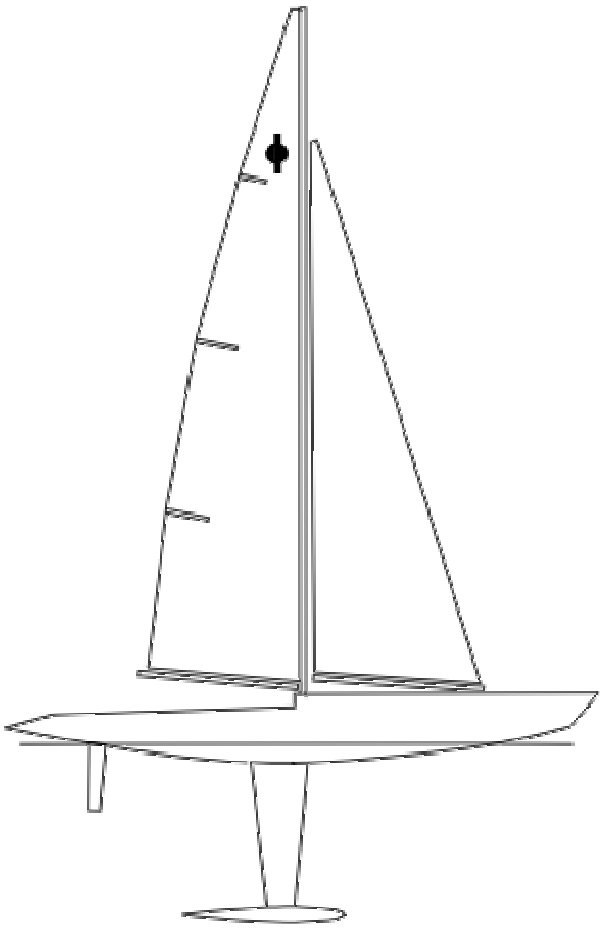
PHIGIT

CLASS RULES

2006 V1.2



The Phigit class was developed by
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in 2006 with the support of Marine Modelling International
under the editorship of Chris Jackson

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Introduction

The Phigit class is intended to provide opportunities for non-professional builders to design, develop, and race a radio controlled boat with very few restrictions to the hull and radio control equipment, while exploiting the free availability of sails, rigs, and appendages from the popular and established IOM class.

Phigit hulls, hull appendages, rigs and sails may be manufactured by any amateur or professional manufacturer without any requirement for a manufacturing license.

Owners and crews may note that:

(a) The major measurement controls of the boat are carried out at an event. Rules regulating the use of equipment at an event are contained in Section C of these class rules, Part I of the ERS, and the Racing Rules of Sailing.

(b) The two gauges (depth restriction, vertical centre of gravity) used for measurement control may be easily constructed, allowing an owner to carry out simple self-checks of rule conformity.

(c) A boat may be issued with a certificate following an owner's self-declaration of the measurements required on the measurement forms. Compliance with rules in Section C is NOT checked as part of the certification process.

(d) Sails may be certified either by an official measurer, or by the manufacturer if approved by the Class Management Group.

This introduction provides an informal background only and the Phigit Class Rules proper begin on the next page.

PART I – ADMINISTRATION

Section A – General

A.1 LANGUAGE

A.1.1 The official language of the class is English and in case of dispute over translation the English text shall prevail.

A.1.2 The word "shall" is mandatory and the word "may" is permissive.

A.2 ABBREVIATIONS

A.2.1

ISAF	International Sailing Federation
ISAF–RSD	ISAF – Radio Sailing Division
MNA	ISAF Member National Authority
DM	ISAF–RSD Member
CMG	Phigit Class Management Group
NCA	National Class Association
ERS	Equipment Rules of Sailing
RRS	Racing Rules of Sailing

A.3 AUTHORITIES AND RESPONSIBILITIES

A.3.1 The authority of the class is the Class Management Group.

A.3.2 No legal responsibility with respect to these **class rules,** or accuracy of measurement, rests with:

the ISAF
the ISAF–RSD
the MNA
the DM
the CMG
any NCA
an **official measurer**

No claim arising from these **class rules** can be entertained.

