

International NONSUCH Association CLASS RULES

For the NONSUCH 22, 26, 260, 30, 324, 33, 354, & 36

This revision of the Nonsuch Class Rules is intended to bring the rules into closer conformance with the Racing Rules of Sailing by re-naming the INA Rules Committee, eliminating some redundancy, and recognizing that the company known as Hinterhoeller Yachts no longer exists. The changes from the previous issue are shown underlined in bold type.

There may well be, and probably are, many events in which the organizers do not wish to include all the requirements of these rules. In such cases, the organizing authority is clearly free to take whatever exceptions they deem appropriate to these rules by so prescribing in their instructions to participants. **Adopted January 2004.**

1. INTERPRETAION

Rules and specifications, no matter how complete, cannot anticipate every possible situation that may arise. If a point is not herein covered, a ruling shall be obtained from the **Measurement and Rules Committee**. In inter-pret-ing these rules, the **Measurement and 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 rules, which is to maintain the Nonsuch Class as a one-design class insofar as is neces-sary for the benefit and enjoyment of the majority of participants in Nonsuch events. The assumption should be that whatever is not specifically allowed herein, will probably be disallowed. Nonsuch was designed as the ultimate cruising boat. Any changes or altera-tions which compromise the safety or ease of handling of the boat will not be allowed.

The intent of these rules is not to exclude boats, but to provide sufficient uniformity between boats that skippers and crews will perceive competition between yachts to be a fair test of sailing skills. Any owner whose yacht does not meet the rules, but who feels that his yacht's performance has not been significantly improved, may request a ruling from the Rules Committee.

2. STANDARDS

The original plans and specifications on file with **Mark Ellis Design, Ltd**, or a certified copy of these plans acquired by the International Nonsuch Association, shall be considered as setting forth the official standards with respect to hull, spars and equipment.

3. ELIGIBILITY

In the absence of any evidence to the contrary, it shall be assumed that any Nonsuch is eligible to participate in class events. However, it shall be the responsibility of the organizing authority to provide each entrant in a Nonsuch event with a copy of these rules, and to obtain from the skipper a statement that his/her yacht complies with the rules.

4. HULLS

All hulls shall conform to the design and specifications of the respective Nonsuch class built by Hinterhoeller Yachts. No modification of any kind may be made to the canoe body, keel, or rudder which affects the shape or displacement of the yacht.

Smoothing of uneven surfaces to achieve fairness of line or smoothness of surface is not considered modification.

It is assumed that the yacht is equipped with a folding propeller.

5. SPARS AND RIGGING

Masts and wishbones may not be altered in any way from those supplied by Hinterhoeller Yachts as standard equipment.

The fittings for halyards and sheet may not be altered insofar as their character, and points of attachment are concerned. The halyard and masthead sheave shall bear the weight of the sail. The wishbone may be sheeted only to the centerline of the boat aft of the cockpit.

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Vangs, preventers, etc. are prohibited.

Anything that makes a boat different from the description in the rules is disallowed.

6. SAILS

Only one sail may be set. Each sail shall have four battens spaced approximately at the 1/5 points of the leech. There are no restrictions on the length of the battens. The sail must display either:

- a. The official Nonsuch insignia (including boat length in 6"-9" numerals on the insignia) and the hull number.
- b. An identifying number assigned by a recognized yacht racing association (Nonsuch insignia optional)

Numbers shall be a minimum height of 15" and affixed midway between and parallel to the second and third battens. National identification is not required.

The sail shall be made entirely of woven polyester material. The use of Mylar or Spectra and Kevlar materials is prohibited.

When identification of the various sizes of Nonsuch is required by regional race committees, a Nonsuch shall display its size in 6"-9" numerals on the Nonsuch sail insignia as shown on the sail plan dimensions drawing.

Headboard widths shall not exceed the greater of 6" or 2% of the L.P.

The sail for each size of Nonsuch shall comply with the sail plan dimensions attached. Each yacht must have a certificate from its sailmaker certifying that the sail is in compliance. Each sail will have a minimum of 2 full sets of reefs, which shall be rigged during races.

Black bands shall be maintained on the mast as shown on the sail plan.

7. CREW

The Helmsman Rule prescribes that Nonsuch is an owner-steered class, and that except as provided herein, the owner shall steer the boat while racing. The helmsman is defined as a person who, excepting for momentary absence due to personal or shipboard needs, steers the yacht during the period five minutes prior to and including the start, until the boat has finished.

The owner shall be the registered owner of the yacht, a member of his or her immediate family, or the registered owner of another Nonsuch which would be eligible to compete in the event. In the latter event, the helmsman shall be listed as the owner during the course of the event.

The number of persons required or permitted on board shall be determined by the organizing authority. In the absence of such ruling, the minimum number of persons on board shall be two.

8. EQUIPMENT

Each Nonsuch shall carry ground tackle, life preservers and all other safety equipment as required by its respective national authority. If additional equipment is required by the organizing authority for an event, failure to carry same will invalidate a yacht's certificate.

No equipment, furnishings or joinery by the manufacturer shall be removed for racing. Water and fuel must be carried in tanks supplied by the manufacturer according to the accompanying specifications for each class (approximately 1/2 of the "stock" boat capacity). Except for "normal use" during the day's racing (subject to reasonable interpretation), this capacity should be in the tank(s) at the end of racing. Distribution between or among tanks is at the discretion of the skipper. except that water or fuel shall not be used as movable ballast during the race.