

# NATIONAL SCORPION™ - CLASS RULES

1 March 2003

## PART A - ADMINISTRATION

### 1 GENERAL

The National Scorpion Class is a one-design, two-man racing dinghy. To ensure the administration of the Class and the objectives of the Class Rules are maintained, before any National Scorpion may be raced, the following documents must have been issued and requirements adhered to:

- (a) Building Fee Receipt
- (b) Measurement Certificate
- (c) Sail and Buoyancy Endorsement
- (d) Class Association Membership Endorsement

All the above documents should be included within the Yacht Racing Division Registration 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 National Scorpion Class is £130 plus VAT for UK registered boats.

### 3 MEASUREMENT CERTIFICATE

#### First Certification

For boats not previously certified, the owner shall have the boat measured in accordance with Part D of these rules. Only an RYA Approved National Scorpion Class Measurer shall undertake measurement. On completion of satisfactory measurement, the Measurer shall supply the owner with a Measurement Form completed and signed in respect of Section C. The owner shall arrange for Section A and Section B of the Measurement Form to be completed and then apply to the RYA for a Measurement Certificate, enclosing the completed Measurement Form, the Building Fee Receipt and certification fee of £20 (£15 for RYA Full Personal Members). Upon receipt of these the RYA may issue a Measurement Certificate to the owner.

#### Re-certification

Should the Measurement Certificate become invalid for any of the reasons detailed below, the owner shall apply to the RYA for a new Measurement Certificate, returning the old Certificate together with a certification fee of £20 (£15 for RYA Full Personal Members). The owner shall also either advise the RYA of the changed details or complete the appropriate application form for re-registration attached to some Measurement Certificates.

Should the Measurement Certificate become invalid due to the reason detailed in (e) below, owners shall have the necessary items of the boat re-measured and act in accordance with the appropriate requirements of this rule.

#### Validity of Measurement Certificate

A Measurement Certificate is only valid provided:-

- (a) There is no change of ownership.
- (b) There is no change of boat name.
- (c) Provided the owner remains a member of either the RYA or an RYA affiliated club.
- (d) Provided no substantial alteration or repair to the hull is undertaken.
- (e) Provided that any alteration, replacement of or repair to the spars, sails, rudder or equipment of the boat comply with the current Class Rules.
- (f) Provided sail and buoyancy endorsements are current.
- (g) Provided the Measurement Certificate carries a current endorsement as to the owner's membership of the National Scorpion Class Association.

### 4 SAIL AND BUOYANCY ENDORSEMENTS

#### Sails

Owners shall have all sails measured in accordance with Part B of these rules. Only an RYA Approved National Scorpion Class Measurers or an RYA Sail Measurer shall undertake measurement. Upon completion of satisfactory measurement, the measurer will endorse the sail by signing and dating it at its tack for fore and aft sails or at its head for spinnakers. Sail endorsements shall remain valid only for so long as any alteration or repair carried out to the endorsed sail complies with the appropriate Class Rules.

#### Buoyancy

Owners shall carry out a buoyancy test/inspection in accordance with Part B of these rules. On completion of satisfactory test/inspection, the owner shall sign and date the buoyancy endorsement on the measurement certificate and arrange for such signature to be witnessed and endorsed by a club official. Subject to Rule 5.2 a buoyancy endorsement shall remain valid for a period not exceeding twelve months from the date of the last endorsement.

### 5 ALTERATIONS OR REPLACEMENTS

For a Measurement Certificate, Sail and Buoyancy Endorsements to be valid, all 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 with the additional requirement to comply with these items marked with an asterisk in Part D of these Rules. Any alterations, replacements or repairs shall comply with the current Class Rules.

### 6 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 owners responsibility to ensure that they comply with the appropriate Class Rules at all times.

Notwithstanding anything contained herein, the RYA has the right to refuse to grant or withdraw a Measurement Certificate and/or a Sail and Buoyancy Endorsement from any boat at any time.

Boat owners are required to return their Measurement Certificate to the RYA upon request or upon any dealings pertaining to the boat.

## **7 NOTES OF 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 claim arising there from can be entertained.

It should 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. (Details of Class Association membership are available from the Hon. Secretary of the National Scorpion Association, address from the RYA).

