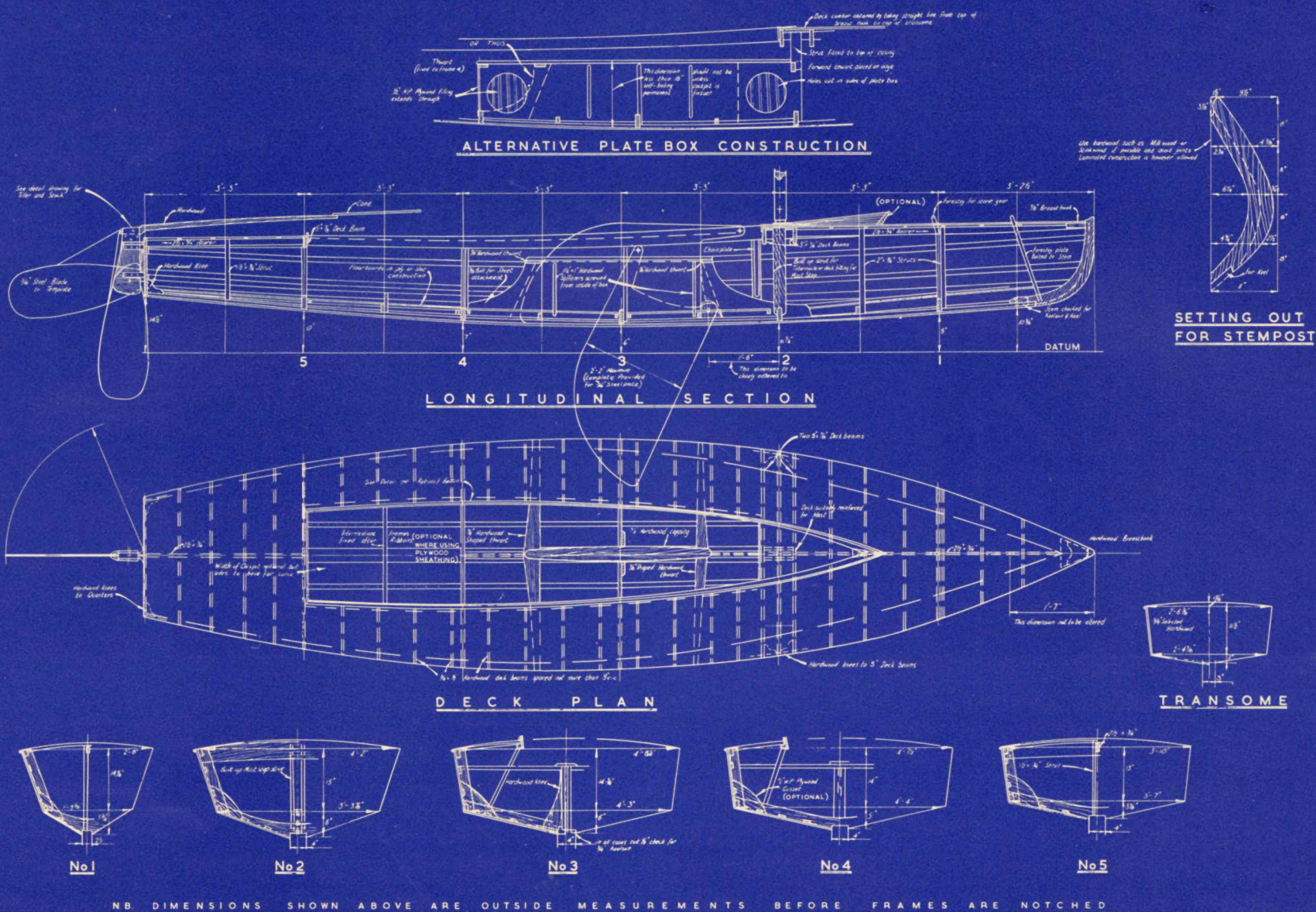


SOUTH AFRICAN YACHT RACING ASSOCIATION CONSTRUCTION PLAN S. A. INTERCLUB SHARPIE CLASS AS AMENDED AUGUST 1965



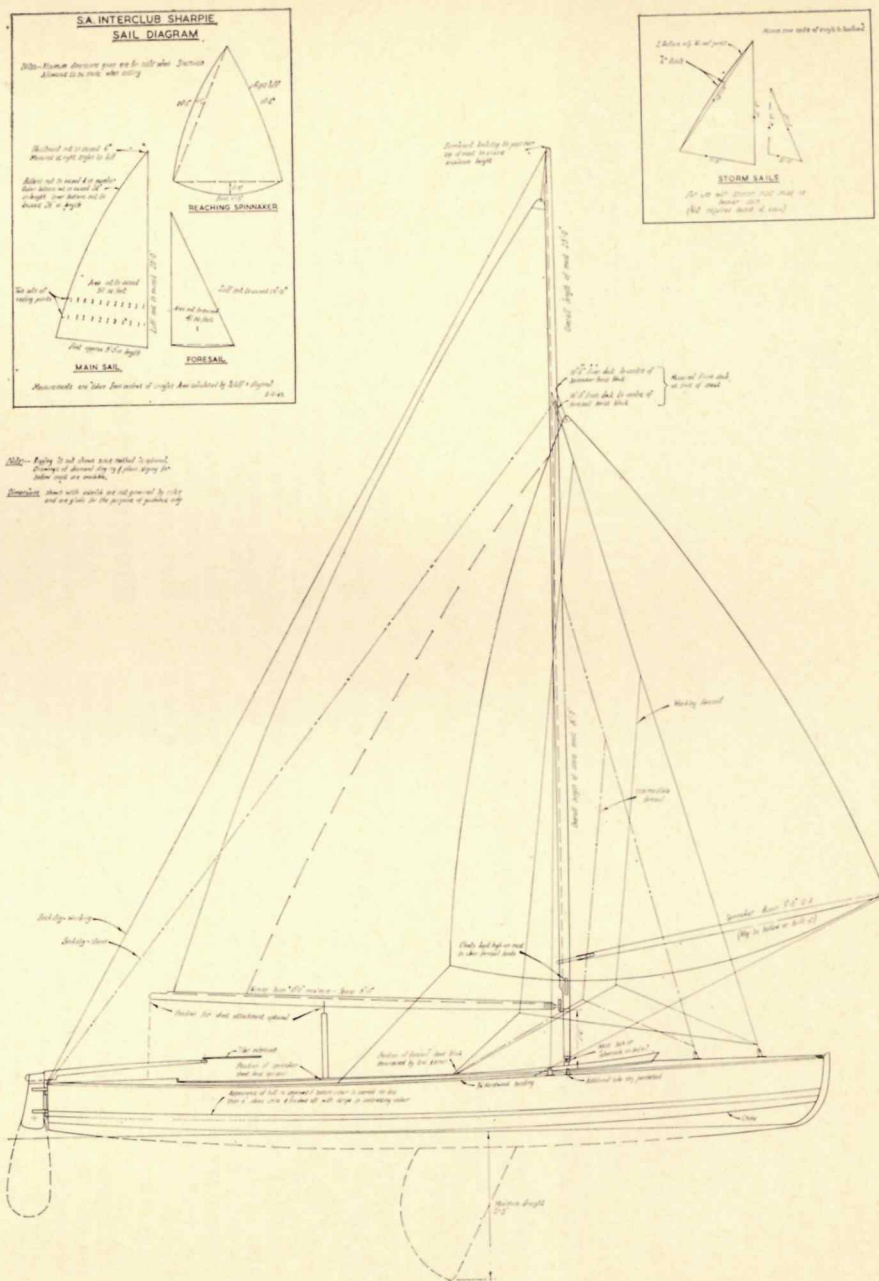
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NEW RULES TO ALLOW PLYWOOD SHARPIES

These new rules, to allow the Sharpie Class to be built in plywood and to generally rationalise a design which has contributed so much to South African yacht racing, will come up for ratification at SAYRA's important annual meeting this month at Port Elizabeth.

