

# the Larks

## LARK CLASS RULES

# 2011

REVISION JULY 2011

LARK CLASS RULES (2011 revision)

## 1. One Design Hull and Rig

The class is one design in all respects excepting general fittings which are a free choice subject to those limitations clearly stated. The shape of the Lark hull is represented by the master moulds approved by the Lark Class Owners Association (LCOA) and designer.

## 2. Principal Dimensions

Length: 4065 ( $\pm 12$ ) mm measured between projections of the hull transom and the stem.

Beam: 1642mm ( $\pm 22$ ) mm

Sail Area: approximately 9.75m<sup>2</sup> excluding roaches

Spinnaker: approximately 7.4m<sup>2</sup>

## 3. Construction

Hull and buoyancy tanks shall be of a glass reinforced plastic (GRP) construction approved by the LCOA and designer in consultation with the builder. Decks not forming part of the buoyancy tanks shall be of an approved GRP construction or wood.

## 4. Hull

a) All hulls shall be produced from the master moulds.

***Hulls built prior to the Rondar Mk2 design are referred to herein as 'Pre-1999' and shall conform to alternative measurements appropriate to their design where indicated.***

b) Buoyancy tanks may be fitted with access hatches. Should access hatches be fitted the internal dimensions of the hatch opening, in any direction, shall not be more than 200mm and the hatch cover shall be such that the watertight integrity of the buoyancy tank is maintained when the hatch cover is in position. Fitting buoyancy tank hatches invalidates any current buoyancy test endorsement. Drain bungs shall be considered as access hatches.

c) The centreboard case must be constructed so that the centreboard rotates around a fixed pivot centred 2335 $\pm$ 12mm from the aft side of the top of the transom at the centreline.  
**(Pre-1999: 2310 $\pm$ 12 mm along the floor from the plane of the aft side of the transom).**

d) The distance from the centre of the bow projected to deck level and the point of action of the shroud (projection of the line of the shroud) at deck level shall be 1825  $\pm$  5 mm.  
**Boats measured before 2008 are exempted if they comply with the previous rule – see note**

e) Except for plates designed solely for securing fittings (maximum thickness 9mm), no packing, construction or other device shall raise the mast step or otherwise increase the overall mast height.

f) There shall be a rigid lateral support aft of the upper centreboard slot.

**g) Pre-1999 boats are permitted openings in the foredeck to a maximum of 0.3 sq. metres.**

**h) Pre-1999 boats are permitted to have apertures in the transom provided they do not alter the outer profile. Except for two drain holes (25mm diameter maximum) apertures must not be within 25mm of the floor or buoyancy tank sides.**

## 5. Wood Decks (when fitted)

a) Decks shall be wood skinned.

b) Wood decked boats shall be built so that they are essentially similar to GRP boats in shape, stiffness or other characteristics that might affect performance.

c) Any part of a wood deck shall be within  $\pm 12$ mm of an individual G.R.P. Lark in both vertical and horizontal planes with the exception of local areas where G.R.P. has rounded lines appropriate to that material which are not appropriate in wood.

- d) Every substantial feature of a G.R.P. boat must be reproduced. No feature is permitted which does not have a counterpart in a G.R.P. deck.
- e) The onus of satisfying an official measurer that a wood decked boat has been built to conform to the spirit of Rule 5 shall rest on the builder and owner.