## **8 ISAF ADVERTISING CODE**

Advertising is permitted in accordance with the ISAF Advertising Code sections 20.3.1. and 20.3.2 (a) [Category C].

## **PART B - MEASUREMENT RULES**

### **1 GENERAL**

- 1.1 The National Scorpion is intended as a reasonably priced, high performance one-design racing dinghy. The intention of these rules is to ensure that in hull form, hull weight, sail plan and mast weight the boats are as nearly alike as possible.
- 1.2 These rules are complementary to the plans and Measurement Form. Any interpretation shall be made by the RYA, which may consult the National Scorpion Association (NSA)
- 1.3 In the event of discrepancy between these rules, the Measurement Form, and/or the plans, the matter shall be referred to the RYA.
- 1.4 All boats shall be built in accordance with the Class Rules and specifications.

### **2 CONSTRUCTION**

- 2.1 GRP mouldings shall be produced only by builders licensed by the RYA.
- 2.2 Apart from the restriction above a Scorpion may be built by any professional or amateur builder.
- 2.3 Boats shall be of wood, glass reinforced plastic (GRP) or any combination of GRP and wood for the shell, decks and bulkheads (composite). 'Stitch and glue' and/or 'epoxy resin' construction is permitted. The shape and configuration of the GRP boat shall conform to that of the wood boat. The materials used in the construction of GRP boats shall be as detailed in the RYA specifications except that the only fibre reinforcement permitted shall be of glass.
- 2.4 For boats with wooden hulls or foredecks part of the king plank and stem may be removed to permit the installation of a spinnaker chute. Suitable bracing shall be installed to ensure the strength of the foredeck.

- 2.5 These rules shall be read in conjunction with the plans, which show the original method of construction. The general arrangements and constructional drawings of the hull shall be adhered to, and the specifications and scantlings complied with.

### **3 IDENTIFICATION MARKS**

- 3.1 Wooden hulls shall carry the sail number, either cut into or indelibly marked on the hog, or inside skin immediately abaft the centreboard case in figures not less than 25mm in height.
- 3.2 GRP or composite hulls shall have a plate permanently fixed to the inner face of the transom or aft bulkhead, with the sail number and builder's serial number stamped thereon.
- 3.3 The mainsail and spinnaker shall carry identification marks as indicated in rule B14.3.
- 3.4 All emblems, numbers and letters shall be of a durable material securely attached.

### **4 HULL MEASUREMENT**

- 4.1 The hull shall conform with the lines, plans and sections at full scale, and shall be within tolerances as detailed in Part D of these Rules.
- 4.2 The base line shall be fixed 203mm below the false keel at the aft face of the transom and 203mm below the false keel at the aft face of the transom. The measurement sections 914mm, 2134mm, 3353mm shall be fixed by measurement forward on the base line from the aft face of the transom.
- 4.3 The width at the skin of the hull 65mm aft from a point on the forward face of the stemband which is 350mm from the stemhead, measured along the stem, shall be not more than 85mm or less than 65mm.
- 4.4 The line of the chine when extended, shall intersect the line of the stem not less than 270mm from the stemhead.
- 4.5 Between the transom and the forward face of the forward bulkhead, no part of the outer surface of the topsides and bottom panels to within 25mm of the underside of the rubbing beads and the false keel, shall be more than 4mm from a straight edge placed athwartships across the full width of the panel.
- 4.6 The rubbing bead shall be not more than 54mm or less than 28mm wide (measured in plan from the sheerline) except for the first 152mm from the stem to allow for fairing off.
- 4.7 The depth of the false keel shall be between 9mm and 17mm from the skin except forward of measurement section 3353mm where it may taper to nothing at the forefoot.
- 4.8 The cockpit shall be open to the skin of the boat at the following widths from the centreline • 25mm from the forward to the aft bulkhead and if no aft bulkhead is fitted, to the transom: 381mm at 2134mm station, 330mm at forward bulkhead and 280mm at 737mm from aft face of transom and 178mm at transom if no aft bulkhead is fitted. An opening maximum area of 0.04m<sup>2</sup> is permitted in the foredeck, through which a spinnaker may be launched or retrieved. Any passage for the spinnaker shall be constructed so that the forward buoyancy compartment remains watertight. The remainder of the boat shall be decked to gunwale level ignoring the camber of the decks (i.e. the deck shall meet the side of the boat at gunwale level). The side decks shall extend in plan not less than 178mm inboard from outer edge of skin at deck level. Between the outer edge of the rubbing bead and 229mm inboard from the outer edge of the rubbing bead, the side deck shall be not more than 51mm below the level of sheerline in way of measurement.