- No deviations shall be allowed from the plan marked Official Measurement Plan 1965, in the building of hulls, provided that the following tolerances are permissible:
 - Overall length 1 in. either way.
 - $\frac{1}{2}$ in. either way in the distance from the outside edge of the top of any frame at the gunwale to the outside edge at the top of the same frame at the gunwale on the opposite side.
 - Frame spacing $\frac{1}{2}$ in. either way.
 - 6 in. either forward or aft of the mast position. Sliding mast steps or similar contrivances must incorporate permanent stops so as to prevent the centre of the mast being moved more than 6 in. forward or 6 in. aft of the mast position. For the purpose of this rule, the centre of the mast shall mean a point equidistant between the forward edge and after edge of the mast at the closest point to the deck.
 - $\frac{1}{2}$ in. either way of the position of the plate bolt.
- The centre plate and rudder plate shall be of $\frac{3}{16}$ in. metal plate. The centre plate shall be to the Official Measurement Plan, 1948. The shape and area of the rudder plate shall be optional.
- No graphite shall be used on the hull.
- No fixed bowsprit shall be carried.
- Floorboards must be carried while racing.
- All seams in the bottom and side planking of the boat must be battened, but where $\frac{1}{4}$ in. or 6 mm. plywood sheathing is used stringers are optional.
- Deck beams shall be $\frac{1}{2}$ in. x $\frac{5}{8}$ in. and spaced not more than 9 in. centre to centre. A deck beam of $\frac{3}{4}$ in. thickness and 5 in. depth at its deepest point must be fitted on the edge:
 - immediately forward of the mast position as shown on the measurement plan, and
 - at the forward end of the cockpit and
 - at the after end of the cockpit.
- A thwart not less than $\frac{3}{4}$ in. thick and $2\frac{3}{4}$ in. wide at its widest point and 2 in. wide at its narrowest point must be placed:
 - at the forward end
 - at the after end of the centreboard casing provided that the above-mentioned thwarts may be notched to fit into the uprights at each side of the boat.
- All boats shall be completely decked for a distance of at least 6 ft. 8 in. from the stem towards the stern and at least 3 ft. 3 in. from the transom towards the bow. The remainder of the decking shall extend in a fair curve fore and aft with a minimum width of 16 in. at frame No. 3.
 - In spite of the rule requiring all boats to be fully decked for a distance of at least 6 ft. 8 in. from the stem, it is permissible to cut holes in the deck for the stowage of spinnakers at a point closer to the stem than 6 ft. 8 in. (Rule 9.)
 - A piece of wood equivalent in size and weight to that removed from the deck be provided at the bottom of the spinnaker stowage bags.

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ROPE LORE...

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Warning: Some lower classes of yachtsmen after belaying to a cleat or belaying-pin half-hitch the fall of the rope around a horn of the cleat or the belaying-pin. This practice must cease as from now. If the rope gets wet it will swell and jam itself, and in an emergency you will find yourself in trouble.

(8) *Half-Hitch*: Also self-explanatory.

(9) *Clove-Hitch*: This is two half-hitches—one on top of the other. It is a noble hitch. It can be made—in seconds—not only at the end of a rope but in the middle of a rope by twisting two bights into "opposite" loops and plonking them over the bollard, samson-post or whatever hold-fast you are using.

(10) *Reef-Knot*: The old reliable stand-by. Used for joining two ropes. Make sure that you make it as per sketch—if you get one of those rope-ends "over" instead of "under" you will land up with a "granny-knot"—which will slip at the first pull and get you a horse-laugh from the old-timers.

(11) *Two Round Turns and Two Half-Hitches*: For making fast to bollards, samson-posts or any up-standing hold-fasts this is the answer to the maiden's prayer. So quick. So reliable. Two turns round the bollard—swish-swish—say, five seconds. Two half-hitches round the standing part—say, five seconds. Total time: 10 seconds. And if you lash the running end to the standing part, as shown in the drawing, it will never slip.

(12) *The Bowline*: This is basically a method of making an eye or loop at the end of a rope. There are dozens of other methods—but most of them, under stress, turn into slip-knots. The bow-line "stays put".

(13) *Thumb-Knot*: A plebeian knot—for tying up parcels and things.

(14) *Figure-of-Eight Knot*: This is used to make a "knob" at the end of a rope to stop the end from running out through the sheave of a block or a deck-eye.

(15) *Whipping*: This is a "binding" of thin cord or twine at the end of a rope to stop it from fraying. If you want to do the job "Bristol-fashion" you should have two whippings—an ordinary whipping at the fag end of the rope and a "sail-maker's whipping" about six inches up. I shall tell you how to whip ropes some other time.

By a stupid convention the thickness of a rope is quoted by its circumference, outside of the United States, and it is sold—so help me—by the pound. To the layman this is confusing to a degree.

The rule here is: Never lay your hand to a rope that is not at least $\frac{1}{2}$ in. thick—and preferably more for larger boats...

I must be off now—but do keep on worrying.

SHARPIE RULES...

