

NATIONAL
ALBACORE
CLASS RULES

2010



The Albacore was developed by Fairey Marine in 1954 and was adopted as a national class in May 1963

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INTRODUCTION

National Albacore hulls, hull appendages, rigs and sails are measurement controlled.

National Albacore hulls shall only be manufactured by licensed builders as approved by the Copyright Holder and the National Class Association. Hulls are required to comply with any Albacore Building Specifications in force.

National Albacore hulls, hull appendages, rigs and sails may, after having left the manufacturer, only be altered to the extent permitted in Section C of the class rules.

Owners and crews should be aware that compliance with rules in Section C may NOT be checked as part of the certification process.

Rules regulating the use of equipment during a race are contained in Section C of these class rules, in ERS Part I and in the Racing Rules of Sailing.

This introduction only provides an informal background and the National Albacore Class Rules proper begin on the next page.

PLEASE REMEMBER
THESE ARE CLOSED CLASS RULES WHERE IF
IT DOES NOT SPECIFICALLY SAY THAT YOU
MAY – THEN YOU SHALL NOT

PART I – ADMINISTRATION

Section A – General

A.1 LANGUAGE

- A.1.1 The official language of the class is English and in case of dispute over translation the English text shall prevail.
- A.1.2 The word “shall” is mandatory and the word “may” is permissive.
- A.1.3 Except where used in headings, when a term is printed in “**bold**” the definition in the ERS applies and when a term is printed in “*italics*” the definition in the RRS applies.

A.2 ABBREVIATIONS

- A.2.1 ISAF International Sailing Federation
- RYA Royal Yachting Association
- NCA National Albacore Class Association
- ERS Equipment Rules of Sailing
- RRS Racing Rules of Sailing
- IHC ISAF In House Certification system

A.3 AUTHORITIES

- A.3.1 The authority of the class is the RYA which shall co-operate with the NCA in all matters concerning these **class rules**.
- A.3.2 Notwithstanding anything contained herein, the **certification authority** has the authority to withdraw a **certificate**.
- A.3.3 The RYA, the NCA and **official measurers** are under no legal responsibility in respect of these rules, plans or accuracy of measurement and no claim from these **class rules** can be entertained.

A.4 ADMINISTRATION OF THE CLASS

- A.4.1 The class shall be administered by the RYA in conjunction with the NCA.

A.5 CLASS RULES AMENDMENTS – AT EVENTS

- A.5.1 **Class rules** may only be varied in accordance with RRS 87.

A.6 CLASS RULES CHANGES

- A.6.1 Changes to these **class rules** shall be approved by the RYA.

A.7 CLASS RULES INTERPRETATION

- A.7.1 Interpretation of these **class rules** shall be made by the RYA who shall consult the NCA.

A.8 CLASS BUILDING FEE

- A.8.1 The building fee shall be set by the Copyright holder who is the RYA.

- A.8.2 A licensed hull builder shall pay the Class Building Fee on each boat whether or not it is subsequently measured and registered.
- A.8.23 The RYA shall, after having received the Class Building Fee for the hull, issue a building fee receipt. The building fee receipt shall be delivered to the owner by the builder on the sale of the boat.

A.9 SAIL NUMBERS

- A.9.1 Sail numbers shall be issued by the RYA.

A.10 HULL CERTIFICATION

- A.10.1 A **certificate** shall record the following information:
- (a) Class
 - (b) **Certification authority**
 - (c) Sail number issued by the **certification authority**
 - (d) Owner(s)
 - (e) Craft identification number. CIN – as required by EU law
 - (f) Builder/Manufacturers details
 - (g) Date built
 - (h) Date of issue of initial **certificate**
 - (i) Date of issue of **certificate**
 - (j) Hull weight
 - (k) Corrector weights
 - (l) Buoyancy endorsements
 - (m) Sail registration details

A.11 INITIAL HULL CERTIFICATION

- A.11.1 For a **certificate** to be issued to hull not previously **certified**:
- (a) **Certification control** shall be carried out by the **official measurer** who shall complete the appropriate documentation.
 - (b) The documentation including Building Fee Receipt and **certification** fee, if required, shall be sent to the **certification authority**.
 - (c) Upon receipt of a satisfactorily completed documentation and **certification** fee, if required, the **certification authority** may issue a **certificate**.

A.12 VALIDITY OF CERTIFICATE

- A.12.1 A hull **certificate** becomes invalid upon:
- (a) the change to any items recorded on the hull **certificate** as required under A.10. A new certificate does not need to be issued for changes to items (l) & (m). These must be endorsed upon the current certificate to continue validity.
 - (b) withdrawal by the **certification authority**,
 - (c) the issue of a new **certificate**,

A.13 HULL RE-CERTIFICATION

A.13.1 The **certification authority** may issue a **certificate** to a previously certified **hull**:

- (a) when it is invalidated under A.12.1(a) or (b), after receipt of the old **certificate** when available, and **certification** fee if required.
- (b) when it is invalidated under A.12.1 (c), at its discretion.
- (c) in other cases, by application of the procedure in A.11.

A.14 RETENTION OF CERTIFICATION DOCUMENTATION

A.14.1 The **certification authority** shall:

- (a) retain the original documentation upon which the current **certificate** is based.

Section B – Boat Eligibility

For a **boat** to be eligible for *racing*, it shall comply with the rules in this section.

B.1 CLASS RULES AND CERTIFICATION

B.1.1 The boat shall:

- (a) be in compliance with the **class rules**.
- (b) have a valid hull **certificate**.
- (c) have valid sails entered on the **certificate**.

B.2 BUOYANCY ENDORSEMENT

B.2.1 The hull **certificate** shall carry a satisfactorily and current buoyancy endorsement.

B.2.2 A race committee may require that a **boat** shall pass a flotation test in accordance with Appendix H.

