

NEW ZEALAND  
ONE DESIGN  
P CLASS  
YACHT RULES



Including  
Tanner and Tauranga Cup Rules

## PREFACE

This Handbook (2003 Edition) is produced by the Tauranga Yacht & Power Boat Club Inc. with the primary object of detailing the specifications and sail measuring instructions of the New Zealand One Design "P" Class Yacht. The Handbook, Construction Plan and Building Procedure are available from the Tauranga Yacht & Power Boat Club, P.O. Box 14352 Tauranga, or [www.yacht.org.nz](http://www.yacht.org.nz)

## HISTORY

In the year 1924 there appeared on Tauranga Harbour a small unorthodox yacht - indeed at 7ft (2.134m) overall it was small. The boat had a flat triangular bow instead of the normal sharp bow, and a gaff mainsail with the gaff at 45 degrees to the mast. This was Harry Highet's prototype of the present day Tauranga "P" Class.

Percy Carter, a local yachtsman, could see the potential as an ideal craft for children to learn sailing and proceeded, with the aid of a fellow yachtsman, to build one for his sons. Within 12 months there was a fleet of ten "seven footers" racing regularly every weekend.

In 1928 the Carter family moved to Auckland and took their 7 footer with them. Before very long other "P" Class yachts began to appear on the Waitemata and at other ports throughout the country.

The Tauranga Cup was donated by Mrs. L B Mellish for Inter-Provincial competition in 1940. This competition was only sailed in 1940 and 1941, then lapsed during World War II. In 1944 the Tauranga Cup was re-presented for Inter-Club competition.

The Tanner Cup was presented by Mr. George Tanner of Wellington in 1945 for Inter-Provincial competition.

May 1947 saw the Tauranga Yacht & Powerboat Club granted a copyright to the Tauranga Class 7 footer plans. The Tauranga Yacht & Powerboat Club agreed that the Tauranga Cup competitions follow the Tanner Cup competition and be sailed in the same waters in 1948.

A trophy to be known as "The Memorial Cup" was donated by Mr. W.D. (Wish) Cogswell of Auckland in memory of the two pioneer "P" Class skippers: Flight Lt. Charles Anthony Armstrong D.F.M and Sub Lt. Graham Carter Pilot Fleet Air Arm.

A trophy to be known as "The Gisborne Cup" was donated by the Mayor of Gisborne, Mr. H. Barker, on behalf of the citizens of that city.

Development of the class saw the introduction of plywood hull construction in 1956. Fibreglass hulls became optional in 1975. Aluminium spars were introduced in 1976 and composite masts in 1998.

Most of today's prominent New Zealand yachties learnt their sailing in the Tauranga "P" Class.

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## **STATEMENT OF POLICY**

The Tauranga Yacht & Power Boat Club Inc., as custodians of the "P" Class plan, state that in the tradition of this class it is our policy that all boats should have the same potential speed and that boats should not be built to exploit loopholes in the plan. It is up to the owners of boats to see that the spirit of this policy as well as the letter is obeyed. The Drawing and Specification of the "P" Class shall not be altered otherwise than by consent and approval of the Tauranga Yacht & Power Boat Club Inc, acting on behalf of Yachting New Zealand.

## NEW ZEALAND 'P' CLASS

### CLASS RULES

#### 1. GENERAL

##### 1.1 Purpose of the Rules

1.1.1 The New Zealand "P" Class is a One-Design-Class.

1.1.2 The intention of these rules is to ensure that the boats are alike as possible in all respects affecting performance.

1.1.3 Anything not specifically authorised by these rules is prohibited.

1.1.4 The object of the class is to provide yachts for the training of young persons in seamanship and for their introduction to and development of the skills of yacht racing.

##### 1.2 Authority

1.2.1 The national authority of the class shall be Yachting New Zealand which shall cooperate with the Tauranga Yacht & Power Boat Club (TYPBC) in all matters concerning these rules.

1.2.2 The administrative authority of the class shall be the TYPBC acting on behalf of Yachting New Zealand.

1.2.3 Neither Yachting New Zealand nor the TYPBC accept any legal responsibility in respect of these rules and/or the plans or any claim arising there from.

1.2.4 Amendment to these rules shall be subject to the approval of Yachting New Zealand. For amendment procedure refer "Rule Change Procedures" section.

##### 1.3 Interpretation

1.3.1 These rules must be read in conjunction with the plans, measuring instructions and measurement form.

1.3.2 In the event of discrepancy between the rules and the plans the matter shall be referred to the TYPBC.

1.3.3 Any interpretation shall be made by the TYPBC which may consult Yachting New Zealand and in any case shall convey all interpretations to Yachting New Zealand.

## 1.4 Measurement and Measurers

1.4.1 Only a measurer officially recognised by the TYPBC or Yachting New Zealand shall measure a hull, spars, sails and equipment.

1.4.2 The Measurer shall report on the measurement form anything considered to be a departure from the intended nature and design of the boat, or to be against the general interest of the class.

1.4.3 All hulls, spars, sails and equipment shall be liable to re-measurement at the discretion of Yachting New Zealand or a race committee, but only by an official measurer.

## 1.5 Owners Responsibility

1.5.1 It is the responsibility of the owner to see that the yacht's spars, sails and equipment:

i) comply with the class rules and relevant Yacht Racing Rules at all times and that alterations, replacements or repairs to the yacht, spars, sails or equipment do not invalidate the measurement form.

ii) where appropriate, are ready for measurement, since it is not the measurer's task to paint measurement bands, supply weight correctors, etc.

## 2. ADMINISTRATION

### 2.1 Language

2.1.1 The official language of the class is English and in the event of dispute over translation, the English text shall prevail.

2.1.2 The word "shall" is mandatory the word "may" is permissive.

2.1.3 Wherever in these rules the words "class rules" are used they shall be taken as including the plans, diagrams and the measurement form.

### 2.2 I.S.A.F Rules

2.2.1 These **Class Rules** are to be read in conjunction with the relevant provisions of the current International Sailing Federation (ISAF) Racing Rules of Sailing (RRS) and the current ISAF Equipment Rules of Sailing (ERS). Where there is conflict between the RRS or the ERS and the **class rules** the latter shall take precedence.

2.2.2 In these **class rules** a term that is used in a sense defined in the ERS is printed in **bold** type and a term that is used in a sense defined in the RRS is printed in *italic*

## 2.3 **Registration**

- 2.3.1 Registration procedure: The owner shall apply to the National "P" Class Registrar, PO Box 14 352, Tauranga, for a sail number and a registration certificate. A fee of ten dollars applies. Existing boats are still eligible to compete with their existing numbers in all "P" Class competitions, except the Tauranga and Tanner Cup Contests, provided they were registered with their local Regional Yachting Association prior to 1st August 1994.

## 2.4 **Builders**

- 2.4.1 The New Zealand "P" Class may be built from timber and plywood by any professional or amateur builder using the current official plan and class rules issued by the TYPBC.
- 2.4.2 Hulls may be built of glass fibre reinforced plastics (GRP), only by builders approved and licensed for that purpose by the TYPBC.

## 2.5 **Glass Fibre Hulls**

- 2.5.1 Construction shall be of glass fibre reinforced plastics (GRP) and shall be in accordance with licensed conditions, approvals and measurement rules, and shall only be by builders approved and licensed as provided by Rule 2.4.2.
- 2.5.2 The use of fibres other than glass is prohibited in the construction of the hull and deck.
- 2.5.3 In each GRP hull the longitudinal centre of gravity shall be between 1150mm and 1190mm from the bow. Vertical centre of gravity shall be estimated by balancing the boat on one gunwale. The upper gunwale shall be between 185mm and 215mm away from the vertical line above the lower gunwale.
- 2.5.4 Each GRP hull must have reserve buoyancy to comply with **YNZ** Safety Regulations Part 1 for un-ballasted centreboard and open yachts.
- 2.5.5 Construction shall be checked by measurement and official templates in accordance with the measurement rules.

## 2.6 **Identification Marks**

- 2.6.1 The hull shall carry the letter 'P' and its registered number as required by Yachting New Zealand.
- 2.6.2 G.R.P hulls shall be identified by a manufacturer's mark and serial number.
- 2.6.3 Sail numbers and class insignia shall be as stated in rule 3.11.5.

### 3. CONSTRUCTION AND MEASUREMENT RULES

#### 3.1 Hull and Deck

##### 3.1.1 Materials

- 3.1.1.1 (i) The hull shall be constructed of either: timber and plywood
- (ii) glass fibre reinforced plastics (GRP) - see Rules 2.4.2 and 2.5.

3.1.1.2 Plywood shall be of marine or other weatherproof grade suitable for boat building and shall have not less than 3 laminates.

3.1.1.3 Plywood shall not be thinner than the respective thicknesses shown on the plans.

3.1.1.4 Strongback, chines, gunwales, centre case, deck battens, stem, transom and all other timber fillets or battens shown on the plans shall be of the sizes stated on the plans. See also rules 3.10.1.10 and 3.10.1.11.

3.1.1.5 Any protective coating may be used on the hull.

##### 3.1.2 Shape and Construction

3.1.2.1 The shape of the hull and the deck shall be in accordance with the relevant general arrangement and construction plans and specifications within the tolerances later specified.

##### 3.1.3 Hull Measurement

3.1.3.1 The hull shape shall conform to the plan dimensions and shall be controlled by the measurement form and official templates. The templates shall be fitted to the overturned hull and shall be 10mm larger than the external design shape as shown on the official plan.