- 4.9 The mast shall be deck stepped and the lowest part of the mast shall be not more than 76mm above the deck, and not less than 150mm above the sheerline at the forward bulkhead.
- 4.10 A thwart 126mm • 6mm wide and 19mm • 3mm thick shall be fitted to extend across the boat from side tank to side tank, and secured to the centreboard case. The thwart shall be slotted into the side tanks and secured in position. The longitudinal position of the thwart is optional. The total area of holes through the thwart shall be not more than 0.005m<sup>2</sup>.
- 4.11 The foreside of the breakwater at the mast step shall be not less than 25mm above the foredeck but may taper in a fair continuous curve towards the gunwale.
- 4.12 The camber of the foredeck shall be 162mm ±16mm measured 1346mm from the stem along the centreline to the outside of the rubbing bead.
- 4.13 The positions of the bulkheads, mast and breakwater shall be as detailed in Part D of these Rules.
- 4.14 The length of the centreboard slot shall be 1194mm ±13mm and the fore end of the slot shall be 2419mm ±13mm from the aft face of the transom. The internal height of the box from the outside of the false keel shall be not more than 343mm and shall be 292mm ±13mm measured at the forward end of the slot and not more than 178mm measured 38mm forward of the aft end of the slot. The internal width of the case shall be not less than 25mm or more than 29mm.

## 5 BUOYANCY

- 5.1 The boat shall be fitted with buoyancy in the form of tanks, as shown on the plans, except that the aft tank may be omitted and the side tanks carried through to the transom. In GRP boats a minimum of 0.15m<sup>3</sup> of rigid foam buoyancy shall be securely fixed inside the buoyancy tanks, not less than 0.05m<sup>3</sup> in each tank. The upper surface of the bow buoyancy tank may be below deck level and constructed of plywood or GRP. In any cross-section this upper surface shall be not more than 192mm below the sheerline.

- 5.2 The buoyancy of the boat shall be tested by the owner.

The owner shall carry out the initial buoyancy test as follows:

With the mast stepped, but with sails, boom, rudder, tiller and all loose gear removed, the boat floating on its beam end to port and to starboard, with the mast horizontal, shall support a minimum crew weight of 128 kg not immersed above the knee for a period of 5 minutes on each side, or such longer period as the owner may require. For this test the mast may be supported above the top measurement band.

For the boat to comply with the requirements of this rule after completion of the test not more than 3 litres of water shall have entered each of the buoyancy tanks.

For subsequent tests/inspections, the owner shall inspect the buoyancy and if he considers it unsatisfactory, he shall order a retest, in accordance with the initial test. On completion of satisfactory test/inspection, the owner shall sign and date the buoyancy endorsement, on the Measurement Certificate and arrange for such signature to be witnessed and endorsed by a club official. Buoyancy endorsements shall remain valid only for so long as no alteration, replacement or repair is carried out to the buoyancy equipment or for a period not exceeding 12 months from the last date of the last endorsement.

## 6 FITTINGS

- 6.1 Suction bailers and transom scuppers are permitted.

- 6.2 A spinnaker catcher not more than 230mm long and not more than 56g in weight is permitted.
- 6.3 Headsail and/or spinnaker sheet fairleads and/or rope mainsheet strops, may be fitted on or through the rubbing beads, but no part of these leads shall project beyond the outboard edge of the rubbing bead when viewed in plan.
- 6.4 A compass which may be fitted in a recess in the deck provided that the recess is continuous with the deck and watertight is permitted.

## 7 WEIGHT

- 7.1 Boats shall be weighed with the internal and external surfaces dry to the satisfaction of the measurer.
- 7.2 The hull, in dry condition, including correctors if fitted, shall weigh not less than 81kg. This weight includes essential fixed fittings which are normally screwed, glued or bolted in place, centreboard, hatches and buoyancy apparatus but excludes rudder, tiller, sails, spars and other fittings.
- 7.3 Corrector weights may be fitted and if fitted shall be not more than 7kg weight in total. Corrector weights, if fitted, shall be fixed to the underside of the thwart. The total weight of correctors, if fitted, shall be recorded on the measurement certificate.
- 7.4 Corrector weights, if fitted, shall not be removed unless the boat is re-weighed by an RYA Approved Class Measurer who shall endorse the revised weight on the measurement certificate.