A.3.3 Notwithstanding anything contained herein, the **certification authority** has the authority to withdraw a **certificate**.

A.4 ADMINISTRATION OF THE CLASS

A.4.1 The class shall be administered by the CMG which may delegate part or all administration.

A.5 CLASS RULES

A.5.1 These **class rules** shall be read in conjunction with the ERS.

A.5.2 Except where used in headings, when a term is printed in "**bold**" the definition in the ERS applies and when a term is printed in "*italics"* the definition in the RRS applies.

A.6 [SECTION RESERVED FOR FUTURE USE]

A.7 SAILING INSTRUCTIONS

A.7.1 These **class rules** shall not be varied by sailing instructions except with the prior agreement of the CMG.

A.8 CLASS RULES AMENDMENTS

A.8.1 Amendments to these **class rules** shall be promulgated by the CMG after consultation with class Owners.

A.9 CLASS RULES INTERPRETATIONS

A.9.1 GENERAL

Interpretation of **class rules**, except as provided by A.9.2, shall be made by the CMG.

A.9.2 AT AN EVENT

Any interpretation of **class rules** required at an event may be made by a protest committee acting within the provisions of the RRS. Such interpretation shall only be valid during the event and the organising authority shall, as soon as practical after the event, inform the CMG.

A.10 HULL REGISTRATION NUMBER

A.10.1 Registration numbers shall be issued by the CMG.

A.10.2 Registration numbers shall be issued in consecutive order starting at "1".

A.10.3 Under no circumstances may a registration number be used on a **hull** other than the **hull** on which it was first used.

A.11 CERTIFICATION

A.11.1 For a **hull** not previously **certified**, all items required by the measurement form(s) to be measured shall be measured and the details entered onto the form(s).

A.11.2 The measurement form(s), and **certification** fee if required, shall be sent to the CMG within 4 weeks after completion of measurement.

A.11.3 Upon receipt of a satisfactorily completed measurement form(s) and **certification** fee if required within the 4 week time limit, the CMG may issue a **certificate**.

A.11.4 The **certification authority** is the CMG.

A.12 VALIDITY OF CERTIFICATE

A.12.1 A **certificate** becomes invalid upon:

(a) a change of ownership,

(b) withdrawal by the **certification authority**,

(c) the issue of another **certificate**.

A.13 COMPLIANCE WITH CLASS RULES

A.13.1 A **boat** ceases to comply with the **class rules** upon:

(a) use of equipment that does not comply with limitations in the **class rules**,

(b) alteration or repair of equipment required by the measurement form(s) to be measured, except where permitted by the **class rules**,

(c) a change of **class rules** that causes equipment in use to cease to be permitted, except where the equipment may comply with the **class rules** in force at the time of its initial **certification**.

A.13.2 A **boat** that has ceased to comply with the **class rules** may be brought into compliance by completion of all parts of the measurement form(s).

A.14 RE-CERTIFICATION

A.14.1 A **hull** may be issued with a new **certificate**, showing dates of initial and new **certification** as applicable:

(a) WHEN A CERTIFICATE BECOMES INVALID UPON CHANGE OF OWNERSHIP

and the new owner applies to the **certification authority**. The application shall include the old **certificate** and re-**certification** fee if required.

(b) WHEN A CERTIFICATE HAS BEEN WITHDRAWN, OR WHEN THE CERTIFICATE AND MEASUREMENT FORM(S) CANNOT BE LOCATED

and initial **certification** has been undertaken.

Section B – Boat Eligibility

To be eligible to take part in *racing*, the rules in this section shall be complied with.

B.1 CERTIFICATE

B.1.1 The **hull** shall have a valid **certificate**.

B.1.2 A **certificate** issued prior to the effective date of these **class rules** remains valid until any of the criteria in A.12.1 is met.

B.2 CMG STICKER

B.2.1 A valid CMG sticker, if required by CMG, shall be affixed to the **hull** in a conspicuous position.

