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THE EXTRA OWNERS' ASSOCIATION CONSTITUTION

1. NAME

The name of the Association shall be THE EXTRA OWNERS' ASSOCIATION.

2. OBJECTS

The objects of the Association shall be:

- a) To foster the interests of the "EXTRA DINGHY" in Southern Africa and encourage amateur builders.
- b) To establish and maintain a register of all "Extra Dinghies".
- c) To make available to members of the Association the latest information regarding the "Extra Dinghy".
- d) To ensure that all "Extra Dinghies" conform to the class rules, as amended, from time to time.
- e) To amend the Constitution and Extra Class Rules as the need arises.

3. HEADQUARTERS

The Association shall have its headquarters in the city in which the Honorary Secretary, for the time being, resides.

4. MEMBERSHIP

Membership of the Association shall be on the following basis:

- a) Honorary Membership

Two Members of the Association shall sponsor a candidate for Honorary Membership. Such a candidate is to be elected by a majority of Ordinary Members voting at an Annual General Meeting.

- b) Ordinary Membership

This shall be available on payment of the entry fee and an annual subscription. Subsequent annual subscriptions shall be payable on or before the 1st of April of each year, in advance for the year of membership.

- c) Associate Membership

This shall be available to anyone interested in the objects of the Association upon payment of an annual subscription. Subsequent annual subscriptions shall be payable on or before the 1st of April of each year, in advance for the year of membership.

- d) Special Membership

The Executive Committee may grant Special Membership to members of organizations, classes of persons or individuals whom the Executive Committee considers warrant Special Membership privileges. Special Membership privileges shall mean that the entry fee for a member of such an organization, class of person or individual shall be waived but normal annual subscriptions are to be paid as with Ordinary Membership.

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5. OFFICIALS

- a) The Members shall, at the Annual General Meeting, elect from amongst their number:
- A President
 - A Chairman
 - A Vice-Chairman
 - An Honorary Secretary
 - An Honorary Treasurer
 - Two other Members

These officials shall comprise the EXECUTIVE COMMITTEE and shall meet as often as necessary to:

- i) Give effect to resolutions adopted at such meetings.
 - ii) Conduct the routine work of the Association such as the keeping of records, correspondence, the handling of financial matters and any other necessary business.
- b) The EXECUTIVE COMMITTEE shall have the power to co-opt members at their discretion.
- c) A TECHNICAL SUB-COMMITTEE consisting of:

The Vice-Chairman and two Members nominated by the Executive Committee shall meet as often as is necessary to:

- i) Advise on interpretations of the Extra Dinghy Rules.
- ii) To hear all challenges on the Measurement Rules and advise the Executive Committee as required, subject to a right of appeal to South African Sailing.

6. MINUTES AND BOOKS OF ACCOUNT

- a) The Honorary Secretary shall keep thorough and complete minutes of all meetings, as well as a record of all correspondence and maintain a register of all boats. He shall further carry out such instructions appertaining to Executive work as, from time to time, may be issued by the Chairman of any meeting of the Association and shall give all notices required under these regulations.
- b) The Honorary Treasurer shall keep proper Books of Account and shall, immediately on receipt of any money, place the same to the credit of the Association at its Bank or in any Savings Bank approved by the Executive Committee, and shall be entitled to operate upon such accounts of the Association by means of cheques or withdrawal forms drawn or signed by himself and countersigned by the Chairman, Vice-Chairman or Secretary of the Executive Committee.

7. MEETINGS

- a) At least one meeting of members shall be held each calendar year which shall be the Annual General Meeting and no less than fourteen days' notice thereof shall be given. Included in the notice of the Annual General Meeting shall be an audited financial statement of Income and Expenditure and a Balance Sheet.
- b) Other General Meetings shall be called by the Executive Committee or by the written requisition of ten members in good standing and shall, where possible, be held at Regattas. No less than fourteen days' notice of any General Meeting shall be given.
- c) No alteration of the Constitution shall be made other than by the Association in General Meeting, and notice of the intention to propose such alteration, together with the wording and the purport thereof, shall be included in the notice of the meeting.
- d) Ten members or 25% of members, whichever is less, present in person or by proxy and entitled to vote, plus one Committee member, shall form a quorum. The Committee member shall act as Chairman.

