

Vanguard 15 Class Rules

Class Technical Committee

1.0 Fundamental Class Rule

The Vanguard 15 Class is intended to be a strict one-design class and shall be raced with hull, equipment, fittings, spars, standing rigging, sails and running rigging manufactured in accordance with Vanguard 15 design specifications.

2.0 Builder

Vanguard Racing Sailboats shall be the sole builder of the Vanguard 15.

3.0 By-Laws

3.1 Election of Officers

Class officers and members of the technical committee will be elected for a term of two years. In order to provide consistency of class leadership, elections for the officers and the technical committee will be staggered, so that each year officers or the technical committee will be elected but not both. Nominations (including self-nominations) will be requested at the Nationals and may be submitted to the class association office by mail or e-mail up until December 1. Officers not wishing to complete their two-year term must notify the other officers by the first day of Nationals so that nominations for the position may be solicited. Elections will take place each year at the Midwinters. Class members who do not attend the Midwinters may submit their ballot for class officers to the class association office via mail by December 31. You must be a current class member in order to vote in these elections. The nominee who receives the most votes for a given office shall be declared the winner of the election. The top four technical committee nominees receiving the most votes shall form the new technical committee along with the factory representative.

3.2 Class Offices

The following are the offices for the Vanguard 15 Class Association:

President

Vice President

Secretary/Treasurer

Newsletter Editor

Technical Committee (5 members including 1 appointed factory representative)

3.3 Class Membership

Class membership shall be required in order to participate as a helmsperson in any Vanguard 15 Class Grand Prix or Championship event. Current class membership shall

be required in order to register at any of these events. The Vanguard 15 Class will supply the regatta host with a list of current class members. Additionally, class membership will entitle the class member to a vote in the annual election of officers. Any class member in good standing will be eligible to hold a class office.

3.4 Class Dues

Class Dues will be determined by the class association, and will be paid by members on a yearly basis. Membership must be renewed for each calendar year. Only fully-paid class members in good standing will be eligible to compete as a helmsperson in any Vanguard 15 Class Grand Prix or Championship event.

-Fully-paid class members will have voting and helming privileges, and will receive the class newsletter.

-Associate members will receive the class newsletter

-The Mid-Winter Championship shall be considered the first regatta of the new calendar year. Therefore, class membership dues must be paid by each competing helmsperson at the Mid-Winters in December. This membership will be valid for one calendar year (until the next Mid-Winters regatta).

-Any member not attending the Mid-Winters must join at the first Championship or Grand Prix Regatta in which they compete. This membership will be valid up to but not including the Mid-Winter Championship of that year.

3.5 Class Rule Changes

Proposed rule changes may be submitted in writing to the Vanguard 15 Class Association office by any class member in good standing. All proposed rule changes will be reviewed by the Technical Committee. After seeking consultation from Class members and others that may be knowledgeable on the topic, the Technical Committee will determine if the proposed rule change should be recommended for adoption. If the Technical Committee recommends a proposed rule change for adoption it will draft the new rule and then submit it to the full slate of officers for a vote. Proposed rule changes must be approved by seven officers to be adopted.

The Technical Committee shall include five class members, one of whom is an appointed representative of the manufacturer. The other four shall be elected by the Class along with the other officers. The Committee should be representative of the entire Class and include members from at least three regional districts.

3.6 Class Meetings

Bi-annual class meetings shall be held (at the National Championship and at the Mid-Winter Championship) for the purpose of discussion and review of class rules, general

promotion of the Vanguard 15 Class, and discussion of general class issues or topics.

3.7 Class Rule Interpretations

In any case where the wording or intent of a V15 Class rule is found to be unclear or in need of clarification, The V15 Class Vice-president (technical/class rules) shall have the power to make official interpretations or clarifications of existing class rules in order to resolve any discrepancies. Once the interpretation has been posted via either of the two methods listed below, it shall be considered a part of the Vanguard 15 class rules.