3.1.3.2 Length measurements of the hull shall be taken parallel to the base line and depth measurements perpendicular to the base line. Measurement sections including the aft edge of the transom and the forward face of stem shall be perpendicular to the base line.

3.1.3.3 The base-line shall be fixed at 136mm at section 1 and 197mm at transom below the bottom of the outside of the hull at the nominal centre-line.

3.1.3.4 The length of the hull, excluding rubbing strips, normal rudder fittings and bow chainplate, shall be 2134mm +/- 10mm.

3.1.3.5 Measurement sections 1,3 and 5 shall be at 305mm, 914mm, and 1524mm, respectively from the forward lower edge of the stem. The position of section 7 shall be at the aft face of the transom.

3.1.3.6 To check the profile of the keel the keel template shall be rested on the hull along its centreline and shall touch the hull or clear by not more than 20mm. The hull measurement point at section 4 shall be the projected intersection of the port and starboard hull surfaces.

- 3.1.3.7 Section templates 1,3,5 and 7 shall be rested on the hull at their respective positions and shall touch the hull or clear by not more than 20mm.
- 3.1.3.8 A straight edge placed perpendicular to the base-line or centre-line, as the case may be, on the surface of the sides or bottom of the hull at measurement section 1,3,5 and 7 shall nowhere be more than 5mm from the surface of the hull, provided the requirements of clause 3.1.3.7 are also complied with.
- 3.1.3.9 The height of the topside at section 3 shall be measured (not checked from hull template) and shall be 245mm +/- 10mm.
- 3.1.3.10 The depth of the stem or bow transom when measured in a plane parallel to and 16mm aft of the forward most face of the bow capping block from the true line of the deck at the centre line shall be 221 mm plus or minus 10mm.
- 3.1.3.11 The depth of the transom at centre-line from crown of deck to keel-line shall be 264mm +/-10mm.
- 3.1.3.12 The width of the stem or bow transom when measured in a transverse plane parallel to and 16mm aft of the forward most face of the bow capping block at the true line of the deck shall be 183mm plus or minus 10 mm.
- 3.1.3.13 The forward end of the centreboard case shall be 965mm +/-10mm from the forward lower edge of the stem.
- 3.1.3.14 The length of the centreboard case at its bottom shall be 508mm +/- 10mm and at its top 406mm +/- 10mm.
- 3.1.3.15 The forward upper part of the centreboard case shall be 246mm +/- 10mm above the underside of the hull.
- 3.1.3.16 The length of the aft deck shall be 305mm +/-10mm.
- 3.1.3.17 The length of the cockpit shall be 915mm +/-10mm.
- 3.1.3.18 The fore-and-aft dimension of the seat between sections 5 and 6 shall be 305mm +/- 10mm.
- 3.1.3.19 The width of the bottom of the cockpit from centreboard case to side bulkhead shall be 280mm +/- 10mm.
- 3.1.3.20 The width of the cockpit at the deck level shall be 660mm +/- 10mm.
- 3.1.3.21 A socketed mast step shall be fixed to the deck and shall be such that the forward face of the mast at its butt shall be between 311mm and 318mm from the upper forward face of the stem. The mast step shall be such as to prevent the mast rotating. The bearing surface for the mast butt shall be not more than 5mm above the deck surface on the centre-line, at measurement section 1.
- 3.1.3.22 Internal and external corners may be radiused to a maximum of 10mm.

- 3.1.3.23 Coamings shall be on the deck forward of the cockpit. The shape and the material shall be optional but the height shall lie between 30mm and 76mm in vertical height from the deck. It may have holes in it for control lines to pass through.
- 3.2 **Centreboard**
- 3.2.1 Materials
- 3.2.1.1 The centreboard may be constructed of any material.
- 3.2.1.2 The minimum weight of a centreboard shall be 1500 grams.
- 3.2.1.3 The centreboard shall have a handle or stop at its upper end. The handle or stop shall be continuous across the whole width of the centreboard. The handle or stop shall be constructed so that no part of it shall pass below the top of the centreboard case when in use. The bottom edge of the handle or stop shall be a right angle to the leading edge, with a tolerance of +/- 2mm.
- 3.2.1.4 The centre of gravity shall be not less than 475mm from the bottom of the centreboard.
- 3.2.2 Shape
- 3.2.2.1 The centreboard shall conform with the measurements shown on the official plan with a minus 10mm tolerance on all edges.
- 3.2.2.2 The thickness of the centreboard shall be 16mm +/-1mm including any protective covering.
- 3.2.2.3 The leading and trailing edges and bottom of the centreboard may be tapered and/or shaped to less than 15mm thickness within 100mm of the edge.
- 3.2.2.4 With the centreboard fully down at the forward end of the centreboard case, the bottom of the hull to the bottom of the centreboard shall not be more than 600mm when measured parallel to the leading edge at centre of centreboard.
- 3.2.3 Fitting and Flotation
- 3.2.3.1 The centreboard shall be capable of insertion into the centreboard case from its upperside.
- 3.2.3.2 The centreboard shall be so secured to the hull that it remains in the centreboard case when the hull is inverted.
- 3.2.3.3 The centreboard shall float in fresh water.

- 3.3           **Rudder**
- 3.3.1        Materials
- 3.3.1.1      The rudder blade may be constructed of any material.
- 3.3.1.2      The minimum weight of a rudder blade and cheeks with gudgeons shall be 1700 grams.
- 3.3.2.       Shape
- 3.3.2.1      The rudder shall conform with the measurements shown on the official plan, with a minus tolerance of 10mm on all edges.
- 3.3.2.2      The thickness of the blade and cheeks shall each be 16mm +/-1mm, including any protective covering.
- 3.3.2.3      The leading and trailing edges and the bottom of the blade may be tapered and/or shaped to less than 15mm within 100mm of the edge.
- 3.3.3        Tiller and Tiller Extension and Flotation
- 3.3.3.1      The design and length of the tiller is optional, but the tiller shall be secured to the rudder while the yacht is on the water.
- 3.3.3.2      The design, length and material of the tiller extension is optional.
- 3.3.3.3      The assembled rudder, tiller and tiller extension shall float in fresh water.
- 3.3.4        Fittings
- 3.3.4.1      The rudder shall be detachable from the hull.
- 3.3.4.2      The lower rudder fitting shall not be an extension of the hull surface. Subject to that proviso the design of gudgeons/pintles is optional. The distance between the transom and forward face of the rudder blade shall not exceed 40mm. The forward face of the rudder blade shall be parallel to the transom with a 10mm tolerance, measured at top and bottom of transom.
- 3.3.4.3      A safety device shall be fitted so that the rudder cannot unintentionally lift from its pintles.

### **3.4 Weight**

#### **3.4.1 Bare Hull Weight**

The bare hull in dry condition and stripped of everything except permanently attached fittings or equipment listed below shall weigh not less than 38.5kg.

Fittings and equipment which may be included in weight are: towing handle, chain plates, one traveller or horse block, one lazy block, traveller or horse, rudder gudgeons, cleats of any type, hiking straps, inspection ports, carrying handles, fairleads, traveler control systems, kicking strap control systems, Cunningham control systems and sail outhaul control systems.

#### **3.4.2 Corrector Weights**

3.4.2.1 If the bare hull is found to be underweight, the difference shall be made by corrector weights, which shall not exceed 4kg, permanently fastened to the aft face of the bulkhead at section 3 and above the centrecase.

### **3.5 Mast**

#### **3.5.1 Materials**

3.5.1.1 The mast shall be constructed of an aluminium alloy extrusion/extrusions or of composite construction.

#### **3.5.2 Composite Construction**

3.5.2.1 Composite construction masts shall be supplied by one builder only, licensed by TYPBC.

3.5.2.2 The licensed builder will provide a choice of not more than three grades of masts of varying stiffness. Each grade will be identified clearly on the mast along with a certification marking. Masts shall be supplied complete with sail track, base plug, halyard system, stay attachment system, gooseneck, windex base fitting, drainage and measurement bands.

3.5.2.3 If any of these items (except the halyard) are changed or altered in any way the mast will be deemed as to not comply with the class rules. Halyard to the same specifications as supplied by the licensed builder may be replaced by others. Any mast damaged or not complying must be returned to the licensed manufacturer for remedy, excepting that temporary dispensation may be granted by Race Management for temporary repairs needed during any given regatta.

3.5.2.4 Compliance shall be by weight, center of gravity and bend test methods.

3.5.2.5 A positive stop shall be fixed to the mast to prevent the sail encroaching onto the No 2 measurement band.

### 3.5.3 Aluminium Construction

- 3.5.3.1 The construction is optional within the limits of these rules.
- 3.5.3.2 The sail track shall be a continuous fixed groove, which may or may not be integral with the spar section but shall be of the same material. The bottom of the sail track shall be 520mm +/- 90mm above the butt. The sail track shall not be cut in sections or partially cut.
- 3.5.3.3 The aft face of the mast when laid on its side shall not deviate from a straight line over the full length of the mast more than 25mm.
- 3.5.3.4 The masthead shall incorporate either a halyard sheave(s), tubes or effective quick release mechanism, which shall not project more than 12mm beyond the aft face of the sail track.
- 3.5.3.5 The boom gooseneck may be a fixed or sliding type but in any case shall be fixed or fitted with a positive lock to prevent the projection of the upper face of the boom excluding the sail track falling below the top edge of the lower measurement band at any time. The sail shall at no time encroach onto this band. The vertical swivel axis of the gooseneck shall not be more than 25mm from the aft face of the mast.
- 3.5.3.6 The mast shall be stepped on the deck and shall not rotate (refer 3.1.3.21).
- 3.5.3.7 Masts made of aluminium alloy may be hollow.
- 3.5.3.8 Masts shall be made from circular section extrusion (excluding sailtrack) which may be modified by tapering provided the cross sectional dimensions (excluding sail track) at any point between the butt and 2600mm above the butt are not less than 37mm.
- 3.5.3.9 The sail track may be part of the extrusion or be rivetted or screwed on and shall not be cut or partially cut.
- 3.5.3.10 Masts shall be fitted with a 12mm minimum diameter drain hole centred not more than 150mm from the base of the mast. The drain hole shall be capable of emitting all the water contained above it within 30 seconds. The volume of water contained in the mast may be reduced by the insertion of closed cell plastic foam.
- 3.5.3.11 Wooden masts made of Oregon or Douglas Fir and measured before 1st August 1994 and complying with the rules effective between 1987 and 1993 are eligible for all "P" Class competitions.

