

**INTERNATIONAL  
SHARK  
CLASS RULES  
2015**



The Shark was designed in 1958 by George Hinterhoeller and was adopted as an ISAF Classic Yacht in May, 2000.

# INDEX

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## PART I – ADMINISTRATION

### Section A – General

A.1	Language .....	x
A.2	Abbreviations .....	x
A.3	Authorities.....	x
A.4	Administration of the Class .....	x
A.5	ISAF Rules .....	x
A.6	Class Rules Variations .....	x
A.7	Class Rules Amendments .....	x
A.8	Class Rules Interpretation .....	x
A.9	International Class Fee and ISAF Building Plaque .....	x
A.10	Sail Numbers .....	x
A.11	Hull Certification .....	x
A.12	Initial Hull Certification .....	x
A.13	Validity of Certificate .....	x
A.14	Hull Re-Certification .....	x
A.15	Retention of Certification Documentation .....	x

### Section B – Boat Eligibility

B.1	Class Rules and Certification ....	x
B.2	Flotation Check .....	x
B.3	Class Association Sticker .....	x

## PART II – REQUIREMENTS AND LIMITATIONS

### Section C – Conditions for Racing

C.1	General .....	x
C.2	Crew .....	x
C.3	Personal Equipment .....	x
C.4	Advertising .....	x
C.5	Portable Equipment .....	x
C.6	Boat .....	x
C.7	Hull .....	x
C.8	Hull Appendages .....	x
C.9	Rig .....	x

C.10	Sails .....	x
------	-------------	---

### Section D– Hull

D.1	Parts .....	x
D.2	General .....	x
D.3	Hull Shell .....	x
D.4	Deck .....	x
D.5	Buoyancy Tanks .....	x
D.6	Gunwale Rubbing Strakes .....	x
D.7	Bulkheads .....	x
D.8	Thwarts .....	x
D.9	Assembled Hull .....	x

### Section E – Hull Appendages

E.1	Parts .....	x
E.2	General .....	x
E.3	Keel/Centreboard .....	x
E.4	Rudder Blade, Rudder Stock and Tiller .....	x

### Section F – Rig

F.1	Parts .....	x
F.2	General .....	x
F.3	Mast .....	x
F.4	Boom .....	x
F.5	Spinnaker Pole .....	x
F.6	Bowsprit .....	x
F.7	Standing Rigging .....	x
F.8	Running Rigging .....	x

### Section G – Sails

G.1	Parts .....	x
G.2	General .....	x
G.3	Mainsail .....	x
G.4	Headsail .....	x
G.5	Gennaker .....	x
G.6	Spinnaker .....	x

## PART III – APPENDICES

.....	x
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# INTRODUCTION

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This introduction only provides an informal background and the International Shark Class Association Rules proper begin on the next page.

The SHARK 24 was designed in 1958 by George Hinterhoeller. Originally built of plywood, it became one of the first fibreglass production sailboats. The object of these class rules is to maintain the SHARK 24 as a one-design Class yacht. The rules shall be interpreted so that racing as a Class shall emphasize the performance of crews over that of yachts.

Shark hulls, hull appendages and rigs are measurement controlled. Shark hulls shall only be manufactured by Class-approved facilities, in the class rules referred to as licensed manufacturers. After having left the manufacturer, the boat and its equipment may only be altered to the extent permitted in Section C of the **class rules**.

Shark sails are measurement controlled, and may be made by any manufacturer. By affixing a Class label, the manufacturer assures compliance with the class rules. Sails may be **certified** by an **official measurer**, or by a manufacturer licensed under the ISAF In House Certification. Sails may only be altered to the extent permitted in Section C of the **class rules**.

Rules regulating the use of equipment during a race are contained in Section C of these class rules, in ERS Part I and in the Racing Rules of Sailing.

PLEASE REMEMBER:

THESE RULES ARE **CLOSED CLASS RULES**. WHERE IT DOES NOT SPECIFICALLY SAY THAT YOU MAY – THEN YOU SHALL NOT.

COMPONENTS, AND THEIR USE, ARE DEFINED BY THEIR DESCRIPTION.

# PART I – ADMINISTRATION

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## Section A – General

### A.1 ISAF RULES

A.1.1 These rules are **CLOSED CLASS RULES**.

A.1.2 This is a One-Design Class. These rules and the official plans are intended to ensure that boats of this class are as nearly alike as possible with respect to shape and weight of hull and deck, shape and weight of keel, shape and weight of rudder, shape and area of sail plan, and in some other areas which affect performance. All boats shall be built in accordance with the plans. Compliance with the class rules shall be demonstrated through **certification measurement**.

### A.2 LANGUAGE

A.2.1 The official language of the class is English and in case of dispute over translation the English text shall prevail.

A.2.2 The word “shall” is mandatory and the word “may” is permissive.

A.2.3 Except where used in headings, when a term is printed in “**bold**” the definition in the ERS applies and when a term is printed in “*italics*” the definition in the RRS applies.

### A.3 ABBREVIATIONS

- A.3.1 ISAF International Sailing Federation  
MNA ISAF Member National Authority  
ISCA International Shark Class Association  
NSCA National Class Association  
ERS Equipment Rules of Sailing  
RRS Racing Rules of Sailing

### A.4 AUTHORITIES AND RESPONSIBILITIES

A.4.1 The international authority of the class is the ISAF which shall co-operate with the ISCA in all matters concerning these **class rules**.

A.4.2 Notwithstanding anything contained herein, the ISCA or the NSCA has the authority to withdraw a **certificate** and shall do so on the request of the ISAF.

A.4.3 Notwithstanding anything contained herein, the ISCA has the authority to withdraw a builder’s declaration and shall do so on the request of the ISAF.

A.4.4 The ISAF, ISCA, NSCA, MNA, class measurers, or **official measurers** are under no legal obligation with respect to these class rules. No claim arising from these **class rules** can be entertained.

## **A.5 ADMINISTRATION OF THE CLASS**

- A.5.1 ISAF has delegated its administrative functions of the class to MNAs. The MNA may delegate part or all of its functions, as stated in these **class rules**, to the ISCA or to a NSCA.
- A.5.2 In countries where there is no MNA, or the MNA does not wish to administrate the class, its administrative functions as stated in these **class rules** shall be carried out by the ISCA which may delegate the administration to an NSCA.
- A.5.3 These **class rules** shall be read in conjunction with the ERS and measurements shall be taken in accordance with these unless specified.

## **A.6 CLASS RULES AMENDMENTS**

- A.6.1 In accordance with ISAF Regulations, amendments to the **class rules** require the approval of ISAF after their adoption by a simple majority vote of the members in a general meeting of the IN17CA held in accordance with its constitution.
- A.6.2 At Class Events, RRS 87 applies.
- A.6.3 The ISCA Specifications Committee may under special circumstances and with approval of the ISCA Committee issue amendments and interpretations of the **class rules**. Any such amendments or interpretations must follow procedure outlined in A.6.1.
- A.6.4 Unless a change or modification from the boat's original set up is specifically permitted by these rules, it shall be prohibited.

