

# National Class A Scow Association

## Class Rules

(Version 2.0, 12/19/07)

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### General Rules

**Requirements** - A yacht, its sails, spars and all equipment, must conform strictly throughout with respect to design, dimensions, construction and material to the official plans and specifications of the National Class A Scow Association (NCASA) as well as all other Rules and Regulations governing participating in NCASA Sanctioned Events.

**Interpretations** - In interpreting any point not adequately covered, or wording of obscure meaning, the NCASA shall consider the intended meaning, rather than any technical misconstruction that might be derived from the wording, and shall bear in mind at all times, the basic principle of the specifications, which is to maintain the class, within reasonable limitations, as a standard, equalized one-design class.

**Options** - Nothing is optional in these specifications unless the word "optional" appears in the article, and then only within the limitations described, in which case that which is mentioned is that which is recommended from both points of safety and speed. Use of a substitute, even where allowed, is always at the user's risk. Plywood, veneer board, laminated woods, pressed wood, fiber board, composition board, laminated plastic materials, balsa, cork, or woods without sufficient strength structurally, or to hold fastenings, are not to be considered as options unless specifically mentioned as such.

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### General Specifications

- Length - 37 feet 8.5 inches +/- 0.5 inch
  - Beam - 8 feet 4.25 inches +/- 0.5 inch
  - Weight - 1850 lbs min.
  - Max lead to reach 1850 lbs - 185 lbs
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### 1.1 Hull

- A. Only NCASA class approved molds shall be used for the construction of the Hull and deck.
1. Approved hull mold shapes
    - a. Boats built prior to 1978, or
    - b. Boats built from 1978 A Scow Mold, or
    - c. Boats built from 1980 A Scow Mold, or
    - d. The digitized mold shape as filed with the NCASA Secretary as of February 1, 2004. This change is to avoid the cost of digitizing both old and new molds.
      - i. The plug used to construct the 2004 mold was laser measured. The digitized shape file is kept on file with the NCASA class secretary. The digitized shape file is owned by Melges Boat Works and can be used for measurement purposes only unless prior written consent by Melges Boat Works is obtained.
      - ii. Any and all modifications to that shape must be approved by the class as set forth by the bylaws.
      - iii. Any new hull or deck mold production must be approved by the class as set forth by the bylaws.
      - iv. Any new A scow builder must first be approved by the class as set forth by the bylaws.
      - v. The digitized shape file will be used to measure all future plugs to manufacture molds at builders' expense, and to measure any existing or future hulls to ensure they meet scantling tolerance.
      - vi. Any future hull plugs will fit within the following tolerance: digitized shape +/- 0.5"

- vii. Boats which have hull modifications which alter the shape of the stern but which do not alter the maximum waterline are considered legal modifications.
- 2. Deck may be of any configuration so long as deck crown height at mast area does not exceed 30 inches or measure less than 28 inches from bottom of hull as measured from minimum or maximum crown dimension to the corresponding hull area.

B. Materials allowed in construction.

Polyester, Vinylestor or Epoxy resin, E glass, S glass, glass mat, Kevlar or Carbon. If Carbon or Kevlar are used, not more than 50% of the hull, deck, and structural laminate shall be made of Carbon and or Kevlar and the use of these materials must be evenly distributed. No single major component (deck, hull, stringer, kingplank, bulkhead) may be laminated entirely of carbon or Kevlar. Reinforcement repairs and modifications may use more than 50% Carbon or Kevlar for purposes of strength of the repair so long as the basic hull, deck and major internal parts (stringers, king plank, bulk heads) remain laminated no more than the 50% carbon or Kevlar as specified above and that the combined carbon or Kevlar amount in those areas does not exceed more than 5% of the total laminate schedule of the boat. This is to allow existing and future repairs made to older hulls and is absolutely not intended for new production. Examples of the interpretation of this rule includes Carbon ring frame stiffeners and chain plate reinforcement for new swept spreader location.

## 1.2 Boat Weight

- A. 1850 pounds minimum weight including only standing and running rigging. This does not include sails or other equipment.
  - 1. 185 pounds-maximum allowable corrector weights
    - a. Lead to be secured within 14" of the mastline fore and aft, the top of the lead must be within 5" of the deck and as close to the centerline as possible
  - 2. New boats shall be measured and weighed at the factory with corrector weights installed and weight certificate complete, with copies to the NCASA.
  - 3. Standing rigging includes, mast, boom, bow sprit or spinnaker pole(only if used while racing), standing and running rigging, boards and their lines, rudders, tillers, all hull fittings and flotation equipment excluding life jackets or throwable life saving devices (PFD-IV). The boat must be bailed completely dry. Any deliberate wetting of the hull, lines, or rigging or concealment of improper weight shall be penalized under The Racing Rules of Sailing, Rule 69. Drawers shall be removed and stowage space shall be empty. Attached bags used for handling spinnakers while racing shall be considered stowage spaces.

## 1.3 Bilge Boards

- A. Extension beyond hull, 5 feet maximum
- B. Only aluminum 6061 plate material is allowed .500" thickness +/- .025"
- C. May be milled to within 3" of the edge of the board
- D. 1/32" minimum radius on all edges
- E. Number required – two, 175lb. maximum per board
- F. No special means of blocking is allowed to change the board angle, all yachts must conform to the manufacturing specifications as of January 1, 2000 as to location, angles and depth.
- G. No special means of taping or sealing off the board slots below the hull are allowed.
- H. Anodizing and Teflon hardcoating of the bilge boards is allowed.
- I. For boats built after 1997, painting, or other coatings of similar type is not allowed. For boats produced prior to 1997, they may have painted boards, if the boards are refinished with paint, the total thickness of the paint added shall not exceed .050", that is .025" per side.