-Any official interpretations or clarifications that are made during the course of a Grand Prix or Championship regatta will be posted in writing on the regatta notice board by 9:00 AM on the day that the interpretation is to take effect.

-Any official interpretations or clarifications that are made at any time (including those made during the course of a Grand Prix or Championship regatta) will be posted as soon as possible in the V15 Class Newsletter.

4.0 Measurement

The Measurement Diagrams shall be part of these rules. Any additions or modifications to hull, equipment, or sails not expressly permitted by these rules and diagrams shall not be allowed. The spars, sails, battens, standing rigging, running, rigging and the placement of fittings and equipment shall conform to the measurement diagrams. The measurement tolerances are intended to allow for necessary manufacturing tolerances and shall not be used to alter the design. Measurements Diagrams will be maintained by the class association, and may be obtained by submitting a written request to the class association.

4.1 Hull

Any changes in hull shape or design proposed by the builder must be approved by a vote of the class membership. The change must be approved by at least two-thirds of the class members who submit a ballot.

The following modifications are permitted:

-Repair of the hull in case of damage, provided that the repair does not alter the shape of the hull or reduce the weight of the hull. In the event of a repair to the hull, any fittings which were removed to effect the repair must be replaced in their original position.

-Sanding or polishing of the hull, provided that the sanding or polishing does not alter the shape of the hull.

-A center seam floor riser may be attached to the cockpit floor between the mainsheet

block and the aft end of the cockpit. This item must be supplied by the builder.

-Protective material (such as velcro strips, rubber strips, silicone, etc.) may be placed inside the daggerboard trunk for the protection of the daggerboard.

4.2 Sails

Only sails provided by the builder may be used. No modifications are allowed. Torn sails may be repaired, but not re-cut or re-shaped. Any changes in sail shape, design, or construction materials proposed by the builder must be approved via the standard class rule change procedure (see paragraph 3.5). The change must be approved by at least two-thirds of the class members who submit a ballot.

4.3 Sail Numbers

The sail number displayed on the mainsail of each boat shall be the number that was issued by the builder. The assigned sail number for each boat will be kept on record in the class office. Sail numbers shall be glued, sewn, or otherwise clearly marked on each side of the main sail parallel to the seams of the third panel, measured from the foot of the sail. The numbers on the starboard side shall be higher than the port, and shall be solid, clearly visible, and easy to read.

The numbers shall comply with the following dimensions*:

Distance from the leech to the aft most digit: Minimum of 100 millimeters; Maximum of 200 millimeters

Space Between Numbers: Minimum of 60 millimeters; Maximum of 80 millimeters

Height of Numbers: Minimum of 240 millimeters

Width of Numbers: Minimum of 150 Millimeters

Thickness of Numbers: Minimum of 35 Millimeters

* Effective January 1, 1998 all sail numbers must comply with the above measurements.

An exception to this rule may be in the case of a boat or sail borrowed or chartered for a specific event when written permission is obtained from the race committee authorizing a competitor to use a sail with numbers different from the registration number of the boat.

4.4 Mast

The mast shall be supplied by the builder and not altered. No mast which has a permanent bend shall be used at any time.

The following modifications are permitted:

-The existing jib halyard cleat may be replaced by a "clam" style or "v" style cleat (not a cam-cleat).

-Plastic shroud covers may be placed on the shrouds to prevent damage to the boom and mainsail caused by the shrouds.

-A mast cover/cleat cover made of any type of material may be employed to prevent the jib sheets from catching on mast cleats or fittings.

-A single piece of bungee cord or line may be tied between the forestay and the bow chainplate for the purpose of removing slack from the forestay when the jib halyard is raised.

4.4.1 Spreaders

* Effective January 1, 2000 all spreaders must comply with the 2000 standard

2000 spreader standard:

- Measuring the aluminum spreader stock (not including the tip insert), spreaders must measure 14" +/- 1/8"

- All spreaders must be factory supplied

- All spreaders that are cut down from the old length of 16" must ONLY shorten the outboard end of the spreader. Any spreaders that do not have factory standard inboard ends will be illegal.

