

Pelican Sailing Association (Inc.)



PSA MEASUREMENT RULES

**Western Australia
October 2014**

www.pelican.org.au

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2. GENERAL

2.1 Compliance

- a) The Pelican Sailing Dinghy is a one design class and the object of these rules is to ensure that boats are reasonably uniform in construction and performance potential. The addition or deletion of any panel, structure or device not specifically covered by these rules is not permitted.
- b) Tolerances to cover builders' errors or repairs will be allowed on items which do not have a tolerance specified in the Rules and for which there is no performance advantage gained through the builder's error or repair. Such tolerances are to be noted on the Class Certificate of Measurement.
- c) These Rules, in conjunction with the Pelican Trainer official construction plans dated August 1987, shall override any contrary instruction appearing in any other document. Should a method of measurement not be defined in these rules, then an appropriate method defined in the ISAF Equipment rules shall be used.
- d) In these rules the word "shall" implies a mandatory requirement whereas the word "may" implies an optional requirement.

2.2 Measurers

- a) Measurers authorised to conduct measurements and issue Class Certificates of Measurement under these Rules shall consist of a State Measurer and Club Measurers. The State Measurer shall be elected annually at the Annual General Meeting of the Association. Club measurers shall be nominated by Clubs affiliated with the Association and shall be authorised in writing by the Association.

2.3 Measurement Certificates

- a) A boat shall have a valid Class Certificate of Measurement and be registered with an affiliated Club in order to compete in events organised by the Association. Class Certificate of Measurement shall be on a form similar to that shown at Part 7 and shall be issued by authorised measurers following satisfactory measurements. Registration of Boats possessing a valid Class Certificate of Measurement shall be undertaken by the Association Registrar after payment of the appropriate fee to the Association.
- b) Should significant changes be made to the boat or rigging (e.g. new mast) after a class Certificate of Measurement has been issued, the owner must arrange a re-measurement of the appropriate parts in order to maintain validity of the Certificate.
- c) Class Certificate of Measurement automatically becomes invalid upon change of boat ownership and the new owner is required to arrange re-measurement to obtain a new certificate.

- d) Nothing in the aforesaid shall preclude a spot check of any boat to ensure that changes have not occurred which cancel the validity of the certificate. Measurers are to conduct annual measurement of easily changed items using the Regatta Measurement Sheet shown at Part 8. The Regatta Measurement Sheet shall also be used to conduct measurements prior to the State Championships.

2.4 Interpretation

- a) Disputes regarding interpretation of the rules or compliance with the rules shall be decided by the State Measurer of the Association. Appeals against the decisions of the State Measurer may be made in writing to the Association Committee which will determine the matter at its next normal meeting. In the case of appeals lodged during the State Championships, the Association Committee may, at its discretion, determine the matter at a special meeting held as soon as practical after lodgement of the appeal. Decisions of the Association Committee shall not be retrospective, that is, the decision of the State Measurer will stand for the purposes of any regatta or event prior to determination by the State Committee.
- b) Designs must also comply with the 'spirit and intent' of the class rules.

2.5 Pelican Sailing Association Web Site

www.pelican.org.au

3 HULL

3.1 Construction

- a) All boats shall be built in accordance with the plans and specifications approved of and supplied by the Association, or from the P.S.A. mould and by builders approved by the Association. Hull plans are available from the PSA.
- b) All non-wooden boats must be constructed in fibreglass from a P.S.A. approved mould and layed up to P.S.A. specifications, see section 3.2
- c) New wooden boats may be registered. Boats constructed of 4mm plywood shall retain building frames of the size and construction shown in the plan. Tabernacles on wooden boats may be cored with holes of any dimension and the top of the tabernacle may be finished flush with the deck.

3.2 Fibreglass lay-up specification

- a) HULL
- 2 x Gel coat
 - 2 x 450gm CSM (chopped strand mat)

- 1 x 600gm woven roving (other than keel recess)
- 1 x 450gm CSM to keel recess
- 2mm core mat 1500 x 200mm at approx mid-height on side between chain plate and back tank
- 9mm thick marine ply laid to keel (stern to centreboard case; centreboard case to front tank); bow (to form a 'T'), stern (to form a 'T')
- foam or wood stiffening on floor (as per Pelican rules)
- 2 x 450gm CSM on gunwales
- 1 x 450gm CSM
- 1 x 450gm CSM on hull floor between tanks

b) FRONT TANK

- 2 x Gel coat
- 2 x 450 CSM
- 1 x 450 CSM around mast recess and base
- 1 x 600 gm woven roving on tank top
- Build up base of mast
- 40mm timber block to base of mast

c) REAR TANK

- 2 x Gel coat
- 2 x 450gm CSM
- 1 x 600gm woven roving seat top

d) CENTRE THWART

- 2 x Gel coat
- 3 x 450gm CSM
- 9mm marine ply across thwart
- 1 x 450gm CSM
- (3 x 450gm CSM for centreboard case)

Note:

Structurally equivalent layups are permitted (e.g. 2 layers of 225gm CSM is equivalent to 1 layer of 450gm CSM).

All CSM and woven rovings are fibreglass and polyester resin must be used.

Localised additional reinforcing may be used where fittings and localised loads will be located but may not be used for the purpose of stiffening the hull or changing its shape.

It is recommended that CSM panels overlap each other by 50 to 100mm. Woven roving does not overlap.

3.3 Weight

- a) The dry weight of the hull and fixed fittings shall not be less than 54 kgs.

- b) Should a boat require the addition of weight in order to comply with these rules, then such additional weight shall be evenly distributed, permanently fixed to the underside of the thwart and shall touch the sides of the hull.

3.4 Gunwhales

- a) Gunwhales may be constructed of timber, foam or fibreglass and shall not exceed 60mm in width as a combination of inboard and outboard. See sheer stringer on drawing.

3.5 Buoyancy

- a) The buoyancy tanks shall be watertight, and may be fitted with either metal or plastic ports.
- b) Additional buoyancy to a maximum of 0.25 cubic metres may be added in any or all of the following places:
 - i) Under the thwart.
 - ii) As side tanks.
 - iii) As an enlargement to the front tank.

3.6 Floorboards

- a) Floorboards, floor battens and floor stiffening may be made of timber, fibreglass, foam or any combination of the three. They shall be fixed in position and be of uniform cross-section. They shall not exceed a total length of 7500mm, and shall not exceed a cross-sectional area of 1000 square millimetres.

3.7 Identification

- a) The Association registration number of the yacht shall be cut, stamped or drilled into the inside of the aft transom, as close as practical to the centre of the transom, in legible numerals at least 25mm high and shall be marked indelibly on the outside of the transom in characters at least 50mm high and 8mm thick.

3.8 Hull Options

- a) The following may be used:
 - i) Rubbing strakes on bottom chine.

