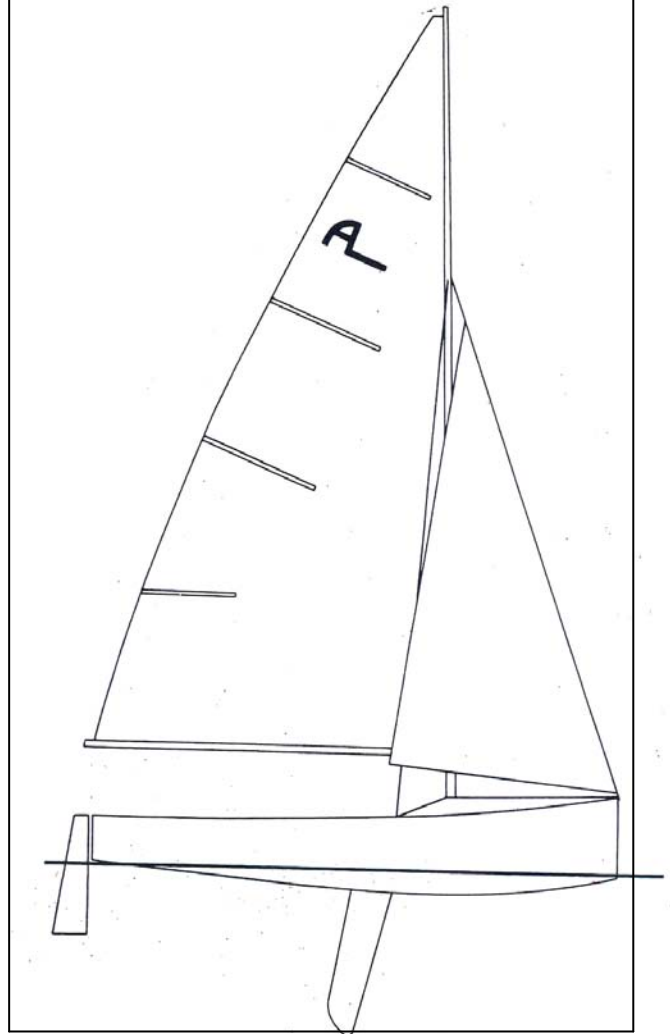


# ALBACORE™

## CLASS RULES



MARCH 2004

# **ALBACORE™ CLASS RULES**

**1 March 2004**

## **PART A - ADMINISTRATION**

### **1 GENERAL**

- 1.1 The Albacore is a restricted class.
- 1.2 These rules are complementary to the Measurement Form. Any interpretation shall be made by the Association.
- 1.3 In the event of discrepancy between these rules and/or the Measurement Form the matter shall be referred to the Association.
- 1.4 All boats shall be built in accordance with the class rules and specifications.
- 1.5 The association accepts no legal responsibility in respect of these rules or any claims arising therefrom.

### **2 BUILDERS**

- 2.1 Hulls shall be produced only by builders licensed by the Association.
- 2.2 Apart from the restriction above an Albacore hull may be finished by any professional or amateur builder.

### **3 BUILDING FEE**

- 3.1 The building fee may be established by the Association.
- 3.2 The building fee shall be payable by the builder on each boat whether or not it is subsequently measured and registered. Payment shall be made to the Association, which will issue a building fee receipt.

### **4 REGISTRATION AND MEASUREMENT CERTIFICATE**

- 4.1 A valid measurement certificate may be a condition of entering any regatta.
- 4.2 The Association will issue sail numbers, which will be consecutive, only on receipt of the building fee or building fee receipt.

- 4.3 The certificate will be obtained from the National Association.
- 4.4 The certificate is valid for twelve months from the date of the original buoyancy test or any subsequent buoyancy test provided it is signed by the owner with the date of the last test and that this signature is witnessed and endorsed by a person or persons in each country designated by the respective national association.
- 4.5 Change of ownership invalidates the certificate but shall not necessitate re-measurement. The new owner may apply to the Association for a new certificate returning the old certificate together with a re-registration fee and stating the necessary particulars. A certificate shall then be issued to the new owner.
- 4.6 It is the owner's responsibility to ensure that his boat, spars, sails and equipment comply with the class rules at all times, and that alterations, replacement or repairs to the boat, spars, sails or equipment do not invalidate the certificate.
- 4.7 Notwithstanding anything contained in these rules, the Association shall have the power to refuse to grant a certificate to or withdraw a certificate from any boat.

## **5 MEASUREMENT**

- 5.1 Only an Association approved measurer shall measure a boat, its spars, sails and equipment and sign the declaration on the measurement form that they comply with the class rules.
- 5.2 Measurement tolerances are intended to allow for genuine building errors and shall not be deliberately used to alter the design. The measurer shall report on the measurement form anything that he considers to be a departure from the intended nature and design of the boat, or to be against the general interest of the class, and a certificate may be refused, even if the specific requirements of the rules are satisfied.
- 5.3 A Measurer shall not measure a boat, spars or equipment, owned or built by himself or in which he is an interested party or has a vested interest.
- 5.4 New boats, spars, sails and equipment shall comply with the current rules.
- 5.5 For the measurement certificate and buoyancy endorsements to be valid, all hulls, spars, sails and equipment shall comply with either the current class rules or those class rules applying to them at the time when the original certificate was issued or endorsement signed with additional requirement that those items marked with an asterisk

in Part B and Part D of the rules shall comply with the current class rules. Any alterations, replacements or repairs shall comply with the current class rules.

- 5.6 New or substantially altered sails shall be measured by an approved Measurer who shall sign and date the sails near the tack. The details shall be recorded on the certificate and the entry signed by the Measurer.
- 5.7 All boats, spars, sails and equipment shall be liable to re-measurement at the discretion of the Association or race committee.

## **PART B - MEASUREMENT RULES**

### **1 IDENTIFICATION MARKS**

- 1.1 The hull shall display the sail number, either cut into or permanently marked on either the hog, transom or thwart in figures not less than 25mm in height.
- 1.2 The mainsail shall carry identification marks as indicated in Rule 13.4.
- 1.3 All emblems, numbers and letters shall be of a durable material securely attached.

### **2 CONSTRUCTION**

- 2.1 Hulls shall be built of wood or GRP on moulds approved by the Association.
- 2.2 The wood shell, i.e., the hull except for the transom, shall be of uniform thickness throughout, minimum 6mm, maximum 10mm constructed by moulding. The transom shall be built into the shell by the licensed builder and shall be not less than 17mm thick.
- 2.3 The GRP hull shall be constructed in accordance with methods proposed by the builder and approved by the Association.

