

HARPOON 5.2

CLASS ASSOCIATION CONSTITUTION

PART 1

ORGANIZATION

1. NAME

The name of this organization shall be the Harpoon 5.2 Class Association.

2. OBJECT

- a. To promote and develop Harpoon 5.2 class racing under uniform rules and to maintain rigidly the one-design feature of the Harpoon 5.2.
- b. To promote the use of the Harpoon 5.2 as a family boat for recreational sailing.

3. EMBLEM

The emblem of the class shall be the Harpoon logo.

4. POLICY

It shall be the policy of the Harpoon Class Association to maintain the one-design features, and to insure that all races shall be determined by the skill of the skipper and crew. The Constitution, By-Laws, and Specifications shall be interpreted to insure competition between identical boats.

5. CLASS DESIGN

The boat is a 5.2 meter (17') long, fiberglass, foam filled, centerboard sloop, designed by C&C Design Group, manufactured by Boston Whaler, Incorporated.

6. JURISDICTION

The Association has authority over all activities of the Harpoon Class throughout the world and its powers shall be vested in and carried out by the Governing Committee, Regional Committees and Fleets as provided in this Constitution and any By-Laws passed pursuant to the provisions hereof; all subject to and in accordance with the General Rules and By-Laws of the International Yacht Racing Union.

7. ORGANIZATION AND MEMBERSHIP

Any owner or bonafide charterer of the Harpoon 5.2 may apply for membership in the Association. He shall join, if possible, through a fleet on whose waters he normally sails. The power to accept or reject applications for membership is subject to refusal, for cause, by the Governing Committee.

The fleet, a territorial branch or unit is open to all eligible individuals, shall elect its own officers, always to include a Fleet Secretary. It shall be self-governing in all local matters that do not conflict with the Association's rules.

8. FLEET CHARTERS

The Governing Committee may grant Fleet Charters to each fleet consisting of three or more owners upon application to the Association Secretary. Charters shall be revoked by the Governing Committee upon failure of a fleet to maintain a minimum number of members in good standing or other adequate cause.

9. GOVERNING COMMITTEE

The powers of the Association shall be vested in, and administered by its Executive Officers, who constitute its Governing Committee. The Governing Committee shall consist of the officers as designated in Section 11 herein. An affirmative vote of six members of the committee shall decide all questions. The committee shall interpret and uphold the class rules, grant or revoke fleet charters, sanction Harpoon 5.2 races, fill vacancies in office, conduct all business and determine the policies of the Association.

10. RULES COMMITTEE

A Rules Committee shall be appointed immediately after each Annual Meeting by the Commodore, and its members shall hold office for one year. It shall pass on all questions relative to eligibility of boats and equipment, interpret the rules and specifications, and recommend to the Governing Committee any advisable alterations or additions to the class rules.

11. EXECUTIVE OFFICERS AND DUTIES

The Association shall be governed by the following six officers, each having one vote, who shall be elected at an Annual Meeting for a two year term or until their successors are elected at a special meeting.

The Nominating Committee shall consist of three members, each from a different fleet, appointed by the Commodore at an Annual Meeting, which committee shall nominate the officers for positions being vacated during the following year.

NATIONAL OFFICERS

Commodore - The Commodore shall preside at meetings, shall rule on procedure and appoint special committees. He shall be empowered to call meetings.

Vice Commodore - Regional Affairs. The Vice Commodore - Regional Affairs shall, through appointed correspondents, communicate with the Secretary of each of the various fleets, in order to reflect the fleet's views at executive meetings. He shall also be responsible for the promotion of Harpoon activity on the inter-fleet level.

Vice Commodore - Rules and Regattas. The Vice Commodore - Rules and Regattas, with the aid of committee members appointed by the Commodore immediately after the Annual Meeting, shall pass on all questions relative to eligibility of boats and equipment, interpret the rules and specifications, and recommend to the Governing Committee any advisable alterations or additions to the class rules.

Vice Commodore - Publicity. The Vice Commodore - Publicity shall be responsible for the public relations of the Association. He shall act as class liaison with the interested public, help to organize new fleets, and arrange the annual meeting as well as other meetings during the year.

Secretary - The Secretary shall keep the minutes and write national bulletins to the membership and shall be responsible for corresponding with members.

Treasurer - The Treasurer shall deposit all funds, keep financial records, make necessary disbursements, maintain the membership and mailing list.

12. DUES AND MEMBERSHIP

- a. Regular Members of the Harpoon 5.2 Class Association shall be owners, part owners and bonafide charterers of Harpoon 5.2's registered upon payment of dues. However, in all matters requiring representation and voting, each boat shall be limited to a single vote.
- b. The organization may accept as Associate Members all persons interested in the class, but no Associate Member shall be entitled to representation or to vote.
- c. The dues shall be determined by the Governing Committee.
- d. Applicants who are not members of local fleets shall remit dues directly to the National Harpoon 5.2 Class Association Treasurer. Fleet members shall remit both national and fleet dues to their fleet treasurers, who in turn shall remit national dues to the Treasurer.

13. MEETINGS AND ELECTIONS

Annual meetings shall be held during the annual Class Championship before 15 October or at a time and place to be designated by the Governing Committee. The Secretary shall mail a notice of this meeting to all fleet secretaries at least thirty days in advance of the date selected. A quorum shall consist of the presence of at least five Regular Members. Voting shall be by Regular Members who shall be entitled to one vote for each boat enrolled, and the majority vote of those present then in good standing in person or by proxy, shall be sufficient. A proxy must be in writing.

The order of business at an Annual Meeting shall be as follows:

1. Call to Order.
2. Roll Call.
3. Reading of Minutes.
4. Reports of Officers.
5. Discussion of Governing Committee Rulings.
6. Other Business.
7. Election of Officers.
8. Adjournment.

A Special Meeting shall be called by the Commodore upon request of the Governing Committee or upon written request to the Secretary by fleet secretaries of at least twenty-five percent of the total number of active chartered fleets.

The Secretary shall give to all fleet secretaries not less than two weeks written notice of the purpose, time and place designated by the Commodore for any Special Meeting.