- ii) Rowlock fittings.
- iii) Sculling cut-out of 75mm maximum diameter.
- iv) Outboard motor timber supports.
- v) Thwart support timbers.
- vi) Splash boards shall be confined to the top area of the forward tank.
- vii) Rubber, synthetic or metal seals on the centre case.
- viii) A maximum of two venturi outlets.
- ix) A maximum of two stern tubes each having a maximum external diameter of 25mm.

3.9 Centreplate

- a) The centreplate shall be metal and shall have a size and shape in accordance with the plans.
- b) The centreplate shall have a minimum thickness of 4mm and cross-section dimensions which allow it be freely inserted into a rectangular slot measuring 305mm by 6mm. Edges of the centreplate may be faired.
- c) The plate shall not extend below the outer keel more than 660mm. The plate shall be secured to the hull by lashings.

3.9 Rudder Assembly

- a) The rudder assembly may be constructed of timber and/or fibreglass, but the blade area and shape shall match one of the two templates approved by the Association. The upper area of the blade may be cored and the re-enforcing cheeks on either side of the rudder are optional. The rudder may be faired to any extent along any edge but the centre thickness of the rudder shall be in accordance with the plans.
- b) The rudder shall be secured to the hull in a manner which will prevent it being dislodged during a capsize.
- c) A tiller of minimum length 450mm and maximum length 600mm shall be secured to the rudder. A tiller extension may be used.

4 FITTINGS AND EQUIPMENT

4.1 General

- a) All deck fittings are to be inboard and, except for kicker fittings, shall not be forward of the chainplates.
- b) Kickers, ratchet blocks, boom vang, cunningham, outhauls, and mechanical pumps may be fitted. Fittings within the hull may be placed in any position. Fittings on spars may be placed in any position provided the sail limit bands comply with these rules.
- c) Boom gooseneck fittings shall have a fixed stop to prevent the top of the boom going below the top of Band A.
- d) Fittings may be cored.
- e) Swivel cam cleat ratchet block assemblies and cleating of the mainsheet are **NOT** allowed.
- f) Mast anti-rotational devices including square mast sections may be used below deck level. Chocks or wedges may be used between the mast and forward buoyancy tank.
- g) Mast-head spinnaker fittings shall be placed no higher than 2960mm above the forward tank when measured from the lower side of the spinnaker halyard with the halyard pulled taut and at right angles to the mast. No part of the fitting shall protrude more than 110mm forward of the foremost edge of the mast when measured with the halyard taut and at right angles to the mast.
- h) Hand bailing equipment of at least 9 litre capacity shall be carried. The hand bailing equipment and any other loose gear shall be secured by lashings.
- i) A towing eye or fairlead of at least 25mm internal diameter and 4mm minimum thickness shall be fitted on or below the midpoint between the foredeck and the keel.

5 SPARS

5.1 General

- a) Spars shall be made from either timber or aluminium. Timber spars shall be solid and in accordance with the plans. Aluminium spars shall be marine grade, anodised or cold drawn seamless tube.

5.2 Mast

- a) Timber masts shall comply with the plans. Aluminium masts shall be circular in section, hollow and completely sealed with an outside diameter not greater than 55mm or less than 45mm with a length of 3340mm (refer to 2.1b tolerances). The wall thickness shall be 1.5mm minimum and 2.5mm maximum.

5.3 Gaff

- a) Gaffs shall have a length of 2650mm. Timber gaffs shall comply with the plans. Aluminium gaffs need not be circular in section but shall be hollow and completely sealed. The major tube dimension shall not exceed 45mm and the minor dimension shall not be less than 30mm. The wall thickness of the tube shall be 1.5mm minimum and 2.5mm maximum.

5.4 Boom

- a) Booms shall have a minimum length of 2350mm. Timber booms shall comply with the plans. Aluminium booms need not be circular in section but shall be hollow and need not be sealed. The major tube dimension shall not exceed 65mm and the minor dimension shall not be less than 30mm. The wall thickness shall not be less than 1.5mm minimum.
- b) Sail foot tension may be adjusted while sailing by use of an outhaul at the end of the boom. The outhaul may have any mechanical advantage and shall be cleated on the boom.
- c) Booms shall be fitted with a fixed stop to prevent the clew of the sail being pulled beyond the forward edge of band E.
- d) All boom sheeting attachments shall be located between 750mm and 1500mm from the forward end of band E.

5.5 Spinnaker Pole

- a) Only one spinnaker pole may be carried and it shall have a maximum length of 1370mm overall including fittings.
- b) Timber spinnaker poles shall comply with the plans. Aluminium spinnaker poles shall be circular in section, hollow and completely sealed with an outside diameter not exceeding 40mm. The wall thickness shall be 1.5 mm minimum and 2.5mm maximum.

5.6 Sail Limit Bands (Black Bands)

- a) Contrasting bands at least 50mm wide shall be painted on the spars as follows:
 - i) **BAND: A** On mast. Top of band shall not be more than 380mm above the top of the forward tank, measured with the mast forward against the tank.
 - ii) **BAND: B** On mast. Top of band shall not be more than 1420mm above the top of band A.
 - iii) **BAND: C** Near top of gaff in a position convenient to the bolt rope straining system.
 - iv) **BAND: D** On gaff. Top of band shall not be more than 2440mm below bottom of band C.
 - v) **BAND: E** On boom. Forward end of band shall not be more than 2285mm from aft side of mast.
- b) The sail shall be so rigged that the top of the boom shall not be lower than the upper edge of band A, band D shall be level with or below band B. No part of the sail shall be above the lower edge of band C. No part of the sail shall go aft of the forward edge of band E.

6 SAILS

6.1 General

- a) Only one mainsail and one spinnaker are to be used during a P.S.A. event or Regatta unless a temporary change is requested in writing and authorised in writing by the Pelican Association President, Measurer or their representatives or the Principle Race Officer (PRO) of a host club. The State Measurer or their representatives shall approve any changes, alterations, adjustments or reshaping. Discarded sails may only be used in club events.
- b) Measurement shall be carried out in accordance with current ISAF ERS (Equipment Rules of Sailing).

6.2 Certification

Sails used in racing shall be registered and shall carry the signature of the measurer or authorised person and date of measurement on the sail. The signature and date shall be placed in indelible marker (laundry marker) close to the head of the spinnaker and close to the tack of the mainsail.

6.3 Main Sail

6.3.1 Emblem

The Pelican class logo shall be of the attached specifications:

Black in colour and fitted to both sides of the sail, back to back with beak facing forwards.

The base of the logo shall be placed centrally on the sail and between 1000mm and 1100mm from the head point.

6.3.2 Registration Number

Mainsails shall carry Association Registration Numbers in black characters of 255mm minimum height and 50mm wide on both sides of the sail.

