Bermuda Rigged

Abington Park Wee Nip

Class Rules for Radio Sailing.

A. GENERAL

1. Abington Park Model Yacht Club are the administrators for this class.
2. The class is a one design class based upon the Wee Nip Plans adapted to suit a Bermuda Rig.
3. Hulls should be registered with the class administers by choosing a name from the approved list, a unique sail number will be issued at the same time.
4. Interpretation of the class rules is the authority of the class administrators.
5. 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 judgement and clarify the existing class rules should it be found necessary to do so.

B. CONDITIONS FOR RACING

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

C. HULL CONSTRUCTION

1. The yacht should be constructed to the plans as issued and they should be considered an integral part of these rules.
2. The hull structure shall be made from either balsa or plywood and conform to the hull profile outlined on the plans.
3. Glass reinforcement maybe used but only as a covering or skin to the hull and not as the major component of structural integrity.
4. 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.
5. The keel bulb should be manufactured from a material with a density no greater than that of lead, IE 11,340 kg/m3, weigh 850g (+/-1%) and manufactured to NACA profile 65A0XX. Be no longer than 200 mm & placed with the lateral centre of gravity on the centre line of the keel. *Bulb design tool can be found here:-* http://www.onemetre.net/design/bulbcalc/bulbcalc.htm
6. The bow shall be formed to a radius of not less than is shown on the plans, a compressible material bumper stop may be used however this must be profiled to the bow shape and not be an addition to the front of the hull.
7. The rudder should be constructed in either balsa or ply and conform in size & shape to the plans. It maybe shaped to a cross sectional profile
8. 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

1. The sails should be made from a minimum thickness of 36 micron Mylar and match the profile & size as shown on the plan.
2. The sail material may not be panelled or profiled by stretching or heating.
3. Mast & spars can be made from either carbon or aluminium tube, or a combination thereof, they should be 6mm diameter.
4. The configuration of the sails should be as shown on the plan, and they should be set as a Bermuda Rig. The sails shown on sheet 2 of the drawing have been modified with the inclusion of three battens equally spaced at 0.25 leach length, 0.5 leech length and 0.75 leach length plus or minus 10mm. This change is effective from 01/01/2018. The battens shall be no longer than 50mm and no wider than 6mm. Also maximum radius of reinforcing material is now 80mm radius.
5. Where a bearing set is used in conjunction with the main sail it should be manufactured in accordance with the detail drawing "Wee Nip boom assembly" dated 28.1.2015.
6. 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. Only arm servo's are permitted to be used.

E. SAIL IDENTIFICATION

1. A sail number will be issued when you register your hull.
2. All identification marks should be placed on the sails starboard side above port side.
3. The class emblem should be displayed in the upper third of the sail.
4. 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 defined to render them clearly visable.
5. A space should be left in front of the two digit number so that an additional digit can be added in case of a sail number clash.
6. Boats issued with sail numbers 18 & 81 shall automatically display a three digit number, (IE 118 & 181)