

**NATIONAL
EIGHTEEN
CLASS RULES**

2016



The National Eighteen was first designed in 1937 by Uffa Fox. The GRP N18 was designed in 1968 by Ian Proctor. The foam sandwich N18 was designed in 2013 by Phil Morrison.

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INTRODUCTION

The National Eighteen is a three man dinghy with rules allowing some flexibility in certain areas of the boat.

The Class is divided into three Sections based on hull design and construction: The following Class Rules address all Sections:

Boats with hulls built from planked wood to the Uffa Ace design lines form the Classic Section.

Boats with hulls built to the Proctor design from GRP form the Proctor Section.

Boats with hulls built from Foam Sandwich to the Morrison design form the Morrison Section.

Boats in the Classic Section shall be generally maintained as originally measured. Future Classic Section boats shall be constructed to the lines of the Uffa Ace Design. (Plans are available from: <http://www.uffafox.com>)

GRP boats to the Proctor design shall continue to race but no new boats shall be built to this design and all restorations shall maintain the original hull shape as much as possible.

New design boats shall be built to the Morrison Foam Sandwich design only.

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

No licenses are required to build Classic National Eighteen hulls.

The Morrison boats and hull appendages shall be built only by the licensed builder approved by the RYA and the Class to a building specification approved by the RYA and from RYA approved moulds.

No licence is required to produce rigs and sails.

National Eighteen hulls, hull appendages, rigs and sails may 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 necessarily 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 Eighteen Class Rules proper begin on the next page.

The National Eighteen class permits IHC (In House Certification) as approved by the RYA for sails only. See Section G.

PLEASE REMEMBER
IF THESE RULES DO NOT SAY YOU CAN,
THEN YOU CAN 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.2 ABBREVIATIONS

- A.2.1 WS World Sailing
- RYA Royal Yachting Association – The **Certification Authority**
- NCA National Eighteen Foot Class Association
- ERS Equipment Rules of Sailing
- RRS Racing Rules of Sailing

A.3 AUTHORITIES

- A.3.1 The international 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 arising 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 WS RULES

- A.5.1 These **class rules** shall be read in conjunction with the ERS.
- A.5.2 Except where used in headings, when a term is printed in “**bold**” (excluding the listing of different sections of the class) the definition in the ERS applies and when a term is printed in “*italics*” the definition in the RRS applies.

A.6 CLASS RULES VARIATIONS

- A.6.1 **Class Rules** shall not be varied at events without the approval of the RYA and the NCA as per RRS 87.

A.7 CLASS RULES AMENDMENTS

- A.7.1 Amendments to these **class rules** shall be approved by the RYA.

A.8 CLASS RULES INTERPRETATION

- A.8.1 Interpretation of **class rules** shall be made by the RYA who may consult the NCA.

A.9 CLASS FEE

- A.9.1 The licensed builder shall pay the Class Fee to the RYA on each boat at the commencement of building whether or not it is subsequently measured and certified.
- A.9.2 The RYA shall, after having received the Class Fee for the hull, issue a building fee receipt hull plaque and sail number.

A.10 SAIL NUMBERS

- A.10.1 Sail numbers shall be issued by the RYA.

A.11 HULL CERTIFICATION

- A.11.1 A **certificate** shall record the following information:

- (a) **Certification authority**
- (b) Sail number issued by the **certification authority**
- (c) Owner and their address
- (d) Craft Identification Number (CIN)
- (e) Builder/Manufacturers details
- (f) Date of issue of initial **certificate**
- (g) Date of issue of **certificate**
- (h) Boat name
- (i) **Hull weight**
- (j) **Corrector weights**
- (k) Floatation endorsement

A.12 INITIAL HULL CERTIFICATION

- A.12.1 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 and **certification** fee 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.13 VALIDITY OF CERTIFICATE

- A.13.1 A hull **certificate** becomes invalid upon:
- (a) the change to any items recorded on the hull **certificate** as required under A.11, excluding (k) as this is the owners responsibility.
 - (b) withdrawal by the **certification authority**,
 - (c) the issue of a new **certificate**,

A.14 HULL RE-CERTIFICATION

- A.14.1 The **certification authority** may issue a **certificate** to a previously certified hull:

- (a) when it is invalidated under A.13.1 (a), after receipt of the old **certificate** when available, and **certification** fee if required.
- (b) when it is invalidated under A.13.1 (b), at its discretion.
- (c) in other cases, by application of the procedure in A.12.