### **3 HULL MEASUREMENT**

#### **3.1 DEFINITIONS**

- 3.1.1 Axes of measurement: words such as “fore”, “aft”, “above”, “height”, “depth”, “length”, “beam”, and “freeboard” acquire a precise meaning in measurement as they are all taken to refer to a boat in measurement trim. All measurement denoted by these, or similar words, shall be taken parallel to one of the three major axes of the hull - vertical, longitudinal or transverse - related to the baseplane.
- 3.1.2 The aft measurement point (AMP): The aft measurement point (AMP) 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 keel and keel bands.
- 3.1.3 Sheerline: The sheerline is the intersection of the line of the top of the deck and the outside skin, projected if necessary.

- 3.1.4 Stations 1 to 12 inclusive: Stations shall be athwartships planes measured horizontally forward from the AMP as follows:

Station	Dimension
1	0mm
2	610mm
3	1220mm
4	1830mm
5	2285mm
6	2743mm
7	3353mm
8	3962mm
9	4115mm
10	4267mm
11	4419mm
12	4519mm

- 3.1.5 Baseline (BL): The baseline shall be set 150mm athwartships from the hull fore and aft centreline on the starboard side of the hull 250mm vertically from the outside surface of the hull shell at Station 1 and 142mm from the outside surface of the hull shell at Station 8.
- 3.1.6 Athwartships line (AL): The athwartships line shall be set 250mm vertically from the outside surface of the hull shell 150mm athwartships each side of the hull fore and aft centreline at Station 1.
- 3.1.7 Baseplane (BP): The baseplane is a horizontal plane passing through the BL and AL.

## **3.2 MEASUREMENT**

- 3.2.1 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).
- 3.2.2 The overall length of the hull measured from the aft face of the transom to a point where the line of the deck meets the line of the stem, or stemband if fitted, shall be 4570mm±15mm.
- 3.2.3 A fair and continuous keel capping, which should be bevelled to fair into the keel band, shall be fitted outside wood hulls, so that there is not less than 12mm or more than 20mm clear of the skin at the centre extending from the fore foot to the transom. The width shall be not more than 95mm and at any point within 2850mm of the aft face of the transom not less than 75mm. GRP hulls shall have an

integral keel capping, the dimensions of which are controlled by the approved mould.

3.2.4 Wooden hulls shall be fitted with a metal or plastic keelband, extending the full length of the keel, not less than 3mm or more than 6mm thick.

3.2.5 The distance from the outside surface of the hull shell to the BP 150mm athwartships each side of the hull fore and aft centreline at Stations shall be:-

Station	Minimum	Maximum
2	164mm	184mm
3	99mm	119mm
4	50.5mm	70.5mm
5	31mm	51mm
6	24mm	44mm
7	53mm	73mm
8 (Portside only)	132mm	152mm

The distance from the outside surface of the hull shell, excluding keelband or its GRP equivalent, to the BP on the hull fore and aft centreline at Stations shall be:-

Station	Minimum	Maximum
9	69mm	89mm
10	95mm	115mm
11	127mm	147mm
12	145mm	165mm

3.2.6 The distance from the outside surface of the hull shell to the BP 300mm, 450mm and 600mm athwartships each side of the hull fore and aft centreline at Stations shall be:-

Station	300mm		450mm		600mm	
	Min	Max	Min	Max	Min	Max
1	266mm	286mm	322mm	342mm	-	-
3	121mm	141mm	147mm	167mm	196mm	216mm
5	56mm	76mm	88mm	108mm	145mm	165mm
7	115mm	135mm	205mm	225mm	-	-
8	282mm	302mm	-	-	-	-

The distance from the outside surface of the hull shell to the BP 50mm, 100mm and 150mm athwartships each side of the hull fore and aft centreline at Stations shall be:-

Station	50mm		100mm		150mm	
	Min	Max	Min	Max	Min	Max
9	96mm	116mm	130mm	150mm	176mm	196mm
10	127mm	147mm	180mm	200mm	-	-
11	194mm	214mm	-	-	-	-

- 3.2.7 A bilge keel shall be fitted on each side of the 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 bilge keel shall be 60mm  $\pm$ 10mm wide and not less than 5mm thick at the centre for at least 1220mm of its length. 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, but the overall length shall not exceed 1575mm and the fairing at each end shall be similar. GRP hulls shall have integral bilge keels the dimensions of which are controlled by the approved mould.
- 3.2.8 The fore end of the centreboard slot shall be not more than 2670mm and the aft end of the slot shall be not less than 1140mm from the aft face of the transom measured along the line of the keel. The leading edge of the centreboard when lowered and at 90° to the keel, shall be not more than 2670mm or less than 2600mm from the aft face of the transom measured along the line of the keel.
- 3.2.9 The height of the stem, from the top of the deck at the centreline to the line of the keel projected, shall be not more than 725mm or less than 660mm.
- 3.2.10 The depth at mid-length, measured vertically from the sheerline to the inside of the skin 150mm from the fore and aft centreline, shall be not more than 610mm or less than 570mm.
- 3.2.11 The depth of the transom, measured vertically from the sheerline to the bottom of the keel capping, shall be not less than 350mm.
- 3.2.12 The height of the centreboard case, excluding any capping, measured from and at right angles to the hog, (or equivalent surface in a GRP hull) shall be not more than 330mm at any point or less than 300mm at a point 2300mm from the aft face of the transom.
- 3.2.13 Boats shall be fully decked from the stem. The decking shall extend not more than 1450mm from the stem, measured to a point 75mm from the centreline. 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 within the permitted tolerance. No part of the upper surface of the foredeck, inside the sheerline shall fall below the sheerlevel.



- 3.2.14 An aft deck is optional but if fitted, shall extended not more than 915mm forward of the aft face of the transom.
- 3.2.15 The beam, measured to the outside of the skin excluding any deck overhang, at the widest section shall be not less than 1535mm or more than 1575mm.
- 3.2.16 A deck overhang shall be incorporated and shall project not less than 12mm or more than 77mm outboard of the sheerline, except that it may be faired into the hull within 100mm of the bow and transom.
- 3.2.17 Side decks shall be fitted between the foredeck and the transom or aft deck. They may be faired into the foredeck but aft of the shrouds the width, measured in plan from the sheerline, shall be not more than 185mm or less than 80mm including the carlin. No part of the upper surface of the side decks inside the skin shall fall below the sheerline, except that the inner edge of the deck or carlin supporting the edge may be splayed or rounded providing that such splay or round does not extend more than 50mm from the inner edge of the deck measured in plan at any point and that the lower edge of the deck or carlin is not more than 50mm below the sheerline.
- 3.2.18 The sides of the centreboard case shall be not more than 20mm thick. The internal width of the case shall not exceed 30mm except that the lower edge of the slot may be rounded to a radius of not more than 5mm and/or a recess 25mm high by 5mm wide, may be formed to accommodate the slot rubbers.
- 3.2.19 Benches, which may take the form of buoyancy tanks, shall be fitted on each side so that their upper surfaces are not more than 10mm above the level of the highest point of the centreboard case. The side benches shall extend forward from a point not more than 915mm from the aft face of the transom to at least as far as the shrouds. The width of the side benches shall be not more than 355mm nor less than 300mm with the upper surface not varying athwartships from the horizontal by more than 10mm except that the inner edge may be splayed or rounded provided that forward of a point 1600mm from the aft face of the transom such splay or round does not extend from the inner edge more than 50mm in both plan and elevation.
- 3.2.20 A transom shall be fitted the top of which where below the level of the sheerline at transom shall form a continuous curve. No part of the curve shall be more than 100mm below the level of the sheerline at transom nor, where below the level of the sheerline at transom have a radius of less than 500mm. Alternatively a tiller port may be fitted not exceeding 230mm wide by 100mm high.