## **A.7 CLASS RULES INTERPRETATION**

- A.7.1 Interpretations of **class rules** shall be made in accordance with the ISAF Regulations.
- A.7.2 Interpretation of **class rules** at an event shall be carried out in accordance with the RRS. The event organizing authority shall inform the ISAF and the ISCA of any such interpretations.

## **A.8 INTERNATIONAL CLASS FEE and ISAF BUILDING PLAQUE**

- A.8.1 The licensed hull builder shall pay the International Class Fee.
- A.8.2 The ISAF shall, after having received the International Class Fee for the hull, send the ISAF Building Plaque and a measurement form to the licensed hull builder.

## **A.9 SAIL NUMBERS**

- A.9.1 Sail numbers shall be issued by the ISCA.
- A.9.2 Sail numbers shall be either:
  - a) That of the hull number as issued by the builder. These numbers shall be issued in consecutive order starting at "1".
  - b) A personal sail number issued to the owner by the MNA.
- A.9.3 The same sail number shall never be allocated to two boats of the same nationality at the same time.

## A.10 CERTIFICATES

- A.10.1 A **certificate** shall record the following information:
- (a) Sail number
  - (b) Owner name and address
  - (c) Hull identification number
  - (d) Builder/Manufacturer details
  - (e) Year built
  - (f) Basic boat weight (net weight), and corrector weight if applicable
  - (g) Motor and fuel tank or battery(s) weight, and corrector weight if applicable
- A.10.2 A **certificate** shall not be issued unless an **Official Measurer** has documented that the **boat** is in compliance with the **class rules**.

## A.11 CERTIFICATION

- A.11.1 **Certification control** shall only be obtainable in the following way:
- (a) In the case of a boat not previously certified, an **Official Measurer** shall perform **certification control** and complete a measurement form. The documentation and fee, if required, shall be sent forward to the NSCA chief measurer.
  - (b) In the case of a substantial reconstruction or repair so as to require re-measurement, an **Official Measurer** shall re-measure the repaired or reconstructed aspects of the **boat**, re-weigh it, and complete the relevant sections of a new measurement form. The documentation and fee, if required, shall be sent to the NSCA chief measurer.
  - (c) In the case of a change of ownership, the new owner shall submit the invalid measurement certificate, together with any re-registration fee that may be required, to the NSCA chief measurer.
  - (c) Upon satisfactory review of the completed measurement form documentation and receipt of measurement fees, if required, the NSCA chief measurer shall issue a **certificate**.
- A.11.2 Payment of a measurement fee, where applicable, shall be the responsibility of the owner.
- A.11.3 A **certificate** becomes invalid upon:
- (a) change of ownership.
  - (b) substantial reconstruction or repair, or replacement of spars or equipment (except sails).
- A.11.4 A measurer shall not measure a boat, spars, sails or equipment owned or part owned by himself.
- A.11.5 It shall be the responsibility of the owner to ensure the continuing validity of the measurement **certificate**.
- A.11.6 All certified boats shall be subject to re-measurement at any time on protest or at the discretion of the ISAF, MNA, ISCA, NSCA or Race Committee.

- A.11.7 Any re-measurement shall be in accordance with the current **class rules**. All replacement equipment shall comply with the **class rules** at the time the replacement is made.
- A.11.8 The NSCA may issue a **certificate** to replace one previously certified:
- (a) when the **certificate** has become invalidated under A.11.3.
  - (b) after receipt of the old **certificate** and certification fee, if required.
- A.11.9 The NSCA shall:
- (a) retain the original measurement form upon which the **certificate** is based.
  - (b) upon request, transfer documentation to a new NSCA if the boat is exported.

## **Section B – Boat Eligibility**

For a **boat** to be eligible to *race*, it shall comply with the rules in this section.

### **B.1 CLASS RULES AND CERTIFICATION**

- B.1.1 The boat shall:
- (a) be in compliance with the **class rules**.
  - (b) have a valid **certificate**.

### **B.2 CLASS ASSOCIATION MARKINGS**

- B.2.1 A valid Class Association sticker, if required by the NSCA or the ICA, shall be either:
- (a) affixed to the hull in a conspicuous position as required by the NSCA, or,
  - (b) affixed to the **certificate**.
- B.2.2 All sails shall carry an ISCA Sail Label.

### **B.3 CLASS MEMBERSHIP**

- B.3.1 A Full Member (ie. owner of a shark, and member of a NSCA) shall be on board during World, Continental, or National Championship events.
- B.3.2 The *person in charge* shall be a Full Member of the NSCA or, where there is no NSCA in his country, a full member of the ISCA.

### **B.4 EQUIPMENT INSPECTION**

- B.4.1 A role of an **Equipment Inspector** at an event is to verify that the boat and its equipment meets **class rules**. Non-compliance with **class rules** shall be reported to the Race Committee.

## PART II – REQUIREMENTS AND LIMITATIONS

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The **crew** and the **boat** shall comply with the rules in this Part when *racing*. In case of conflict Section C shall prevail.

The rules in Part II are **closed class rules**. **Certification control** and **equipment inspection** shall be carried out in accordance with the ERS except where varied in this Part.

### Section C – Conditions for Racing

#### C.1 GENERAL

##### C.1.1 RULES

- (a) The RRS shall apply except for as follows:
  - i) Rule 77 and Appendix G. IDENTIFICATION ON SAILS.  
National letters are not required on headsails or spinnakers.
- (c) The ERS Part 1 – Use of Equipment shall apply.
- (d) The ERS Part 2 – Definitions shall apply.

#### C.2 CREW

##### C.2.2 LIMITATIONS

- (a) The **crew** shall consist of a minimum of three (3) persons.
- (b) Changes in **crew** during a series of races shall be made only with the approval of the Race Committee and/or Jury.
- (c) The *person in charge* in World, Continental and National Championships shall be a Full Member of the ISCA.

#### C.3 ADVERTISING

##### C.3.1 LIMITATIONS

- (a) Advertising on a **boat** shall be prohibited while sailing in Class events, except for Event Advertising and Manufacturer's and Sailmaker's Marks (pursuant to ISAF Regulations).
- (b) Advertising on Personal Equipment is permitted.

#### C.4 PERSONAL EQUIPMENT

##### C.4.1 MANDATORY

The boat shall be equipped with a **personal flotation device** for each **crew** member to the minimum standard EN 393, ISO 124020-5 (Level 50) or USCG Type III.

##### C.4.2 OPTIONAL

There is no restriction on other **personal equipment**.