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- (c) The maximum size of such holes shall be 12 in. x 8 in. and the lesser axis shall run lengthwise. The holes shall be limited to two and may vary in shape.
10. Minimum scantling sizes shall be as follows:
 - (a) Frames, 2 in. x $\frac{3}{4}$ in.
 - (b) Gunwales, 2 in. x $\frac{3}{4}$ in.
 - (c) Chines, 2 in. x $\frac{3}{4}$ in.
 - (d) Seam Battens, $1\frac{1}{2}$ in. x $\frac{3}{4}$ in.
 - (e) Planking, $\frac{3}{4}$ in. thick planking or $\frac{1}{4}$ in. or 6 mm. waterproof plywood.
 - (f) Decking, $\frac{3}{4}$ in. thick planking or $\frac{1}{4}$ in. waterproof plywood.
 - (g) The sides of the plate box (as distinct from the ends) $\frac{3}{4}$ in. thick.
 - (h) Transom $\frac{3}{4}$ in. thick. Note maximum thickness permitted $\frac{3}{4}$ in.
 - (i) Keel $1\frac{1}{2}$ in. thick and shall show 4 in. width inside the hull from the forward end of frame No. 2 to the after end of frame No. 5. The keel may be built up in two pieces.
11. None of the scantlings enumerated under Rules, 7, 8 and 10

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WATER TURNS.

	FRONT TO BACK.	BACK TO FRONT.	FRONT TO BACK. (reverse)	BACK TO FRONT. (reverse)
180°	/	\	\	/
360°	//	\\	\\	//
540°	///	\\\	\\\	///
720°	////	\\\\	\\\\	////
180° Step over.	S	2	S	2
180° Toehold.	C	o		
360° Toehold.	G	o		

WAKE TURNS: ADD — TO BASIC SYMBOL.

	FRONT TO BACK.	BACK TO FRONT.	FRONT TO BACK. (reverse)	BACK TO FRONT. (reverse)
180°	└	┐	┐	└
360°	└└	┐┐	┐┐	└└
540°	└└└	┐┐┐	┐┐┐	└└└
720°	└└└└	┐┐┐┐	┐┐┐┐	└└└└
180° Step over.	S	2	S	2
180° Toehold.	C	o		
360° Toehold.	G	o		

MISCELLANEOUS:

Somersault.	o			
Sideslide.	W		W	
Toehold Sideslide.	C		o	

This is the basic trick-scoring shorthand method used by Mr. Hulsemann. The main tricks are all covered by four symbols while wake tricks have an added bar. All this is purely a guide, and individual variations are legion, but the idea is a great timesaver for judges.

MAKING A KITE...

(Continued from page 31)

Learners should make their first attempts into a light but steady wind of 5-10 m.p.h.

Towing speed is reduced by the strength of the wind and control is therefore easier. Short hops should precede the first sustained flight and plenty of low-flying is necessary to get confidence.

The boat driver is the real kingpin of the whole business, as he controls all the ups and downs. He has to anticipate gusts of wind (even a small gust can raise a kite flier 20 ft. before the boat driver realises what is happening). He has to be ready for emergency action (sudden gains or losses in altitude of the kite) should it be necessary.

A diving or collapsed kite (fortunately a rarity) usually responds to more throttle, with immediate reduction when the kite pulls out or hits the water.

Generally speaking, very slight throttle movements are the rule for normal level flight, backing off as the kite tries to climb and throttling up if it shows signs of losing height. It goes without saying that plenty of water is needed and tall trees or steep banks which cause turbulent air currents should be avoided.

Finally, there should be an observer in the boat who usually operates a quick-release mechanism for the towline. This is used as a flier ends his ride and "taxi" to shore, or in case of a crash, when it should be released just before the kite hits the water.

Communication between boat and flier is dependent on head signals and ski-waving and a nod or two signifies more throttle, while shaking the head signifies the opposite.

FRED LIGHTON

Sharpie Rules . . .

(Continued from page 49)

- with the exception of Rule 10(h), may be lightened by cutting holes or hollowing out or other means.
12. The only fore chainplates fitted shall be 19 in. from the outer edge of the stem to the centre of the chainplate at deck level. No fore chainplate shall exceed 2 in. in width measured in a fore-and-aft line.
 - (A) Weight restrictions (new rule).
The minimum weight of the hull, which includes all fixed fittings, and floorboards, shall be 250 lb. If underweight, lead ballasts shall be fixed to the underside of the fore and aft decks. Maximum ballast allowed is 25 lb.
 13. Mast and spars must:
 - (a) (i) be made of wood or bamboo and be made in Southern Africa.
(ii) or metal, and
(b) not be permanently bent, and
(c) exclusive of fittings and jaws, but inclusive of track landing be able to pass through a circle with a 5-in. diameter.
(d) Black lines, $\frac{1}{2}$ in. in thickness, shall be painted on the mast, 20 ft. 2 in. apart, measured from the top of the lower line to the bottom of the upper line. In order to accommodate sliding gooseneck fittings other sets of lines of distinctive colours likewise spaced at 20 ft. 2 in. will be allowed, provided that the foot of the sail is set to coincide with the top of the lower line of any of these colours and the head of the sail is set within the top band of identical colour.
(e) A black line, $\frac{1}{2}$ in. in thickness, shall be painted round the boom, at a distance of 9 ft. 2 in. from the inside after-edge of the track to the forward edge of the line. When the main-sail is set, the clew shall not extend aft beyond the forward edge of this line.
 14. (a) No boat shall have her spinnaker halyard block more than 16 ft. 6 in. in height above the deck at the closest point to the mast, nor may the top of the sheave of this block be more than 9 in. from the mast when held at right-angles to the mast.
(b) The foresail halyard block shall not be more than 16 ft. in height above the deck when measured at the closest point to the mast.
(c) The spinnaker boom may not be more than 9 ft. in overall length, including fittings and jaws.
Note: For the purpose of Rule 14, paragraphs (a) and (b), the point of measurement shall be the top of the sheave.
 15. (a) *Mainsail*: The area of the mainsail shall not exceed 90 sq. ft. The luff of the mainsail shall not exceed 20 ft., battens shall not exceed four in number, the outer battens not to exceed 24 in. and the inner battens not to exceed 26 in. in length. Headboards not to exceed 6 in. measured at right-angles to the mast.
(b) *Foresail*: The area of the foresail shall not exceed 41 sq. ft. The luff of the foresail shall not exceed 14 ft. 11 in.
(c) *Auxiliary Sails*: Auxiliary sails may only be set on a spinnaker boom and shall conform to the following maximum measurements:
Luff, 14 ft. 5 in.
Leech, 14 ft. 5 in. with a 10-in. roach.
Foot, 11 ft. 3 in. with a 1 ft. 3 in. roach.
(d) All sails referred to in these rules shall be measured by a S.A.Y.R.A. measurer and shall bear his stamp in accordance with the instructions to measurers.
 16. An official measurer of the South African Yacht Racing Association is to visit the boat at three stages during construction:
 - (a) After stringers, stem and plate box have been set up and the hull is ready for sheathing.
 - (b) Immediately before decking.
 - (c) After completion.
 17. *Buoyancy*: Every yacht must be sufficiently buoyant so as to float when she is completely filled with water but need not comply with Rule 20 of the S.A.Y.R.A. Racing Rules.
 18. *Anchors and Cables*: The class is exempted from the provision of Rule 19.3 of the S.A.Y.R.A. Racing Rules.
 19. In the case of boats completed before August 29, 1965, measurement certificates endorsed with any variation from the existing regulations shall be submitted to the Executive Committee not later than November 30, 1966, and if in the opinion of the Executive Committee such boats have no material advantage over boats which have in the past and will in the future be built in conformity with the restrictions, such committee shall issue a certificate to that boat which shall render it eligible for all future contests, provided that no alterations be made to the boat concerned which will result in further variations.
 20. These rules and restrictions shall come into force on August 30, 1965, provided that any boat completed by August 29, 1965, in conformity with the rules and restrictions in force at that time, shall be eligible for the contest.

STATE PRESIDENT GOES SAILING OFF DURBAN

The State President, Mr. C. R. Swart, before going for a sail at Durban recently on board Snowgoose is greeted by yachtsmen at the jetty (bottom picture). From left: Maurice Perling, owner of the launch Orchid; Mr. Swart; Gerry van Weers, skipper of Ingwe, who took out part of Mr. Swart's party on his yacht; and Joe Harris, Commodore of the Point Yacht Club.

Mr. Swart with children and grandchildren on board Snowgoose (middle picture). Behind him is Snowgoose's skipper, Jimmy Whittle.

Snowgoose and Ingwe leaving the yacht harbour for their sail out to sea with the State President on board. The cruise lasted till lunchtime.

Photos: Bianca Lavies