- 3.2.21 A maximum of two drain holes not exceeding 500 square mm each may be fitted.
- 3.2.22 A maximum of two drain ports may be fitted in the transom; each port shall
- (a) Not exceed 0.033m<sup>2</sup> in area.
  - (b) Not be within 25mm of the top of the transom, any part of the outside of the hull, the other port or drain hole.
- 3.2.23 Draining port closing devices shall be fitted to each drain port and shall:-
- (a) Never act as an extension of the hull skin
  - (b) Never come within 15mm of the outside skin of the hull
  - (c) Be capable of being re-closed while sailing.
- 3.2.24 Not more than two suction bailers may be fitted and the total effective cross sectional area shall not exceed 1300mm<sup>2</sup>.
- 3.2.25 Subject to rule 3.2.20, there shall be no holes openings or cutaways in the transom below the actual sheerline of the hull other than the permitted drain ports and drain holes.
- 3.2.26 The sheer shall be a fair continuous concave curve.
- 3.2.27 The tumble home of the topside shall not exceed 25mm on each side.

## **4\*** **BUOYANCY**

### **4.1 SPECIFICATION**

- 4.1.1 The boat shall be fitted with buoyancy apparatus giving a total positive buoyancy of not less than 360kg. The buoyancy shall be in at least three units. Where one or more units of buoyancy are contained or enclosed within another, they shall be counted together as one unit.
- 4.1.2 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.
- 4.1.3 In boats with hull shells and decks constructed substantially of non-buoyant material the buoyancy shall include three units of not less than 0.06m<sup>3</sup> of closed cell foam buoyancy material and the builder shall certify on the measurement form that this buoyancy is fitted.

Additional buoyancy of any type may be fitted under the deck or side benches.

- 4.1.4 Buoyancy apparatus shall not extend into the floor space, which shall be taken as 355mm from the centreline between the shrouds to 305mm from the centreline 915mm forward of the aft face of the transom.
- 4.1.5 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.
- 4.1.6 When flooded, in full racing trim but excluding sails and with 270kg of weight of iron or denser material or of persons not immersed above the knee be added in the vicinity of the centreboard case the buoyancy apparatus shall be such that the gunwales shall remain clear of the water.

## **4.2 TESTS**

- 4.2.1 Buoyancy tests shall be undertaken by the owner who shall sign and date the certificate and arrange for such signature to be witnessed in accordance with rule 4.4 Part A.
- 4.2.2 The initial buoyancy test for boats with built-in buoyancy tanks shall consist of either a dry pressure/vacuum test as defined in rule 4.2.3 or of the immersion of each buoyancy unit for at least 5 minutes when all units shall be in sound condition. The initial buoyancy test for boats without built-in buoyancy tanks shall consist of the immersion of each buoyancy unit for at least 5 minutes when all units shall be in sound condition. After an immersion test, each tank shall contain not more than ½ litre of water.
- 4.2.3 At subsequent buoyancy tests, boats with hull shells and decks constructed substantially of wood shall have, at yearly intervals, their buoyancy apparatus checked by the owner (reference rule 4.4, Part A) 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, a dry pressure/vacuum test as defined in Rule 4.2.3 or an immersion test as detailed in rule 4.2.1 shall be undertaken. Boats with hull shells and/or decks constructed substantially of GRP. shall have a dry pressure/vacuum test as defined in rule 4.2.3 or an immersion test as detailed in rule 4.2.1 undertaken at yearly intervals.
- 4.2.3 Dry buoyancy pressure/vacuum tests shall be conducted as follows:

- 4.2.3.1 All openings in buoyancy compartments shall be closed with their own stoppers except where tubes for a pressure/vacuum gauge and source are connected.
- 4.2.3.2 Equipment for producing and assessing pressure differentials between buoyancy compartments and surrounding atmosphere shall be connected to the compartment.
- 4.2.3.3 Super or sub atmospheric pressure shall be applied to the compartment, sufficient to produce a reading of at least 125mm water gauge.
- 4.2.3.4 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.

## **5 FITTINGS**

- 5.1 All fittings, except those specifically prohibited in Rule Part B14 are optional.

## **6 WEIGHT**

- 6.1\* Boats shall be weighed with the internal and external surfaces dry to the satisfaction of the measurer.
- 6.2\* The hull in dry condition, including correctors, if fitted, shall weigh not less than 109kg. This weight includes the keel band and essential fixed fittings which are normally screwed, glued or bolted in place and fixed buoyancy apparatus, but excludes the mast, boom, centreboard, rudder, detachable floor boards and other equipment.
- 6.3\* Corrector weights may be fitted and if fitted shall be not more than 9kg weight in total. Corrector weights if fitted, shall be fixed to the transom with the exception that not more than 5kg weight of correctors may be fitted forward of the transom but shall be not less than 250mm above the hog, not more than 150mm from the fore and aft centreline, not more than 2400mm forward of the aft face of the transom. The total weight of correctors shall be recorded on the measurement certificate.
- 6.4\* Correctors shall not be removed unless the boat is re-weighed by a measurer who shall endorse the revised weight on the certificate.
- 6.5\* The sailing weight shall be not less than 136kg. This weight includes the hull, mast complete with standing and running rigging, mainsail, headsail, boom, sheets, rudder, tiller, centreboard and all normal fittings.

## **7 CENTREBOARD**

- 7.1 If of streamline section shall be of wood and/or GRP construction except for normal protective edges.
- 7.2 If of metal, the Centreboard shall be of normal commercial flat sheet not less than 6mm thick. Any fairing shall extend not more than 25mm from the edges.
- 7.3 The centreboard shall have no moving parts or devices to change the angle or pitch in the transverse plane and when housed shall not extend above the sheerline or below the keel.
- 7.4 The profile of the centreboard, including any protective strips, shall be measured according to the centreboard profile drawing. The width of the board shall be measured at right angles to the leading edge. Measurement AD, which shall be  $350\text{mm}\pm 10\text{mm}$ , being taken at the centre of the pivot hole and measurement BC, which shall be  $280\text{mm}\pm 10\text{mm}$ , being taken with point B 1000mm from point A. The leading and trailing edges between measurement points AB and CD shall not deviate from the straight lines by more than 5mm. The bottom part of the centreboard below the line BC may be of any shape but must be within the area bounded by the straight line extensions of the leading and trailing edge. The overall length measured from the pivot hole shall be not more than 1270mm or less than 1220mm. The top part of the centreboard above the line AD may be of any shape but shall be of uniform thickness.