4.5 Boom

The boom shall be supplied by the builder and not altered. No boom which has a permanent bend shall be used at any time.

4.5.1 Vang

The vang shall be rigged using only the hardware supplied with the original 3:1 vang system, with the following exceptions:

The following modifications are permitted:

-A vang swivel fitting may be added between the vang blocks and the mast bale.

-Line loops may be formed in any part of the line for additional purchase, and the line

may be knotted at any point to either the vang blocks, the vang bales, or the shackles that attach the vang blocks to the vang bales.

4.6 Daggerboard

The daggerboard shall be supplied by the builder.
The following modifications are permitted:

-Sanding or polishing of the daggerboard, provided that the sanding or polishing does not alter the shape of the daggerboard.

4.7 Rudder and Tiller

The rudder and tiller shall be supplied by the builder.
The following modifications are permitted:

-Sanding or polishing of the rudder, provided that the sanding or polishing does not alter the shape of the rudder.

-An up-haul may be added to the rudder, and a cleat for the rudder up-haul on the tiller shall be permitted. The tiller extension may be altered or substituted.

-Shims (such as duct tape or plastic strips, but not limited to these materials) may be placed inside the rudder head or on the tiller for the purpose of supporting the tiller (to keep it from dragging across the deck) or keeping the tiller tight inside the rudder head. (A hole may be drilled in the tiller so as to place pin through the rudder head and the tiller in order to prevent the tiller from pulling out of the rudderhead.

4.8 Sheets and Lines

Sheets and lines supplied by the builder, including the mainsheet, may be substituted with sheets and lines of any length or material, with the following exception: Sheets and lines in whole or in part of wire are prohibited except for the jib halyard.

The mainsheet must be of the "split-bridle" type as supplied by the manufacturer.

The jib sheets shall be a single line of any diameter. A single shackle may be used for the purpose of attaching the sheets to the jib. The sheets can be rigged in any manner desired, provided that no additional line or fittings of any type are used in the system to alter the friction or direction of the sheeting.

4.9 Fittings and Shackles

The following modifications are permitted:

- At the foot of the jib, the shackle which attaches the jib to the jib luff wire may be replaced with line. Only a single line may be used, and the jib luff tension shall not be made adjustable at the foot of the sail by using any other fitting or mechanism.
- The original shackle may be replaced by another shackle, provided that only a single shackle is used, and this shackle is no more than one and one half inches in length.
- The cockpit center mainsheet block may be replaced by any type of single block fitting with or without an integral or attached jamming device and mounted in the position shown in the measurement diagram.
- Two cleats may be added to the side tanks (one on each side) for the purpose of cleating the mainsheet.
- The single block fitting may be supported by a spring.
- Any existing clevis pin may be replaced by a "fast-pin"

4.10 Hiking Straps

The following modifications are permitted:

- The hiking straps may be substituted with any type of non-stretch material and they may be padded.
- Additional bungee cord or line may be used for the purpose of securing, raising, or re-positioning the hiking straps. Other than bungee cord or line, no other device may be used in order to make the hiking straps adjustable.

4.11 Inspection Ports

The following modifications are permitted:

- Inspection ports not exceeding five inch internal diameter may be installed on the deck or in the cockpit to provide access to the hull cavity, provided that the inspection port is fitted with watertight screw-type covers.
- Storage receptacles are permitted underneath covers.

4.12 Compasses

One compass is permitted on the boat.

4.13 Wind Indicators

Wind indicators are allowed and may be attached as desired. Ribbons, wool, or similar wind indicators may be affixed to the sail or standing rigging.

4.14 Storage Devices

Clips, ties, bags or similar securing devices to stow or secure safety or other equipment (such as a water bottle) may be used on the deck, in the cockpit, or on the mast.

