

## **Marshall Sandpiper Class Rules**

**Initiated: December 18, 2012**

**Amended:**

### **1. INTRODUCTION and OWNER'S CERTIFICATION**

- It is the desire of these rules to “even the playing field” by identifying the easily measured major elements that contribute to boat speed, and limit them in such a way that each boat coming to the starting line, if adequately prepared, has a fair chance of winning.
- These “Rules” are in no way an attempt to make all catboats “absolutely identical”, an impossible task requiring extensive and burdensome restrictions that would be un-enforceable.
- It is assumed that no two boats are identical if accurately studied in enough detail. It is also understood that new rules may lead some to find “legal” ways to circumvent or bend a rule to their advantage. It may be impossible for rules alone to prevent some from trying to find an advantage, but it is everyone’s desire, that in this fleet, good sportsmanship will triumph over the sea lawyers. It is also accepted that preparation of a Sandpiper and its skipper and crew, are major components of racing catboats. The owner has an incentive to prepare his/her Sandpiper, and practice with his/her crew, to maximize it for speed, and/or to personalize it for the comfort and convenience of that owner and crew. The game of racing catboats is a combination of boat preparation and skill in sailing the catboat. We wish to emphasize the later by limiting the former. The beginner can learn a lot about how to prepare his/her catboat for racing by studying these rules.
- These rules should give the novice sailor confidence that the more experienced sailors are not taking advantage of his/her inexperience.
- These rules will be constantly monitored and updated as necessary to continue to provide a framework that allows both the veteran and the novice skipper a fair chance and satisfying experience sailing the Sandpiper in competition.
- Compliance with these “Sandpiper Class Rules” qualifies a catboat as being defined as a “Marshall 15 Sandpiper”, and therefore she is able to participate in any Sandpiper Class Championship or Sanctioned event.
- By sailing and racing a Marshall 15 Sandpiper, “you have acknowledged” that you have read and understand these Class Rules and “agree to abide by” the high level of sportsmanship embodied in these Rules and exemplified by our Class.

**Signature:** \_\_\_\_\_  
Owner, Marshall 15' Sandpiper

## **2. SAFETY**

All Sandpiper catboats shall comply with the following safety requirements:

- US SAILING prescribes that every boat shall carry life-saving equipment conforming to government regulations that apply in the racing area.
- All life vests shall be in good repair and shall be an appropriate size for each crew member.
- All Federal safety and registration requirements must be met before each catboat is allowed to participate in any Sandpiper event. Additionally all state safety and registration requirements must be met for the state in which the Sandpiper participates in the most class racing and events, with appropriate display of numbers and/or stickers if required.
- A functioning whistle or horn, that does not require a pressurized air source or electricity, shall be on-board. This sound device should be loud enough to be heard a quarter-mile away in emergency situations.
- A tow-line at least 45 feet in length, preferably longer, of at least 1200 pound safe working load, shall be on-board. This line must be dedicated for only this purpose; a sheet or halyard is not an acceptable substitute. Nylon or floating polypropylene is preferred.
- A suitable anchor and rode for the depth of water and bottom characteristics of the sailing area shall be on board. This shall be an adequate ground tackle to hold a Sandpiper against 25 knot winds and 1 foot chop in that sailing area.
- One or more air-tight and inflated airbags shall be fixed around the mast, under the deck in the bow, and securely tied in place, filling the entire potential space forward of the bulkhead as supplied by Marshall Marine or proven to supply enough buoyancy to float the bow.
- One or more communication devices, such as a cell-phone or a VHF radio, shall be on-board, to contact the RC and/or other commercial safety services, as may be needed in an emergency.
- Other equipment may be on-board as the owner specifies, including but not limited to: a paddle, fresh drinking water, a bucket, tools, spare parts, sun block, bilge pumps, boarding ladder, charts, sailing instructions, and a copy of these Sandpiper Class Rules.
- Fleets are encouraged to instruct all fleet members in the skills needed to depower a catboat, including “scandalizing” and “reefing” the sail, as a basic safety requirement for racing.