## **8 RUDDER**

Subject to Rule 14.8 the rudder may be lifting or fixed and of any shape or material. When in position on the hull and fully lowered, it shall project not less than 550mm below the intersection of the line of the keel and transom measured along the line of the aft face of the transom.

## **9 MAST**

- 9.1 The mast shall be of wood or aluminium alloy. The sail track may or may not be integral with the mast and may be of any material.
- 9.2 Metal masts shall be constructed of standard grade marine aluminium alloy from a section with a minimum weight of 0.90kg per metre where untapered and minimum wall thickness of 1.5mm as specified by the manufacturer.

- 9.3 Tapering is allowed above the forestay attachment.
- 9.4 The mast surfaces shall be relatively smooth with no fairings on the surface of the mast designed to change its windage characteristics.
- 9.5 The mast may have only one set of spreaders and/or one pair of jumper struts.
- 9.6 The mast, including any sail track but excluding rigging and fittings, shall be able to pass through a 100mm diameter circle.
- 9.7 Distinctively coloured bands, not less than 10mm wide, shall be marked indelibly on the mast as follows:-  
No. 1 The upper edge of which shall be not more than 610mm or less than 505mm above the sheerline.  
No. 2 The lower edge of which shall be not more than 5640mm above the upper edge of band No. 1.
- 9.8 No part of the headsail boom fitting(s) attached to the mast shall project more than 40mm from the mast.
- 9.9 The distance of the foreside of the mast, at deck level, from the aft face of the transom shall be not more than 3330mm or less than 3225mm. Rigid stops shall be fitted to prevent movement beyond these limits.
- 9.10 The fore side of the mast at the foot shall be not more than 3350mm or less than 3250mm from the aft face of the transom and the foot of the mast shall not be moved or be allowed to move while racing.
- 9.11 The mast 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.
- 9.12 Rotating masts are not permitted.
- 9.13 The distance between the bottom of the mast, when stepped and the top of the hog (or equivalent surface in a GRP hull) measured along the line of the mast shall be not more than 150mm.

## **10 BOOM**

- 10.1 The boom shall be of wood or aluminium alloy.
- 10.2 The boom complete with sail track, but excluding other fittings, shall be able to pass through a 100mm diameter circle.

- 10.3 A distinctively coloured band not less than 10mm wide, shall be marked indelibly on the boom the inner edge of which shall be not more than 2950mm from the extension of the line of the aft side of the mast track.
- 10.4 When racing, the top of the fore end of the boom shall not be lower than the upper edge of the lower mast band.

## **11 HEADSAIL POLE**

- 11.1 The overall length of the headsail pole including fittings shall not exceed 1830mm.
- 11.2 A headsail pole may be used to sheet the headsail to windward or to leeward. No part of the headsail pole or its fittings may extend more than 50 mm outside of the headsail clew.

## **12 STANDING AND RUNNING RIGGING**

- 12.1 One forestay and two 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. Both sails must be capable of being raised and lowered by halyards.
- 12.2 The forestay and headsail halyard, or their extensions, shall intersect the foreside of the mast at a point not more than 4270mm above the sheerline.
- 12.3 The distance of the shrouds at deck from the aft face of the transom shall not exceed 2795mm.
- 12.4 The type and material of the running rigging is optional.

## **13 SAILS**

### **13.1 General**

- 13.1.1 Anything not specifically permitted by these class rules is PROHIBITED.
- 13.1.2 Sails shall be made and measured in accordance with the Equipment Rules of Sailing 1997 - 2000, except where varied herein. Where a term defined or a measurement given in the Equipment Rules of Sailing 1997 - 2000 is used in these rules it is printed in *"italic"* type.
- 13.1.3 The manufacturer of *sails* is optional.

## **13.2 Mainsail**

### **13.2.1 Construction**

- 13.2.1.1 The construction shall be: *Soft sail, single ply sail.*
- 13.2.1.2 The *body of the sail* shall consist of woven ply. Except within 350mm of the *foot*, the ply shall be the same throughout. The *ply* fibres shall be of polyester.
- 13.2.1.3 The *sail* shall have not more than four *batten pockets* which shall be in the *leech*.
- 13.2.1.4 The following are permitted: Stitching, glues, tapes, bolt ropes, corner eyes, headboard with fixings, Cunningham eye/pulley, batten pocket elastic, battens, mast and boom slides, leech line with cleat, two windows, sailmaker label, tell tales.



### 13.2.2 Dimensions

		Minimum	Maximum
<i>Leech length</i>			6120mm
<i>Half width</i>			1850mm
<i>Three-quarter width</i>			1045mm
<i>Top width</i>			125mm
<i>Ply weight of the body of the sail</i>		128.4g/m <sup>2</sup>	
<i>Primary reinforcement</i>			350mm
<i>Secondary reinforcement:</i>			
	from <i>corner measurement points</i>		1050mm
	for <i>flutter patches</i>		120mm
	for <i>chafing patches</i>		1050mm
	for <i>batten pocket patches</i>		175mm
<i>Tabling width</i>			40mm
<i>Seam width</i>			20mm
<i>Window area</i>			0.19m <sup>2</sup>
Shortest distance from <i>window</i> to <i>edge of sail</i>		150mm	
<i>Batten pocket length:</i>			
Inside	Uppermost and lowermost pockets		770mm
	Intermediate pockets		1030mm
<i>Batten pocket width:</i>			
	Inside		50mm
	Outside		90mm
<i>Head point</i> to intersection of <i>leech</i> and centreline of uppermost <i>batten pocket</i>		1175mm	1224mm
<i>Clew point</i> to intersection of <i>leech</i> and centreline of lowermost <i>batten pocket</i>		1175mm	1224mm

### 13.3 Headsail

#### 13.3.1 Construction

13.3.1.1 The construction shall be: *Soft sail, single ply sail.*

13.3.1.2 The *body of the sail* shall consist of the same *woven ply* throughout.  
The *ply* fibres shall be of polyester.

13.3.1.3 The following are permitted: Stitching, glues, tapes, corner eyes, Cunningham eye, hanks, luff wire, leech line with cleat, one window, sailmaker label, tell tales.

13.3.1.4 The *leech*, between the *aft head point* and *clew point*, shall be straight or concave.

**13.3.2 Dimensions** (to be measured as a headsail)

	Minimum	Maximum
Area of sail		3.310m <sup>2</sup>
<i>Top width</i>		30mm
<i>Ply weight of the body of the sail</i>	128.4g/m <sup>2</sup>	
<i>Primary reinforcement</i>		300mm
<i>Secondary reinforcement:</i>		
from <i>corner measurement points</i>		900mm
for <i>flutter patches</i>		100mm
for <i>chafing patches</i>		900mm
<i>Tabling width</i>		40mm
<i>Seam width</i>		20mm
<i>Window area</i>		0.19m <sup>2</sup>
Shortest distance from <i>window to edge of sail</i>	150mm	

13.3.3 The area of the sail shall be calculated from:

$$\frac{L \text{ (in mm)} \times LP \text{ (in mm)}}{2,000,000}$$

where L is the *luff length* and LP is the *luff perpendicular*. The calculated area shall be rounded up to the next 0.001m<sup>2</sup>.