A.15 RETENTION OF CERTIFICATION DOCUMENTATION

A.15.1 The **certification authority** shall:

- (a) retain the original documentation upon which the current **certificate** is based.
- (b) upon request, transfer this documentation to the new **certification authority** if the hull is exported.

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 floatation endorsement

B.2 FLOTATION CHECKS

B.2.1 The hull **certificate** shall carry a satisfactory floatation check confirmation.

B.2.2 Owners shall undertake floatation tests in accordance with Section H. Upon completion of a satisfactory test, the owner shall sign and date the **Certificate** and arrange for such signature to be witnessed and endorsed by a club official.

B.2.3 Provided that no alteration, replacement or repair is made to the floatation equipment, such endorsement will remain valid for 12 months.

B.3 CLASS ASSOCIATION

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

B.4 DIVISION CATEGORIES

The recommended divisions for racing can be found in H.4

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.
- (b) ERS are changed as follows:
 - (i) G.7. 5 (a) and G.7.6 (a). See rule G.2.3 (b) & (c).
- (c) RRS 49.1 is modified to allow one trapeze.

C.2 CREW

C.2.1 LIMITATIONS

- (a) The **crew** shall consist of 3 persons.
- (b) Clubs may permit a crew of 2 persons for club racing.
- (c) No **crew** member shall be substituted during an event of two days or more without the permission of the Organising Authority.
- (d) One crew member at any one time may use the trapeze in **Proctor** and **Morrison** boats.

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) or EN393. They shall be worn at all times except for short periods when changing clothing.

C.3.2 OPTIONAL

- (a) Trapeze harness for one crew member only

C.4 ADVERTISING

C.4.1 LIMITATIONS

Advertising shall only be displayed in accordance with the WS Regulation 20. Advertising on the **boat** chosen by the owner or the person in charge is prohibited.

C.5 PORTABLE EQUIPMENT

C.5.1 FOR USE

(a) OPTIONAL

- (1) Electronic or mechanical timing devices.
- (2) Magnetic or Electronic compasses.
- (3) Consumables, spares and the storage containers needed.
- (4) Personal cameras attached to the boat or person.

C.5.2 NOT FOR USE

(a) OPTIONAL

- (1) Paddles

C.6 BOAT

C.6.1 WEIGHT

minimum maximum

The weight of the **hull** in dry condition including fixed fittings, fixed floatation apparatus, corrector weights and floor boards if fitted:

| | | | |
|---------------------|--------|-------|-----|
| Classic Timber..... | 215 kg | ..... | ... |
| Classic GRP..... | 290 kg | ..... | ... |
| Proctor A | 200 kg | ..... | ... |
| Proctor B..... | 250 kg | ..... | ... |
| Morrison | 160 kg | ..... | ... |

C.6.2 CORRECTOR WEIGHTS

- (a) **Corrector weights** of lead shall be permanently fastened to the hull or its structures above the waterline when the **boat** weight is less than the minimum requirement. The weight shall be equally divided with half located forward of the mast and half not less than 3660mm aft of the stem.
- (b) The total weight of such **corrector weights** shall not exceed 5 kg. See also rules A.13 and B.1.1.

C.6.3 FLOTATION

- (a) The **hull** shall have flotation element(s).

C.7 HULL

C.7.1 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) Routine maintenance such as painting, polishing and the repairs of impacts or minor 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) Self bailers and transom flaps may be fitted, they shall not connect to a buoyancy compartment.
- (3) Other fittings are optional except that hydraulics shall not be permitted
- (4) The jib sheets shall be lead directly to the jib tracks as positioned by the licensed builder (**Morrison** design)
- (5) The mainsheet shall be lead directly to a hoop which may include a track. (**Morrison** design. N.B the hoop shall not be mounted on a track).

C.8 HULL APPENDAGES

C.8.1 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) Routine maintenance such as re-finishing and the repair of minor impacts or abrasions is permitted without re-measurement and re-certification.

C.8.2 LIMITATIONS

- (a) Only one **centreboard** and one **rudder** blade shall be used during an event of less than 7 consecutive days, except when a **hull appendage** has been lost or damaged beyond repair.

C.8.3 CENTREBOARD

(a) DIMENSIONS

| | minimum | maximum |
|--|---------|---------|
| Fully lowered below underside of hull moulding..... | .. | 1370 mm |

(b) USE

- (1) The **centreboard** shall be capable of being housed within the **hull** so that, in its retracted position, its width lies upon the fore and aft centreline of the **hull** in a vertical plane. In its housed position the **centreboard** shall not extend below the underside of the **hull** moulding nor above the **sheerline**.
- (2) When fully lowered the **centreboard** shall be on the fore and aft centreline of the **hull**.
- (3) Corrector weights may be fitted to the centreboard itself for wood classic boats only.