## **3. RULES in EFFECT**

By participating in a Sandpiper Class race, Sandpiper Class Regional or National Championship, or Sanctioned event, all participants agree that they have read, studied, and shall comply with:

- These “Sandpiper Class Rules”, including signing the “Owner’s Certification”.
- All Fleet Prescriptions in effect for the Fleet hosting the event
- The current “Racing Rules of Sailing” including the “US Sailing Prescriptions”
- Any and all Federal and State laws in effect in the racing area.

## **4. HULL, DECK and FOILS**

- The hull and deck shall be manufactured by Marshall Marine and shall display a hull number plaque.
- All repairs shall be completed maintaining the original shape and composition of the original hull and deck.
- The overall weight of the: hull, deck, foils, mast, spars, rigging, and ballast, shall be no less than 1,050 lbs.
- Every effort must be taken to be sure that no water is held under the deck and that the rigging and the entire boat is dry when weighing.

- The weighing must zero out the weight of the sling or bridle lifting the hull.
- The ballast may be reduced to bring the overall weight down to minimum.
- Each catboat should be weighed yearly with the owner and the fleet measurer in attendance and a Certificate of Weight shall be awarded and recorded for Class records.
- Class Officers and Regatta Organizers may require that for larger events every catboat shall be weighed before the first race in the series.
- Lead ballast should be placed under the floor of the cockpit around the centerboard trunk and secured in place to maintain that catboat above Class minimum weight.
- Rub rails may be of wood or synthetic materials (equal to or heavier than, the wood that it replaces) and firmly affixed to the outermost rail of the hull and deck.
- The bottom (waterline at rest and below) including the entire centerboard and the rudder below the waterline, shall be covered with antifouling bottom paint annually of sufficient strength and quantity to maintain a clean bottom while, on a mooring or in a slip, in that sailing area, for that entire racing season.
- Bow eyes for towing and trailering are permitted. Cuddy cabin enclosures as supplied by Marshall Marine are permitted.
- Outboard engines may be mounted on the transom or secured within the cabin while racing, but shall not be moved or their weight otherwise shifted while racing. Fuel must be secured so as not to be spilled, evaporated, or leaked overboard while in the sailing area.
- Any question as to the origin of the hull or deck, the shape of the hull, and other questions that may arise, are to be investigated by, and a written determination made by, a representative from Marshall Marine.

### **Centerboard**

- The centerboard as currently designed and delivered by Marshall Marine is made of a solid sheet of PVC. The shape, silhouette, thickness, leading and trailing edges may NOT be changed. The 5/16 inch radius curve is to be maintained on the entire circumference of the centerboard.
- The surface of the centerboard may be sanded to achieve smoothness and to improve adherence by bottom paint, but this shall in no way permit removal of a significant amount of material that changes the size and shape as described above.
- The eye-bolt as supplied by Marshall Marine shall not be covered with filler, buried within the board, removed, or otherwise modified.
- Any damage to the centerboard must be filled or replaced with PVC or a polymer of similar strength and characteristics. Significant damage to the centerboard will require replacing the entire board which shall be purchased through Marshall Marine.
- Any catboat discovered to have a custom centerboard of any material other than the PVC provided by Marshall Marine, shall be disqualified from participating in any Sandpiper event until a new PVC centerboard has been purchased from Marshall Marine and confirmed by the Fleet Captain to have been properly installed. In this event the owner may be considered by the fleet or class to be protested as a violation under RRS 69, and appropriate sanctions or penalties applied.

### **Rudder**

- The rudder is a composite of wood and fiberglass. The leading and trailing edge may NOT be shaped, and the original silhouette shall be maintained. The natural gap that is produced between the transom, the skeg, and the leading edge of the rudder shall be maintained; no fillers and no recessing of the gudgeons and pintles are allowed.

- The rudder is hung on the transom with two gudgeon and pintle sets. The straps holding the lower gudgeon and pintle to the skeg and rudder may have the straps covered with solid material as supplied by Marshall Marine so that they present a smooth contour to the flow of water past the rudder.
- The tiller must be solidly secured to the top of the rudder so that in the event of a capsize the tiller will prevent the rudder from coming off the transom.
- Tiller extensions are specifically allowed.

## 5. SPARS

- All spars, gooseneck fittings, and mast hoops, must be purchased through Marshall Marine. These shall not be modified or altered as delivered from Marshall Marine. Optional equipment may be added or removed, and repairs made as needed but maintaining all Class specifications and these rules.
- No modification to length, cross-section, or stiffness is permitted.