B.2.3 The owner shall be satisfied that inflatable buoyancy bags are in sound condition and that all buoyancy apparatus is securely attached to the hull or retained in an efficient manner.

B.2.4 Owners are responsible for the buoyancy tests found in section H.

B.3 CLASS ASSOCIATION

B.3.1 The owner shall be a current member of the NCA.

PART II – REQUIREMENTS AND LIMITATIONS

The **crew** and the **boat** shall comply with the rules in Part II when *racing*. In case of conflict Section C shall prevail.

The rules in Part II are **closed class rules**. **Certification control** and **equipment inspection** shall be carried out in accordance with the ERS except where varied in this Part.

Section C – Conditions for Racing

C.1 GENERAL

C.1.1 RULES

- (a) The ERS Part I – Use of Equipment shall apply.

C.2 CREW

C.2.1 LIMITATIONS

- (a) The **crew** shall consist of 2 or more persons.

C.3 PERSONAL EQUIPMENT

C.3.1 MANDATORY

- (a) The boat shall be equipped with **personal buoyancy** for each crew member to the minimum standard ISO 12402:5 (CE 50 Newtons).

C.4 ADVERTISING

C.4.1 LIMITATIONS

Personal advertising chosen by the owner or crew is prohibited.

C.5 PORTABLE EQUIPMENT

C.5.1 FOR USE

(a) OPTIONAL

- (1) Electronic or mechanical timing devices
- (2) One magnetic or self contained electronic compass showing heading and tactical scale. A timer maybe incorporated but it shall not be linked to other functions.
- (3) An anchor - the Notice of Race or Sailing Instructions for an event may amend this rule to prescribe that an anchor is mandatory.
- (4) Bailers, buckets or similar.

C.5.2 NOT FOR USE

(a) OPTIONAL

- (1) Paddles

- (2) Tow line

C.6 BOAT

C.6.1 WEIGHT

	minimum	maximum
The weight of the hull in dry condition	109 kg	.....
The weight shall be taken excluding any detachable floorboards and all portable equipment.		
The weight of the boat in dry condition	136 kg	.....

C.6.2 CORRECTOR WEIGHTS

- (a) The total weight of **corrector weights** shall not exceed 9 kg when the hull weight is less than the minimum requirement. **Corrector weights** shall be of lead.
- (b) Not more than 5kg of correctors may be fitted forward of the transom and they shall be not less than 250mm above the hog, nor more than 150mm from the fore and aft centreline, nor more than 2400mm forward of the aft face of the transom.
- (c) Any additional corrector weights over 5kgs shall be permanently fastened to the transom.

C.7 HULL

C.7.1 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) Routine maintenance such as painting, polishing and the repair of minor damage and abrasions is permitted without re-measurement and re-certification.

C.7.2 FITTINGS

- (a) USE
 - (1) Hand hole covers and drainage plugs shall be kept in place at all times.
 - (2) Bow eyes extending forward of the stem are prohibited.
 - (3) Other fittings are optional.
 - (4) Slot gaskets of optional material and design may be fitted over the centreboard slot.

C.8 HULL APPENDAGES

C.8.1 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) Routine maintenance such as painting, polishing and the repair of minor damage and abrasions is permitted without re-measurement and re-certification.

C.8.2 CENTREBOARD

(a) DIMENSIONS

	minimum	maximum
Leading edge of centreboard at 90° to the keel, measured along the keel from Hull Datum Point (HDP)	2600 mm	.. 2670 mm

C.8.3 RUDDER

(a) DIMENSIONS

	minimum	maximum
Fully lowered below the Hull Datum Point , measured along the line of the face of the transom.....	550 mm	.....

C.9 RIG

C.9.1 MODIFICATIONS, MAINTENANCE AND REPAIR

(a) Routine maintenance such as cleaning, polishing and the repair and replacement of fittings is permitted without re-measurement and re-certification.

C.9.2 FITTINGS

(a) Fittings on the rig are optional

C.9.3 MAST

(a) DIMENSIONS

	minimum	maximum
Fore side of the mast spar at the foot from aft face of transom	3250 mm	.. 3350 mm
Fore side of the mast spar at deck level from aft face of transom	3225 mm	.. 3330 mm
Bottom of stepped mast spar above top of hog (or equivalent in GRP boat) along line of spar	150 mm	.....
Mast limit mark width	10 mm	.....
Lower point height above sheerline	505 mm	..... 610 mm
Lower point to upper point	5640 mm	.....

(b) USE

- (1) The **mast spar** shall be stepped in the mast step in such a way that the heel is not capable of moving more than 3 mm.
- (2) Limit marks shall be indelibly marked.
- (3) Rigid stops shall be fitted to prevent the **spar** moving beyond the deck limits in section (a) above.

C.9.4 BOOM

(a) DIMENSIONS

	minimum	maximum
Limit mark width	10 mm	.....

Outer point distance 2950 mm

(b) USE

- (1) The intersection of the aft edge of the mast **spar** and the top of the boom **spar**, each extended as necessary, shall not be below the upper edge of the mast **lower limit mark** when the boom **spar** is at 90° to the mast **spar**.
- (2) Limit marks shall be indelibly marked.

C.9.5 WHISKER POLE

(a) USE

- (1) The **Whisker pole** may be used to sheet the **headsail** to windward or leeward.
- (2) No part of the **Whisker pole** or its fittings may extend more than 50mm outside of the headsail clew.
- (3) A maximum of 2 **whisker poles** may be on board and used.

C.9.6 STANDING RIGGING

(a) DIMENSIONS

minimum maximum

Forestay height above **sheerline** 4270 mm

(b) USE

- (1) Rigging purchase systems, links and rigging screws on shrouds may be adjusted.
- (2) The forestay and shrouds shall be fitted so that either or both the sails may be lowered without endangering the stability of the **mast** or its security in the boat at all times.