C.9 RIG

C.9.1 MODIFICATIONS, MAINTENANCE AND REPAIR

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

C.9.2 FITTINGS

- (a) Optional

C.9.3 LIMITATIONS

- (a) Only one set of **spars** and standing **rigging** shall be on board and used during an event of less than 7 consecutive days, except when an item has been lost or damaged beyond repair.

C.9.4 MAST

(a) DIMENSIONS

A **sheer level** (**Classic and Proctor only**) measurement band shall be placed on the mast such that its upper edge is at the same height as the sheerlevel in way of the mast. Where a deck stepped mast is used the band shall be placed on a fixed vertical post under the deck and in line with the mast. This vertical post may be a mast support.

| | minimum | maximum |
|---|------------------------|---------|
| Mast limit mark width | 10 mm | |
| Lower point height above sheerlevel..... | 610 mm | 762 mm |
| Upper point height above sheerlevel..... | | 8230 mm |
| Lower point to upper point | <u>Measurement “A”</u> | |

C.9.5 BOOM

(a) DIMENSIONS

| | minimum | maximum |
|---|------------------------|---------|
| Limit mark width | 10 mm | |
| Boom point distance as per design..... | <u>Measurement “B”</u> | |
| MORRISON Outer point distance | 2930 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**.

C.9.6 SPINNAKER POLES

(a) USE

Morrison design boats may use a twin spinnaker pole system. The launch and recovery and sheeting systems are optional.

C.9.7 STANDING RIGGING

(a) USE

- (1) The **mast** shall be supported at all times by a **forestay** and **shrouds**.

C.9.8 RUNNING RIGGING

(a) USE

- (1) Only one headsail halyard and one spinnaker halyard shall be used.
- (2) Running rigging for the purposes of adjusting the outboard sheeting angle of the jib is permitted.
- (3) Main and jib sheets shall be led to fittings as described in C.7.2.a.

(b) DIMENSIONS

| | minimum | maximum |
|---|---------|---------|
| Classic and Proctor only | | |
| Intersection of headsail halyard at 90° to the surface of the mast above sheer level | | 5790 mm |
| Spinnaker hoist height above sheer level | | 5940 mm |

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 repairs is permitted without re-measurement and re-**certification**.

C.10.2 LIMITATIONS

- (a) Not more than 1 mainsail, 2 jibs and 1 spinnaker shall be carried aboard.
- (b) Only 1 mainsail, 2 jibs and 1 spinnaker shall be used during an event of less than 7 consecutive days, except when an item has been lost or damaged beyond repair

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**.

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

Where no limit(s) for a particular dimension is given then the item may not be controlled and need not be measured.

D.1 PARTS

D.1.1 MANDATORY

- (a) Hull shell
- (b) Deck
- (c) Buoyancy Equipment

D.1.2 OPTIONAL

- (a) Bulkheads and Internal layout
- (b) Gunwale and Rubbing Strakes

D.2 GENERAL

D.2.1 RULES

- (a) The **hull** shall comply with the **class rules** in force at the time of initial **certification** or the current **class rules** for that design of boat.

D.2.2 CERTIFICATION

See Rule A.12.

D.2.3 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) The hull shell, deck and buoyancy equipment shall not be altered in any way except as permitted by these **class rules**.
- (b) Routine maintenance such as painting and polishing and the repair of minor impacts 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 that the external shape is the same as before the repair and that no substantial stiffness, or other, advantage has been gained as a result of the repair.

D.2.4 DEFINITIONS

(a) SHEERLEVEL

Sheerlevel is the plane generated by projecting athwartships all points of the port **sheerline** to all points of the starboard **sheerline**.

- (b) Hull shell refers to the outside shape and construction of the boat. It does not include internal structures and layout design.

D.2.5 IDENTIFICATION

- (a) The hull shall carry the RYA issued sail number either cut into or permanently marked in the outside of the transom in Arabic numerals.
- (b) The RYA Building fee receipt plaque shall be affixed internally in the cockpit.

D.2.6 BUILDERS

- (a) The hull shell shall be built by builders licensed by the RYA and NCA, except that there is no licence required to build a **Classic**.
- (b) All moulds for GRP/Foam and similar construction shall be approved by the RYA and owned by the NCA.

