

Post-AGM 2009. Includes changes relating to the new Hartley Laminates Wanderer, the Wanderer Esprit, and the acquisition of the copyright by Hartley Laminates in succession to Ian Proctor Designs. Also includes changes relating to buoyancy testing, sail measurement and righting lines. Deleted text has been removed but new wording is shown in red for ease of reference.

## **WANDERER CLASS OWNERS' ASSOCIATION (UK) CONSTITUTION**

### **1.0 NAME**

**1.1** The Association shall be called the Wanderer Class Owners' Association (UK) - WCOA (UK).

### **2.0 OBJECTS**

- a) To promote the enjoyment of the Wanderer sailing dinghy, and the families associated with her.
- b) To further the interests of the one-design sailing boat known as the Wanderer, designed by Ian Proctor.
- c) To provide a medium of exchange of information among UK resident Wanderer sailors.
- d) To promote and develop Class sailing, cruising racing and other associated activities.
- e) To further the interests of members of WCOA (UK).
- f) To operate as a National Wanderer Association (NWA) in the United Kingdom, in accordance with this constitution and the constitution of the Wanderer Class International Committee (WCIC) when formed.

### **3.0 MEMBERSHIP**

**3.1** The following membership shall be recognised:

- a) Full Member  
Open to any Wanderer owner, upon payment of the prescribed subscription, or in the case of joint ownership, to any nominated one of them, or in the case of a corporation or association owned Wanderer, a nominated representative of that organisation.
- b) Associate Member  
Open, upon payment of the prescribed subscription, to any person having an interest in the Wanderer Class, who is proposed by a full member, and elected by the Committee.
- c) Honorary Life Member  
Open to any person having an interest in the Wanderer Class who is proposed by a full member, and elected by the Committee.

### **4.0 MANAGEMENT**

**4.1** The Association shall be managed by a committee, which shall consist of not less than six, but not more than twelve full or associate members.

**4.2** Five Committee members shall form a quorum.

**4.3** The Committee shall be elected annually at the AGM.

**4.4** The **Copyright Holder**, or a representative nominated by him, shall be a permanent additional member of the Committee.

**4.5** At its first meeting following the AGM, the Committee shall:

- a) elect two of its members as Chairman and Vice-Chairman respectively.
- b) elect an Honorary Secretary (or appoint a Secretary) or one or more persons to undertake the Secretary's duties.
- c) elect an Honorary Treasurer (or appoint a Treasurer).
- d) elect to the Wanderer Committee (International) (when formed) a representative who shall vote thereon in accordance with the decisions made in WCOA (UK) Committee.

**4.6** The Committee shall have the power to:

- a) interpret and apply the rules.
- b) elect a Wanderer Technical Committee.
- c) make recommendations to WCOA (UK) members in general meetings for amendments or new rules.
- d) co-opt additional WCOA (UK) members on to the Committee.
- e) appoint an auditor who shall annually certify the accounts at 31 October and circulate these accounts to WCOA (UK) members with notice of the AGM.

**4.7** The Secretary, or any other Committee Member to whom the Committee has delegated the tasks below, shall:

- a) keep records of all meetings.
- b) maintain a UK Membership Register.
- c) maintain a UK Class Register.
- d) communicate Committee decisions to members and to such individuals/organisations as directed by the Committee.
- e) advise Committee members of the next meeting giving at least 14 days notice in writing.
- f) answer communications from members or those interested in the Class, or refer communications to the proper quarter within the Class organisation for action to be taken.
- g) collaborate with the builders to enrol new owners and provide information on the WCOA (UK) facilities and activities, on receipt of their address, WCOA (UK) registration fee and appropriate membership subscription for one year, paid for by the builder. (See section 7 and 9.)

**4.8** The Treasurer, under the direction of the Committee, shall:

- a) have charge of funds and make disbursements.
- b) record in books of account all assets, goods and monies received and expended.
- c) present a financial statement at the AGM.
- d) submit an annual budget to the Committee.

**4.9** If the Committee calls for a postal vote amongst WCOA (UK) members, the proposal shall be worded so that it may be answered by a simple 'yes' or 'no'. Replies shall be invalid unless received within 21 days from the date of dispatch of voting papers. A postal vote shall not be effective unless at least one fifth of those with voting rights reply. No resolution shall be carried unless at least two thirds of the votes cast are in favour of the decision. The results of a postal vote shall be reported within 42 days of the date of the voting paper dispatch, to all members by letter or notice and shall then become operative.

**4.10** In an emergency the Committee may grant a temporary dispensation in respect of the Class Rules. Such temporary dispensation shall be operative immediately until the next general meeting. Such temporary dispensation shall, as soon as possible, be submitted to the WCIC (when formed) for confirmation or refusal as a permanent dispensation.

## **5.0 MEMBERSHIP SUBSCRIPTIONS**

**5.1** The rate of annual subscriptions shall be decided by a general meeting and shall become due on 1 January. The Committee may vary the annual subscription by an amount not exceeding 25% per annum without reference to general meeting. A member joining after 1 October in any year, whose subscription shall have been paid for that year, shall not be liable to pay a subscription for the ensuing year.

**5.2** Any member whose subscription has not been paid by 31 March may, at the discretion of the Committee, be removed from the membership register or, on payment of the subscription, have membership restored

## **6.0 CONDUCT OF MEETINGS**

**6.1** The AGM shall be held in the UK, the precise date, time and place being at the Committee's discretion. 15 Full Members shall form a quorum.

**6.2** A special general meeting shall be called by the Chairman or Secretary upon receipt by the Secretary of a request in writing for such a meeting, signed by no fewer than 10 Full Members.

**6.3** At least 21 days' notice shall be given in writing to all members of any general meeting. No general meeting shall be called before 1100 hours or after 2000 hours.

**6.4** Resolutions for consideration at the AGM shall be proposed only by Full Members. Any such resolution shall be submitted in writing before 1 November to the Secretary and shall be accompanied by a written explanation of the reasons for the proposal.

**6.5** Resolutions for consideration at a special general meeting shall be proposed only by Full Members. Any such resolution shall be submitted 6 weeks in advance of a special general meeting.

**6.6** A rule amendment or new rule (inaugural rules excepted) shall not be the subject of a vote at a general meeting unless it has been included on the Agenda and full details circulated to members with the notice of the meeting.

- 6.7** The AGM Agenda shall include:
- a) the Association's audited accounts
  - b) the contribution due to be paid to the WCIC (when formed)
  - c) any proposal by the WCIC (when formed) for amendments or additions to the Class Rules
  - d) the names of those WCOA (UK) members who have been proposed as members of the Committee and have indicated their willingness to serve on the Committee.
- 6.8** Any member shall be entitled to attend and speak at any general meeting.
- 6.9** Only Full Members and Honorary Life Members shall be entitled to vote.
- 6.10** At any general meeting a vote decision shall be by a majority show of hands (except under Rule 6.11) and the Chairman shall have a casting vote. A poll shall be held if demanded by at least 3 people.
- 6.11** At any general meeting a proposal to amend or to add to or delete any rules, or to change the WCOA (UK) or WCIC Constitution shall not be carried unless at least two thirds of the votes are cast in favour.

## **7.0 REGISTRATION OF NEW BOATS**

- 7.1** On receipt of the documents required by the Wanderer Class Rule 4, the boat shall be entered on the Register maintained by the WCOA (UK). On notification of change of ownership, the WCOA (UK) shall amend the Register without charge.
- 7.2** The Builder shall be responsible for completion and forwarding of the Builder's Certificate, as required by The Wanderer Class Rule 4, when issuing a building plaque.

## **8.0 MEMBERSHIP REGISTER**

- 8.1** The Secretary, or any other Committee Member to whom the Committee has delegated the task, shall maintain a Membership Register showing the names and addresses of the owners, each owner's club (if any) and sail numbers and names of boats

## **9.0 CERTIFICATES**

- 9.1** The Builders Certificate may also be known as Builders Statement of Conformity or Certificate of Conformity. For brevity, only the term "Builders Certificate" will be used in the constitution and rules and refers collectively to Builders Certificate, Builders Statement of Conformity and Certificate of Conformity.
- 9.2** A Builder's certificate in quadruplicate shall be prepared by the Builder, in respect of each boat built recording the details listed under class rule 4.1.  
No boat shall be deemed a Wanderer Class dinghy until one copy of the Builder's Certificate, has been passed to the owner together with a building plaque to be fastened in a conspicuous place on the hull of the boat.  
One copy shall be retained by the Builder, **one by the Copyright Holder**, and one copy sent to the WCONA membership secretary.
- 9.3** No Wanderer owner shall be eligible to race in class competitions without a valid Builder's Certificate, unless the sailing instructions issued in advance on behalf of the WCOA Committee clearly state otherwise.

## **10.0 MAINTENANCE OF ONE-DESIGN**

- 10.1** The Committee shall collaborate with the Designer and Copyright Holders in the maintenance of the one-design principle to ensure as far as possible equal performance between boats within the Class.
- 10.2** No boat shall be eligible to race within the Wanderer Class, or to be recognised as a Wanderer sailboat, unless built by a builder licensed **by the Copyright Holder**.

## **11.0 AUTHORITY OF THE COPYRIGHT HOLDER OR REPRESENTATIVES NOMINATED BY HIM**

- 11.1** Notwithstanding anything which appears to the contrary in the WCOA, or Class Rules, any decision of the Committee or members of the Association which may be in any way connected with the Official Drawings and/or the Specifications of the Wanderer sailboat, shall be subject to the approval of the **Copyright Holder** or Representatives nominated by him

## **12.0 CHAMPIONSHIP RACING**

**12.1** The Association shall arrange for and control, area and national championships for the Wanderer Class in United Kingdom and shall issue to host clubs recommendations for the conduct of such meetings.

**12.2** The following requirements shall apply to the area and national championships.

- a)** they shall be open to any Wanderer Sailboat
- b)** the owner shall hold a valid Builder's Certificate (see section 9)
- c)** the boat shall be sailed by a member of any national association of the Wanderer Class recognised by the WCOA (UK)
- d)** the scoring system shall be in accordance with the WCOA (UK) recommendations
- e)** the championship winner shall be the helmsman with the best score for the series. Helmsmen with the same score shall be declared to have tied.

## **13.0 CRUISING RALLIES**

**13.1** The Association shall arrange for and promote cruising rallies, either separately or in conjunction with racing events.

**THE WANDERER CLASS RULES**  
**AUTHORITY: THE WANDERER TECHNICAL COMMITTEE**

**SECTION I -GENERAL**

**1.0 INTENTION AND INTERPRETATION**

- 1.1 The intention of the Class Rules shall be to maintain a strict one-design class so that racing is a true test of sailing skill. The boats shall be as alike as possible in all aspects affecting speed and ease of handling. The boat's characteristics of safety, suitability for family sailing and cruising, constructional strength, ease of maintenance and moderate cost shall be maintained.
- 1.2 The official language of Class shall be English. The English text shall prevail in any dispute over translation.
- 1.3 The Class Rules are complementary to the plans, specifications and Builder's Certificate. Any interpretation shall be made by the Wanderer Technical Committee (WTC), which may consult the Wanderer Class Owners National Association (WCONA) of the country concerned.
- 1.4 In the event of discrepancy between the rules and the plans, and/or specifications and/or Builder's Certificate, the matter shall be referred to the Wanderer Technical Committee.
- 1.5 Neither the Wanderer Technical Committee, nor any member of any Association of Wanderer Owners, nor the designer of the Wanderer, nor the Copyright Holder for the time being of the Wanderer design accepts any legal responsibility in respect of these rules, and/or plans, specifications and Builder's Certificate, or any claims arising therefrom.

**SECTION II ONE-DESIGN**

**2.0 PROTECTION OF ONE-DESIGN AND MEASUREMENT**

- 2.1 The Builders of Wanderer Class dinghies shall be only those holding a current licence from the **Copyright Holder**, or his legally appointed representative. The names of such builders shall be obtainable from the WTC.
- 2.2 There shall be no amateur, or sub-licensed assembly of Wanderer dinghies from kits or otherwise.
- 2.3 Builders shall be required by their licence to produce Wanderer dinghies and replacement parts in accordance with the official plans and specifications issued by the Licensor to the builders, the WTC and the Wanderer Class Owners National Association.
- 2.4 Mouldings for hull, deck and other component parts for Wanderer dinghies shall originate only from official moulds, registered by the **Copyright Holder** or his legally appointed representative as having been derived from the master plugs. The WTC or WCONA shall have the right to measure such moulds.
- 2.5 Any alteration to the hull form, deck form, interior mouldings, construction, centreboard, rudder or spars, as designed or specified by the **Copyright Holder** or his legally appointed representative, except as specifically authorised by these rules, and in particular by Rule 2.7, shall be prohibited.
- 2.6 Deviations from the official drawings and specifications shall not be permitted, except in respect of the following.
  - a) Tiller and tiller extensions (see Rule 37.1)
  - b) Fittings, except those specified for mast and boom.
  - c) Running rigging arrangements.
  - d) Reinforcement pads for fittings.
  - e) Doublers or patches required for repairs.
  - f) Normal manufacturing tolerances not specifically controlled by the measurement controls in Section III of these Rules.
  - g) These exceptions shall not override Rule 6 nor the rules of Section III.
- 2.7 The Builder shall be responsible for supplying Wanderer dinghies complying with the Class Rules, specifications and official plans.
- 2.8 The continuing validity of his Builder's Certificate shall be the responsibility of the owner.

**3.0 REGISTRATION**

- 3.1 On receipt of the documents required by Rule 4, the boat shall be entered on the Register maintained by the appropriate WCONA. On notification of change of ownership, the WCONA shall amend the Register without charge.
- 3.2 A Wanderer in a country having no WCONA shall be registered with the WCONA of its country of origin.
- 3.3 The Builder shall be responsible for completion and forwarding of the Builder's Certificate, as required by Rule 4, when issuing a building plaque.

#### **4.0 CERTIFICATES**

4.1 A Builder's Certificate in quadruplicate shall be prepared in respect of each boat, by the Builder, recording:

- a) Builder's name and address
- b) Boat's sail registration number
- c) Boat Builder's Manufacturer Number
- d) Date of completion of construction
- e) Warranty statement.
- f) Hull weight, as specified in rule 27.
- g) Number and weight of correctors as specified in rule 27
- h) Name of Sailmaker, approved as specified in rule 31.10
- i) Date of completion of buoyancy air test
- j) Guarantee that the boat complies in all respects to the WCONA constitution and class rules, official plans and specifications on the date of sale
- k) Name and address of owner

No boat shall be deemed a Wanderer Class dinghy until one copy of the Builder's Certificate has been passed to the owner, together with a building plaque to be fastened in a conspicuous place on the hull of the boat. One copy shall be retained by the Builder, **one by the copyright holder**, and one copy sent to the WCONA membership secretary.

#### **5.0 MEASUREMENT PROCEDURE**

- 5.1 This is a strict one-design class. Reasonable minor variations in moulding and assembly and measurement tolerances shall not be used deliberately to alter the design.
- 5.2 The Measurer shall report to the WTC anything which he considers to be at variance with the intention of the design or against the general interest of the class.
- 5.3 Only Measurers approved by the WCONA shall be authorised to measure Wanderer hulls, spars and sails. See appendix 1 for a list of approved Measurers.
- 5.4 The Measurer shall not conduct an official measurement of a boat in which he has a vested interest.
- 5.5 A measurer approved by the WCONA shall periodically visit each licensed Builder and shall make random measurements of boats to verify whether they comply in all respects with the Class Rules, specifications and official plans. The cost of the Measurer's services shall be met by the WCONA.
- 5.6 Racing sails **shall** be measured **and, at the request of a member of the WTC, any sail may be required to be measured.** **When measured, a sail shall be signed and dated by the Measurer. Measurers shall keep a record of sails measured.** The cost of the Measurer's services in respect of sails shall be met by the owner.

#### **6.0 COMPLIANCE WITH THE RULES**

- 6.1 All boats shall comply with the rules current at the time of construction.
- 6.2 Any alteration or replacement shall comply with the Rules current at the time of alteration or replacement

#### **7.0 MEASUREMENT CHECKS**

- 7.1 Any boat with a Builder's Certificate shall be liable to a MEASUREMENT CHECK at the discretion of the WTC, WCONA or race committee, but only by an approved Measurer.
- 7.2 The Builder's Certificate may be invalidated by repairs or replacements to items covered by the Class Rules, official plans or specifications. The boat may be measured in respect of the affected items by an Official Measurer, and the Builder's Certificate endorsed accordingly.

#### **8.0 RULINGS AND DISPENSATION**

- 8.1 Cases of doubt regarding compliance with the Class Rules shall be referred to the WTC which shall give a ruling.
- 8.2 The WCONA shall be empowered to grant dispensation only in exceptional cases where this is considered to be in the interests of the Class. Any such dispensation shall be recorded on the Builder's Certificate of the boat and shall be reported to the WTC which shall confirm or cancel the dispensation within six months of the report having been received.

## **SECTION III -MEASUREMENT CONTROLS**

### **9.0 TERMINOLOGY**

**9.1** The use of the words 'maximum' and 'minimum' relating to measurements in these rules shall mean that these are the greatest or smallest measurements permitted in each case.

### **10.0 ONE-DESIGN INTERPRETATION**

**10.1** The Wanderer dinghy shall be produced in GRP from official hull moulds. There shall be no hulls constructed of timber or of GRP and timber composite construction.

**10.2** Each boat shall comply with the official drawings for its specific design or type. The permitted designs shall be:

- a) Wanderer (pre-1990)
- b) Wanderer 90
- c) Wanderer MD
- d) Wanderer Club
- e) Wanderer Esprit
- f) Wanderer HL

## **SECTION IV -HULL CONFIGURATION CONTROLS**

### **11.0 LENGTH MEASUREMENTS**

**11.1** The length measurements under Rule II shall be taken from the main aft face of the transom.

**11.2** Length excluding stem band and fittings 4240 mm, plus or minus 20 mm.

**11.3** Transom to main forward face of aft bulkhead on the centreline at 25 mm from its upper edge 580 mm plus or minus 20mm. **Excluding HL and Esprit.**

### **12.0 BEAM MEASUREMENTS**

**12.1** The beam measurement points under Rule 12 shall be measured from main aft face of transom.

**12.2** Beam measurements under Rule 12 shall be to outer edge of deck, excluding fendoffs.

**12.3** Beam at 586 mm from transom. 1570 mm plus or minus 20 mm.

**12.4** Beam at 1700 mm from transom. 1775 mm plus or minus 20 mm.

**12.5** Beam at 3120 mm from transom. 1240 mm plus or minus 20 mm.

### **13.0 APERTURES IN HULL SKIN**

**13.1** No apertures in the hull skin shall be permitted save for those listed in Rule 13.

**13.2** Centreboard slot. Permitted in accordance with Rule 15.2.

**13.3** Self Bailers Maximum number permitted shall be 2. Maximum aperture in hull skin for each. 7000 sq mm.

**13.4** Drain holes in transom. Maximum number permitted shall be 4. Maximum diameter of each. 30 mm.

**13.5 HL and Esprit only. Self-draining apertures in the transom, 2 in number. Maximum height 75 mm. Maximum width 200 mm.**

### **14.0 PROJECTIONS BEYOND HULL SKIN**

**14.1** The only permitted projections shall be.

a) Spinnaker sheet/guy retaining hook. Maximum projection beyond stem 200 mm.

b) Resilient fend-offs. In accordance with Rule 16.2.

c) Cleats or eyes for fastening covers or life-lines. None shall project forward of the stem band or beyond the gunwale

d) Stemband, keel bands and bilge keel bands. In accordance with Rule 17.

e) Rudder hangings and rudder retaining clip.

f) Name plates.

g) Drain plugs. In accordance with Rule 13.4.

h) Self bailers. In accordance with Rule 13.3.

i) Overlap of deck moulding.

j) Pad for outboard motor.

k) Rowlock sockets, abaft transom for steering oar. Maximum number shall be 2. Shall not be used when racing.

**l) HL and Esprit only. Transom flaps to close self-draining apertures.**

## 15.0 CENTREBOARD CASE

15.1 Internal width at 5 mm up from bottom of keel (excluding keelband) 35 mm maximum.

15.2 Slot in keel.

- a) Forward end to outside transom, measured along keel. 2425 mm, plus or minus 15 mm.
- b) Aft end to outside transom, measured along keel. 1330 mm plus or minus 15 mm.
- c) Slot closure strips shall be permitted [*revised Feb 23<sup>rd</sup> 2006*].

15.3 Centreboard bolt.

- a) Aft edge of bolt to aft end of centreboard slot, thence along keel to aft face of transom, 2365 mm plus or minus 7 mm.
- b) Lower edge of bolt to underside keel (excluding keel band), 65 mm plus or minus 10 mm.

## 16.0 GUNWALE

16.1 Only resilient fend-offs or rubbing strakes are permitted.

## 17.0 KEEL BAND

17.1 Shall be fitted from the underside of the stem-head to the forward end of the centreboard slot, from the after end of the centreboard slot to the stern, and along both sides of the centreboard slot.

17.2 Material. Durable, corrosion resistant metal

17.3 Thickness. 8 mm maximum.

17.4 Width. 20 mm maximum.

17.5 Additional keel bands. May be fitted, but their weight shall not be included in the hull weight (Rule 27.1 e).

## SECTION V -DECKS AND INTERNAL LAYOUT CONTROLS

### 18.0 DECKING AND SIDE BENCHES

18.1 Foredeck, side decks, aft deck and side benches shall conform to official plans. (See also Rule 2.5).

### 19.0 THWARTS AND BENCHES

19.1 Centre thwart shall be solid or laminated timber, or GRP for HL and Esprit.

19.2 Centre thwart width. 222 mm plus or minus 10 mm. Excluding HL and Esprit (see Rule 19.4).

19.3 Thickness. Minimum 15 mm. Excluding HL and Esprit (see Rule 19.4).

19.4 HL and Esprit only. Thwarts and benches shall be from the official moulds, as specified in the official drawings and specifications.

19.5 HL only. Side benches may be removed when racing.

### 20.0 APERTURES IN DECKS AND BULKHEADS

20.1 No apertures in the decks or bulkheads shall be permitted save for those listed in Rule 20.

20.2 Hatches. Shall be permitted in accordance with Rule 21.

20.3 Holes for fastenings used to attach fittings. Shall be 10 mm maximum diameter, and shall be sealed to maintain water-tightness of buoyancy compartments.

20.4 Holes in Foredeck. Shall be permitted as follows:

- a) Two holes, each of maximum diameter 10 mm. Neither of these holes shall be centred more than 60 mm from the recess for the mast.
- b) One hole of maximum diameter 5mm on the longitudinal centreline, centred not more than 270mm from the extreme forward end of the hull, including fittings.
- c) Spinnaker chute aperture of dimensions and location in accordance with the official plans and specifications.

20.5 Shroud plate apertures:- Shall be close fitting. Shrouds shall not pass through the deck.

20.6 Apertures in each side deck or structure. Shall be permitted in the horizontal and vertical surface as follows:

- a) Rowlock socket. One only. Diameter of hole 30 mm maximum. **Must be sealed and watertight if positioned in a buoyancy compartment.**
- b) Spinnaker sheet control ports Aggregate area (in horizontal and vertical surfaces together). 1200sq mm maximum. **HL and Esprit excluded.**
- c) Hand holes. One only, extending not more than 495 mm from the transom. Maximum length 175mm. Maximum width 45 mm. **HL and Esprit excluded.**

20.7 Apertures in forward bulkhead. Not more than two drain holes, each of maximum diameter 30mm.

20.8 Apertures in each longitudinal bulkhead.

a) Not more than one drain hole of maximum diameter 30mm.

b) One opening 860mm +/- 30mm long and 165mm +/- 5mm high, located aft of the centre thwart.

- 20.9** Apertures in aft bulkhead. Not more than two drain holes, each of maximum diameter 30 mm
- 20.10** Drain tubes. Not more than two drain tubes each of maximum diameter 30 mm may connect the drain holes in the aft bulkhead with those in the transom Any such drain tubes shall make watertight joints with bulkhead and transom and shall not affect the water-tightness of the stern locker. **HL and Esprit excluded.**
- 20.11** Closure. All apertures in the buoyancy compartments shall be effectively closed in a watertight manner when racing.

## **21.0 HATCHES**

- 21.1** In forward bulkhead. One or two circular inspection ports may be fitted. Their openings shall be 110mm plus or minus 15 mm in diameter and their centres shall be within 240 mm of the upper edge of the bulkhead and within 180mm of the centreline.
- 21.2** In longitudinal bulkheads. Not more than one circular inspection port may be fitted in each side. Their openings shall be 110mm plus or minus 15 mm in diameter
- 21.3** In aft deck (excluding Wanderer Club).
- a) Width of hatch opening at forward end 845 mm plus or minus 15 mm.
  - b) Width of hatch opening at aft end 700 mm plus or minus 15 mm, MD version 670 mm plus or minus 15mm.
  - c) Length of opening 410 mm plus or minus 10 mm.
- 21.4** Hatch covers. When in normal use the inspection hatches required or permitted by Rule 21.1 and Rule 21.2 shall be closed in a watertight manner. The cover for the aft hatch (Rule 21.3) is not required to be watertight.

## **22.0 CENTREBOARD**

- 22.1** Material. Shall be solid wood, marine plywood or GRP.
- 22.2** Profile. (Including any protective bands) shall conform to the official plans. Handles to assist raising and lowering are permitted.
- 22.3** Thickness. Shall be uniform. Maximum 28 mm. Minimum 18 mm. except for permitted chamfer.
- 22.4** Chamfer. Shall not extend more than 65 mm from any edge.
- 22.5** Edges. May be protected by metal or plastic bands of 10 mm maximum thickness.
- 22.6** Weight. Weight concentration in particular part of the centreboard is prohibited. Weight shall not exceed 6.0 kg.
- 22.7** Angle. It shall not be possible to lower the centreboard beyond the position in which its leading edge is raked at an angle of 85 degrees to the tangent to the under surface of the keel at its point of intersection with the centreboard's leading edge.
- 22.8** Depth. When fully lowered the bottom of the centreboard shall not be less than 850 mm or more than 900 mm from the underside of the keel (excluding keel band).

## **23.0 RUDDER BLADE**

- 23.1** Material. Shall be solid wood, marine plywood or GRP.
- 23.2** Profile. (Including any protective bands) shall conform to the official plans.
- 23.3** Thickness. Shall be uniform. Maximum 28 mm. Minimum 18 mm except for permitted chamfer.
- 23.4** Chamfer. Shall not extend more than 55 mm from any edge.
- 23.5** Edges. May be protected by metal or plastic bands of 10 mm maximum thickness.

## **24.0 FLOORBOARDS. HL and Esprit excluded**

- 24.1** Position. Shall be fitted when racing but shall be removable.
- 24.2** Material. Shall be plywood, of minimum thickness 8 mm.
- 24.3** Number. One or two on each side of the centreline.
- 24.4** Weight. Shall total 9 kg plus or minus 2 kg in conditions specified in Rule 27.
- 24.5** Apertures. Finger holes, pump, drain and self-bailer apertures shall be permitted.
- 24.6** Extent. Shall be substantially in accordance with the official plans, and shall not make watertight joints with bulkheads, hull and centreboard case.

## **25.0 SHROUD ATTACHMENTS**

- 25.1** Distance from outboard corner of main aft face of transom or of the hull moulding for the Esprit or HL, to the centre of each shroud attachment, 2435mm maximum.
- 25.2** Distance athwartships between centres of opposite shroud attachments, 580 plus or minus 15mm.

## 26.0 BUILDING PLAQUE

26.1 Position. The building plaque shall be fixed in a conspicuous position on the hull.

26.2 Class numbers. The sail/serial number of the boat shall be stamped on the plaque in numbers of minimum height 3 mm.

26.3 Removal. Shall invalidate the boat's Certificate.

## SECTION VI -HULL WEIGHT CONTROLS

### 27.0 HULL WEIGHT

27.1 Condition during weighing.

a) All exterior and interior surfaces shall be dried, to the satisfaction of the measurer.

b) No fitting **except floorboards** shall be weighed with the hull unless it is securely bolted, screwed, bonded or otherwise fixed to the boat as permanent equipment to be carried when racing. Fittings not listed in Rule 27.1c and Rule 27.1d shall not be included in the measured weight. **During weighing floorboards shall be securely fixed with clamps or turnbuckles.**

c) Items which shall be included during weighing:

Centreboard, hatch covers, foam buoyancy required by Rule 36.5, bow plate, centreboard pivot bolt, mast step, rudder hangings, **floorboards**, sheet horse, shroud plates, stem band and keel band (see Rule 17.5).

d) Items permitted to be included during weighing:

Mast pivot pin, rigidly attached sheet fairleads, mooring and forestay cleats, two selfbailers, cleats or eyes for fastening covers or securing oars or anchor or motor, toe straps with fittings, fendoff, fixed metalwork and fittings, clamps or turnbuttons for attaching floorboards or hatches.

e) Items excluded from measured weight:

Detachable blocks, sheets, rudder, tiller, spars, and additional keel bands (see rule 17) **and, for the HL, removable side benches and removable stern locker.**

27.2 Minimum weight in conditions specified in Rule 27.1 **136 kgs**

27.3 Weight correction. Hulls weighing less than **136 kgs** in the conditions specified in Rule 27.1 shall be made up to the required minimum weight by weight correctors of any material, but of total weight not exceeding 5.0 kg. Weight correctors shall be fastened to the underside of the centre thwart.

27.4 Reduction of weight correctors. Shall not be permitted without an official re-weighing.

27.5 Record of weight correction. Weight correctors shall be weighed separately and their weight entered on the measurement form **and on the builder's certificate.**

27.6 Changing weight. Any permitted alteration to the hull or fittings resulting in a change in weight shall require an official re-weighing.

## SECTION VII -MAST AND SAILS

### 28.0 MAST

28.1 Design of masts. Shall comply with the official plans and specifications {see Rule 35.3}.

28.2 Mast pivot. A hole shall be provided in the king posts and in the mast 410 mm plus or minus 10 mm from the heel {including heel tenon}. The mast shall be capable of being raised and lowered on a pivot or bolt inserted through these holes, but the pivot pin shall be removed whilst racing.

28.3 Mast position.

(a) **For designs other than the HL or Esprit**, the aft edge of the mast shall not be more than 220 mm from the aft face of the forward bulkhead, at the level of the upper surface of the wood floor.

(b) **For the HL and Esprit**, the aft edge of the mast shall not be further aft than the aft edge of the kingposts or tabernacle, which shall be in the position shown in the official drawings and specifications.

28.4 Sail limit bands. Of distinctive colour, not less than 10 mm wide shall be marked on the mast as follows:

a) Band No 1 with its upper edge 1170 mm plus or minus 5 mm from the extreme lower end (including heel tenon).

b) Band No 2 with its lower edge 5020 mm plus or minus 5 mm from the extreme lower end {including heel tenon}.

c) Band No 3 with its lower edge not more than 5563 mm above the upper edge of Band No 1.

28.5 Extended line of forestay and jib luff. Shall meet the mast below the lower edge of Band No 2.

28.6 Spinnaker halyard. Shall be suspended from a bearing point not more than 80mm in any direction from the lower edge of Band No 2.

28.7 While devices to adjust the position of the mast at deck level, such as mast rams, levers, wedges or purchases, are not permitted, un-tapered mast chocks are allowed.

## **29.0 BOOM**

**29.1** Design of Booms. Shall comply with the official plans and specifications and shall not exceed 2770 mm in overall length.

**29.2** Sail limit Band No 4. Of distinctive colour, not less than 10 mm width, shall be marked on the boom with its inner edge not more than 2480 mm from the aft edge of the mast sail track when the boom is in position on the gooseneck

## **30.0 SPINNAKER POLE AND/OR JIB STICK**

**30.1** Length overall. Shall not exceed 1750 mm

## **31.0 SAIL CONSTRUCTION AND MARKINGS**

**31.1** Sail material. Shall be woven cloth of even weight throughout. The body of the sail (other than transparent panels permitted by Rule 31.2 and the area of permitted corner stiffenings as defined in Rule 31.5) shall be so constructed that it can be folded flat in any direction.

**31.2** Unwoven transparent panels. One shall be permitted in any sail, but it shall be contained within a rectangle of 800 mm x 250 mm. No part of a transparent panel shall be less than 150 mm from any edge of a sail.

**31.3** Sail Colour. Shall be of contrasting colour to that of the emblem background.

**31.4** Cringles.

a) Mainsail, jib and spinnaker sail measurements shall be taken from the centres of the cringles by which the sail is set or trimmed.

b) Single cringles at tack, clew and head, not exceeding 45mm in any dimension, shall be fitted so that their centres lie not more than 50 mm from the edges {including roping} of the sail at the corners.

**31.5** Reinforcement and stiffening.

a) Reinforcements having the effect of stiffening the sail shall be permitted for a maximum distance of 360mm from the centres of the outermost corner cringles and additionally in the spinnaker for a maximum distance of 260mm from the attachment point of any downhaul line.

b) Other reinforcement {including glued seams} comprising not more than two additional layers of cloth no heavier than that in the body of the sail shall be permitted, provided it can be folded flat as required by Rule 31.1. Normal unstiffened tabling at the edges of sails is permitted.

**31.6** Sailmakers' marks shall be displayed on one or both sides of all sails and shall fit within a 150mm X 150mm square. On sails other than spinnakers no part of such marks shall be placed farther from the tack point than 370mm on the mainsail and 300mm on the genoa.

**31.7** Emblem. Shall be shown on both sides of the mainsail, back to back. Shall be in accordance with the official plans (a Stylised W in white on a dark blue disc of 500 mm plus or minus 50 mm in diameter).

**31.8** Sail numbers on mainsail. Shall be shown under the class emblem on both sides, above one-third height. Numbers on the starboard side shall be above those on the port side. Numbers shall be of contrasting colour to the sail and of the following minimum dimensions: Height -300 mm Width - 200mm (excluding numeral 1) thickness -45 mm

**31.9** Sail numbers on spinnaker. Shall be shown on both sides at approximately half height. Shall be of contrasting colour to the sail and of the following minimum dimensions. Height -300 mm Width -200 mm Thickness -45 mm

**31.10** All sailmakers shall be formally approved in writing by **the copyright holder**.

## **32.0 MAINSAIL**

**32.1** Limits on spars. Shall be as follows:

a) At the tack. The projected upper edge of the boom at the gooseneck shall not extend below the upper edge of Band No 1. (Rule 28.4a).

b) At the head. No part of the mainsail shall extend above the lower edge of Band No 3. (Rule 28.4c).

c) At the clew. No part of the mainsail shall extend beyond the forward edge of Band No 4. (Rule 29.2).

**32.2** Headboard width. Maximum 100 mm measured at right angles to luff.

**32.3** Leech length. Maximum 6000 mm measured between centres of head and clew cringles, with the sail laid on a flat surface with just sufficient tension to remove wrinkles across the line of measurement.

**32.4** Width measurements. Shall be taken under the following conditions:

a) The sail shall be dry, smoothed out on an approximately flat surface.

- b) Half luff point. Shall be determined by folding the sail so that the centre of the head cringle lies directly over the centre or the tack cringle, with the two halves of the luff coinciding. The fold so formed indicates the half luff point and is marked on the sail
  - c) Three-quarter luff point. Shall be determined by folding so that the centre of the head cringle lies directly over the mark made at half luff point (Rule 32.4b). The fold indicates three-quarter luff point and is marked on the sail.
  - d) One-quarter luff point. Shall be determined by folding so that the centre of the tack cringle lies directly over the mark made at half luff point (Rule 32.4b). The fold indicates one-quarter luff point and is marked on the sail.
  - e) Half leech point. Shall be determined by folding so that the centre of the head cringle lies directly over the centre of the clew cringle. The fold so formed indicates the half leech point and is marked on the sail.
  - f) Three-quarter leech point. Shall be determined by folding so that the centre of the head cringle lies directly over the mark made at half leech point (Rule 32.4 e). The fold indicates three-quarter leech point and is marked on the sail.
  - g) One-quarter leech point. Shall be determined by folding so that the centre of the clew cringle lies directly over the mark made at half leech point (Rule 32.4e). The fold indicates one-quarter leech point and is marked on the sail.
  - h) Width measurements. Shall be taken between luff and leech measurement point, over the full width of the sail, including roping, and any hollows in the leech shall be bridged by straight lines.
  - i) Width at half height. Maximum 1755 mm.
  - j) Width at three-quarter height. Maximum 1045 mm.
  - k) Width at one-quarter height. Maximum 2270 mm.
- 32.5 Battens.** Shall be permitted as follows:
- a) Not more than three.
  - b) Shall divide the leech into approximately equal parts.
  - c) Length of top batten. Maximum 650 mm.
  - d) Length of battens other than top. Maximum 775 mm.
  - e) Width of battens. 40 mm maximum.
- 32.6 Reinforcement at corners.** See Rule 31.5.
- 32.7 Sail Head Buoyancy.** Shall be permitted as follows:
- a) A patch may be fixed by its forward upper and lower edges to one side of the sail to form a self-draining pocket for buoyancy material, openable on its aft edge. It may extend for a maximum of 1350mm from the centre of the head cringle.
  - b) Nothing shall be inserted into the pocket other than closed cell buoyancy material or air bags.
  - c) Nothing inserted into the pocket shall have the purpose of extending the leech.

### **33.0 GENOA**

- 33.1 Luff length.** Maximum 3965 mm measured between centres of head and tack cringles, with just sufficient tension to remove wrinkles across the line of measurement.
- 33.2 Foot length.** Maximum 2025 mm measured between centres of tack and clew cringles, with just sufficient tension to remove wrinkles across the line of measurement.
- 33.3 Leech length.** Maximum 3680 mm measured between centres of head and clew cringles, with just sufficient tension to remove wrinkles across the line of measurement.
- 33.4 Foot depth.** Maximum 3810 mm measured from centre of head cringle to mid point on the foot, with just sufficient tension to remove wrinkles across the line of measurement. Mid point of the foot shall be found by folding so that the centre of tack cringle lies directly over the centre of clew cringle.
- 33.5 Battens.** Prohibited.
- 33.6 Reinforcement at corners.** See Rule 31.5.

### **34.0 SPINNAKER**

- 34.1 Shape.** Shall be three cornered and symmetrical about a centreline joining the centre of the head cringle to the midpoint of the foot.
- 34.2 Measurement conditions.** The sail shall be dry and laid on an approximately flat surface, folded in half about its vertical centreline, with both halves coinciding. All measurements shall be taken with just sufficient tension on the sail to remove wrinkles across the line of measurement.
- 34.3 Length** Maximum 4550 mm from centre of head cringle to any part of the foot.
- 34.4 Width measurement points.** Shall be determined by measurement in a straight line from the centre of the head cringle to the luffs and centrefold, as follows.
- a) On the luffs at 1060 mm from the head cringle. Designated point A.

- b) On the luffs at 2130 mm from the head cringle. Designated point X.
  - c) On the centrefold at 1060 mm from the head cringle. Designated point B.
  - d) On the centrefold at 2130 mm from the head cringle. Designated point Y.
- 34.5** Width measurements.
- a) Between designated points A and B (Rule 34.4 a and c). Maximum 950 mm.
  - b) Between designated points X and Y (Rule 34.4 b and d). Minimum 1350 mm Maximum 1450mm.
- 34.6** Head Shape. Points shall be marked on the luffs at 130 mm measured in a straight line from the centre of the head cringle with the sail unfolded. The maximum distance between these points, measured over the surface of the sail, shall be 225 mm.
- 34.7** Foot. Measured (unfolded) between centres of tack and clew cringles. Maximum 2900 mm
- 34.8** Stiffening. See Rule 31.5.

## **35.0 RIGGING**

- 35.1** Standing rigging. Shall be a forestay and two shrouds. Shrouds shall be linked to the mast by one pair of spreaders. The forestay shall be capable of supporting the mast at all times when sailing.
- 35.2** Effective length of standing rigging. Alteration shall be prohibited after the preparatory signal of a race, except in the case of breakage or failure in any part of the standing rigging.
- 35.3** Mainshroud spreaders. May be free to fully swing, or be fixed so that they either limit or prevent swinging. No adjustment to the length, or freedom to swing, or fixed angle of the spreaders shall be permitted after 1 hour prior to the advertised time of the start of the first race of a series, except in a genuine case of breakage or failure.
- 35.4** Jib tack position. The extended line of the luff of the jib shall meet the foredeck at a point not more than 10 mm from its centre line and not more than 110 mm from the extreme forward end of the hull, including fittings.
- 35.5** Jib sheet fairleads. There shall be one fairlead on port and one on starboard permanently fixed to the centre thwart so that the bearing surfaces of the fairlead are located vertically within the edges of the thwart. The uppermost point of contact with a taut jib sheet shall not be more than **60 mm , or 40 mm for the HL or Esprit, above the upper surfaces of the thwart.** Ratchet blocks may be used in place of fairleads. They must be fixed to the centre thwart in the same way as described for fairleads, including the uppermost contact point with jib sheet.
- 35.6** Spinnaker sheet fairleads. Shall be located on the side decks. The most forward point of any spinnaker fairlead fitting shall be 605 mm plus or minus 20 mm from the outside face of the transom. The distance of the bearing point of any spinnaker fairlead from outer edge of deck shall be 75mm plus or minus 10 mm.
- 35.7** Mainsheet track, **horse or bridle.** Shall be fixed to the transom. Shall be **no more than 1285 mm or less than 855 mm** width measured between stops **or attachment points.**
- 35.8** Mainsheet. Shall not be taken to a centre mainsheet horse or track. (Explanatory note: the effect of this phrase is that, if led forward, the sheet can only be led to a fixed point). It shall not use more than a single purchase tackle between the boom and the hull at any point forward of the transom [*revised Feb 23<sup>rd</sup> 2006*].
- 35.9** Winches and multi-purchase devices including pump action cleats for halyards. Prohibited.
- 35.10** Kicking strap (boom vang): Shall be attached to the boom at a point not less than 1500 mm from inner edge Band No 4 (Rule 29.2). Shall consist of a simple block and tackle system of 12:1 maximum purchase, the lower block or blocks being attached to the mast, cleated on the lower block, or may be led aft from the lower block, to a fixed point or points on the centre thwart.
- 35.11** Cunningham control. May be led aft to a fixed point or points on the centre thwart.
- 35.12** Clew outhaul control. May be led aft to a fixed point or points on the centre thwart.
- 35.13** Devices for mechanically launching the spinnaker pole. Prohibited.
- 35.14** Mainsheet traveller controls may be led forward.

## **SECTION VIII - GENERAL**

### **36.0 BUOYANCY**

**36.1** Buoyancy. Bow and side buoyancy compartment:

- a) Shall be a single watertight unit.
- b)
  - i) Shall extend at least as far aft as the aft edge of the centre thwart.
  - ii) The side buoyancy tanks may extend aft as far as the aft transverse bulkhead **or for the HL or Esprit as far as the transom.**
- c) There shall be a watertight bulkhead at the aft end of each side buoyancy tank.