6.3.3 Construction

- a) The construction of the sail shall be: soft sail made from single white woven ply or polyester laminate sail cloth. Use of any other fibre, e.g. aramid, carbon etc. is prohibited.
- b) The main body of the sail shall consist of the same material throughout. The ply fibres shall be of polyester. Batten pockets may be made from material of different weight of the sail.
- c) The weight of the ply shall be a minimum 150 g/m².
- d) Primary Reinforcement. Sails may be stiffened with any thickness of cloth beyond secondary reinforcement of such stiffening shall not exceed more than 266mm from corners.
- e) Secondary Reinforcement shall not exceed three layers of cloth of equivalent weight to the parent cloth (ie: Parent cloth plus two equivalent layers). It shall not exceed more than 798mm from the corners of the sail.
- f) Four or less flutter patches not exceeding 63mm in any dimension and from the same ply as the body of the sail may be fitted to the leech of the sail.
- g) The following is permitted in the construction of the sail: stitching, glues, tabling, tapes, double sided tape for seaming, bolt ropes for the luff, cringes/eyes at each corner of the sail, cunningham and lacing points, batten pockets, batten pockets patches, batten pocket elastic, draft stripes, tell tales, leech ribbons and a vision window of single ply material.

6.3.4 Leech

For sails built after 10 July 2008 the leech shall not extend aft of straight lines between:

- a) The aft head point and the intersection of the Top Batten.
- b) The intersection of the leech and the lower edge of a batten pocket and the intersection of the leech and the upper edge of an adjacent batten pocket below.

- c) The clew point and the intersection of the leech and the lower edge of the Lower Batten Pocket.

6.3.5 Battens

- a) Three battens may be fitted to a mainsail.
 b) These battens shall be fitted, spaced evenly along the leech. The centers of the battens shall be within 50mm of these evenly spaced points.
 c) Batten pocket dimensions shall not exceed:
- | | | |
|--------|--------|-------|
| Length | Top | 300mm |
| | Middle | 450mm |
| | Lower | 450mm |
- d) Battens can be made of wood, fibreglass or combination of polyester resin material.
 e) Carbon fibre and composite battens are prohibited.
 f) Battens must be easily removable.

6.4 Sail Dimensions:

Main Sail	Minimum	Maximum
Leech length		4190 mm
Top width (luff to leech)		35 mm
7/8 th width (post 2008 sails)		360 mm
Three quarter width (post 2008 sails)		685 mm
Half width		1335 mm
Quarter width (post 2008 sails)		1850 mm
Foot Median (head to midpoint of foot)		4064 mm
Top batten pocket		300 mm
Mid batten pocket		450 mm
Lower batten pocket		450 mm
Batten pocket internal width		60 mm
Batten pocket patches – up to 2 layers		150mm or 75mm radius
Flutter patch dimensions		63 mm
Sail number height	225 mm	
Sail number width	50 mm	
Stiffening extent		266 mm
Secondary reinforcing		798 mm
Sail cloth weight	150 gm/m2	

The centers of the Batten Pockets shall be within 50mm of the points dividing the leech equally into quarters.

6.5 Spinnaker

- a) Spinnaker dimensions shall not exceed the following:
- i) 2285mm when measured in a straight line along luff and leech.
 - ii) 2390mm when measured in a straight line from head to centre of foot.
 - iii) 865mm along each half of the foot.
 - iv) 710mm when measured from the mid-point of the luff or leech to the mid-point between the head and centre of foot. The mid-points are found by folding the sail with the leeches together and firstly bringing the head and clews together, tensioning the leeches and marking the centre point on one leech. The sail is now re-flattened along the centreline (with leeches together) and the head is brought to the centre of the foot. The centreline is gently tensioned along the curve and the mid-point marked on the centreline at the point of the fold.
- b) Spinnakers are to have guy and sheet only.

7 PELICAN CLASS CERTIFICATION OF MEASUREMENT

Annual measurement and declaration form for the registration of a Pelican Yacht. 3 copies are required, each to be signed by Owner and Club Measurer (1 copy owner, 1 copy club, 1 copy PSA).

Name of Boat _____

P.S.A. Registration Number _____

7.1 Owner's Declaration

<p>I hereby declare the following to be true:</p> <p>The hull <i>has/has not</i> been registered previously.</p> <p>The spars <i>have/have not</i> been registered previously.</p> <p>There have been <i>changes/no changes</i> to the hull measurement since last registration.</p> <p>There have been <i>changes/no changes</i> to the spars measurement since last registration.</p> <p>(ITEMS RE-MEASURED IN ACCORDANCE WITH RULE 2.3(b) ARE TO BE LISTED AT PARAGRAPH 7.4)</p> <p>SIGNED: _____ (Owner) DATE: _____</p>

7.2 Measurements

Spinnaker	Maximum	Complies
Luff and leech	2285 mm	
Peak to centre of foot	2390 mm	
Foot half width	865 mm	
Centre half width	710 mm	
Sail cloth weight (minimum)	0.7oz per sq yard (min)	

Hull	Allowable	Complies
Floorboard cross section	max 10 square cm	
Floorboard – total length of boards	max 7500 mm	
Gunwhale width	max 60 mm	
Length of centreboard below keel	max 660 mm	
Hull dry weight with weight correctors and fixed fittings	min 54 kg	
Inside diameter of towing ring	min 25 mm	
Thickness of towing ring	min 4 mm	
Type of construction	wood or fibreglass	
Rudder profile as per drawing		
For fibreglass boats – Name of builder		

Mainsail	Minimum	Maximum	Complies
Leech length		4190 mm	
Top width (luff to leech)		35 mm	
7/8 th width (post 2008 sails)		360 mm	
Three quarter width (post 2008 sails)		685 mm	
Half width		1335 mm	
Quarter width (post 2008 sails)		1850 mm	
Foot Median (head to midpoint of foot)		4064 mm	
Top batten pocket		300 mm	
Mid batten pocket		450 mm	
Lower batten pocket		450 mm	
Batten pocket internal width		60 mm	
Batten pocket patches – up to 2 layers		150mm or 75mm radius	
Flutter patch dimensions		63 mm	
Sail number height	225 mm		
Sail number width	50 mm		
Stiffening extent		266 mm	
Secondary reinforcing		798 mm	
Sail cloth weight	150gm/m2		

PELICAN SAILING ASSOCIATION (Inc.) CLASS DOCUMENTS 2014

Aluminium Spars	Allowable	Complies
Mast. outside diameter	45 – 55 mm	
wall thickness	1.5 – 2.5 mm	
length	3340 mm	
height of spinnaker fitting from top	max 2960 mm	
length of spinnaker fit forward of mast	max 110 mm	
Gaff. major tube dimension	max 45 mm	
minor tube dimension	min 30 mm	
wall thickness	1.5 – 2.5 mm	
length	max 2650	
Boom. major tube dimension	max 65 mm	
minor tube dimension	min 30 mm	
wall thickness	min 1.5 mm	
length	min 2350 mm	
Spinnaker Pole. outside diameter	max 40 mm	
wall thickness	1.5 – 2.5 mm	
overall length (with fittings)	max 1370 mm	

Wooden Spars	Allowable	Complies
Mast. diameter at base	57 mm	
diameter at head	48 mm	
length	3340 mm	
height of spinnaker fitting from top	max 2960 mm	
length of spinnaker fit forward of mast	max 110 mm	
Gaff. diameter at centre	41 mm	
diameter at ends	32 mm	
length	2650 mm	
Boom. diameter at centre	41 mm	
diameter at ends	32 mm	
length	min 2350 mm	
Spinnaker Pole. outside diameter	max 40 mm	
overall length (with fittings)	max 1370 mm	

Bands	Allowable	Complies
Width of bands	min 50 mm	
Mast band A , top of band A above top of forward tank	max 380 mm	
Mast band B , top of band A to top of band B	max 1420 mm	
Gaff band C and D , top of band D to bottom of band C	max 2440 mm	
Boom band E , aft side of mast to forward end of band E	max 2285 mm	

7.3 Certification

Measurer: The above measurements have been checked by me, and fully comply with the Class Rules of the P.S.A.