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8. VOTING

- a) Every Honorary or Ordinary member in good standing shall have one vote which may be cast by ballot or in person by proxy. Associate and special Members shall not be entitled to vote.
- b) The Chairman of the Meeting shall have, in addition to his deliberate vote, a casting vote.
- c) Votings at meetings shall be by a show of hands or by secret ballot with the majority deciding. One third of members present may demand that the subject be submitted to ballot when the vote shall be taken by postal vote.
- d) Any resolution to amend the Constitution shall not be valid unless passed by not less than two thirds of the members present at a Meeting in person or by proxy and entitled to vote.
- e) Any members entitled to vote may appoint a proxy to attend meetings and vote in his stead. Such proxy may be required to provide evidence of the validity of his appointment.

9. SUBSCRIPTIONS

- a) Subscription fees shall be determined by the Members in General Meeting and shall be due and payable on 1st April each year.
- b) Any Member in default after 31st May shall cease to enjoy benefits of membership until he is again in good standing.
- c) If plans have not been bought through the Association, a registration fee shall be paid in a sum to be determined by the Committee from time to time.

10. BENEFITS

- a) An Honorary Member or Ordinary Member in good standing may vote at all Meetings.
- b) Honorary Members and Ordinary Members in good standing shall receive notices, circulars, newsletters and any other information and publication which may be available from the Association.
- c) No Extra shall be measured unless its owner is an Honorary Member or Ordinary Member in good standing.
- d) Measurement Certificates shall remain valid only so long as the owner is an Honorary Member or an Ordinary Member in good standing.

11. EXTRA CLASS RULES**11.1 General**

- a) The Extra is a light hard-chined dinghy.
- b) The intention of these rules is:
 - i) to ensure retention of the basic character of the Extra dinghy.
 - ii) to ensure that so far as the most significant factors affecting performance, the boats conform to the plans.

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- iii) to allow for competitive racing under SAYRA rules and regulations.
 - iv) to allow as much personal preference in the construction and fitting out of the boat as possible within the specified limits.
- c) The acceptable tolerances in hull shape are shown on the measurement form which constitutes part of the rules. The tolerances permitted allow for construction from the drawings supplied without requiring that each boat be lofted out from the lines dimensions. Builders should, however, not be encouraged by the large tolerances permitted in some dimensions, to be careless as this might result in a boat failing to obtain a measurement certificate.

In case of any doubt, references should be made to the lines diagram and builders are advised to build as close to the official lines and dimensions as they are able and to consult a member of the Technical Committee before building if they intend making any major changes in the construction of their boats.