D.3 HULL SHELL

D.3.1 MATERIALS

- (a) The hull shell shall be built from one or more of wood, plywood, GRP and foam.
- (b) Material specifications shall be approved by the RYA.

D.3.2 CONSTRUCTION

CLASSIC UFFA ACE:

- (a) Hull shells built in wood shall be of clinker/lapstrake construction and to the basic Uffa Ace design lines. The method of construction, whether glued or clenched planking, is optional.
- (b) The thickness of the hull shell shall be substantially uniform throughout except for local strengthening which is permitted only for bona fide constructional reasons.

- (c) The sheerlevel shall be a fair and continuous concave curve.
- (d) The intersection of the sheerline and stem shall be less than 90°.
- (e) The hull shell side planking shall terminate in a transom stern.
- (f) Cut outs in the transom are unrestricted in size and number.
- (g) The width of the transom stern, measured at sheerlevel, shall be a maximum of 2/3rds the maximum beam measured at **sheerline**.
- (h) The internal construction and layout of cockpit floor, thwarts etc is optional except that the thickness of the cockpit floor shall be substantially uniform throughout except for local strengthening which is permitted only for bona fide constructional reasons.
- (i) There shall be a minimum of 8 and a maximum of 12 planks per side.
- (j) The construction of the keel and centreboard box is optional.

GRP PROCTOR DESIGN:

- (a) No new boats shall be built to this design.
- (b) Boats to the **Proctor** design shall be maintained generally within the design as they were originally built. The hull shape shall not be modified.

MORRISON DESIGN:

- (a) New non timber boats shall be built only to this design. They shall be built to the building specification approved by the RYA from RYA approved moulds.

D.4 DECK

D.4.1 MATERIALS

- (a) The deck shall be built from wood, plywood or GRP and foam.
- (b) Material specifications shall be approved by the RYA

D.4.2 CONSTRUCTION

CLASSIC UFFA ACE:

- (a) The thickness of the deck shall be substantially uniform through its respective areas except for local strengthening which is permitted only for bona fide constructional reasons.
- (b) A foredeck shall be fitted and shall extend from the stem aft to not less than the forward surface of the mast in its normal position.
- (c) Side decks shall be fitted and shall extend from the foredeck to the transom.
- (d) The side decks may taper in a fair curve aft of mid-length. The side deck width shall be measured from the **sheerline** to the inside edge of the deck or coaming.
- (e) Not more than two cut-outs are permitted in the deck for spinnaker chutes.
- (f) A washboard may be fitted.

GRP PROCTOR DESIGN:

- (a) No new boats shall be built to this design.

- (b) Boats to the **Proctor** design shall be maintained generally within the design and layout as they were originally built. The hull shape shall not be modified.

MORRISON DESIGN:

- (a) The deck layout shall be as approved by the RYA and the NCA They shall be built to the building specification approved by the RYA from RYA approved moulds.

D.5 FLOATATON UNITS

D.5.1 CONSTRUCTION

- (a) A floatation unit is an airtight tank (compartment), an airtight floatation bag or closed cell solidified foam.
- (b) There shall be a minimum of 4 separate floatation units giving a minimum total buoyancy of 550kg.
- (c) The total buoyancy of any one unit shall be a maximum of 180kg.
- (d) Units shall not be contained within other units.
- (e) Floatation units shall be integral parts of the **hull** structures or securely fastened to the **hull**.
- (f) Floatation units shall be fitted so that at least 50% of the volume is forward of amidships.

D.5.2 MORRISON DESIGN:

- (a) The buoyancy arrangement in the **Morrison** design shall be as per the design specifications approved by the RYA.

D.6 GUNWALE AND RUBBING STRAKES

D.6.1 MATERIALS AND CONSTURCION

- (a) Optional within the dimensions below.

D.7 INTERNAL CONSTRUCTION

D.7.1 MATERIALS, CONSTRUCTION AND DESIGN

- (a) Optional except that carbon is not permitted in the floor

MORRISON DESIGN

- (b) The internal cockpit floor arrangement shall be as approved by the RYA and the NCA and not subject to the dimensions in D.8.

D.8 ASSEMBLED HULL

D.8.1 FITTINGS

- (a) The following fittings are mandatory:
 - (1) Stemhead/forestay fitting
 - (2) Shroud plates
 - (3) Mast step
 - (4) Other fittings are optional except that only normal rudder fittings, transom flap fittings, self-bailers, through hull side sheaves/bulls

eyes, fastenings for internal fittings, centreboard slot gaskets, keel band and bilge keels may be attached to the outside of the hull or gunwale.

