

Magic 25 Class Rules

1. It is the responsibility of all Magic 25 sailors to have fun
2. The Magic 25 is a one-design class
3. Only boats manufactured and supplied by Bashford International in Australia, Hobie Cat Company in the USA and Lidgard Boatbuilders in New Zealand shall be class legal
4. Except for personal Windex, tiller extension and allowable optional items there are no other allowable additions to the boat. No equipment may be added or taken from the boat.
5. All replacement parts and equipment shall be replaced like-for-like where available or with equipment with the closest matching specifications as possible.
6. Without contravening the sponsorship regulations of World Sailing, the Class Association encourages sponsorship and the displaying of sponsor's names, logo's and emblems on the hull, sails and equipment.
7. Bow poles shall be retracted to within 150mm of the stem line at all times, except during the following:
 - (i) Whilst sailing on a designated downwind leg of the racecourse
 - (ii) Whilst sailing with the spinnaker hoisted
 - (iii) Whilst sailing within 5 boat lengths of a mark at which a spinnaker is to be hoisted or retrieved.
8. Sails - see addendum A
9. Centreboards must be locked down at all times while racing.
10. Crew Weight - see addendum B
11. Weight Jackets are prohibited - wet clothing may not weigh more than 7kg per crew.
12. Buoyancy vest (CE 150N inflatable lifejackets or CE 50N buoyancy aids" to approved list in line with Special Offshore Regulations) must be carried for each crew member and must be worn when local rules so require, or when stipulated by the organising body of an event.
13. Outboard motors, when not attached to the outboard motor bracket, shall be stored below on the storage bracket.
14. Individual events may sanction the use of a handheld GPS.
15. Trapeze retaining lines are class legal along with footstraps.
16. Skippers shall not trapeze.
17. VHF radios shall be permitted to be carried on board boats racing in the Sportsboat class

18. If you think you have a loophole, read the preceding statement again. If you can not find it listed in the rules, it is not class legal

Addendum A

Magic 25 Class Sail Rules

General

1. The object of the Magic 25 sail measurement rules is to provide one-design sails that are all very similar in surface area, profile, weight and construction to ensure close competitive racing
2. Each new sail must have the class and royalty logos signed by the sailmaker or a nominated Magic 25 delegate before being used at any Magic 25 Class Regatta. Only logos from the class association are legal.
3. All leech, foot and luff lines shall be untied or disconnected for measurement.
4. Mainsail and jib will be measured flat on the floor with battens in and pulled out under enough tension to remove any creases or puckering in the sailcloth along the edging tapes and batten pockets.
5. All patching, reinforcing and measurement definitions area as per World Sailing regulations unless otherwise specified.
6. Windows are only permitted in the jib.
7. Any sail found not to be in the spirit of or intent of the Magic 25 class shall be deemed illegal.
8. Only the same one mainsail, one jib and one spinnaker are to be used for the period of any one Magic 25 Class Regatta.
9. Sailcloth is restricted to:
 - Mainsail** Bainbridge Diax 180P
 - Jib** Bainbridge Diax 180P

Or a sailcloth in which its construction is primarily of an Aramid fibre with a minimum DPI count of 12000.

As a guide and to the best of our knowledge, this includes fabrics like
Bainbridge 130HMT
Dimension E14
Contender AK14

Spinnaker Any non Silicon based Nylon Spinnaker cloth with a weight not less than 42 grams per square metre.

As a guide, cloths that comply with the above include
Bainbridge Airex 700
Dimension Dilon
Contender Superkote 5
Nylite

Mainsail

1. The body and all primary corner patching is to be constructed using Bainbridge Sailcloth style "Diax 180P"

2. Maximum head width including boltrope **90mm**.

3. The following maximum lengths are permitted with a tolerance of **minus 50mm**.

- Luff - **9340mm** head to tack
- Leech - **9660mm** head to clew
- Foot - **3670mm** tack to clew

4. The sail shall have five battens, the top three shall be full length intersecting the luff and leech and the bottom two shall be leech battens with a maximum pocket length of **1800mm**.

5. The top edge of each batten pocket shall be positioned when measured in a straight line from the head to the clew and head to tack with a tolerance of +/- 25mm

• Batten 1 - Luff	1390mm	Leech	1360mm
• Batten 2 - Luff	2880mm	Leech	2850mm
• Batten 3 - Luff	4440mm	Leech	4450mm
• Batten 4 -		Leech	6060mm
• Batten 5 -		Leech	7730mm

6. The top three batten pocket lengths as measured along the top edge and intersecting the leech and projected to the front of the boltrope shall be measured with a tolerance of minus **50mm**.