## C.5 PORTABLE EQUIPMENT

### C.5.1 NOT FOR USE

#### (a) MANDATORY (\* See National/Continental Prescriptions)

- (1) An anchor of minimum weight 5.5 kg attached to a minimum 30 m length of rode. The rode shall have a minimum diameter of 9.5 mm.
- (2) Two paddles or oars of minimum length 1220 mm.
- (3) Three bunks, and three mattresses or sets of mattresses each totalling 1830 mm minimum length and 610 mm minimum width or equivalent area and having a minimum thickness of 50mm and made from foam completely covered with vinyl, cloth, or equivalent material.
- (4) One ice box.
- (5) Such other equipment as may be required by local law requirements.
- (6) Motor and Fuel Tank
  - i) A motor plus fuel tank or battery(s) for the motor shall be stowed in the lazarette at all times when racing.
  - ii) If the motor and empty fuel tank or battery(s) weighs less than 27.2 kg, corrector weights permanently marked indicating their weight shall be permanently attached to the bulkhead within the lazarette. The corrector weights may be of any metal, concrete or similar dense solid material and shall not be an object of any utility use (such as an anchor, sounding lead, or tools).

#### (b) OPTIONAL

There is no restriction on other **portable equipment**.

## C.6 BOAT

### C.6.1 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) Repairs and maintenance may be carried out provided repairs are made in such a way that the essential shape, characteristics or function of the original are not affected.

### C.6.2 DIMENSIONS

- (a) Overall dimensions of the hull are as follows:
  - LOA: 7315 mm
  - Beam: 2083 mm
  - LWL: 6095 mm
  - Draft: 965 mm

### C.6.3 WEIGHT

The basic boat shall weigh a minimum of 953 kg, equipped as follows:

- (a) The basic boat weight includes spars, standing and running rigging (excluding sheets and spinnaker pole), floor boards, hatch boards, lazarette cover and motor (transom) cut out, rigid bunk tops including all cut outs and

inserts, rudder and tiller, and removable shelving. (\* See National/Continental Prescriptions)

#### C.6.4 CORRECTOR WEIGHTS

- (a) If **corrector weights** are required to reach the class minimum, these shall be in the form of metal plates or sheets permanently marked with the weight, and shall be fastened in a permanent manner to the topside or underside of the bunk tops.

### C.7 HULL AND DECK

#### C.7.1 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) Polishing and painting of the hull and deck is permitted.

#### C.7.2 LIMITATIONS

- (a) The lazarette cover and transom hatch shall remain closed in their proper place during racing. (\* See National/Continental Prescriptions)
- (b) No hiking device which extends beyond the gunwale for supporting crew, or counterbalance weights beyond the gunwale shall be permitted. No hiking aid, other than standard equipment in its normal position (e.g., grab rails, shrouds, sheets in use for normal sail adjustments), shall be permitted.

### C.8 HULL APPENDAGES

#### C.8.1 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) Polishing and painting of the keel and rudder is permitted.

#### C.8.2 LIMITATIONS

- (a) The rudder shall not be changed while racing or during a regatta or race series without permission of the Race Committee or Jury.
- (b) The rudder or transom shall be fitted with a suitable means of preventing the rudder from becoming detached from the hull.
- (c) No other foils are allowed above or below the waterline, i.e. endplates, winglets.

### C.9 RIG

#### C.9.1 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) **The rig** shall not be altered in any way except as permitted by these **class rules**.
- (b) Polishing and painting of the rig is permitted.

#### C.9.2 LIMITATIONS

- (a) The **rig** shall not be replaced while racing or during a regatta or race series without permission of the Race Committee or Jury.
- (b) The position of the mast foot shall not be altered while racing.
- (c) The mast shall not be allowed to rotate.

### C.9.3 MAST

#### (a) DIMENSIONS

The mast shall be constructed of aluminum alloy of uniform cross-section, and shall comply with the dimensions in Appendix III, Figure 2. The mast, with its fittings, shall weigh a minimum of 20.4 kg.

### C.9.4 BOOM

#### (a) DIMENSIONS

The boom shall be constructed of aluminum alloy of uniform cross-section. Less all fittings, the boom shall have a minimum weight of 3.4 kg.

#### (b) OUTER LIMIT MARK

The boom shall carry a single band, minimum 25 mm wide, permanently marked in a colour contrasting the boom, marking the **outer point** distance.

#### (c) OUTER POINT DISTANCE

The forward edge of the **outer limit mark** shall be a maximum of 3100 mm from the aft edge of the mast.

#### (d) USE

The intersection of the aft edge of the mast and the top of the boom, each extended as necessary, shall not be below the upper edge of the mast lower **limit mark** when the boom is at 90° to the mast.

### C.9.6 SPINNAKER POLE

#### (a) DIMENSIONS

When set at right angles to the mast and parallel to the centerline of the yacht, the measurement from the front of the mast to the extreme outboard end of the pole including all fixed fittings shall not exceed 2235 mm.

#### (b) USE

The inboard end of the pole may be raised or lowered at the mast by means of a track or by shifting between fixed points. The highest point of attachment shall not be greater than 813 mm above the upper edge of the lower mast band.

### C.9.7 STANDING RIGGING

#### (a) DIMENSIONS

(1) The bow fitting may provide more than one attachment hole. One hole shall be designated as the forestay attachment hole, and shall be identified with a permanently marked contrasting band not less than 6 mm wide, immediately forward of the hole.

(2) The mast foot position, measured from the leading edge of the mast, immediately above the foot casting, to the centre of the designated forestay attachment hole, shall be 2235 mm maximum.

#### (b) LIMITATIONS

(1) Except backstays, standing rigging shall be adjustable only by the use of standard turnbuckles. Adjustable turnbuckles are permitted, but must use threaded components. Turnbuckles can be adjusted while racing.

- (2) All attachment points for the standing rigging shall be external to the mast.
- (3) The use of Dyform or other non-standard 1x19 wire rigging is not permitted.

#### C.9.8 RUNNING RIGGING

##### (a) LIMITATIONS

- (1) Only a spinnaker pole or a whisker pole may be used to lead sheets outboard of the plan contours of the hull.
- (2) The mainsheet shall be led within the cockpit.
- (3) The foresail sheets shall be first led through fairlead blocks located outside the cockpit area.
- (4) Boom vang, boom kickers, boom topping lifts and boom preventers are permitted.

### C.10 SAILS

#### C.10.1 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) **Sails** shall not be altered in any way except as permitted by these **class rules**.
- (b) Routine maintenance such as small repairs is permitted without re-measurement and re-**certification**.
- (c) Battens may be placed in the **batten pockets**.

#### C.10.2 LIMITATIONS

- (a) Not more than one mainsail, three headsails and two spinnakers shall be carried on board.
- (b) Unless permission is obtained from the Race Committee or Jury, only sails bearing the registered sail number of the yacht shall be used.
- (c) All sails must bear an ISCA sail label.
- (d) Roller furling devices are allowed. They may be used during racing but must not be used between the fully furled or open (unfurled) positions. Slotted furling systems are accepted.
- (e) All foresails must be flown with all hanks attached to the forestay and with the tack attached to the stem head fitting.

#### C.10.3 MAINSAIL

##### (a) IDENTIFICATION

National letters and sail numbers shall comply with the RRS.