(5) See also C.7.2

D.8.2 DIMENSIONS

UFFA ACE AND PROCTOR DESIGNS

| | minimum | maximum |
|--|---------|---------------------|
| Hull length | | . 5487 mm |
| The depth, to the inside of the hull shell 152mm athwartships from the centreline to port and starboard measured from the sheerlevel at mid-length | 660 mm | ..... |
| The external depth of the transom to the underside of the moulded hull from the sheerline | 355 mm | ..... |
| Maximum overall hull beam | | . 2365 mm |
| Beam of hull , excluding rubbing strakes and fittings, at 305mm below sheerlevel at mid length | 1830 mm | ..... |
| Extension of hull outboard of sheerline | | . 38 mm |
| At mid length; vertical distance between the underside of the hull and points on the outside of the hull shell 762mm athwartships from the centreline, port and starboard | | . 228 mm |
| Gunwale; extension outboard of sheerline | | . 125 mm |
| Depth of keel bands if fitted | | . 6 mm |
| Height of sail number in transom..... | 25 mm | . 60 mm |
| Thickness of deck in GRP | 3 mm | ..... |
| Thickness of deck in wood or plywood..... | 5 mm | ..... |
| Width of side decks at mid-length and forward | 250 mm | ..... |
| Width of side deck at end of taper aft of mid-length..... | 200 mm | ..... |
| Total area of cut-outs in deck for spinnaker chutes..... | | . 0.1m ² |

CLASSIC UFFA ACE:

| | | |
|---|------|----------|
| Thickness of plywood for hull shell | 6 mm | ..... |
| Thickness of solid timber for hull shell..... | 8 mm | ..... |
| Exposed plank width | | . 200 mm |
| Number of planks per side in hull shell..... | 8 | . 12 |

MORRISON DESIGN

| | minimum | maximum |
|--|---------|-----------|
| Hull length from fore side of stem at sheerline To aft end of hull moulding..... | | . 5487 mm |
| Maximum overall hull beam | | . 2390 mm |
| Extension of deck moulding forward of sheerline at stem head..... | | . 35 mm |
| At mid length; vertical distance between the underside of the hull and points on the outside of the hull shell 762mm | | |

| | |
|--|-------------------|
| athwartships from the centreline, port and starboard | 228 mm |
| Gunwale; | |
| extension outboard of sheerline | 125 mm |
| Height of sail number in transom | 25 mm 60 mm |
| Width of side decks at mid-length and forward | 250 mm |
| Width of side deck at end of taper aft of mid-length..... | 200 mm |
| Total area of cut-outs in deck for spinnaker chutes..... | 0.1m ² |

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** except that any alteration, repair or replacement shall comply with current **class rules**.

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 re-finishing and the repair of minor impacts or abrasions is permitted without re-measurement and re-certification.

E.3 CENTREBOARD

E.3.1 RULES

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

E.3.2 CERTIFICATION

- (a) The **official measurer** shall **certify centreboards**.

E.3.3 MANUFACTURERS

- (a) The manufacturer is optional except for the **Morrison** design where the **centreboard** shall be built by the licensed builder from RYA approved moulds.

E.3.4 MATERIALS

- (a) The material of the **centreboard** is optional.

E.3.5 CONSTRUCTION

- (a) Optional except that there shall be no method for altering the shape.

E.3.6 FITTINGS

(a) Fittings are optional, except that there shall be no fittings below the waterline.

E.3.7 WEIGHTS

minimum maximum

Weight of **centreboard** for wood **Classic** boats

including corrector weights if fitted 29.5 kg

Corrector weights may be fitted to the **centreboard** itself only.

E.4 RUDDER BLADE, RUDDER STOCK AND TILLER AND TILLER EXTENSION

E.4.1 MANUFACTURERS

(a) The manufacturer is optional except for the **Morrison** design where the **rudder** shall be built by the licensed builder from RYA approved moulds. Existing rudder designs may be used on the **Morrison** design.

E.4.2 MATERIALS & CONSTRUCTION

(a) The materials, design and construction of the **rudder, rudder** stock and tiller and tiller extension are optional except that T-Foil and double rudders and similar contrivances are prohibited.

E.4.3 FITTINGS

(a) Fittings are optional.

Section F – Rig

Where no limit(s) for a particular dimension is given then the item is not controlled and need not be measured.

F.1 PARTS

F.1.1 MANDATORY

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

F.1.2 OPTIONAL

- (a) **Spinnaker 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** except that any alteration, repair or replacement shall comply with current **class rules**.
- (b) The standing and running **rigging** shall comply with the **class rules**.

