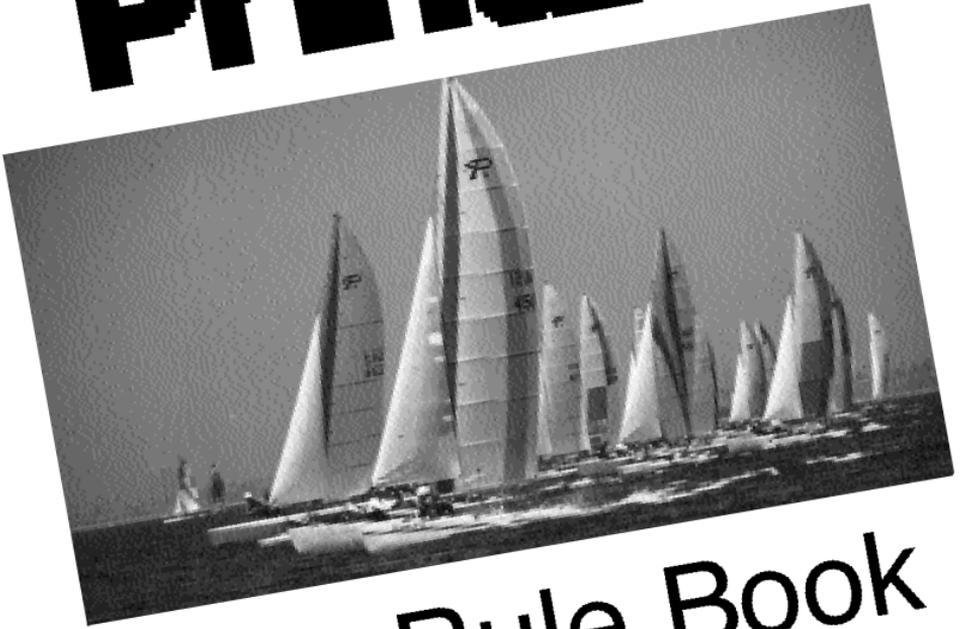


# Pride



## Class Rule Book



**Performance Catamarans, Inc.**  
Effective April 1, 1999

# PRINDLE CLASS RULES

Updated April 1, 1999 (changes shown in bold type)

## 1. INTENT

The intent of these Class Racing Rules is to ensure that Prindle catamarans remain a strict one-design class. Some changes and alterations are allowed to provide the skipper with individualized adjustments. Unless specifically stated in these Class Rules that something is permitted, it should be assumed to be prohibited.

## 2. FACTORY SUPPLIED EQUIPMENT/WARRANTY

2.1 All factory supplied equipment is by definition Class legal with the exception of boat weight, which due to manufacturing variations, may require boat correction weights to bring the boat up to class minimum weight.

2.2 Modifications allowed by these Class Rules may not necessarily be covered by the manufacturer's warranty.

## 3. HULLS, RUDDERS, CENTERBOARDS

3.1 The manufacture of hulls, rudders, and centerboards is strictly controlled by Performance Catamarans, Incorporated. Licenses to build these components are issued by Performance Catamarans, Inc.

3.2 Grinding, planing, sanding and/or application of putty, fillers, and coatings on the outside surface is permitted provided that it is undertaken to fair local imperfections in these surfaces or to improve the surface finish.

3.3 Crossbeams shall not be permanently bonded to the hulls.

3.4 The hulls may not be lightened in any manner.

3.5 Hulls may be rubbed out or waxed for normal maintenance, but no friction reducing devices or agents may be used on the hulls.

3.6 Rudders and centerboards may be polished or fine sanded to obtain a smoother surface, but not to the extent of changing their shape. The leading and trailing edges of the rudders and centerboards may be tapered with a maximum taper width of 1/4" from the edge.

## 4. SPARS

4.1 The manufacture of the mast, spreaders, boom, beam, tiller, and rudder arms is strictly controlled by Performance Catamarans, Inc. Licenses to build these components are issued by Performance Catamarans, for Prindle.

