

CLASS RULES AND CHAMPIONSHIP CONDITIONS

CLASS RULES

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CLASS RULES

Revised January 1, 2024

1. GENERAL:

Naples Sabot yachts shall race under the current World Sailing Racing Rules of Sailing (RRS), except where the INSA rules conflict.

INSA sponsored regattas (Junior & Senior Nationals, Sabot II qualifiers and Sabot II Championship) have a fee of \$10 per day per boat and capped at \$30.

2. ELIGIBILITY TO RACE:

- A. The yacht and skipper must comply fully with the requirements of the Association and Fleet.
- B. The yacht must have been constructed in accordance with the official plans and specifications, must possess a copy of a valid Certificate of Measurement on file with the INSA office, and
- C. Must carry a current year registration decal.
- D. A member must be in good standing with a Fleet and the Association to be eligible to race in any INSA sanctioned event.
- E. Where there is an age requirement, birthdays occurring during a regatta shall not affect eligibility already established.
- F. Junior members whose 18th birthday falls between the first day of the Senior Championship Regatta and the Junior Championship Regatta in a calendar year may elect to compete in either Championship, but not both.

A member must be in good standing with a Fleet and the Association to be eligible to race.

3. AGE CLASSIFICATIONS:

- A. Junior Members: classified as under 18 years of age.
- B. Senior Members: all Association members who are 18 years of age or older. Within the Senior classification:
 - 1. Masters are defined as being 40 years of age or older.
 - 2. Grand Masters are defined as being 65 years of age or older.
- C. Senior and Masters Divisions will be established when possible. These two categories will be combined into a single Senior category if there are insufficient (three) entries in either category to make a class.

4. INSA "Interfleet" JUNIOR SKIPPER CLASSIFICATION GUIDELINES:

- A. Basic Rule: In major regattas with inter-fleet competition, Naples Sabot skippers shall be advanced to the next higher classification upon having won a first place trophy.
- B. Advancement Guidelines:
 - 1. All fleet advancements shall be upon winning either two one day events or one two day event with 7 or more starters.
 - 2. Advancement from C3 to C2 shall be one (1) sailor for every seven (7) competing in a two day event.
- C. Definitions:
 - 1. Classifications shall be designated "A", "B", and "C" (C1", "C2", and "C3"), in order of capability, "A" being the highest.
 - 2. A major regatta is a series of four or more races, and of more than one day duration.
 - 3. Inter-fleet competition is defined as racing where two or more fleets are represented in a class, with a total of 7 or more starters. Cases where two or more classes are combined by the Race Committee, because of an insufficient number of starters in one or more classes, do not count.

5. COACHING:

The only acceptable on-the-water coaching to the Class during racing shall be for the C3 Class during non-championship events. During INSA championship events, on-the-water coaching between races shall be allowed. The Host Club during INSA championship events shall provide an appropriately sized "Coaching Zone" in a location which allows for meaningful coaching between races.

- A. The acceptable coaching zone shall not be a box. INSA shall provide flags which shall be used to denote the "Coaching Zone."
- B. Limited coaching is allowed in the C3 fleet only, for those sailors who are:
 - 1. At the back of the C3 fleet.
 - 2. Obviously going backwards or continually struggling to stay out of irons or are in danger.
 - 3. Delaying the start of the next race and pointed out by the Race Committee to receive assistance to complete the course.

4. Electronic communication devices including but not limited to: VHS and other 2-way radios, cell phones and text messaging devices shall not be used.

6. BOAT CHARTERS:

Current registration on the chartered boat shall be paid for/by the owner.

7. REQUIRED EQUIPMENT:

The following equipment must be carried in a Naples Sabot while racing:

