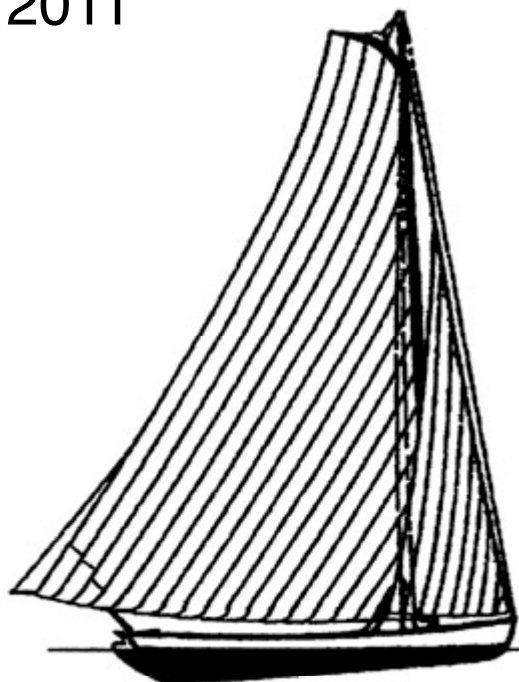


# **NATIONAL FAMILY ISLAND REGATTA COMMITTEE**

## **GENERAL RACING INSTRUCTIONS & RULES**

### **TECHNICAL SPECIFICATIONS AND BY-LAWS**

REVISED April 2011



## **PREAMBLE TO TECHNICAL SECTION OF BY LAWS/REGULATIONS**

The principal concern with the design of Bahamian Sloops and Dinghies is maintenance of the traditional grace and beauty of the hull and rig, while also retaining familiar Bahamian building methodology that allows any Bahamian builder to construct an entry. It is recognized that there has been, and will continue to be, marked development from the former work boats and that competitors wish to continue efforts to improve speed and performance, and to employ modern methods and materials as they come along. There has to be opportunity for progress but not at such a pace that existing boats will soon be outclassed.

The matter of materials can easily be voted upon or decided on a case by basis, in the same way the Committee has allowed plywood decks, micro-balloons, double clawed jibs etc. The main purpose of this design body is to try and define hull shape and sail area limitations, but it has been very difficult to describe the essence of an allowable "BAHAMIAN" hull shape for racing. There is not one definitive "STYLE" of hull in the Islands but instead a divergence of shape from different parts of the Bahamas, it is important to attempt merely to define the acceptable limits among variations. To this effort we urge builders to refer to the drawings supplied herewith prepared by naval architect, Mr. Arthur C. Paine. To a great extent these sketches will illustrate the most desirable features to be retained in hull forms.

It is our opinion that some effort should be undertaken toward limiting the ever increasing cost of the boats. An easy approach, and one which will prove less costly to existing boats, would be to limit the overall height of the mast and, particularly the extreme length of booms which proves to be a dangerous feature at times but also leads to undesirable refinements in hull shape in an attempt to gain control. We recommend for new construction in Class "A" of an overall mast length of 60' and a boom length of 32'.