##### (b) USE

- (1) The **sail** shall be hoisted on a **halyard**. The arrangement shall permit hoisting and lowering of the **sail** whilst afloat.
- (2) The highest visible point of the **sail**, projected at 90° to the mast, shall not be set above the lower edge of the mast **upper limit mark**. The intersection of the **leech** and the top of the boom, each extended as

necessary, shall not be behind the fore side of the boom **outer limit mark**.

- (3) **Luff** and **foot** bolt ropes or slides shall be in the **spar** grooves or tracks.

#### C.10.4 HEADSAILS

- (a) IDENTIFICATION

National letters are not required on headsails. Sail numbers shall comply with the RRS. Sail numbers shall not be required on headsails with an **LPG** less than 150%.

- (b) LIMITATIONS

Only one headsail shall be used at a time. Headsails may be changed while racing.

#### C.10.5 SPINNAKER

- (a) IDENTIFICATION

National letters are not required on spinnakers. Sail numbers shall comply with the RRS.

- (b) LIMITATIONS

Only one spinnaker shall be used at a time. Spinnakers may be changed while racing.

## Section D – Hull

### D.1 PARTS

#### D.1.1 MANDATORY

- (a) Hull shell
- (b) Deck
- (c) Bulkheads
- (d) Thwart

#### D.1.2 OPTIONAL

- (a) Gunwale Rubbing Strakes

### D.2 GENERAL

#### D.2.1 RULES

- (a) The **hull** and the **deck** shall comply with the **class rules** in force at the time of **certification measurement**.

#### D.2.2 CERTIFICATION

See Rule A.11.

### D.2.3 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) The hull, deck, and bulkheads shall not be altered in any way except as permitted by the current **class rules**.
- (b) Holes not bigger than necessary for the installation of fittings may be made in the hull and deck.
- (c) Routine maintenance such as painting and polishing is permitted without re-measurement.
- (d) Repair to the deck-hull joint involving glassing over of the joint shall conform to the procedure outlined in Section H.

### D.2.4 DEFINITIONS

#### (a) HULL DATUM POINT

The **hull datum point** shall be the intersection of the hull and the transom extensions at the centreplane.

### D.2.5 IDENTIFICATION

- (a) The hull shall carry an ISCA registration plaque permanently attached to the forward face of the aft cockpit bulkhead.
- (b) In boats newer than approximately hull #1100, a serial number shall be stamped into the hull on the top left side of the transom.

### D.2.6 BUILDERS

- (a) The hull shall be built by a builder licensed by ISCA and ISAF.
- (b) All molds shall be approved by ISCA and ISAF.

## D.3 HULL SHELL

### D.3.1 MATERIALS

- (a) All hulls shall be produced in molds taken from the master plug owned by the International Shark Class Association.
- (b) The hull shell shall be built from fibreglass (glass cloth, chop, roving and reinforced mat plastic conforming to the Layup Specification. The mat and roving weights and quantity of resin used are specified.

### D.3.2 CONSTRUCTION

- (a) Neither sandwich construction nor any system which is intended to leave trapped air cells within the wetted skin shall be permitted.

## D.4 DECK

### D.4.1 MATERIALS

- (a) The deck unit (cabin, lazarette, covers, cockpit, etc.) shall be produced in molds taken from the master plug owned by the International Shark Class Association.
- (b) The deck unit shall be built from fibreglass according to the Layup Specification.

#### D.4.2 CONSTRUCTION

- (a) The deck and cabin top unit may be of “sandwich” or synthetic microballoon construction.
- (b) The self-bailing feature of the cockpit shall be retained.
- (c) Boats built by the manufacturer Shark Shoppe above hull number 1456 may have through transom cockpit drains instead of through hull drains. With the exception of the above, cockpit drain locations and diameters are to remain through the hull, as built.

#### D.4.3 LIMITATIONS

- (a) Boats with wooden coamings may alter the coamings to have a profile no lower than boats with fibreglass coamings found in later model Sharks.
- (b) Control lines (sheets, halyards, tensioning devices) shall not be led through the cockpit coaming, hull or deck. Where the original arrangement provided for genoa sheets to be led through the wooden coaming (single centre winch), this shall be considered to be acceptable.
- (c) Cabin top hand rails (grab rails) shall not be moved from their original position but can be either lengthened or shortened to accommodate control lines. Cabin top hand rails shall not be removed in their entirety.
- (d) A compression post may be used to provide additional support to the deck under the mast. The post shall be used in conjunction with any original bulkhead or frame. The post shall not replace any original bulkheads, frames or equipment, shall not be adjustable after being installed, and shall not impede the entrance to or exit from the forepeak. The weight of the compression post shall not be included in the basic boat weight.

### D.5 BULKHEADS

#### D.5.1 MATERIALS

- (a) Marine plywood shall be used for all interior bulkheads.

#### D.5.2 CONSTRUCTION

- (a) Bulkheads shall be tabbed in to the hull as per the Layup Specifications.

### D.6 THWARTS

#### D.6.1 MATERIALS

- (a) Solid wood, or aluminium alloy maybe used for the thwart.

### D.7 GUNWALE RUBBING STRAKES

#### D.7.1 LIMITATIONS

- (a) Gunwale rubbing strakes shall be present except on older boats (hull numbers near 390 and lower) unless removed as part of a glass-over repair of the deck/hull joint (see Section H).

#### D.7.2 MATERIALS

- (a) The rubbing strakes shall be made of pre-formed vinyl.

## D.7.2 CONSTRUCTION

- (a) The rubbing strake shall run unbroken on each gunwale.
- (b) The rubbing strake is integral to the deck-hull joint.
- (c) Either a wooden cap or aluminium track shall be positioned on top of the rubbing strake.

## D.8 ASSEMBLED HULL

### D.8.1 FITTINGS

#### (a) MANDATORY

The following fittings shall be positioned in accordance with the specification diagram:

- (1) Stemhead fitting
- (2) Forestay fitting
- (3) Shroud chainplates
- (4) Backstay fitting
- (5) Mainsheet track
- (6) Mast step
- (7) Deck handrails

#### (b) OPTIONAL

- (1) Halyard winches, tensioners and cleats
- (2) Mainsail sheet blocks, fairleads and cleats
- (3) Mainsail Cunningham blocks, fairleads and cleats
- (4) Headsail sheet winches
- (5) Headsail sheet blocks, fairleads and cleats
- (6) Headsail Cunningham blocks, fairleads and cleats
- (7) Headsail furling fairleads, blocks and cleats
- (8) Spinnaker sheet and guy fairleads, blocks and cleats
- (9) Spinnaker topping lift and downhaul fairleads, blocks and cleats
- (10) Spinnaker Barber hauler fairleads, blocks and cleats
- (11) Boom Vang systems and boom kicker devices
- (12) Tiller locking or steering devices
- (13) Stowage clips for paddle(s), spinnaker pole, sail bags and other equipment
- (14) Compression post
- (15) Compasses (magnetic or digital)
- (16) Instruments (manual or electronic)



## D.8.2 DIMENSIONS

The keel line shall be taken as the intersection line from transom to stem of the hull shell and the **hull** centreplane.

	minimum	maximum
<b>Hull Length</b>		7315 mm
<b>Hull Beam</b>		2083 mm
Distance from <b>hull datum point</b> to intersection of <b>keel</b> flange trailing edge and hull	3295 mm	3350 mm
Distance from centre of forestay attachment hole to forward end of <b>hull</b> (excluding stem fitting)		230 mm

## D.8.3 WEIGHTS

.....	minimum	maximum
<b>Hull Mass</b>	953 kg	

## D.8.4 HULL CORRECTOR WEIGHTS

- Shall be in the form of metal plates or sheets.
- Shall be permanently marked with the weight.
- Shall be fastened in a permanent manner to the topsides or undersides of the bunk tops.