C.9.7 RUNNING RIGGING

(a) USE

- (1) The **headsail** halyard shall not intersect the mast above the **forestay**.
- (2) All other running rigging is optional.

C.10 SAILS

C.10.1 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) **Sails** shall not be altered in any way except as permitted by these **class rules**.
- (b) Routine maintenance such as cleaning and minor repairs that do not alter shape or area is permitted without re-measurement and re-**certification**.
- (c) Battens may be placed in **batten pockets**.

C.10.2 LIMITATIONS

- (a) Not more than 1 mainsail and 1 headsail shall be carried aboard.
- (b) Not more than 1 **mainsail** and 1 **headsail** shall be endorsed on the certificate when originally issued.
- (c) Sails may be added by endorsement as additions or replacements (but not both) at the rate of 1 **mainsail** and 2 **headsails** during each succeeding 12

month period commencing from the date of issue of the original/initial measurement certificate.

- (d) The NCA shall have the discretion to permit the endorsement of further replacement sails in the event of loss or damage.

C.10.3 MAINSAIL

(a) USE

- (1) The **sail** shall be hoisted on a halyard. The arrangement shall permit hoisting and lowering of the **sail** at sea.
- (2) The highest visible point of the **sail**, projected at 90° to the mast **spar**, shall not be set above the lower edge of the mast **upper limit mark**. The intersection of the **leech** and the top of the boom **spar**, each extended as necessary, shall not be behind the fore side of the boom **outer limit mark**.
- (3) **Luff** and **foot** bolt ropes shall be in the **spar** grooves or tracks.

C.10.4 JIB

(a) USE

- (1) The **sail** shall be hoisted on a halyard. The arrangement shall permit hoisting and lowering of the **sail** at sea.

Section D – Hull

D.1 PARTS

D.1.1 MANDATORY

- (a) Hull shell
- (b) Deck
- (c) Buoyancy Tanks
- (d) Deck Overhang
- (e) Benches

D.1.2 OPTIONAL

- (a) Bulkheads
- (b) Thwarts

D.2 GENERAL

D.2.1 RULES

- (a) The **hull** shall comply with the **class rules** in force at the time of initial **certification**.

D.2.2 CERTIFICATION

See Rule A.11.

D.2.3 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) The hull shell, deck, buoyancy and internal structure shall not be altered in any way except as permitted by these **class rules**.

- (b) Routine maintenance such as painting, polishing and the repair of minor damage and abrasions is permitted without re-measurement and re-**certification**.
- (c) If any hull moulding is repaired in any other way than described in D.2.3(b), an **official measurer** shall verify on the **certificate** that the external shape is the same as before the repair and that no substantial extra or additional stiffness, or other, advantage has been gained as a result of the repair.

D.2.4 DEFINITIONS

(a) HULL DATUM POINT

The **hull datum point (HDP)** is the point on the fore and aft centreline where the extension of the aft face of the transom intersects the extension of the outside surface of the hull shell excluding the keel and keel bands.

- (b) The Athwartships line (AL) shall be set 250mm from the hull shell, 150mm athwartships each side of the **hull** fore and aft centreline at section 1.
- (c) The Baseplane (BP) is a horizontal plane passing thorough the Baseline (BL) and the Athwartships line (AL).

D.2.5 IDENTIFICATION

- (a) The hull shall display the sail number either cut into or permanently marked on either the hog, transom or thwart in figures minimum 25mm high.

D.2.6 BUILDERS

- (a) The hull shall be built by a builder licensed by the RYA and the NCA.
- (b) All moulds shall be approved by the RYA and the NCA.
- (c) A hull shell may be finished by any professional or amateur builder.

D.2.7 MATERIALS

- (a) In the following rules “wood” is deemed to be solid timber of any species and plywood is deemed to be manufactured sheet materials.

D.3 HULL SHELL

D.3.1 MATERIALS

- (a) The hull shell shall be built from wood or GRP which may include a core.
- (b) Paint and varnish may be used.

D.3.2 CONSTRUCTION

- (a) The wood hull shell shall be a moulded construction. It shall be of uniform thickness throughout excluding the transom. The transom shall be fitted by the licensed builder.
- (b) The GRP hull shall be constructed in accordance with the methods proposed by the builder and approved by the RYA and the NCA.
- (c) The outside shape of the hull shell shall be in accordance with the official line drawing as held by the Royal Yachting Association (the copyright holder).

- (d) A fair and continuous keel capping, which should be bevelled to fair into the keelband, shall be fitted to wooden **hulls**. It shall extend from the fore foot to the transom and be not less than 12mm nor more than 20mm clear of the skin at the centre.
- (e) **GRP hulls** shall have an integral keel capping as part of the mould.
- (f) Wooden **hulls** shall be fitted with a metal or plastic keelband extending the full length of the keel. The keel band may be faired into the keel capping.
- (g) A bilge keel shall be fitted to each side of a wood **hull**, so that the weight of the boat when on a level surface is supported by the main keel and one bilge keel only. The edges may be faired into the **hull** provided each edge fairing is similar. Each bilge keel may be extended to fair into the **hull** and the fairing at each end shall be similar.
- (h) **GRP hulls** shall have bilge keels as part of the mould.
- (i) The **sheer** shall be a fair continuous concave curve.
- (j) The top of the transom shall form a continuous curve below the level of the **sheerline** except at the tiller port if fitted.
- (k) The transom, below the **sheerline**, may have only a tiller port, drain holes and drain ports as openings.
- (l) Drain port closing devices shall be fitted to each drain port. They shall never act as an extension to the skin and shall be capable of being re-closed while sailing.
- (m) Slot gaskets of optional material and design may be fitted over the centreboard slot.

D.4 DECK

D.4.1 MATERIALS

- (a) The deck shall be built from wood and plywood or GRP.
- (b) Paint and varnish may be used.