14. AMENDMENTS

The Association rules may be amended only at an Annual or Special Meeting by two-thirds vote of the total number of boats represented at the meeting in person or by proxy, however, that the proposed amendment shall be set forth in the notice of the meeting.

15. Neither the Class Association nor Boston Whaler shall accept any legal responsibility in respect of these rules and/or the plans or any claim arising therefrom.

RULES AND SPECIFICATIONS

PART 2

1. INTERPRETATION

Specifications, however complete, cannot anticipate every possible situation that may arise. If a point is not covered herein, a ruling should be obtained from the Rules Committee. In interpreting these rules and specifications, the Rules Committee shall consider the intent rather than any technical construction that might be derived from the wording and shall bear in mind at all times the basic principle of the specifications, which is to maintain the Harpoon as a one-design class. Nothing is optional in these rules and specifications unless so stated.

General Rules:

In the absence of specific rules to the contrary, the rules of the USYRU shall apply.

2. STANDARDS

The original plans and specifications on file with Boston Whaler, Inc., shall be considered as setting forth the official standards with respect to hull, spars, sails and rigging. Therefore, any alteration of the hull form, construction, equipment, spars, sails or running rigging, as supplied by the builder, except as is specifically authorized by these rules is a breach of these rules, and is prohibited.

3. ELIGIBILITY OF BOATS

It shall be the responsibility of the individual fleets to insure that their member boats abide by the Association rules and specifications for local competition. The Rules Committee will

3. Cont'd

rule on any matter submitted to it by a fleet. The measurement and certification of Harpoons to be sailed in the National or Regional Class Championships shall be under the control of the Governing Committee or its appointees.

A Harpoon may be challenged by means of a protest in writing stating the grounds thereof, submitted to the Secretary, who shall refer it to the Rules Committee for decision. Any such protest shall be accompanied by a check for \$10, which shall be returned if the protest is sustained and otherwise paid into the Association treasury.

The Rules Committee shall have the power to declare a boat ineligible.

4. BUILDER

In these rules, "builder" means manufacturer of the Harpoon 5.2, Boston Whaler Inc.

HULL AND DECK

The hull and deck shall conform to the design and specifications of the Harpoon built by Boston Whaler, Inc. so that the one-design aspect of the boat shall remain unchanged.

5. MEASUREMENT

a. These Class Rules, however complete, can not anticipate every possible situation which may arise. It should be assumed that anything which is not specifically permitted, is specifically prohibited until a ruling by the Chief Measurer has been obtained.

- b. Where there is any question of the permissability of any proposed detail of design, construction, or rigging, a specific request is to be made to the Chief Measurer for a ruling.

When a request for such a ruling has been made, the Chief Measurer shall approve or disapprove of the proposal within 90 days.

Such rulings, once made, become part of the Class Rules and may be changed or repealed at a later date only in accordance with the Class Constitution articles covering changes to these Rules.

In making such rulings, the Chief Measurer is to follow the intent of the existing rules, and is not to be concerned with the literal construal of the wording of the existing rules. The Chief Measurer is to follow the basic philosophy that the Harpoon 5.2 is intended to be a one design class in which no difference in design, equipment or construction which affect boat speed are to be permitted.

- c. Requests for rulings shall be submitted to the Chief Measurer of the Harpoon Class Association, c/o Boston Whaler Inc., 1149 Hingham Street, Rockland, MA 02370.
- d. Templates used for official measurement or re-measurement shall be issued by the Harpoon Class Association.
- e. It is the responsibility of the owner to see that the boat, its spars, sails and equipment is correctly measured and to ensure that they thereafter comply with the current Class rules.

Any boat re-measured at a class meeting and found not to comply with the Class Rules may be disqualified.

6. CENTERBOARD

- a. The centerboard shall only be supplied by the builder and shall be made of foam and wood cored fiberglass.
- b. A rope (2) passing through two holes which do not protrude from the bottom of the boat when the board is lowered serves as a downhaul and uphaul.
- c. Subject to rule (a) nothing herein shall preclude minor adjustments to the centerboard by way of sharpening the trailing edge, refinishing or repairing damage, provided that the centerboard:
 1. Can be readily moved up and down at all times.
 2. Has stops affixed which preclude its protusion below the bottom of the boat of not more than 90° measured on the centerline.
 3. The blade must be provided by the manufacturer.
 4. Shape - Profile conforms to the template supplied by the builder with a tolerance of plus or minus 5 mm (3/16"). The same tolerance shall apply to the location of the pivot holes marked on the template. The maximum thickness of the centerboard shall be 35 mm (1 3/8"). The minimum trailing edge thickness shall be 2 mm (3/32").
 5. Weight - The minimum weight of the centerboard shall be 7 kilos (17.5 lbs.) plus or minus 2 kilos (5 lbs.).

7. RUDDER

- a. The rudder and rudder head shall only be supplied by the builder, and the rudder shall be of foam and wood cored fiberglass.
- b. The rudder blade shall have a downhaul.
- c. Subject to Rule (a) nothing herein shall preclude minor adjustments to the rudder by way of sharpening the trailing edge, refinishing or repairing damage, provided that the rudder underwater profile and maximum thickness comply with the rudder measurement diagram.
 1. Shape - the profile shall conform to the master supplied by the builder with a tolerance of plus or minus 5 mm (3/16"). The maximum thickness of the rudder shall be 35 mm (1 3/8"). The minimum trailing edge thickness shall be 2 mm (3/32").

8. TILLER

- a. The tiller and tiller extension (hiking stick) are not restricted in any way except that the tiller shall be straight.
- b. The tiller shall have a cleat for the rudder downhaul of any type or material.

9. FITTINGS

No fitting, wedges or other attachments may be affixed to the hull or deck, other than the fittings supplied by the builder, except the following:

- a. The mainsheet block supplied by the builder may be removed and replaced by:
 1. One hexaratchet block with cams of plastic or metal, and mounted in the same location as the standard block supplied by the builder.
- b. Clips of any kind or ties may be affixed for use only for securing paddles or an anchor in the cockpit or on the deck.
- c. A self-bailing device as supplied only by the builder.