## 8 CENTREBOARD

- 8.1 The centreboard shall be made of solid or laminated wood or GRP and shall be not less than 22mm thick at the root. A protective edging may be fitted.
- 8.2 The centreboard shall, with the exception of its handle, be capable of being housed completely within the case without projecting below the false keel. For this purpose the case shall be taken to mean the centreboard case shown on the plans but ignoring the capping forward of the thwart.
- 8.3 The centreboard in profile (including its handle) shall fit between two parallel lines 369mm apart.

## 9 RUDDER AND TILLER

- 9.1 The type and size of the rudder is optional.
- 9.2 The type, size and arrangement of the tiller and extension is optional and it may be shipped through or over the transom.

## 10 MAST

- 10.1 The mast shall be of wood or aluminium alloy except that a plastic sail track is permitted.
- 10.2 The mast may have only one set of spreaders or cross trees.
- 10.3 The overall length of the mast shall not exceed 6096mm.
- 10.4 Permanently bent and rotating masts are prohibited but a set due to distortion of up to 40mm between the upper and lower measurement bands is permitted.

- 10.5 The weight of the mast including all rigging and usual fittings shall be not less than 7.5kg.
- 10.6 Measurement bands of not less than 10mm in width shall be painted on the mast so that they are clearly discernible when racing as follows:-
- No 1. The upper edge of which shall be not less than 596mm above the top of the sheerline in the way of the mast with the mast in the stepped position.
- No 2. The lower edge of which shall be not more than 5486mm above the upper edge of No.1 .
- No 3. The lower edge of which shall be not more than 4038mm above the upper edge of No.1 .
- 10.7 No part of the spinnaker boom fitting(s) attached to the mast shall project more than 40mm from the mast.
- 10.8 The mast shall be stepped on deck, with an adequate thrust member to the keel such as shown on the plans.

## 11 BOOM

- 11.1 The boom shall be of wood or aluminium alloy except that a plastic sail track is permitted.
- 11.2 The boom complete with track, but excluding other fittings, shall be able to pass through a 102mm diameter circle.
- 11.3 Permanently bent booms are prohibited but a set due to distortion of up to 20mm between the measurement band and the fore end of the boom is permitted.
- 11.4 A measurement band of not less than 10mm in width shall be painted on the boom so that they are clearly discernible when racing with its inner edge not more than 2498mm from the aft side of the mast excluding any local curvature.

## 12 SPINNAKER BOOM

- 12.1 Spinnaker booms may be of any material.
- 12.2 The overall length of any spinnaker boom, including fittings, shall be not more than 1905mm.

## 13 STANDING AND RUNNING RIGGING

- 13.1 One forestay and two shrouds, each of wire not less than 2.35mm in diameter, shall be fitted. The shrouds shall be attached to shroud plates fixed to the topsides. The line joining the intersection of the line of the shrouds, extended if necessary, at the sheerline shall be not less than 330mm abaft the foreside of the mast at deck level.
- 13.2 The extensions of the line of the forestay shall meet the mast below the lower edges of band No.3.
- 13.3 The forestay and headsail tack shall be connected to the stem or deck between the line of the stem and a point not more than 305mm from the line of the stem. The forestay may be so connected by rope, but if so connected, the distance between the bearing surfaces of the connection of the forestay and stem shall be not more than 150mm.
- 13.4 The extension of the line of the top of the spinnaker halyard, when held taut at right angles to the mast, shall intersect the foreside of the mast below the lower edge of

band No. 3. If led through an eye or block, no part of such eye or block shall project more than 100mm from the foreside of the mast.

- 13.5 The type and material of the running rigging is optional.