### Mast

- The mast must be purchased and supplied by Marshall Marine; no substitution or custom spar is allowed.
- Position of through-bolts for the halyards is fixed by Marshall Marine and shall not be altered.
- The forward edge of the mast-step slot on the floor of the hull liner, as measured from the outboard side of the rudder hole in the transom, shall be less-than 169.5”
- The length of the mast step slot shall be 4” or less, and the mast must fit snuggly in that slot; there should be no movement of the mast in that slot. Small wedges are recommended as needed to prevent movement.
- Mast Partner: This is the reinforced fiberglass collar molded into the foredeck. This must be maintained in the identical location in the deck as designed and delivered from Marshall Marine.
- Mast Partner Wedges: these shall be constructed of wood or soft polymer, with minimum measurement of: 1” x  $\frac{1}{2}$ ” x 4”. A minimum of 8 must be used but they do not all need to be the same thickness. These wedges shall be hammered into place around the mast to keep the mast from shifting while sailing but shall not be changed while racing.
- Through-bolts for the halyards may be replaced with equivalent size, weight, and style of bolts as provided by Marshall Marine, but do not need to be purchased through Marshall Marine. Wind indicators on the masthead are permitted.

### Boom

- The boom must be purchased and supplied by Marshall Marine; no substitution or custom spar is allowed.
- There is no restriction on the number or location of bales or hardware attachments to the boom, but internal stiffeners and weight saving holes are not allowed.
- Internal jiffy-reefing and outhauls are allowed.

### Gaff

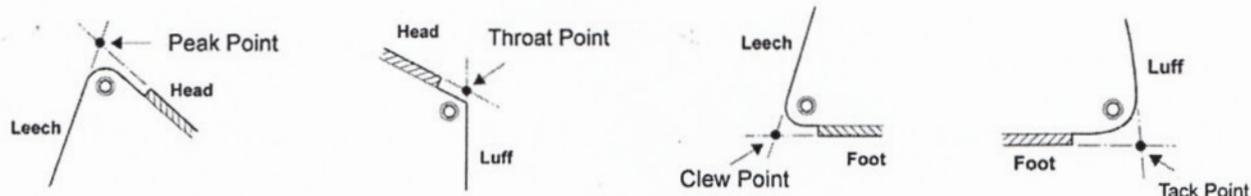
- The gaff must be purchased and supplied by Marshall Marine; no substitution or custom spar is allowed.
- There is no restriction on the location, position, or the number of attachments of the peak halyard to the gaff. Bridle systems and single point bales are permitted.

## 6. SAIL

- The Marshall 15 Sandpiper catboat uses only a single gaff-rigged mainsail. No other sails are allowed.
- Sail cloth shall be woven polyester, not "yarn tempered", 4.5 ounce per "sailmaker's yard" or heavier.
- Reinforcements at grommets and batten pockets are recommended.
- Boltropes sufficient to hold the head and the foot in their respective spars are required; no loose footed sails are permitted. The luff shall be attached to the mast with five (5) mast hoops. Leach cords are permitted but not required.
- There shall be three (3) battens on the leech that roughly divide the length of the leech evenly. Each batten shall be no longer than 30 inches with a maximum width not to exceed  $1\frac{1}{4}$  inches.
- The leech shall have a "fair curve" from peak to clew, with no scallops or deviations at points of measurement.
- Measurement of sails shall follow the guidelines set forth in the current "ISAF Equipment Rules of Sailing".

Sail corner measurement points:

- Peak Point- the intersection of the head and the leech, each extended as necessary.
- Throat Point- the intersection of the luff and the head, each extended as necessary.
- Clew Point- the intersection of the leech and the foot, each extended as necessary.
- Tack Point- the intersection of the foot and the luff, each extended as necessary.



