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Model Yachting Association

of Great Britain and
the Commonwealth

("M.Y.A." Established 1911).

RATING RULES

FOR THE

10-RATER CLASS

1948

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Price 1/3 Post Free.

From Hon. Publications Secretary, M.Y.A.

~~Mr. C. V. HOOPER,~~

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THE 10 - RATER CLASS RATING RULES

(Subject to General Rating Regulations applicable to all Classes)

The Length and Sail Area Rule (1887) applied to Models
on the Scale of 1 inch = 1 foot.

The Formula :—
$$\frac{L. \times S.A.}{6,000} = 10 \text{ Rating.}$$

Where L. = Length on Load Water Line in inches :

S.A. = Sail Area in square inches.

UNITS OF MEASUREMENTS,

Linear. —Inches and decimal fractions of an inch.

Square. —Square inches and decimal fractions of a square in.

Weight. —Pounds avoirdupois (lbs.) and decimal fractions of a pound.

All measurements beyond the second place of decimals shall be disregarded.

LOAD WATERLINE MEASUREMENT.

All yachts shall be measured in racing trim with the largest suit of sails bent and set to the satisfaction of the measurer, the spinnaker, or other running sail being made up and stopped to the fore side of the mast, together with the spinnaker boom or other spars and gear used to spread the running sail or sails.

The Water-line for this class shall be measured in Fresh Water.

Inside Ballast (if any) must be declared by owner at time of measuring, and the measurer shall see that it is definitely fixed and the declared weight recorded on certificate.

Total Displacement of all yachts shall be taken and recorded in a Rating Register and on all certificates. No shifting ballast is permitted.

Projections, Notches or Hollows in Hull. If any part of the yacht below the L.W.L. (except the rudder) project beyond the extremities of the L.W.L., such projections shall be added to the measured length.

Any yacht having notches or hollows in the profile, intended or having the effect of reducing the length for measurement, shall be refused a certificate.

No restrictions as to Centre-boards, Bilge-boards or Lee-boards and Bulb Keels.

SAIL AREA MEASUREMENT.

Black Bands on Spars. For a *Triangular Mainsail* the band shall be placed on the upper part of the mast, beyond which the inner edge of the headstick (or in absence of headstick the head of the sail) shall not be hoisted. In the case of a *Gaff Mainsail* the black band shall be placed at the throat of sail—beyond which sail shall not be hoisted.

All points of measurement of sails shall be definitely marked by a black band $\frac{1}{8}$ inch wide.

Height of Rig. There shall be no Limits to Height of Rig or of Fore Triangle Hoist above deck in this Class.

Gaff Mainsail, or gunter lug whose head makes an angle with the luff. See Fig. 1 (a), and Fig. 2 (c).

- A. Measured from top of boom at the black band beyond which the sail shall not be extended, to the underside of gaff at black band at peak.
- B. Perpendicular to A, measured to underside of gaff close in to mast.
- C. Measured from top of boom at the black band to underside of gaff close in to mast.
- D. Perpendicular to C, measured close in to mast in a line with the top of the boom, or to the tack cringle of mainsail if below the boom.

Lugsail. To be measured as a gaff mainsail except as follows :
B & C. Forward end measured to black band at lower end of yard.

- D. Lower end measured to tack cringle if below boom or forward of mast.

Triangular Mainsail. See Fig. 2 (a) and (b).

- A. Luff, measured from top of boom at after side of mast (or from tack cringle if below the boom) to the bottom of black band on mast, beyond which the bottom of headstick shall not be hoisted. Where no headstick is used, Luff to be measured to sheave or screw eye at Head of mast.
- B. Diagonal measured from the top of boom at the black band beyond which the sail may not be extended, to the nearest point at after side of mast.

A headstick may be used but must not exceed 1 inch in width from mast to leech.

Yard Topsail. See Fig. 1 (a) and (c).

- E. Measured from upper side of gaff close in to the mast to black band on outer end of gaff beyond which sail shall not be extended ; or to black band on outboard end of jackyard.
- F. Perpendicular to E, measured to black band at lower end of yard.
- G. Length of yard between black bands.

H. Perpendicular to G, measured to black band on end of gaff or jackyard.

Jib Headed Topsail. See Fig. 1 (b).

K. Measured from upper side of gaff close in to the mast to upper black band on the topsail yard, or to black band for topsail halliard.

L. Perpendicular to K, measured to black band on gaff for topsail sheet, or to outer black band in the case of a jackyard topsail.

Headsails. See Fig. 1 (a).

I. The hoist I to be measured from the deck up the foreside of mast to the black band where the line of the luff of foremost headsail cuts the mast.

J. The base J shall be measured from the foreside of the mast to where the line of the luff of the foremost headsail when extended cuts the bowsprit, other spar (excluding the boom to which the sail may be laced), hull, etc., as the case may be.

Where a mast slide is fitted, the foreside of the mast must be marked on deck, and distance from stemhead recorded on certificate.

The Mast may be moved fore or aft not more than half-an-inch from the original marked position.

The base of the fore triangle shall be marked on the deck, bowsprit or other spar. Should the mast be moved the base marks of the fore triangle must be adjusted so that the measured base is not exceeded.

In the case of a yacht carrying a square sail, or square topsail, or raffle together or separately, *instead of a spinnaker*, the area shall be computed, and if the area exceeds 85% of the fore triangle the excess shall be used in the total for determining the rating.

If such sails are used they may be set outside the line of luff of fore triangle.

No such sail may be used in conjunction with a spinnaker.

The fore-stay or stays must be fixed approximately in the centre line of the yacht.

The spinnaker boom shall not be used as a bowsprit by being tacked or fixed down at the outer end when the spinnaker boom is right forward.

A spinnaker may be set in the ordinary way as a balloon jib by setting it as a "bowsprit spinnaker" on the bowsprit, or by tacking it at the ordinary place on the deck. (See Limits to Balloon Jibs).

Any headsail normally fixed to the deck in the ordinary way may be set on the spinnaker boom, *provided* the spinnaker boom is on the opposite side to the main boom.

The spinnaker boom must be shipped and used only on the opposite side to the main boom.

A spinnaker must not be set without a boom.

No jib or spinnaker shall be sheeted on to the main boom.

VALIDITY OF CERTIFICATES.

(See also book of M.Y.A. Sailing Rules.)

Rating Certificates are valid for twenty-four months from date of issue, subject as follows :—

- (a) Any alteration or addition to weight or measurement of a yacht, or of her sails, *as measured*, cancels the certificate.
- (b) A Certificate shall not be complete or valid unless duly confirmed by the Official Stamp of the M.Y.A. with date of expiry.
- (c) Any change of name of yacht, owner or club shall be notified to the M.Y.A. immediately, and such yacht shall not be eligible to enter for a race until this has been acknowledged to the club to which the owner belongs.
- (d) It is especially incumbent on the owner promptly to notify his club secretary or measurer of anything whatsoever that may render a certificate invalid.

DECLARATION OF RATING

On completion of the measuring of each yacht the Club measurer shall declare the Rating (if within) by filling in a certificate, which shall be sent to M.Y.A. Secretary for Registration, and returned to the Club Secretary or other officer of the Club appointed for the purpose.

CALCULATION OF AREAS.

Gaff Mainsail or Lug. Fig. 1 (a) and Fig. 2 (c).

Multiply A by B, and C by D; add the products and divide by two.

Bermudian Mainsail and Sliding Gunter whose head is in the same straight line as the mast. Fig. 2 (a) and (c).

Multiply A by B and divide by two.

Yard Topsail. Fig. 1 (a) and (c).

Multiply E by F, and G by H; add the products and divide by two.

Jib Headed Topsail. Fig. 1 (b).

Multiply K by L and divide by two.

Headsails. Fig. 1 (a).

Multiply I by J and divide by two. Multiply by .85 to find the area used for formula.

Lugsails and Headsails.

No deduction is to be made from headsail area on the score of any portion of the lugsail area before the mast.

Foresail of Schooners.

To be measured and calculated as mainsail of similar shape.

Batten Limits. The Battens allowed in mainsails shall not exceed Four in number, and shall divide the after leech into approximately equal parts—

The Intermediate Battens not to exceed 7 inches.

The Upper and Lower Battens not to exceed 5 inches.

Where these limits are observed, the Roach (round) or after leech of mainsail is not calculated in the area of mainsail—where not observed the Roach is to be included in S.A.

Area of Curve of Luff on Mainsail. If, when the sail is set, the mast is intentionally bent by any means, any additional area obtained in this manner shall be measured and added to the area of the sail.

Sails Bounded by Curved Edges.

Except as provided in the case of the leech of Mainsail and in the case of the rounded foot of a Mainsail when that is not laced to the Boom, any increase of Sail area due to bent or curved mast or other spars, or curved edges extended by battens shall be computed and added to calculations for rating.

The base o shall be multiplied by two-thirds of the perpendicular p . See Fig. 1. (*d*).

Masts and Spars.

There shall be no restrictions on materials, weight, section or diameter, and no extra measurements are entailed where not round.

Permanently bent masts, rotating or bipod masts, and double-luffed sails are allowed.

Raking Masts. The measurements for headsails and spinnaker shall be taken exactly the same as in the case of a vertical mast.

Two or Multi-Masted Yachts shall not be entitled to "inferior rig" allowance. The area of sail between masts shall be computed by the net areas.

Vane Steering. Where a vane is used for steering and is capable of being fixed and used as a sail, the area of vane shall be included in calculated Sail Area.

Small Suit Sails. These need not be of the same shape as the full suit, provided that no dimension exceeds the limits of the full suit, taken at the same place.

Small Suit Masts and Spars.

These may be shorter, but not longer, than those of the full suit.

Alternative Rigs are barred except as provided in the case of small Suits.

Sails Unfairly Sheeted or Set.

No contrivance such as an outrigger shall be used on any headsheet or upon the sheet of the spinnaker.

Spinnakers.

I. The hoist I shall be taken from the deck up the foreside of mast to where the line of luff of the foremost headsail cuts the mast.

J. The base J or length of perpendicular shall be found by setting the sail taut with the heel of boom pointing towards the mast, and measuring along the top of boom where it is cut by the line of luff to the centre fore-and-aft line of the mast.

NOTE. Should the spinnaker hoist or boom as measured exceed the dimensions of the fore triangle, any such excess shall be added to the dimensions of fore triangle for calculation of area.

A spinnaker may have a headstick or board not larger than one-twentieth ($1/20$ th) the length of the spinnaker boom, but not a footyard nor more than one sheet, nor any contrivance for extending the sail to other than a triangular shape, and must not be so set as to increase the measured area of the fore triangle.

The spinnaker sheet may be led round the luff of the foremost headsail if so desired.

In the case of a schooner the base and hoist shall be measured on the foremast, but if the main spinnaker exceeds the before-mentioned measurements, this excess shall be added to these for the computation of area of the fore triangle.

In the case of a yacht having no headsail, but carrying a spinnaker, the area for headsail shall be computed from the spinnaker hoist and the length of spinnaker boom.

Limits of Size of Spinnakers. The maximum length of Luff shall not exceed the Fore-Triangle Hoist, plus 4 inches. This also applies to the Leech. The maximum width not to exceed twice "J." *Plus 4 inches.*

In all spinnakers "Sleeves" or Tubular Pockets extending from the spinnaker are prohibited.

Limits to Balloon Jibs. The clew of the biggest jib shall not extend more than $1/3$ rd of "J" abaft the foreside of mast—measured fore and aft.

The 4 inches is to be taken from Hoist

and added to J.

DISABILITIES OF MEASURERS.

Unless witnessed and certified by an independent measurer drawn from one of the Affiliated Clubs, measurers shall not measure :—

- (a) Model yachts which they themselves have designed or built, or in the construction or alteration of which they have taken part.
- (b) Model yachts of which they themselves are owners or part owners.
- (c) Model yachts which have been built by firms in which they have a business interest.

Measurers are not allowed to take other measurements than those necessary for determining the Rating.

ALTERATION OF RULES.

Subject to the General Rating Regulations for all Classes the 10-Rater Rules contained herein may be amended or added to only by Annual General Meeting.

Notice of any proposed alteration or addition must be in the hands of the M.Y.A. Secretary not later than June 1st.

The Council reserves the right to submit alternative proposals if deemed fit.

Any such proposal must be laid before two Council Meetings, prior to placing same before the members in General Meeting.

No alteration shall be valid unless passed by two-thirds of the members present and voting in person or by proxy at such General Meeting.

SPECIAL RESOLUTION OF A.G.M., 1935.

The foregoing Rules, having been revised and adopted by this Annual Meeting of the Association, shall remain in force till the end of 1937 unchanged, and Rules previously affecting the Class are void from this date.

Dated January 26th, 1935.

On behalf of the Council,

A. J. HUGO, *Chairman.*

A. LITTLEJOHN, *Secretary.*

(Reprinted March, 1948.)

F. C. TANSLEY, *Chairman,*

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SAIL AREA MEASUREMENT.

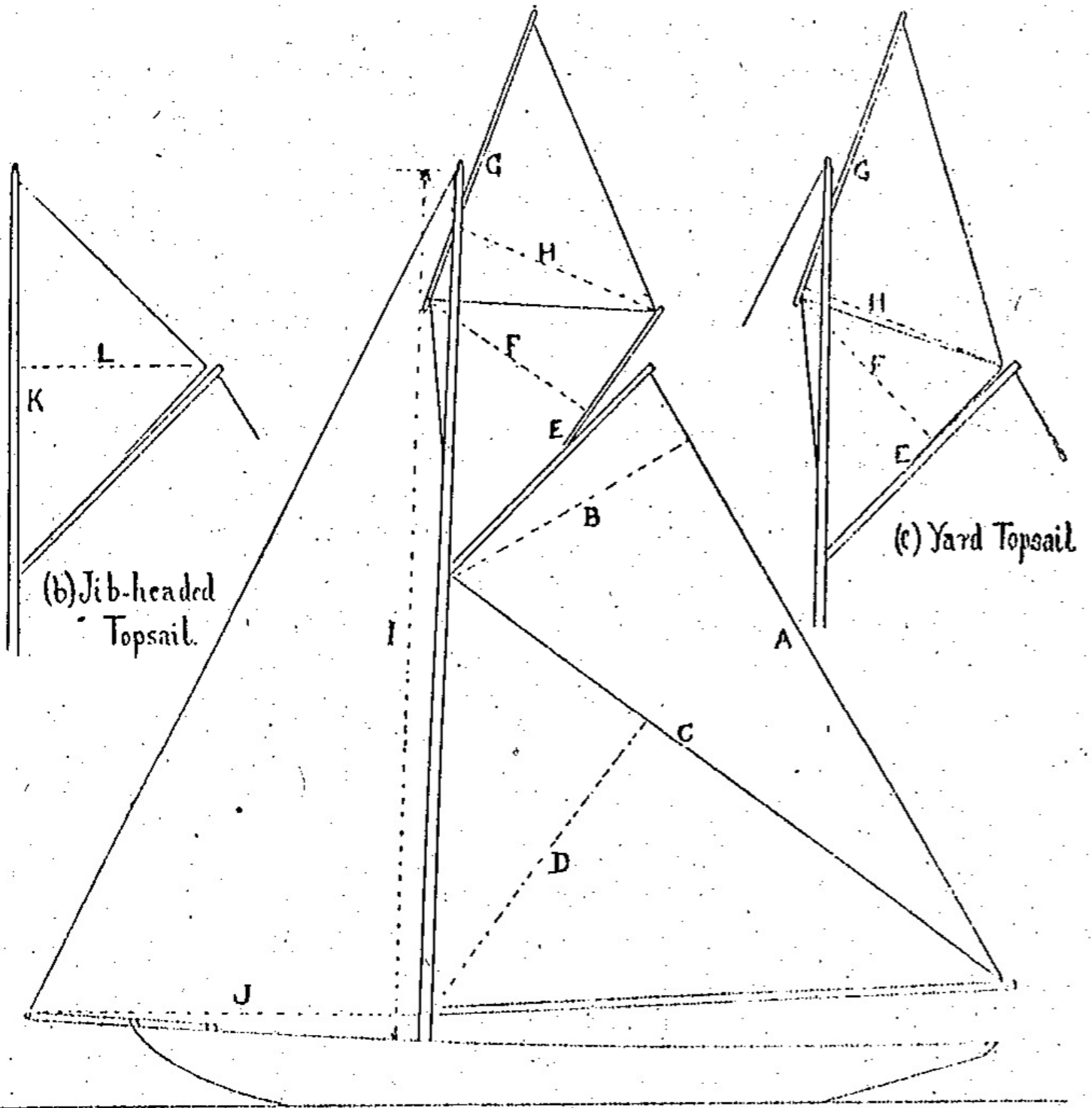
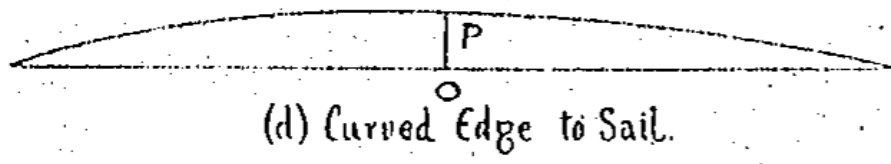


FIGURE I (a).

$80 \times 20 = 800$
 $78 \times 20 = 790$

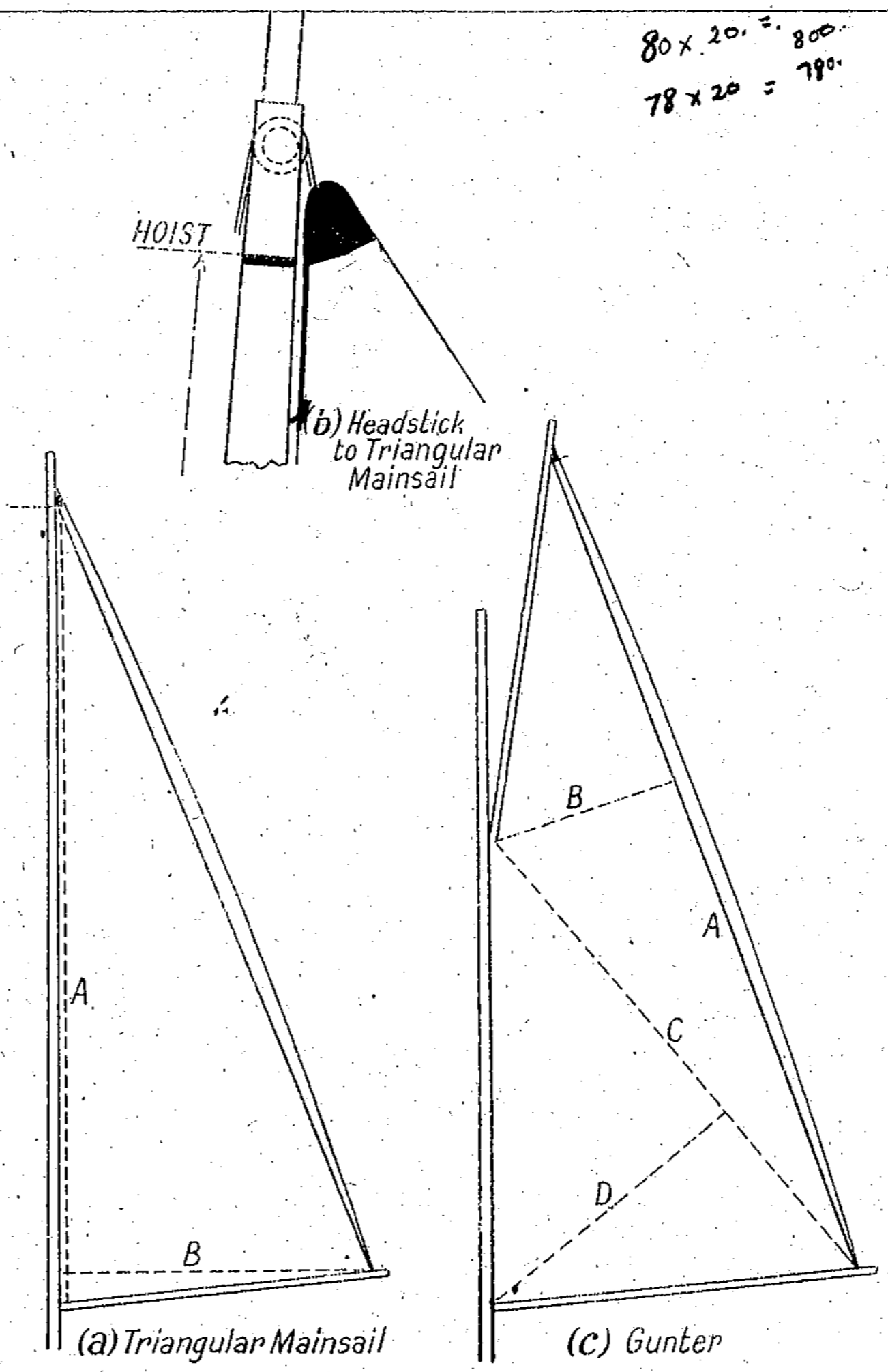


FIGURE 2.