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# AUSTRALIAN SHARPIE SAILING ASSOCIATION Incorporated

## BY-LAWS

### PART B

Specifications and Technical Restrictions

May 2014

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## BY-LAWS PART B

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#### RELATED DOCUMENTS

MEASUREMENT FORMS - Hull, Deck, Spars & Foils, Sails  
APPLICATION FOR REGISTRATION CERTIFICATE BOAT DETAILS RECORD (Form for  
ASSA records only)

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## BY-LAWS PART B

### 1 GENERAL

- (1) The intention of these By-Laws is to ensure that the boats are as alike as possible in all respects affecting performance. Variation in the construction and rigging of the Australian Sharpie shall be permitted within the tolerances herein specified.
- (2) These By-Laws take precedence to the Plans, Measurement Forms and the Class Drawings. Any interpretation shall be made by the Australian Sharpie Sailing Association (hereinafter referred to as the ASSA).
- (3) All boats shall be built in accordance with these By-laws, Class Drawing and Measurement Forms.

### 2 LIABILITY

- (1) The ASSA do not accept responsibility in respect of these By-laws and/or the plans or any claim arising therefrom.
- (2) The ASSA reserves the right to exclude a boat from racing even if it measures within the letter of the Rules if the owner or builder has taken advantage of a loophole in the Rules to build a boat which is different in some respect affecting performance.
- (3) The right reserved in 2(2) will not be exercised if, prior to measurement, the ASSA has been notified of, and approves the variation. Such permission is to be obtained in writing from the Measurement Committee.  
*(Attention is drawn to clause 6(11) of By-Laws Part A)*
- (4) The words "shall" and "will" are mandatory. "Should" is advisory, but not mandatory. "Can" and "may" are permissive.
- (5) It is the owner's responsibility to ensure that a boat is fully certified, and conforms to these rules and the spirit of the class in all respect at all times when racing, and that after alterations and/or modifications, the boat is remeasured as applicable.

### 3 BAN PERIODS

- (a) The Association shall be bound by successive ban periods which shall prevent it from changing the Specifications and Technical Restrictions of Class during such ban period. The duration of a ban period shall be three (3) years or such other period as shall be determined from time to time by the Association.
- (b) Records to be kept of all Items During Ban Periods - A record shall be kept, separate from conference minutes, of all items of equipment and alterations to specifications and technical restrictions not eligible for discussion at any one Annual Conference or Special Conference because of the ban period so that such items may be brought up for discussion at the expiry of each ban period. The Australian Secretariat shall six (6) months prior to the end of each ban period circulate to each Member Affiliate advice of the conference at which the relevant ban expires.

### 4 MEASUREMENT

- (1) Only a measurer officially recognised by ASSA shall measure a boat, its spars, sails and equipment, and sign Measurement Forms and Certificates.
- (2) A measurer shall not measure a boat, spars, sails or equipment owned or built by himself, or in which he is an interested party, or has a vested interest.
- (3) If a measurer is in any doubt as to the legality of any part of a boat, spars, sails or equipment, he shall report accordingly on the Measurement Form.

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- (4) Repairs other than sails and replacements other than sails shall be checked by a measurer recognised by ASSA
  - (5) New or substantially altered sails shall be checked by a measurer recognised by ASSA and stamped or signed and dated by the measurer near the tack.
  - (6) The measurement of hulls shall be done using a jig method, with metal jigs which shall be supplied by ASSA.
  - (7) Inspection of boats and/or sails at a championship or open meeting shall be carried out by a measurer recognised by ASSA, or by an official of ASSA. If any measurement is found to contravene these Rules the Certificate shall be withdrawn and not returned until satisfactory remedial measures have been taken.

