

RC Nirvana Class One-Design Racing Rule

04/01/08

This class one-design racing rule is designed to establish uniformity in the Nirvana class on all features that affect boat speed. Any modifications to the standard manufactured boat must be approved in [this rule](#).

The rule with the attached Modifications/Clarifications is in its "muddy" stage as we develop the authorized modifications and note them, so bare with the dated changes. When we have gotten a good handle on the final rule, the entire rule will be rewritten to incorporate authorized modification/clarifications in a simple to read document.

For the time being, please understand that the "concept" is the driving force. The class races the boat "as manufactured" with authorization for modifications in writing here as the only means the boat can be modified. The idea is to prevent any modifications that will allow the boat to sail through the water faster. We want to have races won by sailors that sail better, not those with a faster boat.

In that respect, one last word. "You can't win if you don't finish!" Many of these authorized modifications are designed to increase durability of the manufactured boat, and to make it easier to maintain. Those are the kinds of modifications most likely to show up as "authorized".

The RC Nirvana is an international One-Design class regulated by the builder to insure strict performance uniformity worldwide.

SECTION A - Fundamental Class Racing Rules Structure

A.1 One-Design Clause - The primary purpose of these class rules is to regulate all RC Nirvana boats used for racing to be equal in boat speed.

A.1.1 Modifications - Any modifications to the Nirvana, as manufactured, not specifically permitted by these class racing rules is PROHIBITED.

A.2 Abbreviations

IRCNCA - International RC Nirvana Class Association

NCOA-NA – Nirvana Class Owners Association - North America

RRS - Racing Rules Of Sailing

ISAF - International Sailing Federation

A.3 Authority - These class racing rules are established and maintained by the builder and, as such, are independent of any boat owner or organization.

A.3.1 Lobby for Change - Any individual, or group of RC Nirvana owners, may lobby the builder to change these class racing rules via their governing class secretary/president.

A.4 Language

A.4.1 Official Language - The official language of the class is English and in case of dispute over translation, the English text and meaning shall prevail.

A.4.2 Terminology - The word "shall" is mandatory and the word "may" is permissive.

A.5 Uniformity

A.5.1 Parts designation - All Nirvana parts, (Hulls, keels, rudders, spars and sails) shall be manufactured by the builder in accordance with the RC Nirvana original performance design specifications.

A.6 Class Racing Rules Interpretation

A.6.1 Conflict - Any discrepancy or conflict in interpretation of these regulations shall be referred to the builder via the governing class secretary/president.

A.6.2 Authority - Worldwide interpretation of these rules shall be made by the builder. All competitive events sanctioned by the RC Nirvana class must follow the builder's interpretation of these rules.

SECTION B - ORGANIZATION

B.1 Administration of the Class

B.1.1 Hierarchy - The builder may assign the administration of the class by continent, country, or region.

B.1.2 Advisory Committee - The builder may appoint an advisory committee to advise on racing rule changes.

B.2 Identifying Numbers

B.2.1 Assignment - Hull and sail numbers shall be designated by the class secretary in each defined area of the world (North America, Europe, Australia, etc). Any boat entering competition outside of home club sailing must be registered with their class secretary and display their class assigned sail numbers.

B.2.2 Attachment - Boat numbers shall stay with the boat. Upon a transfer of ownership, the class secretary shall be notified.

B.3 Amendments to Class Rules

B.3.1 Proposing Amendments - Amendments to these class rules shall be proposed to the builder, via local class secretary.

B.3.2 Responsibility - It is the responsibility of all racing sailors to understand the current class rules.

B.3.3 Dating - If a word, clause, sentence or paragraph of this rule is changed, the date of the change shall appear at the end of that paragraph. Explanations of changes will appear at the end of this racing rules document by date.

SECTION C - CONDITIONS FOR RACING

C.1 Equipment

C.1.1 General - Unless specifically authorized by these class rules, only hulls, fins, sails and other items of equipment manufactured by the builder shall be used. No addition or alteration may be made to any part of the boat as manufactured, except when such alteration or change is specifically authorized by these class racing rules. See list of authorized modifications at end of this document.

C.1.2 Limitations - Except in cases of authentic damage or loss, not more than 1 hull, 1 set of sails, 1 set of standing rigging, 1 keel, and 1 rudder shall be used during a race or series of races.

C.1.3 Unusable Parts - Damaged or worn parts must be replaced by parts supplied by the builder and shall be installed as were the original parts.

C.1.4 Sail Numbers - All sails must be displayed with the authorized size, font and color and placed as designated on the official sail plan. Hull numbers are not required. See specifics in Modification/Clarifications section at end of this rule.

C.2 Crew - The crew shall consist of 1 person, but may be more with special permission by the Race Committee.

C.3 Minimum Weight - A minimum weight for a race-ready boat shall be established. If a boat weighs less than the minimum weight, weight will be added to the electronics compartment to bring the overall weight up to minimum.

C.4 Certificate - No measurement certificate is required, however, boats are subject to inspection by the race committee at any time before or during a regatta, or series, to determine compliance with

these regulations. Exchangeable parts may be marked by the race committee to confirm compliance.

SECTION D - SPECIFICATIONS FOR RACING

D.1 – HULL AND UNDERWATER SURFACES

D.1.1 The hull, rudder and keel may be smoothed and painted. No reshaping of any part is authorized, to include the exit slot in the hull for the keel.

D.1.2 Bow Bumper – A class approved bow bumper may be installed on the stem of the boat to protect other boats in case of a collision. **A class approved bow bumper must be installed on all Regional and above regattas.**

D.1.3 Special additives - No sloughing or emulsifying agents may be applied to underwater surfaces. Wax is authorized.

D.2 - RIGGING

D.2.1 Spars - Damaged or worn spars and spar fittings shall be replaced using parts supplied by the builder and shall be installed as was the original. *See change dated 8/1/07, at end of rule.*

D.2.2 Running Rigging - Lines used for sheets, outhauls downhauls, halyards, and boom vang may be of any material deemed suitable by owner. *See change dated 8/1/07, at end of rule.*

D.2.2.1 Sheet Attachment - The main sheet and jib sheet shall attach to their respective booms through, or to, the hole in the booms provided by the builder.

D.2.2.3 Sail & Rigging Adjustments - Rigging of out hauls, down hauls, halyards, topping lifts, and boom vang is to the owners discretion. *See change dated 8/1/07, at end of rule.*

D.2.3 Standing Rigging - Either wire or line may be used for standing rigging (shrouds and stays). *See change dated 8/1/07, at end of rule.*

D.3 - SAILS

D.3.1 Official Sails -The sole sail maker shall be the builder. The Nirvana logo shall appear near the head of the sail and shall not be covered.

D.3.2 Attachments - Wind Flow indicators may be attached to any point of the sails and may be made of any material. *See change dated 8/1/07, at end of rule.*

D.3.3 Repair - Sail damage may be repaired. Sail repairs shall be made only with plastic or cloth-backed tape. Sail dimensions shall not be altered by repairs. Any repair to a sail for the purpose of increasing stiffness is not allowed.

D.3.4 Sail decorations - Sails may be decorated using decals, tape, paint or markers, but such markings shall not interfere with easy identification of the sail numbers or the Class logo.

D.4 - ELECTRONICS

D.4.1 RC Electronic Equipment - Electronic equipment, to include Transmitters, receivers, switches, battery holders, crystals, and servos may be changed or altered. *See change dated 8/1/07, at end of rule.*

D.4.2 Batteries - Batteries used must be AA cells, either alkaline, NiCad, or NiMH. Lithium batteries are not authorized.

Modifications/Clarification to Racing Rules as of 01/01/08

The following rules modifications, additions, and subtractions are in affect on this date.

C.1.1 Equipment - The following modifications/clarifications are recognized by this regulation:

* Line or wire fasteners of any type may be used at the ends of line or standing wire rigging.

* The antenna may be installed any way desired. It is not recommended to run the antenna along wire or carbon fiber (mast).

* Electronic equipment may be relocated as long as all components remain in the electronics "cockpit".

* A drain hole and plug may be installed in the bow or stern to drain water from the hull.

*Keel ballast plastic housings may not be removed. Replacements for damaged housings are available.

Modifications/Clarification to Racing Rules as of 8/1/07

D.2.1 The gooseneck fitting and the lower boom vang fitting may be changed to any type fitting that provides the same function in the same location. Connection locations to mast and boom are as manufactured.

D.2.1 The masthead fitting may be drilled to attach the backstay further forward. No restrictions are applied to this connection.

The main boom may be shortened to allow better clearance of the backstay. No minimum length established. Sail may not be modified.

D.2.2 The fairleads where the sheets leave the deck may not be moved. However, they may be reoriented. No new moving (roller) fixtures may be added or used to replace existing fittings.

D.2.2.3 Topping lifts may be installed on the aft end of either the main or jib boom. The jib boom may not be weighted.

D.2.3 The block fitting to which the shrouds are attached at the deck is optional. A substitute fitting may be placed in any location on the toe rail no further aft of the forward edge of the toe rail than 17" (measured along the toe rail).

D.3.2 A downhaul may be attached to one point at the tack of the mainsail and attached to the boom, gooseneck or mast in any manner the owner chooses.

D.4.1 The sail servo may not exceed 125 oz. in. torque rating at 4.8 volts. Only sail arm winches are authorized.