- (c) The design of rig is optional on each type of boat. i.e. a **Classic** may set the latest carbon rig or an earlier design except that trapezes shall not be allowed.

F.2.2 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) **Spars** shall not be altered in any way except as permitted by these **class rules**.
- (b) The addition of carbon fibre to the top section of Selden masts to bring them in line with specifications and to match the White Formula masts is permitted.
- (c) Routine maintenance such as cleaning, polishing and the repair of fittings and fixtures 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** for **Classic and Proctor** is sheer level. See rule C.9.4 (a).

The **mast datum point** for **MORRISON** is the **heel point**

F.2.5 MANUFACTURER

- (a) The **mast spar** shall be built only by a class approved manufacturer. No licence is required for the **boom**.

F.3 MAST

F.3.1 MATERIALS

- (a) The **spar** materials are optional.

F.3.2 CONSTRUCTION

- (a) The **spar** construction is optional.

F.3.3 FITTINGS

- (a) Optional

F.3.4 DIMENSIONS

minimum maximum

The major diameter of any **spar** shall be not more than 50% greater than its minor diameter athwartships.

Mast spar curvature 15 mm

Spinnaker pole fitting:

projection mm 50 mm

MORRISON:

Limit mark width 10 mm

Lower point height above **mast datum** 985 mm 1000 mm

Upper point height above **mast datum**..... 8630 mm

| | |
|--|-------------|
| Spinnaker hoist height above mast datum | ... 6660 mm |
| Headsail halyard height above mast datum | ... 6180 mm |
| Spinnaker pole fitting: projection | 60 mm |

F.4 BOOM

F.4.1 MATERIALS

(a) The **spar** materials are optional.

F.4.2 CONSTRUCTION

(a) The **spar** construction is optional.

F.4.3 FITTINGS

(a) Optional

F.4.4 DIMENSIONS

minimum maximum

The major diameter of any **spar** shall be not more than 50% greater than its minor diameter athwartships.

Boom spar curvature..... 15 mm

F.5 SPINNAKER POLES

F.5.1 MANUFACTURER

(a) Manufacturer is optional.

F.5.2 MATERIALS

(a) The material is optional.

F.5.3 CONSTRUCTION

(a) Construction is optional.

F.5.4 FITTINGS

(a) Fittings are optional.

F.5.5 DIMENSIONS

minimum maximum

Spinnaker pole length 2540 mm

F.6 STANDING RIGGING

F.6.1 MATERIALS

(a) Optional

F.6.2 CONSTRUCTION

(a) MANDATORY

(1) A **forestay**

(2) **Shrouds**

(b) OPTIONAL

(1) One **trapeze** wire each side. **Trapeze** wires are not allowed for **Classic** Wood boats.

(2) **Backstay** on Classic boats.

F.6.3 FITTINGS

(a) Optional

F.6.4 DIMENSIONS

| | minimum | maximum |
|--|---------|---------|
| Standing rigging - diameter | 3mm | ..... |

F.7 RUNNING RIGGING

F.7.1 MATERIALS AND CONSTRUCTION

(a) Materials and construction are optional.

Section G – Sails

G.1 PARTS

G.1.1 MANDATORY

(a) **Mainsail**

(b) **Headsail**

G.1.2 OPTIONAL

(a) **Spinnaker**

G.2 GENERAL

G.2.1 RULES

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

(b) The TOTAL sail area, by measurement as detail below of the mainsail and largest headsail carried aboard shall be a Maximum of 17.65m²

(c) MORRISON boats shall carry sails as designated and controlled below.

G.2.2 CERTIFICATION

(a) The **official measurer** shall **certify** mainsails and headsails in the **tack** and spinnakers in the **head** and shall sign and date the **certification mark**. The area of the mainsail and headsail shall be marked in figures not less than 30mm high at the **tack**. (Area on Classic and Proctor only)

G.2.3 DEFINITIONS

- (a) Dimension “A” can be found in rule C.9.4 (a) and Dimension “B” can be found in C.9.5 (a).
- (b) The half width measurement shall be taken along the line of the fold which is formed when the top forward corner of the headboard is placed on the **tack point**, with the two halves coinciding and the sail smoothed flat and laid on a flat floor. The measurement shall be taken over the full width of the sail including roping and hollows in the leech shall be bridged by straight lines.
- (c) The three quarter width measurement shall be taken along the line of the fold which is formed when the top forward corner of the headboard is placed on the mid point of the **luff**, with the two upper quarters of the **luff** coinciding and the sail smoothed flat and laid on a flat floor. The measurement shall be taken over the full width of the sail including roping and any hollow leech shall be bridged by a straight line.
- (d) **MORRISON** Division sails shall be measured in accordance with the ERS.

G.2.4 SAILMAKER

- (a) No licence is required.

G.3 MAINSAIL

G.3.1 IDENTIFICATION

- (a) The class insignia shall be **18** and be not less than 300mm in height. It shall be placed in accordance with the RRS Appendix G.
- (b) The national letters (optional) and sail numbers shall comply with the RRS except where prescribed otherwise in these **class rules**.

G.3.2 MATERIALS

CLASSIC & PROCTOR:

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

MORRISON:

- (d) The **ply** fibres shall consist of polyester, HMPE or Aramid.
- (e) **Stiffening** shall consist of:
 - (1) Headboards – plastic, aluminium.
 - (2) Battens – GRP, foam or a combination of.
- (f) **Sail reinforcement** shall consist of polyester, HMPE or Aramid

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.

- (c) The **body of the sail** for MORRISON shall consist of **woven** and/or **laminated ply** throughout.
- (d) The **sail** shall have a maximum of 4 batten **pockets** in the **leech**. The space between any batten pockets in the sail shall divide the aft edge of the sail into approximately equal parts. The uppermost pocket if fitted may extend from **luff** to **leech**.
MORRISON sails shall have 5 batten **pockets** in the **leech**. The uppermost 2 battens shall extend from the **luff** to the **leech**. The outboard end of the upper batten pocket shall be placed at the intersection of the **head** and the **leech**. The spacing of the lower 3 battens is optional.
- (e) The following are permitted: Stitching, glues, tapes, bolt ropes, corner eyes, headboard with fixings, Cunningham eye or blocks, **batten pocket patches**, batten pocket elastic, batten pocket end caps, mast and boom slides, leech line with cleat, one **window** below **half width**, tell tales, sail shape indicator stripes and items as permitted or prescribed by other applicable *rules*. N.B. Windows (size and position) are optional in MORRISON sails
- (f) The foot roach shall be measured with the sail laid flat and flaked horizontally above the foot to allow the lower portion of the sail to lie as flat as possible. The foot roach shall be measured at 90° to the straight line joining the **clew point** to the **tack point**.

G.3.4 DIMENSIONS

Where no limit(s) for a particular dimension is given then the item is not controlled and need not be measured.

| | minimum | maximum |
|---|---------|--------------------|
| (a) The area of the mainsail shall be calculated by the formula (AxB)/2 and shall be rounded up to the next whole 0.001m ² | | |
| Half width | | B/2 +820 mm |
| Three-quarter width | | B/4 +710 mm |
| Window area | | 0.4 m ² |
| Window to sail edge | | 20 mm |
| Batten pocket length: | | |
| uppermost pocket if fitted: | | |
| inside | | 1200 mm |
| other pockets: | | |
| inside | | 1020 mm |
| | | |
| <u>MORRISON</u> Leech length | | 8000 mm |
| <u>MORRISON</u> Foot roach | | 125 mm |
| <u>MORRISON</u> Top Width | | 650 mm |
| <u>MORRISON</u> Half Width | | 2010 mm |
| <u>MORRISON</u> Three-quarter width | | 1340 mm |
| <u>MORRISON</u> Batten pocket length: | | |
| Lower 3 pockets: | | |

inside 1270 mm
Head point to intersection of **leech** and centreline of
 2nd **batten pocket** down from **head** 1450 mm ... 1550mm

G.4 HEADSAIL

G.4.1 MATERIALS

CLASSIC & PROCTOR

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

MORRISON:

- (c) The **ply** fibres shall consist of polyester.
- (d) **Stiffening** shall consist of:
 - (1) Battens – GRP, foam or a combination of.
- (e) **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** for **CLASSIC & PROCTOR** shall consist of the same **woven ply** throughout.
- (c) The **body of the sail** for **MORRISON** shall consist of **woven ply** throughout.
- (d) **MORRISON** headsails may have 3 battens in the leech with optional spacing.
- (e) The following are permitted: Stitching, glues, tapes, corner eyes, hanks, leech line with cleat, one **window** below **half width**, zip luff pocket, tell tales, sail shape indicator stripes and items as permitted or prescribed by other applicable *rules*. . N.B. Windows (size and position) are optional in **MORRISON** sails

G.4.3 DIMENSIONS

Where no limit(s) for a particular dimension is given then the item is not controlled and need not be measured.