# Section E – Hull Appendages

## E.1 PARTS

### E.1.1 MANDATORY

- Keel**
- Rudder**

## **E.2 GENERAL**

### **E.2.1 MODIFICATIONS, MAINTENANCE AND REPAIR**

- (a) **Hull appendages** shall not be altered in any way except as permitted by these class rules.
- (b) Routine maintenance such as painting or polishing is permitted without re-measurement.

## **E.3 KEEL**

### **E.3.1 RULES**

- (a) The **keel** shall comply with the **class rules**.

### **E.3.2 MANUFACTURERS**

- (a) Manufacturers shall be licensed by the ISCA and approved by ISAF.

### **E.3.3 MATERIALS**

- (a) The **keel** shall be made of cast iron which may contain not more than 2% nickel or other alloying ingredient.
- (b) The **keel** may be galvanized and/or covered by any synthetic material.

### **E.3.6 CONSTRUCTION**

- (a) The **keel** shall conform to the dimensions shown in Section H (Appendix III, Fig. 1)

### **E.3.7 FITTINGS**

#### **(a) MANDATORY**

Six (6) keel bolts shall be used to affix the keel to the hull.

#### **(b) OPTIONAL**

Caulking compound or sealant may be used to seal the keel-hull joint.

### **E.3.8 DIMENSIONS**

- (a) The thickness of the keel web or flat section at the fore and aft points shall not be greater than 22 mm or less than 16 mm. The thickness must be constant over the length of this section within 6 mm i.e. maximum allowed thickness at any point of this section is 28 mm. The leading and trailing edge can be tapered to a maximum of 50 mm measured perpendicular to the casting.
- (b) The keel shall be positioned with the trailing edge of the flange located 3295 mm minimum to 3350 mm maximum from the transom measured along the hull at the centerline. The distance from the 'aftermost point of the keel shoe to the lowest point of the transom at the centre line shall be 2770 mm minimum to 2865 maximum. The distance from the same point on the keel to the nearest position on the centre line of the hull shall be 650 mm minimum to 700 mm maximum.
- (c) The keel flange shall extend below the hull surface a minimum of 12 mm along its entire length to be measured 25 mm in from the edge of the flange

at the hull surface and on the same angle as the hull surface.

- (d) The fairing at the front and rear of the flange at the junction with the hull shall not exceed 150 mm in length.
- (e) The fairing at the hull and the vertical sides of the flange shall not be greater than 11 mm concave radius with the radius being tangential to both the flange and hull surfaces.
- (f) Fairing of the keel surface is permitted only to the extent required to correct localized imperfections in the original casting, or to correct damage to the original casting

#### E.3.9 WEIGHTS

	Minimum	maximum
Keel	299 kg	313 kg

### E.4 RUDDER BLADE, TILLER AND TILLER EXTENSION

#### E.4.1 RULES

- (a) The **rudder** blade shall comply with the **class rules**.

#### E.4.2 MANUFACTURERS

- (a) No license is required.

#### E.4.3 MATERIALS

- (a) The **rudder** blade shall be constructed of wood or any fibre reinforced plastic over an optional core. The core must be suitable for the applied loads.
- (b) The tiller and tiller extension may be made of any material.

#### E.4.4 FITTINGS

- (a) MANDATORY  
Pintles or pins, and gudgeons shall be used.

#### E.4.5 DIMENSIONS

- (a) For a distance of 711 mm below the **hull datum point**, the blade thickness shall be between 35 mm minimum to 45 mm maximum
- (b) The depth of the blade below the **hull datum point** shall be a minimum of 813 mm.
- (c) Between the **hull datum point** and 711 mm below the **hull datum point**, the blade width shall at some point be 279 mm wide, and shall not be more than 432 mm and not less than 178 mm. The blade width below the 711 mm point is unrestricted.
- (d) Rudder blades shall be fixed relative to the pintles. Neither rudder depth nor rudder profile shall be adjustable. The line of the gudgeons may be set at the vertical.

#### E.4.6 WEIGHTS

	Minimum	maximum
Rudder weight (including pintles or pins, but less tiller and extension)	7.7 kg	
Corrector weight		0.9 kg

#### E.4.7 TILLER AND TILLER EXTENSION

- (a) The tiller shall be a maximum length of 1270mm measured from the aft-most part of the transom to the forward-most part of the tiller, with the tiller properly installed to the rudder, and with the rudder hung in its normal position.
- (b) There are no restrictions to the tiller extension length.

## Section F – Rig

### F.1 PARTS

#### F.1.1 MANDATORY

- (a) **Mast**
- (b) **Boom**
- (c) Spinnaker pole
- (d) Standing rigging
- (e) Running rigging

### F.2 GENERAL

#### F.2.1 RULES

- (a) The **spars** and their fittings shall comply with the **class rules**.
- (b) The standing and running **rigging** shall comply with the **class rules**.

#### F.2.2 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) The **rig** shall not be altered in any way except as permitted by these **class rules**.
- (b) Routine maintenance is permitted without re-measurement, but altered or repaired or replaced **spars** shall be re-measured.

#### F.2.3 CERTIFICATION

- (a) An **official measurer** shall measure the spars, document the measurements on the measurement form, and submit the form to the NSCA measurer.
- (b) No **certification** of running **rigging** except backstay length is required.

#### F.2.5 MANUFACTURER

Manufacturer is optional.

### F.3 MAST

#### F.3.1 MATERIALS

- (a) The **spar** shall be made of an aluminium alloy extrusion.
- (b) In extremely old Sharks a wooden mast was original and is permitted.

#### F.3.2 CONSTRUCTION

- (a) The **spar** extrusion shall include a fixed sail groove or track which shall be integral with the **spar** but shall be of the same material.
- (b) The mast shall not be tapered.
- (c) The wall thickness of the extrusion shall be uniform throughout the length of the spar.
- (d) The mast section shall comply with Appendix III, Figure 2. (\**See National/Continental Prescriptions*)
- (e) The spreaders and jumper struts shall be made of wood, aluminium or stainless steel.

#### F.3.3 MAST DATUM POINT

- (a) The **mast datum point** shall be the upper edge of the lower **limit mark**.