- 36.2** Holes or openings into the buoyancy compartment. Shall not be permitted except as specified in Rule 20.7, Rule 20.8, Rule 21.1, and Rule 21.2.
- 36.3** Drain tubes. See Rule 20.10.
- 36.4** Closure. Buoyancy compartment hatch covers shall be secured in position and drain holes effectively stoppered when racing.
- 36.5** Positive buoyancy units of closed cell plastic foam shall be securely fixed within the hull as follows:
- One unit providing not less than 30 kg lift shall be fixed at the forward end of each buoyancy compartment.
  - Buoyancy units providing not less than a total of 60 kg lift shall be fixed so that no part of any unit is more than 800 mm from the aft bulkhead **or for the Esprit and HL 1380 mm from the transom**, and their combined lift is approximately evenly distributed on either side of the fore and aft centreline of the hull.
- 36.6** Stern locker. Shall not be considered as a buoyancy compartment for the purposes of the rules and need not be buoyancy tested. Its bulkhead and decks shall be watertight and the drain holes permitted in the bulkhead and transom under Rule 13.4 and Rule 20.9 shall be effectively stoppered when racing. The hatch cover shall be fitted with a gasket and effective means of securing. **HL only, the stern locker may be removed when racing.**
- 36.7** Responsibility for buoyancy tests/inspections. **Buoyancy tests and inspections shall be carried out in accordance with rules 36.8, 36.9 and 36.11. The builder shall carry out a dry buoyancy test before delivery to the owner, and this shall be recorded on the Builder's Certificate. After the acquisition of a boat, responsibility for buoyancy testing rests with the owner. The owner is advised to carry out a buoyancy inspection every 12 months, and a buoyancy test at intervals of not more than 3 years.**
- 36.8** Dry buoyancy test. Shall be conducted as follows:
- Hatches shall be closed normally, using only the boat's own hatch covers.
  - Drainage holes from the buoyancy compartment shall be closed with their normal stoppers, except where tubes to a pressure/vacuum source and gauge are connected.
  - Equipment for producing and assessing pressure differentials between the buoyancy compartment and surrounding atmosphere, and including a suitable manometer, shall be connected to the compartment.
  - Super-atmospheric or sub-atmospheric pressure shall be applied to the compartment, sufficient to produce a differential reading of at least 120 mm water gauge pressure.
  - After isolating the buoyancy compartment from the vacuum or pressure source, the pressure differential specified in Rule 36.7d above shall not reduce from 120 mm to 50 mm in less than 30 seconds.
- 36.9** Wet buoyancy test. Alternative to Rule 36.8. Shall be conducted as follows:
- Buoyancy compartment joints, hatch gaskets & hatch fasteners. Shall be inspected by the buoyancy tester for efficiency
  - Hatches shall be closed normally, using only the boat's own hatch covers and fasteners
  - Drainage holes from buoyancy compartments shall be closed with their normal stoppers.
  - The boat shall be floated on its beam ends with the masthead touching the water. A load of at least 115kg ( 235 lbs ) shall be applied vertically to the hull ( the weight of two persons can conveniently provide this load). After a minimum of 5 minutes in this condition with one gunwale submerged, the test shall be repeated for a minimum of 5 minutes with the other gunwale submerged.
  - The boat shall be floated upright in a waterlogged condition immediately after the test in Rule 36.8d. It shall remain in this condition for a minimum of 10 minutes, then be emptied.
  - The buoyancy compartments shall be inspected for significant leakage immediately after completion of Rule 36.9 d). There shall be no more than 4.5 litres (1 gallon) in the bow buoyancy compartment.
- 36.10** Dry buoyancy testing is preferred to wet buoyancy tests.
- 36.11** Buoyancy inspection. **It is recommended that buoyancy inspections should be carried out as follows. The owner should carefully check the condition of watertight joins to ensure that they are in good condition. The owner should be satisfied that hatches, sealing rings and drain hole stoppers are all in good condition, and that no significant amount of water has entered any buoyancy compartment.**

## **37.0 TILLER**

- 37.1** Tiller. Length overall (excluding swivelling extension) shall not exceed 1200mm.

### **38.0 TOESTRAPS**

**38.1** Toestraps. Not more than one each side.

**38.2** Toestraps. Shall be fixed to the forward face of the centreboard case at their forward end and at their aft ends to the central spine or aft bulkhead not more than 200 mm from the vertical centreline and shall not be fixed to any other part of the boat except the thwart (see Rule 38.3).

**38.3** Toestraps. Distance from upper edge of toestrap end fittings to floor. Maximum 80 mm.

### **39.0 RIGHTING LINES**

**39.1** Righting lines to assist recovery in case of capsize are permitted.

## **SECTION IX -PROHIBITIONS**

### **40.0 SPECIAL PROHIBITIONS**

**40.1** Ballast. Whether in the boat or carried by crew. Prohibited.

**40.2** Trapeze or any apparatus or contrivance extending outboard from the hull, spars or rigging and attached to the crew, the purpose or effect of which is, or may be, to assist in supporting a member of the crew outboard or partially outboard. Prohibited.

**40.3** Electrically operated instruments or mechanisms. Prohibited, but with the following exceptions:

a) Electronic time piece. Permitted

b) Electronic compass to indicate heading only. Permitted.

**40.4** Hydraulically or pneumatically controlled equipment. Prohibited.

### **41.0 ANCHOR**

**41.2** An anchor need be carried only when specifically prescribed in the sailing instructions.

### **42.0 CLASS NUMBER**

**42.1** Class number shall be permanently displayed as required by Rule 26.

### **43.0 CREW**

**43.1** There shall be at least two persons on board during racing except in specific single-handed events.

## **APPENDIX I**

### **Approved Measurers**

The persons listed below have been authorised by the WCOA(UK) to measure Wanderer hulls, foils, spars and sails. (Class Rule 5.3)

Fred Daborn (Chief Measurer). Heron's Wake, Great Yeldham, Essex, CO9 4HE Tel: 01787 237012  
Gordon Currey, Shearwater house, Bosham, Chichester, W.Sussex PO18 8ET Tel: 01243 572551

The persons listed below have been authorised by the WCOA(UK) to measure Wanderer sails only. (Class Rule 5.3)

Paul Wren, The Anchorage, 13 Manor Close, Tunstad, Norwich, Norfolk NR12 8EP Tel: 01603 739102  
**Robin Gabbitas, 23 Angus Road, Goring-by-Sea, West Sussex, BN12 4BL. Tel. 01903 603800**

Event measurers (scrutineers) may be appointed by the WTC.

## **APPENDIX II**

### **Approved Sailmakers**

The sailmakers listed below have received approval from Ian Procter Designs Ltd. **Or their successors in title**, to produce sails for the Wanderer Class sailing dinghy. (Class Rule 31.10)

Jeckells, Dolphin, McNamara, **Hydes**.