Maximum primary sail dimensions:

- Luff- the distance between the Tack Point and the Throat Point: 9' 2 $\frac{1}{2}$ "
- Head- the distance between the Throat Point and the Peak Point: 10' 11 $\frac{1}{2}$ "
- Leech- the distance between the Peak Point and the Clew Point: 21' 9"
- Foot- the distance between the Tack Point and the Clew Point: 15' 2"

Other measurement points:

- Half-Head Point- the point on the Head equidistant between the Peak Point and the Throat Point
- Half-Luff Point- the point on the Luff equidistant between the Throat Point and the Tack Point
- Half-Leech Point- the point on the Leech equidistant between the Peak Point and the Clew Point
- One-Quarter Leech Point- the point on the Leech equidistant between the Clew Point and the Half-Leech Point
- Three-Quarter Leech Point- the point on the Leech equidistant between the Peak Point and the Half-Leech Point

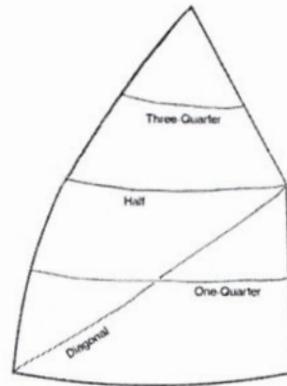
Maximum girth measurements:

- 3/4 Girth- Measured from the Half-Head Point and the Three-Quarter Leech Point: 5' 8 $\frac{1}{4}$ "
- 1/2 Girth- Measured between the Throat Point and the Half-Leech Point: 10' 5"
- 1/4 Girth- measured between the Half-Luff Point and the One-Quarter Leech Point: 13' 4"

- Diagonal- measured between the Throat Point and the Clew Point: 17' 3"
- Vertical – Measured from the Peak Point to mid – foot: 19'11"

Reefs:

- Each Sandpiper sail shall have at least one set of reef grommets. The lowest point on the inside of the reef grommets shall be no less than 21" from the Tack Point and Clew Point respectively.
- Additional reefs may be placed higher but are optional.
- A minimum of 5 nettles are required in the lowest reef line; reef ties do not have to be left in place while racing.
- No other grommets are allowed lower than 21" for the purposes of reefing, tightening or shaping the sail.



Numbers:

- Each sail shall display the Marshall 15 Sandpiper Logo near the peak.
- Each sail shall have a distinctive letter-number combination on both sides of the sail near the Half-Leech Point.
- The letters indicate the fleet that that Sandpiper sails in, and the following number is assigned by her fleet.

## 7. STANDING RIGGING

- A single 3/16" stainless steel 1x19 wire, with a turnbuckle for adjustment, shall be solidly fixed to the stem fitting, and to the through-bolt holding the throat halyard. This stay may be purchased from any marine supplier if it conforms to this specification.
- This stay shall have a maximum length of 13' 6", as measured from the outside over-all length of the wire plus the fittings, and with turnbuckle fully extended (cap of the threaded pieces just barely visible within the turnbuckle cage).
- No other standing rigging is allowed.

## 8. RUNNING RIGGING

- Traveler: the simple heavy bronze rod traveler supplied by Marshall Marine shall not be altered, reshaped, or replaced, with any other traveler, or traveler system. If damaged or worn, a replacement may be purchased from Marshall Marine.
- Stops may be placed on the upright portion of the traveler to prevent the ring and lower block from sliding down to the deck.
- Adjustable traveler arrangements to this system, no matter how simple, temporary, or creative, are disallowed.
- Peak Halyard; shall be attached to the top-most eye on the mast, then to either a bridle or single point bale attachment to the mid gaff. A block system with 2:1, 3:1, or 4:1 advantage may be used at this location. The halyard is then run along the outside of the mast to a turning block and a cleat.
- Throat Halyard; shall be attached to the lower eye on the mast, then down to the forward end of the gaff. A block system with 2:1, 3:1, or 4:1 advantage may be used at this location. The halyard is then run along the outside of the mast to a turning block and a cleat on the deck. Swivels are allowed where the throat halyard attaches to the gaff.