4.2 Prindle 15, 18, 18-2, and 19 **and 19MX** Contrasting Band: There must be two contrasting bands with a minimum width of 1/2" around the mast **except for the 19MX which must have only the lower band.** The lower edge of the upper band shall not be less than 138mm (5-7/16") from the top of the mast extrusion excluding the masthead casting. The upper edge of the lower band shall not be more than 7353mm (24' 1-1/2") on the Prindle 15, 8293mm (27' 2-1/2") on the Prindle 18, 8293mm (27' 2-1/2") on the Prindle 18-2, and 8754mm (28' 8-5/8") on the Prindle 19 **and Prindle 19MX** from the top of the mast extrusion excluding the masthead casting. The mainsail must be hoisted between these two points.

4.3 Prindle 16 Contrasting Band: There must be a contrasting band with a minimum width of 1/2" around the mast. This must be located so the upper edge is a maximum of 7543mm (24' 9") from the top of the mast excluding

the masthead casting. The mainsail must be no lower than this band nor higher than the bottom of the masthead casting.

**4.4 The Prindle 19MX shall have a vertical post connected to the forestay/bridle intersection that allows the jib tack to be no more than 685mm below this intersection. The Prindle 19MX shall have a horizontal pole connected to the main beam. The intersection of the vertical pole and the horizontal pole shall not be in front of a straight line between the forestay and the bridle tangs. Both of these shall be of round sections in aluminum. The vertical post shall be a minimum of 3/4" diameter and the horizontal post shall be a minimum of 1-1/4" diameter. Both of these may be built by anyone as long as they conform to these dimensions.**

## **5. SAILS**

5.1 The ISAF Sail Measurement Instructions shall apply where no conflict with these Class Rules arise. In the case of conflict between the ISAF Sail Measurement Instructions and Class Rules, these Class Rules shall prevail.

5.2 Prindle 15, 16, 18, and 19 Sails: Sails for the Prindle 15, 16, 18, 19 **and 19MX** may be built by any sailmaker as long as they conform to Class requirements. These sails must be measured by a certified Class Measurer prior to competing in National and World level championships. Sails shall be of polyester materials.

5.3 Prindle 18-2 Sails; Sails for the Prindle 18-2 shall be fabricated by a sailmaker licensed by Prindle, for Prindle. The Prindle 18-2 sails shall be built for Prindle from patterns and sail cloth approved by Performance Catamarans, Inc.. These sails may be checked by a certified Class Measurer prior to competing in National or World level championship.

5.4 Sail numbers shall be displayed on both sides of the mainsail at alternating heights in easy to read figures at least 12" in height. The sail numbers shall be located at a vertical distance approximately half the length of the mainsail luff from the head. Sail numbers shall be placed such that the most significant digit on the starboard side is adjacent to the leech and the least significant digit on the port side is adjacent to the leech. Sail numbers shall be a solid and contrasting color with no breaks and be evenly spaced. They may not be placed back-to-back. No letters may be used in conjunction with sail numbers except nationality codes as accepted by the ISAF. Sail numbers shall be officially assigned by the Class. Proposed sail number changes for a given boat must be approved by the Class.

5.5 The Prindle insignia shall be displayed back-to-back on both sides of the mainsail in the section between the second and the third battens from the head. The Prindle insignia shall be read in the non-inverted position on the port side of the sail (this clause effective only for sails made after October 1, 1990). This insignia shall be according to manufacturer specifications. Performance Catamarans, Inc. will provide a pattern upon request.

5.6 One suit of sails are allowed for use in an individual regatta. Permission to change may be granted by the Race Organizer if they deem it necessary (i.e. irreparable damage).

## **5.7 MAINSAIL REQUIREMENTS:**

A. "Head" shall be the highest point of the sail outside the mast **for Prindle 15, 16, 18 and 19. The "Head" for the Prindle 19MX shall be the**

**point of intersection of the line of the luff outside the mast and the highest point of the sail perpendicular to the mast.**

"Tack" shall be the point of intersection of the line of the luff (including bolt rope) with the line of the foot.

"Clew" shall be the point of the intersection of the line of the foot with the line of the leech from above the bottom batten.

B. The maximum luff measurements shall be:

P15	7215mm	P18	8155mm
P16	7500mm	P19	8754mm

**P19MX 8750mm- Halyard attachment to be 180mm maximum below head.**

C. The distance from the tack to the clew (foot) shall be a maximum of:

P15	2345mm	P18	2340mm
P16	2340mm	P19	2520mm

**P19MX 2520mm**

D. The distance from the head to the clew (leech) shall be a maximum of:

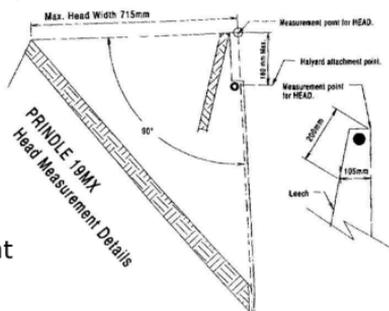
P15	6950mm	P18	8000mm
P16	7300mm	P19	8575mm

**P19MX 8625mm**

E. The headboard shall be a maximum of :

P15	115mm
P18	115mm
P16	105mm
P19	115mm

**P19MX - The width of the head shall be a maximum of 715mm** measured at right angles to the luff.



F. The leech shall be straight or concave between batten pockets and the aft edge of the headboard. Any hollows in the leech in the way of width measurement points shall be bridged by a straight line for measurement.

G. At the 1/4, 1/2, and 3/4 leech points, the nearest point of the luff shall not be more than:

P15	1225mm, 1915mm, and 2260mm
P16	1240mm, 1930mm, and 2280mm
P18	1335mm, 2025mm, and 2305mm
P19	1475mm, 2195mm, and 2480mm

**P19MX - 1770mm, 2290mm, and 2480mm - In addition to the P19MX roach, the leech may not exceed 100mm, when measuring from a straight line between the 1/4 leech point and aft point of the head**

The 1/2 leech point shall be found by holding the head to the clew and smoothing the sail flat. The 1/4 and 3/4 points shall be found by folding the head and the clew to the 1/2 leech point and smoothing the flat sail.

H. The sail shall be loose-footed and attached to the boom or boom fittings by the clew cringle. The tack cringle need not be attached to the boom or boom fittings.

I. There shall be a full length batten near the foot, and not more than 8

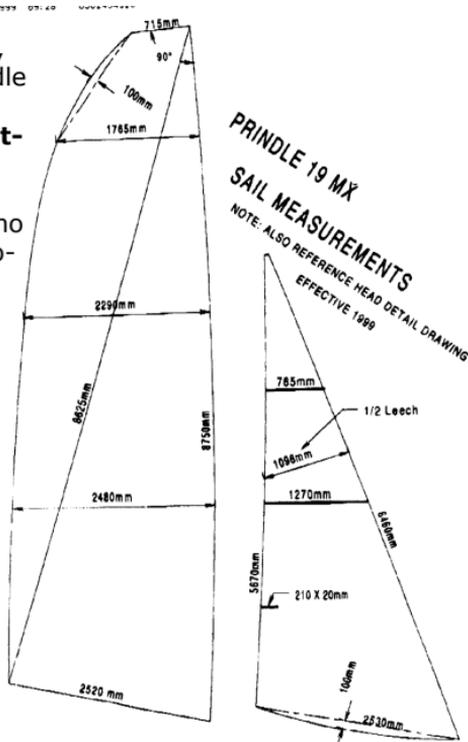
others on the Prindle 15 or Prindle 16, not more than 9 others on the Prindle 18, and not more than 10 others on the Prindle 19. **The P19MX shall have no restrictions on the number or location of battens.**

J. There shall be no other battens and no batten shall exceed 50mm in width or protrude more than 100mm from the aft edge of sail.

K. The mainsail shall be hoisted in the integral groove of the mast extrusion and shall not be fitted with any type of double luff or other faring device.

L. On the P19 (only) the distance from the luff to the point on the leech 500 mm from the head shall not exceed 445mm.

M. Mainsail reinforcement is not restricted.



## 5.8 FORESAIL REQUIREMENTS:

A. The head shall be the highest point of the sail not including any type of eye by which to attach the halyard. The tack shall be the point of intersection of the extension of the luff with the extension of the foot. The clew shall be the point of intersection of the extension of the leech with the extension of the foot.

B. The length of the luff shall not exceed:  
 P16 - 4875mm                      P18 - 5200mm  
 P19 - 5800mm                      **P19MX - 6460mm**

C. The length of the leech shall not exceed:  
 P16 - 4600mm                      P19 - 5435mm  
 P18 - 4890mm                      **P19MX - 5670mm**

D. The length of the foot shall not exceed:  
 P16 - 1605mm                      P19 - 1985mm  
 P18 - 1850mm                      **P19MX - 2530mm**

E. At the point of the leech down 200mm from the head on the P16, **P19 and P19MX** or 250mm from the head on the P18, the nearest point on the luff shall not be more than 95mm distance on the P16, not more than 130mm on the P18, and not more than 100mm on the P19, **and not more than 105mm on the P19MX.**

F. At the 1/2 leech point the nearest point on the luff shall not be more than 720mm distance on the P16, or 800mm on the P18, or 850mm on the P19, **or 1095mm on the P19MX.** The 1/2 leech point shall be found by folding the head to the clew and smoothing the sail out flat.

G. **P16 and P19MX** - The foot round shall not exceed 100mm from a straight line between the tack and the clew.

P18 - The maximum distance from the head to the center of the foot shall be 5620mm.

P19 - The maximum distance from the head to the center of the foot shall be 5620mm.

H. Battens are allowed in the leech and shall not be longer than 210mm nor wider than 20mm. **In addition the P19MX shall be allowed (2) full length battens with a maximum length of 765mm and 1270mm.**

I. The leech shall be in no place convex.

J. The luff tension may be adjustable. **P19MX luff purchase shall not exceed 4:1.**

K. Jib may be carried on the forestay. A zipper on the luff is allowed **above the bridle wire intersection only.** The tack shall not extend below the intersection on the forestay and forestay stop **except on the P19MX where the tack shall not extend below the Horizontal Pole.** (or on the P16) - jib may be carried independent of the forestay and shall be equipped with it's own luff wire, diameter of which shall be 1/8" minimum.

L. Foresail reinforcement is not restricted.

## 6. BOAT WEIGHT

### 6.1 Minimum Boat Weight:

Prindle 15	260 lbs	Prindle 18-2	375 lbs
Prindle 16	300 lbs	Prindle 19	385 lbs
Prindle 18	335 lbs	<b>Prindle 19MX</b>	<b>385 lbs</b>

This weight is fully assembled and ready to sail less safety equipment (righting line and throwable) and trapeze harness.

6.2 Boats which fail to meet the minimum boat weight requirement shall carry boat correction weights in order to bring the boat up to the class minimum. Boat correction weights must be secured in a stationary position on the boat and must be easily accessible for inspection. Boat and crew correction weights must be separate weights.

6.3 Boats competing at National and World Championships are required to provide a valid Measurement Certificate. Valid Measurement Certificates may only be obtained from a certified Class Measurer.

## 7. CREW WEIGHT

### 7.1 Number of Racing Crew:

Prindle 15	one person	Prindle 18-2	two people
Prindle 16	two people	Prindle 19	two people
Prindle 18	two people	<b>Prindle 19MX</b>	<b>two people</b>

### 7.2 Minimum Combination Crew Weight:

Prindle 15	150 lbs	Prindle 18-2	275 lbs
Prindle 16	260 lbs	Prindle 19	295 lbs
Prindle 18	300 lbs	<b>Prindle 19MX</b>	<b>295 lbs.</b>

Crews are to be weighed bare-footed and wear as a maximum clothing consisting of one pair of shorts or pants (pockets empty) and one t-shirt or similar. Normal undergarments may also be worn with the aforementioned clothing.

7.3 Crews which fail to meet the minimum crew weight requirement shall

carry crew correction weights on the boat to bring the crew weight up to class minimum. Crew correction weights must be secured in a stationary position on the boat and must be easily accessible for inspection. Boat and crew correction weights must be separate weights.