10. SHEETS AND LINES

Any sheets or lines may be substituted for those supplied by the builder, but no additional sheets or lines, unless specifically authorized, may be added. Wire in whole or in part, is prohibited. Each sheet or line must be one continuous length or line of uniform diameter.

In addition:

- a. The mainsheet shall be attached to the becket on the block mounted on the after end of the centerboard trunk and shall be reeved through all sheaves on the boom. While racing, the sheet shall not be controlled from aft of the forward block on the boom, except to facilitate a tack or gybe. Leading the sheet through the final block aft of the centerboard is optional.
- b. Jib sheet 5/16" braid
can be of suitable diameter. Length not to exceed twenty six feet (26') in total.

- c. Outhaul shall be one piece of line which shall be rigged only as follows: It shall be dead-ended either at the fairlead on the end of the boom, or the clew of the mainsail (or a quick release shap-hook, if used) passed between these two for as many purchases as the helmsman may require, and then lead forward to the cleat. After passing through the cleat, the free end may be taken to the mast but not to the deck.
- d. Clew of the mainsail may be tied to the boom through a fitting provided at the end of the boom, no additional fittings may be added.
- e. Tack of the mainsail may be located in any pin location in the gooseneck fitting.
- f. Cunningham line shall be one piece of line. It must be deadended at the cleat on the port side of the mast, led through the Cunningham grommet, then to the cleat on the starboard side of the mast. No additional pieces of line, or additional fittings of any kind are permitted.
- g. A boom vang may be used, and permanent fittings for attaching the vang to the boom and to the boat or mast are installed. The vang shall be affixed to the boom no further aft than 5' from the mast, and the forward end shall be below the cuddy and no further than 6" aft of the mast and on the center-line of the boat.

11. HALYARDS

- a. Jib halyard
1/4" braid, pre-stretched with shackle.
- b. Main halyard
1/4" braid, pre-stretched with shackle.
- c. Spinnaker halyard
1/4" braid, shackle.

12. STANDING RIGGING

No change in the location, strength or dimensions of the standing rigging which are standard for the Harpoon 5.2 shall be permitted. The standard spreaders measure 18" from inboard end of the spreader tube to the extreme tip of the fitting which receives the shroud. No adjustments to any standing rigging shall be made after the start or during any race, except for emergency and/or temporary repairs. No device which would facilitate adjustment of standing rigging while racing is permitted.

13. EQUIPMENT

No additional equipment may be affixed to any part of the Harpoon except the following:

- a. Storage bags or receptacles may be attached to the inside of the cockpit.
- b. One compass or two may be mounted on top of the centerboard trunk.
- c. Wind indicators may be attached as follows:
 - 1. A wind indicator may be attached to the top of the mast provided that the water-tight integrity of the mast is maintained and the sail is not cut.

2. In addition, one wind indicator may be affixed anywhere to the boat, its boom, spars or equipment and
3. ribbons, wool or similar wind indicators may be attached to the sail or rigging.
- d. The hiking strap as supplied by the builder may be padded and may be held taut by the use of a shock cord attached to the aft end of the strap and to the fittings at the aft end of the cockpit. Location as per location diagram.

14. SAILS

- a. Only one suit of sails, including a spinnaker, whether new or used, shall be added to any boat's equipment in any one season.
- b. In case of accident the Governing Committee may waive this rule and there shall be the following exception:
 1. Any new boat may add one extra suit of sails at any time during the first two years afloat, i.e., at the end of the first two years any boat may have two complete suits of sails, including the suit that came with the boat. Only one (1) complete suit of sails may be carried when racing.
- c. Sails shall be measured according to the IYRU Sail Measurement Instructions.
- d. Sails must comply with the measurement diagrams. If any sail is the subject of a protest, measurement shall be governed by the maximum dimensions set forth in the measurement diagram.

15. MAINSAIL (note: dimensions indicated incorrect)
- a. The mainsail shall be made of 5 oz. Dacron white cloth of even weight throughout. The mainsail shall have no aperture other than normal cringles except for an additional cringle, or a device attached to the boltrope or the sail, permitting adjustments to the luff tension. A headboard as shown on the measurement diagram shall be fitted and one cringle at each of the head, tack and clew, the center of which shall be not more than 30 mm (1 3/16") from the boltrope.
 - b. The sail shall not extend beyond the inner edge of the boom band or above the lower edge of the upper mast band. The forward extension of the line of the upper edge of the boom shall not be lower than the upper edge of the lower mast band.
 - c. The following measurements shall be taken and shall not exceed the dimensions on the measurement diagram:
 1. Leech-distance in a straight line from upper forward corner of the headboard to the lower edge of the boltrope below the center of the clew cringle shall not exceed 6230 mm ().
 2. Width of headboard or sail from mast at top of headboard shall not exceed 127 mm.

3. The top batten pocket shall extend from leech to luff when the luff is stretched to a maximum of 1100 mm. The axis of the batten pockets at the leech shall correspond to the measurement points governing the width of the sail at quarter, half and three-quarter heights, with a maximum tolerance of 100 mm from these points.
4. Widths of sail at quarter, half and three-quarter heights of luff and leech, including boltrope shall not exceed 2650 mm, 2010 mm and 1170 mm respectively. The half height point of the luff shall be determined by folding the sail upon itself with the highest point of the headboard nearest the luff even with the lower edge of the boltrope nearest the tack.

The half heights point of the leech shall be determined with the highest point of the headboard nearest the luff even with the lowest point of the sail directly below the center of the clew cringle. The quarter and three-quarter height of luff and leech shall be determined in a similar way by folding a second time.