- 3.5.4 Measurement Bands
- 3.5.4.1 Measurement bands, not less than 25mm wide, shall be marked on the mast so that they are clearly discernible when racing as follows:
- No.1 Lower band whose upper edge shall be 381mm above the butt, measured along the after side of the mast when it is stepped.
- No.2 Whose lower edge shall be not more than 4013mm from the butt.
- 3.5.4.2 The luff of the sail shall not encroach onto those bands.
- 3.6 **Boom**
- 3.6.1 Materials
- 3.6.1.1 The boom shall be constructed of an aluminium alloy extrusion or extrusions.
- 3.6.2 Construction
- 3.6.2.1 The boom shall not be more than 2390mm in length measured from the aft face of the mast to the outer end of the boom.
- 3.6.2.2 The maximum cross sectional depth including sail track shall not exceed 56mm and the maximum width shall not exceed 45mm.
- 3.6.2.3 An internal or external continuous sail track shall be fitted to or be integral with the boom. The sail track must commence within 225mm from the aft face of the mast and continue to a minimum of 2200mm from the aft face of the mast.
- 3.6.2.4 The upper face of the boom when laid on its side shall not deviate from a straight line over the full length of the boom more than 50mm.
- 3.6.3 Measurement Bands.
- 3.6.3.1 A measurement band<sub>1</sub> not less than 25mm wide, shall be marked on the boom so that it is clearly discernible when racing and with its forward edge not more than 2312mm from the aft face of the mast at the boom gooseneck.
- 3.6.3.2 The foot of the sail shall not encroach onto that band.
- 3.6.3.3 A positive stop shall be fixed to the boom to prevent the sail encroaching onto the measurement band.
- 3.6.3.4 Wooden booms made of Oregon or Douglas Fir and measured before 1st August 1994 and complying with the rules effective between 1987 and 1993 are eligible for all "P" Class competitions.

- 3.7           **Rigging**
- 3.7.1        Standing Rigging
- 3.7.1.1      Materials for standing rigging are optional.
- 3.7.1.2      The mast shall be supported by three stays only.
- 3.7.1.3      The stays shall be attached to the mast so that the extended centre-line of each stay shall intersect the surface of the mast not less than 2134mm from the butt of the mast.
- 3.7.1.4      Standing rigging shall not be adjustable while racing
- 3.7.1.5      The outer face of the chain plates (3) shall be no more than 25mm from the outer face of the hull at deck level.
- 3.7.2        Running Rigging
- 3.7.2.1      Materials for running rigging are optional.
- 3.7.2.2      The sail shall be capable of being lowered from within the cockpit.
- 3.7.2.3      The sail halyard or quick-release cord shall run down the forward face of the mast or, in the case of a hollow aluminium alloy mast, it may run internally. The installation of a quick-release halyard lock is optional.
- 3.7.2.4      Devices to locate the halyard on the forward side of the mast are optional but if used shall not hold the halyard more than 12mm clear of the mast.
- 3.7.2.5      The mainsheet shall run through a block fitted to a horse or traveller of optional design located aft of the cockpit. The horse or traveller must not protrude beyond the width of the deck or transom.
- 3.7.2.6      The operative end of the mainsheet shall pass through a lazy-block mounted on the centre-line of the hull within 152mm of section 3.
- 3.7.2.7      The number, type and location of additional mainsheet blocks is optional.
- 3.7.2.8      The installation of a mainsheet cleat or cleat-block is optional.
- 3.7.2.9      The mainsheet shall be capable of easy removal so as to allow its use as a towline.
- 3.7.2.10     Sail luff tension may be adjustable at any time by the use of an adjustable halyard and/or a "Cunningham" control system.
- 3.7.2.11     **Sail foot** tension may be adjusted while *racing* by a method that changes the position of the **clew**. The position of the **tack** shall not be adjusted while *racing*.

## 3.8 **Compulsory Equipment**

### 3.8.1 Materials and Design

3.8.1.1 The material and design of the following compulsory equipment is optional.

3.8.1.2 A hand bailer (or bailers) shall be carried and shall be tied to the boat using a cord of sufficient length to allow use of the bailer (or bailers).

3.8.1.3 A handle of sufficient strength to allow towing and lifting of the hull shall be securely fastened to the hull with its forward end within 76mm of the stem and on the centre-line of the hull. The handle may be combined with the forward chainplate.

## 3.9 **Prohibited Equipment**

3.9.1 Self-draining cockpit, self-draining devices or water pumps are prohibited.

3.9.2 Weighted apparel, weight belts or similar equipment are prohibited.

3.9.3 Navigational or directional compasses are prohibited.

## 3.10 **Optional Equipment**

### 3.10.1 Materials and Design

3.10.1.1 The materials and design of the following optional equipment is optional. The equipment is additional to optional items previously provided for in these rules.

3.10.1.2 One or more wind vanes or pennants may be used.

3.10.1.3 A boom vang or kicking strap, which may be adjusted while racing.

3.10.1.4 Hiking Straps. If provided; they shall be fixed within the cockpit and when suspended vertically above their fastening point, at one end at a time, shall not rise more than 75mm above the deck level. The measuring point to be taken from the deck level vertically above the fastening point to the top of the hiking strap at which ever end is greatest.

3.10.1.5 Not more than two carrying handles may be fitted to the transom.

3.10.1.6 Drain holes in the hull may be formed provided they are equipped with waterproof stoppers or bungs.

3.10.1.7 A watch or similar timing device may be attached to the hull.

3.10.1.8 Protest flag/s may be carried

3.10.1.9 Floorboards of one thickness of 6mm plywood may be fitted to the cockpit.

3.10.1.10 If rubbing strips are fitted at the edge of the deck and around the cockpit, they may be of any shape, but shall not protrude from the side of the hull by more than 10mm, measured at right angles to the side of the hull. The rubbing strips shall not exceed 16mm in depth.

- 3.10.1.11 The two battens on either side of the cockpit sole as shown on the plan are optional.
- 3.10.1.12 Strips of flexible material on top of the centreboard case and/or flexible inserts in the centreboard case and fixed only at the top of the centreboard case by the retaining cap or strips.
- 3.11 **Sail Specifications**
- 3.11.1 General
- 3.11.1.1 The sail shall be a soft, single-ply sail of woven ply of even thickness, weave and material throughout.
- 3.11.1.2 The sail shall have eyelets at the tack, clew and head.
- 3.11.1.3 The sail shall have a reefing eyelet adjacent to the luff and a reefing eyelet adjacent to the leech. These reefing eyelets shall be not less than 150 mm from the foot of the sail. Not less than three additional reefing eyelets shall be fitted across the sail between these reefing eyelets and shall be aligned and have sufficient secondary reinforcement to be functional. An additional row of reefing eyelets is optional.
- 3.11.1.4 One Cunningham eye adjacent to the luff is permitted.
- 3.11.1.5 The luff of the sail shall have a continuous bolt rope attached which may be omitted within 200 mm of the tack point.
- 3.11.1.6 The foot of the sail shall have a continuous bolt rope attached which may be omitted within 200 mm of the tack point and within 100 mm of the clew point. A slide made of any material for running in the boom track may be attached to the foot of the sail at the clew.
- 3.11.1.7 One window of unwoven ply is permitted in the sail. The unwoven ply shall not exceed 450 mm in width and 250 mm in height and shall be not less than 200 mm from any sail edge.
- 3.11.1.8 No part of the leech of the sail shall extend beyond a straight line between adjacent batten pockets, between the aft head point and the top batten pocket or between the clew point and the adjacent batten pocket.
- 3.11.2 Primary Sail Dimensions
- 3.11.2.1 The leech length shall not exceed 4010 mm.
- 3.11.2.2 The top width shall not exceed 40 mm.
- 3.11.2.3 The upper leech point shall be 620 mm from the head point. The upper width shall not exceed 485 mm.
- 3.11.2.4 The half leech point shall be 2000 mm from the head point. The half width shall not exceed 1410 mm.

### 3.11.3 Batten Pockets

3.11.3.1 Four **batten pockets** shall be provided. All **batten pockets** shall extend to the **leech**. For all **batten pockets** the outside **batten pocket width** shall not exceed 60mm. Local widening for batten insertion shall be ignored.

3.11.3.2 The top **batten pocket** shall extend to the **luff**. The lower outside edge of the top **batten pocket** shall intersect the **luff** at a point between 775mm and 825mm from the **head point**. The lower outside edge of the top **batten pocket** shall intersect the **leech** at a point between 550mm and 650mm from the **head point**.