#### F.3.3 DIMENSIONS

	Minimum	maximum
<b>Mast length</b>	Undefined	
<b>Mast spar cross section:</b>		
<b>fore-and-aft</b>	90 mm	90 mm
<b>Transverse</b>	50 mm	50 mm
<b>Mast limit mark width</b>	25 mm	
<b>Mast datum point to upper point</b>		7010 mm
<b>Forestay height</b>	5282 mm	5232 mm
<b>Lower shroud height below centreline of spreaders</b>		100 mm
<b>Upper shroud height above centreline of jumper struts</b>		0 mm
<b>Upper shroud height below centreline of jumper struts</b>		150 mm
<b>Upper Jumper Stay</b>	Masthead fitting	
<b>Lower Jumper Stay above spreader</b>		100 mm
<b>Spinnaker pole fitting:</b>		
<b>Height above mast datum point</b>		813 mm
<b>Spinnaker hoist height</b>		5194 mm
<b>Spreaders:</b>		

	Minimum	maximum
Diameter or equivalent cross sectional area (measured at base)	16 mm	
<b>Length</b>	585 mm	
<b>Height above mast datum point</b>	2225 mm	2275 mm
<b>Jumper Struts:</b>		
Diameter or equivalent cross sectional area (measured at base)	12 mm	
<b>Length</b>	255 mm	
<b>Angle between jumper struts</b>	45 degrees	55 degrees
<b>Height above lower point</b>	5182 mm	5232 mm

#### F.3.6 MAST **Limit Marks**

- The mast shall carry two (2) **limit marks** permanently marked in a colour contrasting with the mast.
- The **limit mark width** shall be 25 mm.
- The **lower point** shall be 965 mm  $\pm$  12 mm above the elevation of the sheer. This is measured with a jig using reference points on both sides of the deck, outside the track or rail, approximately 2500 mm from the bow when measured along the sheer. For masts with fixed goosenecks, with the boom attached and at right angles to the mast, the top surface of the boom shall not be below the upper edge of the lower **limit mark**.
- The **upper point** shall be a maximum of 7010 mm above the **lower point**.

#### F.3.7 JIB HALYARD BLOCK

- The attachment point for the jib halyard block shall be not less than 76mm below the point where the forestay intersects the mast.

#### F.3.8 SPINNAKER HOIST HEIGHT

- The maximum height of the underside of the spinnaker halyard immediately forward of the block or lead shall be no greater than 5194 mm above the **Mast Datum Point**.
- The maximum horizontal distance between the forward face of the mast and the forward side of the spinnaker halyard immediately below or above the block or lead shall be no greater than 76 mm.
- The measurement of F.3.8 (a) and (b) shall be taken in accordance with the **ERS**.
- There shall be no other means of supporting or leading the halyard at the spinnaker end, other than the block or lead covered by F.3.8 (a) and (b).

### F.3.9 WEIGHTS

- (a) The minimum weight of the section shall be 1.63 kg/m
- (b) The minimum weight of the mast shall not be less than 20.4 kg with the following attachments:
  - (1) Foot casting
  - (2) Boom gooseneck or track (or equivalent)
  - (3) Spinnaker pole track (or equivalent)
  - (4) Jumper struts, wires and turnbuckles
  - (5) Spreaders
  - (6) Upper and lower shrouds plus turnbuckles
  - (7) Forestay minus all removable mast fittings
  - (8) Backstay minus all removable tensioning devices
  - (9) Main, jib and spinnaker halyards including rope tails
  - (10) Spinnaker pole topping lift and downhaul ropes and/or wires
  - (12) Headsail tensioning device if so fitted
  - (13) Top casting

	minimum	maximum
<b>Mast Mass</b>	20.4 kg	

## F.4 BOOM

### F.4.1 MATERIALS

- (a) The **spar** shall be of aluminium alloy of uniform cross-section.

### F.4.2 CONSTRUCTION

- (a) The **spar** extrusion shall include a fixed sail groove or track which may or may not be integral with the **spar** but shall be of the same material.

### F.4.3 FITTINGS

- (a) All boom fittings are optional.
- (b) Boom vang shall be led to the fore and aft centreline of the boat within 305mm of the aft side of the mast.

### F.4.5 DIMENSIONS

	minimum	maximum
<b>Outer limit mark</b>		3100 mm

### F.4.6 LIMIT MARK

- (a) The boom shall carry a single limit mark permanently marked in a colour contrasting the boom.
- (b) The limit mark shall be at least 25 mm wide.
- (c) With the boom attached to the gooseneck fitting and at 90° to the mast, the

distance between the downward projection of the aft edge of the mast, disregarding projection or cutouts, and the forward edge of the limit mark shall be 3100 mm maximum.

F.4.7 WEIGHTS

	minimum	maximum
<b>Boom Mass (less all fittings)</b>	3.4 kg	

**F.5 SPINNAKER POLE**

F.5.1 MANUFACTURER

(a) Manufacturer is optional.

F.5.2 MATERIALS

(a) The **spar** may be made of any material.

F.5.4 FITTINGS

(a) Fittings are optional.

F.5.5 DIMENSIONS

	minimum	maximum
<b>Spinnaker pole length (see C.9.6.A)</b>		2235 mm

**F.6 STANDING RIGGING**

F.6.1 MATERIALS

(a) The standing **rigging** shall be of stainless steel.

(b) Standard 1x19 wire shall be used.

(c) The use of Dyform or other non standard 1x19 wire rigging is not permitted.

F.6.2 CONSTRUCTION

(a) All attachment points for standing rigging must be external to the mast.

(b) When a roller furling system is installed as part of the forestay, the rating of the system shall not be less than 907 kg.

(c) If a roller furling system utilizes a foil or slotted forestay, the foil/slotted forestay must be restricted to a single luff groove.

(d) The standing rigging shall be adjustable only by the use of standard turnbuckles.

F.6.3 FITTINGS

(a) All fittings are optional except where described in the **class rules**.

F.6.4 DIMENSIONS

	Wire size (1x19) minimum	Turnbuckle size minimum
<b>Forestay diameter</b>	3.0 mm	n/a



	Wire size (1x19) minimum	Turnbuckle size minimum
<b>Upper shroud</b> diameter	4.0 mm	8.0 mm
<b>Lower shroud</b> diameter	3.0 mm	6.0 mm
<b>Backstay</b> diameter	2.0 mm	n/a
		minimum maximum
<b>Backstay</b> length		7900 mm

## F.7 RUNNING RIGGING

### F.7.1 MATERIALS

- (a) Materials are optional.

### F.7.3 FITTINGS

- (a) Fittings and deck layout are optional.  
 (b) Halyards and spinnaker pole topping lift and downhaul control lines may be external or internal to the mast.

## F.8 MAST FOOT

### F.8.1 MATERIALS

- (a) Shall be either aluminium alloy or stainless steel.

