

md-35 **Class Rules**

Preliminary Issue

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Section I – Fundamental Rules

I.A Name

1. The boat shall be called the md-35 (hereinafter referred to as the boat, yacht, or md-35).
2. The one design class shall be referred to as the md-35 Class (hereinafter the “class” or md-35 Class).
3. The md-35 Class Rules are the rules that govern all aspects of the construction, fit out, crew, and competition of the md-35 (hereinafter referred to as the “rule(s)”, “class rules”, or “one design rules”).

I.B Class Objectives

1. The md-35 is a closed class. These rules are intended to promote one design racing in boats that are as identical as practical with respect to: hulls, rigs, sails, appendages, and gear. It is not possible to foresee every conceivable alteration or change to the basic boat that may be suggested in the future.
2. **Unless a change to the boat, gear, rig, hull, or appendages is specifically allowed by these rules, it is specifically disallowed.**
3. Competition is based on the Corinthian spirit of amateur competition with an emphasis on the owner of the boat driving his/her own boat.
4. The rules are intended to protect an owner’s investment in his boat and discourage unnecessary expense.

I.C Language

The official language of the class is English. The word “shall” is mandatory. The word “may” is permissive. In the event of a dispute over rule interpretation, the English text shall prevail.

I.D Class Authority

1. The authority for the Class shall be the md35 Management Committee (hereinafter the md-35MC). The committee shall consist of one member each from Gavin Maber Company, Mills Design, Mendez Boats, md Boats, and Summit Yachts. The md-35MC may appoint a manager to administer the rules and manage class affairs under its direction. The manager may be part of the md-35MC.
2. Interpretation of, and amendments to, these rule shall be made by a majority vote of the md-35MC. When sufficient boats are sailing in various locations, a Class Association shall be formed (hereinafter the CA). The CA shall make amendments to the rule only by two thirds majority of its members at the Annual Meeting. Amendments are subject to prior written approval of the md-35MC.
3. Any amendment, change, or interpretation of the rule which relates to the construction specification, structure, equipment, or one design nature of the class is subject to the prior written approval of the md-35MC.
4. Where the class rules conflict with ISAF, or other handicap or measurement rules; the md-35 Class Rules shall prevail.
5. It is the sole responsibility of each person in charge to insure that his boat complies with all applicable governmental or event organizers’ safety rules that may apply. Neither the establishment of these md-35 Class Rules, their use by class officials and race organizers, nor the inspection of the boat under these rules, in any way limits or reduces the complete and unlimited responsibility of the person in charge of the boat.
6. **The responsibility for a yacht’s decision to participate in a race or to continue racing is hers alone – RRS Fundamental Rule 4.**

I.E Measurers

1. The md-35MC shall have sole authority to appoint measurers as necessary to provide measurement service to different geographical locations. When a measurer has satisfied the criteria established by the class, he shall be “Certified”, and his name entered on a list of “Certified Measurers” to be maintained by the class. Only certified measurers may measure an md35 for compliance with class rules. All references to “measurer” hereafter shall mean Certified Measurer.
2. A measurer shall serve at the sole discretion of the md35MC.
3. A measurer or member of the md-35MC has the right to board and inspect a boat at any time.
4. A measurer shall report anything which might be a departure from these rules, or their intent, and may invalidate or refuse to issue a one design certificate. He shall immediately inform the md-35MC of his findings. The md-35MC is the sole authority on whether or not to withdraw or withhold a measurement certificate on a boat.
5. A measurer shall not measure a boat owned, or raced by him: or in which he is an interested party, except where permitted by the class rules.