D.4.2 CONSTRUCTION

- (a) A moulded GRP deck shall be constructed in accordance with the methods proposed by the builder and approved by the RYA and the NCA.
- (b) Boats shall have a full foredeck extending aft from the stem
- (c) The aft edge of the deck shall not be forward of the aft side of the mast, but may have a slot to allow movement of the mast.
- (d) No part of the upper surface of the foredeck, inside the **sheerline** shall fall below the sheerlevel.
- (e) Side decks shall be fitted between the fore deck and the transom or aft deck. They may be faired into the foredeck.
- (f) No part of the upper surface of the side decks inside the **sheerline** shall fall below the **sheerline**, except that the inner edge of the deck or carlin supporting the edge may be splayed or rounded.
- (g) An aft deck may be fitted.

D.5 BUOYANCY TANKS

D.5.1 CONSTRUCTION

- (a) Buoyancy equipment shall comprise of at least three units giving not less than 360kg of positive buoyancy.
- (b) Where one or more units of buoyancy are contained or enclosed within another, they shall be counted together as one unit.
- (c) In boats with hull shells and decks constructed of buoyant material, the buoyancy may be of any type and may be fitted under the deck or side benches.
- (d) In boats with hull shells and decks constructed substantially of non-buoyant material the buoyancy shall include three units of not less than 0.06m³ of closed cell foam buoyancy material and the builder shall certify that this buoyancy is fitted. Additional buoyancy of any type may be fitted under the deck or side benches.
- (e) Buoyancy apparatus shall not extend into the floor space, which shall be taken as 355mm from the centreline between the shrouds and to 305mm from the centreline at 915mm forward of the aft face of the transom.

D.6 DECK OVERHANG

D.6.1 MATERIALS

- (a) The deck overhang shall be of wood or GRP.

D.6.2 CONSTRUCTION

- (a) The deck overhang shall run unbroken on each gunwale except that it may be faired in to the **hull** within 100mm of the bow and transom.

D.7 BULKHEADS

D.7.1 MATERIALS

- (a) Bulkheads shall be of plywood, wood or GRP with optional core.

D.7.2 CONSTRUCTION

- (a) Bulkheads are optional in design and construction.

D.8 THWARTS AND BENCHES

D.8.1 MATERIALS

- (a) Thwarts and benches shall be either plywood, wood or GRP with optional core.

D.8.2 CONSTRUCTION

- (a) Benches, which may take the form of buoyancy tanks, shall be fitted on each side. The benches shall extend forward from a point not more than 915mm from the **HDP** to at least as far as the shrouds.
- (b) The inner edges of the benches may be splayed or rounded subject to the limitations in D.9.2
- (c) Thwarts of optional design may be fitted.

D.9 ASSEMBLED HULL

D.9.1 FITTINGS

(a) Optional unless specified.

D.9.2 DIMENSIONS

The keel line shall be taken as the intersection line from transom to stem of the hull shell and the **hull** centreplane.

The sections shall be taken as vertical, transverse planes at the following positions:

Section 1: at 0 mm from **hull datum point (HDP)** as defined in D.2.4

Section 2: at 610 mm from **hull datum point** as defined in D.2.4

Section 3: at 1220 mm from **hull datum point** as defined in D.2.4

Section 4: at 1830 mm from **hull datum point** as defined in D.2.4

Section 5: at 2285 mm from **hull datum point** as defined in D.2.4

Section 6: at 2743 mm from **hull datum point** as defined in D.2.4

Section 7: at 3353 mm from **hull datum point** as defined in D.2.4

Section 8: at 3962 mm from **hull datum point** as defined in D.2.4

Section 9: at 4115 mm from **hull datum point** as defined in D.2.4

Section 10: at 4267 mm from **hull datum point** as defined in D.2.4

Section 11: at 4419 mm from **hull datum point** as defined in D.2.4

Section 12: at 4519 mm from **hull datum point** as defined in D.2.4

The baseline (BL) shall be set 150mm athwartships from the **hull** fore and aft centreline on the starboard side of the **hull** at the following vertical distances:

at section 1: 250 mm from the **hull** shell and

at section 8 : 142 mm from the **hull** shell

	minimum	maximum
Hull length from HDP to intersection of deck and line of stem or stem band if fitted	4555 mm	4585 mm
Vertical distance from BP to outside of hull shell 150mm athwartships each side of the hull fore and aft centreline;		
at section 2	164 mm	184 mm
at section 3	99 mm	119 mm
at section 4	50.5 mm	70.5 mm
at section 5	31 mm	51 mm
at section 6	24 mm	44 mm
at section 7	53 mm	73 mm
at section 8 portside only	132 mm	152 mm
Vertical distance from BP to outside of hull shell excluding keelband of GRP equivalent on hull fore and aft centreline;		
at section 9	69 mm	89 mm
at section 10	95 mm	115 mm
at section 11	127 mm	147 mm