**13.4 Class Insignia, National Letters and Sail Numbers**

13.4.1 The class insignia and the sail number and letters, as issued by the Association shall be in accordance with RRS 77 and Appendix G, except where varied herein.

13.4.2 Numbers and letters shall be of the following dimensions:

	Minimum
Height	300mm
Width (except number "1" or letter "I")	200mm
Thickness	40mm
Spacing between adjoining numbers or letters	60mm

13.4.3 The class insignia shall conform with the dimensions and requirements as detailed in the diagram contained in Part C these rules. The class insignia shall not be shown on headsails.

### **13.5 Additional Rules**

13.5.1 Only sails endorsed in accordance with rule 13.5.2 shall be used.

13.5.2 Not more than one mainsail and not more than one headsail shall be endorsed on the certificate when originally issued. Sails may be added by endorsement as additions or replacements (but not both) at the rate of one mainsail and one headsail (two headsails in the UK) during each succeeding twelve month period commencing from the date of issue of the original/initial measurement certificate. The Association shall have the discretion to permit the endorsement of further replacement sails in the event of loss or damage.

13.5.3 Not more than one mainsail and one headsail shall be carried on board.

13.5.4 The mainsail shall be set so that the highest visible point at the head is lower than the lower edge of the upper mast measurement band and so that the aftmost visible part of the *leech* is forward of the inner edge of the boom measurement band.

13.5.5 Loose footed mainsails are not permitted.

## **14\* PROHIBITIONS**

14.1 Self draining apparatus except for suction bailers and transom draining ports.

14.2 Any apparatus or contrivance outboard, or extending outboard, the purpose or effect of which is, or may be, to support or assist in supporting a member of the crew outboard or partially outboard.

14.3 Spinnakers

14.4 Boweyes which extend forward of the stem.

14.5 Any device to alter the effective shroud length while racing in the United States of America and/or Canada.

14.6 Sail zippers or other similar closing devices.

14.7 Double luff headsails.

14.8 The use of exotic materials in the construction of any part of the completed boat, except fittings. Such materials include:-  
(a) Kevlar. (b) Carbon fibre. (c) Titanium.

14.9 Electronic devices other than timing devices.

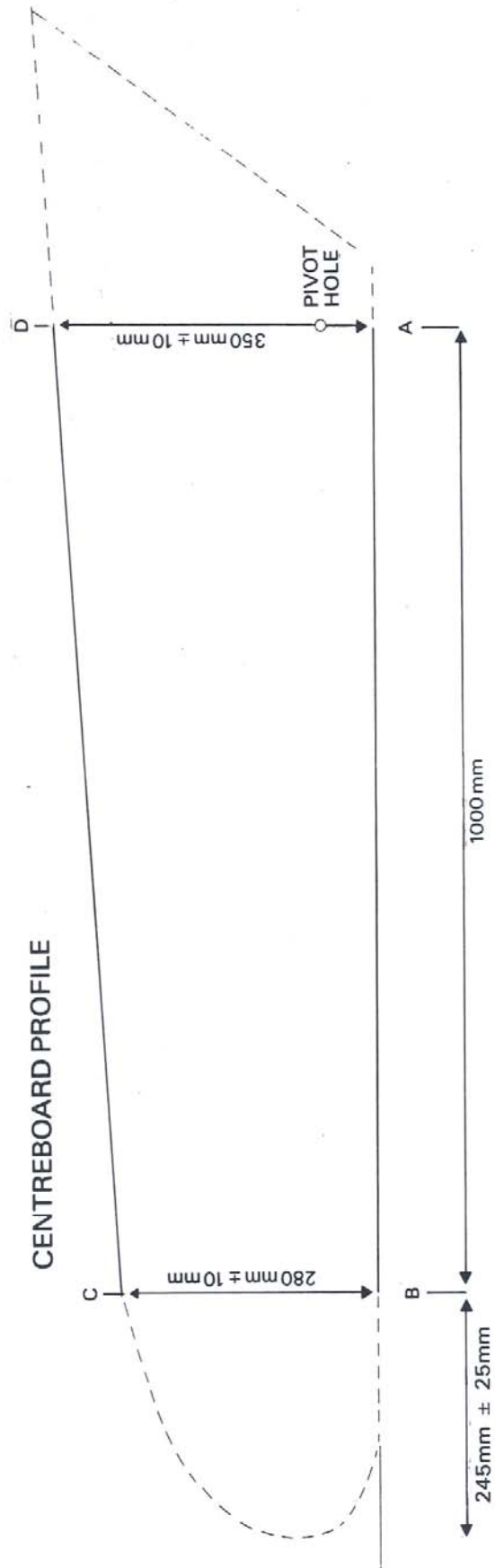
## **15 CREW**

There shall be two or more persons on board during racing.