- d) The following options should be noted:
- i) Boats may be built using either wet-deck or non wet-deck design. Boats built as wet-deck design shall have at least one buoyancy tank. Boats built as non wet-deck design shall have buoyancy tanks sufficient to support boat and crew whilst the cockpit is full of water. Other forms of fitted buoyancy may substitute for the buoyancy tanks.
 - ii) Actual construction methods are optional. Provided that the boat construction is not unduly weakened, the keel may be sprung from one plank instead of being built up as shown. Frames may be omitted or other frames in different positions substituted and construction methods altered to suit the materials available and used.
 - iii) Hulls shall be constructed of wood and/or glass fibre using polyester resin during the laminate construction. No carbon or aramid fibres such as Kevlar or other exotic material may be used. Epoxy resins may only be used in the normal construction of wooden hulled boats. The Technical Committee may refuse to issue a measurement certificate if, in the opinion of the official measurer, the boat as constructed has been weakened to the extent that is not sufficiently robust and seaworthy. Although 6mm marine ply is shown on the drawings, 4mm thick ply has been used with success for foredeck and buoyancy compartments but requires careful work to produce a robust boat.
 - iv) The deck shape, cockpit layout, thwarts and transom may be built to any desired plans, provided:
 - a) the cockpit measures at least 2m long by at least 900mm wide at its widest point and has an area of at least 1.5m².
 - b) the cockpit depth shall be not less than 180mm when measured between the floor and the underside of a straight edge laid athwartships on top of the side decking.
 - c) The maximum beam including overhang shall not exceed 1440mm.
 - v) The position at which the chines meet the stem is optional.
 - vi) Some rounding of chines and keel are permissible (chines max. 10mm radius, keel max. 5mm from point of intersection of straights). Rounding of bottom between keel and chine is permissible as follows: and shall not exceed, at frame 3: 20mm, at frame 2: 12mm, at frame 1: 6mm. No rounding at transom is permitted.
 - vii) Choice of fittings and their positioning is free unless restricted in other paragraphs.

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11.2 Hull shape, weight etc.

- a) The minimum weight of the hull with centerboard and such fitting as are permanently glued or screwed in place but without spars, sails, sheets, whisker pole, rudder, is 55kg.
- b) The number of the boat shall be marked permanently in a prominent position on the transom or on the centerboard box (starboard side) in figures not less than 20mm in height.
- c) Should a hull weigh less than 55kg, lead ballast to a maximum of 5kg may be fixed to the centerboard box and this fact will be recorded on the measurement certificate.

11.3 Centreboard and rudder

- a) The centerboard may be made of wood and/or GRP and shall not exceed 26mm thickness. The rudder blade may be made of aluminium, wood and/or glass fibre. If aluminium, the rudder blade shall be between 3.18mm and 6.35 mm thick. If wood and/or glass fibre, the maximum underwater thickness of the blade shall not exceed 25mm.
- b) The underwater shape and dimensions of the centerboard shall conform within a tolerance 5mm of the shape and dimension shown on the plans. The underwater shape and dimensions of the rudder shall conform within 3mm of the shapes and dimensions shown on the plans. The plans provide for two shapes and dimensions of the rudder blade.
- c) The centerboard shall not protrude more than 770mm from the bottom of the centreboard slot. A permanent fixed stop must be fitted to limit the maximum depth of the centerboard. The centerboard must be pivoting and fully retractable, ie, when fully raised it may not protrude below the keel. A daggerboard is not permitted.
- d) The centerboard slot shall not be longer than one meter and the after end of the slot shall be between 1.40m and 1.50m from the outside aft edge of the transom.
- e) The rudder stock may be out of any desired materials.
- f) The lower edge of the rudder blade may not be more than 500mm below the right angled extension of the transom's lowest point. The horizontal distance between the transom and the leading edge of the rudder in a vertical position may not exceed 60mm.
- g) The arrangement of the rudder stock, tiller, tiller extension, the uphaul and downhaul mechanisms are free.
- h) A fixed or lifting rudder is optional.
- i) The tapering and rounding of the edges of the rudder and centerboard is free.

11.4 Spars

a) Mast

The mast may be wooden or aluminium or of composite construction excluding carbon fibre except in the area above the hounds and jib head attachment at the discretion of the technical committee. It may be cantilevered or stayed. Construction and rigging is free with the exceptions that from 50mm above deck-level upwards, the mast, without stays, fitting struts etc shall be able to pass through a 120mm diameter circular hole. The use of a mast gate, additional stays and mast ram are optional. The forestay bow fitting shall be on the centerline.