- Batten 1 - **1410mm**
- Batten 2 - **2220mm**
- Batten 3 - **2740mm**

7. Battens shall be of solid fibreglass construction.

8. When bridging between any adjacent batten leech ends/head or clew, the sail must be concave and no more than 25mm.

9. Maximum distance from head to centre of foot **9400mm**.

10. Luff of the sail may only be attached to the mast by boltrope, one head slug may be fitted.

11. Sail to be loose footed.

12. A Magic 25 class logo shall be fitted on both sides of the sail, the starboard being the higher of the two and placed approximately 50mm under batten 2 and the top of the port side logo approximately 100mm under the bottom of the starboard.

13. Sail numbers are to be a minimum of **300mm** high. They shall be fitted to both sides of the sail, the starboard being the higher and placed above and below batten 3 with approximately **50mm** clearance from the top and bottom of the pocket and **100mm** in from the leech

Jib

1. The body and all primary corner patching is to be constructed using Bainbridge Sailcloth style "Diax 180P" or a sailcloth in which it's construction is primarily of an Aramid Fibre with a minimum DPI count of 12,000.

As a guide and to the best of our knowledge, this includes fibres like:

<i>Bainbridge</i>	<i>130MHT</i>
<i>Dimension</i>	<i>E14</i>
<i>Contender</i>	<i>AK14</i>

2. Maximum Head Width **60mm**

3. The following maximum lengths are permitted with a tolerance of **minus 50mm**:

- Luff - **8450mm** head to tack
- Leech - **7710mm** head to clew
- Foot - **3130mm** tack to clew

4. 3 full-length solid fibreglass battens must be fitted, which intersect the luff and leech.

5. The top edge of each batten pocket shall be positioned when measured in a straight line from the head to the clew and the head to the tack (pocket to be projected past the luff or leech if hollow) with a tolerance of +/- 25mm.

- Batten 1 - Luff **2120mm** Leech **1970mm**
- Batten 2 - Luff **4190mm** Leech **3920mm**
- Batten 3 - Luff **6300mm** Leech **5870mm**

6. Batten pocket lengths as measured along the top edge and intersecting the leech and projected to the front of the luff shall be measured with a tolerance of minus **40mm**.

- Batten 1 - **825mm**
- Batten 2 - **1580mm**
- Batten 3 - **2350mm**

7. When bridging between any adjacent batten leech end/head or clew, the sail must be straight or concave but no more than 30mm.

8. Maximum distance from head to centre of foot **8080mm**.

9. Luff of the sail must be attached to the forestay by either hanks, single press studs or zippered pocket. No means of altering the luff curve is permitted e.g. double tabs or twin zippers etc.

10. A viewing window is permissible but must be placed wholly below batten 3 and have dimensions no greater than 750mm long x 300mm wide.

Spinnaker

1. The body and all primary corner patching is to be constructed using a non-silicon based Nylon Spinnaker cloth with weight not less than 42 grams per square meter.

As a guide, cloths that comply with the above include: Bainbridge Airex700, Dimension Dillon, Contender Superkote 5 and Nylite.

2. The following maximum lengths are permitted with a tolerance:

- Luff - **12350mm** head to tack tolerance - **minus 250mm**
- Leech - **9450mm** head to clew tolerance - **minus 100mm**
- Foot - **6200mm** tack to clew tolerance - **minus 100mm**

3. A mid girth (50% luff - 50% leech) will be measured with a tolerance of **minus 80mm**

- Mid girth - **5600mm**

4. A measurement from the head to the centre of the foot shall not exceed **11600mm**

Addendum B

Magic 25 Class Crew Weight Rules

Base Trapeze Weight	210kg
Base Gunwale Weight	170kg

The magic 25 weight system works on a base weight of 210kg on the trapeze and a base weight of 170kg on the deck (gunwale weight).

The idea is any variation of one of the base weights +/- will be matched by a +/- of the other. Our thought is that for a similar righting moment, the deck weight needs to be varied by a factor of 2 (either 2x or ½) in comparison to the trapeze weight.

As the trapeze weight is increased by say, 10kg, then the gunwale weight can be increased by 20kg. If the trapeze weight is reduced by 20kg then the gunwale weight can be increased by 40kg.

Note the 2:1 or the 1:2 conversions.

The aim is to achieve the same righting moment and hence similar boatspeed, regardless of combinations.

Examples:

Skipper weighs 104kg.

Allowable deck weight is 170kg, therefore this boat is 66kg under deck weight. Half of this weight, 33kg can be added to the trapeze weight (210kg) - allowable trapeze weight for this boat = 243kg. The remaining crew must weigh in under this total.

If the skipper weighs 60kg, then they are 110kg under the deck weight, which means half, 55kg, can be added to the trapeze weight (210kg) = 256kg on trapeze is allowable on this boat.