**Pre-1999 boats with wooden decks only:**

- f) **The maximum beam overall shall be 1642±22mm.**
- g) **The depth of the hull at the sheerline (intersection of the upper surface of deck with the hull section projected upwards) shall be:-**
  - i. **535±12mm at the stem measured from the fore foot.**
  - ii. **535±12mm at mid length, measured through the centreboard slot to the outside surface of hull moulding (keel).**
  - iii. **280±12mm at the transom measured to the extension of the underside of the hull moulding.**

**6. Weight**

- a) The weight of the boat, with spars, sails, rudder, tiller, sheets and all other loose gear removed, but with control lines, centreboard and its tackle, and any necessary correctors in place, shall not be less than 95kg. When weighing, the boat including all control lines and the interior of the tanks must be dry.
- b) The maximum value of correctors allowed is 10kg. Correctors, if required, shall be fixed to the main thwart and may also be fixed to the forward thwart if more space is required. Any boat needing more than this maximum shall be reported to the Chief Measurer who shall oversee rectification using aggregate mixed with resin permanently installed.
- c) The weight of correctors shall be recorded on the measurement record. No alteration to the hull or correctors resulting in a reduction of weight shall be made unless the boat is re-weighed by an official measurer and the measurement record amended.

**7. Centreboard**

- a) Centreboard shall be made from aluminium alloy of 6mm minimum and 6.7mm maximum thickness. Profile to be as plan with 6mm tolerances.
- b) Chamfer rounding of edges and radiusing of corners may extend a maximum of 40mm from any edge or corner. The effects of wear on the tip of the board shall be excluded.
- c) Weight of centreboard, less tackle, shall not be more than 7.25kg.
- d) Centreboard slot sealing strips are prohibited.
- e) Fitting a modified centreboard to allow participation in events on shallow water is permitted at the discretion of the LCOA Committee.

**8. Rigging**

- a) Standing rigging shall be two shrouds of 2mm minimum diameter steel wire.
- b) When sailing, the mast shall at all times be supported by the jib luff wire, which shall be of 2mm minimum diameter steel wire.
- c) Boats with no support to the aft side of the mast at deck level shall also have one forestay of 1.5mm minimum diameter steel wire which shall be rigged so that it is capable of supporting the mast at all times when sailing.

## 9. Spars

- a) The mast shall be Selden "Kappa" section.

***Lark masts manufactured prior to June 2009 were "C" section and these shall remain in class provided they meet the dimensional requirements of the rules in force at time of their first measurement.***

- b) The specification(s) of the Lark mast supplied by the manufacturer shall be agreed with the LCOA Chief Measurer and approved by the LCOA Committee.
- c) The mast tube complete with end fittings, jib luff wire sheave or attachment, spinnaker sheave and gooseneck shall be supplied to "Lark" specification by Selden and certified by them for compliance with the requirements of the appendix "Manufacturer's Mast Specification". Any modification to the listed components, other than service renewal of fittings with reasonable equivalents, shall render the mast out of class unless carried out by Selden and re-certified.
- d) The fitting for the attachment of a spinnaker boom to the mast shall extend not more than 50mm from the surface of the mast.
- e) There shall be one pair of spreaders connecting the shrouds to the mast. No other devices which control mast bend shall act higher than 760mm above the MDP.
- f) One external collar of max length 300mm may be fitted around the mast at deck level to provide protection. No other sleeve or device which stiffens the mast section may be fitted unless part of the manufacturer's specification.
- g) The boom shall be a Selden C, 2520 or 2628 section.
- h) There shall be one band of 10mm minimum width marked on the boom in a strongly contrasting colour. The distance between the downward projection of the aft edge of the mast disregarding local projections or cut-outs and the forward edge of the band shall not exceed 2515mm. The mainsail shall not extend beyond the forward edge of the band.
- i) Permanently bent and rotating masts and permanently bent booms are prohibited but a set due to distortion of up to 30mm over the length occupied by the sail is allowed.
- j) A spinnaker boom shall not be more than 1525mm overall.

### Appendix: Manufacturer Specification – Mast

***Measurements are to be made along the mast from the Mast Datum Point (MDP) being the lowest edge of the mast heel tenon..***

- A) The sail track on the mast shall end or have a stop fitted at a maximum distance of 6670mm from the MDP.
- B) The gooseneck shall be fixed or have a stop fitted such that the distance from the centre of the gooseneck boom bracket to the MDP shall be minimum of 1090mm.
- C) The intersection of the jib luff wire with the foreside of the mast (sheave bearing surface if fitted) shall be 5075mm maximum from the MDP.
- D) The attachment of the spinnaker to the mast shall be not higher than 5196mm above the MDP.