Section II - One Design Assurance

II.A Measurement Standards

1. Lengths and Weights: Linear measurements shall be taken in millimeters. Weight measurements shall be taken in kilograms. The tolerance for each required measurement will be described as part of the measurement.
2. Measurement equipment shall be in good condition, appropriate to the task, and accurate to not less than half the value of the last significant figure specified in the class rules.
3. Weights shall be taken from scales calibrated and certified by a recognized standards authority. The scales shall be appropriate to the component being weighed, i.e.: large capacity load cells for completed boats, smaller capacity scales for components such as rudders or masts. Weight accuracy shall be +/- 0.2%.
4. Aluminum templates shall be provided by the class as necessary and inscribed with a class identification number.
5. Templates will remain in the possession of, and may only be used in, the presence of a class measurer.
6. Tolerances for each template shall be included on the template. Measurement or alteration of a boat or component using other than class templates, or without the supervision of a class measurer may invalidate the boat's one design certificate.

II.B Tolerances

1. Tolerances provided in this rule, the manufacturer's specifications, and class templates, are for manufacturing purposes only, and shall not be used for optimization.
2. Any attempt to alter a component to "maximize" its tolerance in an attempt to improve the performance of the boat is expressly forbidden by these rules and may lead to the revocation of the boat's one design Certificate.
3. The builder is responsible for insuring that all boats and components produced by him are within their stated tolerance. If a component is found to have been originally built out of tolerance, within 12 months of the boat first being put into service; the builder is obligated to correct the boat or component under the terms of his warranty policy.
4. Neither the builder, the class, nor anyone involved in the promotion or sale of the md-35; is under any obligation to change, alter, or replace any boat or component part thereof that is correctly produced within the tolerances set forth within the rule.

II.C Construction Certificate (CC)

1. Each boat shall have a unique Construction Certificate (hereafter the CC) that will include the hull number, date of manufacture, major component weights, finished boat weight, corrector weights, and other critical dimensions as directed by the rule.
2. The Builder is responsible for carrying out each measurement required on every boat produced.
3. The builder is responsible for maintaining a copy of the construction certificate in his records.
4. The builder shall note any discrepancies between the completed components or the finished boat and the rule requirements. He shall immediately report them to the md-35MC for further action.
5. The builder shall forward a copy of the completed CC to the md-35MC upon completion of each boat. The md-35MC will issue a One Design Certificate for each hull that has a completed CC that satisfies the rule requirements in all regards.
6. The CC is for internal control purpose only. It is for the exclusive use of the Builder and md-35MC.

II.D One Design Certificates (ODC)

1. The md-35MC is the sole authority for the issuance and control of One Design Certificates (hereafter the ODC). The md-35MC may refuse to issue, or revoke, the ODC if a boat is found to be in breach of any aspect of these rules. The md-35MC reserves the right to withdraw a boat's ODC should it be determined that an owner has committed a willful breach of class rules.
2. Each new boat built in compliance with these rules shall be issued a One Design Certificate. The ODC will be unique to each boat, and will contain information such as the hull number, date of construction, Owner information etc. The ODC will be issued by the class manager on behalf of the md-35 Class.
3. An original ODC will be issue with each new boat.
4. Change of Ownership invalidates the current ODC. The new owner must revalidate the certificate. The revalidation fee is \$250.00 usd. If no changes to the boat have taken place, no further

measurement is required for revalidation. Prior to issuance of a new certificate, the boat may be inspected by a measurer for compliance. The costs of measurement are the sole responsibility of the owner.

5. Annual Revalidation of the ODC is required each calendar year beginning January 1 and expiring December 31. The cost of revalidation is \$250.00 usd.
6. Major repairs including, but not limited to: significant structural repair, replacement of the keel, rudder, or mast shall invalidate the ODC until the boat has been re-measured. Owners are advised to contact the md-35 class manager before undertaking a significant repair or component replacement.
7. Any boat that does not have a current, valid, ODC is ineligible to compete in md-35 class events, and its owner may not vote on md-35 class issues.
8. It is the sole responsibility of an owner to ensure that the boat complies at all times with the current class rules. A copy of the boat's ODC and the current class rules shall be kept on board when the boat is racing in class events.