## **5 HULL MEASUREMENT**

- (1) As many measurements as considered practical to check the shape have been listed on the Measurement Form, but the intention is that in all particulars the boats shall conform to the designed shape.
- (2) With the hull inverted, a base plane shall be established 203mm above the hull at Station 0, and 105mm above the hull at Station 11.
- (3) A datum plane shall be established perpendicular to the base plane and passing through the aft-most point of the hull (excluding fittings) which shall be the intersection of the deck and transom.
- (4) Length measurements shall be taken parallel to the base plane and depth measurements perpendicular to the base plane. Measurement sections, with the exception of the transom, shall be perpendicular to the base plane.
- (5) Measurement Stations 2, 5, 8, 10, and 11 shall be 1000mm, 2500mm, 4000mm, 5000mm and 5500mm respectively from the datum plane.
- (6) The length of the hull excluding deck overlap and rudder fittings shall be  $5990\text{mm} \pm 10\text{mm}$  measured from the transom datum plane.
- (7) The position of the forward face of the mast shall be  $4040\text{mm} \pm 10\text{mm}$  from the transom datum plane.
- (8) The centre of the forestay at the deck level shall be  $5360\text{mm} \pm 10\text{mm}$  from the transom datum plane.
- (9) The maximum distance from the transom datum plane to the bottom-most edge of the transom shall be 16mm, measured as shown on the Class Drawings.
- (10) A gunwale, not exceeding 40mm horizontally from the sheerline by 40mm vertically, may be fitted. To be measured using a "C" template as per the Measurers Handbook.
- (11) The curvature of the deck at Stations 2 and 8 shall be  $64\text{mm} \pm 12\text{mm}$  measured as shown on the Class Drawings.
- (12) The centreboard case slot shall be  $22\text{mm} \pm 2\text{mm}$  wide at the top and bottom. The sides of the case shall be parallel.
- (13) The centre of the centreboard pivot bolt shall be  $3412\text{mm} \pm 6\text{mm}$  from the transom datum plane. The centre of the pivot bolt shall be  $57\text{mm} \pm 5\text{mm}$  from the outside of the hull.

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- (14) The widths of the side decks, measured from the sheerline, shall be:  
170mm  $\pm$  15mm at a point 305mm forward of Station 2  
203mm  $\pm$  15mm at Station 5  
280mm  $\pm$  15mm at a point 305mm aft of Station 8.

Each side deck shall follow the projected deck camber of the fore and aft decks, except that the inside edge of the side deck (the inwale) may be shaped for comfort with a maximum radius of 60mm.

- (15) Between Stations 0 and 10 the maximum radius on the chines shall be 10mm.
- (16) Between Station 8 and the transom, the maximum radius between the keel flat and the bottom of the boat shall be 10mm.
- (17) A straight edge shall be placed on the bottom and side panels at Stations 0, 2, 5, 8 and 10, perpendicular to the centreline. Excluding the permissible round in the chine and keel of 10mm, the distance between the straight edge and the hull shall not exceed 5mm.
- (18) The bottom of the hull shall be fair.
- (19) The distance between the keel and the base plane at Stations 0, 2, 5, 8 and 10 shall comply with the measurements set out in the Measurement Form.
- (20) The stem template shall be applied as shown in the Class Drawings. The maximum deviation from the template shall be  $\pm$  5mm.
- (21) No fitting or part thereof, with the exception of the rudder fittings, shall lie outside the outer edge of the gunwales.
- (22) Sails shall not be sheeted or braced through the sides of the boat.
- (23) The deck at the centreline shall be straight with a tolerance of  $\pm$  10mm.

## **6 CONSTRUCTION**

- (1) (a) The hull shall be constructed from any one or a combination of the materials listed in Schedule B1. The hull skin thickness shall not exceed 25mm.
- (b) Materials in Schedule B2 can be used only for reinforcement purposes and shall not exceed 2.5 square metres per hull.
- (2) The construction is optional. The plan gives a recommended form of construction only, together with suggested scantling.
- (3) The hull shall be constructed with two watertight bulkheads. The forward face of the aft bulkhead shall be 1000mm  $\pm$  15mm from the transom datum plane. The aft face of the forward bulkhead shall be 4000 mm  $\pm$  15 mm from the transom datum plane.
- (4) Buoyancy tanks other than those formed by the two watertight bulkheads shall not be permitted. Side tanks formed by covering the area between the inside edge of the side deck and the floor must have a minimum open area of six hundred (600) square centimetres between Stations 3 and 6.
- (5) Spinnaker launchers may be fitted. Where they pass through buoyancy tanks they shall be made of a non porous material.

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- (6) Two drainage tubes, each of maximum cross section  $100\text{cm}^2$ , shall be permitted to exit from the stern of the hull.
  - (7) A declaration that the hull construction complies with the class specifications and technical restrictions as set out in the Application for Registration Certificate shall be completed and signed by the yacht owner and builder.