## 10. Sails

### a) General

- i) Sails shall be measured in accordance with the sail measurement instructions of the I.Y.R.U. except where varied herein.
- ii) Measured sails shall be marked on the tack or spinnaker head in waterproof ink by an approved class measurer.  
The mark should include the measurer's name and the date of approval.
- iii) Sails shall be made of woven material so that when the material is torn it shall be possible to separate the fibres without leaving evidence of a film.
- iv) Windows are permitted in the mainsail and the headsail. The total window area in each sail shall not exceed 0.5 square metres.
- v) Not more than one mainsail, one headsail, and one spinnaker shall be carried on board when racing.
- vi) Double luff and two ply sails are not permitted.
- vii) The sail numbers, as issued by the L.C.O.A., shall be of such size and so placed as laid down in Rule 77 (ISAF 2001-4).
- viii) The class insignia shall be of minimum overall height 225mm and composed of letters (sanserif or other approved by the LCOA). The class insignia shall be LARK or Lark.

### b) Mainsail

- i) Loose footed sails are not permitted
- ii) If a headboard is fitted its aft edge should not extend more than 135mm from the foreside of the luff
- iii) There shall be three datum points.  
The topmost datum point shall be the point on the leech 1500mm from the topmost point on the leech (at the aft end of any headboard) -point 'a'.  
The middle and lower datum points shall be the points on the leech 1500mm from the first and second datum points respectively, measuring in a straight line along the leech from one point to the next.
- iv) The sail shall have three batten pockets, the edge of which shall be placed within 40mm of the datum points
- v) The external width of any batten pocket shall not exceed 50mm for most of its length. The internal lengths of the batten pockets shall not exceed 815mm except for the topmost batten pocket which shall not exceed 1220mm
- vi) The length of the leech, measured in a straight line from point 'a' shall not exceed 6000mm.
- vii) The cross width (defined as the distance to the nearest point on the luff **including boltrope**) at the topmost datum point shall not exceed 1145mm.
- viii) The cross width at the middle datum point shall not exceed 1780mm.
- ix) The cross width at the lowest datum point shall not exceed 2250mm.

### c) Headsail

- i) Head or clew boards, battens and batten pockets are not permitted.
- ii) The centre of any cringle, if inside the sail, shall not be more than 30mm from the nearest edge of the sail. The internal dimensions of any cringle shall not exceed 30mm.
- iii) The length of the luff shall not exceed 3635mm.
- iv) The length of the leech shall not exceed 3565mm.
- v) The length of the foot shall not exceed 1650mm.
- vi) The width of the head, measured at right angles to the luff at the head, shall not exceed 35mm.
- vii) The distance from the head to the foot at any point shall not exceed 3700mm.

### d) Spinnaker

- i) The spinnaker shall be a symmetrical three cornered sail. Clew boards, battens or stiffening devices other than normal woven cloth reinforcing are not permitted.
- ii) If fitted, a headboard should not exceed 130mm in any direction.
- iii) The length of each leech when stretched into a straight line shall not exceed 4100mm.
- iv) The distance from the head to the centre of the foot when the sail is stretched tight shall not exceed 4500mm.
- v) The half height half width shall not be less than 1070mm.

- Half height is defined as the point half way up the leech, found by folding the clew back onto the head. The half width is the minimum distance from this point to the centreline, found by folding the spinnaker along its centreline.
- vi) The half width at no point shall exceed 1300mm.
  - vii) The half width of the foot shall not exceed 1150mm.
  - viii) Spinnaker numbers are not required.

#### **11. Crew**

The crew shall consist of two persons. The use of any apparatus or contrivance outboard or extending outboard, the purpose or effect of which is, or may be, to support or assist in supporting a member of the crew outboard or partially outboard, is prohibited.