7.4 A maximum of 50 pounds of crew correction weights may be carried to bring crew weight up to class minimum.

## **8. SAFETY EQUIPMENT**

8.1 All Prindle Catamarans must carry safety equipment required by the U. S. Coast Guard while racing.

8.2 One Coast Guard approved Type I, II, or III PFD must be worn by each crew member while racing.

8.3 A righting line of 3/8" diameter and 14' minimum length must be carried on the boat. The righting line shall be independent of any sheets or sail trim line.

## **9. CHANGES AND ALTERATIONS**

9.1 Wires may be changed as long as the diameter is not reduced below 1/8" on the Prindle 15 and 16, or 5/32" (1/8" for diamond wire) on the Prindle 18, 18-2, and 19 and are made of stainless steel. The lengths of shrouds, forestay, and halyards may be changed. End fittings on wires may be changed.

9.2 The bow bridle intersection must be a minimum of 28" (Prindle 15, 18-2, 19), or 20" (Prindle 16 and 18) above the intersection of the bow tang with the hulls. This measurement is taken with a loose rig. A cunningham may be added on the jib (except the Prindle 15) and may be adjusted while racing. Except on the Prindle 16 where it may not be adjusted while racing. Forestay to bridle fitting is open.

9.3 Shims or washers may be added at the rudder pivot points and inside the casting to act as bearings. Gudgeons may be changed as long as they do not extend more than 2" from the transom.

9.4 On the Prindle 15, 18, 18-2, and 19, the mast rotation may be adjusted while racing. The method, type, and position of the rotation control is open. On the Prindle 16, mast rotation stops may be altered, but the mast must be free to rotate without the use of controls.

9.5 A boom vang may be installed.

9.6 The trampoline is open for change and be made of any material.

9.7 Battens of wood, foam, or fiberglass may be used.

9.8 Tiller extensions may be changed.

9.9 Tiller arm to tiller crossbar connection is open.

9.10 Jib leads are open (except for the Prindle 15).

9.11 Trapeze changes are open.

9.12 The mainsheet system is open with a maximum 10:1 purchase allowed.

9.13 The location of the boom bale for the mainsheet may be moved. The mainsheet boom bale shall not be moved aft of the stock position nor more

than 8" forward of the stock position.

9.14 Blocks may be added to increase downhaul, outhaul, and inhaul purchase.

9.15 Cleats may be changed on the downhaul, outhaul, and traveller.

9.16 Compasses may be added.

9.17 Masthead and telltale fliers are allowed.

9.18 Hulls may be painted and/or tape applied, but no friction reducing agents may be used.

9.19 The jib hoisting/halyard system is open as long as the halyard is led external of the mast (except the Prindle 15).

9.20 Diamond wire tension may not be adjusted while racing.

9.21 Centerboard height adjuster systems are open. Gaskets are not allowed.

9.22 Sail control lines, crew restraining lines, mainsheet restrainer lines, and righting line systems are open.

9.23 Foot restraining loops and boat carrying handles are allowed.

9.24 Application of non-skid on the hulls is allowed.

9.25 Fasteners for the main halyard and the diamond tangs (Prindle 18, 18-2, 19 **and 19MX**) are open.

## 10. WARRANTY

10.1 MODIFICATION allowed by these class rules may not necessarily be covered by the manufacturer's warranty.

## 11. COMMUNICATIONS, RULE INTERPRETATIONS AND AMENDMENTS

11.1 Valid questions regarding these rules must be mailed to Prindle Class Association.

11.2 The manufacturer of Prindle reserves the right to make changes to class rules, if the class membership falls below fifty active class members.

11.2a Class vote is to be held only by active class members, that are class members prior to the issue being voted. An active class member is a Prindle class boat owner, who's annual class dues have been paid.

11.2b. Annual Class Dues cover membership from January 1 to December 31 of the year paid.

11.3 For International Events the class rules will be approved by Prindle and the manufacturer and listed in the racing instructions.

11.4 Prindle consists of a governing Board of Directors, Fleet Directors, and Official Rules and Policies Committee. Rules are governed by manufacturer.

11.4a Rule changes. To amend an existing class rule or a change in a boat design. Send a detailed letter to Rules and Policies Committee. Ballot wording and content is the responsibility of the Rules and Policies Committee.