at section 12	145 mm	....	165 mm
Vertical distance from BP to outside of hull shell at 300mm athwartships each side of the hull fore and aft centreline;			
at section 1	266 mm	....	286 mm
at section 3	121 mm	....	141 mm
at section 5	56 mm	.....	76 mm
at section 7	115 mm	....	135 mm
at section 8	282 mm	....	302 mm
Vertical distance from BP to outside of hull shell at 450mm athwartships each side of the hull fore and aft centreline;			
at section 1	322 mm	....	342 mm
at section 3	147 mm	....	167 mm
at section 5	88 mm	....	108 mm
at section 7	205 mm	....	225 mm
Vertical distance from BP to outside of hull shell at 600mm athwartships each side of the hull fore and aft centreline;			
at section 3	196 mm	....	216 mm
at section 5	145 mm	....	165 mm
Vertical distance from BP to outside of hull shell at 50mm athwartships each side of the hull fore and aft centreline;			
at section 9	96 mm	....	116 mm
at section 10	127 mm	....	147 mm
at section 11	194 mm	....	214 mm
Vertical distance from BP to outside of hull shell at 100mm athwartships each side of the hull fore and aft centreline;			
at section 9	130 mm	....	150 mm
at section 10	180 mm	....	200 mm
Vertical distance from BP to outside of hull shell at 150mm athwartships each side of the hull fore and aft centreline;			
at section 9	176 mm	....	196 mm
Width of keel capping from stern to 2850mm from HDP ...	75 mm	.....	95 mm
Thickness of keelband (wooden hulls)	3 mm	.....	6 mm
Length of bilge keels .....	..		1575 mm
Width of bilge keels	50 mm	.....	70 mm
Thickness of centre of bilge keel for at least 1220mm of length	5 mm	.....
Height of stem from top of deck at centreline to line of keel projected	660 mm	....	725 mm
Depth of transom, vertically from sheerline to bottom of keel capping	350 mm	.....	... mm
Topside tumblehome – on each side .....	.....		25 mm
Beam of hull , excluding deck overhang and fittings, at sheerline; at the widest section	1535 mm	..	1575 mm

Depth of hull at mid-length; measured vertically from sheerline to inside of skin 150mm from fore and aft centreline.....	570 mm	....	610 mm
Distance from hull datum point , measured along the keel; to fore end of centreboard slot	2670 mm		
to aft end of centreboard slot	1140 mm		
Height of centreboard case excluding any capping measured from and at 90° to hog or GRP equivalent	330 mm		
Height of centreboard case excluding any capping measured as above at 2300mm from HDP	300 mm		
Thickness of centreboard case sides.....	20 mm		
Internal width of centreboard case	30 mm		
Radius of lower edge of centreboard slot.....	5 mm		
Centreboard case slot gasket recess			
width	mm	....	25 mm
depth	mm	....	5 mm
Length of foredeck from stem Measured at 75mm from centreline	1450 mm		
Width of side decks, in plan from sheerline aft of the shrouds	80 mm	....	185 mm
Lower edge of deck or carlin below sheer at any point.....	50 mm		
Splay or of rounding of deck or carlin, measured in plan, from inner edge of side deck.....	50 mm		
Aft deck (if fitted) from HDP	915 mm		
Aft end of benches from HDP	915 mm		
Upper surfaces of benches above level of highest point of centreboard case.....	10 mm		
Width of benches	300 mm	....	355 mm
Upper surface of benches, varying athwartships from the horizontal.....	10 mm		
Splay or rounding of inner edges of benches forward of 1600mm from the HDP (exception to the above); Plan.....	50 mm		
Depth	50 mm		
Any part of the curve of top of transom below sheerline	100 mm		
Radius of curve of top of transom below sheerline	500 mm		
Alternative tiller port;			
width.....	230 mm		
height.....	100 mm		
Number of drain holes in transom.....	2		
Area of each transom drain hole.....	500 mm ²		
Number of drain ports in transom	2		
Area of each drain port.....	0.033 m ²		

Drain port from top of transom, any part of outside of hull and the other port or drain hole	25 mm
Drain port closing device from outside skin of hull	15 mm
Longitudinal distance from hull datum point as defined in D.2.3 to shrouds at deck	2795 mm
Deck Overhang projection;	
width	12 mm 77 mm
distances of fairing from transom and forward end of hull , excluding stemhead fitting,	100 mm
Number of suction bailers	2
Total effective cross sectional area of suction bailers	1300 mm ²
Height of sail number carved in	25 mm
Thickness of wood hull shell.....	6 mm 10 mm
Thickness of wood hull shell transom.....	17 mm

Section E – Hull Appendages

E.1 PARTS

E.1.1 MANDATORY

- (a) **Centreboard**
- (b) **Rudder**

E.2 GENERAL

E.2.1 RULES

- (a) **Hull appendages** shall comply with the **class rules** in force at the time of **certification**.

E.2.2 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) Hull appendages shall not be altered in any way except as permitted by these class rules.
- (b) Routine maintenance such as painting, polishing and the repair of minor damage and abrasions is permitted without re-measurement and re-**certification**.

E.2.3 CERTIFICATION

- (a) The **official measurer** shall **certify hull appendages**.

E.2.3 MANUFACTURERS

- (a) The manufacturer of **hull appendages** is optional.

E.3 CENTREBOARD

E.3.1 MATERIALS

- (a) If of aerofoil section, the **centreboard** shall be of wood and/or GRP and resin except that the edges may be of brass strip or solid resin with optional filler of maximum 20mm from the edge.

- (b) If of metal, the **centreboard** shall be of constant thickness except within 25mm of the edges. It shall be cut from flat sheet.

E.3.2 CONSTRUCTION

- (a) The area of the **centreboard** below the lower width measurement may be of any shape except that it shall be within the area bounded by the straight line extensions of the leading and trailing edges.
- (b) The top of the **centreboard** above the upper width measurement may be of any shape, but shall be of uniform thickness.
- (c) The **centreboard** may be finished with paint or varnish.

E.3.3 DIMENSIONS

	minimum	maximum
Thickness of metal centreboard	6 mm	.....
Fairing of metal centreboard edges .....	.....	25 mm
Width of centreboard		
At centre of pivot hole		
measured at 90° to the leading edge	340 mm	.... 360 mm
At 1000mm below centre of pivot hole		
measured at 90° to the leading edge	270 mm	.... 290 mm
Length of centreboard from centre of pivot hole to tip ..	1220 mm	.. 1270 mm
Deviation of leading and trailing edges from a straight line between points defined by width measurements		
	.....	5 mm

E.4 RUDDER BLADE, RUDDER STOCK AND TILLER

E.4.1 MATERIALS

- (a) The **rudder** blade shall be of any combination of wood, plywood, foam, GRP and resin, and paint and varnish.
- (b) The **rudder** stock shall be of wood, GRP or aluminium.
- (c) The tiller shall be of wood, GRP or aluminium.
- (d) The tiller extension materials are optional except the shaft shall be of aluminium.