“L” is the straight line distance between the **head point** and the **tack point**.

“D” is the **luff perpendicular**.

- | | minimum | maximum |
|---|---------|--------------------|
| (a) The are of the sails shall be calculated by the formula (LxD)/2 and shall be rounded up to the next whole 0.001m ² | | |
| Zip luff pocket width (optional) | | 50 mm |
| Window area | | 0.4 m ² |
| Window to sail edge | 20 mm | |

- MORRISON** Leech length..... 5430 mm
- MORRISON** Luff length 5800 mm
- MORRISON** Foot Median..... 5630 mm
- MORRISON** Foot Length..... 2250 mm

MORRISON Top width 80 mm

MORRISON Batten pocket length:

Top pocket:

inside 320 mm

Middle pocket:

inside 520 mm

Lower pocket:

inside 670 mm

G.5 SPINNAKER

G.5.1 MATERIALS

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

G.5.2 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 following are permitted: Stitching, glues, tapes, corner eyes, recovery line eyes, tell tales and items as permitted or prescribed by other applicable *rules.*

G.5.3 DIMENSIONS

Where no limit(s) for a particular dimension is given then the item is not controlled and need not be measured.

minimum maximum

CLASSIC AND PROCTOR

Luff & Leech lengths mm .. 5490 mm

Foot length mm .. 3660 mm

Difference between **diagonals** 30 mm

Half width 2540 mm .. 3660 mm

MORRISON:

Luff & Leech lengths 6050 mm

Foot length 4000 mm

Difference between **diagonals** 30 mm

Half width 4200 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 FLOATATION TESTS

H.1 GENERAL

- H.1.1 There are two types of flotation test: Immersion test, Inspection/air-test.
- H.1.2 The immersion test shall be carried out on all new boats prior to initial certification and thereafter at intervals not exceeding 36 months.
- H.1.3 The inspection/air test shall be carried out at intervals not exceeding 24 months except when an immersion test has been carried out during the previous 24 months.
- H.1.4 Only when the owner is satisfied with the results of the test shall the measurement certificate be endorsed in accordance with rule B2.

H.2 IMMERSION TEST

- H.2.1 The boat with mast stepped, but with booms, sails and all loose equipment removed shall be floated on its beam ends for not less than five minutes to port and five minutes to starboard while supporting persons not immersed above the knee and weighing not less than 200kg in total. The masthead may be supported at the water level.

The boat with mast stepped, but with booms, sails and all loose equipment removed shall be subsequently righted and immediately floated upright for not less than ten minutes with its sheerline approximately parallel to the waterline while supporting a weight of not less than 200kg in total made up of persons not immersed above the knee or metal weights.
- H.2.2 During the test all flotation apparatus shall remain functioning to the satisfaction of the owner and not more than 5.0 litres of water shall penetrate any flotation unit.

H.3 INSPECTION/AIR TEST

- H.3.1 The condition and fastenings of all attached flotation apparatus shall be sound to the satisfaction of the owner. All flotation tanks shall pass the air test detailed in rule H.3.3 or the immersion test detailed in rule H.2.
- H.3.2 When the owner is not satisfied as to the results of an inspection/air test he may require the boat to undergo an immersion test.
- H.3.3 Air test. All hatches and drain holes in flotation tanks shall be closed using their normal covers, fastenings and stoppers except where a tube to an air pressure source and gauge are connected. Equipment for producing an air

pressure differential between the inside of the tank and the atmosphere and a water gauge for measuring the differential shall be connected to the tank. Air pressure shall be applied to the tank to produce a differential reading of at least 125mm on the water gauge. After isolating the tank from the pressure source, the pressure differential shall not reduce from 125mm to 50mm in less than 30 seconds.

H.4 DIVISION CATEGORIES

It is recommended that the class is divided into the following divisions for racing. The important points to note are the fact that **Classic** boats are not allowed a trapeze and shall have the 29.5kg centreboards.

| Category | Hull weight Kg | Centreboard weight Kg | Trapeze Allowed | Carbon Spars Allowed |
|----------------|----------------|-----------------------|-----------------|----------------------|
| Morrison | 160 | N/A | Yes | Yes |
| Proctor A | 200 | N/A | Yes | Yes |
| Proctor B | 250 | N/A | Yes | Yes |
| Classic GRP | 290 | 29.5 | No | Yes |
| Classic Timber | 215 | 29.5 | No | Yes |

Local class associations and organising authorities may amend these divisions.

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