Section III - Construction

III.A Builder

1. The md-35 shall only be constructed by a builder(s) approved by the md-35MC.
2. The builder agrees to adhere to these rules in their entirety, carry out one design measurements as required by the rules, supply and maintain records as may be required by the class, and guarantee the components and boats conform to the class rules and tolerances.
3. He shall enter this information for each boat produced on the CC. (II.C)
4. If any component or boat is found to be in non-compliance with these rules prior to leaving the builder's care custody and control, he shall modify, repair, or replace the component or boat to conform to these rules at his sole expense.
5. If any component or boat is found to be in non-compliance with these rules through the error or oversight of the builder within 12 months of the original date of sale, the builder shall modify, repair, or replace the component or boat under the terms of his warranty policy.
6. The builder may appoint one or more of his staff to carry out the initial one design measurement and act as in-house measurer. Each staff member must be approved by the md-35MC, and serves at their sole discretion. This rule specifically amends rule 1.E.5.
7. From time to time, as appropriate, an outside measurer, or member of the md-35MC, may inspect the builder's construction and measurement procedures and one design records without appointment during normal working hours. The builder shall cooperate with the inspection.

III.B Tooling

1. The md-35 shall be built from Tooling based on Mills Design Number XXXX.
2. The tooling shall be approved by the designer and the md-35MC. Thereafter only normal maintenance and repair may be carried out on the tooling without the express written consent of the md-35MC.
3. Any change in the status of the tooling that would affect its strict one design nature shall be brought to the attention of the designer and md-35MC immediately.
4. No alterations or major changes may be carried out on the tooling without the consent of the md-35MC.
5. All tools shall be numbered with an identifying serial number.
6. The tooling shall only be used to produce components for the original construction, repair, and refurbishment of md-35 class one design boats. No other commercial use of the tooling is permitted without the express written consent of the designer and the md-35MC.

III.C Alterations

No alterations to the configuration of the hull, deck, interior, keel, rudder, rig, engine, original equipment, or deck hardware is permitted. The actual measurements of the boat may not be altered to maximize performance per rule II.B.2.

III.D Variations

It is impossible to measure every possible dimension, or describe every possible detail in a boat. If a variation is found in a boat for which there is no prescribed specification, drawing, or dimension: the variation in question shall be compared to a sample taken from three other boats. If the variation is within the range of three other boats, the measurer may accept the variation. If it is outside the range, the measurer shall report

the variation to the md-35MC for further action. If there is clear evidence that an attempt was made to alter the item to improve the boat's performance, the md-35MC shall consider the issue. The md-35MC may, at its discretion, withdraw the boat's ODC. Rule I.B.2

III.E Refinishing & Repairs

1. Only light sanding is permitted to Gelcoat surfaces to prepare them for bottom paint or to repaint the exterior. Extensive re-fairing of the bottom, the keel fin, bulb, or rudder that removes the outer Gelcoat layer of the laminate is not permitted.
2. Any repair that requires the removal or replacement of the original Gelcoat surface must have written approval of the Builder and a measurer prior to the start of work. Sanding and filling minor scratches and chips is permitted. All repairs shall be performed on the basis of replacing the original shape, strength, stiffness, and weight of the component. No attempt shall be made to improve the performance of the boat through a repair procedure.

III.F Hull Construction

1. The hull shall only be molded in tooling approved by the md35MC (III.B).
2. The hull shall only be constructed from materials and procedures as described in the Hull Laminate Drawing number XX.
3. Each hull shall have a unique hull number molded into the transom.
4. The Builder shall weigh the hull as it is lifted from the mold, in an untrimmed condition. The minimum weight shall be XXX kg; the maximum weight shall be XXX kg.
5. The hull number, weight, and name of the person weighing the hull shall be recorded on the CC.

III.G Deck Construction

1. The deck shall only be molded in tooling approved by the md35MC (III.B).
2. The deck shall only be constructed from materials and procedures as described in the Deck Laminate Drawing number XX.
3. The Builder shall weigh the deck as it is lifted from the mold, in an untrimmed condition. The minimum weight shall be XXX kg; the maximum weight shall be XXX kg.
4. The deck number, weight, and name of the person weighing the deck shall be recorded on the CC.