3.11.3.3 The outside batten pocket length of the lower three batten pockets shall not exceed 615mm.

### 3.11.4 Sail Reinforcement

3.11.4.1 Both **primary** and **secondary reinforcement** shall be of **woven ply**.

3.11.4.2 **Primary reinforcement** is permitted at a corner, at the Cunningham eye (if fitted), at the reefing point adjacent to the **luff** and at the reefing point adjacent to the **leech**. The **sail reinforcement size** of the **primary reinforcement** shall not exceed 290mm.

3.11.4.3 Secondary reinforcement is permitted at a corner, at the Cunningham eye (if fitted), at a batten pocket patch and at reefing points. The secondary reinforcement at the head may extend from the head to the lower outside edge of the top batten pocket. The sail reinforcement size of the secondary reinforcement at the tack and clew shall not exceed 550mm. If the Cunningham eye and reefing points adjacent to the luff and the leech are not within the secondary reinforcement at the tack or clew the secondary reinforcement at these points shall not exceed 100mm x 100mm. The secondary reinforcement at the other reefing points and at batten pocket patches shall not exceed 100mm x 100mm.

3.11.4.4 Maximum **tabling width** at the **leech** shall be 25mm.

### 3.11.5 Identification on Sails

3.11.5.1 Class insignia and sail numbers shall be carried on the **sail** in accordance with RRS 77 and RRS Appendix H.

3.11.5.2 The class insignia shall be the letter "P"

3.11.5.3 The sail number shall be the number allocated in accordance with rule 2.3.1.

- 3.11.6 Sail Setting
- 3.11.6.1 The **luff** shall be attached to the mast by the **luff** bolt rope within the mast track.
- 3.11.6.2 The **foot** shall be attached to the boom by the **foot** bolt rope within the boom track.
- 3.11.6.3 The **tack** may be attached to the boom in any manner and shall not be adjusted while *racing*.
- 3.11.6.4 The clew may be attached to the boom by means of lashings or in a manner that enables foot tension to be adjusted. See rule 3.7.2.11.
- 3.11.6.5 The sail may be reefed utilising the reef points, but shall not be reefed or unreefed while racing.
- 3.11.7 Fundamental Measurement and Certificate
- 3.11.7.1 For the purpose of the **fundamental measurement** of **sails** an **official measurer** is a measurer recognised in terms of rule 1.4.1.
- 3.11.7.2 **Sails** shall be measured in accordance with the current ISAF Guide to Sail Measurement, except as any of those recommendations are changed by these **class rules**.
- 3.11.7.3 The **certification mark** to be applied to the **sail** shall comprise a signature and date near the **tack** by the **official measurer** who undertook the **fundamental measurement** of the **sail**.
4. **CREW**
- The boat shall be raced single-handed by one person who shall while racing wear a buoyancy vest complying with Part 1 of Yachting New Zealand Safety Regulations.
5. **OFFICIAL PLANS**
- Comprise two sheets:  
Sheet 1: Last amended July 1997  
Sheet 2: Last amended January 1995
6. **EFFECT**
- These **class rules** shall be effective from and including 1st August 2003.

## TANNER CUP RULES AND CONDITIONS

### RULE 1

- a) **Parent Body:** The Tauranga Yacht & Power Boat Club Inc. (TYPBC), shall be the "Parent Body" for the Tanner Cup precontest matters.
- b) **National Authority:** 'Yachting New Zealand' shall be the national authority for the Tanner Cup contests and shall delegate responsibility for the management of Tanner Cup affairs to the Race Committee and Annual Conference as hereinafter provided for.
- c) **Contest Organising Authority:** 'Yachting New Zealand' shall nominate a regional yachting association or affiliated club as organising authority for each contest.

### RULE 2

- a) **Contests & Representation:** The Championship shall be known as the New Zealand Inter-Provincial One-Design "P" Class Championship, hereinafter referred to as the "Contest", and shall be open for competition by yachting associations representing the sub-provincial districts of New Zealand listed below. Each district shall be controlled by a Representative Body which shall be the Regional Yachting Association covering the district, or a club or committee delegated the responsibility to act in that capacity by the appropriate Regional Yachting Association.. The districts as at present constituted, are as follows:

ND - Northland - includes all waters in the district of the Northland Yachting Association.

NH - North Harbour - includes all water and lakes between the districts of Northland and Waikato-Thames except those as defined in the district of Auckland. The Auckland and North Harbour Districts shall be regarded as two separate Representative Bodies but shall be administered through the Auckland Yachting Association.

A - Auckland - includes all water and lakes between the districts of Northland and Waikato-Thames and lying east or south of a line drawn from Little Barrier Island, to the eastern tip of North Head, to the center point of the Harbour Bridge, to the Swanson railway station and extension to the west coast.

BOP - Bay of Plenty - includes all harbours and lakes in the Bay of Plenty.

WT - Waikato-Thames - including Kawhia, Raglan, Hamilton, Thames, Huntly, Cambridge, Ngaroto and Coromandel.

T - Taranaki - includes Mokau River.

HB - Hawkes Bay - excludes Wairoa

PB - Poverty Bay - includes Wairoa and Gisborne districts

WM - Wanganui-Manawatu includes Rangitikei, Manawatu and Horowhenua.

- W - Wellington - includes Paremata, Plimmerton, Titahi Bay and Wairarapa.
- M - Marlborough - includes all the province of Marlborough.
- N - Nelson - includes all the province of Nelson.
- WC - West Coast - includes Greymouth, Buller, Inangahua and Westland.
- C - Canterbury - includes North of and excepting the Rakaia River.
- SC - South Canterbury - includes South of and including Rakaia River, North of and including Waitaki River.
- O - Otago - includes all the province of Otago.
- S - Southland - includes all the province of Southland except Stewart Island.
- SI - Stewart Island.

- (b) **Bona Fide Representation:** The crew, nominated by any Representative Body as hereinafter provided, must for 90 days prior to the first scheduled race of the Contest, be domiciled in the district they represent. This may be subject to Rule 2(c) below. Crews shall not compete in more than one series of district selection trials in any season except with the prior agreement of, and subject to any conditions imposed by, the relevant Representative Body or the TYPBC, however they will only qualify once for the Tanner Cup Entries total per rule 2(d).
- (c) If a sailor regularly competes for and trains at a club, that is in a different District to where they are domiciled, then they may apply to the TYPBC for an exemption from rule 2(b) prior to 1 December in the year preceding the date of the Tanner Cup contest. Preferably before entering in any Trials.
- (d) Each district shall qualify for at least one entry. The number of entries for each district may be increased based on the number of qualified entries in each district selection trials. The ratio will be set by TYPBC not later than 30 June each year for the following years contest. Failure to set a ratio means that it will remain the same as the previous year.

### **RULE 3**

#### **Trophies:**

- (a)
  1. The Tanner Cup shall be awarded to the winner of each Contest.
  2. The Gisborne Cup shall be awarded to the runner-up in each Contest.
  3. The Otago Trophy shall be awarded to the third placed contestant in each Contest.
  4. The John Thompson Trophy shall be awarded to the winner of the Tanner Cup Invitation Race.
- (b) The aforementioned trophies shall remain for all time the property of the TYPBC. They shall be held by the winner for one (1) year. In the event of a tie the trophy "will be held by each joint winner for equal parts of the year. It shall be the

responsibility of the holders of the trophies to ensure that they are either returned to the TYPBC for further competition not later than the 31st December in each year or delivered to the host body for the following Contest not later than two (2) days before the first race.

- (c) It shall be the responsibility of the holder of each trophy to ensure that it is suitably engraved. .
- (d) The TYPBC shall keep the trophies insured to the maximum insurable value.

#### **RULE 4**

##### **Place of contest**

To be decided by Yachting New Zealand. Area allocation should be two years in advance

#### **RULE 5**

##### **Date of Contest:**

The Contest shall be held before the end of January in each year, and the date of commencement shall be fixed by the Contest Organising Authority, with ratification by New Zealand Yachting. The Contest Organising Authority should, not later than 31st May prior to the Contest, issue a Preliminary Notice of Race to each Representative Body and to Yachting New Zealand, which shall include the date of the commencement of the Contest, the name of the Host Club and the specific locality in which the Contest is to be held.

#### **RULE 6**

##### **Challenges:**

- (a) All eligible Representative Bodies desiring to compete at the forthcoming Contest shall forward a challenge or challenges in writing addressed to the Secretary of the host Club on or before a date set by the Contest Organisers. Each challenge is to be accompanied by the prescribed entry fee.
- (b) The entry fee and the late entry fee for each Contest shall be determined by the Contest Organising Authority. As a matter of policy, Contest Organising Authorities should keep the entry fees as low as reasonably practicable.

#### **RULE 7**

##### **Crews:**

- (a) Each challenging Representative Body shall nominate one or more skippers, by name and age, to the Contest Organising Authority either with its challenge or, if this is not possible, up until five (5) clear days before the scheduled first race of the Contest.
- (b) Only in the case of injury or sickness preventing such skipper participating in the Contest, either before or during it, may the Race Committee permit another skipper to be substituted.
- (c) Each skipper shall be a financial member of every Club to which he belongs, such Club to be an affiliated member of Yachting New Zealand.
- (d) Each skipper shall be under the age of 17 years on the 31st day of January in the summer season of the Contest.

- (e) Evidence of compliance with this Rule and Rule 2 (b) shall be provided by any Representative Body should same be requested by the Race Committee.

## **RULE 8**

### **Yachting New Zealand Approvals:**

It shall be the responsibility of the Contest Organising Authority to ensure that all Yachting New Zealand requirements for the conduct of National Championships are complied with.

## **RULE 9**

### **Boats:**

- (a) Each Representative Body competing should provide its own boat, gear and sail. In the event of a boat being damaged, or delayed in transit to a Contest, the Race Committee may at its discretion, permit a certified substitute. A boat or gear cannot be changed during a Contest, unless agreed upon by the Race Committee. A Representative Body borrowing a boat or gear shall assume all responsibility for its safe return to the owner.
- (b) Boats eligible to compete in the Tanner Cup Contest shall be bona fide one design "P" Class yachts and should comply in all respects with the official plans and specifications, as issued by the TYPBC, with any amendments or changes as may be subsequently promulgated by that Club, in respect of such plans and specifications. Also see Rule 11.
- (c) The first sail presented by each entrant which does measure correctly will be marked and shall be the only sail used by such entrant throughout the Contest, and only in the event of damage beyond further use being sustained may the Race Committee permit such sail to be replaced by a certified substitute sail.
- (d) All yachts sailing in the Contest shall be on the National Register and registered in the name of their current owner.

## **RULE 10 Distinguishing Letter:**

Each competing boat shall carry on BOTH sides of its sail, contrasting letters at least 300mm high and 38mm wide, denoting the province or district (see Rule 2 (a)) and unless reversible, such letters shall be arranged at different heights on each side of the sail.

## **RULE 11 Measuring:**

- (a) No boat shall be eligible to race until it has, along with sails, spars and all other necessary gear, been made available to, and measured by the Race Committee Measurers, not less than two (2) hours before the start of the first race of the Contest, and certified by them to comply in all respects with the conditions as hereinbefore stated. Disputes over eligibility of boats or measurements are to be decided by the Protest Committee whose decision will be final for that year's Contest.
- (b) For each Tanner Cup Contest, an efficient and accurate set of measuring equipment plus an up-to-date set of measuring instructions shall be made available by the TYPBC for use by the Measurer mentioned below.

- (c) A supervising Measurer shall be appointed by the Tauranga Yacht & Power Boat Club Inc. for each Tanner Cup Contest and shall advise the Race Committee on all matters relating to measuring. The Measurer may exercise one (1) vote on the Protest Committee in matters of dispute relating to measurements and/or measuring.

**RULE 12**

**Racing Rules:**

- (a) All races of the Tanner Cup Contest will be governed by World Sailing, Racing Rules of Sailing (RRS), together with the Prescriptions and Safety Regulations of Yachting New Zealand and the "P" Class rules.
- (b) No protest fee shall be prescribed.

# TAURANGA CUP RULES AND CONDITIONS

Governing the New Zealand Inter-Club One Design "P" Class Championship for the Tauranga Cup.

## RULE 1

- (a) **Parent Body:** The Tauranga Yacht & Power Boat Club Inc. (**TYPBC**) shall be the "Parent Body" for the Tauranga Cup pre-contest matters.
- (b) **National Authority:** Yachting New Zealand shall be the national authority for the Tauranga Cup contests and shall delegate responsibility for the management of Tauranga Cup affairs to the Race Committee and Annual Conference as hereinafter provided for.

## RULE 2

### Competitions: (Contests)

The Championship shall be known as the NZ Inter-Club One Design "P" Class Championship (herein after referred to as the Contest), and shall be open to any skipper being a financial member of a Yacht Club affiliated to Yachting New Zealand.

## RULE 3

### Trophies:

- (a)
  - 1. The Tauranga Cup shall be awarded to the winner of each Contest.
  - 2. The Memorial Cup shall be awarded to the runner-up of each Contest.
  - 3. The Carter Cup shall be awarded to the third placed contestant in each Contest.
  - 4. The Naomi James Challenge Trophy shall be awarded to the highest placed female skipper of each Contest.
  - 5. The Harry Highet Silver Salver shall be awarded to the winner of the Tauranga Cup Invitation Race.
  - 6. The Colin Smith Trophy to the best placed entry from the host club
  - 7. The Craig Monk Trophy to the best placed entry 55Kg and over
- (b) The aforementioned trophies shall remain for all time the property of the TYPBC. They shall be held by the winner for one (1) year. In the event of a tie the trophy "will be held by each joint winner for equal parts of the year. It shall be the responsibility of the holders of the trophies to ensure that they are either returned to TYPBC for further competition not later than the 31st December in each year or delivered to the host body for the following Contest not later than two (2) days before the first race.
- (c) It shall be the responsibility of the holder of each trophy to ensure that it is suitably engraved.
- (d) The TYPBC shall keep the trophies insured to the maximum insurable value.

**RULE 4****Place of Contest:**

The Contest shall be sailed in the same waters as the Tanner Cup.

**RULE 5****Date of Contest:**

The Contest shall be held following the Tanner Cup Contest provided that where possible at least one clear morning or afternoon be allowed between the two Contests.

**RULE 6****Challenges:**

- (a) Entry fees: - refer Tanner Cup Rule 6.

**RULE 7****Crews:**

- (a) Each challenging Club and the defending Club shall nominate skippers by name and age to the host Club not less than five (5) clear days before the date of the Contest.
- (b) Each skipper shall be under the age of 17 years on the 31<sup>st</sup> day of January in the summer season of the contest.

**RULE 8****Yachting New Zealand Approvals:**

It shall be the responsibility of the Host Club conducting the Contest to ensure that all Yachting New Zealand requirements for the conduct of National Championships are complied with.

**RULE 9****Boats:**

As Per Tanner Cup Rule 9.

**RULE 10****Contest Report:**

The Contest Organising Authority shall, within 14 days of the close of the Contest, submit to Yachting New Zealand and the TYPBC a general report of the Contest, including results of each race.

**RULE 11****Measuring:**

As per Tanner Cup Rule 11.

**RULE 12****Racing Rules:**

As per Tanner Cup Rule 12.

## **RULE CHANGE PROCEDURES**

### **RULE 1**

#### **Responsibilities:**

- (a) The Class Rules, Plans, Measuring Instructions, Measurement Form, the Tanner Cup and the Tauranga Cup Rules and Conditions shall not be altered otherwise than by the consent and approval of the Tauranga Yacht & Power Boat Club Inc (TYPBC), and subject to the ratification by Yachting New Zealand.
- (b) Should any Representative Body or Yachting New Zealand desire an alteration or addition to the rules, instructions or forms contained herein or to the "P" Class plans and specifications, it shall request such alteration in accordance with Rule 2 below. It shall be the responsibility of the TYPBC to consider all Conference recommendations or postal ballot results relating to the Class Rules, Tanner Cup, Tauranga Cup Rules or the Plans and Specifications, and to forward its decisions on these to Yachting New Zealand for ratification. Any alterations to the plans, specifications or measuring procedures of the "P" Class yacht must be ratified by Yachting New Zealand and circularised by the TYPBC not later than the 31st day of July otherwise such alterations shall not be enforced at the next year's Contests.
- (c) Should any remit be carried by the Conference or by postal ballot for three successive years, the TYPBC shall, subject to ratification by Yachting New Zealand, alter or insert the rule or amendment accordingly.

### **RULE 2**

#### **Conferences and Ballots**

- (a) Any eligible Representative Body or Yachting New Zealand may request an amendment, alteration or addition to the Tanner or Tauranga Cup Rules or to the "P" Class Rules, Plans, Specifications or Measuring procedures. Such request shall be in the form of a remit and shall be forwarded to the TYPBC before the 30th day of April in any year. Similarly, if any eligible Representative Body would like an item placed on the agenda for discussion at a "P" Class Conference, it shall advise the TYPBC accordingly before the 30th day of April.
- (b) On receipt of such remit or agenda item, or if for any other reason the TYPBC considers that a Conference would be desirable, it shall forward to all eligible Representative Bodies before the 10th day of May each year a notice convening such a Conference. Each such Conference should be held in the month of May at a venue and date to be decided by the TYPBC. The TYPBC decision of venue and date shall be final, but consideration should be given to holding the Conference at the venue of the following Contest.
- (c) The Conference should concern itself with all matters relating to the government of Tanner and Tauranga Cup affairs and the encouragement of building, sailing and racing "P" Class yachts. The notice of the Conference shall include an agenda of business and copies of any remits received in accordance with clause (a). The Conference may consider business not included on the agenda, but no decision shall be put forward as a recommendation from the Conference unless it has been the subject of a remit or has been carried unanimously by the Conference.

- (d) Each Conference shall be composed of one (1) delegate from each eligible Representative Body. Each delegate shall have one (1) vote and decisions shall be made by a simple majority of votes. At all Conference sessions, two-thirds of the number of delegates at the opening session shall constitute a quorum.
- (e) At the opening session of each Conference the delegates shall elect a Chairman (who is entitled to exercise an extra or casting vote in addition to his deliberative vote).
- (f) The Representative Body in whose district the Conference is being held shall provide a Conference Minute Secretary. Such Secretary shall not have voting rights.
- (g) The Chairman shall submit to each eligible Representative Body and to Yachting New Zealand a copy of the Minutes of the Conference (and any other relevant records) within fourteen (14) days after the close of the Conference.
- (h) The TYPBC may decide that a Conference is not necessary. In this event any remit received in accordance with clause (a) shall be put to a postal ballot. Ballot papers shall be forwarded by the TYPBC to all Representative Bodies before the 20th day of May and votes shall be returned to the TYPBC before the 31st day of May. Any votes received later than the 31st day of May shall be deemed invalid. Each eligible Representative Body shall have one (1) vote, and the result shall be decided by a straight majority of votes. Any decisions reached by postal ballot shall be dealt with thereafter in the same way as recommendations made by an Annual Conference.
- (i) For the purpose of this rule only, the term "eligible Representative Body" shall include those Bodies listed in Rule 2 of the Tanner Cup Rules and Conditions, and the TYPBC.