#### **12. Rudder and Fittings**

Rudders shall be formed of a single blade. Winged rudders are not permitted. The rudder or any other fitting shall not be constructed so as to increase the sailing length of the boat.

#### **13. Number**

The boat shall bear its registered number permanently engraved or embossed on the outside of the transom in such a way that the number is clearly visible and cannot easily be defaced or removed.

**Pre-1999 boats may have the number located inside the transom or rear cockpit.**

#### **14. Buoyancy**

Lark hulls shall be tested during class measurement and thereafter annually by a club official or Class measurer who will endorse the measurement record if satisfied. The test requires super or sub-atmospheric pressure to be applied to each buoyancy compartment sufficient to produce a reading of 125mm of water and this shall not drop to less than 50mm in thirty seconds.

**Pre-1999 boats shall contain a minimum of 0.113 cubic metres of foam buoyancy**

#### **15. Class Flag**

The flag of the LARK class is international code flag L.

#### **16. Measurement**

Before the boat may be raced, the owner shall submit to the appointed officer of the L.C.O.A. a measurement form completed by an approved measurer on which the builder shall certify that the hull conforms to Rules 3 and 4(a). On receipt of a correctly completed form, and payment of the Build Fee if applicable, the L.C.O.A. will create a measurement record.

**The measured status shall be valid only when the owner is a current member of the L.C.O.A.**

#### **17. Rule observance**

If a measurer considers that a boat departs from the spirit of the class rules at the time of measurement or any subsequent occasion, the matter shall be referred to the committee of the L.C.O.A. who retain the right to withhold or withdraw the boat's measurement approval until such a time as they are satisfied that the boat complies with all class rules.

#### **18. Rule alterations**

Changes in the class rules shall be agreed by the L.C.O.A.

**NOTE 1:**

Until 30.9.1986 measurements were taken along the mast from the inside skin of the hull.

**NOTE 2:**

The current sail measurement instructions of the I.Y.R.U. are available from the R.Y.A. in booklet YR6 which also gives guidance on other areas such as measurers' responsibilities.

**NOTE 3:**

These rules were modified in June 2001 to take account of the dimensions of the deck layout of the new Rondar Lark

**NOTE 4:**

The rules were amended to version 2008 to reflect the loss of the Lark plug and to centre the rules around the current design of hulls and spars.

**NOTE 5**

Prior to fixed goosenecks black bands were required as follows:

The lower edge of the upper band shall be 6615mm maximum and the upper edge of the lower band shall be 1100mm minimum from the shoulder at the heel.

**NOTE 6**

Shroud locations were previously measured from the aft face of the transom (2390±12mm)