- Cam cleats for halyards are allowed on the deck. Halyards must be  $\frac{1}{4}$  inch diameter line or larger; wire is prohibited. Internal halyards and other controls inside the mast are disallowed. Fair-leads to prevent halyards from interfering with the position of the gaff saddle are allowed.
- Centerboard pennant; may be of Dacron or other synthetic line, but shall be at least 1/8 inch diameter or larger. Wire is prohibited. Cam cleats to hold this pennant are allowed.
- Outhaul-Clew; may be fixed or adjustable, internal or outside the boom, however may not be changed during a race. The clew outhaul may be adjusted between races.
- Outhaul-Gaff; may be fixed or adjustable, however may not be changed during a race. The gaff outhaul may be adjusted between races.
- Jibe Line; is a line attached to the boom forward of the mainsheet that is used by the crew to assist with gybing the main. This line must be free-hanging, not attached to the centerline or rail, and not utilized while racing to act as a boomvang.
- Main Sheet: is a single length of Dacron or other synthetic line,  $\frac{1}{4}$  inch or larger in diameter, run through a series of blocks attached to the ring on the traveler and to the boom, with an advantage ratio of 2:1 to 5:1. Ratchet blocks and cam cleats are allowed. Tapered lines are disallowed.
- Lazy Jacks, Topping Lift, Flag Halyard, are optional, but specifically shall not be modified to serve another function for sail control or other racing advantage.

The following specific running rigging items are disallowed:

- Boomvang
- Cunningham and Flattening Reefs
- Any line or devise that allows a crew member to project their body weight beyond the sheer; such as but not limited to: hiking straps, trapeze, or hiking board.
- Any tensioning device to bend, push, pull, or reposition the mast while racing
- Any rigging that would modify or require a change to any other of these Sandpiper Class Rules.

## 9. CREW

- There are no restrictions on the number or weight of people on-board during a routine fleet race. There must be at least two persons on-board during any championship or major fleet trophy race to qualify as competing. If approved by the RC in writing, during championship and major fleet trophy races there may be two skippers-owners on-board that trade positions between races.
- If the race is part of a scored series, sailed over one week or less, then the same people shall sail in all races of that series. If for some unforeseen circumstances a person on-board cannot continue to participate, that Sandpiper shall petition the RC in writing, for a waiver to this rule, for the change of crew. If excused, that person is not allowed to return to participate in that series of races.
- The “skipper” is defined as the person with their hand on the tiller while racing, and must be “the owner” of a Sandpiper Marshall 15 catboat, to sail in any major fleet trophy, Sandpiper Championship or Sanctioned Event.
- Fleet racing should encourage participation by skilled sailors of other classes and those who have never sailed or raced before. Therefore routine fleet racing has no “owner-skipper” restriction. Each fleet may decide how many races a non-owner may participate in, before requiring that guest skipper to purchase a catboat.
- Guest skippers should never qualify for Fleet Trophies.

## **10. RACE MANAGEMENT**

To ensure continuity with the varied race committees that will support our fleets, Race Committees are encouraged to structure Marshall 15 Sandpiper racing according to these Rules:

- A reef may be signaled by the Race Committee at least fifteen minutes before the Warning Signal, accompanied with code flag “R” (yellow cross on red field), when “in their judgment the safety and fairness of sailing for the fleet as a whole requires a reef”. Code flag “R” shall remain displayed by the main Race Committee boat throughout that race. If in subsequent races the reef is no longer required, the RC shall lower code flag “R” with two sound signals at least ten minutes before the next Warning Signal. “Tying in” or “shaking out” a reef is not to be signaled during a race. Any individual Sandpiper has the right to utilize a reef during any leg of any race, if in their opinion it is a matter of safety, tactical advantage, and/or speed, to reef. The decision of any Sandpiper to tie-in a reef does not require that any other Sandpiper must also reef.
- The Race Committee has the authority to cancel, postpone, or abandon any race or series of races, if in their judgment the overall conditions are: dangerous for the fleet as a whole, an unfair test of skill or “if in their judgment” the conditions may deteriorate during the conduct of that race.
- Personal floatation devises must be worn by the skipper and all crew on-board, “if in the Race Committee’s judgment” the conditions warrant their use at that time. The RC will signal that requirement by hoisting code flag “Y” (yellow and red diagonal stripes). Sandpipers with crew aboard not wearing a PFD shall be scored DNS. The RC’s lack of display of code flag “Y” in no way signifies that the Race Committee considers it safe to sail with or without a PFD; it is each individual participant’s responsibility to wear a PFD for their own safety. Display of code flag “Y” in no way indicates that the RC considers the conditions safe or unsafe for sailing, with or without a PFD.
- Each Sandpiper shall check-in with the committee boat before the start of every race, by sailing on starboard tack past the stern of the committee boat that is on the starting line and hail their sail number. The committee shall hail the number back in response to confirm the check-in. All Sandpipers shall contact the Race Committee by radio, cell-phone call, or direct hail, if they are retiring from a race or otherwise leaving the sailing area before the fleet as a whole sails in for the day.
- The Race Committee, Class Officers, Club volunteers, and any individual donating their time to provide a service to our Class, shall remain immune to any protest or legal action from any participant or entity, concerning any decision made by them for the benefit, or safety of the fleet, while on the water, and during all shore-side activities. There shall be no redress allowed for any participant for any Race Committee decisions about race management and safety, including but not limited to, any of the rules mentioned in this Section.