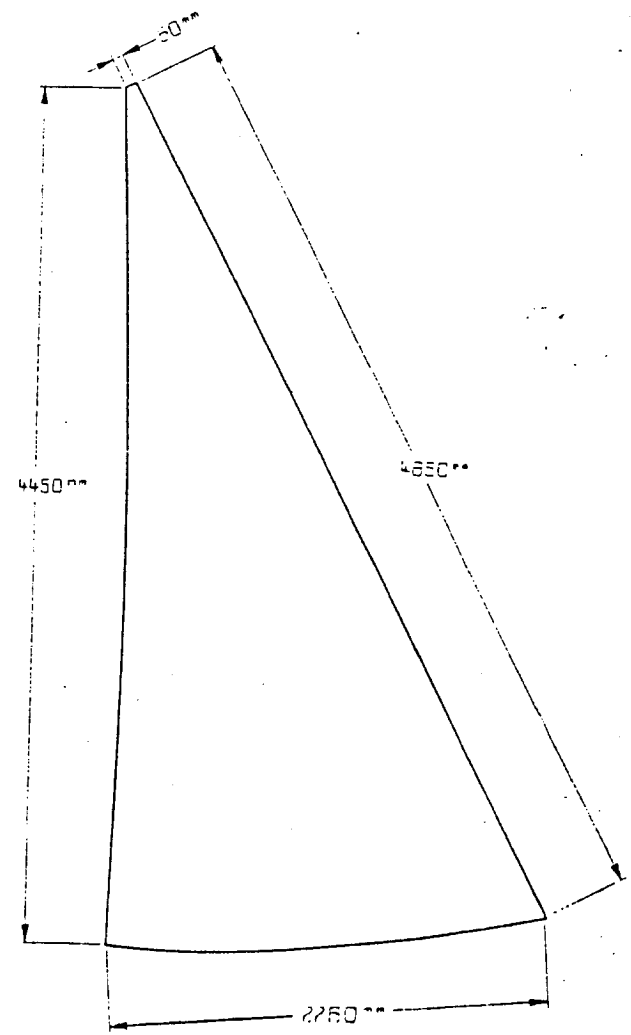
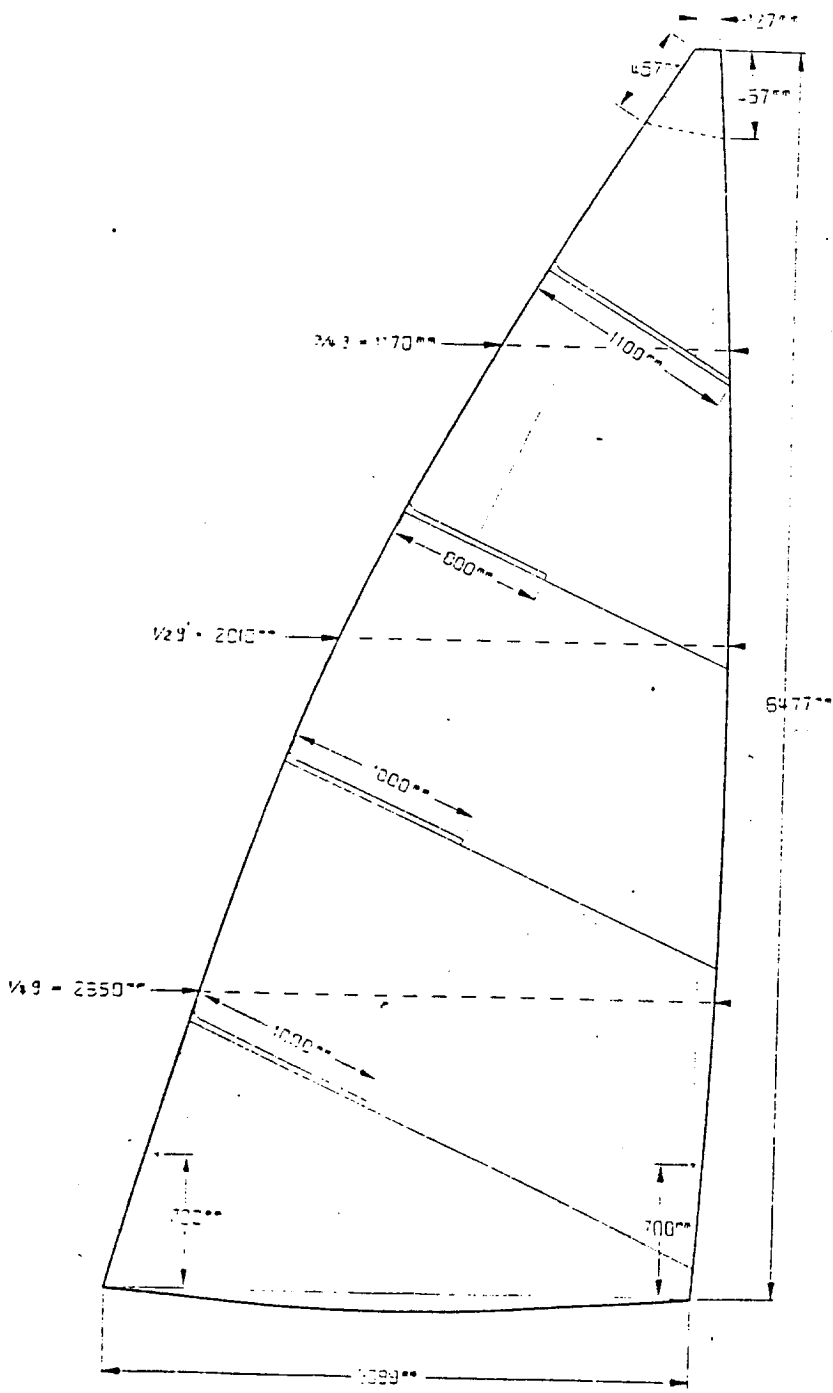
- d. A cunningham hole may be used for tensioning purposes. A cunningham hole grommet may be placed on the luff within 2" of the luff rope, and no more than 700 mm (center to center) from the tack grommet.

16. HEADSAIL

- a. The headsail shall be made of 5 oz. Dacron cloth of even weight throughout.
- b. The leech shall not extend beyond a straight line, i.e., shall not be convex.
- c. The following measurements shall not exceed the figures on the measurement diagram. Luff 4850 mm, leech 4450 mm, and foot 2260 mm. Width at head 50 mm. The distance between the head of the sail and the lowest edge of the sail at the mid-point of the foot shall not exceed 75 mm plus the mean of the measurements of the luff and the leech. The mid-point of the foot shall be determined by placing the tack cringle over the clew cringle and tensioning both halves of the foot equally. The measurement shall be taken as a straight line measurement with just sufficient tension to remove the wrinkles along the line of the measurement. No part of the sail, when folded as described above, shall be below the straight line joining the mid-point of the foot and the point 100 mm below the edge of the sail directly below the center of the clew cringle.

17. SPINNAKER

- a. The spinnaker shall be a three cornered sail of optional colored red .75 nylon cloth of even weight throughout. There shall be no battens or headboard.



	IYRU Sail Measurements
	for Harpoon 5.2 class
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<small>©2000 World Sailing, Ltd. All Rights Reserved. LHM 200</small>	
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The spinnaker shall be measured folded at its vertical centerline, about which it shall be symmetrical.

- b. There shall be no holes, slats or pockets other than three normal cringles, nor shall any form of adjustment be incorporated in the sail.
- c. The following measurements shall not exceed the dimensions on the measurement diagram:
 - 1. Lengths of foot, luffs and centerfold, all measured round the curves.
 - 2. At its widest point the width of the spinnaker measured at right angles to the straight line between head and center of foot shall not be more than 6'6" nor less than 6'4".
- d. Take down cringle is permitted. Retrieval patch with retrieval line.
- e. Mitre folded - 18'0"
Leeches - 16'3"
Mid foot - 6'0"

18. CLASS EMBLEM AND SAIL NUMBERS

- a. The class emblem shall be glued, sewn or silk-screened to each side of the sail, back to back, in the third panel from the head.
- b. The registration number of each boat, as attached to the transom, shall be the sail number of the boat. The sail number shall be glued, sewn or otherwise clearly marked to each side of the sail,

with the number on the starboard side placed above that on the port side, in accordance with the IYRU Racing Rules.

The numbers shall be of the following minimum dimensions:

Height	300 mm (11 3/4")
Width	200 mm (8")
Thickness	45 mm (1 3/4")
Space between adjoining numbers	60 mm (2 3/8")

19. MAST AND BOOM

The mast, boom and all fittings attached thereto by the builder shall be supplied only by the builder and may not be drilled or altered or otherwise changed.

No mast which has a permanent bend may be used at any time.

No attachments, fittings or devices may be used which affect or may affect the position of the mast and nothing may be placed or wedged in between the mast and cuddy slot.

Mast step position as well as chain plate location are fixed as per measurement diagram.

MEASUREMENT DIAGRAM

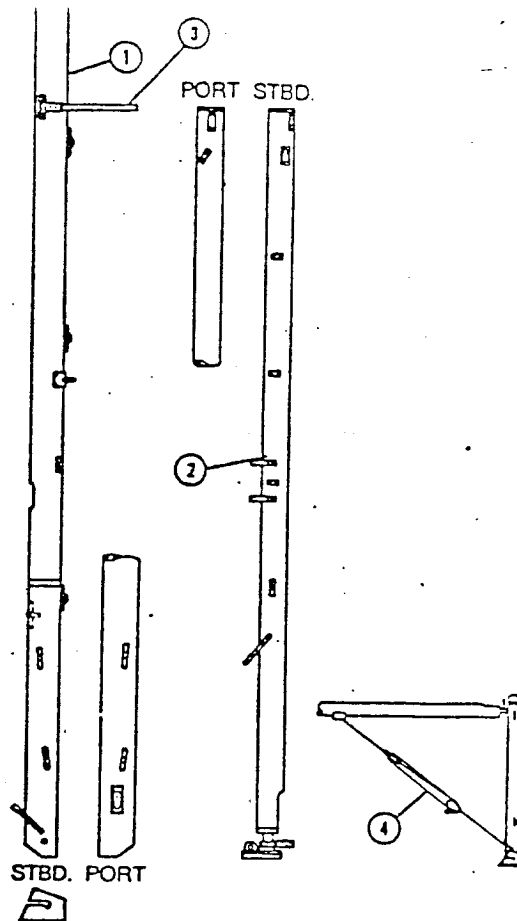
(will have to be dimensioned)



Spars

Parts List

	Number	Description
1	12281714	Mast (shown)
2	12281702	Boom (shown)
3	12281711	Spreaders
4	12281713	Boom Vang



20. SPINNAKER POLES

They shall be no more than 7'½" long overall. Additionally, the standard spinnaker pole may be used as a whisker pole with jibs. No more than two may be carried.

21. REPAIRS AND REPLACEMENTS

- a. In the event of damage to hull, deck, centerboard, rudder, mast or boom, necessary repairs may be made thereto without violation of these rules provided such repairs are made in such a way that the essential shape or other characteristics are not materially affected. In the event of the failure of any fitting, or the replacement of fittings as authorized by these rules, the same or a replacement thereof shall be replaced in the same position as the fitting which failed, or as close to the same position as is structurally feasible.
- b. No treatment may be applied to the hull of a boat for the intended purpose of improving its performance. But nothing shall prohibit the repainting of a hull which required refinishing.

22. CLOTHING

- a. Rule 22 of the IYRU Racing Rules, should apply to specify the nature of any clothing or equipment which may be used for the purposes of adding weight.
- b. Exempt wet suits.
- c. Restrict the use of excessive clothing by competitors in any circumstance which in the interests of safety or the welfare of the class it shall consider appropriate.

23. MEASUREMENT

All sails proposed to be used in National and World Championships shall be measured not more than one week before the first race of the series, and only such sails as meet all of the requirements of this section of the rules shall be used. Each sail shall be stamped to indicate fulfillment of these requirements and the date of measurement. Measurement of sails used in intrafleet races or interfleet races other than the National Championship shall be as determined by the fleets involved.

24. CREWS

The number of persons required or permitted to be carried as crew shall be decided by the local fleets, and in the absence of any local rules shall be at least two including the skipper. In inter-club or Regional Championship races the crews may be decided by the competing clubs or fleets or by the deed of gift of the cup or trophy competed for, unless the races are elimination series for the National Championship.

25. OUTBOARD MOTORS

Any Harpoon 5.2 can compete without an outboard motor, provided 30

25. (cont'd)

pounds in weight are placed at the foot of the mast as fixed ballast.

The ballast in lieu of outboard must be fixed on the cabin deck forward of, aft of and/or on either side of the mast step, or around or inside the mast itself. Storage place of an outboard motor during a race is left to the skipper's discretion but cannot be shifted during the race.

At the discretion of the committee outboard motors may be deleted from being carried on board.

26. SAFETY EQUIPMENT

Every Harpoon 5.2 shall carry adequate ground tackle, life preservers, operational trailers and other necessary safety gear as outlined by Coast Guard regulations.

27. CLASS ASSOCIATION MEMBERSHIP

No person is permitted to skipper a Harpoon 5.2 in any fleet, interfleet, District or other sanctioned event unless he is a current member of the International Harpoon 5.2 Class Association (and a member of a District Harpoon Association duly established in accordance with the Constitution if ipso facto a member of the International Harpoon Class 5.2 Association).

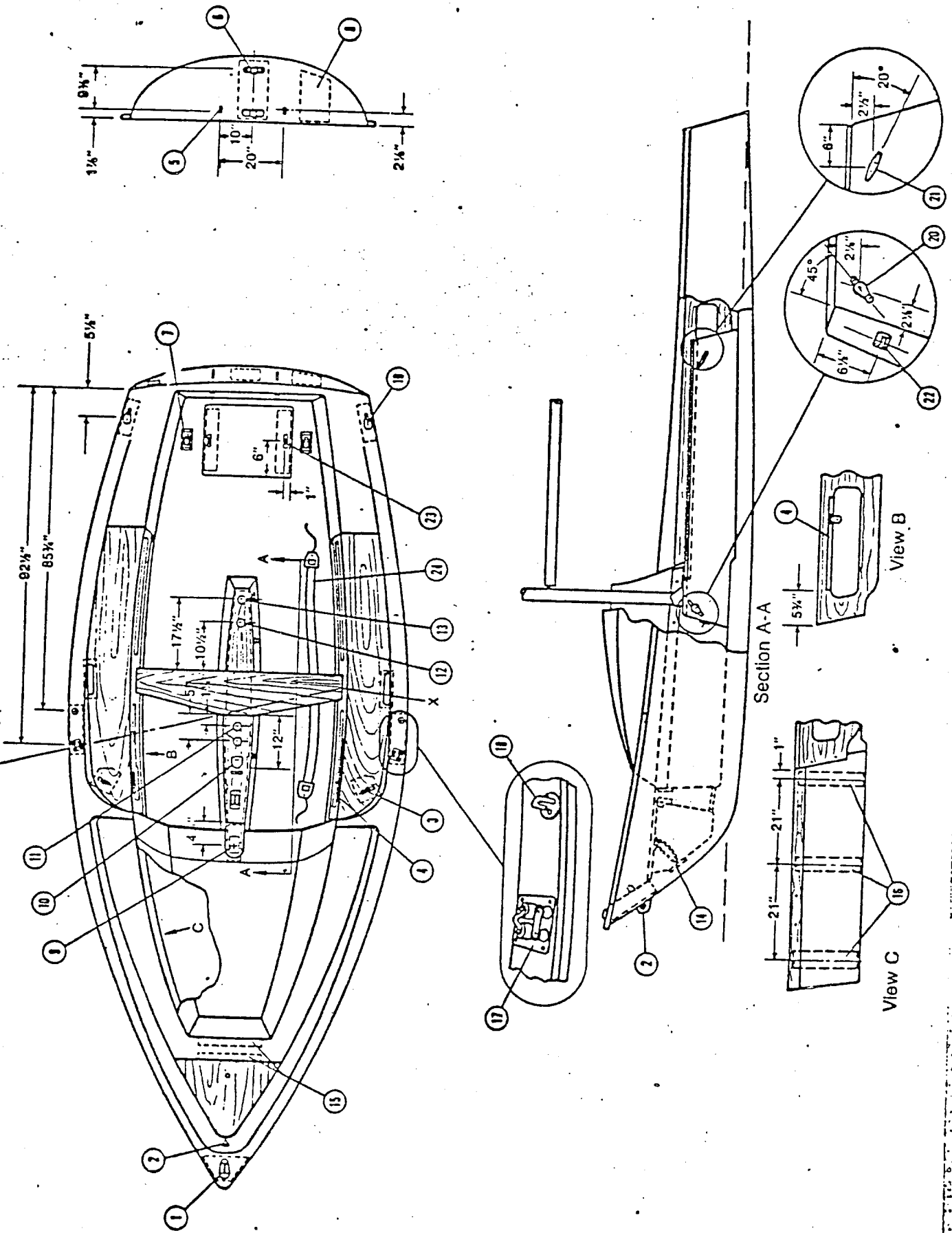
28. AMENDMENTS

Amendments to these Rules shall be approved by each of:

- a. Governing Committee
- b. Advisory Council
- c.

Hardware and Wood Insert Locating Diagram

Angle to hit center line of seat X on opposite side.