## 14 SAILS

- 14.1 Sails shall be made of a woven material and measured in accordance with the 1986 IYRU Sail Measurement Instructions except where varied herein.
- 14.2 One unwoven window is permitted in the mainsail and headsail such windows shall not exceed 0.28m<sup>2</sup> in area or be less than 150mm from any edge of the sail.
- 14.3 The sail number, letter(s), and class insignia shall be placed as laid down in the Racing Rules of Sailing Appendix G except than spinnaker numbers may be shown on the leeward side of the sail only. Numbers and letters shall be of the following minimum dimensions:
- Height: 300mm
- Thickness: 45mm
- Width: 200mm (excluding number one or letter 1)
- Space between adjoining figures: 60mm
- 14.4 Mainsail
- 14.4.1 No part of the sail shall extend beyond the inner edge of the boom band, the lower edge of band No. 2 and the upper edge of band No. 1.
- 14.4.2 Three battens shall be fitted dividing the leach, i.e. the straight line joining headboard to clew, into four equal parts • 50mm. The two lower battens shall be not more than 915mm long and the upper batten shall be not more than 1170mm long. The width of the battens shall not exceed 50mm.
- 14.4.3 A headboard may be fitted but, if fitted, shall be not more 115mm from the luff nor more than 115mm in depth.
- 14.4.4 The length of the leach, measured in a straight line from the junction of luff bolt-rope, and the sail cloth at the head to the junction of the foot bolt-rope and the sail cloth at the clew, shall not exceed 6045mm.
- 14.4.5 The width of the mainsail at quarter, half and three-quarter height shall not exceed 2260mm, 1712mm, 1013mm respectively, measured to the edge of the sail including the bolt-rope with the sail folded at right angles to the luff. Any hollows in the leach shall be bridged by straight lines.
- 14.5 Headsail
- 14.5.1 Measurement of the headsail shall be taken between the bearing surfaces of the cringles except that where the cringle is outside the sail the measurement shall be taken to the point of the sail nearest to the cringle.
- 14.5.2 The length of the luff, leach and foot shall not exceed 3962mm, 3582mm and 1778mm respectively.
- 14.5.3 The mid-point of the foot shall be determined by placing bearing surface of the clew cringle above the bearing surface of the tack cringle tensioning both halves of the foot equally. Then with the sail unfolded the distance from the head to the mid-point of the foot shall not exceed the mean of the luff and the leach plus 88mm.

- 14.5.4 The length of the luff wire of a sliding luff jib shall not exceed 3962mm between the cringles, and at no time shall the luff extend beyond the cringles.
- 14.5.5 Battens in the headsail are prohibited.
- 14.6 Spinnaker (large)
- 14.6.1 The spinnaker shall conform to the following measurements.
- 14.6.2 The leeches of the spinnaker shall be equal and not more than 4270mm.
- 14.6.3 The width of the spinnaker shall be not more than 3353mm. The width at half-height shall be not less than 2743mm. Width measurements shall be taken to the edges of the sail, at right angles to the straight line joining head and clew cringles, with the sail folded in half about its vertical centreline.
- 14.6.4 The headboard shall not exceed 102mm in width.
- 14.6.5 Battens in the spinnaker are prohibited.
- 14.7 Spinnaker (small)
- As for "Large" except that for 3353mm read 2438mm and for 2743mm read 2134mm.

## 15 PROHIBITIONS

- 15.1 Outriggers
- 15.2 Any apparatus or contrivance 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.
- 15.3 Attachments to the outside of the skin of the boat, except safety lines, rudder fittings, shroud plates, bow plate, false keel, stem and chine bands.
- 15.4 Hydraulic or pneumatic pistons or rams.

## 16 CREW

- 16.1 There shall be two persons on board when racing.

## 17 ANCHOR

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

## PART C - TABLE OF HULL SCANTLINGS AND MATERIALS

Except for plywoods dimensions are minimum.

All plywoods shall be nominal dimension as listed in BS 1088

All laminated woods shall be bonded so that each laminate's grain runs substantially parallel to each other laminate's grain.

Bottom skin	8mm ply or 6mm ply adequately reinforced in the cockpit area.
Side skin	5mm ply.
Fore and after decks	5mm ply.
Side tank vertical panels	5mm ply
Side decks	5mm ply with suitable support beams

Centreboard case sides	6mm or 8mm ply
Thwartship bulkheads	5mm ply
Foredeck King beam	38mm depth x 25mm width
Foredeck beam	87mm depth x 12mm width at centre
Gunwales	22mm vertical depth at junction with skin
Breakwater and thwart	18mm thick solid or laminated hard wood. If laminated, all wood grains shall run substantially parallel to the major dimensions.
Transom	18mm hardwood or 8mm ply
Knees	22mm hardwood
False keel	9mm depth to 16mm, except at the bow where it may taper to nothing. Hardwood.