## 1.4 Rudders

- A. Maximum extension beyond hull 24", 21" on boats built after 1999
- B. Maximum fore and aft dimension 13"
- B. Foil shape is permitted, shape optional
- C. Pre 1994 aluminum plate rudders are permissible

## 1.5 Flotation

- A. Minimum flotation required, 38 cubic feet of positive buoyancy
- B. Flotation may be made up of 50% foam and 50% airbags on boats produced after 1999.
- C. On boats produced prior to 1999, boats may have up to 100% airbags to reduce all up weight if necessary.

## 1.6 “J” Dimension

- A. The “J” dimension, maximum distance from headstay to aft side of mast is 13’6”

## 1.7 Crew Weight

- A. No restrictions as to weight or number of persons

## 1.8 Limitations on hiking and ballast

- A. No yacht may use any device to simulate the effect of a trapeze or outrigger for the purpose of carrying or assisting in carrying ballast outboard to prevent or promote heeling of a yacht. Hiking straps, if used, must be fastened below the deckline or top portion of the cockpit edge.
- B. The helmsperson and all members of the crew must be in contact with the hull at all times, except while making temporary repairs or in case of accident.
- C. Any use of sidestays or backstays to assist in carrying live ballast outboard or to hold onto while leaning outboard is prohibited.

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## 2.0 Spars

### A. Mast

1. Wood, Aluminum, or carbon masts are permitted.
2. Rotating masts are not permitted.
3. Spreaders may be in line or swept, aluminum or carbon and may not extend beyond the gunwale vertical plane dimension.
4. A maximum of 2 sets of spreaders are permitted.
5. Masts may be deck stepped or keel stepped(through deck).
6. Section shape is optional.
7. Section size shall not exceed 6” fore to aft.
8. Peak from deck 38’6”, measured to bottom of contrasting band.
9. May be pre bent using rigging only.
10. Permanent backstays are permitted, material unlimited.
11. Running backstays are permitted, material unlimited.
12. Boomkin is permitted.
13. Shrouds permissible are 1X 19, or Dyform(7X7) Stainless wire.
14. Rod rigging or Aramid fibers such as Spectra, Technora, Vectran is not permissible for standing rigging. Aramid fibers such as Spectra, Technora, Vectran is permissible for running rigging including backstays, runners and check stays.
15. Spinnaker hoist 37’4” Maximum.
16. A band of contrasting color shall be placed 34’7” measured from bottom of peak band to the top of this band. The top edge of the mainsail boom shall be placed even with the top edge of this band or higher, but not below.

### B. Boom

1. Section shape is optional
2. Maximum cross section 6”
3. Material permissible wood, aluminum, or carbon
4. Lever vang (aluminum or carbon) and cable vang are permissible
5. Contrasting measurement band shall be placed 18’9” from aft side of mast to front side of band on boom

- C. Bowsprit
    1. Maximum extension beyond bow 6'
    2. Carbon fiber is allowed
    3. Taper and section size are optional
    4. Bowsprits shall not be articulating
    5. Bowsprit when extended, the outboard end shall be as close to centerline as possible.
    6. Bowsprits shall not be extended unless a spinnaker can be flown
    7. Bowsprits shall not be extended as to prevent another vessel from crossing on any leg of the course unless the spinnaker is being flown
  
  - D. Spinnaker Pole
    1. Maximum length 14'
    2. One end must be attached to the mast when in use.
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### 3.0 Sails Permissible

Maximum number of sails allowed to be used at one time include: 1 main sail, 1 Jib and 1 Spinnaker. Spinnaker may not be used beyond 100° to the true wind direction.

- A. Mainsail
  1. Materials unlimited
  2. Luff =37'4" maximum
  3. Foot =18'9" maximum
  4. Leech =39'7-3/16" maximum
  5. Girths-measured from leech to inside edge of boat rope folding leech and luff to find mid point and upper quarter girth location
    - a. Mid girth = 12'9"
    - b. Upper quarter girth = 7'5"
  6. Battens
    - a. Material unlimited
    - b. Number- up to five(5) primary battens length optional, divided evenly along leech
    - c. Up to three(3) auxiliary battens are permitted with a maximum length of 20", Placed between primary battens
    - d. No remote control system to control batten compression
  7. Headboard
    - a. 8.5" max. horizontal x 10 5/8" vertical
    - b. Material optional
  8. Windows - Unlimited as to material, placement and size
  9. Sail Numbers and Class Insignia
    - a. Sail numbers of contrasting color with lake designator shall be displayed on the mainsail at all times. 20" numbers and letters are required.
    - b. Class A insignia shall be displayed on the mainsail at all times located in the top 1/3 of the mainsail at the 50% position.
  10. Items 8 and 9 are not protestable offenses.

B. Jib

1. Luff = 31' maximum
2. Leech = 27'4" maximum
3. Foot = 13'2" maximum
4. Leech Roach = 4" maximum, measured from a line from the aft end of the headboard to the clew board at the leech.
5. Headboard = 4" maximum fore and aft
6. Foot Round = 8" maximum, measured from a line from the tack to the clew finding both by extending leech foot and luff to points.
7. Windows are unlimited
8. Sail material unlimited
9. Battens are unlimited

C. Asymmetrical Spinnaker

1. Luff = 49' maximum, no minimum
2. Leech = 45'3" maximum, no minimum
3. Foot = 32'2" Maximum, no minimum
4. Leech, luff and foot cords may be added
5. No Girth restrictions
6. Material is unlimited
7. Windows are unlimited

D. Symmetrical Spinnaker

1. Maximum Luff = 45'
2. Maximum Foot = 28'
3. No girth restrictions
4. Material is unlimited
5. Leech, Luff and foot cords may be added