E.4.2 CONSTRUCTION

- (a) The shape, design and construction of the **rudder** blade is optional.
- (b) The design and construction of the stock and tiller is optional.

Section F – Rig

F.1 PARTS

F.1.1 MANDATORY

- (a) **Mast**
- (b) **Boom**
- (c) Standing **rigging**
- (d) Running **rigging**

F.1.2 OPTIONAL

- (a) **Whisker poles**

F.2 GENERAL

F.2.1 RULES

- (a) The **spars** and their fittings shall comply with the **class rules** in force at the time of **certification** of the **spar**.
- (b) The standing and running **rigging** shall comply with the **class rules**.

F.2.2 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) **Spars** shall not be altered in any way except as permitted by these **class rules**.
- (b) Routine maintenance such as cleaning, polishing and the repair and replacement of fittings is permitted without re-measurement and re-**certification**.

F.2.3 CERTIFICATION

- (a) The **official measurer** shall **certify spars**.
- (b) No **certification** of standing and running **rigging** is required.

F.2.4 DEFINITIONS

- (a) MAST DATUM POINT

The **mast datum point** is the **sheerline**.

F.2.5 MANUFACTURER

- (a) No licence is required.

F.3 MAST

F.3.1 MATERIALS

- (a) The **spar** shall be of wood or standard grade marine aluminium alloy.

F.3.2 CONSTRUCTION

- (a) The **spar** extrusion shall include a fixed sail groove or track which may or may not be integral with the **spar** and may be of the any material.
- (b) Tapering is permitted above the forestay attachment.
- (c) The **mast spar** surfaces shall be relatively smooth with no additional fairings on the surface of the **spar**.
- (d) The **mast spar** may have only one set of spreaders and/or one pair of jumper struts.
- (e) The aluminium **mast spar** shall be either sealed to keep out water, or filled for at least the top 4270mm with closed cell expanded foam or foam pellets, or have openings at each end to facilitate quick draining.

F.3.3 FITTINGS

(a) Optional

F.3.5 DIMENSIONS

	minimum	maximum
Mast spar including sail track but excluding rigging and fittings shall pass through a circle - diameter		100 mm
Mast spar tube section weight where un-tapered.....	0.90 kg/m	
Wall thickness as specified by manufacturer	1.5 mm	
Whisker pole fitting:		
projection	mm	40 mm

F.4 BOOM

F.4.1 MATERIALS

(a) The **spar** shall be of wood or aluminium alloy.

F.4.2 CONSTRUCTION

(a) The **spar** extrusion and shall include a fixed sail groove or track which may or may not be integral with the **spar** and may be of any material.

F.4.3 FITTINGS

(a) Optional

F.4.5 DIMENSIONS

	minimum	maximum
Boom spar including sail track but excluding rigging and fittings shall pass through a circle - diameter		100 mm

F.5 WHISKER POLE

F.5.1 MANUFACTURER

(a) Manufacturer is optional.

F.5.2 MATERIALS

(a) The **spar** shall be of wood, GRP or aluminium alloy.

F.5.3 CONSTRUCTION

(a) Construction is optional.

F.5.4 FITTINGS

(a) Fittings are optional.

F.5.5 DIMENSIONS

	minimum	maximum
Whisker pole length		1830 mm

F.6 STANDING RIGGING

F.6.1 MATERIALS

(a) The standing **rigging** - excluding any shroud purchase systems - shall be of stainless steel.

- F.6.2 CONSTRUCTION
 - (a) MANDATORY
 - (1) A forestay.
 - (2) Shrouds.
 - (b) OPTIONAL
 - (1) Jumper wires

- F.6.3 FITTINGS
 - (a) Optional

F.7 RUNNING RIGGING

- F.7.1 MATERIALS
 - (a) Materials are optional.
- F.7.2 CONSTRUCTION
 - (a) The type of running rigging is optional.
- F.7.3 FITTINGS
 - (a) Optional

Section G – Sails

G.1 PARTS

- G.1.1 MANDATORY
 - (a) Mainsail
 - (b) Headsail

G.2 GENERAL

- G.2.1 RULES
 - (a) **Sails** shall comply with the **class rules** in force at the time of **certification**.
- G.2.2 CERTIFICATION
 - (a) The **official measurer** shall **certify** mainsails and headsails in the **tack** and write the sail area of the jib near the **tack** and shall sign and date the **certification mark**.
- G.2.3 SAILMAKER
 - (a) No licence is required.

G.3 MAINSAIL

- G.3.1 IDENTIFICATION
 - (a) The class insignia shall conform with the dimensions and requirements as detailed in the diagram contained in Section H.
 - (b) The class insignia, national letters and sail numbers shall comply with the RRS except where prescribed otherwise in these **class rules**.

G.3.2 MATERIALS

- (a) The **ply** fibres shall consist of polyester.
- (b) **Stiffening** shall consist of:
 - (1) Cornerboards of plastic or aluminium
 - (2) Battens of wood, plastic or GRP
- (c) **Sail reinforcement** shall consist of polyester.

G.3.3 CONSTRUCTION

- (a) The construction shall be: **soft sail, single ply sail**.
- (b) The **body of the sail** shall consist of the same **woven ply** throughout except within 350mm of the **foot**.
- (c) The **sail** shall have a maximum of 4 batten **pockets** in the **leech**.
- (c) The following are permitted: Stitching, glues, tapes, bolt ropes, corner eyes, headboard with fixings, Cunningham eye or pulley, **batten pocket patches**, batten pocket elastic, mast and boom slides, leech line with cleat, two **windows**, tell tales, and items as permitted or prescribed by other applicable *rules*.

