

# International NONSUCH Association CLASS RULES

Revised, August 2024 (Supplants Previous Version of January 2004)

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

This revision of the Nonsuch Class Rules is intended to bring the rules into closer conformance with basic changes that many owners have adopted that improve the convenience, safety or longevity of their boats. 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 free to take whatever exceptions they deem appropriate to these rules by so prescribing in their Notice of Race and Sailing Instructions.

The Committee's mandate was to review the Class Rules with respect to how Nonsuches race on a one-design basis. Nonsuches that wish to race on a handicapped basis are not subject to the Class Rules. In addition, Nonsuch owners are free to race under any handicap rule and make such modifications that are appropriate for their local needs. However, these modifications may not meet the spirit of the INA Class Rules and may make some boats ineligible to race as a one-design against other Nonsuches during INA events.

The original intent of the Class Racing Rules was to allow for friendly but fair competition, where races were regarded as a test of seamanship and boat handling rather than budget. Owners who value winning over good will and camaraderie are urged to buy a different boat. Any race organizer can decide what is fair, and when to allow or not allow certain boats to participate in a race or series. The Committee trusts that INA members abide by the spirit of the rules.

## 1 INTERPRETATION

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 interpreting 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 necessary for the benefit and enjoyment of the majority of participants in Nonsuch events.*

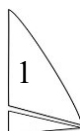
The assumption should be that whatever is not specifically allowed herein, will probably be disallowed. Nonsuch was designed as the ultimate cruising boat. Any changes or alterations which compromise the safety or ease of handling of the boat will not be allowed.

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.

Replacement props, as well as powerplants, whether gas, diesel, or electric, shall be allowed, and be considered compliant for one-design racing purposes.



### 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.

For purposes of INA events, a Nonsuch 26 and 260 are considered equivalent and eligible to race, as are a Nonsuch 30 and 324, and Nonsuch 33 and 354.

### 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.

Vangs, preventers, etc. are prohibited. Extensions to a wishbone to allow the sheet to clear sunshades or cockpit enclosures are allowed. Cunninghams are allowed.

Use of modern materials (e.g. Dyneema) for lines, such as reefing, sheet, or halyard is permitted. Altering the path of reefing lines

and/or topping lifts to run inside the wishbone is permitted.

Use of a masthead “flicker” to assist the topping lift from fouling on the leech is permitted (but caution is advised, the topping lift is there to ensure the wishbone does not fall on those in the cockpit.)

Anything else 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 or five battens spaced evenly up and down the leech. There are no restrictions on the length of the battens.

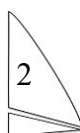
The sail must display either: **(a.** The official Nonsuch insignia (including boat length in 6"-9" numerals on the insignia) and the hull number; or **b.** An identifying number assigned by a recognized yacht racing association (Nonsuch insignia optional)

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.

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.

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

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 two full sets of reefs, which shall be rigged during races.

Use of a cunningham is allowed, placement is at the discretion of the sailmaker.

Black or contrasting coloured 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. Previous Nonsuch owners who are INA Members are eligible to helm, and shall be listed as the owner during the course of the event.

During overnight or long-distance events, the designated helmsman shall steer the boat the majority of the time, including during the start sequence. 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.

Distribution of water and fuel 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.