1. A U. S. Coast Guard approved personal flotation device (PFD) Type I, II or III must be worn and properly fastened by Junior skippers.
2. A U. S. Coast Guard approved personal flotation device (PFD) must be carried by Senior skippers.
3. One affixed suitable bailing device.
4. One affixed paddle which must meet the following specifications: 32 square inches minimum (excluding handle) with no holes permitted; of any material; minimum 1/8" thick; flat; handle 3 1/2" long, 1" wide, one 1/4" hole allowed for attachment cord. A regulation ping pong paddle shall be sufficient.
5. One painter at 10 feet long and at least 1/4" diameter.
6. No tracking device shall be installed on a hull or spars during a regatta without prior approval by the INSA Executive Board. Such requests for approval shall be made no later than forty-five (45) days prior to a regatta.
7. With the exception of class designation ribbons, an Organizing Authority (OA) may not require the installation of any added equipment which is not required by the "INSA Rules" nor approved by the INSA Executive Board. The decision of the Executive Board shall be final.
8. For all INSA sanctioned races, the Technical Committee or Race Committee may protest a boat for racing without Class equipment or corrector weights on board. The penalty for not carrying the class specified safety equipment is 10 points added to their score for that race. Boats racing without weights will be disqualified from all races sailed without the weights.

8. GROSS WEIGHT RULE:

A. Junior Skippers:

1. For Junior Championship regattas and all Junior A, B and C1 regattas (excluding Sabot II), the gross weight of the skipper plus hull and equipment, as defined in the specifications, must equal two hundred twenty (220) pounds.
2. If it does not, the skipper must add weight in the boat to bring it up to this minimum, except no skipper is required to carry more than 20 pounds of added weight. Consequently, in the case of a very light skipper, the gross weight might not reach 220 pounds but would still be legal if the maximum 20 pounds of weight were added.

3. Any weight (ballast) added shall not destroy the 10 pound minimum positive buoyancy of the yacht.
 4. At a regatta, "A" and "B" Junior Fleet sailors must follow the gross weight rules as described above in 1., 2., and 3.
- B. Senior Skippers:
1. For Senior Championship Regattas, the gross weight of the skipper plus hull and equipment, as defined in the specifications, must equal 245 pounds.
 2. If it does not, the skipper must add weight in the boat to bring it up to this minimum, except no skipper is required to carry more than 20 pounds of added weight. Therefore, in the case of a very light skipper, the gross weight might not reach 245 pounds, but would still be legal if the maximum 20 pounds of weight were added.
 3. Any weight (ballast) added shall not destroy the 10 pound minimum positive buoyancy of the yacht.
- C. Senior Skippers, Clydesdale Division:
1. For Senior Championship Regattas, Clydesdale Division, the gross weight of the skipper must be 220 pounds or heavier.
 2. If the skipper weighs 200 pounds, he must carry 20 pounds of added weight, added weight not to exceed 20 pounds.
- D. Ballast required to bring a yacht to its weight of 95 pounds does not apply to the required corrector weight for juniors (maximum of 20 pounds) or to the required corrector weight for seniors (maximum of 20 pounds).

9. SCORING:

Low Point Scoring (Racing Rules of Sailing Appendix A) will be used, unless changed by INSA Championship guidelines.

ASSOCIATION SPONSORED CHAMPIONSHIP EVENTS

FEES: The following fees are established for the following INSA sponsored regattas: approved November 2, 2014 by the INSA Board of Directors

- A. Sr Sabot Nationals: \$10 per day (2-day) for a total of \$20.00 per sailor
 - B. Sabot II North Regatta: \$10 per day (1 day) for a total of \$10.00 per sailor
 - C. Sabot II South Regatta: \$10 per day (1 day) for a total of \$10.00 per sailor
 - D. Sabot II Invitational Championship Regatta: \$10 per day (2) for a total of \$10.00 per sailor
 - E. Junior Sabot Nationals: \$10 per day (3-4 day) with a cap of \$30.00 for each sailor
- INSA provides trophies and participation gifts for all sailors at these events.

Senior/Master/Clydesdale Championship Regatta

1. ELIGIBILITY:

The event is open to any sailor who:

- A. In the Senior Regatta, must be over age 18 at the time of the event.
- B. In the Master Regatta, must be over age 40 at the time of the event.
- C. In the Grand Master Regatta, must be over age 65 at the time of the event.
- D. In the Clydesdale Division, must be over age 18 at the time of the event.
- E. Is a member in good standing of INSA, and whose boat registration and fleet dues (if applicable) are current with the Association.
- F. Has submitted a valid entry form and paid all applicable fees prior to the start of the regatta.
- G. Boats shall be eligible to sail in the Senior, Master, Grand Master or Clydesdale National Championship provided they have a valid measurement certificate on file with the INSA office, and they have a valid decal for the current calendar year affixed on the hull.