## **11. FLEETS**

- A Fleet of Marshall 15 Sandpiper catboats is a geographical collection of Sandpipers that meet these Sandpiper Rules and regularly sail or race in a designated sailing area or out of a specific yacht club. Any group of Marshall 15 Sandpiper catboats desiring to become a “fleet” with a recognized letter designation shall contact the Class office in writing and are required to join the Sandpiper Class Association.
- The name of each fleet should reflect the club or local sailing area associated with that fleet, and shall be reflected on the sails as the letters of the sail number.

- Each fleet shall have an abbreviation for their name as one or two capital letters that is registered with the Sandpiper Class Association and is distinctive from all other fleets.
- Each fleet is responsible for assigning numbers and maintaining an accurate list of their fleet members.
- Fleets are encouraged to hold: scheduled weekly racing, fun races, shore-side events, and fleet championships.
- Fleets may elect officers of their choosing, however, the Fleet Captain or an appointed Sandpiper owner shall represent that fleet at any national meeting.
- Fleets may write and maintain their own “Prescriptions” to these Sandpiper Class Rules. Changes may occur only at an annual fleet meeting and may only be considered if the proposed change is in writing and sent to all fleet members more than one month before the annual meeting. There shall be only one vote per active Sandpiper sailed in that fleet, and the vote shall be taken from all active Sandpipers in that fleet and not just the participants at that meeting.

## **12. CLASS CHAMPIONSHIP and SANCTIONED EVENTS**

- Class Championships shall be limited to one series of races, over 3-7 days, held in the United States once per year. These Championships shall be open to all Sandpiper catboats that are currently actively sailing in a local fleet and meet all of the requirements set forth in these Sandpiper Class Rules. The skipper in these championships shall be an owner of a Sandpiper.
- Sanctioned Events are a series of races (2-3 days) that are designed to attract Sandpipers from the region near that sailing area. The skipper in these events shall be an owner of a Sandpiper.
- Local fleets and yacht clubs may send bids to the Sandpiper Class Association to host a Class Championship or Sanctioned Event, giving details of the venue, the proposed dates, cost to participants, available housing, race committee resume, and expected weather that time of the year.
- The decision whether the proposed event will be a “Sanctioned Event” or is that year’s “Class Championship” rests solely with the Sandpiper Class.

## **13. CHANGES TO THESE “SANDPIPER CLASS RULES”**

- Proposed changes to these Sandpiper Class Rules have to be presented in writing from a recognized Sandpiper fleet to the Sandpiper Class Association. If accepted by the Class Association, the proposed rules change or addition has to be presented in writing to all of the fleets registered with the Class Association, with sufficient time (3 months) for discussion about the proposed changes among their fleet members. Fleet Captains are responsible for presenting and explaining the proposed rule change or addition to his/her fleet. E-mail transmission of the proposal is entirely acceptable.
- All proposed changes requested by a fleet that cannot be adequately addressed as a Fleet Prescription, must be applicable to the Class as a whole and presented to the Class a proposed change to the Class Rules.
- A meeting of representatives from each fleet may be called by the Sandpiper Class Association, if in their opinion, the proposed change is significant. This meeting may be in person at a Class Championship, or live-on-line as necessary. These Fleet Representative meetings shall be called no more frequently than once a year, and shall only be attended by a single representative from each recognized fleet. Each fleet shall be granted one vote per five (5) active Marshall 15' Sandpipers in their fleet. A majority will pass the change or addition, a tie is a defeat for the change.

- Any changes successfully passed shall be distributed to all Sandpiper Marshall 15 owners and fleets, and will be reflected in a re-write of these Sandpiper Marshall 15 Class Rules. Any Rules changes, added or deleted shall not go into effect until January 1 of the following year.