III.H Major Component Construction

1. The interior structural grid, the completed rudder (without tiller or hiking stick), and the keel shall each be weighed, and their weight entered onto the CC for that boat. The maximum and minimum weights for each component shall be listed on the CC. The Builder shall insure that each component meets the rule requirements.
2. If there are any discrepancies between a component and its max/min weight, or its template shape, the component will be repaired or replaced.

III.I Electrical, Mechanical, and Plumbing Equipment

1. The engine shall be a standard Lombardini Diesel with saildrive or equivalent as approved by the designer and the md-35MC. The raw water cooling inlet shall be through the leg in the standard location as delivered from the builder.
2. The location of the engine and drive leg shall be as defined in construction drawing XX.
3. No modifications to the engine, drive leg, propeller, electrical harness, or panel are permitted.
4. The surface of the drive leg may be lightly sanded for painting. No grinding or fairing is permitted. If paint is applied, it must be normal thickness. If a sail drive appears to have an abnormally thick paint system, it shall be checked to the manufacturer's tolerances.
5. The folding propeller shall be supplied by the Builder and approved by the class. No substitutions are allowed without written permission from the class.
6. There shall be 2 each 12vdc batteries. The combined minimum weight shall be 50kg; the max weight shall be 65kg. The batteries shall be located as on the Construction plan.
7. All through hulls shall be as supplied with the boat and operable at all times. Fairing over a through hull is not permitted.
8. Additional through hulls for a fathometer or speedometer are permitted.
9. The portable toilet supplied with the boat shall be in place when racing.
10. A built in toilet and holding tank may be installed. It shall weigh no less than the portable toilet and be located in the same position. It shall be in place while racing.
11. Electrical, Mechanical and Plumbing systems shall be in substantially the same configuration as the boat was measured and approved at the factory. (Rule I.B.2)

III.J Interior

1. The interior fiberglass components shall conform to the construction plan XXX.
2. They shall be weighed by the builder and conform to the weight tolerances in the rule and their weight shall be recorded in the BC when applicable.
3. All components installed by the Builder shall not be moved, altered, or removed.
4. There are 4-berth cushions which shall be on board for racing, their location is not controlled.
5. Extra accommodation items and stores may be aboard while racing, however nothing may be loaded or installed so as to improve the stability or trim of the boat while sailing.
6. Neither basic equipment, sails, crew gear, nor stores may be added or moved to improve the trim or stability of the boat while racing. This specifically applies to excess amounts of drinking water for the crew used as internal ballast.

Section IV - Completed Boat

IV.A Keel & Rudder

1. The completed boat shall be lifted in a hoist with the keel and rudder installed.
2. The keel location and depth shall conform to drawing XXX.
3. The keel shall remain fully functional when in one design configuration. It shall be able to be raised into the hull by a crane.
4. No blocking, or fairing is permitted that would inhibit the normal function of the keel. The minimum gap between the keel fin and the keel box in the hull is XX mm
5. The rudder location and depth shall conform to drawing XXX.
6. The gap between the top of the rudder and the bottom of the hull shall not be less than 3 mm.

IV.B Weight

1. The completed hull, deck, interior, electrical, mechanical, plumbing, keel, rudder, tiller, upholstery and other equipment will be weighed as listed on the CC.
2. The maximum weight shall be XXXX kg
3. A boat above maximum weight shall be reported to the md-35MC. An ODC will not be issued until the md-35MC is satisfied that the proper corrective action has been taken.
4. The minimum weight without correctors shall be XXXX kg.
5. A boat below minimum weight shall be reported to the md-35MC. An ODC will not be issued until the md-35MC is satisfied that the proper corrective action has been taken.