5.0 Safety Equipment

Any additional equipment required by international, national, or other governing authorities (this includes race committees) for safety purposes may be fitted or carried.

6.0 Sailing Requirements

-A Vanguard 15 shall be raced with a minimum of two persons aboard.

-The rudder must be maintained in the full down position while racing.

-The standing rigging shall not be adjusted while racing

-Competitors may wear hiking pants or pads, as long as the hiking pants or pads are not attached to the boat and do not contain any stiffening device that extends below the knee joint.

7.0 Championship Events

7.1 National Championship

The National Championship regatta shall last a minimum of two days. The venue for the regatta shall be determined in the following manner:

1) Any yacht club (or class member representing a yacht club) may submit a bid to host the National Championship Event. This bid must be submitted to the class association office or may be submitted at the bi-annual Class Meeting during the National Championship Event.

2) The class officers will then consider all bids, and will determine the best venue for the National Championship.

7.2 North American Championship

The North American Championship regatta shall last a minimum of two days. The venue for the regatta shall be determined in the following manner:

- 1) Any yacht club (or class member representing a yacht club) may submit a bid to host the North American Championship Event. This bid must be submitted to the class association office or may be submitted at the bi-annual Class Meeting during the National Championship Event.
- 2) The class officers will then consider all bids, and will determine the best venue for the North American Championship.

7.3 Mid-Winter Championship

The Mid-Winter Championship regatta shall last a minimum of two days. The venue for the regatta shall be determined in the following manner:

- 1) Any yacht club (or class member representing a yacht club) may submit a bid to host the Mid-Winter Championship Event. This bid must be submitted to the class association office or may be submitted at the bi-annual Class Meeting during the Mid-Winter Championship Event.
- 2) The class officers will then consider all bids, and will determine the best venue for the Mid-Winter Championship.

7.4 Grand Prix Events

The Grand Prix Scoring System shall be as follows:

Points for a yacht in a Grand Prix regatta = Number of boats registered + 1 - Yachts Finishing Position * Multiplier. The Class Association will determine which regattas (if any) shall have a Multiplier greater than 1. The purpose of assigning a Multiplier greater than one is to increase participation at regattas which are not generally well attended. All Grand Prix events in which a yacht competes and scores points shall count toward that yacht's Grand Prix point total for the year. A Grand Prix winner will be declared after the last regatta on the Grand Prix circuit (the last Grand Prix regatta before the Mid-Winters). The Mid-Winters shall be considered the first Grand Prix regatta of the new year. The schedule of Grand Prix regattas may be obtained through the class association. Grand Prix Regattas shall be added to this schedule a minimum of two months before the Grand Prix regatta is scheduled to take place.

APPENDICES:

Appendix 1.0 - Regatta Guidelines

The following are the Vanguard 15 Class guidelines for running a championship event. Whenever possible, championship regattas shall be run under these guidelines:

- The goal is to not split the fleet into separate starts or divisions.
- The goal for each day of racing shall be a minimum of five races.
- The goal for the length of each race shall be 45 minutes, with no race lasting longer than one hour.
- The goal is to not start a race on the last day of the event after 4:00PM.
- The following are the preferred race courses: Windward/Leeward, Olympic (or modified Olympic), Gold Cup (or modified Gold Cup). If these courses are not used, the Class Association prefers that each course includes at least one full length downwind leg, and at least one full length windward leg.
- ú The following is the preferred starting method: A six minute starting sequence as opposed to a full ten minute sequence.

Appendix 3.0 - Ooching

Ooching is illegal unless otherwise stated in the notice of race and/or sailing instructions (including posted changes at event). When legal, ooching is only permitted in surfing conditions.

It is recognized that many V15 competitors would like to legalize ooching at their events. Ooching can be legalized with brief wording ("ooching is legal in surfing conditions") in the notice of race, sailing instructions, and/or posted change to sailing instructions at event site.