Club Measurer

Date

Owner: The measurements detailed above have been checked in my presence.

Owner

Date

7.4 List of Re-Measured Items

Date	Item	Measurers signature

8 REGATTA

8.1 Regatta and State Championship Measurement Sheets

Boat Name _____ Sail Number _____

Club _____ Hull number _____ Date _____

Section (1) Take sails to designated area to be measured and signed by Club Measurer

Spinnaker is within limits and complies _____

Mainsail is within limits and complies _____

Club Measurer

Section (2) Sailors to remove all loose pulleys and ropes from the hull and take the hull in a dry state to measure the weight of the hull.

Weight Record

Hull weight _____ kg
(54kg min weight) complies _____

Club Measurer

Section (3)

Sailors to rig boats on lawn area without sail and lay boat on its side with the centre board in its fully down position, ask the measurer to come and measure spars and centre board.

Measurement	Sign off
Spinnaker pole max length including fittings 1370mm	
Spinnaker masthead block maximum height 2960 from top of tank	
Spinnaker masthead block maximum 110mm from front of mast to outside	
Total maximum width of centreboard 305mm	
When rigged 660mm maximum below the keel	
Mast band A – top of band A above top of forward tank 380mm maximum	
Mast band B – top of band A to top of band B 1420mm maximum	
Gaff bands C and D – top of band D to bottom of band C 2440mm maximum	
Boom band E – aft side of mast to forward end of band E 2285mm maximum	
Adjustable outhaul has a mechanical stop to prevent sail going past front edge of band E	
Hand bailing equipment of at least 9 litre capacity shall be carried	
Towing ring minimum 25mm internal diameter and 4mm thick material	
Life jackets must be in good condition and PFD rating per size of competitor	

This Yacht complies with P.S.A. Measurement Rules

PSA Measurer

8.2 Equipment Change Sheet

This form is only to be completed for lost, stolen or damaged equipment.

Equipment must be certified by the PSA Measurer

Yacht No _____ Yacht Name _____

Club _____

Reason for equipment change:

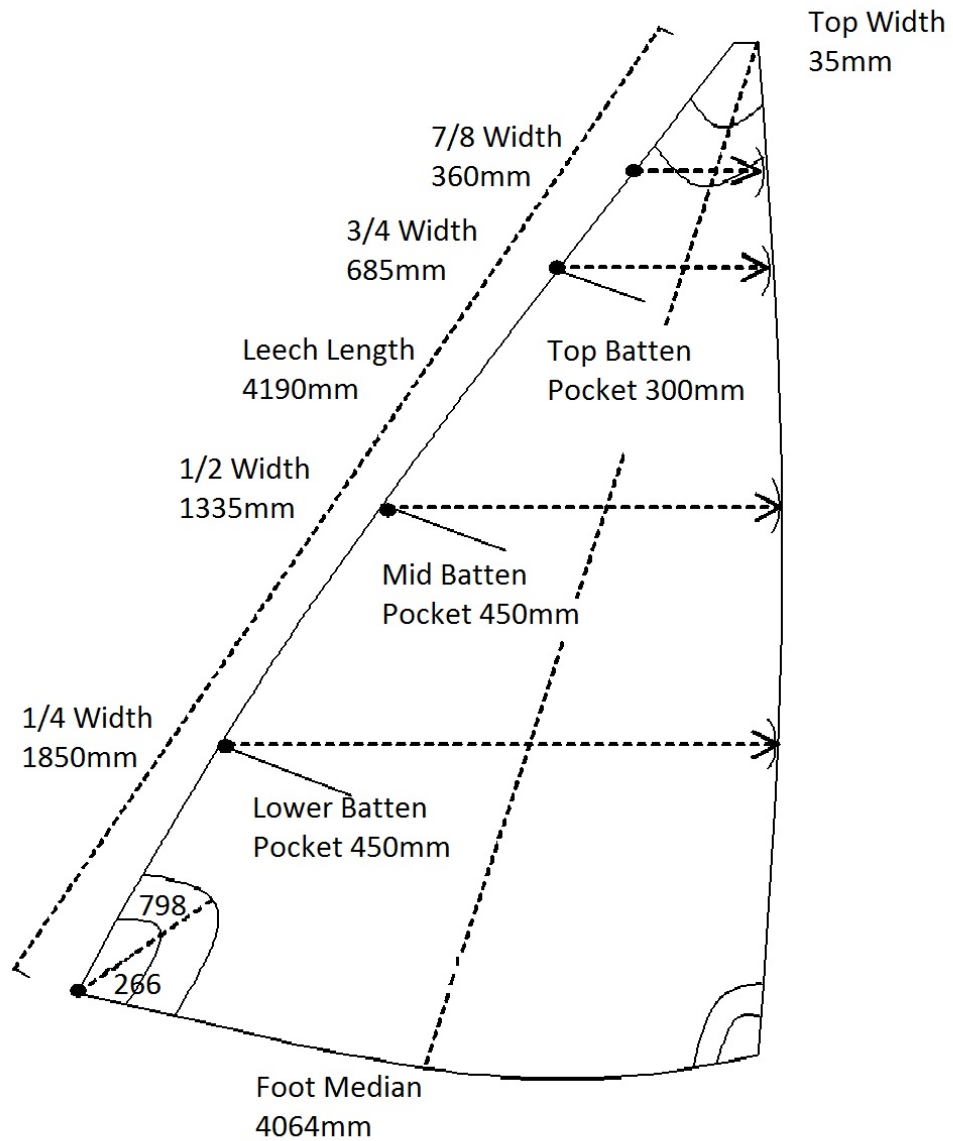
CHANGE IS AUTHORISED

PSA Measurer

Date

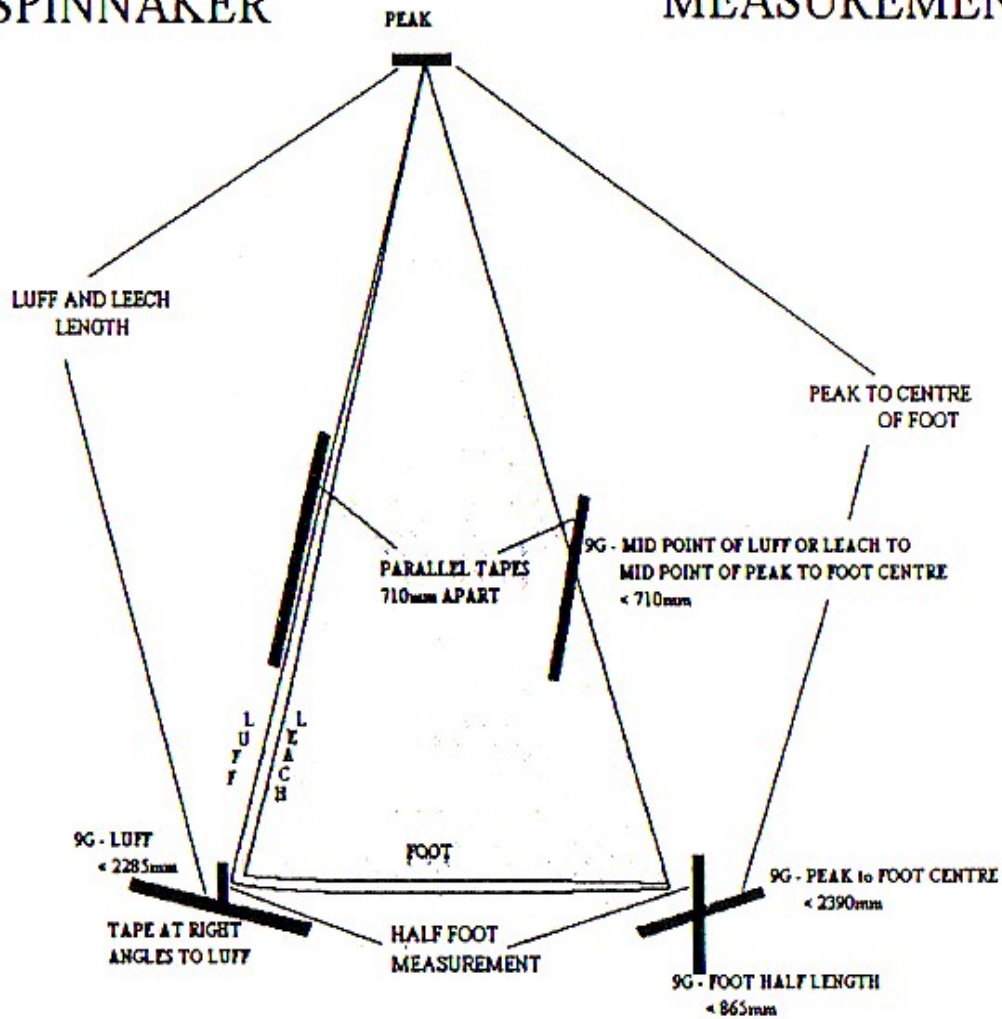
9 MEASUREMENT GUIDE

9.1 Mainsail

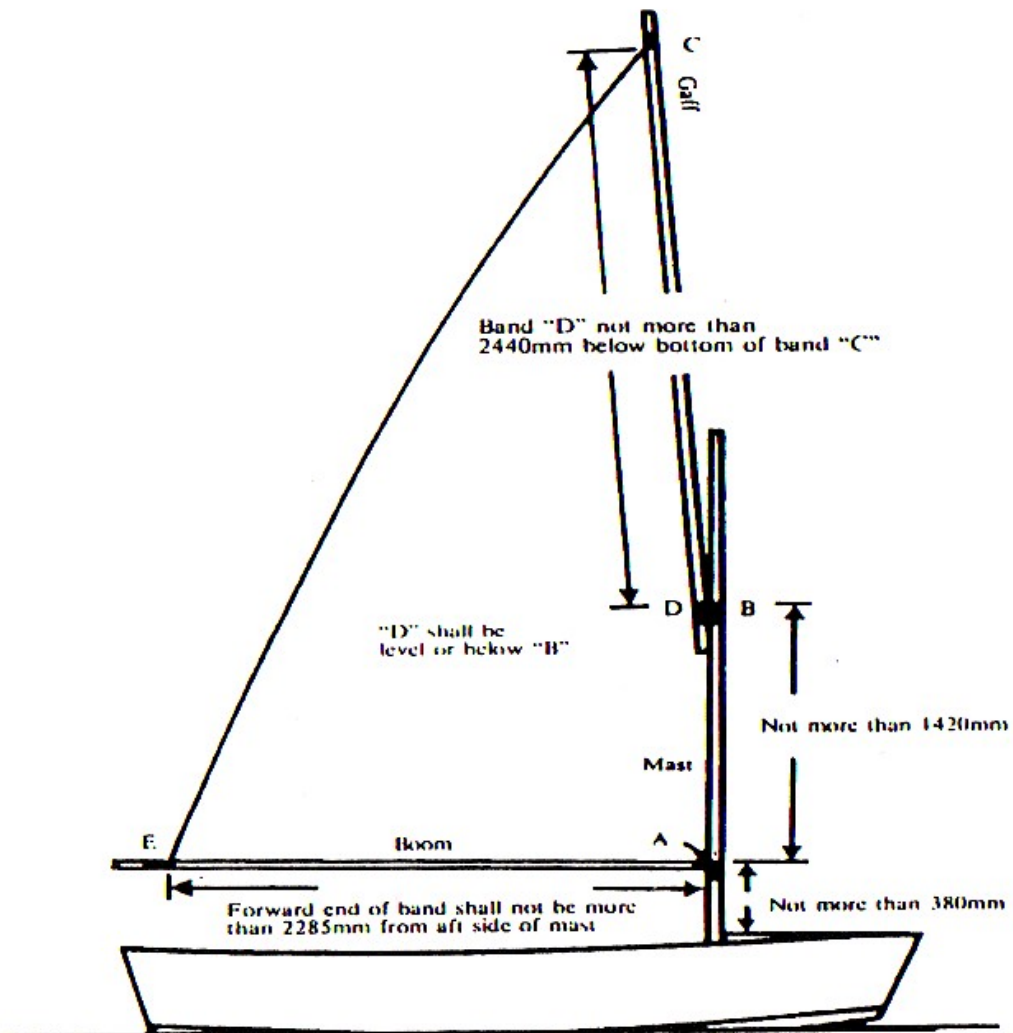


9.2 Spinnaker

SPINNAKER MEASUREMENT



9.3 Sail Limit Bands