For GRP scantlings, see Rule B2 (3).

## PART D - DIMENSIONS

The following are those dimensions required to be measured by an RYA Approved Measurer and entered on the approved Measurement Form. On completion of a satisfactory measurement the Measurer shall supply the owner with the completed and signed Measurement Form, which shall be forwarded to the RYA with the application for Measurement Certificate, in accordance with Part A of these Rules.

No boat is entitled to use the class name National Scorpion or race in the RYA Affiliated Club race until such time as a duly completed and signed Measurement Certificate has been issued by the Royal Yachting Association.

Item No.	Rule No.	Dimensions	Minimum	Maximum
1	B4	Length overall, excluding normal rudder fittings but including bow plate and stem band	4266	4292
2	B4	Base line to false keel 3962mm from aft face of transom	203	203
3	B4	Base line to false keel at aft face of transom	203	203
4	B4	Base line to false keel 914mm from aft face of transom	111	127
5	B4	Base line to false keel 2134mm from aft face of transom	50	64
6	B4	Base line to false keel 3353mm from aft face of transom	105	121
7	B4	Base line to foredeck and stem band intersection measured as if bow plate were removed	696	708
8	B4	Rake of stem (lay straight batten against stem band, just clear of bow plate, and mark where it crosses the base line, measure distance along base line from transom to mark, correcting by the difference between length overall (item1) and 4280mm	4095	4121
9	B4	Is the width on the skin 65mm aft and 350mm from the stemhead within 85 and 65mm?	YES/NO	
10	B4	Does the line of the chine meet the stem within 270mm from the stemhead?	YES/NO	
11	B4	Is there a convex or concave surface on the topsides or bottom panels of more than 4mm?	YES/NO	
12	B4	Width of bottom (directly across bottom from chine to centreline) at 3353mm from aft face of transom	344	362

Item No.	Rule No.	Dimensions	Minimum	Maximum
13	B4	Width of bottom at 2134mm from aft face of transom	565	577
14	B4	Width of bottom at 914mm from aft face of transom	521	533
15	B4	Width of bottom at aft face of transom	391	403
16	B4	Chine Height (height of chine above junction of bottom planking and false keel) at 3353mm from aft face of transom	108	130
17	B4	Chine Height at 2134mm from aft face of transom	115	129
18	B4	Chine Height at 914mm from aft face of transom	85	99
19	B4	Chine Height at aft face of transom	50	64
20	B4	Width of the side (directly across side from sheerline to chine) at 3353mm from aft face of transom	378	405
21	B4	Width of side at 2134mm from aft face of transom	346	373
22	B4	Width of side at 914mm from aft face of transom	276	305
23	B4	Width of side at aft face of transom	219	246
24	B4	The top of the transom shall not fall below the profile of the after buoyancy tank as shown on the plans. Vertical height of the transom, measured from the bottom of the false keel	160	324
25	B4	Depth of false keel between transom and 3353mm forward of aft face of transom	9	17
<b>CENTREBOARD AND CASE</b>				
26	B4	Fore end of centreboard slot to after face of transom along false keel	2406	2432
27	B4	Length of centreboard slot along false keel	1181	1207
28	B4	Internal height of centreboard case from outside of false keel		343
29	B4	Internal height of centreboard case at forward end of slot	279	305
30	B4	Internal height of centreboard case 38mm forward of aft end of slot		178
31	B4	Internal width of centreboard case (not keel slot)	25	29
32	B8	Thickness of solid centreboard at root	22	
<b>HULL RIGHT WAY UP</b>				
33	B4	Beam measured to sheerline at: (a) 3353mm from aft face of transom	944	970
34		(b) 2134mm from aft face of transom	1359	1385
35		(c) 914mm from aft face of transom	1181	1207
36		(d) aft face of transom	876	902
37	B4	Plan width of rubbing bead	28	54
38	B4	Plan width of cockpit floor from centreline at fore bulkhead	305	355
39	B4	Plan width of cockpit floor from centreline at 2134mm from aft face of transom	356	406
40	B4	Plan width of cockpit floor from centreline at aft bulkhead (or 737mm from after face of transom if no after	255	305

