

COMET VERSA CLASS RULES

1. INTENTION & INTERPRETATION.

- a. The intention of the Class Rules shall be to maintain a "one-design class" in which racing is a true test of sailing skill. The boats shall be as alike as possible in all aspects effecting speed and ease of handling. The boat's characteristics of simplicity, safety, moderate cost and low maintenance shall be maintained.
- b. The official language of the Class shall be English. The English text shall prevail in any dispute over translation.
- c. In the event of any discrepancy between the rules and the plans, specifications or measurement forms, the rules shall take precedence.
- d. The Constitution of the Combined Comet Class Association shall govern the procedure for changes and/or additions to these rules.

2. PROTECTION OF ONE DESIGN.

- a. Only Comet Dinghies and holders of a valid licence from Mr A M Simmons shall be entitled to build Comet Versa sailing dinghies.
- b. Builders shall be required by their licence to produce boats and parts in accordance with the official plans and specifications issued by Mr A M Simmons and in accordance with these Class Rules.
- c. The GRP hull and deck shall be produced only from official moulds to the standards and specifications of Comet Dinghies.
- d. All other equipment comprising, mast, boom, bow sprit, sails, battens, centreboard, rudder blade, rudder stock, tiller, fittings, toe strap mountings, whether original or replacement, shall be those supplied by a licensed Builder except as specifically authorised by these Rules (see paragraph 7).
- e. No additions, alterations or repairs may be made to the Comet Versa unless specifically authorised by these Rules. These restrictions shall extend to the position and intended function of each item.

3. CERTIFICATE AND REGISTRATION.

- a. Each Comet Versa shall be issued with a sail number when built and recognised only by that number.
- b. A measurement certificate shall be issued with each new Comet Versa in accordance with the Constitution of the Combined Comet Class Association.
- c. No boat shall be allowed to race as a Comet Versa unless it is listed on the Comet Versa Class Register and has a Valid Measurement Certificate.

4. MEASUREMENT.

- a. Only the Class Measurer, the builder, or holder of a valid building license shall be allowed to issue a Measurement Certificate.
- b. Any Comet Versa with a Measurement Certificate shall be liable to be inspected, examined and remeasured at the discretion of the Combined Comet Class Association or its committee.
- c. At the discretion of the approved measurer, the repair and replacement of any part of a Comet Versa may invalidate the certificate of that Comet Versa.

5. COMPLIANCE WITH RULES.

- a. It shall be the responsibility of the owner to ensure that the Comet Versa complies with the Class Rules
- b. Any alteration or replacement shall comply with the rules current at the time of the alteration or replacement.

6. RULING AND DISPENSATIONS.

- a. Cases of doubt regarding compliance with the Class Rules shall be referred to the Combined Comet Class Association committee who shall give a ruling.
- b. The Combined Comet Class Association shall be empowered to grant dispensations only in exceptional cases where this is considered to be in the interests of the class. Any such dispensation shall be recorded on the Measurement Certificate of the boat.

7. PERMITTED ALTERATIONS, ADDITIONS & REPAIRS.

- 7.1. The following may be replaced by parts from any manufacturer or supplier, provided they perform the same function:
 - a. blocks.
 - b. tiller extension.
 - c. shackles, pins, swivels.
 - d. centre mainsheet swivel.
 - e. spinnaker bag.
 - f. shrouds, stainless steel wire of standard length and of not less than 3mm diameter comprising at least nineteen strands.
 - g. jib halyard-flexible stainless steel wire of standard length and not less than 3mm.
 - h. main halyard, of synthetic rope construction only.
 - i. running rigging, mainsheet, jibsheet, kicking strap & lashings.
 - j. self bailers.

7.2 The following additions and alterations are permitted and may include parts which can be obtained from any supplier:

- a. non slip material may be added to the internal mouldings.
- b. the total velocity ratio of each individual control line system shall not exceed -outhaul 4:1, kicking strap 8:1, cunningham 4: 1.
- c. any number and design of mechanical wind indicators may be fitted.
- d. any compass may be fitted.
- e. any additional equipment relating to safety purposes may be fitted.
- f. additional hatches may be fitted provided they do not compromise the watertight integrity of any hull compartments.
- g. rowlock sockets.

7.3 The following additions and alterations may be permitted as long as they are supplied by the builder and fitted in the standard position as indicated by the builder:

- a. jibkit comprising jib, furling gear and fairleads.
- b. jibstick, either with two eyes on mast or fly away system fitted to jib halyard wire and fastened to jib clew. It must not inhibit or prevent the furling of the jib while afloat.
- c. asymmetric spinnaker kit comprising extending bow sprit (see rule 14).
- d. outboard pad on transom.
- e. adjustable jib fairleads and tracks.

8. MAST.

- a. All fittings, fastenings and rivets shall be sealed to maintain buoyancy of mast. A 5mm drain hole at base of mast is permitted.

9. STANDING RIGGING.

- a. Sidestays. Length overall between bearing surfaces 3890mm \pm 10mm. Wire diameter 3mm.
- b. Shroud adjusters. Multi hole type. Distance between shroud attachment and deck fitting hole centres. Maximum 82mm. Minimum 18mm.
- c. No additional shackles or rigging links etc. shall be fitted.

10. JIB HALYARD.

- a. Shall be of external type, maintaining buoyancy of mast. Wire diameter 3mm.
- b. Length overall between bearing surfaces 3775mm \pm 10mm.
- c. No rope or fittings shall inhibit or prevent the lowering of the jib while afloat.

11. JIB FURLING GEAR.

If a jib is fitted: -

- a. Jib furling top swivel and jib furling drum shall always be fitted.
- b. No rope or fittings shall inhibit or prevent the furling of the jib while afloat.

12. SAILS.

- a. Only mainsail, jib and asymmetric spinnaker shall be permitted.
- b. No rope or fittings shall inhibit or prevent the lowering or reefing of the mainsail while afloat.
- c. Mainsail reefing line must always be installed and able to reef the sail.
- d. Repairs. Sails shall not be recut, resewn or altered other than for bona fide repairs. Sails shall not be fitted with stiffening patches or additional cringles.

13. ASYMMETRIC SPINNAKER BOWSPRIT.

- a. The bowsprit shall be retracted so that its forward end is within 300mm of the forward most point of the hull at all times other than when the spinnaker is set or in the act of being set or recovered.

14. REPAIRS & REPLACEMENTS.

- a. Repairs shall be permitted to damaged hulls, decks, centreboards, rudders, masts and booms, provided that such repairs do not alter shape or characteristics of the component so that its strength or performance is materially affected.

15. CREW & RIG OPTIONS.

The Comet Versa shall race equally with the following crew and rig options: -

- a. The Comet Versa may be raced as a one sail dinghy with one or two people in the boat.
- b. The Comet Versa may be raced as a two sail dinghy with one or two people in the boat.
- c. If a spinnaker is fitted and used when racing, two people shall be in the boat.

7th October 2009