

RUFFIAN 23 CLASS REGULATIONS

As amended at AGM November 2010

(Note: The masculine gender also infers the female gender)

1. NAME
The association shall be called the *Irish Ruffian Association*

2. OBJECTS

The objects of the Association are:

 - (1) To encourage and develop the use of the *Ruffian 23* yacht, firstly as a one design keel boat, raced by yacht clubs as such; or in places where there are insufficient numbers, in handicap classes.
 - (2) To encourage cruising in the *Ruffian 23*.
 - (3) The association may bring in from time to time such Regulations and Class Rules in furtherance of these objects.

3. MEMBERSHIP
 - (1) Every candidate for membership shall be proposed by one member and seconded by another member.
 - (2) The names of all candidates for election shall be submitted to the committee.
 - (3) The committee may in the interests of the Association and at their discretion, decline or postpone such candidature.
 - (4) Any member failing to pay his first subscription within a period of six weeks after his election shall, ipso facto fail to become a member.
 - (5) The Committee shall make these Regulations and Class Rules available to all members of the Association at all times on request.
 - (6) The Committee shall have power to suspend from membership any member who shall behave in a manner prejudicial to the Association. The Committee shall in each such case give adequate effective notice to the member giving the member every reasonable opportunity of explaining his conduct.

- (7) The Committee shall have power on receiving satisfactory explanations to reinstate as a member of the Association any person who may have been suspended from membership under any provision of these Regulations.

4. OFFICERS & COMMITTEE

The officers of the Association shall consist of the Captain, Vice-Captain, Hon. Secretary, Hon. Treasurer, Hon. Measurer and Record Keeper. They shall constitute the committee with power to co-opt additional committee members if thought desirable.

5. SUBSCRIPTION

- (1) The annual subscription for boats and members shall be laid down annually at the Annual General Meeting, and shall be due on 1st. Jan. following the year commencing on that date.
- (2) Subscriptions are payable within six weeks of the due date, and no member shall be entitled to the rights and privileges of membership in any year until his subscription is paid.

6 GENERAL MEETINGS

- (1) The Annual General Meeting of the Association shall be held in Dun Laoghaire in the months of October/November each year, on a date to be fixed by the Committee and the Hon. Secretary shall, at least 21 days before such date, post and/or email to each member a notice thereof and of the business to be brought forward.
- (2) The business at such Meetings shall be the elections of officers and committee, the passing of the Accounts, appointment of a Hon. Auditor and any other business proposed by the Committee, or which has been proposed by any member at least 14 days before the Annual General Meeting which business shall be circulated to members by the Hon. Secretary by way of an amended agenda for the Annual General Meeting posted and/or emailed at least 7 clear days before the Meeting.
- (3) The Hon. Secretary shall, on a resolution by the Committee, or on a requisition signed by any ten members whose subscriptions are paid up-to-date, summon a special General Meeting of the Association for any specific business, the nature of which shall be stated in the convening notice and the discussion at such a special General Meeting shall be confined to such stated business. Notice of a special General Meeting shall be given in the same manner as for an Annual General Meeting.
- (3) At all General Meetings each member shall have one vote and the Chairman of the Meeting an additional casting vote.
- (4) Every question except alterations to these Regulations shall be determined by a majority of the members voting. Members absent from a General Meeting may vote either by written proxy or by previously sending their vote in writing to the Hon. Secretary.

- (5) The quorum for a General Meeting shall be 15 members. In the event any alteration, amendment, addition or deletion to the Class Rules shall be proposed at a General Meeting then such alteration, amendment, addition or deletion may not be voted upon unless there are at least 8 members who are boat owners present at such General Meeting.
- (6) For the purposes of General Meetings and the voting to be taken at same, the principle shall be that if a boat has more than one owner then such owners shall only count as one towards the minimum requirement of 8 members who are boat owners in the previous paragraph and such owners shall only be entitled to one vote on any proposal to alter, amend, add to or delete any Class Rule.

7 Hon. Auditor.

- (1) Accounts shall be made up to 30th September each year.
- (2) An Hon. Auditor may be appointed at the Annual General Meeting to report on the accounts.

8 Election of Officers

At the Annual General Meeting the officers and Committee shall be elected to hold office until the conclusion of the next Annual General Meeting. The retiring officers shall be eligible for re-election.

9 Casual Vacancies

In the case of any casual vacancy in the office of Captain, Vice-Captain, Hon. Secretary, Hon. Treasurer, Hon. Measurer or Record Keeper the Committee may appoint one of themselves or some other member of the Association to act until the next Annual General Meeting.

10 Committee Meetings

Meetings of the Committee shall be held at such time and place as it shall itself decide.

11 Amendment of Regulations

These Regulations shall not be altered, added-to or rescinded without the consent of two-thirds of those voting at a General Meeting.

12 Honorary Members

The Committee shall have power to elect any person as an Hon. Member of the Association for such time as is thought fit but not beyond the next Annual General Meeting provided however that such person may be elected as an Honorary Life Member of the Association by the members at a General Meeting.

13 Headings and Interpretation

The previous clauses of these Regulations are the regulations governing the administration of the Association and are referred to throughout as the “Regulations”. The subsequent clauses are the Class Rules of the Association which have regard to the boat design, specification and safety requirements and are referred to throughout as the “Class Rules”.

RUFFIAN 23 CLASS RULES

INTENT

The *Ruffian 23* was created to be a one-design boat which would fulfil the many recreational needs of a sailing family. These needs include weekend cruising, “round the buoys” club racing, day sailing and instruction. Class Rules are designed to preserve these characteristics. Ease of handling, low cost of ownership, safety, one-design rules and comfort are all important, when competing as a one-design class, the intent is that all boats will be essentially equal and that racing will be a test of sailing ability. Enough latitude is permitted to maintain interest in fitting-out, maintaining, and racing the boats.

1 **CLASS RULES AND INTERPRETATION**

- (A) These rules are to be in conjunction with the Official Plans. The Official Plans indicate Hull shape, G.R.P. construction and the general arrangements of the hull and should be used as guidelines in interpreting these Rules. Any proposed structural alterations must be passed by the committee in advance.
- (B) Yachts may be subject to inspection at any time at the sole discretion of the Committee of the Class Association or of a race committee to ensure compliance with all Class Rules contained herein. The Committee shall arrange random Class Rule inspection of the fleet, to be carried out annually, to demonstrate compliance with the Class Rules. Breach of any of these Class Rules renders a yacht ineligible for participation in class racing immediately or after an allotted time at the discretion of the Committee to allow for the breach to be rectified to the satisfaction of the committee or its nominated officer.
- (C) The Irish Ruffian Association does not accept any legal responsibility in respect of these Class Rules or any claims arising therefrom. Neither the establishment of these Class Rules, their use by race organisers, nor the inspection or measurement of a yacht under these Class Rules in any way limits or reduces the complete and unlimited responsibility of the owner or owner’s representative.

2. **HULL & DECKING**

- 2.1 The hull and deck of a Ruffian 23 Class Yacht shall be built only by Weatherly Yachts, B. J. Marine Ltd., or other authorised builder.
- 2.2 Deleted. ...see 1 (B) and 1 (C).
- 2.3 Hull shells and deck mouldings must have been produced on an authorised mould by Weatherly Yachts, B.J. Marine Ltd, or other authorised builder.
- 2.4 Authorised builders shall be responsible for supplying boats or kits complying with the Class Rules. The builder shall, at his own expense, correct or replace any boat which fails to pass measurement, caused by omission or error by the Builder, provided that the boat is submitted for measurement within 12 months of purchase. The onus is on the builder to alert the Class Measurer of any attempt to exploit either the letter or the spirit of the Class Rules relating to one-design construction and one-design racing. All newly built Ruffian 23's shall be passed by the Class Measurer before being permitted to compete in Ruffian 23 one-design sailing.

3 **KEEL**

- 3.1 All boats shall be fitted with a skeg.
- 3.2 All keels and skegs shall be produced only by Weatherly Yachts, B.J. Marine Ltd, or other authorised builder.
- 3.3 No additions or modifications to the keel and skeg are permitted.

4 **RUDDER AND TILLER**

- 4.1 The rudder shall be produced by Weatherly Yachts, B.J. Marine Ltd, or any other authorised builder to the class specification.
- 4.2 No additions or modifications to the rudder are permitted.
- 4.3 The manufacture and materials of the tiller are optional.

5 **MAST**

- 5.1. The mast shall be of aluminium alloy extrusion with a continuous fixed groove which shall be integral with the spar section and shall be produced only by Proctor, Holt Allen, S.S., Isomat, Briand, Kemp or other manufacturer approved by the Class Association.
- 5.1b From the start of the 1999 season, in the interest of safety, and in particular to assure the free and safe fore and aft movement below deck, centrally placed mast supports shall be prohibited.

- 5.2 No addition or modifications to the mast extrusion are permitted except to facilitate the attachment of rigging and fittings as specified in the Rules.
- 5.3 The length of the mast taken from the lowest edge of the mast extrusion shall be 8.42m +/- 6.35cm.
- 5.4 The mast step shall be fixed to the hull as specified in the design by Weatherly Yachts.
- 5.5 When stripped of standing and running rigging but complete with all fixed fittings and bracing, the weight of the mast shall not be less than 34kg.
- 5.6 The mast will be braced by only one pair of spreaders going to the top shrouds. Diamonds and Jumper struts are not permitted.
- 5.7 Permanently bent or rotating masts are prohibited.

6 **MAST RIGGING.**

- 6.1 The mast standard rigging shall consist of the following which shall be either stainless steel or galvanised wire or multi-strand construction.
- 6.2 The forestay, backstay and two top shrouds shall not be less than 4.5mm diameter.
- 6.3 The intersection of the four lower shrouds and the mast above the lower edge of the mast extrusion shall be at 4.29m. +/- 10.16cm.
- 6.4 The intersection of the two top shrouds, the forestay and the backstay with the mast above the lower edge of the mast extrusion shall be at 8.42m +/- 6.35cm.
- 6.5 The upper and lower shrouds will be attached to the chainplates fixed to the hull as specified in the original design by Weatherly Yachts.
- 6.6 The intersection of the spreaders and the mast shall be 4.32m. above the lower edge of the mast extrusion +/- 10.16cm.
- 6.7 The forestay shall be attached to the stem-head fitting which shall be of a type as specified in the original design by Weatherly Yachts.
- 6.8 The use of backstay adjusters is permitted.
- 6.9 Apart from that detailed in Rule 6, the use of any device of equipment for mast adjustment is prohibited.
- 6.10 The distance between the top shroud chain plates will be 1.83m. +/- 6.35cm.

- 6.11 The mast shall carry two painted bands of a colour strongly contrasting with the colour of the mast. They shall not be less than 10mm in width.
 - 6.11.1 The top of the lower band shall not be more than .635m above lower edge of the mast extrusion. When racing the top of the boom shall not come below the top of the lower band.
 - 6.11.2 The lower edge of the top mast band shall not be more than 7.55m above the top of the lower band. When racing, no part of the mainsail shall extend above the lower edge of this band.
- 6.12 Each spreader shall not be less than .6858m in length measured from the side wall of the mast to the bearing surface of the wire on the outer spreader tip.

7 **MAIN BOOM**

- 7.1 The main boom shall be of aluminium alloy extrusion with a continuous fixed groove which shall be integral with the spar section and shall only be produced by Proctor, Holt Allen, S.S., Isomat, Briand or other manufacturers approved by the Class Association.
- 7.2 No additions or modifications to the boom extrusion are permitted except to facilitate the attachment of rigging and fittings as specified in the Rules.
- 7.3 A coloured band shall be painted on the boom with its inner edge not more than 2.29m, from the aft edge of the mast (including the groove) with the boom attached to the mast at right angles.
- 7.4 Tapered or permanently bent booms are prohibited.

8. **SPINNAKER BOOM AND FITTINGS**

- 8.1 The spinnaker boom will be of aluminium alloy.
- 8.2 When fixed to the mast the distance between the extreme outboard end including the fitting and the nearest point of the mast, at the mast fixing attachment shall not exceed 3.25m.

9 **RUNNING RIGGING**

- 9.1 Only the following running rigging is permitted.
 - 9.1.1 One mainsail halyard of wire and / or rope
 - 9.1.2 Two Headsail halyard of wire and / or rope
 - 9.1.3 One spinnaker halyard of wire and / or rope
 - 9.1.4 One kicking strap arrangement of wire and / or rope

- 9.1.5 One topping lift of rope and / or wire
- 9.1.6 One spinnaker boom uphaul /downhaul arrangement of rope or wire
- 9.1.7 One mainsail outhaul of rope and wire
- 9.1.8 One mainsail cunningham arrangement of rope and /or wire
- 9.1.9 One headsail cunningham arrangement of rope and /or wire
- 9.1.10 Reefing gear of rope and /or wire
- 9.1.11 Backstay tension adjusters - Hydraulic adjusters are not permitted.
- 9.1.12 Mainsail, headsail, and spinnaker sheets and guys of rope
- 9.1.13 Main sheet traveller gear of rope.
- 9.1.14 Barber-hauler devices of rope

9.2 No running rigging shall pass through the deck.

10 **DECK GEAR**

- 10.1 All boats shall be fitted with pulpit, stanchions and lifeline.
- 10.2 Pulpit and stanchions of a design approved by the Builder shall be through-bolted through the deck moulding.
- 10.3 Lifelines one each side of the hull shall be of stainless or galvanised wire of multi-strand construction not less than 4mm. in diameter and shall be attached to the pulpit and either passed through or be attached to the stanchions at a height of not less than 18” above the sheerline. Lifelines shall be taut. Stanchions shall not be angled outside a vertical line from the gunwale. In the event of a push-pit not being fitted, stanchions and lifeline shall be continued around the stern.
- 10.4 Apart from that detailed elsewhere in these rules, number and type of deck fitting are optional.

11 **WEIGHT**

- 11.1 The all-up weight of the boat which will include an inboard or outboard engine will be not less than 3,500 lbs. (1587.60 kg.). Any boat found to be under this weight will carry additional weight under her decks (not under her floorboards) to the satisfaction of class measurer. The all-up weight shall be the weight of the boat, spars and rigging, spinnaker pole, mainsail, 3 foresails, 1 spinnaker, fenders, flares, warps, life - jackets, bucket, floor boards and bunk boards. The foregoing items will be carried on board.

11.2 The maximum number of persons (including crew and helm) to be carried on board during racing shall be 5.

12 **LENGTH**

The overall length of the boat from the after edge of the aft transom to the forward edge of the bow (excluding stem fitting) shall be 7.11m +/- 6.35cm.

13 **SAILS**

13.1 During class racing the maximum number of sails carried on board shall be: Two mainsails, three head sails and two spinnakers. Optional storm jib.

13.2 All sails shall be of woven material only, except that windows of not more than 6 sq. ft. are permitted. All sails shall be capable of being stored completely in a normal sail bag.

13.3 Maximum sail dimensions are as follows:-

<u>MAINSAIL</u>	Max. Luff 7.62m.	Max. Foot 2.286m.
	Max. MGU .991m. (3/4 Girth)	Max. MGM 1.474m (1/2 Girth)

<u>GENOA</u>	Max. Luff 8.89m.	Max. LPG 4.572m.
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<u>SPINNAKER</u>	Max. Luff 8.89m	SMW 5.4864m.
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13.4 The leech of the mainsail shall be divided into five approximately equal lengths by the batten pockets. Max. Length for battens shall be:-

Top Batten	0.610m.
Middle Battens x 2	0.775m each.
Bottom Batten	0.775m.

13.4 No part of the mainsail shall extend beyond the lower edge of the upper mast band, nor beyond the inner edge of the boom band. The projected upper edge of the boom shall not be below the top of the lower mast band.

13.5 The maximum LPG of 4.572m shall apply whether a forestay groove is fitted or not.

13.6 Each sail shall be checked by an official Class Measurer who will sign and date it near the tack (head in the case of spinnakers). Details (maker and number) shall be permanently recorded by the Class Measurer. No sails shall be used until passed by the Class Measurer.

13.7 A maximum of one new sail may be purchased and measured in any one calendar year provided that any boat that has not purchased sails for a period of one up to three consecutive years may purchase and measure one sail for each year not purchased subject to a maximum of three sails. Furthermore, when a boat is first registered for racing or re-registered after a lapse of five years or more, a maximum of four new sails, one only of each of the following; No.1 Genoa, No 2 Jib, Main Sail, Spinnaker, may be purchased and measured in the first two calendar years.

15. **SAFETY GEAR**

15.1 Suitable anchor, minimum weight of 6kg (or in the case of a *Fortress* anchor 1.8kg.) with 1m of chain attached; and a minimum of 27m of anchor warp of at least 9mm diameter.

15.2 One engine, inboard or outboard, of at least 3hp. in full working order and at least 5 litres of fuel.

15.3 Suitable transom bracket for effective use of outboard motor, if carried.

15.4 Manual bilge pump of modern design as manufactured by “Whale” or others in working condition and operable from the cockpit.

15.5 Mooring rope minimum length 10m and at least 9mm diameter.

15.6 Suitable life jacket or buoyancy aid for each person on board appropriate to his or her weight.

15.7 One bucket and lanyard.

15.8 All flares purchased after 1st January 1997 shall comprise as minimum, an inshore distress pack as supplied by Pain Wessex or similar, comprising 2 red hand held flares and 2 orange hand smokes. All flares shall be in date and stored in a suitable waterproof container.

15.9 One ladder, rope or otherwise, already securely fitted or capable of being secured to the toe rail.

15.10 At least one marine type compass, properly fixed to boat, and suitable for navigation.

15.11 One AFFF fire extinguisher, minimum capacity 2 litres and, when gas appliances are carried, one multi purpose powder fire extinguisher of minimum size 2 kgs, all manufactured to IS290 with visible contents gauges securely fitted to the bulkhead by transport brackets. All to be in-date and services in accordance with manufacturer’s recommendations.

15.12 Sharp knife to be carried and stored in an accessible position.

- 15.13 A First Aid Box shall be carried containing as a minimum, a basic first aid booklet, small roll of cotton wool, small role of gauze, zinc oxide tape, small pack of strip dressing, triangular bandage, headache remedies, small “optrex” small “TCP” or “Dettol”, scissors, tweezers and safety pins.
- 15.14 Fog horn and spare gas cylinder.
- 15.15 Suitable toolkit containing, as a minimum, bolt cutters capable of cutting 5mm stainless steel rigging, pliers, screwdrivers and hacksaw.
- 15.16 One heaving line, min length 16m and of a floating type, or a safety throw line as supplied by Sowester or similar and readily accessible to the cockpit.
- 15.17 All heavy equipment such as batteries, stoves, gas bottles, fuel tanks outboard motors etc. to be securely fastened down.
- 15.18 At least one horseshoe type lifebuoy pushpit mounted, within reach of the helmsman and ready for use.
- 15.19 A boson’s chair shall be carried.

Note. It is recommended, but not mandatory, that safety lines be rigged and used along with suitable harnesses in heavy weather conditions; also that a suitable VHF radio be carried whilst at sea.

16 **MINIMUM ADDITIONAL EQUIPMENT FOR OFFSHORE OR OVERNIGHT RACES**

- 16.1 One flashlight, water resistant, suitable for signalling, with spare batteries and bulb.
- 16.2 Navigation lights to be shown as required by the International Regulations for Preventing Collisions at sea, mounted so that they will not be masked by sails or by the heeling of the yacht.
- 16.3 Soft wood plugs, tapered and of various sizes.
- 16.4 Emergency navigation lights and power source sufficient for the duration of races.
- 16.5 Yacht’s name shall be painted on all miscellaneous buoyant equipment.
- 16.6 At least one horseshoe type lifebuoy equipped with drogue, whistle, and self-igniting light having a duration of at least 45 minutes within reach of the helmsman, and ready for use.
- 16.7 Life raft or partially inflated rubber dinghy.
- 16.8 Radar reflector. If this is octahedral it must have a minimum diagonal measurement of 46cm. If not octahedral, the reflector must have an “equivalent echoing area” of not less than 10m. The minimum effective height above water is 4m.

- 16.9 Spare compass.
- 16.10 Charts, lights list and piloting equipment
- 16.11 Lead line or echo sounder.
- 16.12 Speedometer or other distance measuring equipment.
- 16.13 All hatches shall be permanently fitted so that they can be closed immediately and will remain firmly shut, even in the event of a capsize to 180 degrees or a “pitch-pole”. The main companionway hatch shall be fitted with a strong positive securing arrangement which shall be operated from below. Washboards in the companionway shall be permanently attached to the boat and capable of being secured from below.
- 16.14 Toilet securely installed, or fitted bucket.
- 16.15 Bunks, securely fitted, at least three.
- 16.16 Cooking stove capable of being operated in a seaway.
- 16.17 At least one 2 gallon water tank, plus at least one additional container capable of holding 2 gallons. This additional container must be kept full of water for emergency use. Emergency portable rations for at least one day.
- 16.18 The main battery must have a capacity of at least 30 amp Hour.
- 16.19 Minimum of a coastal distress pack for sailing within 7 miles of land as supplied by Pain Wessex or similar, comprising 2 red parachute flares, 2 red hand held flares and 2 orange hand smokes all to be in-date and stored in a suitable waterproof container.

17. **INSTRUMENTATION**

Extra instruments such as speedometer, log, echo sounder etc. may be carried at the discretion of the owner. Navigational Computers such as Global Plotting System (GPS) and Automatic Identification System (AIS) may be carried on board but shall not be activated when racing. Such equipment may only be used for safety purposes and not as an aid for racing.

18. **CLASS RULES**

These Class Rules shall not be altered, added-to or rescinded without the consent of two-thirds of those members who are boat owners voting at a General Meeting..