Item No.	Rule No.	Dimensions	Minimum	Maximum
		bulkhead fitted)		
41	B4	Plan width of cockpit floor from centreline at transom forward face if no aft bulkhead fitted	153	203
42	B4	Drop side deck 229mm inboard from outer edge of rubbing bead		51
43	B4	Camber of fore deck measured 1346mm from stem	146	178
44	B4	Aft face of transom to aft face of fore bulkhead	2743	2793
45	B4	Aft face of transom to fore side of mast	2794	2870
46	B4	Aft face of transom to fore face of after bulkhead (if fitted)		737
47	B4	After face of transom to aft edge of breakwater at gunwale		2590
48	B4	Mast step bearing face above foredeck		76
49	B13	Line joining intersection of shrouds extended if necessary, at sheerlevel, abaft foreside of mast	330	
<b>SPARS</b>				
50	B10	Length of mast overall	5942	6096
51	B10	Weight of mast including rigging and halyards	7.5	
52				
53	B10	No. 1 Band - Upper edge above sheerline at Fwd Bulkhead	596	
54	B10	No. 2 Band - Upper edge of No. 1 to lower edge of No. 2		5486
55	B10	No. 3 Band - Upper edge of No. 1 to lower edge of No. 3		4038
56	B11	Boom Band - Inner edge to aft side of mast		2498
57	B11	Boom Section - Will boom pass through 102mm diameter circle?		YES/NO
58	B12	Length of spinnaker boom including fittings		1905
<b>SAILS</b>				
59	B14	Mainsail - Width at 1/4 height		2260
60	B14	Mainsail - Width at 1/2 height		1712
61	B14	Mainsail - Width at 3/4 height		1013
62	B14	Mainsail - Leech		6045
63	B14	Aft edge of headboard from luff - horizontally		115
64	B14	Battens - Upper		1170
65	B14	Battens - Other Two		915
66	B14	Headsail - Luff		3962
67	B14	Headsail - Foot		1778
68	B14	Headsail - Leech		3582
69	B14	Is length of middle fold less than 1/2 (luff + leech) + 88mm?		YES/NO
70	B14	Window Area (if any) - Mainsail		0.28m <sup>2</sup>
71	B14	- Headsail		0.28m <sup>2</sup>
72	B14	Spinnaker - Leeches		4270

Item No.	Rule No.	Dimensions	Minimum	Maximum
73	B14	Spinnaker - Width (large)		3353
74	B14	- Width (small)		2438
75	B14	Spinnaker - Width at 1/2 height (large)	2743	
76	B14	- Width at 1/2 height (small)	2134	
77	B14	Spinnaker - Headboard width (if any)		102
<b>GENERAL</b>				
78	B7	Weight of Hull, dry and including correctors	81	
79	B7	Weight of correctors (if any)		7
80	B8&9	Do rudder mounting and centreboard conform to rule?	YES/NO	
81	B13	Does the extension of the line of the forestay and the extension of the line of the spinnaker halyard when held taut at right angles to the mast cut the mast below band No. 3?	YES/NO	
82	B14	Does the mainsail conform in batten pocket position and carrying of sail number and insignia?	YES/NO	
83	B14	If sails fully conform with Rule B14 have they been signed and dated?	YES/NO	
84	B13	Do rigging and fittings comply with Rules?	YES/NO	
85	B4	Is a thwart fitted in accordance with the class rules?	YES/NO	
86	B3	Is the sail number adequately marked in the hull?	YES/NO	
87	B51	Top of bow buoyancy tank below sheerline		192

**Effective:** 1 March 2003

**Previous issues**

1 July 2001	1 March 1981	1 March 1973
1 March 2001	1 March 1980	1 March 1972
1 April 1997	1 March 1979	1 March 1971
1 March 1989	1 March 1978	1 March 1969
1 March 1988	1 March 1976	1 January 1967
3 December 1985	1 March 1975	
1 March 1982	1 March 1974	

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THE ROYAL YACHTING ASSOCIATION

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