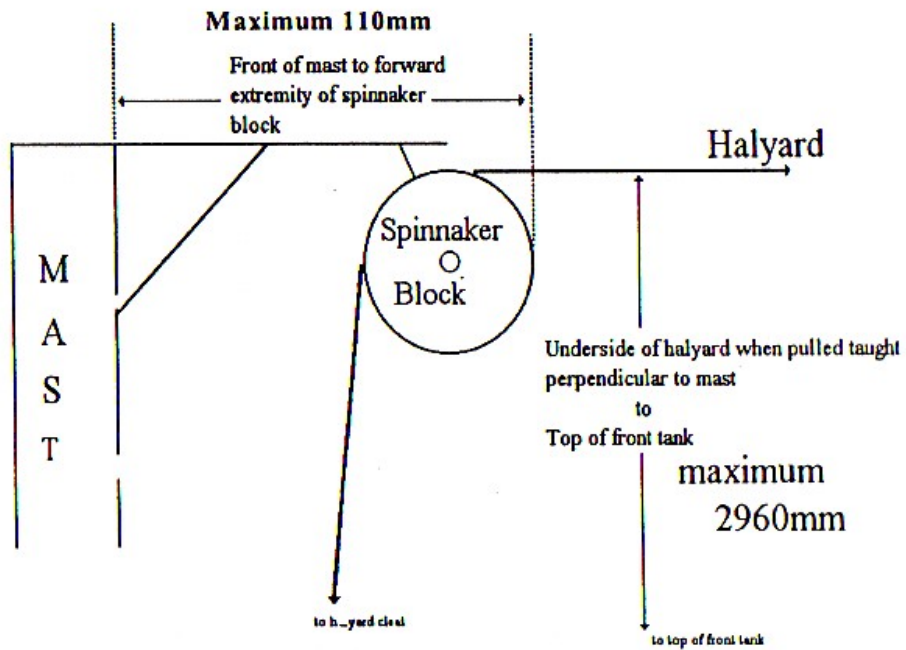


NOT TO SCALE

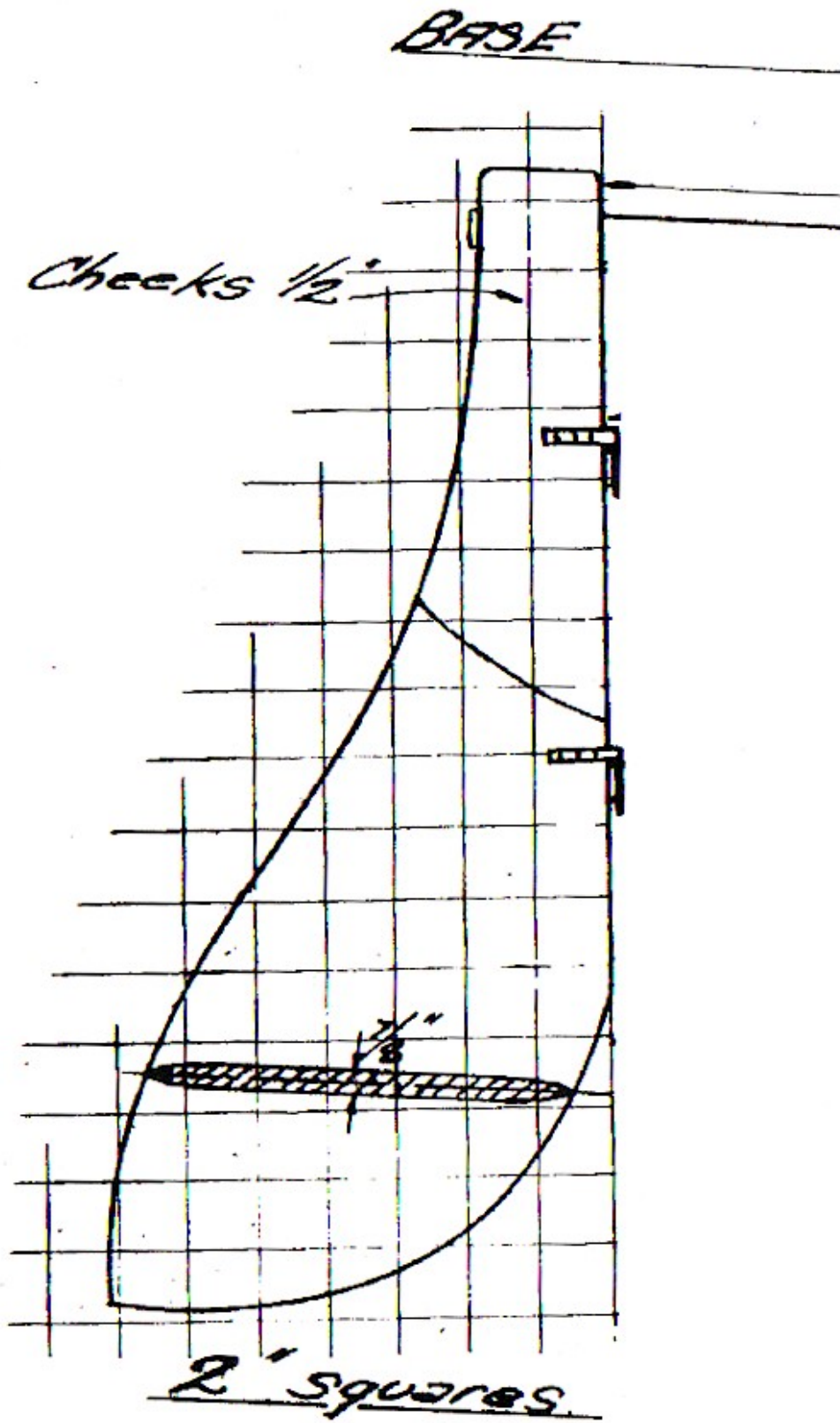
SAIL LIMIT BANDS

9.4 Mast Head

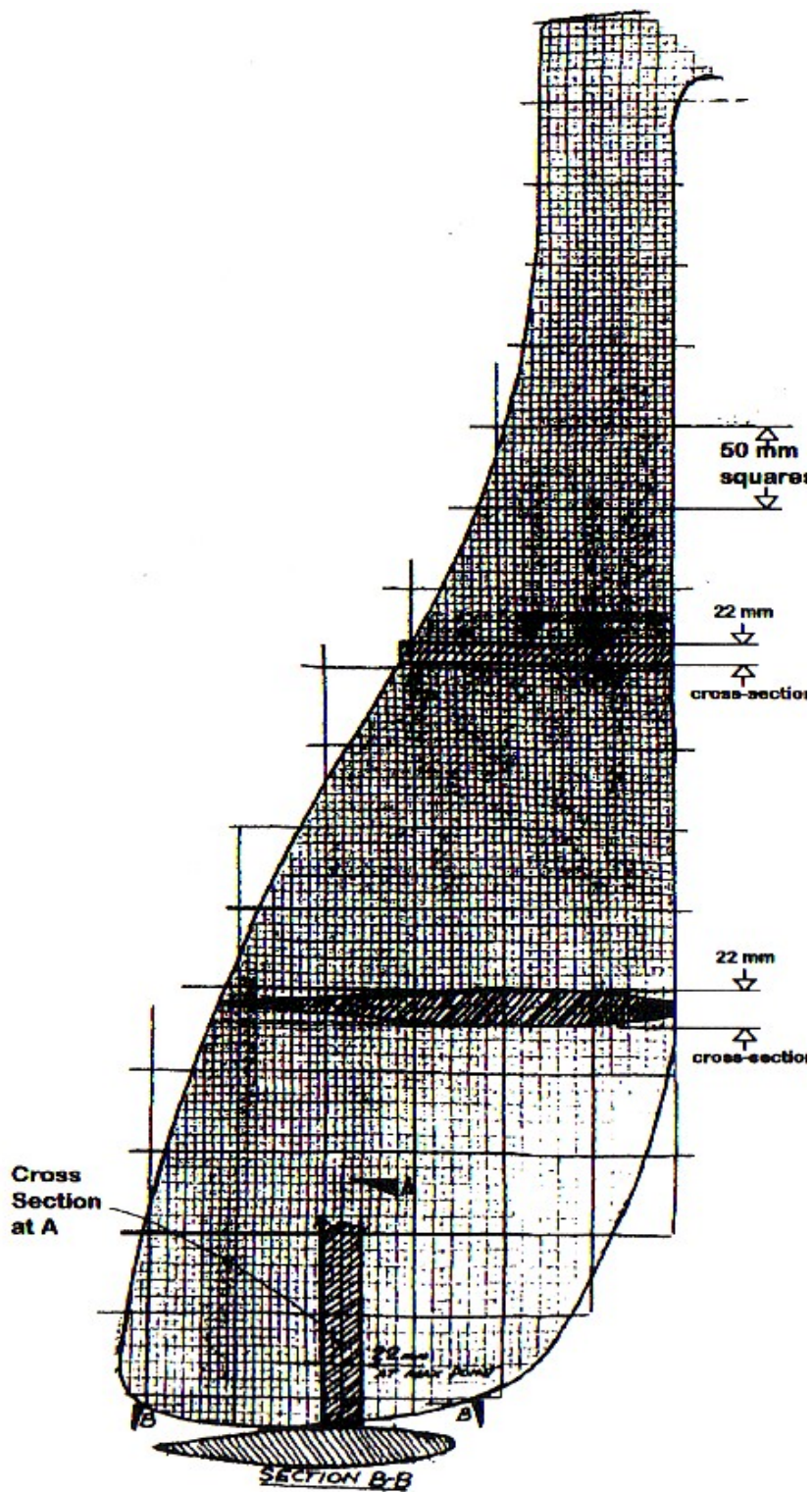
MASTHEAD MEASUREMENT



9.5 Original Rudder

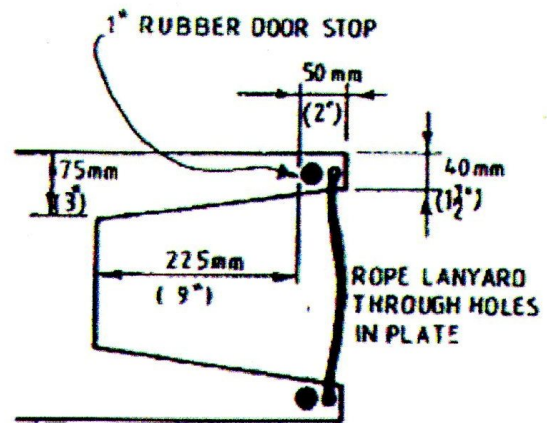