Legend

- 1 12280400 stem head fitting (¾" plywood within hull in area as shown).
- 2 15029100 bow eye/lifting eye
- 3 (2) 12280500 chain plate (¾" plywood 4" wide x 11" long in bulkhead)
- 4 (2) 12280700 chain plate cover.
- 5 (2) 15058800 Jib sheet block and track assembly.
- 6 12284500 Gudgeon (¾" plywood 6" wide x 15" long in transom all face only).
- 7 (2) 12275200 drain fitting, thru-hull.
- 8 Pony motor wood ¾" plywood approx. 8" wide x 13" long in transom all face only.
- 9 12288900 mast tabernacle (½" plywood in area shown)
- 10 12281200 camcleat, horizontal (½" plywood within entire top area of trunk as shown).
- 11 (2) 12289600 Swivel camcleat with fairlead eyestraps (shares same insert wood as 10).
- 12 12279900 Becket block (shares same insert wood as 10).
- 13 12280000 Swivel base with cam cleat (shares same insert wood as 10).
- 14 Bow locker shock cord insert ½" plywood, 2½" wide x 4" long.
- 15 (2) Bulkhead insert ¾" plywood 3" side x 14" long.
- 16 Storage strap inserts ½" plywood 2" wide x 12" long, 6 places, 3 port, and 3 starboard
- 17 Parts 17-21 installed if boat has Spinnaker.
- 18 (2) 12281300 roller cam cleat (½" plywood 3½" wide x 10" long).
- 19 (2) 12280800 Spinnaker Guyline Hook (shares same insert wood as 17).
- 20 (2) 12280300 Spinnaker sheet turning block (½" plywood 4" wide x 8" long).
- 21 (1) 12280200 cheek bullet block
- 22 (1) 12290400 cleat
- 23 Parts 22-24 installed if boat has Hiking Straps.
- 24 12291400 pad eye
- 25 (2) 12291500 pad eye (½" plywood 3" wide x 13½" long) (when cooler is installed pad eye mounts on cooler cleat).
- 26 43026100 Strap, 2 pcs. 7' long
- 27 12290300 Buckle (2)
- 28 43026000 Rope, 4 pcs. 6' long

NATIONAL OR WORLD CHAMPIONSHIP RULES

PURPOSE

The purpose of the annual National or World Championship Regatta of the Harpoon 5.2 Class Association is to determine the National or World Champion of the class by competition among the leading skippers who represent the Harpoon 5.2 Class Association fleets.

Regional Regatta Development

- a. World or National Championship
- b. Regional Championship events
- c. Fleet Championships

Any sanctioned event shall be conducted in accordance with the provisions of the racing By-Laws.

ORGANIZATION

All matters involved in the holding and administration of the Championship Regatta shall be the responsibility of the Championship Committee. The Governing Committee, in consultation with the host fleet, when the location is decided, will appoint a Championship Committee. This committee should consist primarily of Harpoon 5.2 skippers from the host fleet and will have at least three members. The Championship Committee shall be assisted by two sub-committees: Judges and Race Committee. One officer of the Harpoon 5.2 Class Association will be designated each year to be a member of the Championship Committee and will provide liaison with the Governing Committee.

TROPHIES

- a. The Harpoon 5.2 Perpetual Trophy, symbolic of the National Class Championship, shall be awarded to the winner of the annual National Championship Regatta.
- b. The Trophy shall remain the property of the Association and custody will be awarded to the National Champion each year and remain in his possession until awarded to his successor.
- c. Other trophies shall be awarded as determined by agreement between the Championship Committee and the Governing Committee and shall be procured by the Governing Committee from Association funds.

SITE AND TIME

- A. The Championship Regatta shall be conducted between mid-August and mid-October, and the exact date will be determined by the host fleet in consultation with the Governing Committee. Preferably, the dates should be determined in time to be announced by February 1 preceding the Regatta.
- B. The Championship Regatta will be sailed in the waters of a host fleet, to be selected by the Governing Committee. The championship may not, however, be contested on the same waters in two consecutive years. In choosing a host fleet, the Governing Committee should be guided by the following factors:
 - a. Facilities adequate to conduct a regatta and to handle the expected number of boats on the starting line.
 - b. Sufficient potential borrowed boats to meet the estimated demand.
 - c. Past contribution to the Class Association and past

participation in Championship Regattas.

- d. Past interest of the class membership, geographic dispersion of fleets, and overall advancement of the Harpoon class Association.

CONTESTANTS

A. Any Harpoon Class Association Fleet in good standing has the right to select or hold a competition for representatives in the Championship.

B. The maximum number of contestants that may be entered by any fleet is determined by the following table:

<u>Fleet Size</u>	<u>Number of Contestants</u>
3 thru 7	1
8 thru 13	2
14 thru 20	3
21 thru 28	4
29 or more	5

C. Fleet secretaries will advise the Championship Committee prior to July 1st the number their fleet desires to send. If the total of these requests exceed the maximum number of boats available at the host club and from the other fleet entrants who will sail or trail their own boats to the Championship Regatta, the Harpoon Class Association Governing Committee may reduce the number of contestants allowed each fleet and/or order eliminations prior to the Regatta.

D. The current National Champion and the current Commodore of the Harpoon Class Association shall be eligible to be contestants, and shall not be charged against the maximum numbers accorded their

- fleets. Such a contestant need not qualify as provided for in the section on eligibility but must, however, be an owner of a Harpoon class yacht, be a member in good standing of both the Association and a fleet and be the helmsman as defined.
- E. The winner, and the second and third place finishers of any Regional Championship shall be eligible to be contestants in the National Championship Regatta. Such a contestant shall be in addition to the maximum number accorded his fleet in Paragraph B, only if he has competed in his fleet's qualification competition.
- F. The host fleet will be allowed to enter three extra contestants, except if it is the home fleet of the current competing National Champion.

ELIGIBILITY

- A. Under the terms of these National Championship Rules, the helmsman of each competing yacht is considered to be the contestant.

The helmsman is defined as the person who must steer the boat at the start and on each windward leg, except at any time he may be temporarily relieved.

- B. Each contestant helmsman must be certified eligible, by an officer of his fleet, to represent his fleet. The requirements for such certification are as follows:
1. Each contestant helmsman must be a bonafide owner, part owner, or charterer of a Harpoon class yacht, and a member of the Association and an Association fleet in good standing or a son, daughter, brother, sister, spouse or parent of

such member. If more than one person is the owner or charterer of a yacht, only one of them shall be named as contestant, and all regulations shall apply as though he were the sole owner, except if two co-owners wish to register as co-skippers, in which case they must both be aboard in all races.

2. Each contestant helmsman must have qualified to be a representative of his fleet in the National Championship Regatta under the qualification method utilized by his fleet. Each local fleet shall determine its own qualification method. In order to be eligible, however, each contestant's standing, under the qualification method utilized by his fleet, must place him within the top half of the fleet's membership.
 3. No contestant may represent a fleet other than the one in which it would be normal for him to sail by virtue of residence or yachting activity. The intent of this provision is to prevent a person who failed to qualify in his own fleet eliminations from qualifying in another.
- C. Any contestant may charter or borrow a yacht for Championship Regattas, but may use his own sails or those belonging to the chartered boat.
- D. No contestant may enter or use more than one yacht during the Regatta, except if the entered yacht shall have suffered severe damage. The consent of the Judges must be obtained before another yacht may be substituted.

RACES AND RULES

- A. The Race Committee shall schedule a series of at least five races in three days. At least three races must be completed to constitute the Regatta.
- B. The Championship will be sailed under the Yacht Racing Rules of the United States Yacht Racing Union, subject, however, to the most recent Harpoon 5.2 Class Association Rules, which will take precedence.
- C. In addition to the contestant, there must be a crew consisting of not less than two nor more than three persons.
- D. The total number of crew in each yacht shall remain the same throughout the Regatta, and substitutions which are motivated by wind conditions are prohibited.
- E. The Judges shall have the right to disqualify any contestant who is deemed to be violating the spirit of good sportsmanship, or that of the rules and regulations of the Association.

COURSES

- A. Courses shall be windward-leeward, triangular, olympic or Gold Cup pattern. Courses should be laid out so as to have the marks left to port. Leeward starts shall be avoided.
- B. Ordinarily, courses shall not be less than 4 1/2 nor more than 9 nautical miles in length.
- C. The Race Committee may shorten the course at its discretion if the following minimum course has actually been sailed: a windward leg, a leeward leg and a windward leg. This condition refers to legs which have been sailed and not necessarily as originally signalled.

BOATS

All boats and equipment must conform in all respects with the rules and specifications of the Association, and any boat not so conforming shall be disqualified. The boats may be inspected by the Championship Committee at any time before or during the Regatta.

SAIL MEASUREMENT

All sails proposed to be used in the National Championships shall be measured not more than one week before the first race of the series, and only such sails as meet all of the requirements of this section of the rules shall be used. Each sail shall be stamped to indicate fulfillment of these requirements and the date of measurement. Measurement of sails used in intrafleet races or interfleet races other than the National Championship shall be as determined by the fleets involved.

SAILS

- A. Sails must comply with the rules and specifications of the Harpoon Class Association and shall be measured by a person authorized by the Championship Committee within a reasonable time period prior to the beginning of the Regatta.

STANDARD EQUIPMENT

Equipment

If any mast, boom, fitting, centerboard or rudder is the subject of a protest as to size, shape or location, measurement thereof shall be governed by the drawings and tolerances set forth in the Measurement Diagrams (Ref: Rules and Specifications).

SAFETY EQUIPMENT

Every Harpoon shall carry ground tackle, life preservers, and other necessary safety gear as outlined by Coast Guard regulations.

RENDERING ASSISTANCE

Particular emphasis is to be placed on the need to render assistance to another yacht in distress, and full penalties will be applied in case of violation of USYRU Rule 58.

COMMITTEES AND RESPONSIBILITIES

A. Championship Committee

The Championship Committee shall directly or through other committees:

1. Make all arrangements for the proper conduct of the Championship Regatta.
2. Appoint a Committee of Judges and the Race Committees (in cooperation with the host fleet).
3. Coordinate the work of all committees.
4. Arrange for local publicity and coordinate with the Vice Commodore - Publicity, Harpoon Class Association, to provide national publicity.
5. Conduct the Championship Regatta.

B. Judges

1. There shall be three Judges, who shall elect one of their number chairman.
2. The Judges will have authority to receive or initiate and to decide protests involving the racing rules or other rules.
3. The Judges shall have the freedom of cruising at will in a power boat specifically assigned for their use, apart from the Race Committee.

C. Race Committee

1. The Race Committee shall consist of persons who shall be experienced yachtsmen in which the Championship is being held.
2. The Race Committee shall run the races, providing circulars, establishing courses, start the races, recording the order and times of finishing, etc. It will consider suggestions on these matters from the Judges.

3. No race shall be started unless in the judgement of the Race Committee there is sufficient wind (preferably at least five knots), and no race shall be started after 4 P.M.

SCORING

- A. A contestant starting in any race of the Championship Regatta will be considered a starter in all races.
- B. Points will be awarded for each Race as follows:
3/4 points for first place, two points for second, three points for third, and so on. A boat not starting, not finishing, or disqualified, shall be awarded a number of points equal to one more than the total number of starters.
- C. With advise and consent of the Governing Committee, the Championship Committee may provide for a throw-out race in the Regatta, but this shall only be permitted where at least six races are completed.
- D. The winner of the Championship Regatta will be the contestant with the lowest total point score.
- E. In case of a tie, the contestant who has finished ahead of the other (or others, if there are more than two contestants tied) the greater number of times will be the winner. If this does not break the tie, the contestant who has the greatest number of firsts, seconds, etc., shall be declared the winner. If a tie still exists it will be decided by the boat that beat the other boat in the last race of the series.

TIME LIMIT

A race in which no contestant shall have finished in three hours shall be declared NO RACE.

GENERAL RULES

- A. Team tactics are barred and shall be grounds for protest or disqualification. An example of team tactics is the act of deliberately sacrificing one's own chances or place in a Race for the purpose of injuring or improving the chances or place of another or others.
- B. Protests must be filed in writing with the Judges immediately after the last race of the day. A protest flag must be shown in accordance with IYRU Rule 68.3.
- C. Breakdown points will be awarded an entrant on the basis of his average points per race, when he has been forced out of a race by damage caused by foul and later upheld by sustained protest. The Judges shall have discretion to decide whether the damage is sufficient to force him out of a race.

AMENDMENT TO CHAMPIONSHIP RULES

Rules for the conduct of the Championship Regatta can be amended by five affirmative votes of the Governing Committee.