**TAURANGA YACHT & POWER BOAT CLUB  
"P" CLASS MEASURING FORM**

These measuring sheets are designed to assist measurers and should be used in conjunction with the Official Plan, and current Handbook.

Name of Builder  
Date completed  
Name of Owner  
Sail Number  
HULL - Upright  
Hull, stripped weight mm. 38.5 kg  
Ballast, if any, see specification  
Watertight Inspection Ports, fore and aft  
Min. Diameter 95mm  
Planking Thickness: 6mm ply minimum  
    Bottom  
    Bulkheads  
    Frames  
Planking thickness: 4.5 mm ply minimum  
    Deck  
    Seat  
Strongback: Min. 19 mm, Max 20mm.  
Centrecase and Transom: 16+/- 1mm  
Mast step, face of mast to bow  
Min. 311mm Max. 318mm  
Mast step must not allow rotation  
Horse and Lazy Block, see specification  
Coaming Height: Max. 76mm Min 30mm  
Towing Handle: see specification

PLAN

Depth of transom: 265+/-10mm  
Depth of bow behind bow cap: 221+/- 10mm  
Height of centrecase: outside of boat to top of case at forward end 246+/- 10mm  
Width of bow behind bow cap: 183+/- 10mm  
Centrecase slot length: Top 406+/- 10mm  
Deck: Transom to cockpit 305+/- 10mm  
Seat: No 5 to No 6: 305+/-10 mm  
Length of cockpit: 915+/- 10 mm  
Section cockpit from case to side bulkhead at bottom: 280+/-10 mm  
Width of cockpit at top: 660+/-10 mm  
Height of Topside at Station 3: 245+/-10mm...  
Hiking straps extension no more than 75 mm above deck at either end  
Beadings 10 mm max. Width 16mm depth  
Transom to rudder max. distance 40 mm  
Transom to Rudder Blade Parallel with 10mm tolerance

Effective from 1<sup>st</sup> Aug 2003

CENTREBOARD

Centreboard thickness, 16+/-1 mm to within 100 mm of all edges. (See Specification)  
  
Max. Width 254 mm  
Length below cheeks, Max 848 mm  
Centreboard radius, front edge, 50 mm  
Aft edge, 100mm  
(Allow for 10 mm minus tolerance on all edges)  
Extension of centreboard below Hull no more than 600 mm. Minimum weight 1500 grams  
Centre of Gravity no less than 475 mm

RUDDER

Thickness, 16+/-1 mm to within 100mm of all edges (see specifications)  
  
Rudder, Radius front edge, 76mm  
    aft edge, 25mm  
  
Rudder, Including cheeks, to be shaped as shown on plan with minus tolerance of 10 mm on all edges.  
Minimum weight 1700 grams

Check tiller attaches securely to rudder

HULL (Upside Down) to be used with measuring jig

TOLERANCE BETWEEN JIG AND HULL

|                                    |                                                                          |
|------------------------------------|--------------------------------------------------------------------------|
| Section Bow                        | Height: plus 20mm minus 0                                                |
| Section 1                          | Height: plus 20mm minus 0<br>Half Width: +/-10mm<br>Hull Round: +/-5mm   |
| Section 3                          | Height: plus 20 mm minus 0<br>Half Width: +/-10 mm<br>Hull Round: +/-5mm |
| Section 5                          | Height: plus 20 mm minus 0<br>Half Width +/-10mm<br>Hull Round: +/- 5mm  |
| Section 7                          | Height: plus 20mm minus 0<br>Half Width: +/-10 mm<br>Hull Round: +/-5mm  |
| Overall Length:                    | 2134 mm +/-10 mm                                                         |
| Centre Case Slot:                  | Length 508mm +/-10 mm                                                    |
| Centre Case Slot front end to bow: | 965mm+/- 10mm                                                            |

SIGNED BY MEASURER:.....

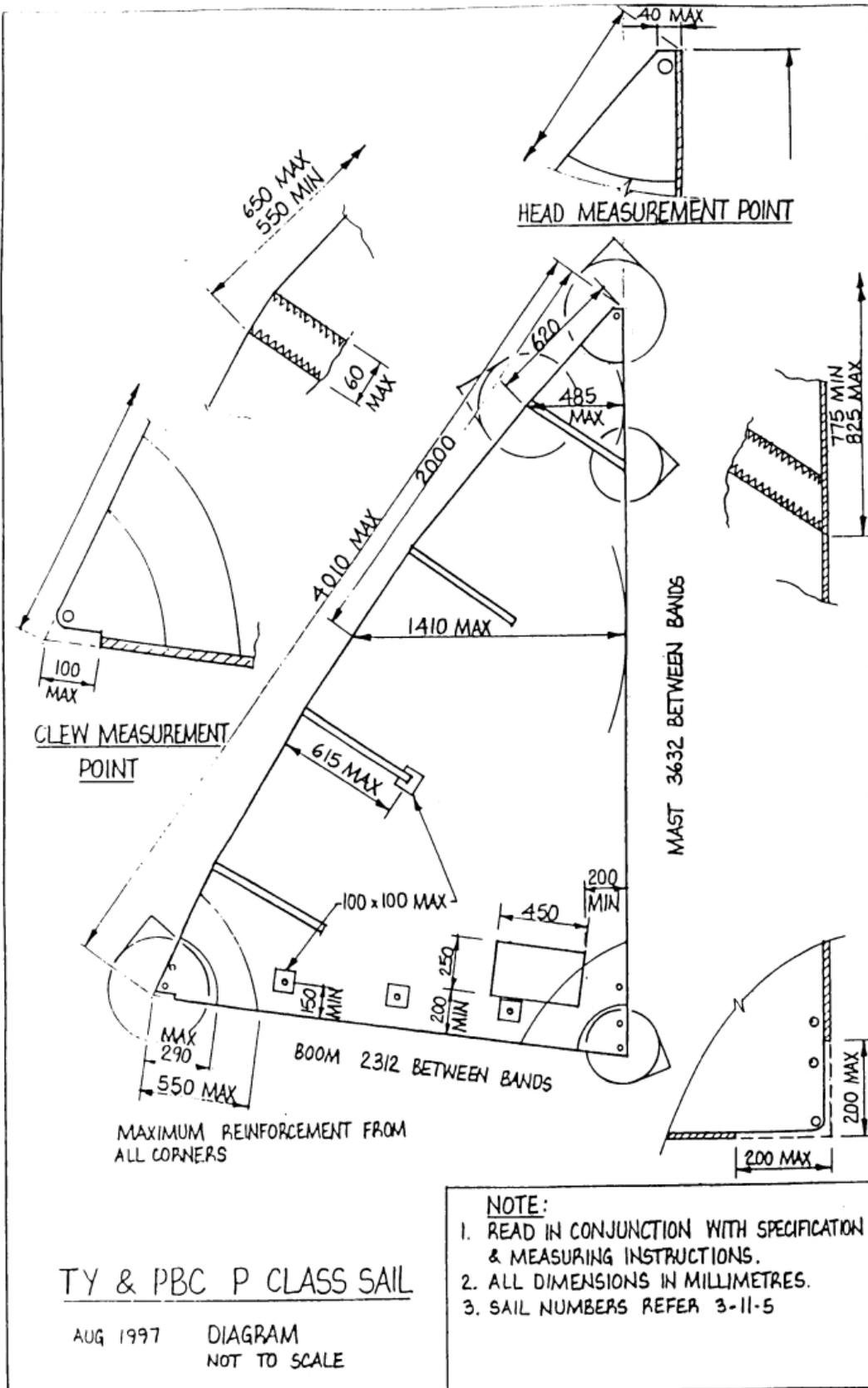
## FUNDAMENTAL SAIL MEASUREMENT INSTRUCTIONS -2003

*Sails shall be measured in accordance with the current ISAF Guide to Sail Measurement, except as any of those recommendations are changed by the Class Rules. Only Official Measurers appointed by the Tauranga Yacht and Power Boat Club are authorised to certify sails following fundamental measurement. It is presumed that all sail-makers, Official Measurers and others who measure P Class sails will hold a copy of the current ISAF publication "ISAF Equipment Rules of Sailing for (ERS) and the current ISAF Racing Rules of Sailing (RRS). In these Fundamental Sail Measurement Instructions a term that is used in a sense defined in the ERS is printed in bold type. Anything not specifically permitted by the Class Rules (CR) is prohibited*

