

## PIPER OWNERS' ASSOCIATION

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### **RULES**

All members must observe the Rules and all alterations to existing yachts must conform to the requirements of the Rules.

#### **Specification**

The Piper class shall consist of Piper class yachts designed by David Boyd and built by Alexander Robertson and Son (Yacht Builders) Ltd., or by such other persons as may be approved by the Class Committee.

P1-L Lines Plan

P1-O Table of Offsets

P1-C Construction Plan

P1-S Sail Plan

P1-M Mast and Boom

Each new yacht shall be measured and examined by the Class Measurer or the RYA Measurer who shall report in writing to the Committee. On the Committee being satisfied that the yacht conforms to the Class Rules, a Measurement Certificate shall be issued.

#### **Structural Changes**

No structural changes shall be permitted, and in the event of damage of any kind to the hull, the

owner must make every effort to restore the yacht to its original condition and shape. In the event

of the amount of reconstruction being substantial, the Committee may, at their discretion, require

the yacht to be remeasured. If the boat is found to conform to the requirements of the Rules the

expense of measuring shall be met out of the funds of the Class. If the yacht does not so conform, her Measurement Certificate shall be cancelled and the expense borne by the owner.

#### **Internal arrangements**

The Class Rules are designed to maintain a fleet of yachts completely similar in performance and

appearance. However in order to allow for personal tastes, owners may make minor changes within the hull, for example the addition of lockers, racks or other storage facilities, provided that

the weight of the boat is not materially altered.

Position and methods of sheeting are optional, provided that no fixture protrudes beyond the edge of the hull. No outrigger may be used. The spinnaker may not be sheeted from the main boom.

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Built in buoyancy is permitted, provided that the thickness and integrity of the hull are not affected.

## **Spars**

The mast shall be constructed of metal alloy tube of a type approved by the Committee and shall conform to P1-M

The mainsail luffrope shall be run in a groove.

The depth of the bottom of the mast (ignoring the tenon) on the centre line below deck shall be not less than 785mm.

Black bands 12.5mm wide shall be placed on the mast near the top and at the gooseneck as shown on the plan, such that the distance between their inner edges is 7875mm. A similar black

band shall be placed at the outer end of the boom such that its inner edge shall be 3530mm from

a line extending to the after edge of the mast, ignoring any distortions of shape in the way of the

bottom of the sail track. The action of a travelling gooseneck must be so restricted that these limits are observed.

The tack of the foresail shall be secured to the forestay fitting in such a way that the lower edge

of the tack of the foresail shall not be below the upper edge of the fitting.

A black band 12.5mm wide shall be placed with its lower edge 1500mm above the upper of the lower band. The spinnaker boom may not be attached to the mast above this band.

The butt of the mast must be located on the fore and aft centre line of the boat.

2010 Amendment: An alternative C116 section of mast can be used with a single spreader as long as it is identical to existing mast set up/rigging to comply with class rules.

The boom shall be constructed of wood or metal tube of a type approved by the Committee and

shall conform to P1-M.

The spinnaker boom may be constructed of any material and be of any shape, provided that its

effective length is no more than 2286mm. Effective length shall be measured from the forward edge of the mast to the inner edge of the extremity of the fitting securing the sail.

## **Rigging**

Standard rigging shall conform to the specifications set out in Plan P1-R. The sizes are minimum

sizes. Running rigging is optional as to its size and material. The jumper shrouds may pass through a fixed fairlead at the lower point of their attachment to the mast, and be led down the

mast to a point near or below deck level.

### **Minimum sizes**

1 Forestay 5mm

2 Lower shrouds 5mm

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2 Upper shrouds 5mm

2 Jumper shrouds 3.5mm

1 Permanent backstay 3.5m

## **Fittings**

The size, weight and position of the deck fittings securing the forestay and the backstay, and of

the chain plates securing the shrouds may not be altered in any way. All standing mast and boom

fittings shall be of the size, type, weight and position specified on the plans, except that at the

discretion of the Committee similar substitutes may be allowed. Two sheet winches only are allowed, of a type approved by the Committee. In addition one halyard winch may be fitted.

### **Equipment**

The following equipment shall be carried on board while racing:

1 Pump

1 Bailer or bucket

2 Paddles

1 Buoyancy aid for each member of the crew

1 unexpired smoke flare

1 unexpired red flare

1 Anchor (or anchor and chain) weighing not less than 19kg, and anchor warp of 30 metres of at least 12.5mm diameter.

### **Restrictions**

The following are **not** permitted:

Rotating masts

Roller reefing gear on the mainsail

Running backstays or shrouds

Mast jacks

Rod rigging

### **Sails**

Sails may be bought from any sailmaker authorised by the Committee and must conform to the

class Sail Plan (P1-S). Prior to the first use for racing, and at any other time at the discretion of

the Committee each sail shall be measured and, if approved, the serial number recorded by the

Class Measurer, by an official Measurer, or by any other person approved by the Committee.

The serial number of the sail must be clearly marked on the sail. A sail measurement certificate

is to be retained and updated by the owner, and should be produced as required.

Within the first three years of a yacht's commissioning, two mainsails and spinnakers may be bought. Thereafter further mainsails or spinnakers may be bought at intervals of not less than three years from the date of measurement of the previous sail. Within the first two years three genoa foresails may be bought, thereafter only one genoa foresail may be bought each year.

There is no restriction on the purchase of working foresails.

In the event of destruction of a sail through misadventure, the Committee may allow a replacement to be obtained. No yacht shall use the sails of another yacht without permission.

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All sails must be measured by an approved Measurer in accordance with the ISAF Guide to Sail

Measurement 1997-2000, or any guide which supersedes this, and the amendment to sail plan 2001.

Any sail which the Committee considers to have been made or used without regard to the spirit

and intention of the Class Rules shall be disallowed.