## **16 ANCHOR**

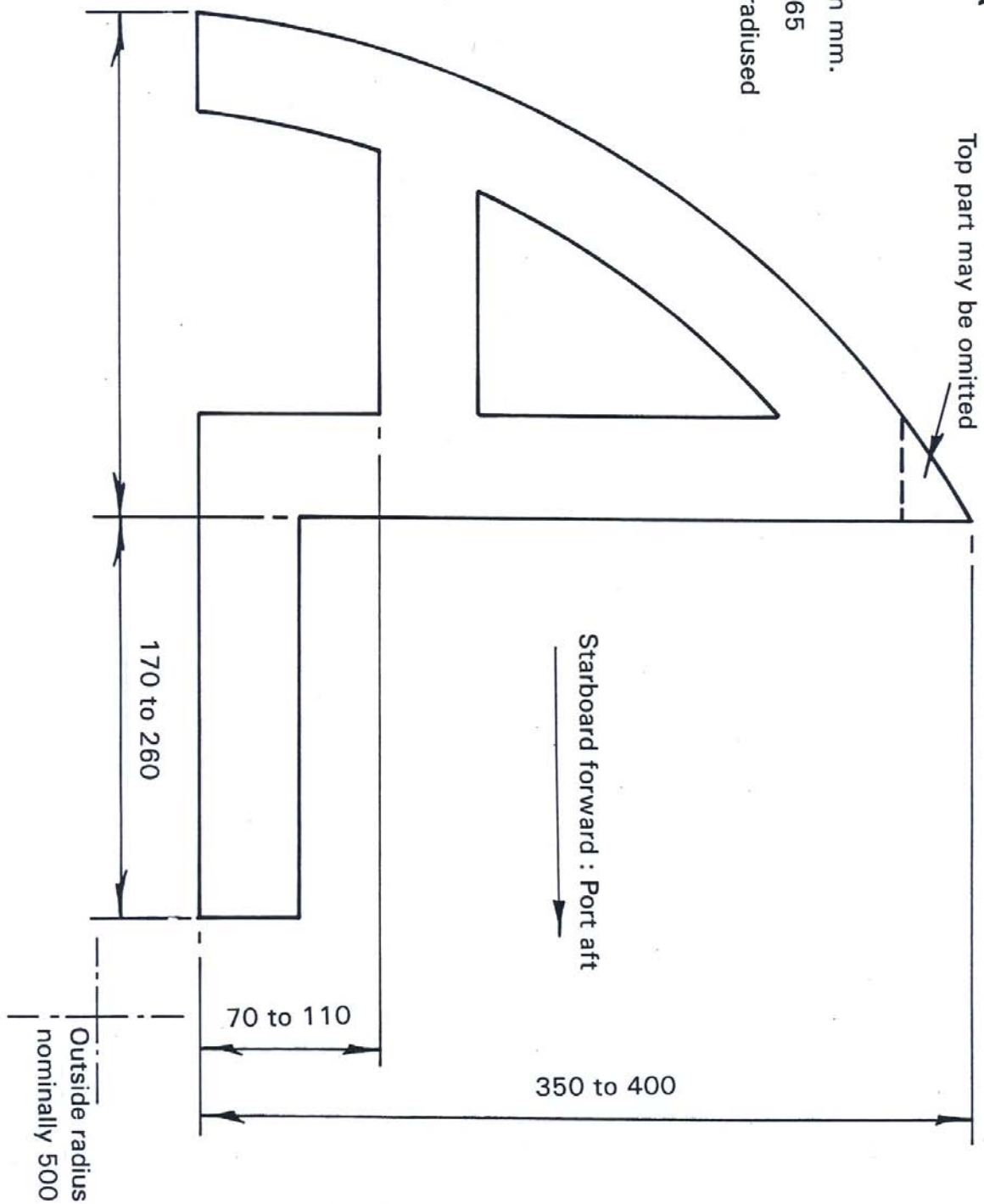
An anchor need be carried only when specifically prescribed in the sailing instructions.

PART C – DIAGRAMS



**PART C - DIAGRAMS**  
**2 CLASS INSIGNIA**

All dimensions are in mm.  
Thickness = 45 to 65  
All corners may be radiused



## PART D - DIMENSIONS

To enable certification in accordance with the Racing Rule 78, the following dimensions require to be measured by an RYA Approved Albacore Class Measurer and entered on an Albacore Class Measurement Form. On completion of measurement, the measurer will supply the owner with the completed Measurement Form which the owner should then forward the RYA together with the appropriate certification fee in accordance with Part A of these Rules.

No boat is entitled to use the Class name Albacore until it has been issued a Measurement Certificate by the RYA.

Item No	Rule No.	Dimensions	Minimum	Maximum
		<b>HULL</b>		
*1	B1.1	Sail Number cut into or indelibly marked on the hog, transom or thwart in figures at least 25mm in height	YES/NO	
2	B3.2.2	Length overall	4555	4585
3	B3.2.3	Width of keel capping from stern to 2850mm from aft face of transom	75	95
*4	B3.2.4	Thickness of keel band extending full of keel	3	6
5	B3.2.5	BP to hull surface 150mm to port at section 2	164	184
6	B3.2.5	BP to hull surface 150mm to starboard at section 2	164	184
7	B3.2.5	BP to hull surface 150mm to port at section 3	99	119
8	B3.2.5	BP to hull surface 150mm to starboard at section 3	99	119
9	B3.2.5	BP to hull surface 150mm to port at section 4	50.5	70.5
10	B3.2.5	BP to hull surface 150mm to starboard at section 4	50.5	70.5
11	B3.2.5	BP to hull surface 150mm to port at section 5	31	51
12	B3.2.5	BP to hull surface 150mm to starboard at section 5	31	51
13	B3.2.5	BP to hull surface 150mm to port at section 6	24	44
14	B3.2.5	BP to hull surface 150mm to starboard at section 6	24	44
15	B3.2.5	BP to hull surface 150mm to port at section 7	53	73
16	B3.2.5	BP to hull surface 150mm to starboard at section 7	53	73
17	B3.2.5	BP to hull surface 150mm to port at section 8	132	152
18	B3.2.5	BP to hull surface on centreline at section 9	69	89
19	B3.2.5	BP to hull surface on centreline at section 10	95	115
20	B3.2.5	BP to hull surface on centreline at section 11	127	147
21	B3.2.5	BP to hull surface on centreline at section 12	145	165

22	B3.2.6	BP to hull surface at 300mm to port at Section 1	266	286
23	B3.2.6	BP to hull surface at 300mm to starboard at Section 1	266	286
24	B3.2.6	BP to hull surface at 300mm to port at Section 3	121	141
25	B3.2.6	BP to hull surface at 300mm to starboard at Section 3	121	141
26	B3.2.6	BP to hull surface at 300mm to port at Section 5	56	76
27	B3.2.6	BP to hull surface at 300mm to starboard at Section 5	56	76
28	B3.2.6	BP to hull surface at 300mm to port at Section 7	115	135
29	B3.2.6	BP to hull surface at 300mm to starboard at Section 7	115	135
30	B3.2.6	BP to hull surface at 300mm to port at Section 8	282	302
31	B3.2.6	BP to hull surface at 300mm to starboard at Section 8	282	302
32	B3.2.6	BP to hull surface at 450mm to port at Section 1	322	342
33	B3.2.6	BP to hull surface at 450mm to starboard at Section 1	322	342
34	B3.2.6	BP to hull surface at 450mm to port at Section 3	147	167
35	B3.2.6	BP to hull surface at 450mm to starboard at Section 3	147	167
36	B3.2.6	BP to hull surface at 450mm to port at Section 5	88	108
37	B3.2.6	BP to hull surface at 450mm to starboard at Section 5	88	108
38	B3.2.6	BP to hull surface at 450mm to port at Section 7	205	225
39	B3.2.6	BP to hull surface at 450mm to starboard at Section 7	205	225
40	B3.2.6	BP to hull surface at 600mm to port at Section 3	196	216
41	B3.2.6	BP to hull surface at 600mm to starboard at Section 3	196	216
42	B3.2.6	BP to hull surface at 600mm to port at Section 5	145	165
43	B3.2.6	BP to hull surface at 600mm to starboard at Section 5	145	165
44	B3.2.6	BP to hull surface at 50mm to port at Section 9	96	116
45	B3.2.6	BP to hull surface at 50mm to starboard at Section 9	96	116
46	B3.2.6	BP to hull surface at 50mm to port at Section 10	127	147
47	B3.2.6	BP to hull surface at 50mm to starboard at Section 10	127	147
48	B3.2.6	BP to hull surface at 50mm to port at Section 11	194	214
49	B3.2.6	BP to hull surface at 50mm to starboard at Section 11	194	214
50	B3.2.6	BP to hull surface at 100mm to port at Section 9	130	150
51	B3.2.6	BP to hull surface at 100mm to starboard at Section 9	130	150
52	B3.2.6	BP to hull surface at 100mm to port at Section 10	180	200
53	B3.2.6	BP to hull surface at 100mm to starboard at	180	200



