

Shrimper Owners Association - Poole

Class Rules (as amended 20th November 2013)

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 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 Mk2 versions are to be considered Standard Shrimpers for the purpose of 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 centreplate are permitted, also repairs to reform the original centreplate or rudderplate profile to the original standard.

Centreplates and rudderplates must be galvanised steel or stainless steel.

Coppercoating may be burnished.

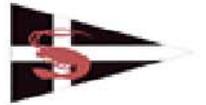
Hulls must be antifouled.

Ballast must be permanently fixed and not removable.

4. ENGINES. As a mandatory safety rule, the boat's principal engine must be available at all times to propel the boat. The outboard shall be a minimum of 3.3hp and be mounted in the outboard well whilst racing, ready for immediate use. Inboard engines must be fitted with the standard fixed or feathering 2 or 3 bladed propeller. 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, gaff or to the 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 manufacturer's specifications. The distance between the stem head fitting and the bowsprit head fitting shall not be greater than 800mm (ref ISAF Equipment Rules of Sailing F.5)

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.

The following are permitted:-

- mainsail clew outhaul track.
- inboard control line for mainsail clew outhaul.
- additional purchase mechanism for gaff and throat.
- centre mainsheet systems provided there is also sheet attachment to the stern track.

The following are not permitted:-

- barbour haulers.

The materials for control lines are not restricted.

10. WHISKER POLE. The pole for poling out the jib is unrestricted in design, material and length.

When in use, the inboard end must be attached to the mast but may be height adjustable.

11. SAILS* Sails must be made to the dimensions of the standard sail plan (see SOA-Poole sail plan Version 1 appended below) and officially measured before racing with a one year concession for boats that have not raced before. These dimensions are an absolute maximum and must not be exceeded. Measurement 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 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 its gooseneck eye by a shackle or lashing no more than 5cm (2ins.)

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.

Sail makers are not restricted.

The following are not permitted:-



- Battens for jib or mainsail.
- Jib luff tension adjustment whilst racing.
- Gaff sail 'Adjustable bolt rope for mainsail' - The combined head and luff of the mainsail 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.

**Additional measuring guidance is in the SOA-Poole, Shrimper Sail Measuring Guidelines January 2014*

12. 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 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 Rules 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.

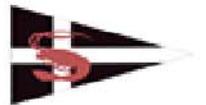
EQUIPMENT. Standard Shrimper items of equipment that shall be carried are:- Mainsail cover, Interior berth cushions, Stove, adequate Warps and Fenders.

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 Poole ethos requires that Owners be self policing in their observance of 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, 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'



Cornish Shrimper

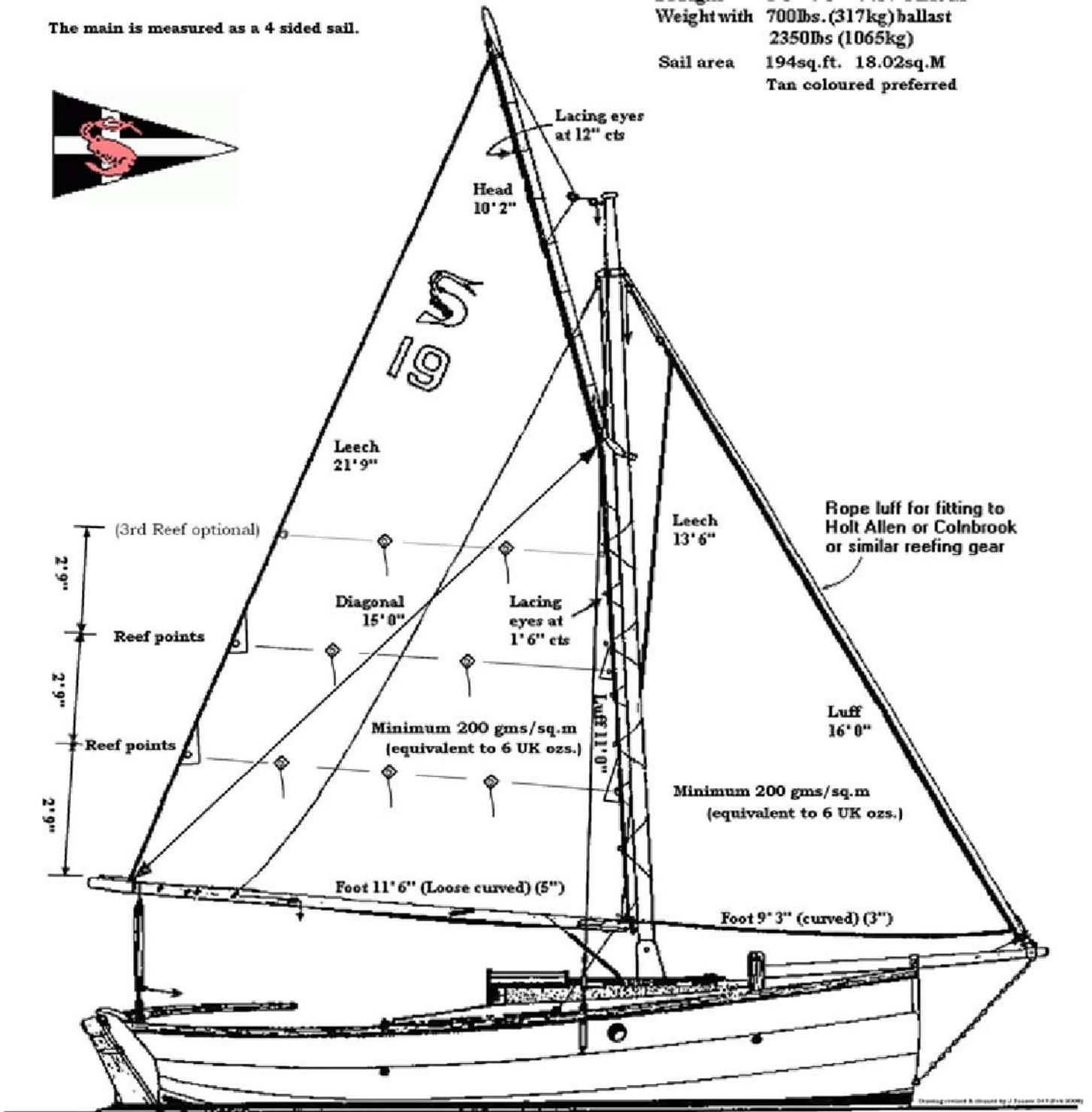
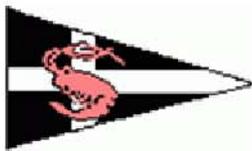
Critical sail plan dimensions

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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Shrimper Owners Association - Poole
Drawing Version 1 - Jan 2009