

## Shrimper Owners Association – Poole

### Class Rules (as amended for Poole Area racing only 11<sup>th</sup> Dec. 2009)

1. **CONCEPT.** To keep all Shrimpers equally competitive, requiring no significant extra expense beyond the purchase of a Standard Shrimper but to allow 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.  
*If the rules do not say you can, then you cannot if it enhances performance. Clarification may be obtained from the SOA – Poole Technical Committee.*
2. **SHRIMPER RACING ETHOS.** "Fast but fair" is the motto. We shall remain a self-policing Association of competitive helmsmen, complying with the accepted "Racing Rules of Sailing" (RRS), and any local Rules that may be in force, and applying the above "Concept" rigorously and honestly to maintain a racing fleet in which no boat has been given a material advantage over the "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 Mk2 versions are to be considered 'Standard Shrimpers' in these rules. All Class racing is based upon the "Standard Shrimper".
3. **HULL (including bilge-keels), CENTREPLATE, RUDDER and 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. Leading and trailing edges must not be ground or re-shaped. Annual maintenance including filling, rubbing down, coating to hull, rudder and centre plate is permitted, also repairs to reform the centre plate to the original standard.  
  
Centreplates and rudder plates must be galvanised steel or stainless steel.  
Coppercoating may be burnished.  
Hulls must be antifouled.
4. **ENGINES.** As a mandatory safety rule, the boat's principal engine must be available at all times to propel the boat. With an outboard motor, this may be stowed in the aft locker or cabin and must be a minimum of 3.5 hp (local rules may require an outboard to be positioned in the well whilst racing, ready for immediate use in an emergency e.g. as in Poole Harbour). Inboard engines must be fitted with the standard fixed or feathering 2 or 3 bladed propeller.  
  
Boat performance of those using 3.5hp compared with 5hp outboards will be evaluated by 2012. It is projected that all outboards from this date shall be not less than 5 hp. Hull infill around the outboard is permitted.
5. **DECK, COCKPIT.** Mast tabernacle, mainsheet horse, and bowsprit mountings must not be moved.
6. **INTERIOR, LOCKERS.** Supporting or structural members may not be cut away or removed. Ballast may not be removed; extra ballast may be added, but may not be moved during racing.

7. **MAST, BOWSPRIT, BOOM and GAFF.** Alterations to any dimensions of mast, bowsprit, boom or gaff, or to the positions 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 manufacturer's specifications. The distance between the stem head fitting and the bowsprit head fitting shall not be greater than 800 mm (ref ISAF Equipment Rules of Sailing F.18.1)

8. **STANDING RIGGING.** There may be no alteration to shroud positions or chain plates and shrouds may not be adjusted in length during a race.
9. **RUNNING RIGGING.** Alterations may be made if required to purchases of halyards, mainsheet, kicking strap, and types of blocks and ropes. Materials for control lines are not restricted.

The following are permitted:

- Main sail clew outhaul track
- Inboard control lines for main sail clew outhaul
- Additional purchase mechanisms for gaff and throat

The following are not permitted:

- Centre mainsheet systems
- Barbour haulers

10. **WHISKER POLE.** The pole for poling out the jib is unrestricted in design, material or length. When in use, the inboard end must be attached to the mast. The Whisker Pole must be stowed within the hull plan view profile.

11. **SAILS.** Sails must be made to the dimensions of the standard sail plan (see SOA-Poole Version 1 sail plan appended below). These dimensions are an absolute maximum and must not be exceeded. Measurements must be in accordance with the ISAF Equipment Rules of Sailing, treating the jib as a trilateral sail and the mainsail as a gaff 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 200 gms/sq.m. (Equivalent to 6 UK ozs or 4.75 US ozs). All jibs 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 its gooseneck eye by a shackle or lashing of no more than 5cm (2 inches).

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 the largest dimension shall not be greater than 9 inches. Sail makers are not restricted.

However, the following are not permitted:

- Battens for jib or main
- Gaff sail 'Adjustable luff bolt rope for mainsail' – The combined head and luff of the main sail shall be continuously attached to a non stretchable bolt rope. (Sails pre 2009 with adjustable luff bolt ropes may be used but the bolt rope may not be adjusted during racing).
- Jib luff tension adjustment, whilst racing

**12. GENERAL.**

- **BOAT WEIGHT.** The Shrimper shall weigh in excess of 2350 lbs (1065Kg). This weight includes (to be defined). Stripping out 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 Rules of the organising body.

The following items shall be carried:

At least one anchor and chain of a minimum combined weight of 7kg/15lb, 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-P ethos requires that Owners be self-policing in observance of the class rules, most Race Committees' local rules 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 by the Technical Committee – Poole, can occur.

**13. 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 Shrimper Owners Association – Poole Technical Committee (minimum 3 members) as elected by the SRA members. This committee shall also advise on any other queries from Members regarding interpretation of the above Rules. However it 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" CONCEPT**

Please page down for Shrimper sail plan



# Cornish Shrimper

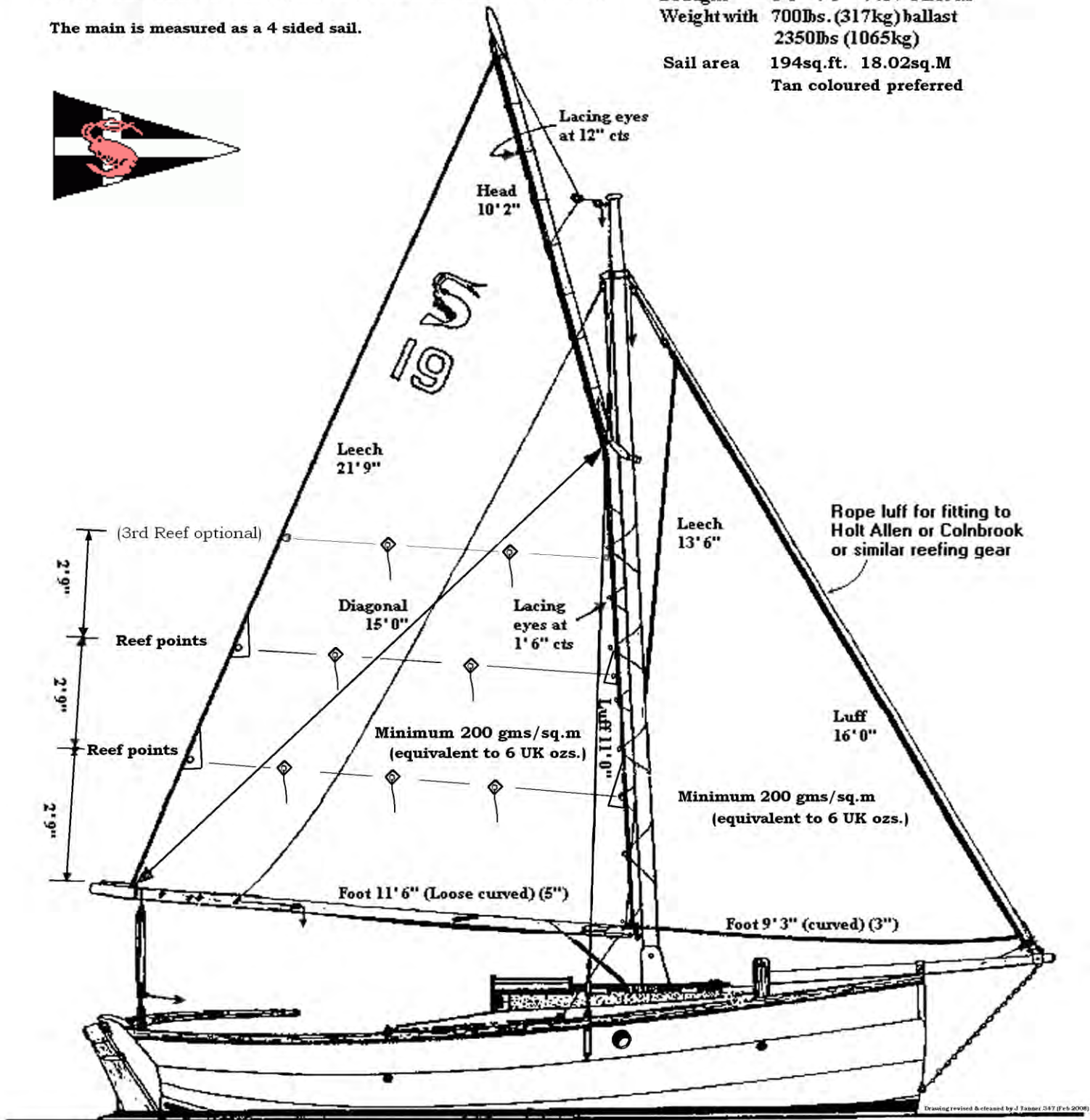
## Critical sail plan dimensions

All sizes to be measured in accordance with the I.S.A.F. 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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