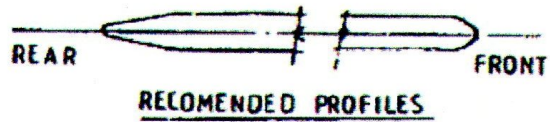


9.6 Alternate Rudder

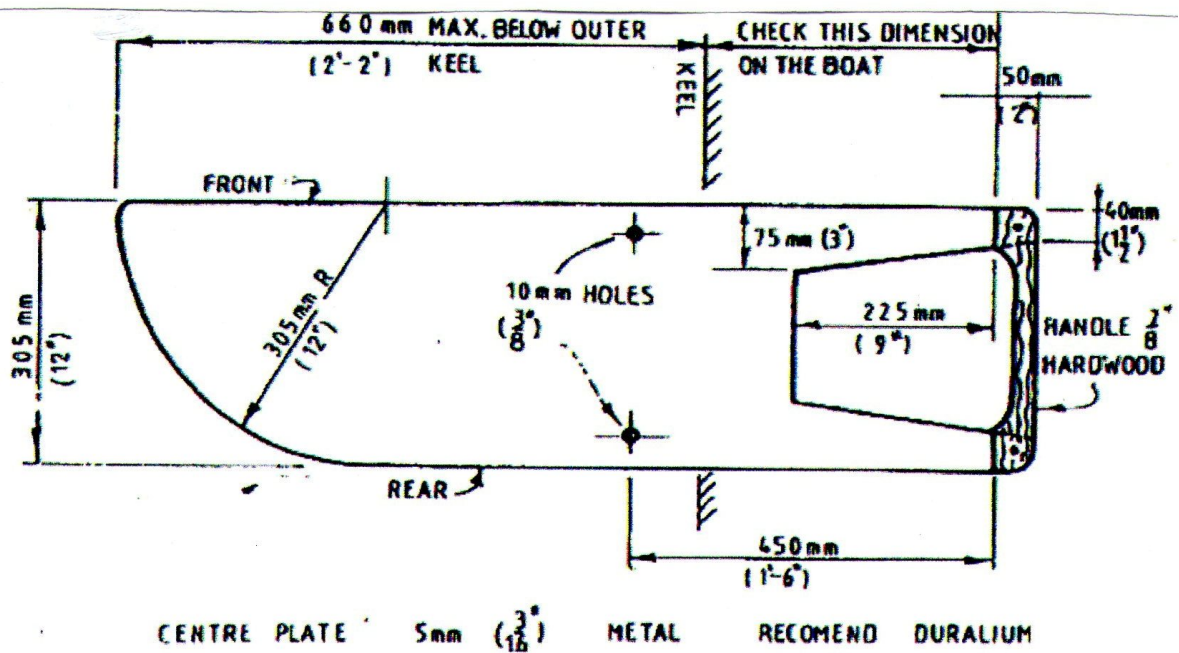


9.7 Centre Plate

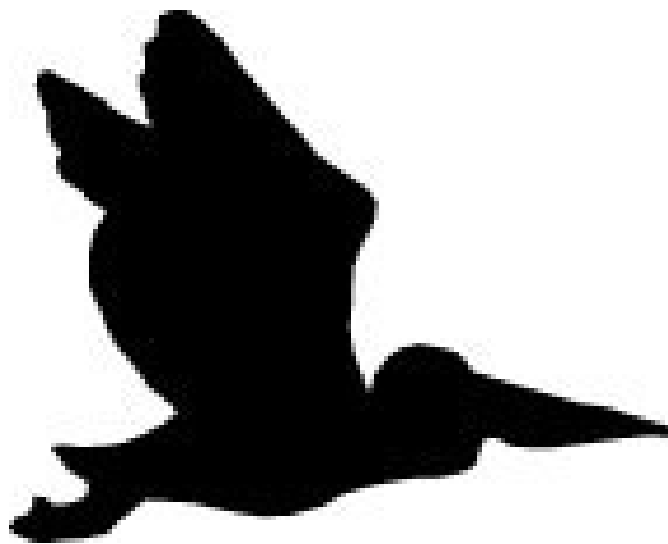
PELICAN CENTRE PLATE



ALTERNATE CENTRE PLATE TOP



Pelican Sailing Association (Inc.)



PSA RACING RULES

July 2010

RACING

1. Skippers and Crew (Eligibility)

- a) Once a sailor has raced competitively as a skipper in more than three races in another class of yacht, during the current sailing season, he/she will be ineligible to compete in State Championships or other P.S.A. events with the following exceptions:
- Interschool racing
 - Youth Cup racing
 - Teams racing
 - Keelboat racing (including twilights)
 - Racing in any of the following training class sailboats:
 - i) Optimist Dinghy
 - ii) Manly Junior
 - iii) Mudlark
 - iv) Sabot
 - v) Minnow
 - vi) Open BIC
- b) Skippers (excluding First Year Skippers) must have competed in a minimum of 3 official club races in the current sailing season to be eligible to compete in the State Championships.
- c) A First Year Skipper is a skipper who has not skippered any class of yacht before the last State Championships. He/she is considered a First Year Skipper from after a State Championship to the next State Championships.

An application for dispensation from this rule must be **made in writing** to the P.S.A. Committee not less than **7 days prior** to the commencement of the relevant P.S.A. event. This Rule applies to any change of skipper during the State Championships or other events.

- d) That any boat that finishes in the top three positions on championship overall in any Pelican Sailing Association event shall become ineligible to win a position in the top three places on consistency/handicap.

2. Crew

- a) A boat must be sailed by a skipper and one crew member.

3. Age Limit

- a) Both the skipper and the crew member shall be under 16 years of age on the 15th October in the year in which the season begins.

4. Courses

- a) The State Championships or other P.S.A. events may be run over a series of short or long courses or a combination of both, subject to ratification of the format by the P.S.A. Committee prior to the Notice of Race for the series being distributed.
- b) The recommended maximum course length is approximately five nautical miles with approximately two nautical miles of windward work.

5. Eligible Boats

- a) For Pelican Association races only registered boats will be eligible.

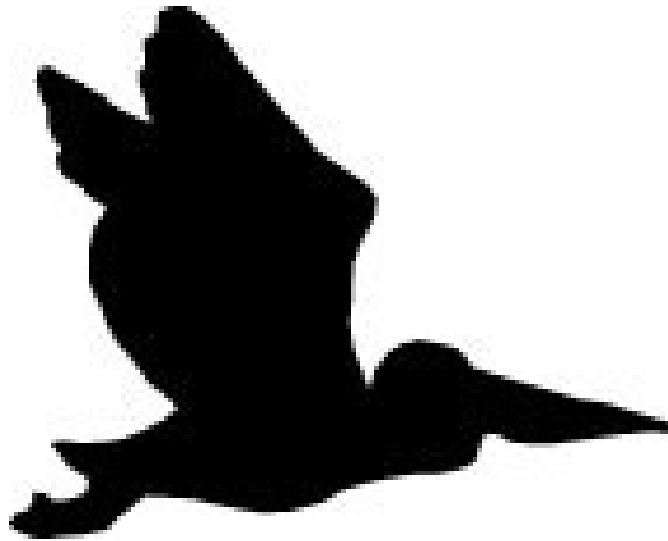
6. Racing Instructions

- a) All races conducted by or on behalf of the Association shall be conducted under the current racing rules and safety regulations of the International Yachting Federation, the Yachting Association of Western Australia and the Class Documents, all as modified by the sailing instructions.

7. Host Club

- a) The Association races will be run by Clubs nominated by the Association who will be responsible for providing officials to efficiently conduct the event. Medallions and/or equivalent will be provided by the Association.

Pelican Sailing Association (Inc.)



PSA TROPHIES

April 2010

1. STATE CHAMPIONSHIP TITLE

Host Club (provides)

State Championship places 1 st , 2 nd & 3 rd	Trophy
Consistency Championship places 1 st , 2 nd & 3 rd	Trophy
<u>Races 1 to 8</u>	
Fastest time - places 1 st , 2 nd & 3 rd	Host Club Pennant
Handicap - places 1 st , 2 nd & 3 rd	Host Club Pennant
<u>Special Prizes</u>	
Best First Year Skipper Overall	
Best First Year Skipper – Individual race result	
Endeavour Award	
Best Helm person 12 years or under (as of the start of the State Championships)	
Best Crew Work	
Club Travellers	
Kevin Rose Spirit Award	
Nightly Chook Award	

Association (provides)

<u>Overall Results</u>	
State Champion	1 st Perpetual Shield
State Championship places 4 th to 10 th	P.S.A. Award
 Team Championship	 Perpetual Shield
Reilly Perpetual Trophy – Endeavour Award	Perpetual Trophy
<u>Invitation Race</u>	
Fastest time - places 1 st , 2 nd & 3 rd	Pennant or P.S.A. Award
Handicap - places 1 st , 2 nd & 3 rd	Pennant or P.S.A. Award

Trophies may be added or deleted at the discretion of the host club or the P.S.A. Committee at the time.

Club Travellers Award (guide only)

When State Championships are in the metropolitan area, metropolitan clubs are not to be considered.

Host club not to be considered

Percentage of each clubs registered boats participating in the State Championships.

In case of a tie greatest total distance travelled of the tied clubs shall determine the winning club.

Endeavour Award (guide only)

Boats finishing in the top ten not to be considered.

The number of races the boat has started in.

The number of races the boat has finished.

The amount of improvement made throughout the series.

The level of sportsmanship and fair sailing.

Best Crew Work (guide only)

The speed in which the spinnaker is set.

The speed in which the spinnaker is dropped.

Ability to keep spinnaker trimmed and set.

Ability to keep spinnaker set and speed when gybing.

Ability to lean and keep boat level and trimmed.

Method and speed of bailing if needed to.

Kevin Rose Spirit Award (criteria)

A helm or crew who has sailed for 3 years or more and helped develop the class in that time ie helped coached younger sailors, has been a role model on and off the water to other sailors ie fair sailing and respects rules, and the determination to succeed but not necessarily achieved this success as yet. 2 nominations per club to be submitted to the PSA secretary by the end of the 4th state heat for consideration by PSA Life members and President. The perpetual trophy remains the property of GBYC and GBYC will present the annual trophy.