2. EQUIPMENT:

- A. The same hull, sail and equipment must be used throughout the entirety of the event, unless it is so severely damaged as to be incapable of being sailed. All claims of damage requiring replacement must be petitioned, in writing, to the Regatta Chair, Chief Judge, or INSA Secretary. In all cases, replacement equipment must satisfy all measurement requirements.
- B. Hull and sail number shall match. An exception may be made at the discretion of the INSA Secretary or Regatta Chairman in the event of a damaged hull.
- C. Pre-regatta measurement and weigh-in shall be completed prior to the close of regatta check-in.

3. REGATTA GUIDELINES:

- A. The Regatta shall be held annually with the following host rotation: ABYC, BYC/BCYC, MBYC, NHYC/LIYC, SDYC.
- B. The Event shall be governed by INSA Class (Racing) Rules, and the current Racing Rules of Sailing.
- C. Three races are required to be completed to constitute a series for the Senior, Master and Clydesdale Championships. When three to five races have been completed, a boat's series score will be the total of her race scores. When six races have been completed, each boat's series score shall be the total of her race scores excluding her worst score (throw out).
- D. The Masters Championship Regatta shall consist of a Gold Fleet and a Silver Fleet, and the Fleet Captains will participate in selection of the sailors for the Gold and Silver Fleets.
- E. The Grand Masters Championship Regatta shall not consist of more than three races, to be sailed during a single day. One race is

required to be completed to constitute a series. A boat's series score shall be the total of all of her race scores. The Grand Masters shall have separate starts; however, if there are less than three (3) Grand Master participants and/or no Grand Masters Fleet is declared, the Grand Masters Perpetual Trophy will be awarded to the highest placing Grand Master eligible competitor participating in the Masters Championship in the Fleet that has the highest number of Grand Masters eligible competitors. If the number of Grand Masters competitors is the same between the Gold Fleet and Silver Fleet, the trophy will be awarded to the highest placing Grand Master competitor in the Gold Fleet.

- F. The Clydesdale Division shall have separate starts; however, if there are less than five participants in the Clydesdales, they will start with another fleet.
- G. Sailing Instructions shall be presented to the INSA Executive Committee sixty (60) days prior to the event for approval. Failure to provide Sailing Instructions sixty days prior to the event will result in INSA providing the Sailing Instructions for the event.
- H. Sailing Instructions shall be posted fifteen (15) days prior to the event.

4. CHAMPIONSHIP TROPHIES:

- A. A participation souvenir will be given to all competitors.
- B. Senior Sabot Nationals Perpetual Trophy to the winner of the Senior fleet.
- C. Seniors - First through fifth take home trophies.
- D. Masters Sabot Nationals Perpetual Trophy to the winner of the Masters Gold fleet.
- E. Masters – Gold Fleet - First through fifth take home trophies.
- F. Masters – Silver Fleet - First through fifth take home trophies.
- G. Grand Masters Sabot Nationals Perpetual Trophy to the winner of the Grand Masters fleet.
- H. Grand Masters - First through third take home trophies.
- I. Clydesdale Division Sabot Nationals Perpetual Trophy to the winner of the Clydesdale Division.
- J. Clydesdale Division – First through third take home trophies.

5. COACHING: No on-the-water coaching during racing or between races shall be allowed during INSA Senior Championship events.

6. TROPHY RESPONSIBILITY AND CONDITIONS:

The name, year and yacht club of the Winner shall be engraved by the winner and/or winner's yacht club on the Perpetual Trophy. The Trophy is to be held by the winner or winner's yacht club until the next INSA Senior, Master, Grand Masters and Clydesdale Division National Championship. It is the responsibility of the winner to return the updated trophy, in original condition, to the next Championship.

Junior Championship Regatta

1. ELIGIBILITY:

The event is open to any sailor who:

- A. Has not reached 18 years of age at the time of the event
 - 1. EXCEPTION: Any competitor whose 18th birthday falls between the first day of the Senior Championship Regatta and the Junior Championship Regatta in a calendar year may elect to compete in either Championship, but not both.
- B. By July 10th, is a member in good standing of INSA, and whose boat registration and fleet dues (if applicable) are current with the Association. An additional late fee of \$20 will be charged for skippers and hulls not in compliance.
- C. By July 25th, has submitted a valid entry form and paid all applicable fees prior to the start of the regatta. Entries may be received by August 1st if accompanied by a late fee.
- D. By July 25th, has qualified for the Championship Regatta in a fleet ranking series/or have received a ranking placement by the fleet to which the member belongs. Note that the fleet shall submit a ranking list to the INSA Secretary-Treasurer by August 1st.
- E. Boats shall be eligible to sail in the Junior National Championship provided they have a valid measurement certificate on file with the INSA office by July 25th, and they have a valid decal for the current calendar year affixed on the hull.