PART II – REQUIREMENTS AND LIMITATIONS

The **crew** and the **boat** shall comply with the rules in Part II when *racing*. Measurement to check conformity with rules of Section C is not part of **certification**.

The rules in Part II are **open class rules**. Measurement shall be carried out in accordance with the ERS except where varied in this Part.

Section C – Conditions for Racing

C.1 GENERAL

C.1.1 RULES

The following ERS rules shall not apply:

(a) B.7.1 Mainsail, Foresail and Mizzen Booms set on a Mast

(b) B.7.2 Headsail Booms.

C.2 CREW

C.2.1 LIMITATIONS

The **crew** shall consist of one person.

C.3 ADVERTISING

C.3.1 LIMITATIONS

The **boat** shall display only such advertising as permitted by the ISAF Advertising Code, Category C.

C.4 BOAT

C.4.1 WEIGHT

	minimum	maximum
The weight of **boat** in dry condition excluding wind indicator if used		4250 g

C.4.2 VERTICAL CENTRE OF GRAVITY

	minimum	maximum
The vertical centre of gravity of **boat** in dry condition when rigged with No.1 rig/sail group measured according to appendix H.3 excluding wind indicator if used		245 mm

C.4.3 CORRECTOR WEIGHT(S)

Corrector weight(s) to achieve compliance with C.4.2, if used, shall be fixed in/on the **hull.**

C.5 HULL

C.5.1 USE

(a) The **hull** registration number shall be displayed on the external surface of the **hull** shell or deck clearly and legibly with a minimum height of 20 mm.

(b) Routine maintenance to the **hull** such as removing and adding fittings and remote control equipment, replacing **hull** patches, painting, polishing, smoothing etc., is permitted without re-measurement and re-**certification** provided the compliance with D.2 is not affected.

C.5.2 REMOTE CONTROL EQUIPMENT

USE

Except for control unit positioning information and radio link information, no radio transmissions from the **boat** shall be made.

C.6 HULL APPENDAGES

C.6.1 USE

The condition for *racing* of **hull appendages** shall comply with C.6 of the International One Metre **class rules**, with the exception of C.6.2 which shall be replaced by the following, and the addition of C.6.3 following.

C.6.2 LIMITATIONS

Except when a **hull appendage** has been lost or damaged beyond repair, only one **keel** and the original number of **rudders** shall be used during an event. Replacement may be made only with the approval of the race committee. Unless the **hull appendage** has been lost, the race committee shall remove or cancel any **equipment limitation mark** attached to the **hull appendage** that has been replaced.

C.6.3 DEPTH RESTRICTION

The depth restriction gauge, when oriented transversely as in figure H.2, shall be capable of being passed under the hull appendages without either of the two upper corners of the gauge losing contact with the hull.

C.7 RIG

C.7.1 USE

The condition for *racing* of the **rig** shall comply with C.7 of the International One Metre **class rules**.

C.8 SAILS

C.8.1 USE

The condition for *racing* of the **sails** shall comply with C.8 of the International One Metre **class rules**, with the following addition.

C.8.2 IDENTIFICATION

In RRS E.6(b), add to the first sentence 'or such other sail number that may comply with the International One Metre **class rules**'.

Section D – Hull

D.1 GENERAL

D.1.1 RULES

The **hull** shall either comply with the **class rules** in force at the time of its initial **certification** or comply with the current **class rules**.

D.1.2 CERTIFICATION

See rule A.11.

D.1.3 IDENTIFICATION

The hull registration number shall be marked in an easily visible location on a non-removable part of the **hull** excluding fittings and **corrector weights** by any of the following means: painting on, engraving in, bonding in, moulding in.

D.2 HULL

D.2.1 MATERIALS

Except in remote control equipment, the density of material shall not exceed that of lead (11,300 kg/m^3).

D.2.2 CONSTRUCTION

Construction is unrestricted subject to the following:

(a) The **hull** shall be a monohull.

(b) Hollows in the external surface of the hull are prohibited, with the following exceptions:

(1) 40 mm or more above the waterplane.

(2) 15 mm or less from the centreplane.

(3) Trunking for **hull appendages**.

(4) In-set transom.

