



Cornish Shrimper 19 One-Design Class Rules

As amended Mar 2021

CONCEPT. To keep all Shrimpers equally competitive, requiring no significant extra expense beyond the purchase of a standard boat, but to allow some freedom to tune the rig and carry out personal alterations to the interior, or to deck /cockpit fittings for comfort, ease of handling and optimum performance. Owners and builder working together to keep all things fair whilst making the Cornish Shrimper 19 the best it can be.

If the rules do not say you can, then you cannot if it enhances performance.
Clarification may be obtained from the SOA Technical Committee.

SHRIMPER RACING ETHOS. '*Fast but Fair*' is the motto. The Cornish Shrimper 19 shall remain a self-policing Class of competitive helmsmen, complying with the accepted "**Racing Rules of Sailing**" (RRS), any **Notice of Race (NoR)** or **Sailing Instructions (SI)** that will be in force* while applying the above Concept rigorously and honestly to maintain a racing fleet in which no boat has been given a material advantage over a 'Standard Shrimper'.

A 'Standard Shrimper' is the original basic outboard Shrimper specification designed by Roger Dongray and registered with the Shrimper Owners Association. Subsequent inboard and 'Mk' versions are to be considered Standard Shrimpers for the purpose of these Rules. All Class Racing is based upon the Standard Shrimper.

** Rule amendments may be applied to satisfy area requirements.*

1. HULL, including bilge keels, centreplate, rudder & plate. Alterations or modifications are not permitted except the addition of anodes, log and echo sounder. The general profile or section of surfaces shall not be changed.

Regular maintenance, including filling, rubbing down, coating to hull, rudder and centreplate are permitted, also repairs to reform the original centreplate or rudderplate profile to the original standard. Leading and trailing edges must not be ground or re-shaped.

Centerplate must be 16mm galvanised steel and rudderplate must be 5mm galvanised steel or stainless steel.

Hard antifouling such as Coppercoat may be burnished.

Ballast must be permanently fixed and not removable.

2. ENGINE. As a mandatory safety rule, the boat's principal engine must be available at all times to propel the boat. Any exception would be indicated in a local **Notice of Race**. The outboard shall be a minimum of 3.3hp. The inboard must be fitted with the standard fixed or feathering 2 or 3 bladed propeller. Hull infill around the outboard is permitted.

3. DECK, COCKPIT. Mast tabernacle, mainsheet horse and bowsprit mountings must not be moved.

4. INTERIOR, LOCKERS. Supporting or structural members may not be cut away or removed.



5. **SPARS.** Alterations to any dimensions of mast, bowsprit, boom, gaff, position of gooseneck, mast band, gaff jaws or bowsprit end fitting are not allowed. Mast and spars may not be hollow, except for the standard wiring groove in the mast. Additional blocks, eyes and cleats may be added to aid reefing and sail adjustments and for hoisting flags, radar reflectors, etc. Spar dimensions and materials shall be in accordance with original Shrimper designer's / manufacturer's specifications.

6. **STANDING RIGGING.** There may be no alteration to shroud positions or chain plates and shrouds may not be adjusted in length during a race.

7. **RUNNING RIGGING.** Alterations may be made if required to purchases of halyards, mainsheet, kicking strap and types of blocks and ropes. The materials for control lines are not restricted.

The following are permitted:-

- mainsail clew outhaul track.
- inboard control line for mainsail clew outhaul.
- additional purchase mechanism for gaff and throat.
- center mainsheet take off, but the purchase part must be attached to the aft mounted track.

The following are not permitted:-

- barbour haulers.

8. **WHISKER POLE.** The pole for poling out the jib is unrestricted in design, material and length. When in use, the inboard end must always be attached to the mast but may be height adjustable.

9. **SAILS.**** Sails must be made to the dimensions of the standard sail plan (see SOA- Sail Plan Version 1.1 appended below). These dimensions are an absolute maximum and must not be exceeded. Measurement must be in accordance with the W.S. Equipment Rules of Sailing, treating the jib as a trilateral sail and the mainsail as a non-trilateral sail. The gaff sail shall not extend beyond a straight line between the peak point and the clew point.

The Shrimper motif and correct number is to be on both sides and coloured black or white. The material is to be of woven sailcloth with a minimum weight of 200gms/sq.m (Equivalent to 6 UK oz. or 4.75 US oz.). The jib must be roller reefed and fitted to a luff foil, with the lower end attachment fixed to the bowsprit end-band. The mainsail tack cringle must be attached to the gooseneck eye by a shackle or lashing no greater than 5cm (2ins.). Sail makers are not restricted.

Gaff sail - The combined head and luff of the mainsail shall be continuously attached to a pre-stretched bolt rope.

The jib may have a maximum of two windows in the luff to view the tell tales. Their position and shape is not restricted, but their largest dimension shall not be greater than 9 ins.

The jib & main may each have a maximum of one visibility window, to aid viewing to leeward. Their position is not restricted and their largest diagonal dimension shall not be greater than 48ins for the jib & 54ins for the main. Their shape must be 4 sided with the longer sides no greater than 18ins apart.”

The following are not permitted. Battens for jib or mainsail.

**Additional measuring guidance is in the SOA- Shrimper 19 Sail Measuring Guidelines - 2020



10. GENERAL.

BOAT WEIGHT. The Shrimper's displaced weight shall be a minimum of 2350lbs (1065kg) This displaced weight shall include all the items that the Class Rules require to be on board whilst racing. Stripping out or non-conformance to the designer's /manufacturer's build is not permitted.

SAFETY EQUIPMENT. Any Shrimper, when racing, shall conform to the safety requirements as laid down in these Rules or as varied by local **NoR** or **Sailing Instructions** of the Organising body.

The following items shall be carried:-

At least one anchor and chain of a minimum combined weight of 7kg/15lbs, VHF Radio, Lifejackets for all aboard, Lifebelt, Fire-extinguisher, First aid kit, Flares. Fog horn, at least a hand bearing Compass, Passage chart of the area being raced, Bucket and optional (but highly recommended) a Boarding Ladder.

EQUIPMENT. Standard Shrimper items of equipment that shall be carried are:- Mainsail cover, Interior berth cushions, Stove, adequate Warps and Fenders.

CREW. There are no limits on crew numbers or weight. Sitting out is permitted but the lower thigh must remain inside the gunwale. Toe straps are allowed.

SCRUTINY. Although the SOA ethos requires that Owners be self policing in their observance of Class Rules, most Race Committees' **NoR** or **SI** will invariably state that a boat 'may be scrutinised'. It is deemed a condition of acceptance of these Rules that Members accept that their boat is liable for scrutiny. Random inspection can occur.

INTERPRETATION. Any person may refer a matter to a Race Committee who will 'consult the relevant authority'. In the case of a query regarding a possible breach, either materially or of the spirit of the above Rules, the 'relevant authority' shall be the SOA-Technical Committee (minimum 3 members). This committee shall also advise on any other queries from Members regarding interpretation of the above Rules. However, this is not a 'Protest Committee' which, within the meaning of the 'Racing Rules of Sailing' is the committee formed by the relevant Race Committee or Organisation.

Remember 'FAST BUT FAIR'

** Rule amendments may be applied to satisfy area requirements.*

Definition needed for Shrimpers carrying a foresail (jib) fixed to the bowsprit ref 2021/2024 RRS.

For the purposes of the definition of "Start" and "Finish" and rules 21.1, 29.1, 30 and 44.2 of the **RRS** (but not any other rules) the term "hull" includes a boat's bowsprit in its normal position.



Cornish Shrimper 19

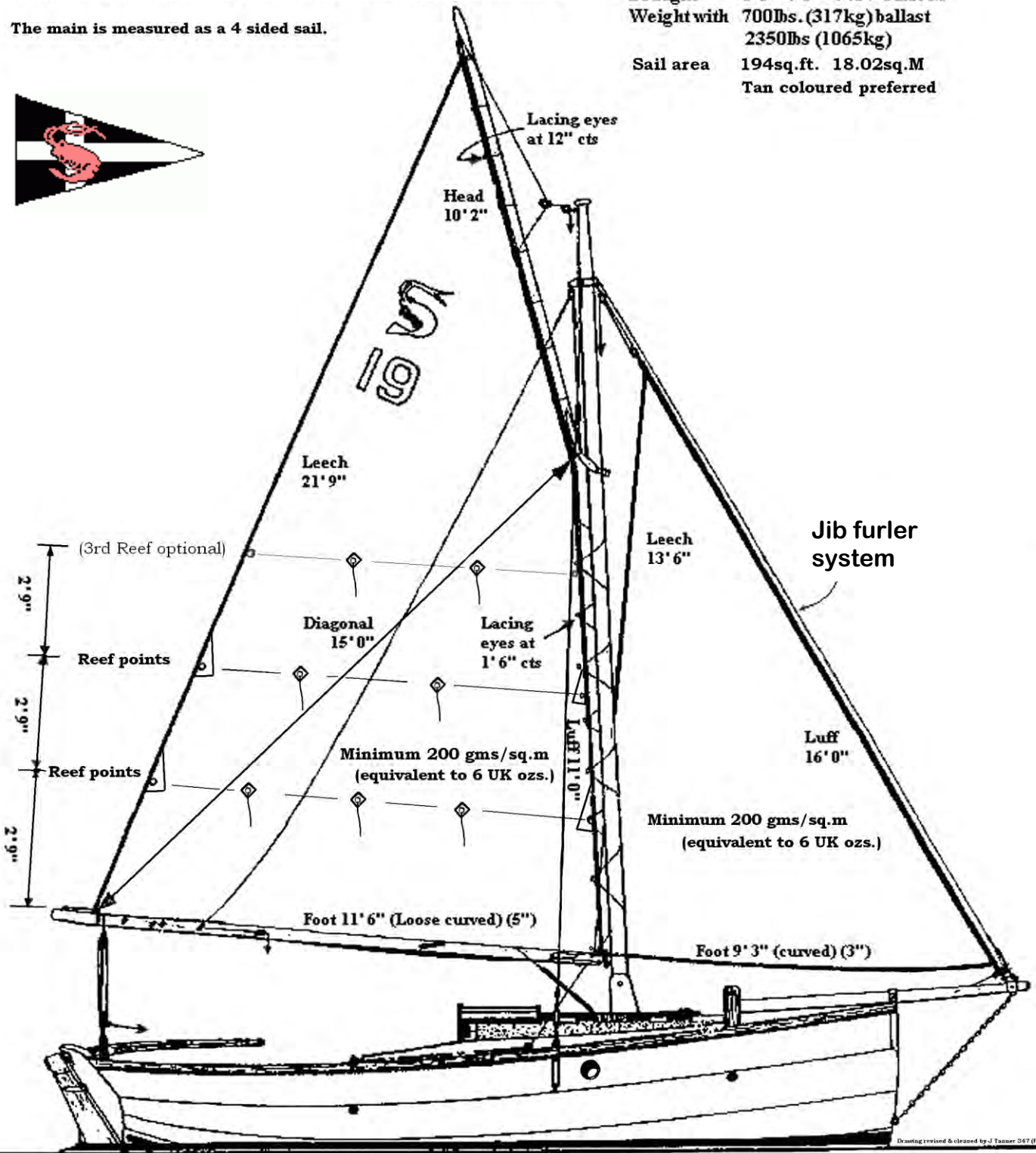
Critical sail plan dimensions

All sizes to be measured in accordance with the World Sailing – Equipment Rules of Sailing (including the Guide to Measurement)

The main is measured as a 4 sided sail.

Designed by Roger Dongray

Length O.D.	19'3"	5.867M
Length W.L.	17'6"	5.334M
Beam	7'2"	2.184M
Draught	1'6"-4'0"	.457-1.219M
Weight with	700lbs. (317kg) ballast	
	2350lbs (1065kg)	
Sail area	194sq.ft. 18.02sq.M	
	Tan coloured preferred	



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Shrimper Owners Association
Drawing Version 1.1 – Feb 2020



SOA – LOCAL AMENDMENT OPTIONS TO THE SHRIMPER 19 CLASS RULES.

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Any one of these or all may be used as amendments and be included in a Notice of Race (NoR)

- 1. HULL 1a) Hull must be antifouled below the waterline.
- 2. ENGINE 2a) The outboard must be mounted in the outboard well whilst racing, ready for immediate use.
- 9. SAILS 9a) Sails must be officially measured before racing with a non-transferable one-year concession for helms that have not raced before.

The three key documents that apply when racing, which competitors need to refer to.

- **Racing Rules of Sailing (RRS)** - International rules which govern the sport on the water, and are amended every 4 years.
<https://www.sailing.org/documents/index.php>
- **Notice of Race (NoR)** - Rules which will govern the event and apply to participants.
- **Sailing Instructions (SI)** - The intentions of the Race and Protest Committees, the obligations of the competitor.

The rules which all boats on the water must satisfy are

The **International Regulations for Preventing Collisions at Sea 1972 (COLREGs)** are published by the **International Maritime Organization (IMO)** and set out, among other things, the "rules of the road" or navigation rules to be followed by ships and other vessels at sea to prevent collisions between two or more vessels.

https://en.wikipedia.org/wiki/International_Regulations_for_Preventing_Collisions_at_Sea

Rule 1 states that the rules apply to all vessels upon the high seas and all waters connected to the high seas and navigable by seagoing vessels. The full rules are here -

<http://www.imo.org/en/About/conventions/listofconventions/pages/colreg.aspx>