**NOTE 7**

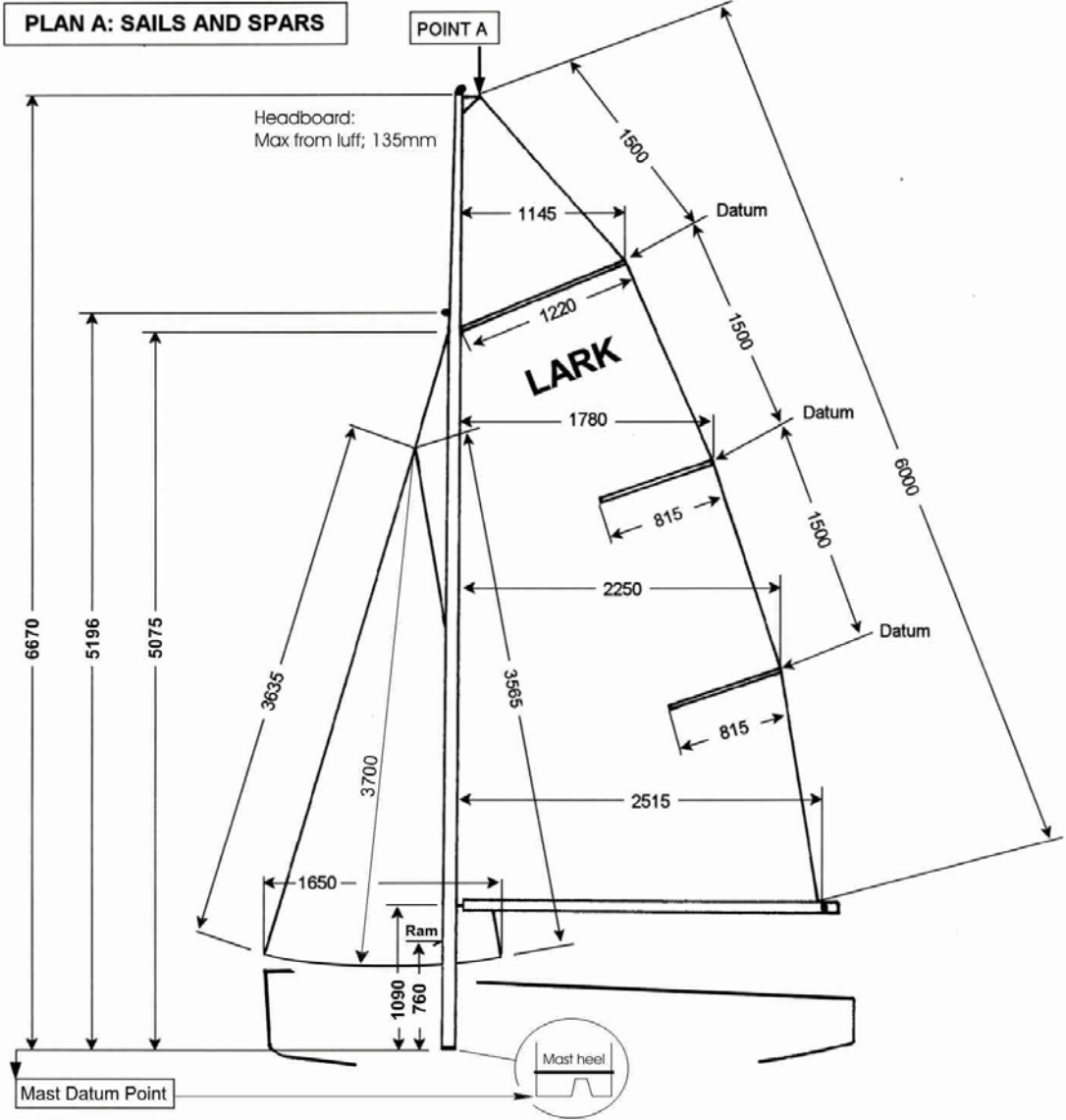
Revision 07/2009 recognised the obsolescence of the Proctor C section and substituted the Selden Kappa section. At the same time, responsibility for the supply of a one designed mast transferred to the manufacturer and the requirement for measurement of masts reduced accordingly.

Any Kappa mast found to be non compliant with the dimensions shown in the Appendix; "Manufacturer Specification – Mast" should be drawn to the attention of the LCOA Chief Measurer ([measurer1@larkclass.org](mailto:measurer1@larkclass.org)) or LCOA Committee.

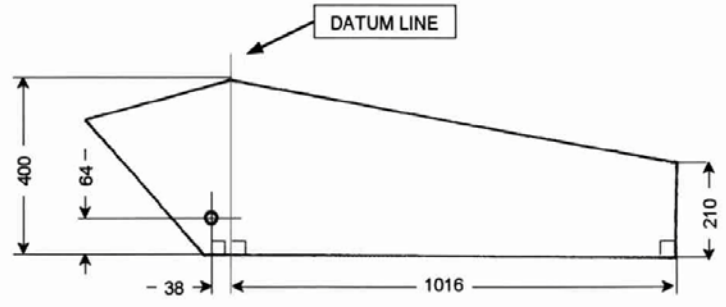
**NOTE 8**

Revision 08/2011 accommodates the foam sandwich hull as manufactured by Ovington boats. Permitted correctors is increased and the mast step measurement is revised due to a change in the shaping of the moulding. The Build Fee payable to the LCOA (hulls after 2519) is introduced as a pre-requisite for measurement.

