

Bermuda Rigged Abington Park Wee Nip

CLASS RULES FOR RADIO SAILING.

A. GENERAL

- i. Abington Park Model Yacht Club are the administrators for this class.
- ii. The class is a one-design class based upon the Wee Nip Plans adapted to suit a Bermuda Rig.
- iii. Hulls should be registered with the class administrators by choosing a name from the approved list; a unique sail number will be issued at the same time.
- iv. Interpretation of the class rules is the authority of the class administrators.
- v. Should a dispute arise at an event the OOD will be required to interpret them, however his ruling will only be valid for that event and the class administrators should be informed in order to make a judgment and clarify the existing class rules should it be found necessary to do so.

B. CONDITIONS FOR RACING

- i. Radio control is restricted to the use of no more than 2 channels.
- ii. Batteries shall be placed within the hull.
- iii. During an event, ballast shall not be changed, moved or rotated relative to the hull.
- iv. The complete yacht in racing condition, including batteries should weigh no less than 1570g.

C. HULL CONSTRUCTION

- i. The yacht should be constructed to the plans as issued and they should be considered an integral part of these rules.
- ii. The hull structure shall be made from either balsa or plywood and conform to the hull profile outlined on the plans.
- iii. Glass reinforcement maybe used but only as a covering or skin to the hull and not as the major component of structural integrity.
- iv. The keel should be constructed from 2mm thick aluminium, fixed to the hull so that is not removable and conform in size & placement with the issued plan. It may be shaped in profile at the leading & trailing edges.
- v. The keel bulb should be manufactured from a material with a maximum density of 1.113 kg/m³ (IE lead) weigh 850g and manufactured to NACA profile 64A0XX. No longer than 200 mm & placed with the lateral center of gravity on the centerline of the keel.
- vi. The rudder should be constructed in either balsa or ply and conform in size & shape to the plans.
- vii. The Keel & bulb may not extend more than 200 mm below the bottom of the hull, the greatest point being on the centre line of the keel where it shall be measured.

D. RIG

- i. The sails should be made from 50 micron Mylar and match the profile & size as shown on the plan.
- ii. The sail material may not be paneled or profiled by stretching or heating.
- iii. Mast & spars can be made from either carbon or aluminium tube, or a combination thereof, they should not exceed 8mm diameter.
- iv. The configuration of the sails should be as shown on the plan, and they should be set as a Bermuda Rig.
- v. The layout of controls to the sails are at the discretion of the builder, but should remain entirely within the confines of the hull with the exception of sheet lines.

E. SAIL IDENTIFICATION

- i. A sail number will be issued when you register your hull.
- ii. All identification marks will be placed on the sails starboard side above port side.
- iii. The class emblem will be displayed in the upper third of the sail.
- iv. The last two digits of the issued sail number, 8 cm high will be placed in the middle third of the main sail only and be clearly visible
- v. A space should be left in front of the two-digit number so that an additional digit maybe added in case of a sail number clash.
- vi. Boats issued with sail numbers 01, 08, 10, 18, 80, & 81 shall automatically display a three digit number, (IE 101, 108, 110, 118, 180, & 181)