(5) Upper surface of deck.

(6) Hollows which do not exceed 1 mm in depth when checked with a straight edge of length 300 mm.

(c) The forward 10 mm of the **hull** shall be of elastomeric material. In addition, from the foremost point of the **hull** to the point where the bow profile is 45 degrees to the waterplane, the forward part of the hull shall be of elastomeric material whose thickness shall not be less than 5 mm.

D.2.3 FITTINGS

Fittings are unrestricted except that fittings shall not project outboard of the **hull** shell or deck.

Section E – Hull Appendages

E.1 PARTS

E.1.1 MANDATORY

Keel, which may comprise a **fin** and a **bulb**.

E.2 MATERIALS

E.2.1 Materials shall not be of density higher than lead (11.300 kg/m^3).

E.3 CONSTRUCTION

E.3.1 Construction is unrestricted subject to the following:

(a) The **keel** and **rudder(s)** shall be removable from the **hull**.

(b) The **keel** and **rudder(s)** shall not

(1) be connected,

(2) be articulated,

(3) have openings through which water could flow when in use.

Section F – Rig

F.1 GENERAL

F.1.1 RULES

The **rig** shall comply with the International One Metre **class rules** in force at the time of their initial **certification**.

Section G – Sails

G.1 GENERAL

G.1.1 RULES

Sails shall comply with the International One Metre **class rules** in force at the time of their initial **certification** except as varied by G.1.2.

G.1.2 CERTIFICATION

A **sail** may be certified:

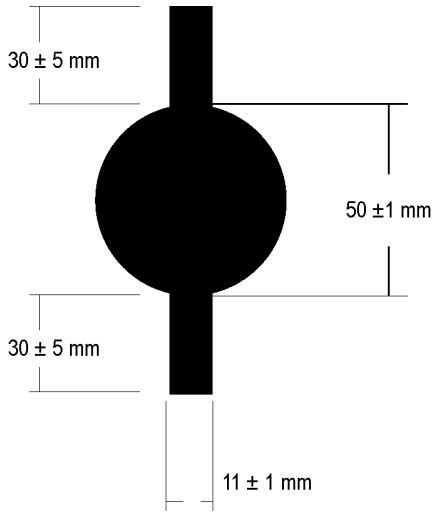
(a) By the **official measurer** who shall **certify** the **sail** at the **tack** and shall date it with the date of **fundamental measurement**.

(b) By a sail manufacturer approved by CMG who shall **certify** the **sail** at the **tack** using their approved manufacturer mark and shall date it with the date of **certification**.