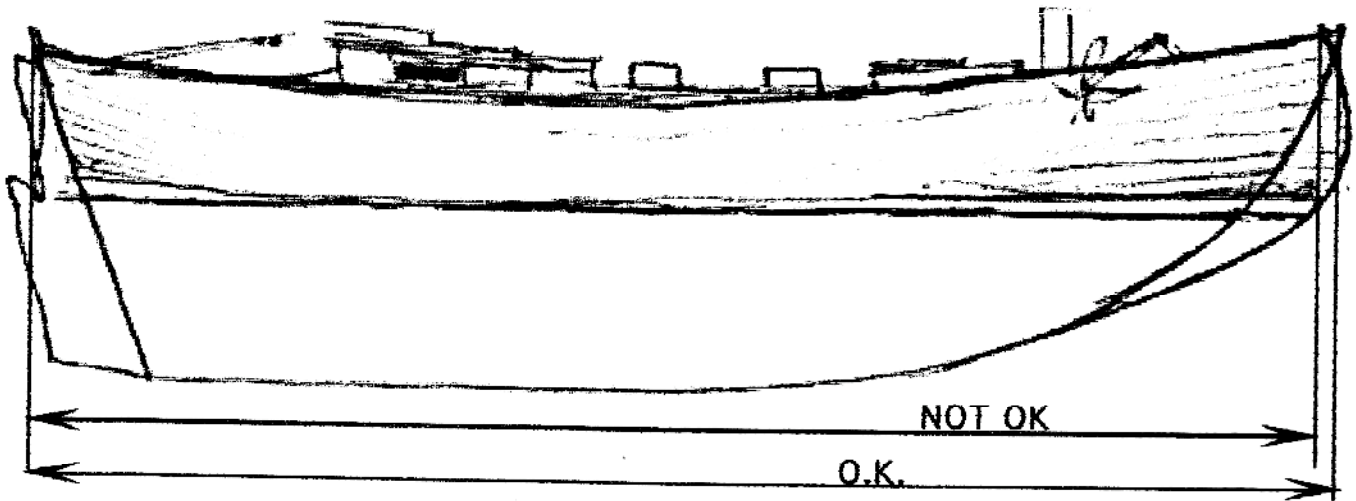
Another area which deserves consideration is a limitation on the number of crew members, because increasing reliance upon the movable ballast of people on the pry will greatly influence the design of the hull itself, ultimately impelling a shape that departs from the traditional design. As a general parameter, the committee want sloops which are with crew, inherently stable so they can be towed in open waters and left for long periods on a mooring.

In an effort toward economy, we continue to favour boats that are entirely inside ballasted. However, because outside ballast is unquestionably a desirable feature we would suggest a limit of 50% of total ballast be set and would hope in that case an effort be made by existing boats to place outside ballast in order to stay competitive. There are two features in the hull profile we are unanimous in favouring. Significant balanced overhangs be present fore and aft. There should also be a pronounced sheer line as featured in all traditional Bahamian types. Recent tendencies, evolving from a misunderstood concept are regarding the way boat length is measured must stop and they are: Tumblehome or turned back bows and very near vertical sterns. We note that the fastest boats in the A and B Class display strong sweep of sheer and raked bows and sterns.

We are in strong support of the need for all boats to exhibit positive flotation. This is sensible in terms of safety as well as limiting damage to capsized vessels. As sponsorship increases it is important for all boats to adhere to the ban on advert sing on sails and to keep hull advertising within accepted limits.

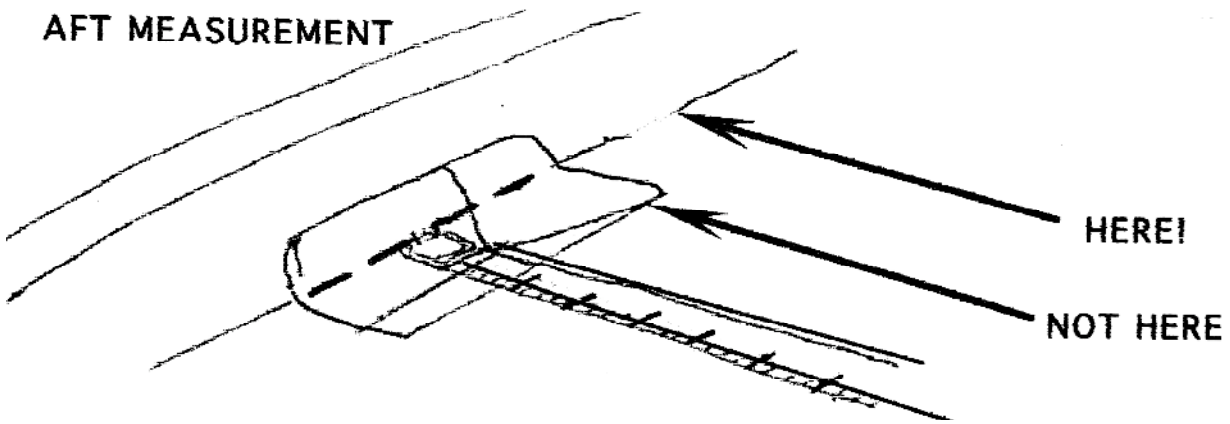
### **"A" CLASS DEFINITIONS**

1. The length on deck of an A sloop, measured in the traditional manner from the inside of the metal stem fitting at bow and aft end of the decking even with the outside face of the transom, shall be 28 feet 3 inches or less.

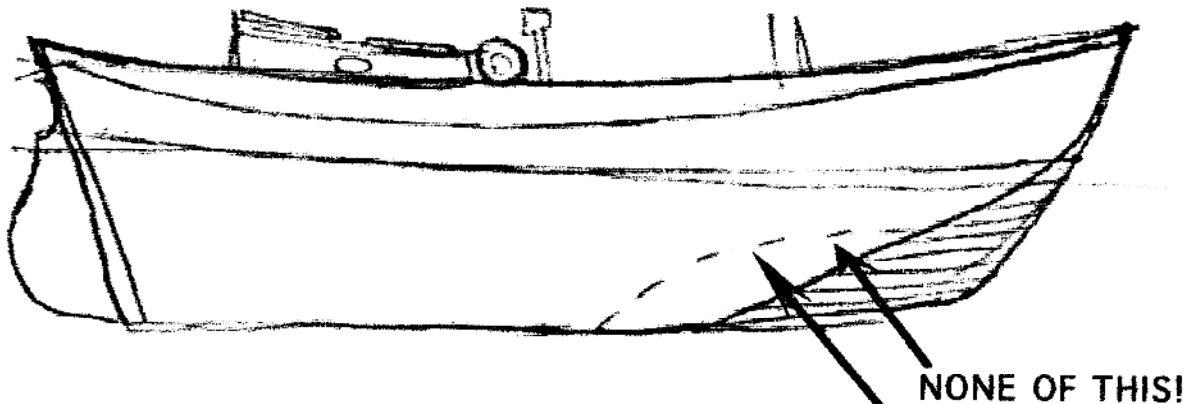


2. Any forward projection in the stem beyond plumb shall be measured and added to the overall length. Beyond this, the measurement committee may disqualify boats with extreme tumblehome, turned-back, or canoe bows even though the overall deck length complies with the above measurement.

**AFT MEASUREMENT**



3. Measurement at the tiller hole through the transom on all classes of Bahamian boats will be measured as described in this drawing....



4. Traditional Bahamian boats were built upon a single keel member, and this method remains appropriate today when the committee's intention is to encourage boats whose construction can be done on the beach, by simple means, by amateurs, without undue sophistication or expense. In keeping with existing variations, the profile of keels should lie between the extremes of the many past race winners

whose stems knuckled sharply in the forefoot between stem and keel, and boats that diminish the forefoot considerably.

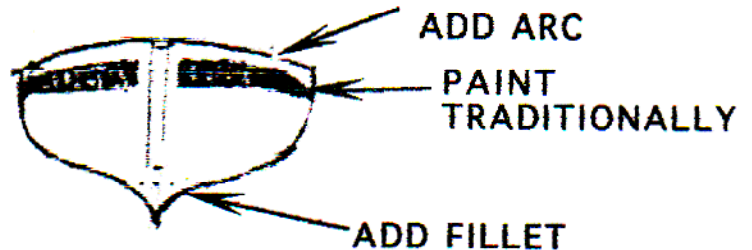
There shall be no dips or reverses of curve in the forefoot profile so that a fin-type keel begins to be created.