		Section 10		
54	B3.2.6	BP to hull surface at 150mm to port at Section 9	176	196
55	B3.2.6	BP to hull surface at 150mm to starboard at Section 9	176	196
56	B3.2.7	Bilge keel width	50	70
57	B3.2.7	Bilge keel thickness at centre of 1220mm of its length	5	
58	B3.2.7	Overall length of each bilge keel		1575
59	B3.2.8	Aft face of transom to fore end of centreboard slot measurement along the keel		2670
60	B3.2.8	Aft face of transom to aft end of centreboard slot measured along the keel	1140	
61	B3.2.8	Leading edge of centreboard when lowered and at 90° to keel	2600	2670
62	B8	With rudder fitted to hull and blade fully lowered distance from tip of rudder blade to intersection of line of keel with aft face of transom	550	
63	B3.2.9	Stem height from deck at centreline to line of keel projected	660	725
64	B3.2.10	Depth at mid length measured vertically from sheerline to inside of skin 150mm from the fore and aft centreline	570	610
65	B3.2.11	Transom depth from sheerline to bottom of keep capping	350	
66	B3.2.12	Depth of centreboard case excluding capping measured and at right angles to the hog		330
67	B3.2.12	Depth of centreboard case measured as above 2300mm from aft face of transom	300	
68	B3.2.13	Length of fore deck from stem measured 75mm from centreline		1450
69	B3.2.14	Aft face of transom to: (a) foreside of aft deck, if any		915
70	B3.2.15	Beam to outside of skin at widest point	1535	1575
71	B3.2.16	Projection of deck overhang outboard of sheerline at any point except within 100mm of bow and transom	12	77
72	B3.2.17	Width of side decks at any point aft of shrouds	80	185
73	B3.2.17	Lower edge of deck or carlin below sheer at any point		50
74	B3.2.17	How far, measured in plan, does splay or rounding of deck or carlin extend from inner edge of deck		50
75	B3.2.18	Thickness of centreboard case sides		20
76	B3.2.18	Internal width of centreboard case		30
77	B3.2.19	Side benches are fitted extending from shroud position to within 915mm of the aft face of the transom with upper surfaces not more than 10mm above the level of the highest point of the centreboard case. Splay or round and upper		YES/NO

		surface in accordance with Rule		
78	B3.2.19	Width of side benches within limits stated above	300	355
79	B3.2.20	Transom dishing or tiller port in accordance with rule	YES/NO	
80	B3.2.21	Number of drain ports fitted		2
81	B3.2.22	Drain ports are more than 25mm from top of transom, tiller port, any part of the outside skin of the hull or the other port	YES/NO	
82	B3.2.22	Area of each drain port		0.033m <sup>2</sup>
83	B3.2.23	Drain port closing devices are fitted to each port which: (a) never act as extension of hull skin (b) never come within 15mm of the outside of the hull skin (c) are capable of being re-closed while sailing	YES/NO	
84	B3.2.24	Number of suction bailers fitted		2
85	B3.2.24	Total effective cross-sectional area of bailers		1300mm <sup>2</sup>
86	B4	Buoyancy shall not extend into the floor space defined as 355mm from centreline between the shrouds to 305mm from centreline 915mm from aft face of transom. Buoyancy conforms to Rule 4.	YES/NO	
		<b>WEIGHT</b>		
87	B6.2	Weight of stripped hull in dry condition	109kg	
88	B6.3	Weight of correctors		9kg
		<b>MEASUREMENTS ON CENTREBOARD</b>		
89	B7.4	Width of centreboard at pivot hole measured at right angles to the leading edge	340	360
90	B7.4	Width of centreboard 1000mm below pivot hole measured at right angles to the leading edge	270	290
91	B7.4	Length from centre of pivot hole to tip	1220	1270
		<b>MEASUREMENT ON SPARS</b>		
92	B9.5	Mast fitted with not more than one set of spreaders and/or one pair of jumper struts	YES/NO	
93	B9.6	Mast of wood or aluminium allow and able to pass through a 100mm diameter circle	YES/NO	
94	B9.7	Upper edge of band No. 1 above sheer	505	610
95	B9.7	Lower edge of band No. 2 above upper edge of band No. 1		5640
96	B9.9	Foreside of mast at deck level from aft face of transom	3225	3330
97	B9.9	Are rigid stops fitted to prevent movement of mast outside tolerance given in item 99	YES/NO	
98	B9.10	Foreside of mast at the foot from aft face of transom	3250	3350

99	B10.2	Boom of wood or aluminium alloy and able to pass through a 100mm diameter circle	YES/NO	
100	B10.3	Inner edge of band on boom from extension of the line of the aft side of the mast track		2950
101	B11	Headsail pole length including fittings		1830
102	B12.2	Point of intersection of foreside of mast and forestay and headsail halyard above sheerline		4270
103	B12.3	Shrouds at deck from aft face of transom		2795
		<b>MEASUREMENTS ON MAINSAIL</b>		
104	B13.2.2	Length of leech		6120
105	B13.2.2	Inside length of upper and lower batten pockets		770
106	B13.2.2	Inside length of other batten pockets		1030
107	B13.2.2	Inside width of batten pockets		50
108	B13.2.2	Centreline of upper and lower batten pockets comply with rule	YES/NO	
109	B13.2.2	Top width		125
110	B13.2.2	Width of mainsail at half leech point		1850
111	B13.2.2	Width of mainsail at three-quarter leech point		1045
		<b>MEASUREMENTS ON HEADSAIL</b>		
112	B13.3.2	Length of Luff (L)		
113	B13.3.3	Luff perpendicular (LP)		
114	B13.3.3	Area of headsail from $(L \times LP) / 2,000,000$ rounded up to $0.001m^2$		$3.310m^2$
115	B13.3.2	Top width		30

# NATIONAL VARIATIONS FROM INTERNATIONAL RULES

## UNITED KINGDOM

(and all Countries other than the United States of America and Canada)

### PART A - ADMINISTRATION

1. Administration

The Albacore Class is a restricted design racing dinghy. To ensure the administration of the Class and the objective of the Class Rules are maintained, before any Albacore may be raced the following documents must have been issued and the requirements adhered to:

- (a) Building Fee Receipt.
- (b) Registration Certificate.
- (c) Measurement Certificate.
- (d) Sail and Buoyancy Endorsements.

All the above documents should be included within the RYA YACHT Racing Division Log Book, which should be in the possession of the owner at all times. These documents are obtained as follows:-

2. Building Fee Receipt

A building fee must be paid by the builder on each boat at the commencement of building whether or not it is subsequently registered and measured. Payment should be made to the RYA in sterling, and on receipt of payment, the RYA will issue a building fee receipt and a sail number. The current building fee for the Albacore Class is £60.00 excluding VAT for all Albacore registered boats.

3. Registration Certificate

The owner shall apply to the RYA for a registration certificate enclosing the building fee receipt and a registration fee of £20 (£15 for a full personal member) at the same time submit three proposed names for the boat and the name of the owner's RYA Affiliated Club.

Re-Registration

Change of ownership, or boat name, invalidates the registration certificate. The owner shall apply to the RYA for a new certificate returning the old certificate together with a reregistration fee of £20 (£15 for a full personal members) he shall also complete the appropriate application for re-registration as contained in the

registration log book. A new registration certificate will then be issued to the owner.

4. Measurement Certificate

The owner shall have the boat measured by an RYA Approved Measurer. On completion of satisfactory measurement the measurer shall supply the owner with a completed and signed measurement form. The owner shall then apply to the RYA for a measurement certificate, enclosing the completed measurement form, together with the registration certificate. Upon receipt of these, the RYA may issue a measurement certificate to the owner.

- (a) If there is no change of owner or boat name.
- (b) If required, both sail and buoyancy endorsement are current.
- (c) Provided no substantial alterations, replacements or repairs to the hull are undertaken.
- (d) Provided that any alteration, replacements or repairs to the spars, sails or equipment of the boat comply with the current Class Rules.

For the measurement certificate and buoyancy endorsements to be valid, all hulls, spars, sails and equipment shall comply with either the current Class Rules or those Class Rules applying to them at the time when the original certificate was issued or endorsement signed with additional requirement that those items marked with an asterisk in Part B and Part D of the rules shall comply with the current Class Rules. Any alterations, replacements or repairs shall comply with the current Class Rules.

5. Sail and Buoyancy Endorsements

Sails

Owners shall have all sails (to be used for racing), measured by an RYA Approved Measurer. The Measurer shall sign and date both the sail tack and the sail endorsement after completion of satisfactory measurement.

Buoyancy

Owners shall have a buoyancy inspection carried out in accordance with these Class Rules.

6. Alterations or Repairs

For both the Registration and Measurement Certificate, and Sail and Buoyancy Endorsements to be valid, the hulls, spars, sails and equipment shall comply with the current Class Rules or those Class Rules applying to them at the time when the original Measurement Certificate was issued. Any alteration, replacement or repair shall comply with the current Class Rules.

7. Check Measurement

All hulls, spars, sails and equipment shall be liable to re-measurement at the discretion of the RYA or a Race Committee at any time, and it is the owner's responsibility to ensure compliance with the appropriate Class Rules at all times. Notwithstanding anything contained herein, the RYA has the right to refuse to grant or withdraw a Registration or Measurement Certificate and/or a Sail and Buoyancy Endorsement of any boat at any time. Boat owners are required to return their Registration log book to the RYA upon request or upon any dealings pertaining to the boat.

8. Notes on Responsibility  
The RYA the Class Owners Association and an RYA Measurer is under no legal responsibility in respect of these rules, plans or accuracy of measurement and no claims arising therefrom can be entertained. It shall also be made clear that it is the owner's responsibility to contact an appropriate measurer and to make his own contractual agreement with that measurer.

## **PART B - MEASUREMENT**

1. General
1. For 'Association' read 'Royal Yachting Association' in rules Part B2.1, 2.3, 13.1 and 13.4.

## CANADA

### **PART A - ADMINISTRATION**

- (1) All questions of conformity with, or amendments to these rules, shall be dealt with as may be required by the Association. The Specifications Committee shall have charge of the administration of these rules and specifications including the issuance of Measurement Certificates. The Specifications Committee may appoint a chief Measurer to assist in these matters who may be a member of the Specifications Committee.
- (2) The Specifications Committee shall be empowered to approve new builders and to withdraw approval provided that such decisions shall be ratified by the Executive Committee.
- (3) Amendments to these rules will be avoided as far as possible. However, amendments to these rules may be made by the Executive Committee and shall be in force pending ratification at the next subsequent general meeting of the Association.
- (4) Measurement Certificates become invalid with a change of ownership. The new owner may apply for a certificate by sending the old measurement certificate and \$1.00 to the Class Secretary. The Executive Committee may set a re-registration fee.
- (5) An official measurer is appointed by the CAA. Specification's Committee in each area. The owner must apply to the measurer, make an appointment and prepare for measurement by having the black bands painted on the mast and boom according to the class rules. The measurer will send the completed form to the Secretary Treasurer, who will issue the certificate to the owner. A fee payable to CAA. has been established for measuring a boat and sails and part of this fee will be reimbursed by the CAA. to the measurer. In addition, the measurer may charge for conducting an annual buoyancy test or measurement of new sails.
- (6) After a change to the rules has been enacted, the Executive Committee may require the remeasurement of all boats.

### **PART B - MEASUREMENT**

- (1) General
- (1) The Association referred to in the International Rules shall be the Canadian Albacore Association.

## UNITED STATES OF AMERICA

### **PART A - ADMINISTRATION**

1. All questions of conformity with, or amendments to these rules; shall be dealt with as may be required by the Association. The Specifications Committee shall have charge of the administration of these rules and specifications including the issuance of Measurement Certificates. The Specifications Committee may appoint a Chief Measurer to assist in these matters, who may be a member of the Specifications Committee.
2. The Specifications Committee shall be empowered to approve new builders and to withdraw approval provided that such decisions shall be ratified by the Executive Committee.
3. Amendments to these rules will be avoided as far as possible. however, amendments to these rules may be made by the Executive Committee and shall be in force pending ratification at the next subsequent general meeting of the Association.
4. **Change of Ownership**  
Measurement Certificates become invalid with a change of ownership. The new owner may apply for a certificate, by sending old measurement certificate and \$1.00 to the Class Secretary. The Executive Committee may set a re-registration fee.
5. An official measurer may be appointed by a fleet or district and shall be confirmed by the Specifications Committee. The owner must apply to the measurer and present a cheque for five dollars (\$5.00) payable to the Association. The measurer sends this payment along with the completed measurement form to the Association. Upon approval of the measurement form, the Chief Measurer will forward a Measurement Certificate to the owner. After a change to the Rules has been enacted, the Executive Committee may require the remeasurement of all boats.

### **PART B - MEASUREMENT**

#### 1 General

The Association referred to in the International Rules shall be the united States Albacore Association.



Effective: 1 March 2004  
Previous issues: 1 March 2003  
1 March 2001  
1 March 1977  
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1 March 1989  
1 November 1988  
1 March 1988  
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1 January 1981  
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1 March 1975  
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