IV.C Corrector Weights

1. If necessary, a maximum of 50 kg of corrector weights shall be fixed in position (Drawing XX) to bring the total weight to not less than XXXX kg.
2. Corrector weights shall be listed by the builder on the CC. They shall also be listed on the ODC. A boat must always have the corrector weights in place, and they must equal the weight listed on the ODC.
3. Corrector weights may not be altered or removed unless:
 - a. The boat is re-measured by a measurer, and he approves a change to the weights. In that case a new ODC shall be issued and the owner charged \$100.00 for a re-certification fee.
 - b. A re-measurement may be requested when an owner buys a used boat, but it is not required if the boat has not been altered.
 - c. A re-measurement may be requested no more than once per calendar year for any boat.
 - d. The cost of re-weighing, re-measuring, and the re-issue of the ODC are paid by the owner.

Section V - Spars and Rigging

V.A Builder

1. The mast, mast step, boom, sprit boom, and standing rigging shall be supplied by licensed Builders and suppliers and shall conform to these rules, and the spar manufacturer's construction specifications.
2. Spares or replacements shall be supplied only by a licensed Builder.
3. The Builder shall record the dimensions and weight of the spars as required by the rule.
4. He shall maintain the records in his facility and forward a copy for each boat to the md-35MC.

5. The Builder shall notify the class of any discrepancy between the measurements for a spar and the rules.
6. The Builder is responsible for insuring that all spars and components produced by him are within their stated tolerance. If a component is found to have been originally built out of tolerance, within 12 months of the boat first being put into service; the builder is obligated to correct the spar or component under the terms of his warranty policy.
7. Neither the Builder, the class, nor anyone involved in the promotion or sale of the md-35; is under any obligation to change, alter, or replace any spar or component part thereof that is correctly produced within the tolerances set forth within the rule.

V.B Mast

Dimension and Specification to follow.

V.C Boom

Dimension and Specification to follow

V.D Sprit

Dimension and Specification to follow

V.E Standing Rigging

Dimension and Specification to follow

V.F Running Rigging

1. The running rigging systems and function shall be as supplied by the builder.
2. Increasing or reducing the number of parts in multi-part block and tackle systems is not permitted. (I.B.2)
3. Adding systems to control the set of sails is not permitted. (I.B.2)
4. Replacement blocks and cams etc shall be from an approved manufacturer and the same specification as the item to be replaced.
5. The replacement and manufacture of running rigging is not controlled except:
 - a. PBO is not permitted in running rigging
 - b. The breaking strengths for each line shall be equal or greater than those in Appendix X
 - c. It is the owner's sole responsibility to insure adequate strength of replacement rigging.

Section VI - Sails

VI.A General

1. For One Design competition sails shall be limited in the number carried on board while racing, and in the number of new sails that may be registered to a boat in a given period.
2. Only properly registered sails may be used in class events.
3. The mainsail shall carry the md35 One Design logo as detailed in Drawing XXX.
4. The rules are intended to protect an owner's investment in his boat and discourage unnecessary expense. (I.A.4)

VI.B Initial Sail Inventory

1. When an owner acquires either a new boat, or a previously owned boat that is new to him; he can register one complete Initial Sail Inventory. The sails may be acquired with the boat, or be new from a sail maker, but they will each be registered to the owner as the new owner of the boat.
2. The Initial Sail Inventory consists of:
 - 1 Mainsail
 - 1 Small Jib
 - 1 Large Jib
 - 1 Light Spinnaker
 - 1 Heavy Spinnaker
3. Each sail is unique in size and construction and is described in the following rule.
4. The Initial Sail Inventory is also the Onboard Sail Inventory: the maximum number and type of each sail that may be carried on board when racing.
5. Carrying more than one sail per type is not permitted during class events.
6. The date when the first sails are registered is the start date for sail replacement.

7. A new boat owner may register an additional 3 sails for his inventory during the first six months of ownership, or the end of the calendar year, whichever is greater.
8. Additional sails not registered in this time frame do not accumulate. They may not be purchased later.
9. Every calendar year (Jan 1, to Dec 31) an owner may register an additional 3 sails.
10. If a sail is lost, stolen, or irreparably damaged, it shall be reported to the class. If sufficient proof is given that the sail will never be used in a class event again, the class may grant a replacement sail.
11. The replacement sail must be identical to, and from the same manufacturer as the original.
12. The original sail, if found or repaired, will no longer be registered and may not be used in class events.
13. The sail inventory shall be declared before the start of a class event. There may or may not be sail measurement at an event.
14. The sails may not be switched during the event.
15. Sails may not be re-cut after they have been declared, whether or not there is sail measurement required.
16. During an event, a sail deemed to be damaged beyond repair by the class representative may be replaced with another sail properly registered to that owner, at the discretion of the event jury.