**PLAN A: SAILS AND SPARS**



**PLAN B: CENTREBOARD**



- N.B.
1. All dimensions in millimetres and subject to tolerances.
  2. All centreboard dimensions  $\pm 6$ mm.
  3. The datum line on the centreboard is a line  $38 \pm 6$ mm from the centre of the pivot hole drawn between the trailing edge and a point perpendicular with the leading edge.



# LARK MEASUREMENT FORM – Rondar Mk2/Ovington

Boat number:                      Owner's name/ address/tel:

Boat name:

Builder:                              Build date:                              Builder's Representative (name):

## Builder's declaration:

I declare that the Lark numbered as above has been built in conformity with rules 3 and 4a. (Signature):

## Rule

### 4. HULL

Do buoyancy hatches comply with Rule 4b? (200 mm max) \_\_\_\_\_

Does centreboard bolt position comply with Rule 4c? 2323 – 2347 mm \_\_\_\_\_

Do the shroud attachment points comply with Rule 4d? 1820 – 1830 mm \_\_\_\_\_

Does the mast step height comply with Rule 4e? yes/no \_\_\_\_\_

### 6. WEIGHT

Weight of dry hull (inc. centreboard etc) WITHOUT correctors. 85 kg min. \_\_\_\_\_

Weight of dry hull (inc. centreboard etc) WITH correctors 95 kg min \_\_\_\_\_

Description of correctors: (include photo if possible)

Corrector weight: \_\_\_\_\_

### 7. CENTREPLATE

Manufacturer / supplier (name) \_\_\_\_\_

Non-certified boards:

Thickness 6 – 6.7 mm \_\_\_\_\_

Does centreplate comply with dimension requirements of Rule 7a & b? \_\_\_\_\_

Weight of centreplate 7.25 kg max \_\_\_\_\_

### 8. RIGGING - Does the rigging comply with Rule 8.?

Wire 2mm min \_\_\_\_\_

### 9. SPARS

a) Record boom type: (2520 or 2628) \_\_\_\_\_

Record mast type: (if kappa, then go straight to section b) (Kappa or C) \_\_\_\_\_

Does length of sail track comply with Rule 9 Appendix A? 6670 mm max \_\_\_\_\_

Does gooseneck centreline position comply with Rule 9 Appendix B? 1090 mm min \_\_\_\_\_

Does Intersection of jib luff with mast comply with Rule 9 Appendix C? 5075 mm max \_\_\_\_\_

Does height of spinnaker attachment comply with Rule 9 Appendix D? 5196 mm max \_\_\_\_\_

Does the projection of the spinnaker boom fitting comply with Rule 9d ? 50 mm max \_\_\_\_\_

b) Does the height at which mast ram acts comply with Rule 9e? 760 mm max \_\_\_\_\_

Does mast stiffening comply with Rule 9f? Collar 300 mm max \_\_\_\_\_

Does boom band (measured from aft of mast) comply with Rule 9h? 2515 mm max \_\_\_\_\_

Does the spinnaker boom length comply with Rule 9j? 1525 mm max \_\_\_\_\_

### 12. RUDDER - Do the rudder and fittings comply with Rule 12?

### 13. NUMBER - Does the boat bear its registered number according to rule 13?

### 14. BOUYANCY - Does the boat buoyancy comply with Rule 14?

## Measurers Declaration

I declare that I have measured the above boat and it complies with the letter and spirit of the Lark Class Rules.

Signed:

Measurement date:

Measurer Name, Address & Tel.: