T-10 CLASS RULES

T-10 (Tartan 10) CLASS ASSOCIATION

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CLASS RULES: version 2014.d

As approved by the T-10 Board of Governors and the T-10 Class Association, effective June 1, 2011.

1 OBJECTIVES OF THE CLASS RULES

1.1 The T-10 (as designed by Sparkman & Stephens and built by Tartan Marine) is a one-design class created to fulfill the diverse needs of recreational sailors such as cruising, one-design racing, day sailing and handicap racing. These rules are intended to preserve important design characteristics: ease of handling, low cost of ownership, safety, comfort, and the one-design nature of the yacht.

1.2 Except where variations are specifically permitted, yachts of this class shall be alike in hull, deck, keel, rudder and mast dimensions & construction, weight and weight distribution, sail plan, and equipment.

1.3 All T-10's shall comply with the Official Plans ABC&D, build specifications, and the Class Rules. No alterations or modifications are permitted unless explicitly stated in the current Rules.

1.4 Alterations or modifications to Official Plans ABC&D, and Class Rules shall only be permitted with the joint approval of the T-10 Board of Governors and the T-10 Class Association (T10CA).

1.5 The LS-10 shall be permitted to race as a "T-10", provided conformance to these Rules, the Official Plans BC&D, and the LS-10 Official Plans and Rules.

2 ADMINISTRATION

2.1 AUTHORITY:

The international authority for the Class shall be the Board of Governors, which shall cooperate with the T-10 Class Association (T10CA) on all matters regarding these rules. Interpretations of these Rules shall be made by the Chief Measurer, which in coming to a decision may consult the T-10 Board of Governors, T-10 Class Measurers, and/or other resources.

2.2 LANGUAGE:

a) The official language for the class shall be English. The word "shall" is mandatory. The word "may" is permissive. In the event of dispute over class rule interpretation, the English text shall prevail.
b) The term "T-10" in these Rules shall be inclusive of the LS-10, except as where detailed in Rules 1.5, 2.3, and 3.6.7, in reference to Official Plan A, or where specifically noted.

2.3 BUILDERS:

The licensed Builder of the T-10 is the Tartan Marine Company. The licensed Builder of the LS-10 is SOCA Sailboats. T-10's may be revised and repaired only per the Official Plans ABC&D. T-10's shall be built only by builders licensed or approved to do so by the T-10 Board of Governors. T-10 parts and equipment shall be in accordance to these Rules.

2.3.1 Building approval applications and tooling approval requests shall be made to the T-10 Board of Governors who shall review and rule on the application.

2.4 CLASS ASSOCIATION FEE:

The Annual Membership Fee shall be payable to the T-10 Class Association per the T-10 Membership Application (found http://www.tten.com).

2.5 MEASUREMENT CERTIFICATE:

2.5.1 The Measurement Certificate (found http://www.tten.com) shall include basic Hull, Keel, Rudder, and Rig dimensions per Official Plans ABC&D.

2.5.2 A yacht's sail number shall be its' hull number unless otherwise prescribed by the owner's national authority, or approved by the T-10 Board of Governors. When a yacht is chartered or loaned the yacht's sail number may be that of the member who chartered or borrowed the boat.

2.5.3 No yacht shall race unless a valid Measurement Certificate has been issued by the T-10 Class Association. This certificate will be in addition to any certificates required by the owner's national authority.

2.5.4 Change of ownership shall invalidate the Measurement Certificate and shall require a new Measurement Certificate.

2.5.5 Any alteration to the hull or alteration to or replacement of the keel, rudder, and spars invalidates the Measurement Certificate until re-measured. A major repair to any of the foregoing or replacement of an item of equipment may also invalidate the Measurement Certificate.

2.5.6 It is the responsibility of an owner to ensure that the yacht complies at all times with the current class Rules and that a copy of the Measurement Certificate is maintained.

2.5.7 No yacht shall race unless the helmsman is a full member of the T-10 Class Association.

2.5.8 No yacht shall race without a current T-10 Class Association Membership sticker placed near the aft end of the Starboard side of the boom.

2.6 ADVERTISING:

2.6.1 The T-10 Class does not permit advertising.

2.7 MEASUREMENT:

2.7.1 Yachts shall only be measured by a Class Measurer recognized by the T-10 Class Association. T-10 Class Measurers may have assistants. The T-10 Chief Measurer is the ultimate governing authority on disputes from yacht owners with the Rules, Measurers, or measurement.

2.7.2 A T-10 Measurer shall not measure a yacht, spars, sails, or equipment owned or built by himself, or in which he is an interested party or has a financial involvement.

2.7.3 The method of measurement shall be in accordance with these Rules, the Official Plans ABC&D, and standard ISAF recognized measurement procedures.

2.7.4 Tolerances in measurement in the Rules and measurement plans are to provide for minor building errors or age distortion.

2.7.5 The Measurer shall report on the Measurement Form anything which is considered to be a departure from the intended nature and design of the yacht, or to be against the general interest of the Class.
A Measurement Certificate may be refused even if the specific requirements of the Rules are satisfied.

2.8 LICENSED BUILDER(s)

2.8.1 The builder shall weigh the keel and record the weight of the keel before the assembly with the hull. This Weight Shall be stamped on the top of the keel and provided to the T-10 Chief Measurer.

2.8.2 The yacht shall weigh not less than 6950 lbs on a certified scale (preferably from a single point lift). This weight shall include hull, keel, rudder and tiller with fittings, deck, mast, boom, standing rigging, and structures as detailed in the Official Plans ABC&D and Rule 3.7.

3 CONSTRUCTION AND MEASUREMENT

3.1 GENERAL

3.1.1 The hull, keel stub, keel, deck, rudder, sail plan, and basic interior layout and fittings shall conform to the Official Plans ABC&D and the Class Rules.

3.1.2 Major repairs requiring major rebuilding or replacement of a surface (including core replacement) or internal structure must be in accordance to the Official Plans AC&D, or must have the written approval of the T-10 Chief Measurer. Documentation of the work involved must be submitted when the yacht is presented for re-measurement. (ref. Rule 2.5.5)

3.1.3 Any alleged or suspected alteration to the configuration of the hull, deck, keel or rudder of a yacht for which specific descriptions are not stated in the Rules or specifications, or following a protest concerning the same, shall be reviewed by a T-10 Class Measurer and actioned.

3.1.4 Required and Optional Equipment shall be functional for its intended use.

3.2 HULL

3.2.1 The hull, deck, and interior shall be molded in glass reinforced plastics to the building specification of lamination in molds approved by the T-10 Chief Measurer. No yacht shall be deemed a T-10 until it has been completed with a Hull Number assigned by Tartan Marine (SOCA Sailboats for the LS-10) and molded into the

transom, and a builder's Measurement Certificate (attached to the Starboard aft settee bulkhead). Hollows and indentations on the hull exterior as supplied by the licensed builder may be filled in order to achieve a fair surface.

3.2.2 The keel stub may be faired to maximize keel position to rule 3.3.3 with provisions of the Rules 3.1.2 and 3.2.7a&b. The sink drain exit hole through the side of the keel stub may be filled in or covered over.

3.2.3 The cockpit, deck, and interior structures shall conform to Official Plan A.

3.2.4 open

3.2.5 The deck shall be fitted with three stanchions on each side in accordance to Official Plan A. Lifelines per ORC specifications (if original: requirements are "grandfathered" to the standards of the time) shall be attached to the bow pulpit and stern pulpit/stanchion and pass through the stanchions. When lifelines are secured by lanyards, the lanyards shall be of synthetic rope per ORC specifications. The aft two sets of stanchions and the stern pulpit/stanchions shall not extend outboard of the sheer in plane.

3.2.6 The chain plates shall be located and fixed to the hull per Official Plan A. Turnbuckles may be above or below deck.

3.2.7 Prohibitions: The following are not permitted:

a) Coring, drilling out, rebuilding, replacement of materials, grinding or relocating standard equipment in any way to reduce weight, to improve moments of inertia, or to change standard shapes.

b) Reshaping of the hull profiles or contours.

c) Anything that is considered to unnecessarily increase the 'Basic Yacht Weighed Dry', Rule 3.7.1.

3.3 KEEL

3.3.1 The keel shall be of molded lead as detailed in Official Plan C and cast in a mold approved by the T-10 Chief Measurer.

3.3.2 The external dimensions and configuration of the keel shall comply with the table of dimensions in the Official Plan C. The keel may be over-coated with any protective material of comparative density or less and faired, provided it complies with these Rules and Official Plan C.

3.3.3

a) The distance from the junction of the transom and the hull at the centerline to the trailing edge of the keel at the stub (Section 1) shall be 13.990' +/- 0.031'.

b) The distance from the junction of the transom and the hull at the centerline to a point 3.333' down the trailing edge of the keel from the stub (Section 3) shall be 14.365' +/- 0.031'.

c) The leading edge shall have a radius of 0.0147' minimum between sections 1 and 3.

d) The trailing Edge shall have a thickness of 0.021' minimum.

e) The length of the Keel shall be not greater than 4.000' nor less than 3.917' from Section 1 to the

bottom.

3.3.4 The surface of the keel, from the hull down, shall be fair in all planes. In addition, the leading and trailing edges shall be straight +/- 0.010' from a line between Sections 1 and 3.

3.3.5 The shape below Section 3 shall be defined by the extension of planes connecting corresponding offsets of Sections 1, 2, and 3.

3.3.6 Keel tip base "veeing" shall be per Official Plan C.

3.3.7 Keel ballast shall be 3340 lbs. +/- 25 lbs. This shall be stamped onto the top surface of the keel.

3.4 RUDDER & TILLER:

3.4.1 The external dimensions and configuration of the rudder shall comply with the table of dimensions in Official Plan D.

3.4.2 The rudder may be over-coated with any protective material with a comparative density or less and faired, provided it complies with these Rules and Official Plan D.

3.4.3 The rudder shall be built of materials and located in accordance with Official Plans A&D.

3.4.4

a) The leading edge of the rudder section 1, located 3.333' above the bottom of the rudder, shall have a radius of 0.104' minimum.
b) The leading edge of the rudder section 3, located 0.417' above the bottom of the rudder, shall have radius of 0.042' minimum.
c) The trailing edge of the rudder shall be parallel within a tolerance of +/- 0.010' to an extension of the vertical straight line down from the aft corner of the transom.
d) The trailing edge shall have a thickness of 0.021' minimum.

3.4.5 The surface of the rudder, from the hull down, shall be fair in all planes. In addition, the leading and trailing edges shall be straight +/- 0.010' from a line between Sections 1 and 3.

3.4.6 The tiller head assembly may be replaced with parts of similar design and materials.

3.4.7 The tiller may be constructed of wood, metal, or composite.

3.4.8 The tiller extension may be constructed of wood, metal, or composite.

3.5 SPARS & RIGGING

3.5.1 The mast and boom shall conform to spar specification and be supplied by an approved builder. A replacement mast or boom may be supplied by an approved builder or licensed spar manufacturer, or be

assembled by the owner. No alterations or modifications to the spar extrusions are permitted except to facilitate the attachment of rigging and fittings as specified in these Rules.

3.5.2 The mast, boom, and standing rigging shall conform to the specifications detailed in Official Plan B.

3.5.3 Mast

a) Mast material shall be a 90% aluminum alloy with a minimal sectional weight of 3.0 lbs./ft.

b) Mast extrusion exterior dimensions, including the tunnel, shall be 0.533' +/- 0.010' x 0.383' +/- 0.010'. Sections extruded after 6/1/2011 shall be in accordance to Official Plan B Mast Section (Samuel Son & Co. Die No. P-2976B rev. C 4/12/11).

c) The mast may have holes only for fittings and running rigging.

d) Distinguishing contrasting colored bands of a minimum width of 0.083' shall encircle the mast, indicating a P-dimension of 40.250' max.

e) Spinnaker boom attachment track or fittings shall be fixed to the forward surface of the mast. The maximum height shall be not more than 8.750' above the sheerline.

3.5.4 Standing Rigging

a) The mast standing rigging shall consist only of one forestay, one backstay and backstay bridle, two upper shrouds, and two lower shrouds. The standing rigging shall only be of the following construction and dimensions:

Forestay:	1x19 stainless steel wire	7/32"min.
Upper Shroud:	1x19 stainless steel wire	1/4" min.
Lower Shroud:	1x19 stainless steel wire	9/32"min.
Backstay/Bridle:	stainless steel wire	3/16" min.
	or 12---strand synthetic rope	3/16"dia. min. (Dynex Dux75 recommended)

b) The Forestay shall be fixed to Link Plates (ref. Official Plan B) which shall be attached to the stem plate in accordance to Official Plans A&B.

c) Forestay length shall be in accordance to Official Plan B Table B.

d) The Backstay shall be fixed to the masthead crane (ref. Official Plan B) and to the Backstay Bridle.

e) The Backstay Bridle shall be attached to the port and starboard aft chain plates, located per Official Plan A.

f) A Boom Topping Lift of SS wire or 3/32"dia. min. multi-stranded synthetic rope with a cover, with or without an adjusting mechanism, shall be attached at the top of the mast while racing. Except as where provided in Rule 6.1.19.

3.5.5 Running Rigging

a) One mainsail halyard.

b) Two foresail halyards. (ref. Official Plan B, Rules 6.1.26, 7.1.14)

c) One boom vang of synthetic rope (ref. Rule 6.1.19)

d) One spinnaker boom downhaul.

e) One mainsail outhaul.

f) Mainsail and Jib Cunningham controls.

g) Backstay adjuster tackle.
h) Mainsheet line(s).
i) Mainsheet traveler control lines.
j) open
k) One spinnaker boom topping lift
l) Spinnaker sheets.
m) Jib sheets.

3.5.6 Main Boom

a) The boom material shall be aluminum alloy with a minimal sectional weight of 1.675 lbs./ft.
b) The boom section shall be the Kenyon E-Section (0.375' +/- 0.010' x 0.229 +/- 0.010').
c) The boom may be fitted with attachment points, running rigging, and fixed equipment. Attachment points may be solid or synthetic strops (0.833' maximum width).
d) A distinguishing contrasting colored band of a minimum width of 0.083' shall encircle the boom, indicating an E-dimension of not more than 13.750'. Measured from the inner surface of the luff groove to the forward edge of the band, with the boom at a right angle to the mast.
e) One internal reinforcement or sleeve, not be greater than 3.000' in length, is permitted at the vang attachment area. The Rig-Rite Internal Vang Reinforcement Sleeve (Part #: K-11903E) is approved. Other sleeving methods are subject to Chief Measurer approval.

3.5.7 Spinnaker Boom

a) The overall length of the spinnaker boom, including end fittings, shall be not more than 12.000'. Measured from the centerline of the mast, with the spinnaker boom perpendicular to the yacht.
b) The spinnaker boom shall be constructed from aluminum or carbon fiber.
c) End-fittings may be constructed from metal or composite.

3.6 SAILS:

3.6.1 One mainsail, two jibs, and two spinnakers are permitted on board when racing, except as where provided in Rule 6.1.9.

3.6.2 All sails shall be constructed of a single layer of fabric except for permitted reinforcements, constructional seams, tablings, reefing and anti-chafe patches, camber lines, numbers, and repairs to damage. When woven polyester or nylon is torn it shall be possible to separate the fibers without leaving evidence of a film. No sail shall have elastic (shock) cord in the luff or foot.

a) The mainsail shall be made of woven polyester.
b) The jib shall be made of woven polyester, Pentex laminates, or aramid laminates. Other materials including but not limited to Spectra/Dyneema, Vectran, Carbon Fiber, PBO, and Cuben Fiber are not permitted.
c) The spinnaker shall be made of nylon.

3.6.3 The mainsail, and the jib may each be fitted with not more than two separate transparent windows not exceeding 3.000 sq. ft. in combined area in each sail.

3.6.4 The sails shall be measured in accordance with ISAF procedures, except as where otherwise prescribed in these Rules.

3.6.5 Sails may have primary reinforcing of materials provided for in Rule 3.6.2 at a corner, at Cunningham holes and reefing points, and secondary reinforcing of additional layers of cloth. Reinforcement, finishing materials or coatings applied to the reinforcement shall not prevent the sail from being folded; all reinforcement shall be capable of being folded in any direction without damaging the fibers. The size of reinforcing layers shall be in accordance to ISAF prescriptions.

3.6.6 The T-10 Class Emblem on the mainsail shall be a distinctly contrasting color and be 1.670' vertical x 1.557' horizontal. The Emblem on the mainsail of an LS-10 shall be red & blue in color, 1.833' vertical, and conform to the LS-10 Official Plans. Emblems found http://www.tten.com.

3.6.7 National letters (where applicable) and distinguishing numbers shall be placed on the mainsail and on the spinnaker in accordance with the Racing Rules of Sailing.

3.6.8 National letters and distinguishing numbers shall be not less than:
H: 1.250' x W: 0.833' x T: 0.208'

3.6.9 Minimum Sail Cloth Weights
Minimum Cloth weights for class sails shall be as follows:

a) Mainsail : Not less than 245 grams per square meter.
b) Jib: Not less than 236 grams per square meter (for woven polyester).
c) Spinnaker: Not less than 40 grams per square meter.

3.6.10 Minimum sail cloth weights for woven materials shall be defined as: The weight of the finished coated woven material used in the sail.

3.6.11 Mainsail

a) The length of the leech shall not exceed 42.580' nor less than 42.080'.
b) The one-quarter girth shall be not more than 5.250'.
Measured between the leech and the nearest point on the luff, including the luff rope.
c) The one-half girth shall be not more than 8.580'.
Measured between the leech and the nearest point on the luff, including the luff rope.
d) The three-quarter girth shall be not more than 11.500'.
Measured between the leech and the nearest point on the luff, including the luff rope.
e) The foot round shall be not more than 1.000'.
f) The headboard shall be not wider than 0.500'. Measured at right angles to the luff.
The headboard may be of any material.
g) The sail shall have four (4) equally spaced (+/- 0.250') battens. The top batten may be of any length. The remaining battens shall be not more than 4.670' in length.
h) The width of any batten shall be not more than 0.208'

i) The mainsail shall be attached to the mast with a boltrope or slugs.

j) The mainsail may be attached along the length of the boom.

k) The clew of the mainsail shall be attached to the boom.

l) Reefing attachment points or devices may be fitted. Ref. ORC 10.21.1.

m) Cunningham hardware may be fitted in the luff.

n) Leech tensioning reinforcement and hardware may be fitted on the leech.

o) A leech line is permitted.

p) Camber lines are permitted.

q) The luff and foot of the mainsail when set shall be within the distinguishing bands as defined in Rules 3.5.3(d) and 3.5.6(d).

3.6.12 Jib

a) The luff shall be not more than 35.350'.

b) The leech shall be not more than 32.720' nor less than 32.000'.

c) The foot shall be not more than 13.700'.

d) The one-quarter girth shall not exceed 3.540'. Measured as a swung radius.

e) The one-half girth shall not exceed 6.460'. Measured as a swung radius.

f) The diagonal (LP) shall be not more than 12.670'. Measured to the forward edge of the boltrope. Jibs equipped with "headfoils" shall have the width of the "headfoil" added to the LP and girth dimensions. (Ref. Rules 6.6.17 and 8.1.4)

g) The leech shall have no positive roach, as defined by ISAF.

h) The head width (including the luff rope or tape) shall be not more than 0.200'. Measured at right-angles to the luff.

i) Deleted.

j) The jib shall have not more than three (3) equally spaced (+/- 0.250') battens. The top batten may be of any length, and the remaining battens shall be not more than 3.280' in length.

k) The maximum width of any batten shall be not more than 0.210'.

l) Cunningham attachment hardware may be fitted in the luff.

m) A leech line is permitted.

n) Camber lines are permitted.

o) Hanks or a boltrope shall be used to attach the jib to the Forestay. (Ref Rule 6.1.17)

3.6.13 Spinnaker

a) The spinnaker shall be a three-cornered sail, symmetrical about its centerline.

b) The length of the leeches shall be not more than 35.150' nor less than 33.400'.

c) The length foot shall be not more than 21.600' nor less than 20.520'.

d) No girth cross width shall exceed 21.600'.

e) The one-half girth cross width shall be not more than 21.600' nor less than 15.390'.

f) The length of the center-seem shall be not more than 39.250'. Measured from the head to the mid-point of the foot.

3.6.14 Sails shall be measured, approved, assigned a Sail Registration Number, and "tagged" with a T-10 Class Association Royalty Paid label (sail tag) in accordance to Appendix B: Sail Measurement & Registration. A list of registered sails shall be maintained in a database (found http://www.tten.com/).

3.6.15 Only sails carrying a T-10 Class Association Royalty Paid label on the starboard side of the sail near its tack or near a spinnaker clew shall be used when racing. Royalty Paid labels shall be securely affixed and shall be not transferred from one sail to another.

3.6.16 Royalty Paid labels are not required for sails measured and approved prior to the institution of the Royalty Paid label program (2009 T-10 NAC Regatta).

3.6.17 Sail Acquisition shall be in accordance to Appendix A: Sail Acquisition.

3.7 WEIGHT FOR RACING:

3.7.1 The Basic Yacht Weight shall be not less than 6950 lbs, inclusive of Permanent Equipment (Rule 3.7.2) and Corrector Weights (Rule 3.7.3). The yacht shall be submitted for weigh-in to a T-10 Measurer in a dry condition.

3.7.2 Permanent Equipment:

a) As specified for the Builders Weight (Rule 2.8.2).
b) With all spars (Rule 3.5.3, 3.5.6, 3.5.7) and Standing Rigging (Rule 3.5.4).
c) With permitted Running Rigging (Rule 3.5.5 a-k).
d) With all Fixed Fittings & Equipment (Rule 3.8).
e) With all permanently affixed Safety items (Rule 4).
f) With all permanently affixed Optional Equipment (Rule 6).
g) With fuel tank dry; or use Fuel Weight Calculation worksheet (Appendix F) to subtract any fuel weight from Displacement. A weight of 7.1 lbs per gallon shall be used for this calculation.

3.7.3 Corrector Weights:

a) When corrector weights are required to be added, they shall be centered fore/aft at the chain plates, no more than 0.833' below the hull-to-deck joint.
b) One half of the required weight shall be attached on each side of the yacht.
c) Corrector weights shall be permanently attached, encapsulated, distinctively marked, and the weight shall be recorded on the Weight Displacement Measurement worksheet (Appendix C).

3.7.4 Weight for Racing Documentation:

a) Yacht Weight (YW) shall be documented per the T-10 Weight Displacement Measurement worksheet (Appendix C).
b) Yachts weighed prior to 5/1/2011, may have a T-10 Class Measurer witnessed and documented approval in lieu of the T-10 Weighed Displacement Measurement worksheet.
c) Yacht weights shall be submitted to the Class Secretary and maintained in a database (found http://www.tten.com/).

3.8 FIXED FITTINGS & EQUIPMENT:

3.8.1 Two Jib sheet tracks, positioned per Official Plan A.
3.8.2 One mainsheet traveler track, positioned per Official Plan A.
3.8.3 A minimum of two winches. (ref. Rule 7.1.18.)
3.8.4 Shutoff valve on fuel tank.
3.8.5 One manually operated bilge pump permanently installed.
3.8.6 Two handrails (5.167' min. x 0.333' min.) fitted on the deck along each side of the companionway.
3.8.7 One sink/basin and one chart table in accordance to Official Plan A.
3.8.8 One battery not larger than a Group24. (batteries larger than Group24 shall be replaced for weighting)
3.8.9 Fitted "V" berth cushions in their normal positions. (including aft "center filler")
3.8.10 Companionway board(s) with a method to secure to the yacht.
3.8.11 One inboard engine weighing not less than 175 lbs (dry), propeller, and fuel tank as specified and located per Official Plan A. Engine corrector weights shall be permanently attached to the engine mounts for engines weighing less than 175 lbs.
3.8.12 A minimum of one head or "porta-potti".
3.8.13 Floorboards in accordance to Official Plan A.
3.8.14 Mooring cleats in accordance to Official Plan A.

4 SAFETY RULES WHEN RACING:

4.1 The following equipment shall be carried on board:

4.1.1 A minimum of one fixed marine type compass of magnetic card.
4.1.2 A minimum of two buckets fitted with lanyards.
4.1.3 A minimum of two fire extinguishers. (type and capacity per local regulations).
4.1.4 Life jackets or personal buoyancy equipment for each member of the crew.
4.1.5 open
4.1.6 A minimum of one throwable lifesaving device.
4.1.7 Equipment capable of disconnecting and severing the standing rigging.
4.1.8 A minimum of one marine first-aid kit and manual.
4.1.9 A minimum 50' length of heaving line.
4.1.10 open
4.1.11 VHF radio & antenna.
4.1.12 Distress signals in waterproof container(s): minimum of three red hand flares.
4.1.13 Leadline or depth sounder.
4.1.14 Soft wood plugs (tapered) of various sizes, and mallet or engine crank. (considered permanent)
4.1.15 One anchor with rode securely fashioned.
4.1.16 open
4.1.17 One radar reflector.
4.1.18 One air horn.
4.1.19 Running Lights. (may be LED)

4.2 The Notice of Race (NOR) may prescribe safety equipment in addition to the minimum standards contained in the class Rules.

4.3 Anchor(s) and battery(s) shall be secured against movement in the event of capsize.

5 CREW:

5.1 The crew shall consist of not less than three (3) persons.

5.2 Total crew weight (in swim wear) shall not exceed 1275 lbs.

5.3 The helmsman's weight may be recorded at 240 lbs. maximum.

5.4 A crew member nominated or listed shall remain the same throughout an event unless crew substitution is specified in the Notice of Race (NOR) or approved by the Championship Committee/Race Authority.

5.5 Rule 5 may be waived for non-Sanctioned events. (ref. Rule 9)

6 OPTIONAL EQUIPMENT:

6.1 The following are permitted when racing:

6.1.2 Barber hauling systems for the jib.

6.1.3 Barber hauling systems for the spinnaker ("tweakers").

6.1.4 Reefing line(s).

6.1.5 Type and location of hardware, running rigging, and control systems.

6.1.6 Electronic devices to record, measure, and calculate: speed, heading, depth, temperature, wind speed and direction, distances.

6.1.7 Handheld VHF radio.

6.1.8 One mechanical and/or one electronic masthead wind indicator. (with or without light).

6.1.9 Heavy weather sails:

a) One Storm Jib in accordance with ORC Specifications.
Storm Jibs built prior to 6/1/2011 may be 100 square feet (LP x hoist x .5) in max. area.
The cloth weight shall be not less than 270 grams per square meter.

b) One Storm Trysail in accordance with ORC Specifications.
Storm Trysails built prior to 6/1/2011 may be 110 square feet (LP x Hoist x 0.5) in max. area.
The cloth weight shall be not less than 270 grams per square meter.

c) open

6.1.10 Water tank(s) (dry for weighing).

6.1.11 Center-point lifting hardware. (below the cabin sole)

6.1.12 One "backstay flipper".

6.1.13 Additional lockers, bookshelves or personalized accommodation equipment.

6.1.14 Additional safety devices and equipment to owner's requirements or to comply with local regulations.

6.1.15 Tools and spare parts.

6.1.16 One water-tight Man Overboard Pole storage tube through the transom.

6.1.17 One "headfoil" (grooved) foresail attachment device (Rule 3.6.12).

6.1.18 Genoa sheet tracks.

6.1.19 Mechanical/Solid boom vang in place of, or in addition to the boom topping lift.
(ref. Rules 3.5.4.f and 3.5.5.c)
6.1.20 Foot rests attached to the cockpit seats and/or cockpit floor.
6.1.21 Anchor, navigation (steaming), and/or deck light(s) installed on the mast. (may be LED)
6.1.22 Cooler(s).
6.1.23 Cushions fitted to the toe rails.
6.1.24 Cushions fitted to the upper and/or lower lifelines.
6.1.25 Settee and/or quarter bunk cushions that are integral to the bunks are considered permanent.
6.1.26 Additional foresail sheave(s) and messenger lines, above and/or below the forestay.
(ref. Rule 7.1.14, Official Plan B)
6.1.27 Additional and/or larger than Group24 battery(s). (ref. Rule 3.8.8)
6.1.28 AM/FM/satellite radio receiver/recorded music playing system (i.e: CD, cassette, "ipod"). Speakers.
6.1.29 "kelp cutter" device for the rudder permanently affixed to the skeg.

7 PROHIBITIONS

7.1 The following are not permitted:

7.1.1 Hydraulics.
7.1.2 Running backstays or devices to simulate such.
7.1.3 Permanently bent masts.
7.1.4 Rotating masts.
7.1.5 Foresail halyard or mechanically adjustable device to vary the measured length of the forestay.
7.1.6 Roller furling equipment for the main or jib.
7.1.7 Spinnaker guy struts.
7.1.8 Blocks and/or sheeting methods which facilitate trimming the jib inboard of the jib tracks.
7.1.9 Spinnaker chutes through the deck.
7.1.10 Under-deck lines which permit water to enter the hull.
7.1.11"kelp cutter" devices on the keel.
7.1.12 Removing or altering the toe rail as provided by the Official Plan A.
a) Hull #84 may carry a teak toe rail from the aft-most stanchion rearward to the stern pulpit. This teak toe rail shall be the same height as the toe rail provided in Official Plan A.
7.1.13 "Autohelm", or other electronic or mechanical steering devices.
7.1.14 Rigging more than two foresail halyards.
7.1.15 Double luff or double luff tape sails.
7.1.16 Wheel steering.
7.1.17 Elastic (shock) cord to adjust the standing or running rigging.
7.1.18 Composites, titanium, and other exotic materials for and in winches.
7.1.19 Continuously adjustable jib cars.
7.1.20 open
7.1.21 open
7.1.22 open
7.1.23 open
7.1.24 open

7.1.25 Use of exotic materials that are not commercially manufactured and readily available, on the open market, at prices competitive with similar fittings and equipment manufactured with non-exotic material.

8 RESTRICTIONS WHEN RACING

8.1 The following practices are not permitted when racing:

8.1.1 The use of more than one mainsail, two jibs, and two spinnakers, or the alteration thereof, during a regatta, except as allowed by 8.1.2. Damaged sails may be repaired or replaced at the discretion of the Race Authority.

8.1.2 A second mainsail may be used during a regatta provided it is a least one sail acquisition year older than the current sail acquisition year. This second mainsail shall be declared prior to the start of the regatta.
Example: At the 2014 NAC, a second mainsail shall be a 2013 acquisition year or older.

8.1.3 Use of other than normal sailing gear in normal, designed and proper storage areas to attain sailing weight.

8.1.4 The jib shall not be changed while racing. (exclusive of the storm jib)

8.1.5 The spinnaker shall not be changed via use of different halyards while racing.

8.2 The Racing Rules of Sailing 42.3 (b) and (c) are change as follows:

42.3 (b) A boat's crew may move their bodies to exaggerate the rolling that facilitates steering the boat through a tack or a gybe, provided that, just after the tack or gybe is completed, the boat's speed is not greater than it would have been in the absence of the tack or gybe . A boat's crew may not hang on the mast or shrouds to promote roll tacking or gybing.42.3 (c) Except on a beat to windward, when surfing (rapidly accelerating down the leeward side of a wave) or planing is possible, the boat's crew may pull the sheet and the guy controlling any sail in order to initiate surfing or planing, but only once for each wave or gust of wind. When pulling on the mainsheet all parts of the mainsheet may be pulled simultaneously

8.3 No member of the crew shall station any part of his/her torso outside the upper lifeline other than temporarily, except as provided in the Racing Rules of Sailing (RRS) 49.2. Additionally, the helmsman sitting on the deck facing inboard with his waist inside the lower lifeline may have the upper part of his body outside the upper lifeline.

8.4 The location of items for which specific measurements are detailed in these Rules and Official Plans shall not be changed during a regatta, which is defined as a series of races held over consecutive days including any lay day. This includes the Mast, Boom, Standing Rigging, and Rudder.

9 RULES FOR THE T-10 NORTH AMERICAN CHAMPIONSHIP & SANCTIONED REGATTAS

9.1 The following details the applicable Rule(s) for T-10 Regattas:

9.1.1 The T-10 North American Championship Regatta shall be sailed in accordance with these Rules and conducted under the prescriptions of the T-10 Regatta Regulations (found http://www.tten.com/).

9.1.2 The T-10 Midwinter Championship and other Sanctioned Regattas shall be sailed in accordance with these Rules, but may be conducted under the prescriptions of the Race Authority (i.e. NOOD Regatta) or the T-10 Regatta Regulations.

9.2 The T-10 Board of Governors may designate regattas it considers of particular importance as Sanctioned events.

9.3 The following Regattas are Sanctioned by the T-10 Class Association:

a) T-10 North American Championship Regatta
b) T-10 Midwinter Championship Regatta
c) Detroit NOOD Regatta
d) Chicago NOOD Regatta
e) Cleveland Race Week
f) Regional Championship Regattas (Rule 9.4)

9.4 Regional Championships:

9.4.1 Each of the four regions designated in the Association by-laws may hold annual Regional Championships. These regional championships are Sanctioned events.

9.4.2 Regional Championship Trophies:
There shall be perpetual trophies, each the property of the T-10 Class, for each regional championship as follows:

a) Eastern Regional Championship Trophy: Consisting of a 7" x 12" stainless steel plate of a T-10 surrounded by 30 individual winner plates and mounted on a 17" x 14" walnut plaque. This trophy shall be presented to the Eastern Regional Champion each year, to be held until a successor champion is named.

b) Lake Erie Regional Trophy: Consisting of a Yellow ½"= 2' scale half-model of the T-10 mounted on a wooden plaque 12" x 24". This trophy shall be presented to the Lake Erie Regional Champion each year.

c) Great Lakes Regional Trophy: Consisting of a Black ½"=1' scale half-model of the T-10 mounted on a wooden plaque 12" x 24". This trophy shall be presented to the Great Lakes Regional Champion each year.

d) *Data regarding the name or design of the 4th Regional Championship Trophy was not available when these Rules were published.*

15 OFFICIAL PLAN A: HULL, DECK, STRUCTURES, INTERIOR

15.1 Language and metric equivalents:

15.1.1 The word “shall” is mandatory. The word “may” is permissive.

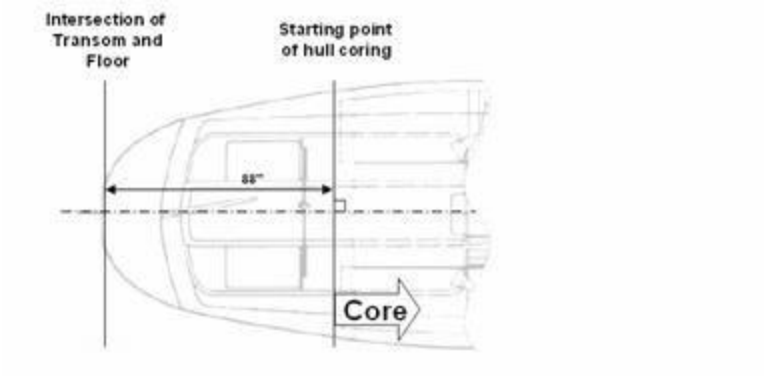
15.1.2 Metric equivalents to material thicknesses given in inches shall be as follows: 7/16”=11mm, ½”=12mm, ¾”=18mm.

15.2 Structural hull and deck re-coring repairs or replacements:

15.2.1 Core in the hull, deck or cockpit floor shall be 7/16” or 1/2” end grain balsa. No other hull or deck core material is allowed, except as specified in these rulings (Rules).

15.2.3 Core material shall not be installed closer than 2” below the intersection of the underside of the hull at the sheer.

15.2.4 Core material shall not be installed aft of a line drawn perpendicular to the centerline, located 88” forward of the forward face of the transom on the inside of the hull, measured horizontally along the hull floor, along the port or starboard stringer, and parallel to, the centerline. (Drawing 15.2.4)



15.2.5 Adding additional layers of core over existing cored sections is prohibited.

15.2.6 Plywood or solid fiberglass lay-ups may be used as a core material in the deck in areas of high stress, such as under the mast step, around the shroud bases, and under winches.

15.2.7 Additional layers of laminate may be added to the deck in areas of high stress. This is limited to under the mast step forward to the forward hatch, around the shroud bases, surrounding the chainplates, under winches, and other deck penetrations. Any reinforcements shall not add additional strength beyond what is required to manage the stress associated with the normal function of the reinforcement area. Any reinforcements must be reasonable, and are individually subject to approval by the Class Rules Measurement Rules Committee.

15.2.8 All reinforcement material used in the hull and deck, whether it is taping or skin laminate, is to be of woven or non-woven fiberglass e-glass. No other reinforcement material is approved.

15.2.9 The minimum aggregate weight of interior hull laminates shall be 24 oz. per sq. yd. and the minimum aggregate weight of exterior hull and deck laminates shall be 12 oz. per sq. yd. The minimum aggregate weight may be achieved by using one heavy layer or several lighter layers. (For example: a single layer of 12 oz cloth or

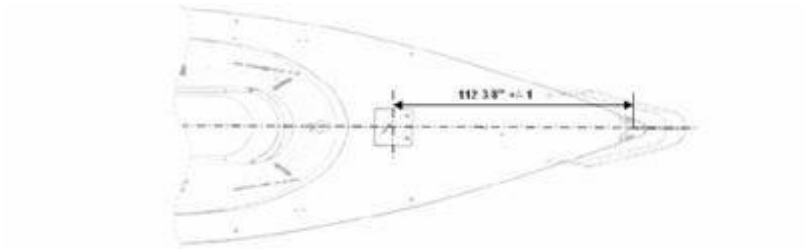
two layers of six oz cloth or one layer of 17 oz cloth all meet a 12 oz minimum requirement.).

15.2.10 Epoxy, vinylester, or polyester resin shall be used in the re-building of the yacht.

15.2.11 Vacuum bagging processes are approved.

15.3 Forward hatch:

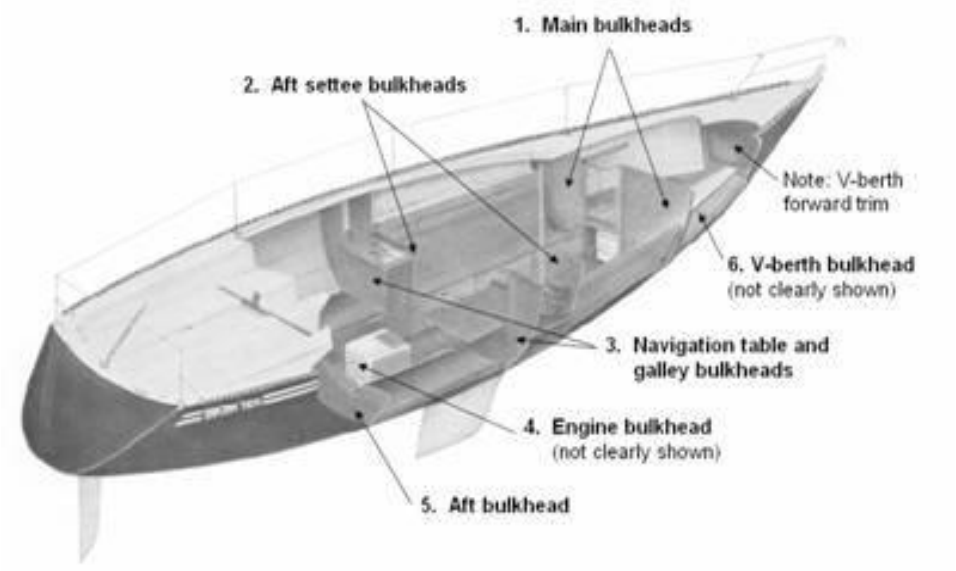
The foredeck hatch shall be installed and shall open outward. The frame shall be aluminum or stainless steel. The hatch shall have a minimum opening of 18 inches in any direction and shall weigh no less than 12 lbs. The hatch shall be installed on the centerline of the deck with its geometric center placed 112 3/8" inches aft of the lower forestay pin +/- 2 inches. (Drawing (15.3)



15.4 Bulkheads:

15.4.1 There shall be six bulkheads. Bulkheads are defined as the six athwart ships vertical structural panels and are described as (Drawing 15.4.1):

a. Main bulkheads
b. Aft settee bulkheads
c. Navigation table and galley bulkheads d. Engine bulkhead
e. Aft bulkhead
f. V-berth bulkhead

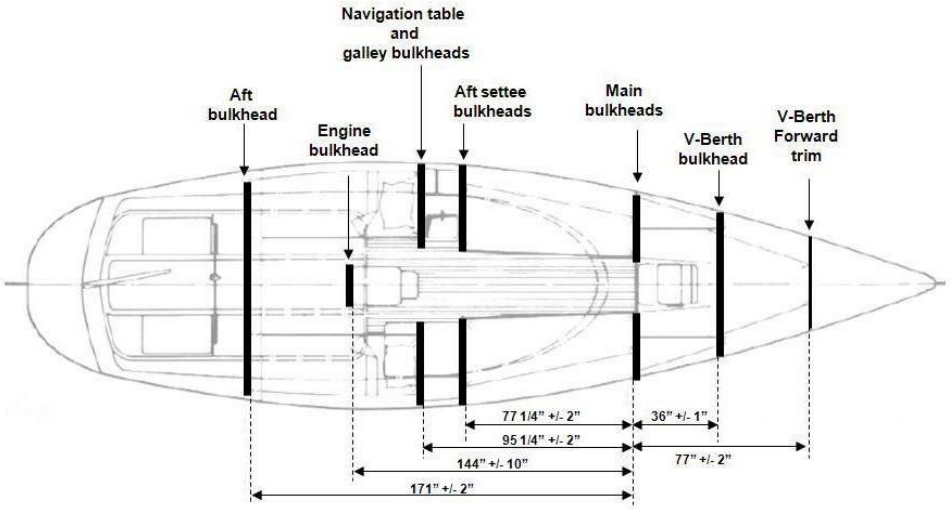


15.4.2 The main bulkhead shall be positioned in the molded channel in the underside of the deck.

15.4.3 All other bulkheads shall be located relative to the aft face of the main bulkhead.

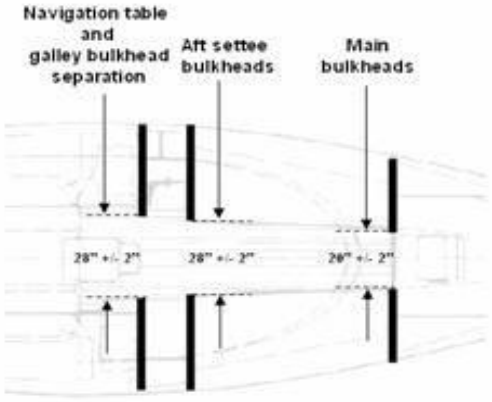
15.4.4 Bulkhead locations are measured to the forward surface of each respective bulkhead from the aft surface of the main bulkheads as follows (Drawing 15.4.4):

a.	Aft settee bulkheads:	77 1/4 inches, +/- 2 inches.
b.	Navigation table and galley bulkheads:	95 1/4 inches, +/- 2 inches.
c.	Engine bulkhead:	144 inches, +/- 10 inches.
d.	Aft bulkhead:	171 inches, +/- 2 inches.
e.	V-berth bulkhead	36 inches, +/- 1 inch.
f.	V-Berth Forward Trim:	77 inches, +/- 2 inches.



15.4.5 The main bulkheads, settee bulkheads, and the sink and chart table bulkheads, shall not be constructed as a single piece or ring type bulkhead. They must be separated as follows (Drawing 15.4.5):

a.	Main bulkheads:	20 inches, +/- 2 inches.
b.	Aft settee bulkheads:	28 inches, +/- 2 inches.
c.	Navigation table and galley bulkheads:	28 inches, +/- 2 inches.



15.4.6 The installation of additional bulkheads is prohibited, except as specified in the Rules.

15.4.7 All bulkheads shall be constructed of marine plywood, ½ inch minimum and ¾ inch maximum of at least 5 ply construction.

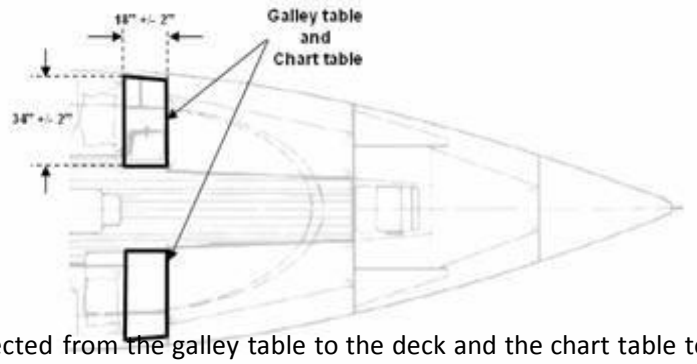
15.4.8 Taping at bulkheads shall extend no more than 5 inches onto the hull or under-deck surfaces. Taping is permitted on both sides of the bulkheads.

15.4.9 The aft bulkhead may be constructed of one, two or three pieces and may contain a center opening. This bulkhead is permitted to be taped to the cockpit floor using the same tape schedule as 15.4.8.

15.4.10 The aft bulkhead may contain a side opening for the purpose of storing sails. The opening shall not allow an 18" sphere to pass through

15.4.11 The engine enclosure's aft vertical bulkhead may be mechanically fastened or taped to the underside of the cockpit floor and to the hull using up to a 5” wide taped bond. The width of the engine enclosure's aft vertical bulkhead shall be 24” +/- 2”.

15.4.12 The galley table and chart table shall be constructed of minimum 1/2” marine plywood. The galley table and chart table are to be located on opposite sides of the cabin. A stainless steel sink 13 by 15 5/8 inches minimum length and width shall be installed in the galley table. The height of the sink and chart table are to be located 29 inches +/- 4 inches above the cabin sole. The galley table and chart table shall each be 18 by 34 inches +/- 2 inches. (Drawing 15.4.11)



15.4.13 The deck supports connected from the galley table to the deck and the chart table to the deck may be tied positively into the deck.

15.5 V-Berth structure and construction:

15.5.1 The original (or equivalently sized) “V” berth horizontal structural v-berth support members shall be installed. These horizontal supports shall be constructed of wood ¾ inch thick by 2 inches wide. These bunk support members may be mechanically fastened or bonded to the hull only in their original locations. No other v-berth support members shall be bonded or mechanically fastened to the hull.

15.5.2 A 3/8 inch maximum thickness plywood panel may be mechanically fastened to these horizontal “V” berth support members.

15.5.3 The outboard edge of the plywood panel may be attached to the hull by:

1) Taping to the hull using the same tape schedule as 15.4.8.
   OR
2) Mechanically fastening to a continuous 3/4" by 2" plywood or solid wood strip bonded, but not

taped to the hull.
The panel shall have at least one loose fitting and removable access cover forward of the v-berth bulkhead.

15.5.4 Mounting strips for the horizontal supports may be bonded (not taped) to the hull. These mounting strips may be a maximum of 2 inches wide by 1 ½ inches thick. The cross braces may be mechanically fastened to those strips.

15.5.5 The “V” berth bulkhead's forward trim piece may be replaced with a one piece marine plywood bulkhead with a 15 inch by 15 inch minimum access center hole. This “V” berth bulkhead may taped to the inner hull and deck at the original location of this bulkhead.

15.6 Hard bunk installations:

15.6.1 Hard bunks may be installed.

15.6.2 Horizontal bunk tops and longitudinal inboard vertical bunk panels, if fitted, shall be marine plywood, a maximum of ¾ inches thick. The vertical bunk panels may be bonded and taped to the sump or to the cabin sole. The horizontal bunk tops may be bonded and taped to the hull.

15.6.3 The upper surfaces of the hard bunk tops shall have at least one loose fitting and removable access cover in each panel.

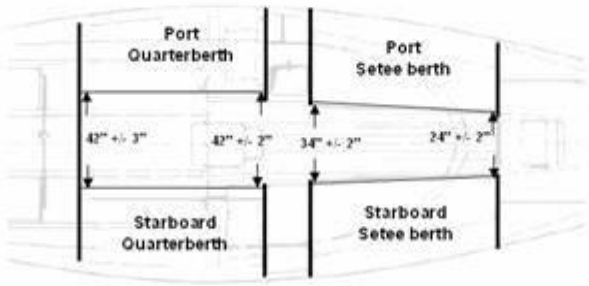
15.6.4 Bunk vertical faces and horizontal bunk tops may be attached to the bulkheads. Approved methods of attachment include: bolting via cleats or brackets, bonding or taping.

15.6.5 Bunk vertical faces and horizontal bunk tops may be attached to each other. Approved methods of attachment include: screws, bolting via cleats or brackets, bonding, and taping. Rule 15.6.4 and 15.6.5 shall apply equally to the mid-ship and quarter berths.

15.6.6 One intermediate bunk support or under-bunk storage separator (maximum ¾ inch thick marine plywood) per bunk location is allowed. This intermediate bunk support may be bonded and taped to the hull, but not to the longitudinal vertical bunk panel. This under-bunk separator shall not extend past the vertical bunk panel, or above the underside of the horizontal bunk top.

15.6.7 Vertical bunk faces must be separated as follows (Drawing 15.6.8):

a. Settee berth front: 24 inches, +/- 2 inches
b. Settee berth rear: 34 inches, +/- 2 inches
c. Quarterberth front: 42 inches, +/- 2 inches
d. Quarterberth rear: 42 inches, +/- 3 inches



15.6.9 The maximum bunk side board height is 16 inches above the cabin sole as measured at the settee bulkhead.

15.7 Pole berth installations:

15.7.1 Replacement of the pole berth fabric outboard mounting strips may be done using a continuous max. 2 inch wide by ¾ inch thick maximum thickness plywood strip bonded to the hull along the length of the strip. Taping of this single fabric mounting strip to the hull is allowed.

15.7.2 An alternate method is allowed using separate blocks (2x2x12 inch long max.) bonded and taped to the hull with at least 10 inches of separation between the 2x2 inch blocks to allow the fabric attaching screws to be installed into these separate mounting blocks.

15.7.3 Pole berth vertical bunk faces may be mechanically fastened or bonded to the bulkheads and taped to the cabin sole or keel sump.

15.7.4 Pole berth vertical bunk faces may be taped to the bulkheads.

15.7.5 The maximum bunk side board height is 16 inches above the cabin sole as measured at the settee bulkhead.

15.8 Fuel tank :

15.8.1 The fuel tank shall have a minimum 12 gallon capacity, be constructed at a minimum of .090 gauge aluminum, and be 30 inches long +/- 1 inch. OEM fuel tank: Florida Marine Part # FMT 12TM. (ref. Appendix F)

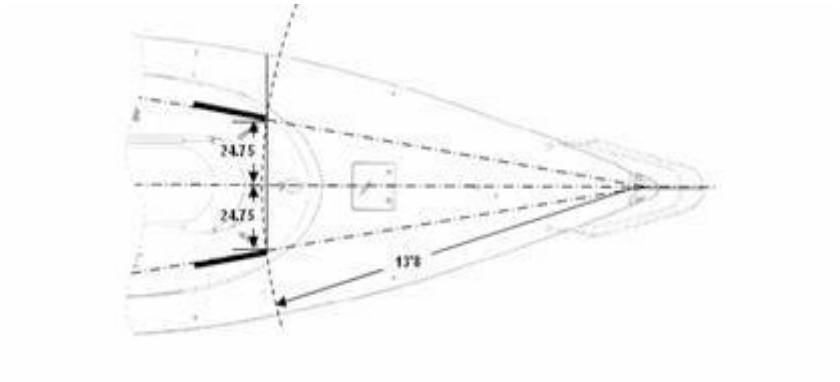
15.8.2 The tank shall be mounted such that it projects at least 6” into the area aft of the aft bulkhead.

15.8.3 The fuel fill and vent fittings shall remain located aft of the aft bulkhead

15.9 Jib track locations:

15.9.1 The jib tracks shall be located so as to be entirely outboard of a string drawn from the centerline of the bottom forestay pin through a point on the cabin top located 13'8” aft (measured radially) and 24.75” off the centerline of the boat. (Drawing 15.9).

15.9.2 The inside edge of the track shall be a maximum of 1.5 inches outboard of the line defined above. The tracks may be moved fore and aft on the cabin top. The measurement above does not define the forward edge of the tracks, only the plane they must remain outside of.

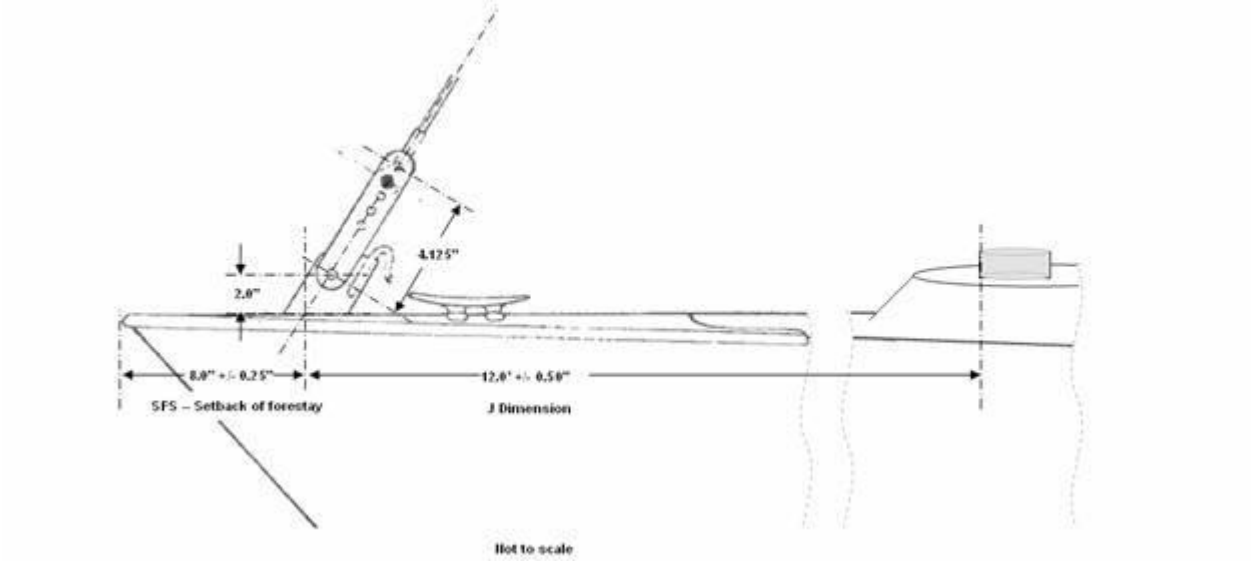


15.9.3 Shortening of the jib tracks is allowed, provided the tracks are properly positioned.

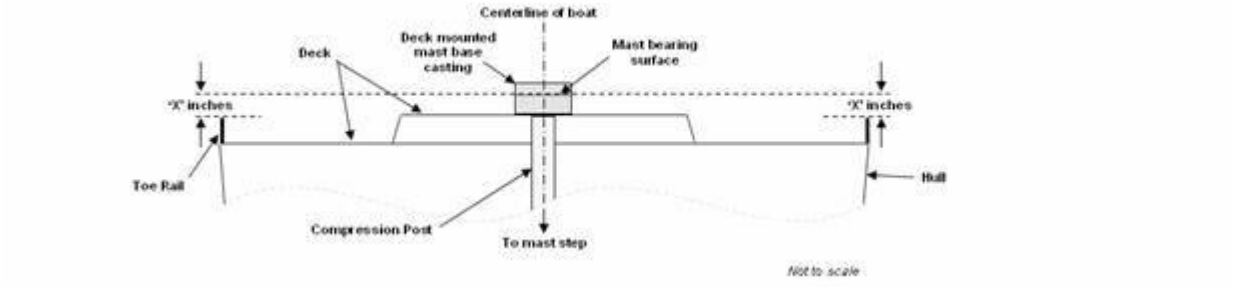
15.9.4 The type of jib track and hole pattern is optional, provided the tracks are properly positioned.

15.10 Mast Step location:

15.10.1 Fore/aft dimension
If the mast step is repositioned, it shall be positioned on the yacht's deck centerline such that the inner surface of the forward "rim" of the "socket" achieves the required 12 feet (plus or minus 1/2 inch) "J" dimension. J is measured horizontally from the foreside of the mast to the center line of the forestay extended to intersect the level of the sheer line. (Drawing 15.10.1)



15.10.2 Vertical dimension (Measurements forthcoming)
While bearing the weight of the mast and rigging alone, the upper mast bearing surface at the forward edge of the "socket" portion of the deck---mounted mast base casting shall be located a minimum of **"X"** inches above the top of the toe rail port/starboard of the front of the casting, measured by sighting across a string stretched across the deck **"y"** inches above the top of the toe rail. (Drawing 15.12.2)



15.10.3 To meet the mast base height requirement, the mast compression post may be replaced, lengthened, shortened or permanently shimmed with durable metal shim material. When the mast base height is measured, the compression post shall be in contact with the mast base casting at the top and the load bearing structure at the bottom such that no vertical movement is possible between the two while bearing only the weight of the mast with no shroud or stay tension applied.

15.10.4 The intent of this is to maintain the original height of the mast base above the sheerline.

15.11 Structural mast step repairs and/or replacement:

15.11.1 The fiberglass mast step structure below the cabin sole shall be of woven or non-woven fiberglass E-glass.

15.11.2 The structure shall consist of two perpendicular "legs" not exceeding 28 inches in total length, arranged to cross perpendicular to each other with one "leg" centered longitudinally over the centerline of the hull. The center of the intersection of the legs shall be within 4 inches of the midpoint of the longitudinal leg and the compression post shall align with that intersection. The cross section of each leg shall represent an inverted "u" channel 4 inches wide, plus or minus 1 inch, and a height not to exceed the plane of the upper surface of the keel sump ribs.

15.11.3 A load-distributing aluminum base may be mounted above the fiberglass mast step structure provided the fiberglass mast step structure alone bears the full weight and compression load of the mast and rig. The compression post may bear directly on the fiberglass mast step, on an aluminum plate mounted to the fiberglass mast step, or on a non-compressible material on the cabin sole, provided the sole is in solid contact with the mast step structure beneath it.

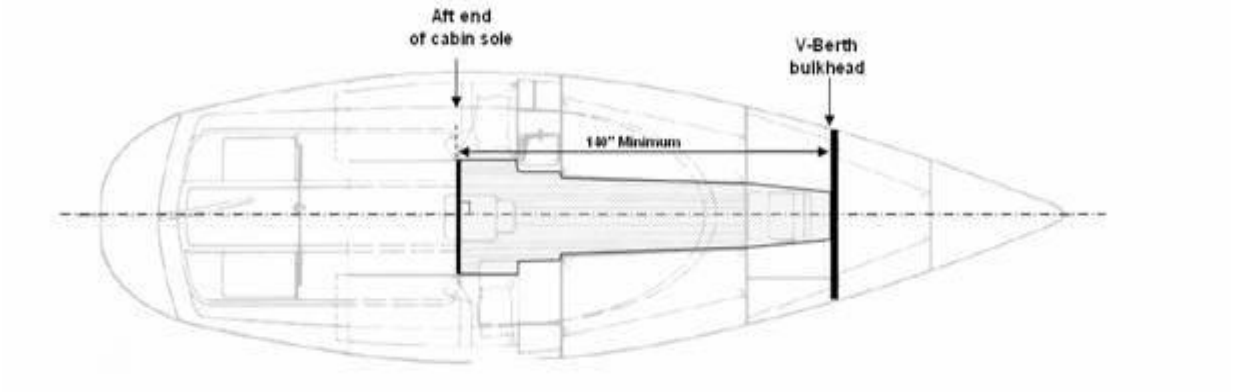
15.11.4 The compression post may be tied positively into both the mast step and the deck. The compression post shall be an aluminum tube. It shall be of sufficient length that there is no endplay between the fiberglass mast step at the bottom and the aluminum mast step on deck while supporting just the weight of the rig with slack shrouds and stays.

15.12 Cabin Sole;

15.12.1 The cabin sole shall be constructed of marine plywood and may be overlaid with an additional solid wood layer. If an overlay is applied, the grain shall run parallel to the plywood surface. The total thickness of plywood and any overlay shall be 1/2" minimum and ¾" maximum. No other construction or material is approved. The sole may be coated with a maximum of 10 oz. or lighter woven fiberglass E-glass and resin.

15.12.2 The cabin sole shall lie on a reasonably flat plane and lie in contact with the upper surface of the keel sump ribs.

15.12.3 The sole shall begin within 1" of the v-berth bulkhead and extend aft a minimum 140 inches. The minimum width of the sole at any point shall equal the distance between opposite bunk and/or cabinet faces at that point. (Drawing 15.12)



15.12.4 The outboard edges of the cabin sole may be taped to the hull.

15.12.5 The sole is to be installed at the height of the keel rib upper surfaces. The height of the keel ribs may not be modified.

15.12.6 An access hatch to the bilge shall be installed in the sole.

15.12.7 Additional supports may be added forward and aft of the keel sump ribs to adequately support the sole.

15.13 Engine mount and engine pan:

15.13.1 A replacement engine mount may be constructed using heavy solid hardwood verticals or laminated plywood sections securely bonded to the hull. A replacement engine pan may be fabricated using a fiberglass lip in the front and back as an engine drip tray while using the hull under the engine as an under engine catch pan.

15.13.2 The lay-up schedule to attach the engine pan and/or engine mounts is optional but shall be done with woven or non-woven fiberglass E-glass.

15.13.3 No other structural or core materials are approved.

15.14 Battery and engine:

15.14.1 The battery (ref. Rule 3.8.8) used in any yacht shall be capable of starting the engine without use of the engine's compression release.

15.14.2 The engine shall be equipped with an alternator complete with brackets, drive belt and associated wiring or for engines built using an internal magneto the engine shall have the magneto in place.

15.15 Electrical system:

The yacht's wiring system shall be operational and capable of operating all of the running lights and instruments with appropriate fuse/breaker panel(s) permanently installed.

15.16 Chain plates:

15.16.1 Aluminum chain plates shall be bonded to the hull using fiberglass E-glass lay-ups, and must remain in their original positions (*dimensions forthcoming*). No other reinforcement material is approved.

15.16.2 The reinforcement material may be of any weight or configuration but is limited to fiberglass materials only. No other reinforcement material is approved.

15.16.3 The location of the shroud holes in the deck are not to be relocated and are positioned as per class rules. Above deck or below deck turnbuckles are allowed.

15.17 Bow Cleats;

15.17.1 The bow and stern "T" cleats are required items and shall remain in place as installed by Tartan Marine, unless an equivalent replacement is utilized as specified:

a. The bow cleats may be replaced with two stainless steel pad eyes installed on the bow plate near each end of the toe rails. The pad eyes shall include a minimum 3/8 inch diameter bail, with at least four 1/4 inch diameter through bolted and properly backed up fastenings. These may be integral with the bow pulpit fittings.

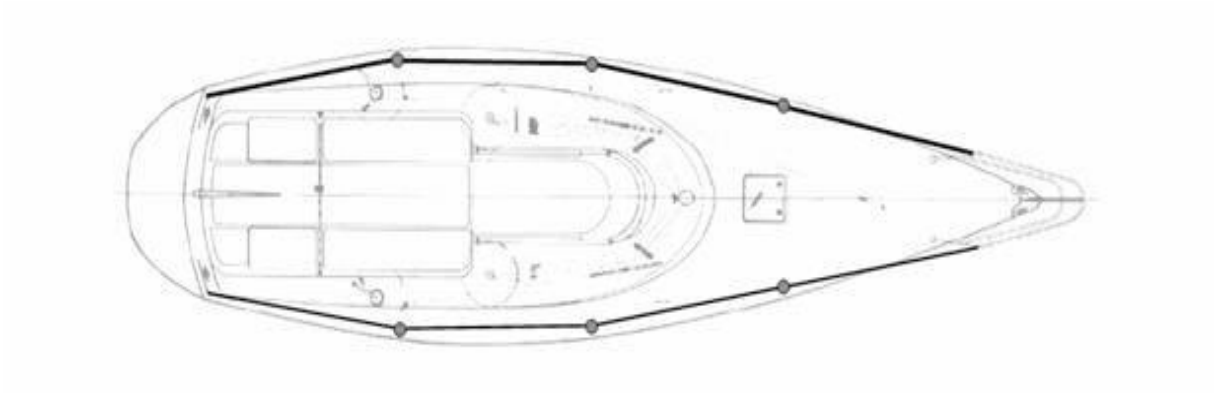
b. The stern cleats shall remain in place unless a similar pad eye design that is through bolted through the deck or toe rail is utilized. The pad eyes shall include a minimum 3/8 inch diameter bail, with at least four 1/4 inch diameter through bolted and properly backed up fastenings. These may be integral with the stern pulpit fittings.

15.17.2 Bow and stern cleats, or their equivalent as specified above, shall be installed above deck.

15.18 Pulpits, Stanchions, and Lifelines:

15.18.1 Bow pulpits may have an open top rail. Bow pulpits shall be constructed in one piece.

15.18.2 There shall be three (3) mid-boat stanchions located on both the port and starboard sides of the boat (see drawing 15.18). Additionally, there shall be a rear pulpit or two (2) aft stanchions.



15.18.3 Pulpits, stanchions, and stanchion bases shall be constructed of stainless steel.

15.19 Exhaust Tubing:

The engine's exhaust tubing may be lead aft to exit the yacht via the transom, but only if the exhaust tubing is elevated up to and fastened to the deck to provide a similar water trap to the original exhaust hose routing design. The exhaust port opening in the hull shall be securely sealed to prevent entry of water into the yacht, but the exhaust port may not be filled in flush to the hull, i.e. at least a 1 inch depth of the exhaust port shall be maintained and exposed to the sea.

15.20 Water Tank:

The original water tank may be removed.

15.21 Overhead Cabinets:

Optional and original interior overhead cabinet(s) may only be attached with mechanical fastenings. They shall not be bonded or taped to the hull, deck or a bulkhead of the yacht in a manner that provides any structural reinforcement or stiffening.

15.22 Interior Trim:

The original headliner and cloth hull liner may be removed.

15.23 Returning the yacht to its original intended dimensions:

This rule specifically allows that any part that is mechanically fastened to the hull or deck, or is a part of a secondary bond to the hull or deck, and whose location is described in the rules with measurements and tolerances, may be moved to any allowed location within those tolerances, except that the forestay tang at the bow shall not be moved. Any such alteration shall be reported to the Chief Measurer who shall cause the item(s) to be re---measured to determine their compliance with the rules and if necessary, to issue a new measurement certificate.

15.24 Enforcement:

15.24.1 The Official Plans and specifications, however complete, cannot anticipate every possible situation, which may arise. It should be assumed that anything, which is not specifically permitted, is specifically prohibited until a written ruling by the Chief Measurer has been obtained.

15. 24.2 Where there is any question of the permissibility of any proposed detail of design or construction of the yacht, or of the rigging of the yacht, a specific request shall be made to the Chief Measurer for a ruling.

15. 24.3 When a request for such a ruling has been made, the Chief Measurer shall approve or disapprove of the proposal within 90 days. Failure to disapprove within 90 days shall constitute approval.

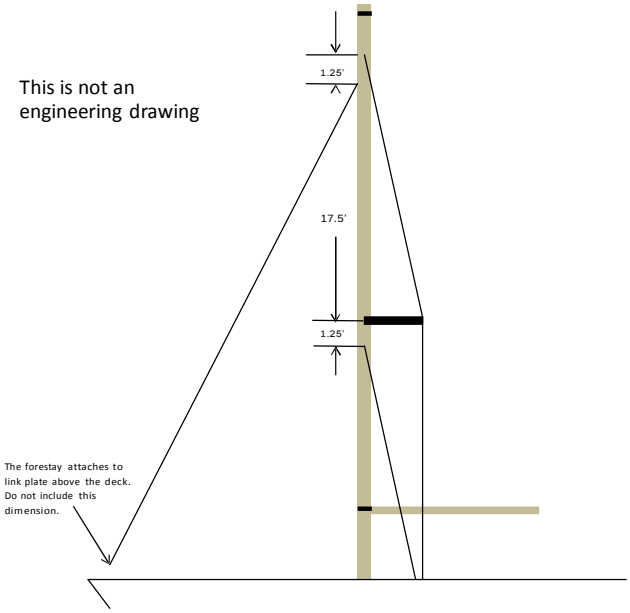
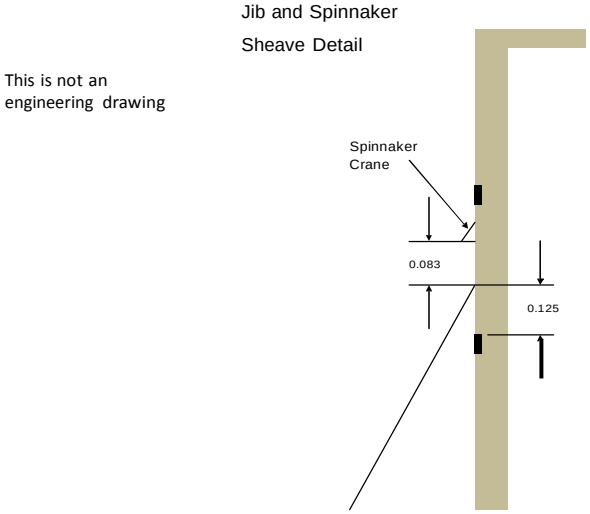
15. 24.4 Such rulings, once made, become a part of the Official Plans and specifications, and may be changed or repealed at a later date only in accordance with the Class By---laws covering changes to the Plans and specifications.

15.24.5 A boat built in accordance with a Chief Measurer's ruling may not be challenged at a later date because of approved methods of construction, except in the same manner that any boat built before a change in the Official Plans and specifications may be challenged after a change has been made. Such a challenge would be permitted only if an official change had been made in the Plans and specifications in full accordance with the Class constitution.

15.24.6 In making such rulings, the Chief Measurer is to follow the intent of the existing Rule/Plans/specifications, and is not to be concerned with the literal construing of the wording of the existing Rules. The Chief Measurer is to follow the basic philosophy that the T-10 is intended to be one-design class in which no differences in design, construction, or rigging which affect boat speed are to be permitted.

16 PLAN B: RIGGING

NOT engineering drawings.

Standing Rigging Rule 3.5.3, 3.5.4	
Jib & Spinnaker Halyard Sheave Locations Spinnaker Crane Location Rule 3.5.5.b	

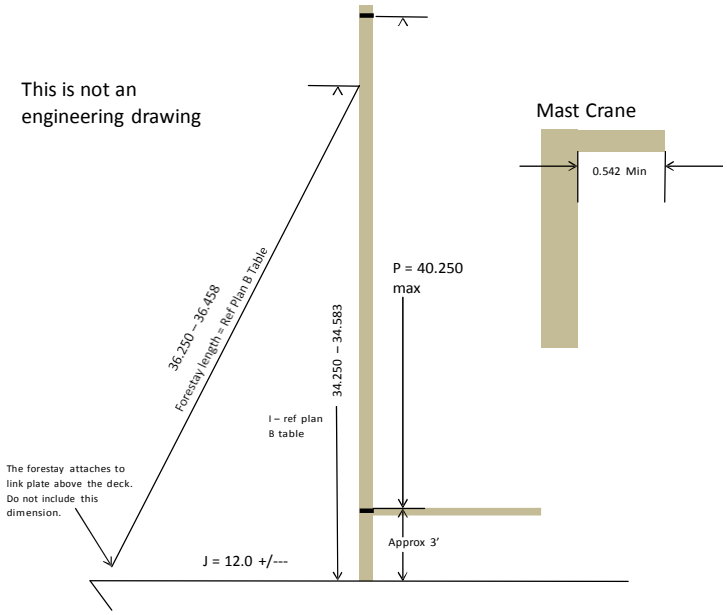
"J"
Plan A 15.10.1

"P"
Rule 3.5.3.d

"P"-to-Deck
(forthcoming)

"I"
(ref. TABLE B)

"Forestay Length"
(ref. TABLE B)



"J" (12.000' +/- ½") measured horizontally from the foreside of the mast to the center line of the forestay extended to intersect the level of the sheer line.

TABLE B:

"I" & Forestay Length

Rule 3.5.4.c

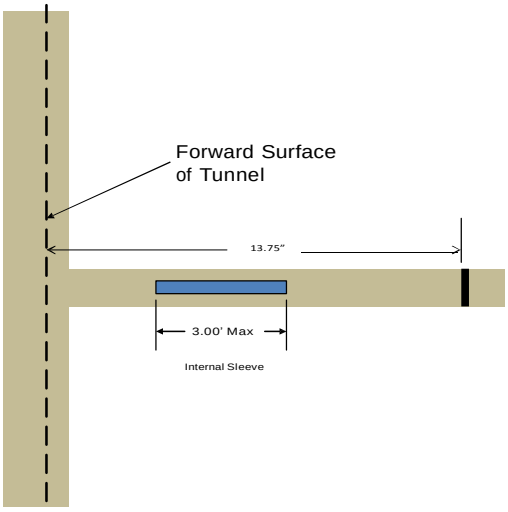
I Dimension	Corresponding Forestay Length
a) 34.250'	a) 36.250' +0.0417'/- unlimited = 36.292' max.
b) 34.333'	b) 36.323' +0.0417'/- unlimited = 36.365' max.
c) 34.417'	c) 36.385' +0.0417'/- unlimited = 36.427' max.
d) 34.500'	d) 36.422' +0.0417'/- unlimited = 36.464' max.
e) 34.583'	e) 36.458' +0.0417'/- unlimited = 36.527' max.

Forestay measured from the center of the eye to the forestay attachment point (lower edge of the T-ball fitting where it rests on the forestay attachment point), to the bearing point of the hole which connects to the link plates.

"E"

Rule 3.5.6.d

13.750' maximum



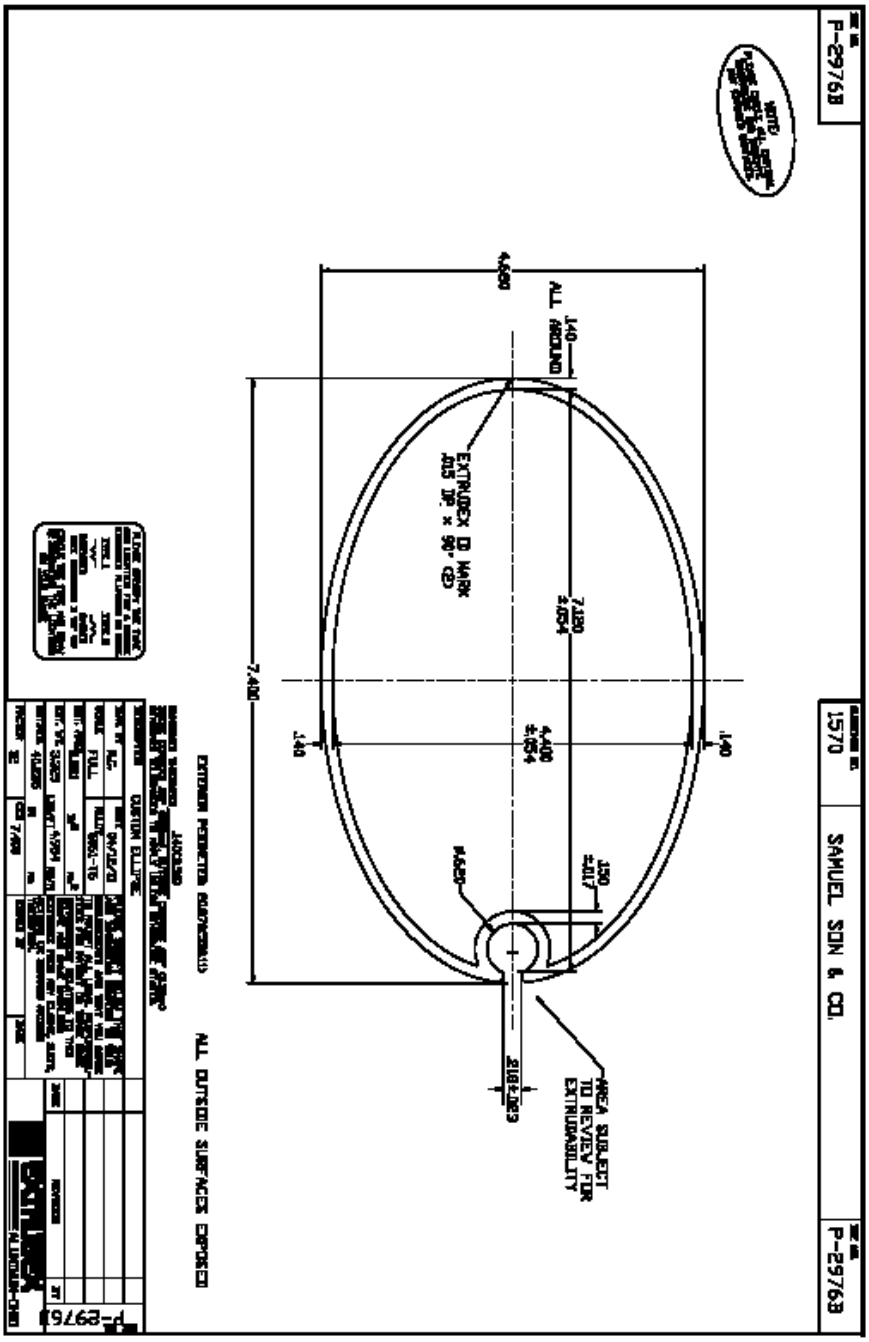
"E" Measured from the forward surface of the mast tunnel, with the boom at a right angle to the mast.