VI.C Sail Specifications

1. Mainsail - Dimension and Specification to follow.
2. Heavy Jib - Dimension and Specification to follow.
3. Light Jib - Dimension and Specification to follow.
4. Heavy Spinnaker - Dimension and Specification to follow.
5. Light Spinnaker - Dimension and Specification to follow.

VI.D Sail Registration

1. Each sail used in class events shall be registered with the class.
2. Each newly constructed boat will get 5 sail buttons with the original registration.
3. The cost of sail registration shall be \$50.00 for each sail.
4. The money from sail registration shall be used to support the activities of the md35 class.
5. Procedures, costs etc to follow

Section VII - Helmsman & Crew

VII.A General

1. The ISAF Crew Classification Code shall apply.
2. The md-35 shall have no more than four crew members aboard when racing in class events.
3. There are no crew weight restrictions.
4. For a series raced on consecutive days, a boat shall sail with the same crew except:
 - a. The number of crew used on the first race of the series shall not change during the event
 - b. Substitutions may be made at will as long as they comply with Rules VII.C, & VIII.A

VII.B Helmsman

1. The md-35 class is based on the spirit of amateur competition with the emphasis on the owner of the boat driving his or her own boat. (I.B.3)
2. Owners and their immediate family members (spouse, sibling, or child) may drive the boat without restriction provided that:
 - a. The owner is a Group 1 currently listed with ISAF.
 - b. The immediate family members who wish to drive are Group 1 currently listed with ISAF.
3. A boat may have two owners with approximately equal financial responsibility for the ownership and operating costs. In that case either owner or his immediate family may drive without restriction subject to VII.2.
4. If a co-owner is not a Group 1 currently listed with ISAF, he may not steer the boat in class events.
5. An owner may be a non-Group 1 and drive his own boat provided:
 - a. He owns 100% of the boat and is responsible for 100% of the operating costs.
 - b. He provides the class adequate proof of ownership. It may include: government registration, mortgage information, tax payments, insurance documentation, or other documentation that establishes his complete ownership of the boat.

- c. A non Group 1 is considered ineligible to drive in class events until he has proven sole ownership to the satisfaction of the class.
 - d. A potential owner who may be in doubt regarding his eligibility is encouraged to apply to the class to determine his eligibility before purchasing a boat.
 - e. The determination of the class regarding eligibility is final and not subject to review or protest.
6. In order to drive a boat in class events a non-owner or immediate family member shall:
- a. Be a Group 1 currently listed with ISAF
 - b. Be an Associate member of the class in good standing: dues paid and current
 - c. Be declared helmsman before the event in question on the crew declaration
 - d. Be the only helmsman during the event, except for emergency situations
 - e. Be subject to the sole determination of the md-35MC that he has met all of the criteria. The determination of the md-35MC is not subject to review or protest.
 - f. A non-Group 1 shall not drive in class events except as provided in VII.B.5.

VII.C Crew Eligibility

1. There shall be a maximum of two Group 2 sailors on board during one design events.
2. There shall be a maximum of one Group 3 sailor on board during one design events.
3. If there is a Group 3 sailor on board, the rest of the crew shall be Group 1.
4. No crew member shall be remunerated for racing in md-35 Class events.
5. Crew members may be reimbursed for normal expenses for travel, meals, and accommodation.
6. Owners may be required to sign a declaration stating that they understand, and have abided by these rules.

VII. D Charters

1. Boats may be chartered to owners of an md-35 subject to the provisions of rule VII.A, VII.B., & VIIC.
2. Boats me be chartered to, and driven by, non owners subject to the provisions of VII.B.6.
3. Chartered boats shall not be driven by a non-Group 1 helmsman unless he meets the requirements of VII.B.5.