G.3.4 DIMENSIONS

	minimum	maximum
Leech length		6120 mm
Half width		1850 mm
Three-quarter width		1045 mm
Top width		125 mm
Weight of ply of the body of the sail	128.4 g/m ²	
Primary reinforcement		350 mm
Secondary reinforcement:		
from sail corner measurement points		1050 mm
for flutter patches		120 mm
for chafing patches		1050 mm
for batten pocket patches		175 mm
Tabling width		40 mm
Seam width		20 mm
Window area		0.19 m ²
Window to sail edge	150 mm	
Batten pocket length:		
uppermost and lowermost pockets:		
inside		770 mm
intermediate pockets:		
inside		1030 mm
Batten pocket width:		
inside		50 mm
outside		90 mm

Head point to intersection of **leech** and centreline of
uppermost **batten pocket** 1175 mm 1224 mm
Clew point to intersection of **leech** and centreline of
lowermost **batten pocket** 1175 mm 1224 mm

G.4 HEADSAIL

G.4.1 MATERIALS

- (a) The **ply** fibres shall consist of polyester.
- (b) **Sail reinforcement** shall consist of polyester.

G.4.2 CONSTRUCTION

- (a) The construction shall be: **soft sail, single ply sail**.
- (b) The **body of the sail** shall consist of the same **woven ply** throughout.
- (c) The **leech** shall not extend beyond a straight line from the aft **head point** to the **clew point**.
- (d) The following are permitted: Stitching, glues, tapes, corner eyes, hanks, luff wire, leech line with cleat, one **window**, tell tales, double luff and items as permitted or prescribed by other applicable *rules*.

G.4.3 DIMENSIONS

	minimum	maximum
Area of Sail.....		3.310 m ²
<u>Luff (in mm) x luff perpendicular (in mm)</u>		
2,000,000		
Area to be rounded up to the next 0.001m ²		
Top width		30 mm
Weight of ply of the body of the sail	128.4 g/m ²	
Primary reinforcement		300 mm
Secondary reinforcement:		
from sail corner measurement points		900 mm
for flutter patches		100 mm
for chafing patches		900 mm
Tabling width		40 mm
Double luff pocket		40 mm
Seam width		20 mm
Window area		0.19 m ²
Window to sail edge		150 mm

PART III – APPENDICES

The rules in Part III are **closed class rules**. Measurement shall be carried out in accordance with the ERS except where varied in this Part.

Section H

H.1 BUOYANCY TESTS

H.1.1 ENDORSEMENTS

- (a) Buoyancy tests shall be undertaken by the owner who shall sign and date the certificate and arrange for such signature to be witnessed.

H.1.2 NEW BOATS

- (a) All boats shall pass a flooded buoyancy test.
- (b) Boats without built-in buoyancy shall complete a full immersion test.
- (c) Boats with built-in buoyancy shall complete either an immersion test or a dry pressure/vacuum test.

H.1.2 TEST INTERVALS

- (d) Boats with hull shells and decks constructed substantially of wood shall have, at yearly intervals, their buoyancy apparatus checked by the owner who shall be satisfied that the buoyancy apparatus is in a sound condition. Every third year or, if the owner is in any doubt as to the adequacy of the buoyancy apparatus, such a boat shall undergo and pass a dry pressure/vacuum test, or an immersion test in order to retain certification.
- (e) Boats with hull shells and/or decks constructed substantially of GRP shall pass a dry pressure/vacuum test or an immersion test annually.
- (f) Boats shall be capable of passing a flooded test at all times.

H.1.3 TYPES OF BUOYANCY TESTS

H.1.3.1 FLOODED buoyancy tests shall be conducted as follows:

- (a) Check that all buoyancy tanks or compartments are dry.
- (b) Flood **boat**, excluding sails
- (c) Locate a weight of 270kg of iron (or denser material, or of persons not immersed above the knee) in the vicinity of the centreboard case.
- (d) Verify that gunwales remain clear of the water.

H.1.3.2 DRY PRESSURE/VACUUM buoyancy tests shall be conducted as follows:

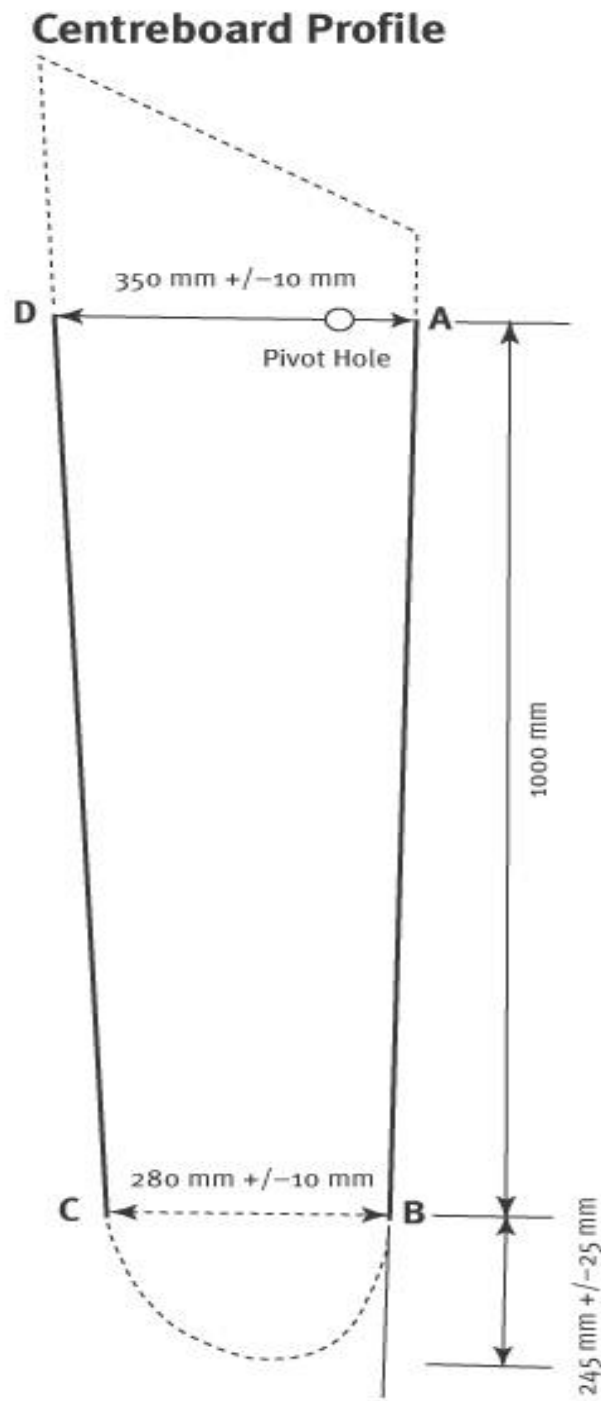
- (a) All openings in buoyancy compartments shall be closed with their own stoppers except where tubes for a pressure/vacuum gauge and source are connected.
- (b) Equipment for producing and assessing pressure differentials between buoyancy compartments and surrounding atmosphere shall be connected to the compartment.