Mast Section

Rule 3.5.3.b

Samuel Son & Co.
Extrudex Die No. P-
--2976B Rev.C 4/12/11

Basic Dimensions:
F/A: 0.533’ +/-
--0.010’ W: 0.383’
+/---0.010’



MAST & STANDING RIGGING: GENERAL DATA

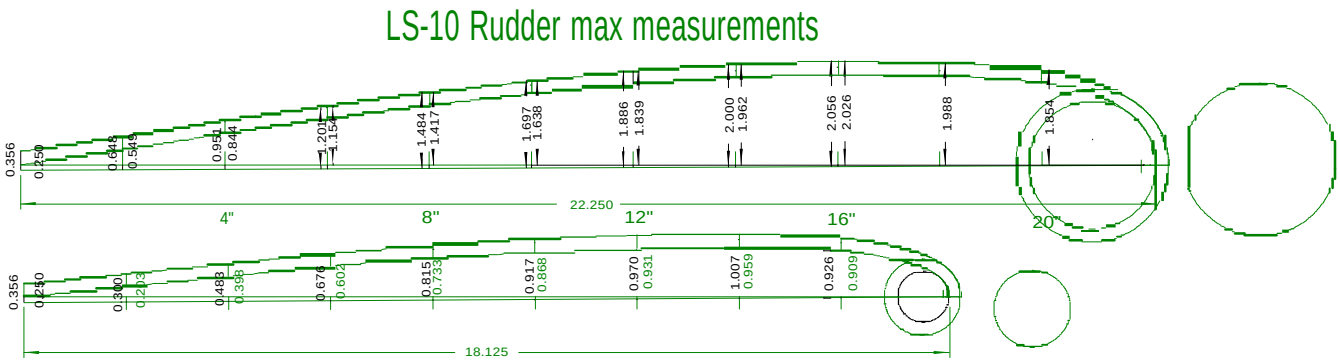
ITEM	SPECIFICATION
Tapering, Chemical Milling:	Not permitted.
Side Stay Chainplates:	ref Official Plan A. White Water Marine (Part #: *forthcoming*) is the Class approved above deck tang
Turnbuckles:	Only turnbuckles utilizing a threaded connection are permitted.
Upper Shroud Location @ Deck: Location on Mast:	1.457' +/---0.021' aft of the aft end of "J", and not more than 3.508' OB of centerline. 1.200' +/---0.021' above the forestay attachment point.
Lower Shroud Location @ Deck: Location on Mast:	1.208' +/---0.021' aft of the after end of "J", & not more than 3.258' OB of centerline. Not more than 17.500' below the forestay attachment point.
Spreader Location on Mast:	1.250' +/--- 0.250' above the lower shrouds.
Spreader Length:	*forthcoming*
Luff Groove Opening Location:	30.500' below the forestay attachment point. No modifications permitted.
Gooseneck:	Shall be in a fixed position, and be of the same basic design and materials as original equipment.
Weight: Mast & Standing Rigging	Not less than 177 lbs, including all fixed fittings. Center of Gravity (CG) not less than 17.600' from the upper edge of the band defined in Rule 3.5.3.d.
Weight: Mast, Standing Rigging, Fixed Fittings, Running Rigging	Not less than 185 lbs.
Bow Plate & Stem Plate:	Shall be in accordance to Official Plan A

17 PLAN C: KEEL (ref. Rule 3.3)

ITEM	Section 1	Section 2	Section 3
Section Location: (distance down from top of lead)	0	20” (1.667’)	40” (3.333’)
Design chord length (x):	53.725	47.875	43.906
Section chord length:	52.500” +/---0.5”	47.750” +/---0.5”	43.000”+/---0.5”
Leading edge radius :	1/2”		
Section Thickness: Location from Leading Edge:	6.125" +/--- 0.125"	5.875" +/--- 0.125"	5.625" +/--- 0.125"
SECTION ½ WIDTH: @ “x” distance from leading edge *(in decimal feet)*			
0.0050x	0.481	0.464	0.446
0.0075x	0.580	0.559	0.538
0.0125x	0.733	0.709	0.684
0.0250x	1.010	0.098	0.953
0.0500x	1.396	1.362	1.328
0.0750x	1.684	1.646	1.607
0.1000x	1.922	1.877	1.832
0.1500x	2.293	2.235	2.178
0.2000x	2.569	2.497	2.425
0.2500x	2.770	2.684	2.598
0.3000x	2.908	2.807	2.707
0.3500x	2.986	2.868	2.750
0.4000x	3.000	2.866	2.733
0.4500x	2.935	2.796	2.657
0.5000x	2.806	2.668	2.531
0.5500x	2.625	2.493	2.361
0.6000x	2.403	2.280	2.156
0.6500x	2.147	2.034	1.920
0.7000x	1.863	1.762	1.661
0.7500x	1.561	1.474	1.388
0.8000x	1.251	1.182	1.113
0.8500x	0.942	0.890	0.838
0.9000x	0.632	0.597	0.562
0.9500x	0.322	0.305	0.287
(Trailing Edge) 0.9800x	0.125		
1.0000x	0.013	0.012	0.011

18 PLAN D: RUDDER (ref. Rule 3.4)

18.1 Rudder Maximum Measurements:



40" measurements maximum

Center line measurement center to trailing edge

Inches from Trailing edge	Fraction of inch	Inches from Trailing Edge	Fraction of inch
0	0	0	0.0000
2	0.6480	2	0.5490
4	0.9510	4	0.8440
6	1.2010	6	1.1540
8	1.4840	8	1.4170
10	1.4470	10	1.3900
12	1.6360	12	1.5890
14	1.7500	14	1.7120
16	1.8060	16	1.7760
18	1.7610	18	1.7190
20	1.8540	20	1.8540

4" measurements maximum

Center line measurement center to trailing edge

Inches from Trailing edge	Fraction of inch	Inches from Trailing Edge	Fraction of inch
0	0	0	0.0000
2	0.3000	2	0.2030
4	0.4830	4	0.3980
6	0.6076	6	0.6020
8	0.8150	8	0.7330
10	0.9170	10	0.8680
12	0.9700	12	0.9310
14	1.0070	14	0.9590
16	0.9260	16	0.9260
18	1.7610	18	0.0000

18.2 Rudder Minimum Measurements:

40" measurements minimum

Center line measurement center to trailing edge

Inches from Trailing edge	Fraction of inch	Inches from Trailing Edge	Fraction of inch
0	0	0	0.0000
2	0.3980	2	0.3010
4	0.7010	4	0.6150
6	0.9790	6	0.9040
8	1.2340	8	1.1670
10	1.4470	10	1.3900
12	1.6360	12	1.5890
14	1.7500	14	1.7120
16	1.8060	16	1.7760
18	1.7610	18	1.7190
20	1.6040	20	0.0000

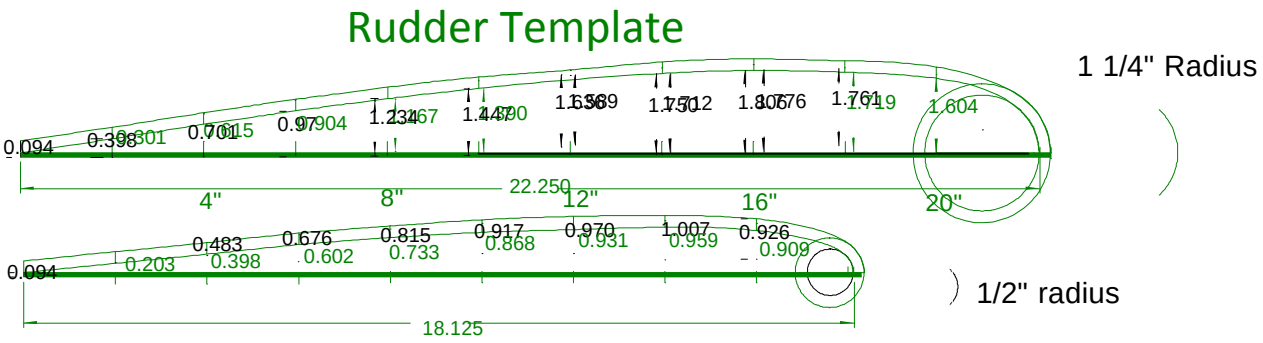
4" measurements minimum

Center line measurement center to trailing edge

Inches from Trailing edge	Fraction of inch	Inches from Trailing Edge	Fraction of inch
0	0	0	0.0000
2	0.3000	2	0.2030
4	0.4830	4	0.3980
6	0.6076	6	0.6020
8	0.8150	8	0.7330
10	0.9170	10	0.8680
12	0.9700	12	0.9310
14	1.0070	14	0.9590
16	0.9260	16	0.9260
18	1.7610	18	0.0000

18.3 Rudder Template & Template Use:

note: There are two sets of numbers for templates. One set is for building your own template and comparing rudders and the other is actual numbers from the centerline.



18.3.1 The leading edge of the rudder section located 40” above the bottom of the rudder shall have minimum radius of 1.250”.

18.3.2 The leading edge of the rudder section located 4” above the bottom of the rudder shall have minimum radius of 0.500”.

18.3.3 Using a straight edge from top to bottom the rudder can have no more than 0.250” hollow at any point.

18.3.4 The trailing edge of the rudder shall be no smaller than 0.250”.

18.4.5 Rudder templates for the are made using the chart Plan D 18.1.

18.3.6 Template positions are 4” and 40” above the bottom of the rudder.

18.3.7 Rudder templates are maximum templates. When in place no part of the rudder can be more than 0.250” smaller than the templates. Measured using a 0.250” dowel.

18.4 The center of the lower end of the rudder tube shall be located within 2.750” inches of the aft face of the skeg.

18.5 The center of the upper end of the rudder tube shall be located within 2.750” inches of the vertical extension of the inboard aft face of the cockpit well.

18.6 The original rudder tube may be replaced with a new tube compatible with the original 2.375” dia. rudder post and produced by Tides Marine, Edson, or Harken

18.7 The rudder may be replaced with a rudder produced by Tartan Marine, T&M Marine, or Larson Marine and meeting the shape as described by the rudder templates as previously approved by the Chief Measurer.

24 APPENDIX A: SAIL ACQUISITION

24.1 The sail acquisition rules apply to all races where T---10's sail as one designs. The sail acquisition and usage rules shall not be modified by local fleets or for regattas without the written permission of the Chief Measurer.

24.2 No registered yacht may acquire in any manner, whether by purchasing, receiving as a gift, leasing, borrowing or otherwise, more than two one---design sails during the period beginning with the day after the last race of the North American Championship Regatta in one year and ending on the conclusion of the day preceding the first race of the North American Championship Regatta, except as hereinafter provided in this Rule 24.3.

24.3 A newly constructed or newly acquired yacht may acquire a total of six sails in its first two such years, but no more than four one---design sails in any one defined year. Nevertheless, a newly acquired yacht may, in addition, acquire one jib and one mainsail from the prior owner which were acquired by him no more recently than the second previous acquisition year, provided that the Measurer is satisfied that such two---year---old sails were in fact used for racing for two seasons. "Banking" new sails is therefore not permitted, it being the intent of this rule to give parity to the newly acquired yacht with respect to older but competitive sails.

24.4 To be classified as a "newly acquired yacht", the yacht must be registered in the name of a new owner under state or federal registration laws, and the effective date is the date of issuance of the registration in the name of the new owner.

24.5 To be classified as a "newly acquired yacht" for purposes of sail acquisition, there must be a complete change in the ownership of the yacht excluding the previous owner.

24.6 A chartered yacht is a "newly acquired yacht" so long as the charter is (i) long---term, such as seasonal, (ii) there is a written charter agreement on the usual commercial terms, (iii) the chartered yacht is regularly raced in Class events and (iv) the charter arrangement overall is bona fide in the judgment of the Fleet Measurer. A chartering skipper may not acquire another yacht within a reasonable period of time so as to establish another six---sail acquisition right.

24.7 A new sail is deemed to be acquired on the date that it is originally measured and accepted by a Measurer. In order to enforce the renunciation of newly acquired used sails by the owner of a newly acquired yacht, any such used sail shall be acquired by its new owner on the earlier of (1) the day when it is accepted by a Measurer upon presentation for measuring by the new owner of the sail and (2) the date when first used by the new owner in a T---10 Class Association race. It is assumed that a new sail shall not be used in a T---10 class race prior to measurement and acceptance by a Measurer. A sail used in one sail acquisition year and not measured until a subsequent such year shall be deemed acquired in the year which is least advantageous to the owner, unless written proof of date of delivery of the sail is produced or the Measurer was not able to measure the sail in the year of actual acquisition due to the fault of the Measurer.

24.8 Any sail re---cutting resulting in an alteration to a sail requires re---measuring that sail, but such re---cutting and re---measuring does not constitute acquisition of an additional sail.

24.9 A "replacement sail" shall not be counted as a new acquisition in any case when the sail maker has agreed that the replaced sail was defective and the sail maker replaced the sail at no cost to the owner. The measurer shall be furnished such evidence as is satisfactory to him, such as an opportunity to inspect the replaced sail, and an invoice rendered in the normal course of business showing full credit for the replaced sail.

24.10 Unexpended sail acquisition rights applying to a particular defined year shall not be carried forward to any subsequent years.

24.11 Should the Board of Governors find that this Rule has been violated, it shall have the authority to prevent participation of the offending yacht and its owner in sanctioned events for one year.

24.12 A sail that fails to satisfy the requirements of these Rules, shall not be a legal sail for racing. Any such sail which was deemed to have satisfied a prior Rule with respect to, for example, minimum weight requirements, or any other requirement which has or may have a performance advantage, shall not be "grand fathered".

25 APPENDIX B: T---10 Sail Measurement & Registration Form

NOTE: Obtain form from *http://www.tten.com*

Instructions: Tags are purchased by the sailmaker for a $15 fee for each registered sail (checks payable to "T---10 Class Association"). Make two copies of the completed form. The original copy shall be mailed to the Chief Measurer. One copy shall be delivered to the owner with the sail. One copy shall be kept on file by the sailmaker. The sail shall be measured by and this certificate signed by a T---10 Class Measurer. The provided sail tag shall be attached to the tack on the starboard of the sail. Part I of the form shall be completed in its entirety. Only two sails can be registered in a single acquisition year.

PART I:

Sailmaker:	**Owner:**	**Sail #:**	**Hull #:**
Sailcloth Manufacturer, type, and weight used (eg. Bainbridge AirX 650N): **1)** **2)**			**Delivery Date:**

PART II: *All measurements in "feet" and in accordance with the T---10 Class Rules*

MAIN	**JIB**		**SPINNAKER**
Leech (42.580 max) (42.080 min) ☐	**Luff** (35.350 max) ☐	**Top Width** (0.200 max) ☐	**Luff** (35.150 max) (33.400 min) ☐
¼ Width (5.250 max) ☐	**Leech** (32.720 max) (32.000 min) ☐	**Foot Roach** (55% of luff) ☐	**Leech** (35.150 max) (33.400 min) ☐
½ Width (8.580 max) ☐	**Foot** (13.700 max) ☐	**Battens** **Length** ☐ 1. (any) 2. (3.280 max) 3. (3.280 max)	**Foot** (21.600 max) (20.520 min) ☐
¾ Width (11.500 max) ☐	**¼ Width** (3.540 max) ☐		**Max Width** (21.600 max) ☐
Foot Round (1.000 max) ☐	**½ Width** (6.460 max) ☐	**Width:** ☐ (0.208 max) **Spacing** ☐ (even)	**½ Width** (21.600 max) (15.390 min) ☐
Top Width (0.500 max) ☐	**LP** (12.670 max) ☐		**Centerline Length** (39.250 max) ☐
Battens 1. (any) ☐ 2. (4.670 max) 3. (4.670 max) 4. (4.670 max)	**Leech Roach** ☐ (no positive roach)		
Sail Tag Number:	**Sail Tag Number:**		**Sail Tag Number:**

I certify that this sail conforms to the Rules of the T---10 Class:

Sail Loft:		**T---10 Class Measurer:**	
Signature:	**Date:**	**Signature:**	**Measurement Date:**

Sail registration subject to verification with the T---10 Class sail acquisition rules (Appendix A). Return to: ***T---10 Chief Measurer***

26 APPENDIX C: WEIGHTED DISPLACEMENT

Empty Weight Allowed Equipment Onboard

Rigging (Rule 3.5.2 – 3.5.7, 3.7, 6)

Mast with spreaders _____
Spinnaker pole _____
Rigged Boom _____
1 forestay _____
2 inner shrouds _____
2 outer shrouds _____
Backstay, bridle, tackle
Jib/Main/Spinnaker halyards
Main sheet(s) _____
Topping lift _____
Downhaul _____
Cunningham _____
Boomvang _____

Permanent Fixtures and Fittings (Rule 3.8)

Engine _____
(1) Group 24 Battery
Fitted "V" berth cushions
Integral bunk cushions
Bunk boards _____
Floor boards _____
Hatches _____
Companionway slide ____
Portipotti _____
Winches _____
Berth Description (Circle)
Vee: Integral Removable
Main: Integral Removable Pipe
Quarter: Integral Removable Pipe

Prohibited Equipment *(Rule 7)*

All Sails _____
Spare standing rigging
Spare running rigging
Removable berth cushions
Food _____
Cooking utensils _____
Anchors and chains _____
Tarps _____
Mooring lines _____
Fenders _____
Clothing _____
Bedding _____
Personal effects _____
Fire extinguishers _____
First aid kits _____

Yacht Name
Hull Number
Owner _____

Method of weighing and Scale Used

Check one method
Crane with single point lift _____
Crane with straps _____
Travel---lift with straps _____
Scale used _____

Environmental Conditions

Was the boat weighed dry or wet? _____
Wind Conditions _____
Precipitation (Y/N) _____
Location _____

Tanks and Bilge Check

Is Bilge Dry? (Y or N)
Is the water tank dry? (Y or N)
Is the fuel tank dry? (Y or N) _____
If No
Fuel tank level _____
Tank Size _____
Fuel in gallons _____
Fuel Weight _____
Ref. Appendix F for Fuel Weigh calculation (7.1 lbs/gallon)

Gross Weight Adjustments (Deductions)

Fuel Weight _____
Lifting gear below Cell _____
Mooring lines and fenders _____
Total Deductions (TD) _____

1st Weighing _____
2nd Weighing _____
Gross Weight (GW) _____

Yacht Weight (YW): Rule 3.7
GW-
--TD=YW

_____---_____= _____

Minimum Weight 6,950 lbs

Horseshoe rings _____
Life preservers _____
Boat hook _____
Removable swim ladder
Tools and spare parts
Loose gear _____
Winch handles _____
All other removable items _____

Is removable equipment off?(Y or N)_____

Weight Differential _____

Added ballast weight: (Rule 3.7)
Amount _____
Location (3.7.3) _____
Description _____

Measurer certifies the above information is true

Sign_____Date_____

29 APPENDIX F: FUEL WEIGHT CALCULATION

T---10 Fuel Tank: Florida Marine Part # FMT 12TM (listed at 12 gallon capacity)

GAUGE READING	GALLONS OF FUEL	CALCULATED WEIGHT lbs. *(@ 7.1 lbs/gallon)*
(Dry/no flow)	1/8	1
E	1/2	4
1/16	1/2	4
1/8	3/4	5
3/16	1 1/2	11
1/4	1 3/4	12
5/16	2 1/2	18
3/8	3	21
7/16	3 1/2	25
1/2	4	28
9/16	4 3/4	34
5/8	5 1/2	39
11/16	6	43
3/4	6 3/4	48
13/16	7 1/2	53
7/8	8 1/3	59
15/16	9	64
F	9 1/4	66
Gauge bottom's out	10	71
Max capacity	11 1/2	82

34 APPENDIX K: RULE REVISION HISTORY

VERSION	DATE	REVISION(s)	COMMENTS
2011.a	5/10/11	1. Revised all references to "T-Ten", "Tartan Ten", and "Tartan 10" to "T-10". 2. Revised all references to "the Board", "Board of Directors", etc… to "Board of Governors". 3. Revised Rules 1, 2, & 3 to be inclusive of the LS-10, reference the Official Plans ABCD, simplified language. 4. Revised measurement units to "SAE decimal feet format". Note: Plans and Appendices contain various unit formats. 5. Revised Rule 3.6.9 (sail cloth wt.) to the standard sailmaker/cloth mfg format (grams per square meter). 6. Revised 3.6 to refer to ISAF procedures and definitions, as opposed to USYRU, IYRU, IOR. 7. Adapted Crew Weight (Rule 5) to Rules from NAC Regulations. Added min # of crew = 3 persons. 8. Adapted Sail Acquisition (Appendix A) to Rules from NAC Regatta Regulations. 9. Added Official Plans ABC&D: Plan A from 2008 Rules "Rebuild Guide" (M. Eckstein) Plan B created per T-10 Rules (W. Smith) (Mast Section Drawing: Extrudex Rev.C 4/12/11) Plan C developed from Rules 3.5 & 3.6 (J. Sampson) Plan D acquired from 2001 LS-10 Rules (R. Stearns) 10. Added Sail Measurement and Approval form (Appendix B) from document created by M. Eckstein 2010. 11. Added Displacement (Appendix C) form, and Fuel Wt. Calculation (Appendix F) form. (created by D. Beck) 12. Moved allowance of "filling/covering sink drain hole" to Rule 3.2.2 from Plan A. 13. Moved "Forward V-berth cushions shall be installed" to Rule 3.8.9 from Plan A. 14. Revised Rule 6.1.28 to be inclusive of CD, ipod, other recorded music playing systems, satellite radio. 15. Revised 3.2.5 (Lifelines) to detail ORC standards and define 3.2.5 specific "grandfather clause". 16. Revised Rule 6.1.9 (Storm Sails) to specify compliance to	Composed by J. Sampson & S. Gregory, with review and recommendations from the 2010 & 2011 Board of Governors. Sent to Class Membership for vote 05/12/2011 <u>Class vote:</u> For = 35 Against = 2

		ORC standards after 5/1/11. 17. Revised 3.5.3 (backstay construction) to "recommend Dux75" rather than require. 18. Added 6.1.11 center-point lifting hardware, and 6.1.3 "tweakers" to Optional Equipment. 19. Revised 9.1.2 allowing for Sanctioned Regattas other than the NAC to be run in accordance to the "Race Authority's" Regulations, as opposed to Sanctioned Regattas being run in accordance to the NAC Regs. 20. Revised 15.4.10 (width of bulkhead behind engine enclosure) from "not wider than the underside of the cockpit floor" to 24" +/-2", as the underside of the floor (~22") is narrower than the engine box (24"-25" typ.). 21. Revised 3.6.12.h (jib foot roach) to "55% of luff". Was "55% of leech" - "Typo" in the 2008 Rules. (ref. USYRU Rules for definition of foot roach measurement). 22. Revised rule 15.4.4.e (V-berth bulkhead location dim.) to 36". Was 18" - "Typo" in the 2008 "Rebuild Guide".	
2011.b	6/1/2011	23. Corrected "typo" in 8.3 from "notwithstanding the provisions of the RRS" to the intended language of "except for as provided in the RRS." Added allowance of helmsman to have head OB of upper lifeline. Approved by the BoG 24. Corrected "typo" in 3.6.12.h from "0.167'" to "0.200'". Approved by the BoG 25. Initial release of "ISAF style" Rules format.	Except where noted in Version 2011.a Appendix K; "revision(s)" to the yacht, foils, and rig/sail plan dimensions incongruent with the "2008 Rules" shall be considered erroneous. In any such incident, the 2008 Rules shall take precedent, and these Rules shall be revised accordingly.
2013.c	11/6/13	26. Deleted rule 3.6.12. - jib foot roach 27. Modified rule 8.1.1 and added rule 8.1.2. - 2nd mainsail 28. Added rule 15.4.10 and renumbered rules 15.10-15.13. - rear bulkhead opening 29. Modified rule 15.6.4, added rule 15.7.4, and renumbered rule 15.7.5. - hard bunk taping 30. Added rule 15.2.7 and renumbered rules 15.2.8-15.2.9. - additional deck laminate	Class vote 11/6/13

2014.d	7/27/14	31. Added rule 15.5.3 and renumbered rules 15.5.4 - 15.5.5 - plywood panel attachment in v-berth 32. Added rule 15.6.5 and renumbered rules 15.6.6 - 15.6.9. - hard-bunk construction	Class vote 7/27/14