### F.8.2 POSITION

- (a) Shall be a maximum of 2235 mm from the leading edge of the mast immediately above the foot casting to the centre of the designated forestay attachment hole in the bow fitting. This measurement shall be taken parallel to the deck.  
 (a) The hole in the mast step used to establish the above measurement shall be clearly identified by a permanently marked contrasting band not less than 6 mm wide, immediately aft of the designated hole.

## Section G – Sails

### G.1 PARTS

#### G.1.1 MANDATORY

- (a) **Mainsail**  
 (b) Headsail

#### G.1.2 OPTIONAL

- (a) Spinnaker

## **G.2 GENERAL**

### **G.2.1 RULES**

- (a) **Sails** shall comply with the **class rules**.

### **G.2.2 CERTIFICATION**

- (a) The **official measurer** shall **certify mainsails** and **headsails** in the **tack** and spinnakers in the **head** and shall sign and date the **certification mark**.
- (b) The ISAF and ISCA may appoint one or more **In-House Official Measurers** to measure and **certify sails** produced by that manufacturer.
- (c) All **sails** must bear an ISCA sail label in the **tack** for **mainsails** and **headsails**, and in the **head** for spinnakers.

### **G.2.3 SAIL CLOTH**

- (a) For all sails, if there is discrepancy in the sail cloth weight, the manufacturer's published cloth weight shall be used to establish the cloth weight.

### **G.2.4 SAILMAKER**

- (a) No licence is required.
- (b) The weight in g/m<sup>2</sup> of the **body of the sail** shall be indelibly marked near the **head point** by the sail maker together with the date and his signature or stamp.
- (c) By signing the sail label, the sailmaker certifies the sail complies with the **class rules**.

## **G.3 MAINSAIL**

### **G.3.1 MATERIALS**

- (a) The **ply** fibres shall consist of woven polyester fibres. Any other materials are not permitted.
- (b) **Stiffening** shall consist of woven polyester fibres.
- (c) **Sail reinforcement** shall consist of woven polyester fibres.
- (d) A maximum of two **windows** are permitted.

### **G.3.2 CONSTRUCTION**

- (a) The construction shall be: **soft sail, single ply sail**.
- (b) The **body of the sail** shall consist of the same **woven ply** throughout.
- (c) The **sail** shall have 3 **batten pockets**, equally spaced along the **leech**. The centre line of the **batten pockets** shall be within 60 mm of the quarter points. The length of the batten pockets shall be no more than 150 mm longer than the batten length.
- (d) The following are permitted: Stitching, glues, tapes, bolt ropes, corner eyes, headboard with fixings, Cunningham eye or pulley, **batten pocket patches**, batten pocket elastic, batten pocket end caps, **mast** and **boom** slides, leech

line with cleat, two **windows**, tell tales, sail shape indicator stripes and items as permitted or prescribed by other applicable *rules*.

- (e) The **mainsail** shall be affixed to the **mast** and **boom** by the bolt rope or slug and slot method. A minimum of one slug shall be used to affix the **mainsail** to the **boom**.

### G.3.3 DIMENSIONS

	Minimum	Maximum
Leech Length		7468 mm
Half width		1940 mm
Three-quarter width		1120 mm
Top width ( <i>to be determined</i> )		120 mm * or 140 mm
Mass of <b>ply</b> of the <b>body of the sail</b>	215 g/m <sup>2</sup>	
Each <b>Window</b> area		0.38 m <sup>2</sup>
Extension of headboard from <b>head point</b>		102 mm
<b>Batten length:</b>		
uppermost and lowermost battens		610 mm
intermediate batten		686 mm
* see <i>National/Continental Prescriptions</i>		

## G.4 HEADSAIL

### G.4.1 MATERIALS

- (a) The **ply** fibres shall consist of woven polyester fibres. Any other materials are not permitted.
- (b) **Stiffening** shall consist of woven polyester fibres.
- (c) **Sail** reinforcement shall consist of woven polyester fibres.
- (d) Two **windows** are permitted.

### G.4.2 CONSTRUCTION

- (a) The construction shall be: **soft sail, single ply sail**.
- (b) The **body of the sail** shall consist of the same **woven ply** throughout.
- (c) A maximum of two **batten pockets**, equally spaced along the **leech** are permitted in Headsail #3 only.
- (d) The **leech** shall not extend beyond a straight line from the aft **head point** to the **clew point**.
- (e) The Sail shall have only one clew and the outside diameter of the clew ring shall not exceed 51 mm.
- (f) The following are permitted: Stitching, glues, tapes, corner eyes, hanks, batten pocket elastic, **batten pocket patches**, batten pocket end caps, leech

line with cleat, tell tales, sail shape indicator stripes and items as permitted or prescribed by other applicable *rules*.

- (g) There shall be a minimum of six (6) piston hanks or equivalent when used with a wire forestay. Hanks are not required when used with a roller furling head foil.

#### G.4.3 DIMENSIONS

HEADSAIL #1	minimum	maximum
<b>Luff length</b>	5486 mm	5918 mm
<b>Luff perpendicular</b>	3912 mm	4013 mm
<b>Half width</b>		2006 mm
<b>Top width</b>		45 mm
Mass of <b>ply</b> of the <b>body of the sail</b>	156 g/m <sup>2</sup>	
<b>Window area</b>		0.38 m <sup>2</sup>

HEADSAIL #2	minimum	maximum
<b>Luff length</b>	5486 mm	5918 mm
<b>Luff perpendicular</b>	3302 mm	3404 mm
<b>Half width</b>		1702 mm
<b>Top width</b>		45 mm
Mass of <b>ply</b> of the <b>body of the sail</b>	156 g/m <sup>2</sup>	
<b>Window area</b>		0.38 m <sup>2</sup>

### G.5 SPINNAKER

#### G.5.1 MATERIALS

- (a) The **ply** fibres shall consist of woven Nylon fibres. Any other materials are not permitted.
- (b) **Sail reinforcement** shall consist of woven Nylon fibres.

#### G.5.2 CONSTRUCTION

- (a) The construction shall be: **soft sail, single ply sail**.
- (b) The **body of the sail** shall consist of the same **woven ply** throughout, and shall be symmetrical. No “peepholes” or venture flaps are permitted.
- (c) The following are permitted: Stitching, glues, tapes, corner eyes, recovery line eyes, tell tales and items as permitted or prescribed by other applicable *rules*.

#### G.5.3 DIMENSIONS

	Minimum	Maximum
<b>Leech length and Luff length</b>		6147 mm
Centre seam		7300 mm
Foot length		4000 mm
Half width		4013 mm

	Minimum	Maximum
Mass of <b>ply</b> of the <b>body of the sail</b>	34 g/m <sup>2</sup>	-

DRAFT

# PART III – APPENDICES

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The rules in Part III are **closed class rules**. Measurement shall be carried out in accordance with the ERS except where varied in this Part.

## Section H

### H.1 NATIONAL / CONTINENTAL PRESCRIPTIONS

#### IN NORTH AMERICA

##### C.5.2(a) PORTABLE EQUIPMENT, NOT FOR USE, MANDATORY

A completed form entitled Inventory of Required and Optional Equipment shall be carried on board while racing.