- (c) Super or sub atmospheric pressure shall be applied to the compartment, sufficient to produce a reading of at least 125mm water gauge.
- (d) After isolating the buoyancy compartment from the pressure or vacuum source, the pressure differential shall not reduce from 125mm to 50mm water gauge in less than 30 seconds. Tanks which do not meet this criteria shall be recorded as failing.
- (e) Boats with one or more tanks that fail shall be recorded as failing buoyancy test and shall not be endorsed on the certificate

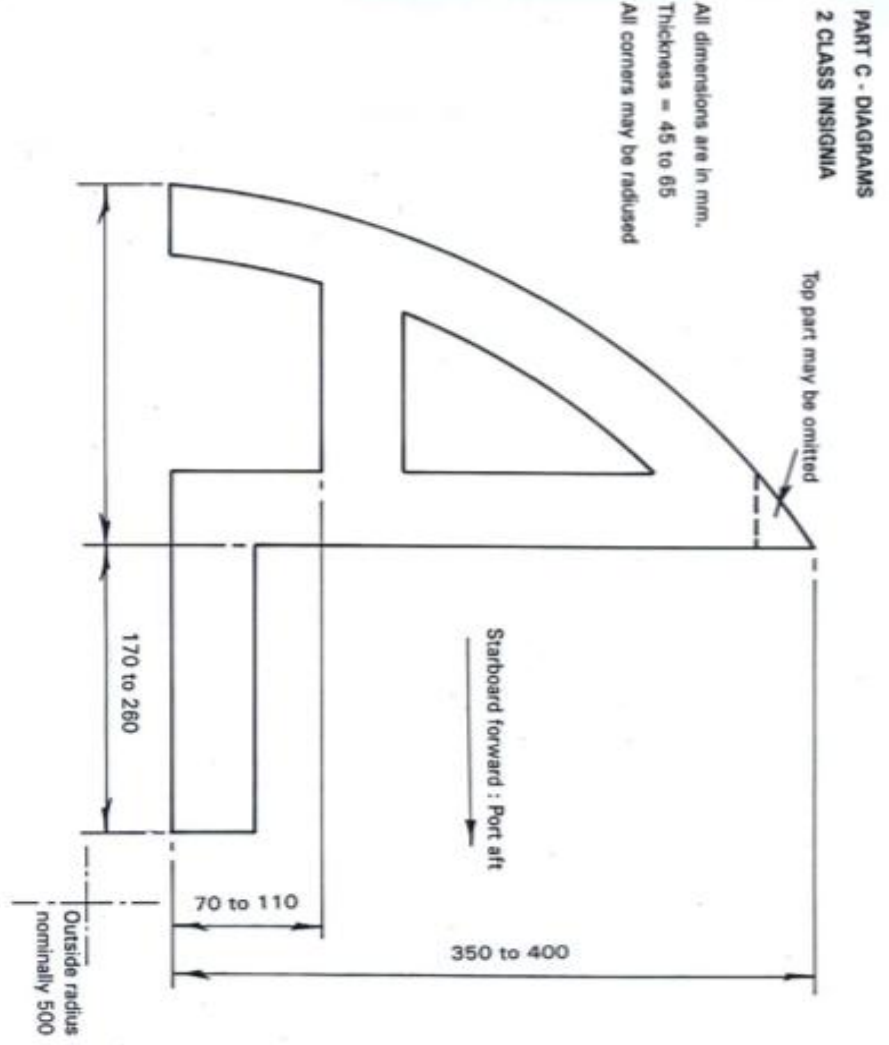
H.1.3.4 IMMERSION buoyancy tests shall be conducted as follows:

- (a) Check that all buoyancy tanks or compartments are dry.
- (b) Capsize boat as necessary and immerse each buoyancy unit either together or one at a time.
- (c) Ensure each buoyancy unit is full submerged.
- (d) Maintain boat in condition (c) for at least 5 minutes.
- (e) Repeat steps (b) through (d) to ensure all units are tested.
- (f) Raise boat drain cockpit of water and position boat such that when tank drain ports are opened any water contained in tanks can be captured and measured.
- (g) Open one tank and capture any and all water in tank for measurement.
- (h) Tanks with more than 500 ml of water shall be recorded as failing.
- (i) Repeats steps (g) and (h) for all tanks.
- (j) Boats with one or more tanks that fail shall be recorded as failing buoyancy test and shall not be endorsed on the certificate.

H.2 CENTREBOARD PROFILE



H.3 SAIL INSIGNIA



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