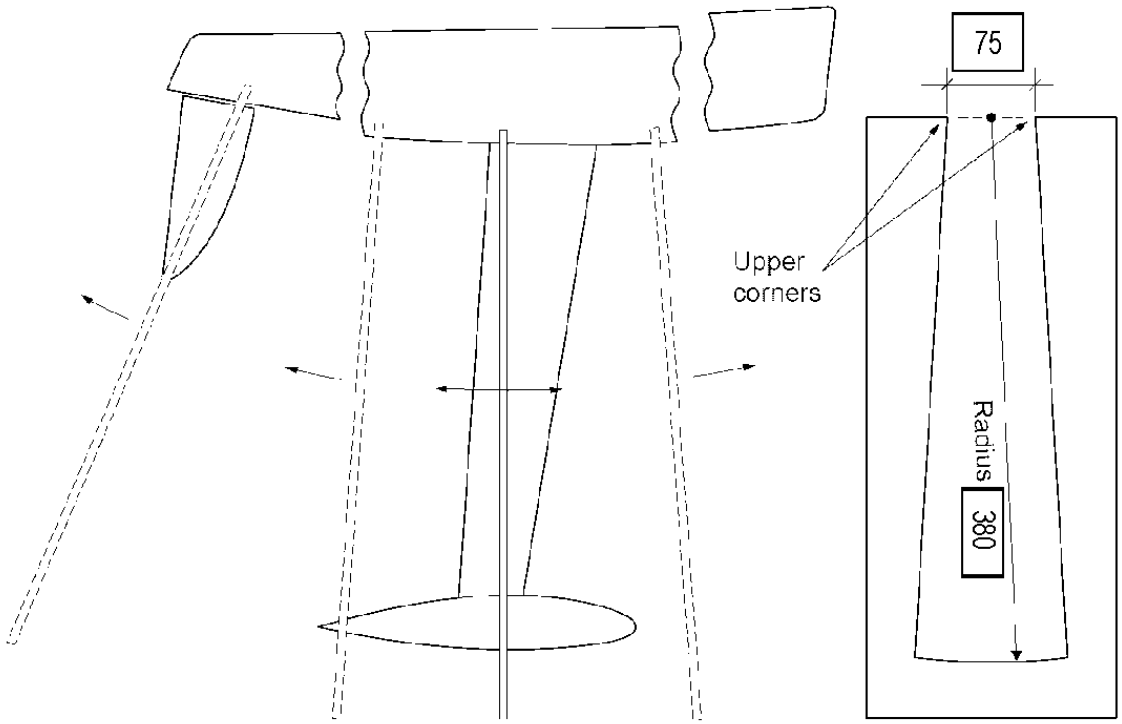
PART III – APPENDICES

Section H – Illustrations

H.1 CLASS INSIGNIA

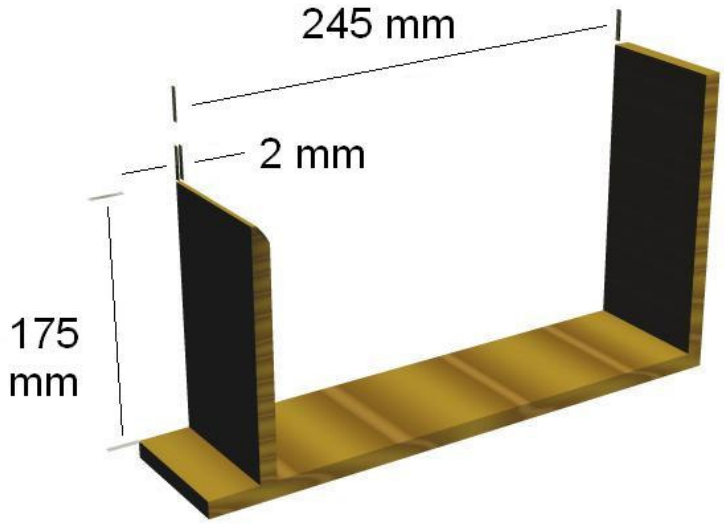


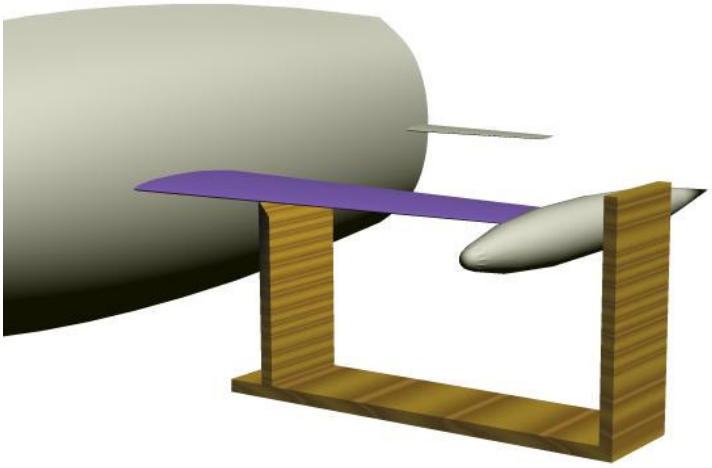
H.2 DEPTH RESTRICTION GAUGE



H.3 VERTICAL CENTRE OF GRAVITY MEASUREMENT

The vertical centre of gravity (VCG) is a point on the keel. It is that point where, when suspended, the boat lies balanced horizontally. In the application of the gauge illustrated, the boat shall pass VCG measurement if the hull remains exactly horizontal or falls below the horizontal (falls off the gauge), and the boat shall fail VCG measurement otherwise.





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Previous issues: