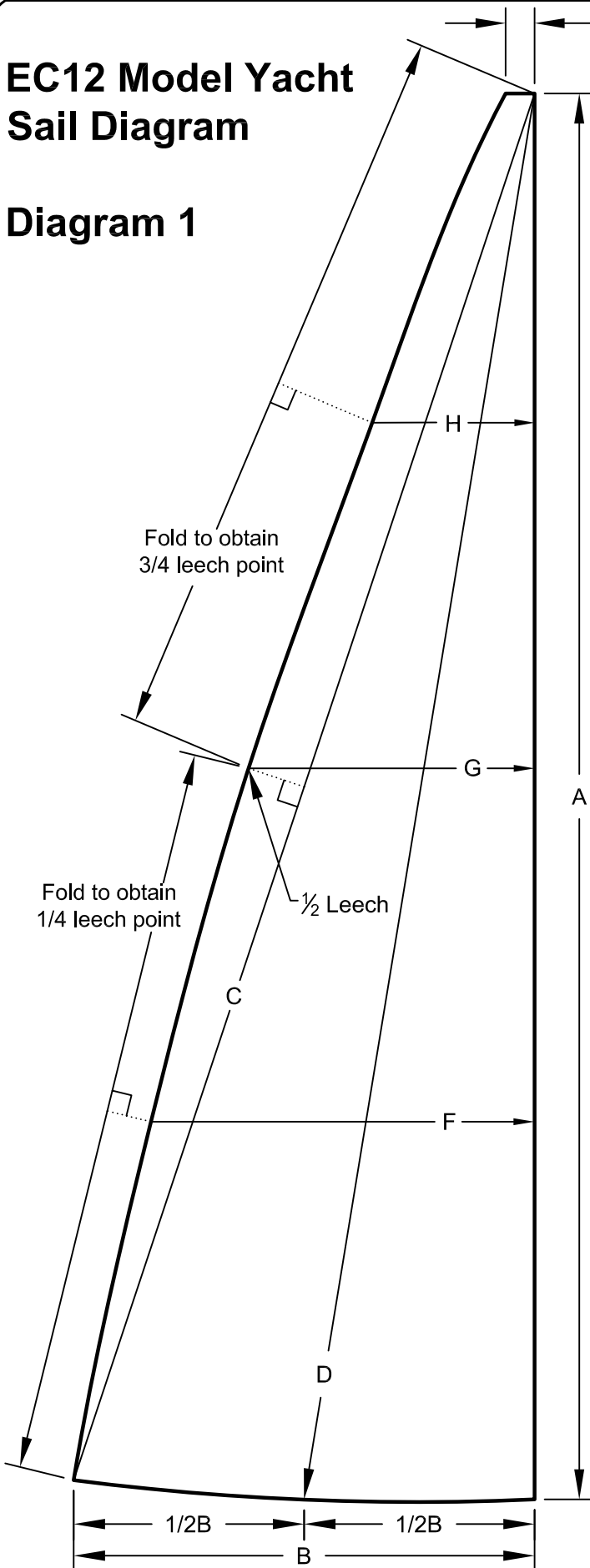
Effective January 1, 2006

Diagram 1 Referred to in 18.1 is on the following page

# EC12 Model Yacht Sail Diagram

## Diagram 1

Note: Points for F, G, H and N, O, P determined using ISAF procedures. See [www.sailing.org](http://www.sailing.org) for proper methods



Sail marks and measurement controlled by ISAF. This diagram is only a graphical representation of ISAF Rules and procedures. For more information or measuring procedures, see [www.sailing.org](http://www.sailing.org).