### NON TRADITIONAL DESIGN



### TRADITIONAL DESIGN

Looks good and will not effect performance



5. All boats shall have transom-hung rudders steered directly by tillers.
6. There should be noticeable rake to the transom and rudder post. The boats that have this feature have proven despite shorter waterlines to be faster. The boat committee very strongly wishes to retain the general shape in the after sections that distinguishes Bahamian sloops, and a raked transom is a strong element in that shape.
7. The now customary use of a fairing false-rudder post which allows the transom to be raked yet sets the rotating axis of the front of the rudder more vertical is allowed, but extremes which make the rudder appear nearly plumb will be discouraged and when extreme, disallowed.
8. No matter what the general shape of transom, there should be some reverse curvature near centerline at the bottom, so as to give a wineglass appearance. This curvature can be slight and can be added-on by the addition of a small fillet of wood or putty at bottom.
9. The existing limit of midships keel depth of 2 feet remains in effect.
10. From the midsection of the boat aft, there should be at least a small amount of "wineglass" curvature in the hull. Beyond this minimum, boats that blend in such "S" curves in their framing throughout their length are encouraged. Hulls that take their under bodies only to a "V" at the deadwood, will bear hard scrutiny. Under no circumstances will extremely light or flat bottomed boats be allowed, even though they satisfy all other rules, such as the 2 feet keel limit.
11. Boats shall have noticeable sheer or dip through their length, the more the better. A very flat sheer alone might be sufficient to disqualify a boat's entry as a traditional sloop for the National Regatta.
12. Beam overall may not exceed 10 and a half feet nor be less than 8 feet (although existing boats that exceed this are allowed to compete.) This committee feels that there is here in ample allowance for experimentation.
13. Pinched sterns are ugly and ineffective, as are transoms that are nearly as wide as the midships dimension. As a general rule the maximum width of transoms should not be less than half a boat's beam, nor more than three-quarters.
14. Tillers should pass through a hole in the transom in the normal Bahamian style.

15. Decks should have some upward arc so as to shed water to the rails. There should be a cockpit well, large or small. Although a few existing boats have only one deck hatch to gain entry below, ideally the committee would like to see two, as the look of the deck is thus closer to working originals. The aft hatch should either be cabin-like, have a sliding companion hatch while giving good access to the forward part of inside ballast and should while racing be capable of being secured nearly watertight.

16. One , two or three pries, any length, are allowed.

17. Shown are a few variations of acceptable styles in terms of general shape, profile, etc., along with commentary that should be very useful in revealing the intent and limits of the boat committee's opinion. In general it must be obvious that any artistic attempts to create a pretty and recognizably Bahamian hull shape as well as style of decoration will be looked upon favorably, not only by the race committee but by competitors who love to build and race A Class sloops. Adherence to the principles suggested by the drawings will allow experimentation for speed but will also foster the keen interest the general public has displayed, worldwide, in Bahamian sloop racing.

## **GENERAL RACING INSTRUCTIONS & RULES**

### **1. ELIGIBILITY**

a. All vessels entering the races must be Bahamian designed, Bahamian built, Bahamian owned and skippered and crewed by Bahamians. But - four non Bahamians in A Class, and three non Bahamians in B Class will be allowed to race.

b. Alterations to hull/rigging may effect a vessel's eligibility to participate in the Regatta. It is the responsibility of the owner or captain to report any such changes to the Race Committee for a decision on that vessel's eligibility. Any alterations made to vessels must be carried out by Bahamians in a Bahamian boatyard.

c. In order to be eligible to race in a designated class, a vessel, whether a dinghy or a sloop, must not depart radically from the traditional Bahamian sailing vessel, either in its general configuration or in material used in construction. If, in the opinion of the Race Committee, a vessel will not offer fair competition in one of the designated classes, it will be assigned to an Open Class. provided three or more vessels are present to compete in this Open Class the Committee will arrange suitable prizes.

d. A Committee made up of the Race Chairman, a person designated by the Bahamas Boat Owner's Association, a person designated by the Commonwealth Sailing Association, a designated member of the National Regatta Committee and a person designated by the host regatta shall hear and decide on any protests arising from the Race Committee's decision under Rules (b) or (c) in this section. The decision of the Committee shall be FINAL. Protests must be in writing and submitted by 6.00 pm on the day of registration.

2. BOAT NAMES. Boat names must be painted on the transom of all vessels 3" high and spelled the same on the entry blanks. All boats must have their assigned numbers on their sails.

3. HULL Keel to be continuous line or fair curve, no fin keels allowed. The maximum depth of keel allowed shall not exceed the following: Class A 24 in, Class B 18 in, and Dinghies 12 in. If in the opinion of the Committee a boat has committed some alteration in its stem or transom solely for the purpose of reducing its overall length so as to achieve a lower rating the Committee may assign it an overall length which would be the same as it would have been had the alteration not been undertaken.

4. HULLS AND MASTS to be of wooden construction. The hull may not be fibreglassed although the deck may be. The use of fibreglass in limited areas for reinforcing shall be allowed.