- 1 Check that the **body of the sail** complies with the definitions of **soft sail, single ply** and **woven ply** of even thickness, weave and material throughout.
- 2 Check that the **sail** has eyelets at the **clew, head** and **tack**.
- 3 Check that reefing eyelets at the **luff** and **leech** are fitted and are not less than 150mm from the foot of the sail. Not less than three additional reefing eyelets between these reefing eyelets must be fitted and must be aligned and have sufficient secondary reinforcement to be functional. An additional row of reefing eyelets is optional.
- 4 A Cunningham eye adjacent to the **luff** is permitted.
- 5 Check that both the **luff** and **foot** of the **sail** have a continuous bolt rope attached. Both bolt ropes may be omitted within 200mm of the tack point and the foot bolt rope may be omitted within 100mm of the **clew point**. A slide made of any material for running in the boom track may be attached to the **foot** of the **sail** at the **clew**.
- 6 One **window** of unwoven **ply** is permitted. If a **window** is fitted check that the width of the unwoven **ply** does not exceed 450mm, the height does not exceed 250mm and the clearance of the unwoven ply from the **sail edges** is not less than 200mm.
- 7 Measure the **top width** which must not exceed 40mm.
- 8 Measure and mark the **upper leech point** at 620mm from the **head point**. Measure and mark the **half leech point** at 2000mm from the **head point**.
- 9 Measure the **leech length** which must not exceed 4010mm.
- 10 Check that no part of the **leech** extends beyond a straight line between adjacent **batten pockets**, between the **aft head point** and the top **batten pocket** or between the **clew point** and the adjacent **batten pocket**.
- 11 Measure the **half width** which must not exceed 1410mm. Check whether the **sail edge** at the **half leech point** is hollow between the adjacent **batten pockets**. If it is then the offset to the straight line as defined in ERS H.4.2 must be added to the first measurement to determine the **half width**.
- 12 Measure the **upper width** which must not exceed 485mm. Check whether the **sail edge** at the **upper leech point** is hollow between the adjacent **batten pockets** or between the **aft head point** and adjacent **batten pocket** whichever is applicable to the location of the upper leech point. If it is then the offset to the straight line as defined in ERS H.4.2 must be added to the first measurement to determine the **upper width**.
- 13 Check that there are four **batten pockets**. All **batten pockets** must extend to the **leech**. Measure the outside **batten pocket width** of all **batten pockets** which must not exceed 60mm. Local widening for batten insertion shall be ignored when measuring the outside

**batten pocket width.**

- 14 Check the outside **batten pocket length** of the lower three **batten pockets** which must not exceed 615mm.
- 15 Check that the top **batten pocket** extends to the **luff**. Check that the lower outside edge intersects the **luff** at a point between 775mm and 825mm from the **head point**.
- 16 Check that the lower outside edge of the top **batten pocket** intersects the **leech** at a point between 550mm and 650mm from the **head point**.
- 17 Check the **primary reinforcement**. The permitted material is woven ply. **Primary reinforcement** is permitted at the **head, tack, clew**, at the Cunningham eye (if fitted) and at the reefing points adjacent to the **luff** and the leech. The **sail reinforcement size** of the **primary reinforcement** must not exceed 290mm. Note that **sail reinforcement size** is the maximum permitted dimension.
- 18 Check the **secondary reinforcement**. The permitted material is woven ply. **Secondary reinforcement** is permitted at the head, tack, clew, Cunningham eye (if fitted), at a batten pocket patch and at reefing points. The **secondary reinforcement** at the head may extend from the head to the lower outside edge of the top batten pocket. The **sail reinforcement size** of the **secondary reinforcement** at the tack and clew shall not exceed 550mm. Note that **sail reinforcement size** is the maximum permitted dimension. If the Cunningham eye and reefing points adjacent to the luff and the leech are not within the **secondary reinforcement** at the tack or clew the **secondary reinforcement** at these points shall not exceed 100mm x 100mm. The **secondary reinforcement** at the other reefing points and at batten pocket patches shall not exceed 100mm x 100mm.
- 19 Check the **tabling width** at the **leech**. The maximum width must not exceed 25mm.
- 20 Check the "P" Class insignia and the sail numbers. The class insignia must be above the sail numbers. The characters must be placed at different heights on the two sides of the sail with those on the starboard side uppermost. Both the class insignia and sail numbers must be above an arc whose centre is the **head point** and whose radius is 2400mm.
- 21 The minimum size of characters and the minimum space between adjoining characters must be as follows;
- |                                                 |        |
|-------------------------------------------------|--------|
| Height                                          | 230 mm |
| Space between characters or edge of <b>sail</b> | 45 mm  |
- 22 Check the size and position of permitted advertising on the **sail**. For Category A events the only advertising permitted on the **sail** is one sailmaker's mark per side. Each mark must fit within a 150mm x 150mm square and must be totally within a distance from the **tack point** of 348mm.
- 23 When an **official measurer** who has undertaken a **fundamental measurement** of a **sail** for the purpose of **certification** is satisfied that the **sail** complies with all the rules, the **official measurer** is required to **certification mark** it. The **certification mark** to be applied to the sail shall comprise a signature and date near the tack by the **official measurer** who undertook the **fundamental measurement** of the **sail**.



## MEASURING INSTRUCTION "P" CLASS HULLS:

### Wooden Hulls

#### A. INTERIOR: Remove all ports. Check that:

1. Ports are not less than 95mm diameter. One or two are fitted forward, (either on the deck within the coaming area, or on the No.3 bulkhead), and one or two are fitted aft, (on No.6 bulkhead at rear of seat). Ports may also be placed on the side bulkheads.
2. Ports are watertight, (i.e. no obvious gaps, poor fitting etc).
3. Frame, strongback, stringers and kingplank are present and intact. All frames must have two ventilation holes of 100mm diameter. Any other cut outs are not permitted.
4. Weights of any kind have not been added in the bow or transom.

#### B. COCKPIT: Check that:

1. Cockpit seams are secure and appear watertight.
2. Lazy block is mounted on centre line of boat within 152mm of No 3 bulkhead.
3. Hiking straps are fixed within the cockpit and when suspended vertically above their fastening point at one end at a time do not extend more than 75mm above the deck level.
4. Floor boards where used consist of one thickness of 6mm plywood.
5. Provision is made to secure the centreboard so that it remains in the centreboard case when the hull is inverted.
6. Extension of Centreboard below hull shall not be more than 600mm with Centreboard at forward end of Centrecase and measured at centre of Centreboard.
7. No self-draining device or pump is present.
8. A hand bailer is carried attached to the hull by a lanyard of sufficient length to allow it to be operated.

#### C. DECK: Check that:

1. A towing handle is securely fitted either into the kingplank within 76mm of the bow, or into the kingplank and stem on the fore and aft centreline. This to be suitable for towing and carrying.
2. The forward face of the mast to the forward face of the bowcap is between 311 and 318mm. NOTE: The mast must be in position when this measurement is taken.
3. The mast step is constructed so that the mast will not revolve. Wear plate not to exceed 5mm above Deckline.

4. Coamings are located between frame 2 and frame 3. (NB These are compulsory.) Shape optional, provided that the height lies between 30mm and 76mm in vertical height from the deck.
  5. A horse is fitted situated aft of the cockpit. Type and dimensions optional, but must not protrude beyond the width of the deck or transom.
  6. The mainsheet can be readily unbent for use as a towline.
  7. Beadings are optional. If fitted the width shall not exceed 10mm from the side of hull or cockpit. They shall not exceed 16mm in depth.
- D. TRANSOM: Check that;
1. The rudder is secured so that the gudgeons cannot be disengaged when the hull is inverted.
  2. The tiller is secured to the rudder by a pin or lashing.
  3. The face of the rudder is not more than 40mm from the face of the transom.
  4. The face of the rudder blade is parallel to the transom with a tolerance of 10mm.
  5. The class insignia and registered number in letters and figures at least 50mm high are carried on the hull.
- E. BOTTOM: Using Jig, check that:
1. The tolerance of 10mm on the hull is not exceeded. Check both the bottom and sides.
  2. The length of the boat is within the tolerances shown on the jig.
  3. The centrecase is positioned within the tolerances shown on the jig.
  4. The bottom hull round does not exceed +/- 5mm
- F. WEIGHT: Using accurate scales, check that:
1. The weight of the dry hull stripped of everything except the permanently attached fittings listed, and the floorboards where fitted is not less than 38.5kg. Fittings as per Rule 3.4.1. Weight Specification.  
NOTE: Mainsheet not included in the weight
  2. Any corrector weights used are in the form of lead and are attached in the cockpit above the centrecase on No.3 bulkhead.
  3. Any corrector weights do not exceed 4kg.
- G. CORNERS: Internal and external corners may be radiused to a maximum of 10mm.

**Fibreglass Hulls:**

These shall be measured as per rule 2.4, 2.5 and 2.6.

**MEASURING INSTRUCTION "P" CLASS SPARS**

Masts may be made of aluminum or composite. Booms must be made of aluminum.

**Measuring Procedure:**

Fit the boom to the mast and lay mast and boom on their side with the boom at a right angle to the mast and with the butt of the mast against a fixture.

**Aluminum Alloy Masts:**

From the butt of the mast check that:

1. The mast base is so constructed that the mast will not revolve.
2. A drainhole 12mm minimum diameter is located not more than 150mm from the base of the mast.
3. A lower measurement band not less than 25mm wide is painted on with the upper edge 381 mm from the butt. NOTE: Bands may not be of tape.
4. A positive lock or fixture is fitted at the gooseneck to prevent the projection of the top face of the boom falling below the top edge of the measurement band. (as in 3)
5. The sail track commences not less than 430mm or more than 610mm from the butt.
6. The sail track is continuous (it may not be cut into sections or partially cut).
7. There are three stays only.
8. The stays are attached so that the extended line of each stay meets the mast not less than 2134mm from the butt.
9. The mast is circular (excluding the sail track) and maintains a minimum diameter of 37mm or at least 2600mm from the butt.
10. An upper measurement band not less than 25mm wide is painted on with the lower edge not more than 4013mm from the butt.
11. The mast when on its side does not deviate from a straight line along the after face from the butt to the top by more than 25mm.
12. A halyard or effective quick release device operated by a cord is fitted and is in working condition. (A halyard lock is optional). Sail must be able to be lowered from the cockpit by the release cord, which may run down the foreside of the mast or internally.
13. The halyard or quick release does not project more than 12mm beyond the aft face of the sail track.

**COMPOSITE MASTS**

1. Check that the mast is made by the licensed manufacturer and that there is no modifications.
  2. Check there is a positive stop fitted in the sail track to stop the sail encroaching on to measurement band 2 at the top of the mast.

3. Check as for Aluminum masts except 2 and 9

**Booms:** While fitted to the mast check that:-

1. The length is not more than 2390mm from the aft face of the mast to the end of the boom.
2. A measurement band not less than 25mm wide is painted on not more than 2312mm from the front edge of the band to the aft face of the mast.
  3. The boom does not deviate from a straight line touching both ends by more than 50mm.
4. The maximum depth including sail track does not exceed 56mm and the maximum width does not exceed 45mm.
5. A continuous sail track external or internal is fitted. Sail track must commence within 225mm from mast to a minimum of 2200mm from aft face of the mast
6. Must have a positive stop to prevent the sail encroaching onto the measurement band.
7. Wooden booms are clear finished only.
8. Wooden masts and booms made of Oregon or Douglas Fir and measured before 1st August 1994 and complying with the Rules effective between 1987 and 1993 are eligible for all "P" Class competitions.

## **MEASURING INSTRUCTION "P" CLASS CENTREBOARDS AND RUDDERS**

A: Fit the centreboard or rudder over the template. Check that:

1. The board does not exceed the dimensions of the template.
2. The board is within the minus tolerance of 10mm allowed on all edges.

B: Using gauges provided check that:

1. The 17mm gauge fits on the board at all points.
2. The 15mm gauge does not fit over the board at any point more than 100mm from the edge.

C: Check that the centreboard has a handle or stop at its upper end that is continuous right across.

D: Weighing centreboard and rudder:

1. Minimum weight of the centreboard is at least 1500 grams.
2. Minimum weight of the rudder including cheeks and gudgeons is at least 1700 grams.

E: Centre of gravity for the centreboard is not less than 475mm from the bottom of the centreboard.

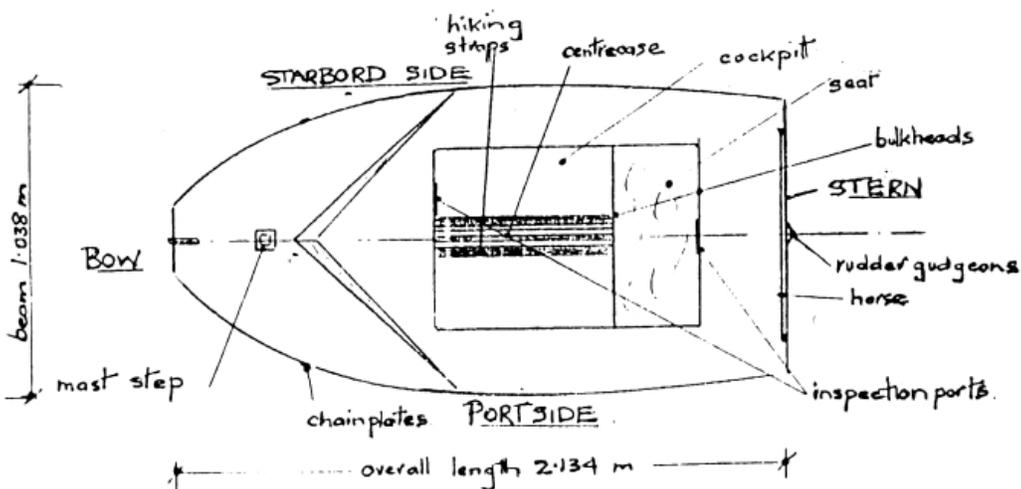
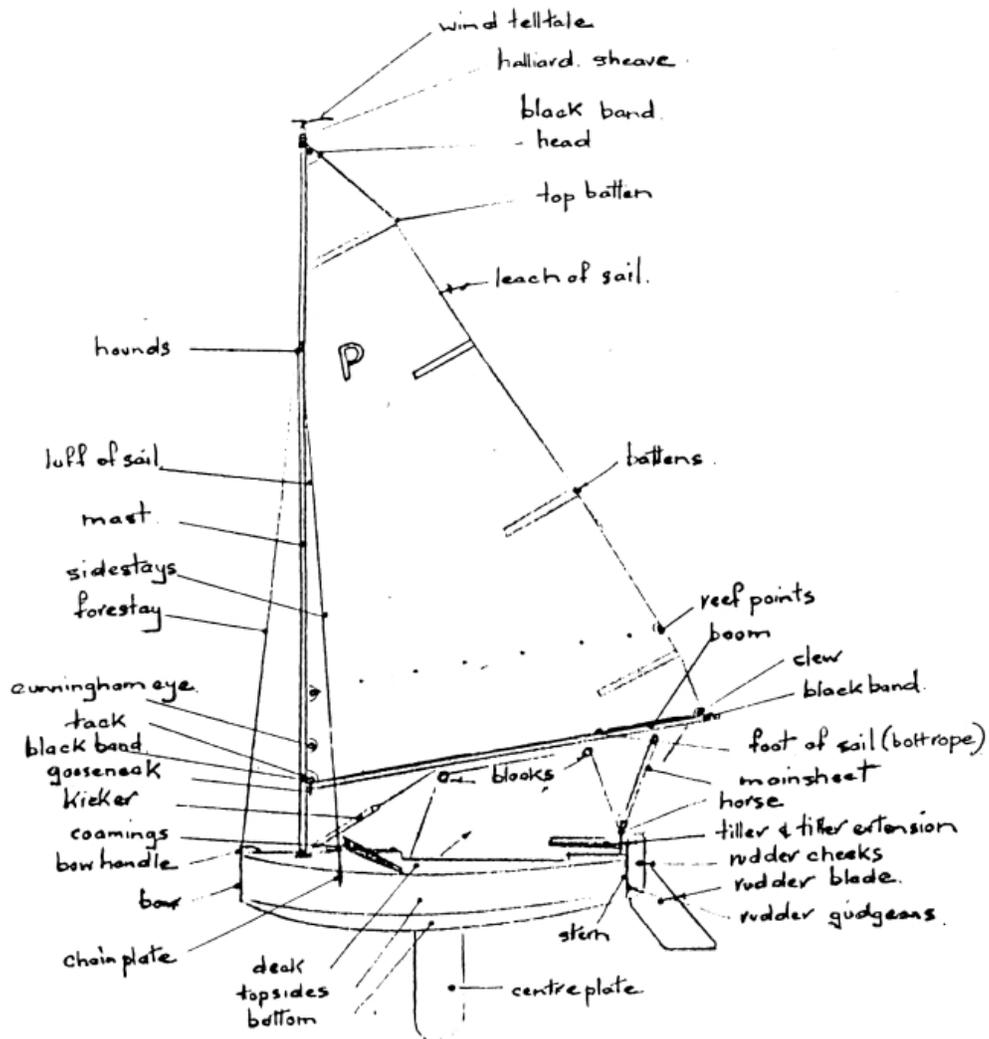


DIAGRAM ONLY.

NZ ONE DESIGN P CLASS YACHT  
 controlled by  
 THURANGA YACHT & POWER BOAT CLUB

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## CONTEST TROPHIES

### TANNER CUP

Originally presented by Mr. George Tanner of Wellington for inter-provincial competition. Mr. Tanner was active in fostering junior sailing and prior to World War II was Commodore of the Evans Bay Yacht and Power Boat Club. Bill Hayman first won the trophy in 1945.

### GISBORNE CUP

The Mayor of Gisborne, Mr. H. Barker, presented this cup on behalf of the citizens of Gisborne. The cup is awarded to the second place getter in the Tanner Cup competition.

### OTAGO TROPHY

This trophy was presented by the Stringer family and carries the name of the third place getter in the Tanner Cup competition.

### JOHN THOMPSON TROPHY

Awarded to the winner of the Tanner Cup Invitation Race. The trophy was first presented in the memory of the late John Thompson of Kohimarama.

### TAURANGA CUP

This cup is awarded to the winner of the Tauranga Cup contest. Mrs. L B Mellish donated the cup in 1940. First competed for during the Wellington Centennial Regatta in 1940, it was won by Ron Nalder of Nelson

### MEMORIAL CUP

Goes to the second place getter in the Tauranga Cup competition was donated by Mr. W. D. Cogswell. The trophy commemorates two early P Class skippers killed during World War II.

### CARTER CUP

This trophy goes to the third place getter in the Tauranga Cup competition. It is named after Mr. P. Carter, who was an early supporter of the class and was responsible for introducing the class to Auckland.

### NAOMI JAMES CHALLENGE TROPHY

Awarded to the highest placed female skipper in the Tauranga Cup. Sid Galloway of Auckland first presented this trophy in 1981.

### HARRY HIGHET SALVER

The Tauranga Yacht and Power Boat Club originally presented this trophy in honor of Harry Hight, the designer of the P Class. The Salver is awarded to the winner of the Tauranga Cup Invitation Race.

### FARR & ASSOCIATES TROPHY

Donated by Bruce Farr and Russell Bowler, it is awarded to the youngest Tauranga Cup skipper finishing in the top ten places.

### FRANKLIN PLUMBING SUPPLIES PANMURE LTD TROPHY

Donated by Dave and Rosie Harris and presented to the club of the winning Tauranga Cup skipper in recognition of services to youth yachting.

**THE COLIN SMITH TROPHY**

Donated by the Smith Family and presented to the highest place getter from the host club in the Tauranga Cup

**THE CRAIG MONK TROPHY**

Donated by the Scott Family and presented to the highest place getter over 55k in the Tauranga Cup