Section VIII - Rules While Sailing

VIII.A Readiness for competition

1. Each owner or person in charge is solely responsible for the condition of his boat and its ability to start or finish a race. RRS Fundamental Rule 4.
2. A boat shall receive no outside assistance from support boats or otherwise from the time she has left the dock for the day until the finish of the last race of the day, except in case of emergency.
3. There shall be no additions or deletions to a boat's inventory of sails, rigging, equipment, or stores after the boat has left the dock for the day except in case of emergency.
4. In the event of a breakdown, the boat may return to shore for repairs or replacement of damaged equipment. The boat shall receive permission as soon as possible from the jury to affect repairs. All replacements or repairs shall conform to the class rules.
5. Rule VIII.A.2 notwithstanding, a boat shall render assistance as best as she is capable in case of emergency which threatens the life or property of another competitor. Failure to do so may lead to disqualification.

VIII.B Sailing Conditions

Regional, National, and International Championship Series shall be conducted under the following conditions:

1. If the wind speed has averaged less than 5 kts between the ----- signal and the start, the race committee shall not start the race.
2. If the wind speed has averaged more than 25kts between the ----- signal and the start, the race committee shall not start the race.
3. Once a race has started, it may be allowed to proceed regardless of temporary sailing conditions, or it may be abandoned at the discretion of the race committee. The decision for any individual boat to continue or abandon a race is always the sole discretion of the person in charge of the boat. (I.D.6)
4. The decision of the race committee under provisions of this rule is final and not subject to protest or appeal.
5. A minimum of three races shall constitute a series.

6. There shall be no throw outs in a Championship Series.

VIII.C Boat Handling Rules

1. The helmsman and crew shall sit or stand below the level of the local water deck around the cockpit at all times, except to set or douse a sail, or due to an emergency.
2. The helmsman or crew shall not hike out by facing outboard with their legs over the side.
3. No crew member shall sit in any way that projects the body below the waist beyond the sheerline, nor shall any fitting or device be installed or used that aids hiking.
4. When tacking, or jibing, standing up and hanging onto or pushing or leaning on the shrouds, mast, or any other item to promote the maneuver is prohibited.
5. When the bow sprit is extended the boat shall be in the process of a continuous hoist, flying, or retracting the spinnaker.
6. Approaching the windward mark without the spinnaker set, the bowsprit shall not be extended until the bow of the boat has passed the mark. If for any reason, the spinnaker is set on the “windward leg”, then the bowsprit shall be fully extended and the spinnaker set before the boat reaches the two hull length circle at the mark.
7. The sprit shall be retracted at the first reasonable opportunity after rounding the leeward mark.

VIII.D Alternative Penalties – T.B.D.

Section IX - Appendix

IX.A Safety equipment

A minimum of ISAF Category 4 safety equipment, or the category that is specified by the race organizer, whichever is greater, shall be on board while racing in class events.

The enclosed list of safety equipment is suggested as a guide. Where minimum weights are designated they shall be required.

| Item | Quantity | Min. Weight |
|-------------------------------|-----------------------------|--------------------|
| Wood Plugs | 3 ea. | |
| Fire Extinguisher | 2 ea. | 5 kg |
| Bucket | 1 ea | |
| Anchor | 1 ea | 3 kg |
| 30 meter anchor line – 12mm | 1 ea | |
| Flashlight | 1 ea | |
| First aid kit & manual | 1 ea | |
| Fog horn | 1 ea | |
| Radar Reflector | 1 ea | |
| Depth sounder/lead line | 1 ea | |
| Tools – miscellaneous | 1 set | 2 kg |
| Life buoy with drogue & light | 1 ea | |
| Flare kit | 1 ea | |
| Heaving Line | 1 ea | |
| Spare fuses, batteries, bulbs | 1 set | |
| Life jackets | 4 ea (one for each crewman) | |

END