There is no limit to the length of the mast but the height to which the mainsail may be hoisted shall be limited by a black band painted on the mast with its lower edge not more than 5.35m from the outside bottom of the keel at the mast step. A second black band shall be placed on

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the mast so that the clear distance between black bands does not exceed 4.15m. If desired, a maximum of two further sets of bands may be painted on the mast, the lowest set being red and the middle set, if required, being green. The inner edges of each set of bands shall not be further apart than 4.15m.

b) Boom

Materials and construction of the boom are free except the use of a permanently curved boom is not permitted. The boom without fittings, shall be able to pass through a 90mm diameter circular hole.

A black band shall be painted near the free end of the boom so that when the boom is held at right angles to the mast, the inner edge of the band is not more than 2.50m from the point where the extension downwards in a straight line of the back of the boltrope of the luff of the mainsail intersects the boom. (With sleeved mainsails the extension of the back of the mast within the sleeve).

c) Whisker pole

Use and design are free except that the length including fittings shall not exceed 1910mm.

11.5 Sails

a) General

Controls for trimming of sails are free unless restricted in other paragraphs. No spinnaker is allowed. The mainsail may be either loose footed or fixed footed. Sails shall be measured laid flat with sufficient tension only to remove wrinkles.

One mainsail & two jibs allowed per contestant at points, provincial & national regattas. The second jib must be stamped with a date on or prior to the previous Nationals.

b) Mainsail

The mainsail shall conform to the sail plan and especially to the following points:

- i) The headboard shall not be wider 115mm measured at right angles to the mast.
- ii) The leech of the sail, measured from the back of the boltrope at the head to top of boltrope at clew, shall not exceed 4.7m.
- iii) The halfwidth of the sail measured from the inside edge of the luff boltrope to the edge of the sail shall not exceed 1.62m.
- iv) The sail shall carry on either side at approximately two thirds height of the sail above the boom, the emblem "X" and the registered number of the boat. The size of the number is not to be smaller than 300mm high and width of stroke not less than 50mm. The numbers and emblem shall sharply contrast with the sail and shall be placed a different heights on the two sides of the sail, those on starboard being uppermost.
- v) A maximum of four battens is allowed. The upper edge of the batten pockets shall divide the leech into equal parts measured along the aft edge of the sail. Each batten pocket may vary 50mm from its correct position on the aft edge. The aft edge shall commence at the aft edge of the headboard. The top batten shall be a minimum of 1m from the top of the sail measured along the luff on the inside edge of the boltrope to the

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upper edge of the batten pocket. The top batten pocket measured along the upper edge from the inside edge of the boltrope to the aft edge of the sail shall not exceed 1m.

The other three battens may not exceed 610mm in length. The batten pockets and reinforcing may not exceed 760mm measured from the aft edge.

- vi) The sail shall be set within bands on the mast.
- vii) The luff may be sleeved or have a boltrope. The foot may be loose or have a boltrope.
- viii) In measuring the mainsail, the halfheight width measurement of the sail shall be made between the middle points of the luff and leech. In sails with a cut away foot at the tack, the measurement shall be made from a point 2.06m along the luff from the head of the sail.

When measuring a sleeved luff sail, the sail shall be measured on the mast and a bolt rope position shall be deemed immediately aft of the mast.

If the aft edge of the sail is concave measured against a straight line from the aft end of the top edge of the top batten to the clew, then the halfheight measurement shall be measured to the said straight line.

- ix) The straightline measurement from the tack to the back of the boltrope at the head, shall not exceed 4.15m. The tack is defined as the point at which the luff of the mainsail meets the foot of the mainsail.
- x) For loose foot mainsails, the sail shall only be attached to the boom at the clew and at the tack.
- xi) While racing, the clew of the mainsail shall not be more than 50mm away from the boom.
- xii) For loose foot mainsails, the foot shall form a smooth regular arc between the tack and the clew. The centre measurement, measured from the back of the boltrope at the head to midpoint of the foot shall not exceed 4.50m.

c) Foresail

- i) The luff shall not exceed 3.36m.
- ii) A line from the clew to the luff, meeting the luff at right angles, shall not exceed 1.55m.
- iii) The product of the luff and perpendicular as in (ii) shall not exceed 4.70.
- iv) No battens or headboard will be permitted.
- v) The luff measurement of the foresail shall be made from the point at the head where the width of the sail is 30mm to the intersection of the foot and the luff. The diagonal measurement of the foresail shall be made from the intersection of the leech and the foot to the nearest point on the luff.
- vi) The luff shall remain fixed at either the head or the tack while racing.
- vii) The jib luff may have a tensioning device attached to one end only. The opposite end shall remain non-adjustable while racing.
- viii) The jib shall not be moved up or down the luff wire/stay in order to change the position/ height of the sail relative to the deck while racing.

12. MEASUREMENT PROCEDURE AND INSTRUCTIONS TO MEASURERS

- a) An owner requiring a measurement certificate shall complete a SAS application form and forward this together with the required fees to the Secretary of the Extra Owners' Association.
- b) Measurement certificates are transferable and application has to be made by the new owner when a boat changes hands for the transfer of ownership.
- c) Each official measurer appointed by the Executive Committee and SAS will be supplied with a template to facilitate measurement and with instructions regarding the taking of measurements.
- d) In completing the measurements form, the measurer shall show actual dimensions where applicable and considered necessary or shall otherwise place a tick or a cross in the relevant space to indicate that the measurement is inside or outside the tolerance permitted.
- e) After measuring the shape of the hog with a string line placed so that it is 150mm from the hog at the transom and 50mm from the hog at Frame 3: (2.75m from the transom), the official measurer will use the template provided to check that the cross section of the boat is correct (within the tolerances permitted) at the following stations:
 - i) Transom
 - ii) Frame 1: (0.915m from transom)
 - iii) Frame 2: (1.83m from transom)
 - iv) Frame 3: (2.75m from transom)
 - v) Stem: (3.56m from transom)

The width of chine, bottom V, width at gunwale and depth of side may all be checked using this template.

13. SAILING RULES (WHEN RACING)

- a) No boat shall be raced as an Extra unless the owner is in possession of a valid measurement certificate for the boat.
- b) The boat may be raced with any number of crew. During National and Provincial Championships, the helmsman and the number of crew may not be changed. A crew member may, with permission of the Regatta Secretary, be changed, but thereafter the substitute crew shall continue for the remaining races of the contest. In club race series, the club controlling the race shall decide whether the crew change may take place or not.
- c) Personal buoyancy for the skipper and crew shall be carried at all times.
- d) Skippers and crew under 18 years of age shall wear personal buoyancy when racing in winds exceeding 10 knots.
- e) Equipment (excluding the hull and sails) may be changed during a series of races. Damaged sails may be replaced if permission is obtained from the Sailing Committee. Replacement equipment and sails must conform to the rules
- f) Weight jackets are not permitted.
- g) No means of supporting the skipper or crew outboard, other than toe straps, is permitted.
- h) Adjustments of forestay whilst racing is permitted. Sidestays shall not be adjusted whilst racing.
- i) The mast step shall not be adjusted whilst racing.

14. INTERPRETATION OF THE RULES

- a) It is the intention of the Committee of the Extra Owners' Association that interpretation of the Sailing and Measurement Rules shall be such that minor technicalities shall not outweigh common sense and sportsmanship.

15. EXEMPTIONS FROM RULES

- a) GRP hulls made by MSM incorporating carbon fibre are exempt from rule 11.1(d)(iii).
- b) Mainsails made and measured prior to 29 November 1995 shall only have to comply with the rules in force up to 28 November 1995. If such a sail is subsequently altered in order to benefit from the rules in force from 29 November 1995 it will be exempt from the requirement that the batten pockets divide the leech into equal parts. Such altered sails will have to be re-measured and stamped accordingly.
- c) Hulls built prior to 8 May 1997 may continue to use the old plans and dimensions for the aluminum centreplate which shall not protrude more than 770mm from the bottom of the centerboard slot.

END