#### IN EUROPE

##### C.5.2(a) PORTABLE EQUIPMENT, NOT FOR USE, MANDATORY

Motor and Fuel Tank

i) When a motor is required by the regatta organizing committee or the appropriate authorities, it must be stowed in the cabin or the lazarette.

ii) If the motor and empty fuel tank (or in the case of an electric motor including the battery(s)) weighs less than 27.2kg, corrector weights permanently marked indicating their weight shall be carried. The corrector weights may be of any metal, concrete or similar dense solid material and shall not be an object of any utility use (such as an anchor, sounding lead, or tools).

iii) The corrector weight must be stowed next to the motor.

##### C.6.3 WEIGHT

The boat shall be equipped as follows for weighing

The basic boat weight includes the rudder and tiller, 3 internal bunks and mattresses, shelving, lighting with battery, immovable internal equipment, mast, boom, and all rigging, both standing and running. Not included are sails, motor, fuel and tank, anchors with lines, or other movable items.

##### C.7.2 HULL AND DECK, LIMITATIONS

Boats built with the "motorschapps" lazarette configuration may sail without the transom hatch in position.

##### F.3.2 MAST, CONSTRUCTION

The mast section shall comply with Appendix III, Figure 3b.

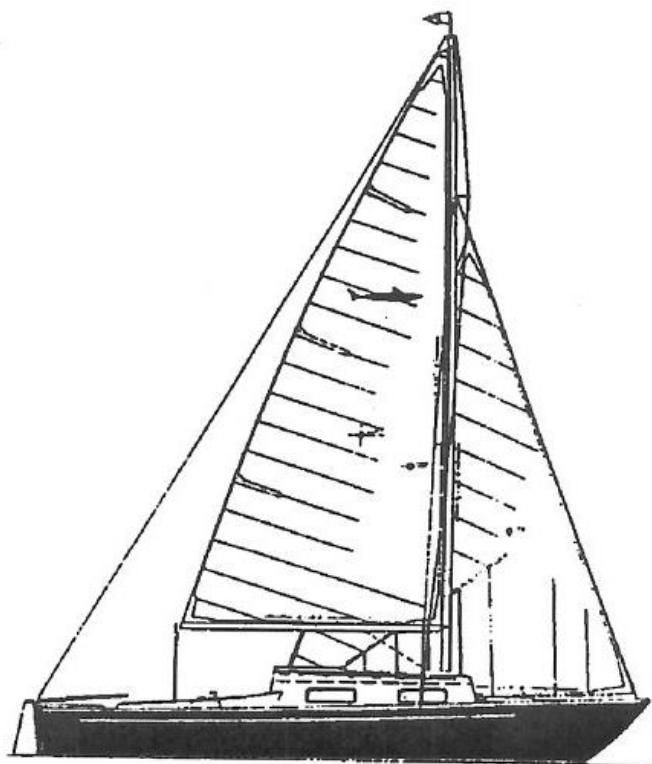
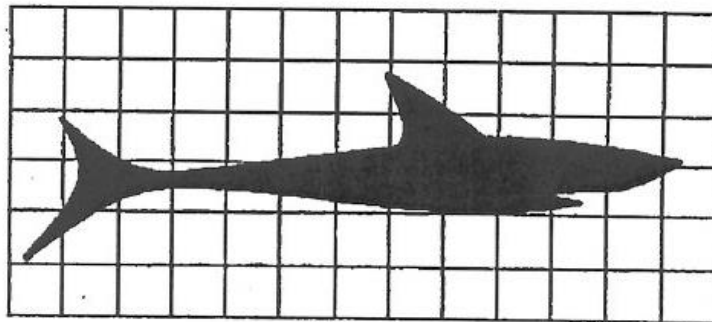
##### G 3.3 MAINSAIL DIMENSIONS

Mainsails **certified** prior to 2017 may have a top width of 140mm.

## H.2 OFFICIAL DRAWINGS

### Appendix III III - 2

Fig. 3 Shark Emblem



### H.3 INTERPRETATIONS AND AMENDMENTS

#### A. INTERIOR MODIFICATIONS

There is little scope or justification for the ISCA Committee to grant specific interior modifications except for boats that are significantly overweight. When an application to modify is submitted, the ISCA Committee will examine the recorded weight of the boat. As a guideline, if a boat is found to be more than 2% over minimum weight, applications for specific minor interior modifications will be accepted and forwarded to ISAF for approval under Section A.6.

Any modifications are designed to have minimal effect on the appearance and function of the interior and are not permitted if they would result in the boat weighing less than the minimum weight.

##### **Application Procedure**

An owner of a boat officially measured as over minimum weight (953 kg) by 2% or more (19 kg or more), may apply for weight reduction using the following procedure:

- 1) Owner submits application in writing to the National Measurer and ISCA Specifications Committee citing official weight.
- 2) Specifications Committee issues written ruling.
- 3) Owner makes specified modification(s) in consultation with an **Official Measurer**, boat is inspected and reweighed. No corrector weights are permitted.
- 4) Appropriate notation is made on official measurement forms.

#### B. RESTORATION/REPAIR

If, after interior modifications have been completed without prior approval of the ISCA Committee or ISAF, a boat is brought in for **certification control** or **fundamental measurement** and is found to weigh less than the minimum weight, either the boat must be re-built according to original lay-up, or corrector weights must be carried on the main bulkhead at or higher than the top edge of the sink or cooler shelf, within 250 mm of the hull.

#### C. HULL/DECK JOINT REPAIR

Owners shall consult with the ISCA Committee and obtain written authorization before making any changes to the **boat**.

The hull/deck joint may be glassed over to stop water ingress. The mechanical fastening of the joint shall remain in accordance with the original method of attachment, including use of the original type of fastening and in the same quantity. The use of fibreglass is only for the sealing of the joint and shall not be a



substitute for the mechanical fastening on the hull. All original tracks, railings, and fittings must be reinstalled upon completion of work.

The boat shall be weighed before and after the work is complete to determine if there is a reduction in weight. There may be a reduction in boat weight after the repair, as boats with a vinyl gunwhale rubbing strake will have to remove the rubbing strake in order to glass over the hull/deck joint. The rubbing strake is an integral part of the original hull/deck joint, and cannot be reinstalled after the work is complete. The gunwhale rubbing strake weighs approximately 1.5 kg/m, and it is anticipated that its removal will result in a reduction of the basic boat weight.

For boats above minimum weight (953 kg) after the repair, this reduction shall be considered weight relief. For boats below minimum weight after the repair, corrector weights must be added equal or greater to the weight reduction. These corrector weights shall be permanently marked with the weight, and fastened in a permanent manner to the forward side of the main bulkhead, as high and as outboard as possible, within 2.5 cm of where the outboard edge of the bulkhead meets the deck, and/or in the area of the cockpit seats within 2.5 cm of the deck.

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