2. EQUIPMENT:

- A. The same hull, sail and equipment must be used throughout the entirety of the event, unless it is so severely damaged as to be incapable of being sailed. All claims of damage requiring replacement must be petitioned, in writing, to the Regatta Chair, Chief Judge, or INSA Secretary. In all cases, replacement equipment must satisfy all measurement requirements.
- B. Hull and sail number shall match. An exception may be made at the discretion of the INSA Secretary or Regatta Chairman in the event of a damaged hull.
- C. Pre-regatta measurement and weigh-in shall be completed prior to the close of regatta check-in.

3. REGATTA GUIDELINES:

- A. The Regatta shall be held annually on a rotating north-south basis.
- B. The Event shall be governed by INSA Class (Racing) Rules, and the current Racing Rules of Sailing.
- C. The INSA Junior National Championship shall consist of: Flight Selection Series and Championship Series.
 - 1. Flight Selection Series: Shall be an open registration event sufficient to total 120 yachts, plus ties for 120th place. Flights for the Championship Series shall be determined by finish positions in the Flight Selection Series. Ties at the cutoff points shall not be broken. All overflow sailors will be automatically eligible to sail in the Cove Cup. Junior sailors

with a fleet status of C2 by the end of the Summer Gold Cup will be eligible to sail in the championship series.

2. Championship Series: The Championship Series shall consist of the four equal flights as determined by the Flight Selection Series. However ties at each flight cut-off point shall not be broken which may result in a smaller number of competitors in the Iron Flight than the other flights. The four flights in order of top finishers shall be Gold, Silver, Bronze and Iron.

3. EXEMPTIONS

- a. Exemption A. The defending Junior National Champion may opt to be seeded as an addition to the Championship Flight and not be required to race the Flight Selection Series. Election to sail the Flight Selection Series voids this option.
 - b. Exemption B. The Board of Directors may, in rare cases, accept a written petition from a worthy competitor to waive all, or part, of the prior series if participation in a national US SAILING event which required elimination by area prevents the sailor from participation in all or part of the prior series. If the acceptance of the petition shall increase the number of sailors in the Championship Flight such that a sailor who earned a position in the Championship Flight through normal eliminations will not be bumped.
- D. Sailing Instructions shall be presented to the INSA Executive Committee sixty (60) days prior to the event for approval. Failure to provide Sailing Instructions sixty days prior to the event will result in INSA providing the Sailing Instructions for the event.
 - E. Sailing Instructions shall be posted fifteen (15) days prior to the event.

4. SCHEDULE OF RACES

- A. Flight Selection Series: Under normal conditions five races shall be sailed. When three or fewer races have been completed, a boat's series score will be the total of her race scores, there shall be no throw out. If four or more races are completed a boat's series score shall be the total of her race scores excluding her worst score.
- B. Championship Series: Under normal conditions six races shall be sailed. Three races are required to be completed to constitute a series. When fewer than six races have been completed, a boat's series score will be the total of her race scores. When six races have been completed, each boat's series score shall be the total of her race scores excluding her worst score (throw out).

5. REASONS FOR DISQUALIFICATION

Coaching: On the water coaching during racing shall not be allowed by any *Support Person* as defined in the RRS. At a Championship event, the protest committee may call a hearing under RRS 60.3 (d) to determine if

a *Support Person* has broken a *rule*. The protest committee shall act in accordance with RRS 64.4 concerning any decisions.

On-The-Water Coaching between races shall be allowed in a “Coaching Zone” only. The Host Club during INSA championship events shall provide an appropriately sized “Coaching Zone” in a location which allows for meaningful coaching between races. Spectator and/or support craft shall not be allowed.