## 5. RIGGING

No bowsprits. No spreaders or aluminum spars. No winches. No wind or speed instruments and tell tales. No bending masts.

## 6. SAILS

No Dacron or synthetic material may be used. Egyptian cotton and "Oceanus" sail materials are allowed. No luff tension device other than the goose neck will be used.

Batons not exceeding 4 feet in length may be used.

No wire luffs will be allowed in either the jib or mainsail.

7. ON THE STARTING LINE. All boats must be at the starting line 15 minutes before the start of the race. When the boats are lined up and officials of the Race Committee order a boat to get in line, the order has to be carried out immediately. Failing to do so results in a warning: "THIS IS YOUR LAST CHANCE TO GET IN LINE." Failure to cooperate, depending on the case, may lead to the boat sailing from that position under a one point penalty or disqualification of the boat from that particular race. All boats must start on starboard tack except the number one boat which is the only boat to have an option. If a boat tries to start on a port tack and this causes a collision a one point penalty will be imposed from each boat involved against the boat who caused the accident. There will be no penalty for hitting a marker at the start.

7(b) RETRIEVAL OF ANCHORS All boats must retrieve their anchors at the start. Failure to do so will result in 3 point penalty. An anchor that has jammed or hooked may be left behind but the Race Committee MUST be called to retrieve the anchor and determine whether the claim is valid.

7(c) STARTING TIMES OF RACES The published schedule gives the starting times of all races. Except in the event of an official postponement or delay, the Race Committee will adhere to the posted schedule and races will not be delayed for late arrivals at the starting line. Vessels arriving late at the starting line must keep clear of other vessels that are ready to sail and must lower their sails and anchor and start in the normal manner.

8. THE COURSE shall be indicated before each race and all marks must be turned in the direction indicated at the start or by patrol boat which may be substituted for any mark missing. This means that all boats must leave the mark on the same side. All marks must be left untouched until the race is over. Two (2) point penalty.

A MARKER can be moved if the wind shifts and if moving a marker will provide for more competitive sailing. The marker must be moved before the first boat reaches the previous marker. All boats must be informed before they reach the previous marker.

9. THERE WILL BE NO SCULLING OR SETTING. In the event that a boat runs aground, she may use an oar to put herself about and get off; but sculling and setting beyond this will lead to a penalty. If a boat is in danger of being severely damaged and has been making an effort to get off for at least five minutes it is permissible to get outside help without penalty.

10. RACING COMMITTEE. The Race Committee shall consist of a chairman and three assistants who are experienced and familiar with the rules.

Members of the Race Committee are not allowed to hold any personal interest of any kind in any vessel competing in the Regatta. If it is determined that a member holds such interests, any penalties added against any competing vessel by the member concerned shall be null and void, and the member will be discharged forthwith.

11. A PROTEST COMMITTEE shall be appointed by the Organizing Committee and shall be approved by the participants at a Skippers' Meeting if one is held. An appeal to the Appeal's Judge shall be allowed. The decision of the Appeal's Judge shall be final.

It is up to the Racing Committee to decide if it is too windy or too rough to sail or too calm to start a race. Their decision is final and no protest will be heard regarding this decision

12. **BREAKING OF TIES** When there is a tie in total points between two or more boats it shall be resolved in favour of the boat which beat the other boat or boats the most times in the three race series. If this does not resolve the tie then the boat which beats the others in the last race will be the winner. The prize money shall be divided among all the boats that are tied but the trophy will be presented to the boat that wins the tie.

12(b) This rule applies to cup races only. In the event of a tie in a cup race penalties shall be assessed thus: a 1 (one) point penalty shall be assessed as 1.25, a 2 (two) point penalty shall be assessed as 2.25 and a 3 (three) point penalty shall be assessed as 3.25.

13. **OUTSIDE ASSISTANCE.** No boat is allowed outside assistance except when a life is in danger or the safety of the vessel is in jeopardy. If a man falls overboard the boat must stop even though outside assistance can be engaged to bring the man back to the boat. If the boat is bedding the boom has to be pulled in right to the deck or just lower the mainsail. If the boat is checking or going to the wind, the sail must be lowered until the crew member is back on deck. Failure to observe this rule will result in disqualification. If a pry falls overboard the same rule applies, except the skipper is allowed to leave the pry without incurring a penalty. If the pry is returned with outside assistance and the sail has not been lowered a one point penalty will result.

14. **TIME ALLOWANCE** All boats have time allowance. "A" class boats start at 28 feet, "B" Class at 21 feet and "C" Class at 17 feet.

15. **DAMAGES.** If an accident involves damage the boat in the wrong is responsible for the incurred damage. The cost of such damage will be estimated by the general committee of the sailing body responsible. Any boat failing to repair damages right away, after being ordered to do so will face a fine, suspension or expulsion.. This could mean disqualification from that race.

16. **COLLISIONS.** (a) Three (3) points penalty against the offending vessel. (b) Contacts between boats of a minor nature resulting in inconsequential damage - 1 point.. (c) No penalties will be assessed at the start of a race over minor or incidental contacts.

17. **PROTESTS.** Protests must be filed within one hour after all races except where races are back to back. In the latter case all protests must be filed within one hour of the last race.

While protests will be heard by the Protest Committee in the usual manner, the Committee may propose penalties without a hearing in the event that infractions of the rules are observed.

There shall be no 'third party' protests. Protests will only be heard from boats involved in the alleged infraction.

Only the skipper or bowman shall be allowed to file the written protest. Only the skipper and/or bowman shall be allowed to give evidence to the protest committee unless the Committee should require other witnesses.

18. **LOCAL RULES.** Local rules may be added to suit special situations providing they do not conflict with the general rules. Sailing bodies may write to the National Sailing Committee with suggestions for rule amendments.

#### 19. **SPONSORSHIP**

Each Regatta Committee should set its own requirements regarding any sponsors. There should not be any reservation towards individual sponsors. The organizing committee of this Regatta should find ways and means of giving the co-sponsors the exposure needed without interfering with any boat and

their sponsor.

No logos or other product identification allowed on sails during racing. No restriction on crew apparel. Product, sponsor identification, logos may be displayed on the hull but must not exceed 50% of the overall length of the hull.

Vessels wishing to display advertising logos on their sails will be charged an entrance fee as follows: Class "A" \$1200, Class "B" \$800 and Dinghies \$500. The entrance fee shall be payable at the time of registration. Unless the registration fee is paid the display of advertising logos on sails shall be illegal.

20. TACKING . The boat on port tack must keep clear of boats on starboard tack. Failing to do this could result in a two (2) point penalty.

21. OBSTRUCTIONS. When two boats are approaching an obstruction, when neither can clear it, the weather boat must tack on being hailed by the leeward boat. A boat to windward must keep clear of a boat to leeward.

22. BUOY ROOM. When two or more boats are approaching a mark all boats must give the boats nearest the buoy room to round the mark. One (1) point penalty.

In a buoy room situation at a weather mark the boat on starboard tack has right to round the mark first.

23. HITTING THE MARKER. If a boat hits a marker there will be a one (1) point penalty. Reports of infractions can only be made by designated persons aboard designated committee boats. Certain of the patrol boats may be designated in such a way.

24. OVERLAP When approaching the buoy, if the boat behind cannot establish an overlap of 200 feet before reaching the buoy the boat should immediately proceed to give the other boat buoy room. Overlap means any part of the boat behind cannot swing clear of any part of the boat ahead. Penalty one point.

25. OVERTAKING. When passing a boat on an off wind leg or checking the overtaking boat can pass on either side, but when passing on the weather side it should be three boat lengths or more. If the overtaking boat tries to pull down the Race Committee will warn the skipper once and, if the warning is not heeded, a two (2) point penalty will result. There should be three boat lengths or more between boats. No boat can be directly behind another boat's stern. The overtaken boat shall not luff or bear away toward the other.

26. If two boats are on the same tack, the leeward boat will have the right of way. In the event of contact or collision the offending sloop will be penalized one (1) point.

27. THE COMMITTEE reserves the right to amend the Rules and Regulations if, prior to a race, it appears to be in the interests of good racing to do so. **The decision of the Committee shall be final.**

April 2011