## **7 WEIGHT**

- (1) The hull, excluding those items listed in Schedule A shall not weigh less than 90kg.
- (2) If the hull is found to weigh less than 90kg, correctors, whose total weight shall not exceed 10 kg, shall be attached to the underside of the decks immediately forward of Station 2, to bring the hull up to minimum weight. The total weight of all correctors fitted shall be recorded on the Measurement Form by the measurer.  
No correctors shall be removed or altered without the boat being re-weighed by a recognised measurer. The Measurement Form shall be endorsed by the measurer.

## **8 CENTREBOARD**

- (1) The profile of the centreboard shall not vary from the Class Drawings by more than 5mm.
- (2) The thickness of the centreboard shall not exceed 22mm.
- (3) The centreboard shall be constructed only from materials listed in Schedule B1 and/or B2.

## **9 RUDDER**

- (1) The profile of the rudder blade shall not vary from the Class Drawings by more than 5mm.
- (2) The thickness of the rudder blade shall not exceed 22mm.
- (3) The rudder blade pivot bolt centre shall be  $133\text{mm} \pm 6\text{mm}$  above the projection of the keel.
- (4) With the rudder amidships, the pivot hole centre shall not be more than 200mm from the transom.
- (5) The rudder and rudder box shall be constructed only from materials listed in Schedule B1 and/or B2.

## **10 MAST**

- (1) The maximum section of the mast shall be 115mm x 80mm.
- (2) The aft edge of the mast above the sail entry shall be straight when first measured. A permanent set due to deformation of up to 100mm shall be permitted from a line joining the upper coloured band to the mast heel.
- (3) There shall be two bands clearly discernible on the mast. The lower edge of the upper band shall be a maximum of 6909mm above the deck, measured along the forward edge of the mast. The upper edge of the lower band shall be a minimum of 508mm above the deck, measured along the forward edge of the mast.
- (4) Bands on all spars shall be a minimum of 13mm wide. They shall be painted in a colour that contrasts with the spar.
- (5) All standing rigging shall be wire and/or synthetic rope capable of being easily bent to a radius of 50mm without permanent damage being done. Pulley systems can be incorporated to enable rig-tensioning and rake adjustment.
- (6) Only one trapeze may be carried on each side of the mast. Swinging planks shall not be permitted.

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- (7) The distance from the deck to the top of the mast, measured along the forward edge of the mast, shall be no more than 7025mm.
  - (8) The point of intersection of the forward edge of the mast and the forestay (or its extension if necessary) shall be a maximum of 4890mm above the deck, measured along the forward edge of the mast.
  - (9) The forestay fitting shall not project more than 50mm from the front of the mast.
  - (10) At no time shall the bearing point of the spinnaker halyard be more than 5500mm above the deck at the forward edge of the mast.
  - (11) The mast shall be stepped on the deck, and shall not rotate.
  - (12) The design of the mast step shall preclude any possibility of the mast position being changed while racing.
  - (13) A preventer strut of material other than wire rope shall be permitted provided that it is attached only to the forward edge of the mast, and to a fitting on the foredeck positioned on the centreline of the boat.
  - (14) The mast shall be constructed from materials listed in Schedule B1.

#### **11 BOOM**

- (1) There shall be one band clearly marked on the boom. With the boom fitted to the gooseneck, and perpendicular to the mast, the forward edge of the band shall be no more than 2845mm from the forward edge of the mast sail track, projected if necessary.
- (2) The boom shall not extend more than 150mm beyond the forward edge of the measurement band.
- (3) The maximum section of the boom shall be 105mm x 105mm.
- (4) The boom shall be constructed from materials listed in Schedule B1 and/or Schedule B2.

#### **12 SPINNAKER POLE**

- (1) The maximum length of the spinnaker pole, including fittings, shall be 2910mm.
- (2) The spinnaker pole shall be constructed from materials listed in Schedule B1 and/or Schedule B2.

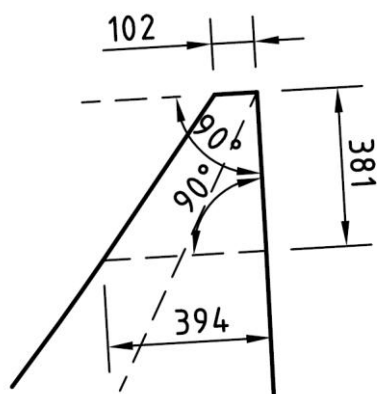
#### **13 SAILS - GENERAL**

- (1) Unless specified otherwise, sails shall be constructed and measured according to the ISAF Sail Measuring Instructions.
- (2) Sail numbers shall conform to ISAF Appendix G. Spinnaker sail numbers shall be a minimum of 50mm high.
- (3) The Australian Sharpie emblem (a running Kangaroo as shown on the Class Drawings) shall be carried on the mainsail. Boats helmed by an Australian Sharpie National Champion may carry the emblem in green. Otherwise, emblems shall be black.
- (4) The registered number shall include the Division prefix. The registered number shall be carried in line. Western Australia may combine the Division prefix into a monogram. Registered numbers shall have every part of their section a minimum of 50mm wide.

- (5) Personal insignia on sails shall be allowed.
- (6) All sails shall be measured when dry and at room temperature.
- (7) After it has passed measurement, each sail shall be stamped and/or signed by the measurer near the tack.
- (8) Materials for sails shall be constructed of woven fibre cloth, unwoven fibre cloth, flexible plastic films or composite materials consisting of any combination of these three. All sails shall be able to be stowed in sail bags of normal dimensions - for the purpose of this rule "long" sail bags for stowing rolled up sails are regarded as normal.
- (9) Double surface sails are not permitted (for the purpose of this rule "double surface" is two layers of sail material separated by any form of void or air pocket.)

#### 14 MAIN SAIL

- (1) All mainsails shall have a minimum of four battens and up to a maximum of six, all of which shall be full length (i.e. luff to leech).
- (2) At all times when racing, the luff of the mainsail shall lie between the bands on the mast, and no part of the mainsail shall extend aft of the forward edge of the band on the boom.
- (3) The following measurements shall be taken:
  - (i) Leech - maximum straight line distance from the upper forward edge of the head to the lower aft edge of the clew is 6770mm.
  - (ii) Half, quarter and three quarter measurements from leech to luff and including the luff rope shall not exceed 1878mm, 2514mm and 1150mm respectively. The half points on the luff and leech are found by folding the head to the tack and clew respectively. The quarter height points are found by folding the tack and clew to the respective half height points. The three quarter points are found by folding the head to the half height points as above.
  - (iii) The maximum round in the foot of loose foot mainsails shall not exceed 230mm.
  - (iv) Mainsail heads shall be measured with a template for the 102mm headboard measurement and the 381mm x 394mm measurement.



- (v) Maximum girth of mainsail shall not exceed 2845mm at any point.

#### 15 HEADSAIL

- (1) Jibs shall be measured by the following method.
  - (i) A floor plan shall be laid out according to the dimensions of the sail plan. Leech 4420mm, Luff 4572mm and Foot 2185mm.



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- (ii) The Luff and the Leech of the sail shall be projected to an apex and the sail shall fit within the floor plan at that point.
  - (iii) The head, tack and clew of the sail shall lie within the floor plan with sufficient tensions to remove wrinkles. The round in the luff may be swept out beyond the straight line between head and tack on the floor plan, but the leech shall lie within the straight line between clew and head on the floor plan.
  - (iv) The centre measurement shall be checked by the following method: The midpoint of the foot shall be determined by placing the centre of the clew cringle over the centre of the tack cringle and tensioning both halves of the foot equally. The length of the centre measurement shall be taken as the distance between the projection of the luff and leech and the lowest edge of the sail at the midpoint of the foot. This measurement shall not exceed 4570mm.
  - (v) Deleted 27/12/88.
  - (vi) The round in the foot shall not exceed the shape of the radius in the floor plan drawn to pass between tack and clew and the maximum centre measurement as defined in (iv) above.

## **16 SPINNAKER**

- (1) The spinnaker shall be a symmetrical three cornered sail. There shall be no headboard, battens or similar stiffening devices other than the normal fabric reinforcing.
- (2) Leech lines shall not be permitted.
- (3) There shall be no holes or slots other than the three corner patches and reinforcing for the spinnaker launcher retrieving line.
- (4) The sail shall be folded in half and the following measurements taken as shown on the Class Drawings:
  - (i) The length of the luffs, measured around the curve, shall not exceed 5900mm.
  - (ii) The length of the middle fold, measured around the curve (head to foot) shall not exceed 6500mm.
  - (iii) The half width of the foot shall not exceed 2000mm, with both halves equally tensioned.
  - (iv) The half width at the half height shall not exceed 2100mm. This shall be taken around the curve of the sail along the fold produced by laying the highest point of the sail directly below the centre of the tack and clew cringles.

## **17 EXOTIC MATERIALS**

- (1) The use of unusually expensive materials or equipment shall be deemed to be contrary to the spirit of the Class Rules and may be prohibited. Before using such materials and/or equipment, permission shall be obtained from ASSA

## **18 CREW**

- (1) The crew shall consist of three persons.
- (2) Only one member of the crew shall use the trapeze at any time while racing.

## **19 WET CLOTHING**

- (1) A competitor's clothing & equipment shall not weigh more than 10kg.
- (2) This measurement shall be obtained in accordance with the relevant ISAF rules and instructions.

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## **20 ALTERATIONS AND EXCEPTIONS FROM AYF AND ISAF RULES**

- (1) For the purpose of racing under the ASSA and its affiliated divisions the relevant ISAF propulsion rule shall be amended to read as follows:-  
*On a free leg of the course, when surfing (rapidly accelerating down the leeward side of a wave) or planing is possible, the Yacht's crew may, in order to initiate surfing or planing, pump the sheet, boom or guy, controlling any sail a maximum of three (3) times for each wave or gust of wind.*
- (2) Devices which indicate remotely or transmit or correlate data about wind direction, wind speed, boat speed or location shall be prohibited

## **21 CERTIFICATE OF REGISTRATION**

- (1) No boat shall take part in class racing unless it has a valid Certificate of Registration in the owner's name. The Certificate of Registration is obtained as follows:-
  - (i) Before a boat is built the owner shall apply to the ASSA for a sail number, Class By-laws, Measurement Forms and Class Drawings. The cost of these shall be fixed from time to time by the ASSA. Upon completion of a boat it shall be measured by an officially recognised measurer of the ASSA who shall complete the measurement forms.
  - (ii) The state measurer shall forward the completed Measurement Forms to the National Measurer.
  - (iii) Upon receipt of Application for Registration Certificate and the correctly completed Measurement Forms, the National Measurer shall issue a Certificate of Registration to the owner.
  - (iv) The original form shall be filed and a copy sent to the State Measurer.
- (2) Change of ownership invalidates the certificate and the old certificate shall be returned to the ASSA together with a written application containing the name and address of the new owner and any re-registration fee that may be required by the ASSA. A certificate shall then be issued to the new owner.

## **22 RULES AFFECTING SPECIFICATIONS**

Rules affecting the specifications and technical restrictions of the Class shall require a two-thirds majority comprised of the members voting in person or by proxy at the Annual Conference or at Special Conference. If requested by the Australian Secretariat rules affecting the government or specifications and technical restrictions of the Class may be decided by means of a postal vote which shall require a majority of two-thirds decided in accordance with the procedure and the entitlements of the Member Affiliates and Office Bearers at the Annual Conference. In the event of such a postal vote the Australian President shall have the casting vote which would otherwise be exercised by the Chairman of the Annual Conference or Special Conference.

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**SCHEDULE A** - Equipment to be excluded during weighing

- Stays
- Trapeze Wires
- All Sheets
- Rudder Box
- Centreboard and Rudder

Date of issue: 1st July 1987

**SCHEDULE B**

**B1**

- Timber
- Aluminium
- Steel
- Polyester Resin
- Epoxy Resin
- Vinylester Resin
- Any Timber Adhesive and Fastenings
- Q-cell or micro balloons PVC Foam
- EGlass
- SGlass
- RGlass

**B2**

- Carbon Fibre
- Poly Aramid Fibre,  
(Minimum weight 5oz (nominal))

Date of issue: 5 May 2014

**BAN PERIOD ITEMS** - Ban Period December 2011 - December 2014