6. TROPHIES TO BE AWARDED AT THE INSA JUNIOR NATIONAL CHAMPIONSHIP REGATTA

- A. A participation souvenir will be given to all competitors.
- B. Flight Selection Series - First through tenth take home trophies.
- C. Championship Series Gold Flight:
 - 1. “Daily First” take home trophies (given to the winner of each race).
 - 2. First through tenth take home trophies.
 - 3. INSA Junior National Championship Perpetual Trophy.
 - 4. Hal Brown Memorial Trophy for the best combined score, with no throw-outs, in the Flight Selection and Championship Series.
 - 5. Coronado Chamber of Commerce Perpetual Trophy to the winner of the final race in the Championship series.
- D. Championship Series Silver Flight:
 - 1. First through fifth take home trophies.
 - 2. Commodore’s Cup Perpetual to the winner of the Silver Flight.
- E. Championship Series Bronze Flight:
 - 1. First through fifth take home trophies.
- F. Championship Series Iron Flight:
 - 1. First through fifth take home trophies.
- G. Joe Wells Perpetual Trophy to the top junior woman in the Championship Series.
- H. Jessica Uniack Memorial Trophy to the outstanding junior sportsman of the year.
- I. Peggy Lenhart Perpetual Trophy to the most improved junior sailor at Nationals.
- J. Gaudio Cove Cup Perpetual Trophy to the daily winner of the Cove Cup Series. When there is no Cove Cup Series the trophy shall be awarded to the highest ranking newcomer at the Sabot Nationals.

7. TROPHY RESPONSIBILITY AND CONDITIONS

The name, year and yacht club of the Winner shall be engraved by the winner and/or winner’s yacht club on the Perpetual Trophy. The Trophy is to be held by the winner or winner’s yacht club until the next INSA Junior National Championship. It is the responsibility of the winner to return the updated trophy, in original condition, to the next Championship.

Sabot II Championship Regattas (Division and Invitational)

1. ELIGIBILITY

The event is open to any sailor who:

- A. Has not reached their 12th birthday by the start of the first divisional championship regatta.
- B. Birthdays occurring during a regatta do not affect eligibility already established.
- C. Is a member in good standing of INSA, and whose boat registration and fleet dues (if applicable) are current with the Association.
- D. Has submitted a valid entry form and paid all applicable fees prior to the start of the regatta.
- E. Has qualified for the Sabot II Invitational Championship Regatta through the defined qualification procedure.
- F. Boats shall be eligible to sail in the Sabot II Invitational Championship Regatta provided they have a valid measurement certificate on file with the INSA office, and they have a valid decal for the current calendar year affixed on the hull.
- G. Yacht club membership is waived for members otherwise in good standing who do not qualify for yacht club membership because of age.
- H. Weights are not required for any sailor competing in the Sabot II Championship or District Qualifications.

2. REGATTA GUIDELINES

- A. These Events shall be governed by INSA Class Rules.
- B. Division Championships
 - 1. Northern Division: The Northern Division shall include all Fleets north of and including San Clemente, to and including Bakersfield, within California.
 - 2. Southern Division: The Southern Division shall include all Fleets south of San Clemente to the Mexican Border, within California.
 - 3. Open Division: Open Divisions shall include any Fleets outside of the Divisions above noted that host a regatta of six or more Naples Sabots pursuant to the eligibility rules below.
 - 4. There shall be no restriction on the number of boats sailing in the divisional Sabot II Regattas.
- C. Invitational Championship
 - 1. The Sabot II Invitational Championship Regatta shall be held annually on a rotating north-south basis. It is restricted to 10 competitors each from the Southern Division and Northern Division selected in order of finish from each Division Championship. Ties at the cut-off point shall not be broken. The regatta shall consist of at least five races when practical.
- D. Schedule of Races
 - 1. Division Series: Three races are required to be completed to constitute a series. When fewer than six races have been completed, a boat's series score will be the total of her race scores. When six races have been completed, each boat's series score shall be the total of her race scores excluding her

worst score (throw out). Ties for first place will remain and will not be broken.

2. **Invitational Series:** Three races are required to be completed to constitute a series. When fewer than six races have been completed, a boat's series score will be the total of her race scores. When six races have been completed, each boat's series score shall be the total of her race scores excluding her worst score (throw out).

- E. Sailing Instructions shall be presented to the INSA Executive Committee sixty (60) days prior to the event for approval. Failure to provide Sailing Instructions sixty days prior to the event will result in INSA providing the Sailing Instructions for the event.

- F. Sailing Instructions shall be posted fifteen (15) days prior to the event.

3. TROPHIES TO BE AWARDED

- A. **Division Series:** A participation souvenir will be given to all competitors. First through tenth for the Southern Division and Northern Division take home trophies, plus youngest skipper who completes all the races, and Sabot II Regional Division Perpetual for north and south divisions.

- B. **Invitational Series:** First through fifth take home trophies, J. J. Fetter Perpetual Award to first girl, and Sabot II Invitational Champion Perpetual.

4. TROPHY RESPONSIBILITY AND CONDITIONS

The name, year and yacht club of the Winner shall be engraved by the winner and/or winner's yacht club on the Perpetual Trophy. The Trophy is to be held by the winner or winner's yacht club until the next INSA Sabot II Championship Regatta. It is the responsibility of the winner to return the updated trophy, in original condition, to the next Championship.

2022 Rules Proposals for 2023	+
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Amendments	+
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2024 Rules Proposals for 2025	
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Yacht Specifications	+
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CONSTITUTION	+
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Naples Sabot Yacht
Specifications

Naples Sabot Yacht Specifications
(Revised May 1, 2008)

Note: Official Plans are available for the Naples Sabot from INSA for \$25.00. The drawings and the specifications below define the sabot's measurements. If you plan to build a new sabot or make modifications to a sabot, the drawings are absolutely necessary. Send a request for the drawing set, a check for \$25 (payable to INSA), your name, address, and email address to the current INSA Secretary.

Naples Sabot yachts shall be built in accordance with the official drawings and the following specifications and shall conform to the Official Drawing of the Association. Nothing is optional unless specifically stated. The use of carbon fiber is restricted to masts, booms, and hiking sticks.

PLANKING:

Plywood, 3/16-inch (or its millimeter equivalent) minimum thickness, or glass reinforced plastic (GRP). Sandwich construction shall not exceed 1 1/2-inch thickness. No cut outs or lightening holes are allowed in planking except for a 1 1/2-inch maximum diameter hole for a pump outlet. Hole must have opaque watertight cover if not in use.

TRANSOMS:

Wood, 1/2-inch minimum thickness. Plastic hull boats must provide adequate stiffness for transoms.

No fixture or lip may protrude forward of the stem except a 5/8-inch maximum thickness of fiberglass or plastic. Likewise, no fixture

(except rudder mountings and rudder) nor lip be aft of the transom except a 5/8-inch thickness of fiberglass or plastic. No cut outs or lightening holes are allowed in the transoms except for a 1 1/2-inch maximum diameter hole for a pump outlet. Hole must have opaque watertight cover if not in use.

CHINES:

Wood, laminated construction suggested, 3/4-inch x 2-inches minimum or 3-inch fiberglass tape and fillet. Chines may be omitted on plastic hull boats.

GUNWHALES:

Wood and/or GRP, approximately 1 1/8-inches thickness including plank. The maximum stringer (inside gunwhale) be 1-inch, the minimum be 0-inches in thickness (horizontal).

The maximum thickness of the rub strip (outside gunwhale) is 2-inches and the minimum thickness is 7/16-inch.

The maximum width (vertical) measurement of the stringer and the rub strip is 2 1/2-inches.

KEEL:

Wood and/or GRP, 3/4-inch x 2 5/8 + 0 - 1/4-inch depth at stern transom. GRP boats may omit the inner keel.

THWARTS:

Wood, 1/2-inch minimum thickness, if constructed of GRP must provide adequate strength and stiffness. A strut extending from the gunwhale to the keel or extending to any location on a rib on the bottom of the boat and designed to reinforce the gunwhale or leeboard fitting is not allowed in any location between the forward side of the mid-ship thwart and the aft side of the forward thwart. (Struts on sabots registered before September 1, 2006 are exempted from this ruling.)

Forward Thwart

(Mast Partner) 3-inch minimum width at throat. Maximum width 7 1/2-inches. Cut outs or lightening holes permitted provided width of solid material equals 3-inches. Maximum height of the thwart above the sheer is 1-inch. If a portion of the forward thwart is formed by the top of an integral tank, that portion may not extend within 3-inches below sheer, and is not required to meet the thickness requirement. Bow flotation may not extend aft of forward thwart.

Mid-ship Thwart

7 1/2-inches wide, plus 1 1/2-inches, minus 0, at upper surface with not more than 1/4-inch radius allowed on edges. If cut outs or lightening holes are used, at least 50% of the required area must remain. The thickness requirement of 1/2-inch minimum must be met for at least 50% of the required area. If center thwart is formed by the top of an integral flotation tank, it is not required to meet the thickness requirement.

Stern Thwart

7 1/2-inches width, plus 1-inch, minus 0, at upper surface with maximum radius of 1/4-inch allowed on forward edge. If cut outs or lightening holes are used at least 50% of the required area must remain. The thickness requirement of 1/2-inch minimum must be met for at least 50% of the required area. If stern thwart is formed by the top of an integral flotation tank, it is not required to meet the thickness requirement. The forward corner of such an integral tank cannot be within 3-inches of sheer at that point.

KNEES AND BRACES:

Knees, corner braces and under thwart braces may be constructed of wood, GRP, or metal and are optional as to exact shape and dimensions. Maximum height of knees and/or corner braces above the sheer is 1-inch.

Under thwart braces may be deleted where thwart forms top of integral flotation tank.

MAST STEP AND TUBE:

Maximum movement or play at the bottom of the mast tube shall be 1/4-inch.

The maximum diametral clearance between the mast tube and mast partner is 1/8-inch (1/16-inch free opening all around).

The height of the top of the mast tube above the sheer shall not exceed 10-inches. The depth of the mast in tube below the sheer is 8 1/4-inches plus or minus 1/4-inch.

Fiberglass boats only: The mast step may be a block or plug firmly affixed or a part of the hull.

MAST:

Solid wood, laminated construction, hollow GRP, aluminum or carbon fiber is permissible. Hollow GRP or aluminum mast must provide filler blocks or other means to permit attachment of fittings without the use of special tools. A mast in two parts with a slip joint at approximately the midpoint is allowed. Mast and fittings must have positive buoyancy in salt water. The mast shall rotate with the boom, and the rake shall not be adjustable while under way. There is no restriction on the mast flexibility as long as the mast conforms to the dimensions on plans. Mast diameter is 2-inches + 1/8-inch - 1/4-inch. Note: the lower 20 inches of a mast may exceed 2-inch diameter to obtain a close fit with mast tube.

SAIL:

Cloth shall be a dacron or nylon woven cloth only. Mylar, kevlar, spectra or other exotic fabrics or films shall not be allowed (except windows).

To be constructed with mast sleeve and shall be loose-footed. Halyards and reefing gear are prohibited, and sail must be fixed to the mast at the head. Outhauls and downhauls are permitted.

When stretched to remove wrinkles shall not exceed:

- Leech - 11'11" maximum edge of clew to head, not including sleeve. (No part of leech shall lie outside of line drawn between head of sail and outside edge of top batten pocket).
- Luff - 10'10" maximum head to tack, not including sleeve.
- Foot - 7'0" maximum edge of clew to edge of tack, not including sleeve. 7-inch maximum foot round.

Measurements of sleeve laid flat (Cross Measurements):

- 2 3/4-inch maximum at top
- 4-inch maximum at 1/2 height
- 4 1/4-inch maximum at bottom

Sleeve shall be 1 1/2-inches maximum vertically above head of sail.

Maximum length of all battens 12-inches.

- 2 battens in leech approximately equally spaced.
- 1 batten near middle of foot.

Windows are permitted:

- One 6-inch maximum diameter telltale window.
- All other windows shall be below the midgirth line and shall not total more than 450 square inches.

MIDGIRTH SAIL MEASUREMENT TO BE 4'-5" MAXIMUM:

Midgirth measurement to be found by folding sail from head to clew and marking midpoint on leech; then folding sail from head to tack and marking midpoint. Measurement is taken across these two marks with sail laid so it does not fold or wrinkle in this area.

SAIL NUMBERS:

The following exceptions are made to ISAF Rule G1.2: Strongly contrasting colors are acceptable. Numbers of two alternating and strongly contrasting colors are acceptable. Yellow, gray, fluorescents of any hue, and shadow numbers are not acceptable.

BOOM:

Rigid wood, aluminum, GRP, or carbon fiber construction. Vertical and horizontal dimensions shall not exceed 2-inches. Hollow GRP or aluminum booms must provide filler blocks or other means to permit attachment of fittings without the use of special tools. Boom and fittings must have positive buoyancy in salt water.

HIKING STRAPS AND TILLER EXTENSIONS:

Are acceptable devices.

GOOSENECK:

The gooseneck shall be hinged vertically only so that the boom will cause the mast to rotate. The boom heel pin must be not more than 24-inches from the butt of the mast. The boom may rotate about its longitudinal axis.

RIGGING:

Shrouds or stays are prohibited.

HARDWARE:

The design of hardware and fittings is optional except for the functional restrictions contained herein and on the Official Plan.

The choice of material for any of the fittings is optional.

LEEBOARD:

Top of leeboard to be not less than 4-inches above sheer. Its contour is specified on the Official Plan. It must be rigidly attached on the starboard side gunwhale at Station 3. A second attachment point may be along the starboard side of the boat in the area of Station 3. The only adjustment allowed is rotation of the leeboard around the thwartship oriented horizontal attachment bolt. The rigid attachment must prevent excessive athwartship movement of the leeboard; a maximum tolerance of 1 1/4-inch total free horizontal movement is allowed, measured at the tip with the leeboard rotated to the horizontal position.

Only one hole in the leeboard is permitted and that hole shall not be more than 1/8-inch larger than the fitting. Horizontal location optional. Leeboard may be fabricated from wood or GRP but must have positive buoyancy in fresh water. Finish optional.

RUDDER:

The space between the leading edge of the rudder and the aft face of the aft transom shall not exceed 1-inch maximum. Bottom of rudder shall not be more than 15-inches below the outside of the bottom planking at the transom. Its contour is specified on the Official Plan. It must be rigidly attached to the stern transom and must not be adjustable vertically or fore or aft. Pivot type rudders are prohibited. Rudder may be fabricated from wood or GRP but must have positive buoyancy in fresh water. Finish optional.

WEIGHT:

The minimum weight for a complete Naples Sabot is 95 pounds. This weight includes hull, tiller, rudder, leeboard, sail, mast, boom, blocks, sheets, painter, paddle and Coast Guard approved Personal Flotation Device (PFD). Fixed permanent ballast not exceeding five (5) pounds may be used in the hull to achieve this minimum weight. Balance of weight must be in yacht structure or aforesaid equipment.

BUOYANCY:

The hull, with permanent ballast (if required) must provide at least 10 pounds of positive buoyancy in fresh water. This may be accomplished by flotation tanks and/or a double bottom.

HULL NUMBER:

All Naples Sabots built after January 1, 1987 shall be assigned a yacht number by the Association. All boat builders shall permanently embed this number on the inside of the hull.

AMENDMENTS:

The Board of Directors shall add to the "Specifications," as amendments hereto, such Board Meeting Minutes as affect measurement and do not appear either on the plans or current "Specifications."

No yacht builder or sailmaker, private or commercial, has the right, expressed or implied, to change models or to deviate from the plans and specifications and open dinghy intent of the Naples Sabot, or to incorporate new or different manufacturing materials and techniques without written approval of the Board of Directors of the International Naples Sabot Association.

A commercial builder shall submit a prototype hull from a new or modified mold to the Chief Measurer for written approval before hull numbers may be issued.

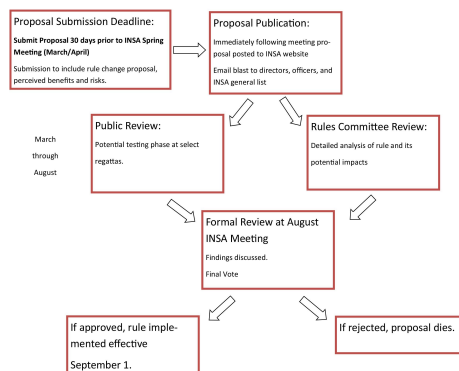
In 2018, the INSA Board adopted the following Rules change process for Class Rules, Bylaws and Deeds of Gift.

Proposals for changes to the INSA rules must be submitted 30 days prior to the INSA Spring meeting (March/April). Please email to the INSA office at jerelyn@odmsail.com

[Rules Proposal Form](#)

INSA Rule Change Process

Class Rules, Bylaws, Deed of Gift



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