

THE ADAMS 10 METRE YACHT ASSOCIATION INC.
ACN 232 3640
CLASS RULES
UPDATED AUGUST 2023

1.00 PREAMBLE

1.10 The Adams 10 Metre Yacht (“Adams 10 Metre”) was conceived as a one design yacht suitable for harbour and ocean racing as well as family cruising.

1.20 The Class Rules (“Rules”) are designed to preserve these characteristics and to control the cost of ownership through strict one design rules so that when competing as a one design class all boats will be essentially equal and racing will be a test of sailing ability above anything else.

1.30 When considering anything in connection with the yacht or its sails or equipment which is not clearly covered by the plans, specifications and/or Rules, it must be assumed illegal unless prior approval has been obtained from the Association.

2.00 REGISTRATION

2.10 For admission to the Class,

2.11 A yacht must possess an official measurement certificate, the original of which must be registered on file with the Adams 10 Metre Yacht Association Inc (the Association). Should a yacht fail to comply with the Rules, the Association may, in exceptional circumstances, grant an official measurement certificate to such a yacht.

2.12 At least one owner of the yacht must be a financial member of the Association. 2.20 It is the responsibility of the owner(s) to obtain an official Measurement Certificate.

2.21 Blank Measurement Certificates are to be obtained from the Secretary of the Association and are to be completed in triplicate at the request of the owner(s) by the Association Measurer.

2.22 The original is to be signed by the Association Measurer and filed with the Association.

2.23 The duplicate is to be signed by the Association Measurer and retained by the owner(s).

2.24 The triplicate is to be filed by the Association Measurer.

2.30 The registration fee is as per Schedule 1 which may be amended by the Committee from time to time.

2.40 A Measurement Certificate is not invalidated by a change of ownership.

2.41 It is the responsibility of the new owner(s) to apply for a Change of Ownership Certificate from the Association by letter endorsed by the vendor(s).

2.42 Changes of ownership must be registered with the Association. A change of ownership fee will be charged as per Schedule 1 which may be amended by the Committee from time to time. .

2.50 A Measurement Certificate is invalidated by any structural alteration to a yacht or if any repair has to be undertaken which could affect any of the measurements described in these rules.

2.51 The fee for remeasurement of a yacht previously registered is as per Schedule 1 which may be amended by the Committee from time to time. .

2.60 Deleted

2.61 Deleted

3.00 MEASUREMENT OF HULL/RUDDER/KEEL

3.10 The hull/rudder/keel of any yacht will be built from approved moulds as verified by the Association to the specification set out in Appendices A1, A2, A3, B1, B2.

3.20 Deleted.

3.30 The keel weight and dimensions are to be as shown in Appendix B1.

3.31 The keel shall be made from the Association mould and the maximum weight shall not exceed 1750kg.

3.32 The dimensions are subject to a tolerance of ± 15 mm in fore and aft dimension and draught.

3.33 The shape shall be measured by the use of the templates developed from the original design possessed by the Association as specified in Appendix B2.

3.40 The dimensions and shape of the rudder are to comply with design and meet a minimum weight requirement of 17 kg, including gudgeons.

4.00 MEASUREMENT OF DECK/COCKPIT/BERTHS

4.10 The deck, traveller bridge and cockpit are to comply with the drawing at Appendix A for the Adams 10 Metre with an allowance of ± 13 mm on each side of the measurements detailed thereon.

4.20 The cockpit seats for the Adams 10 Metre are to be of slatted timber, or alternatively, be of moulded G.R.P. as per authorised moulds.

4.30 The basis for minimal internal fitout will be as per the authorised moulds. Nevertheless, boats built prior to 1986 can remain to individual requirements, conditional upon achievement of minimum weight.

5.00 MEASUREMENT OF SPARS AND STANDING RIGGING

5.10 The spars and standing rigging are to be in accordance with the drawings outlined in Appendices C1.1 (flush deck) or C1.2 (cruising), C2 and C3 for the Adams 10 Metre.

5.20 The spars and standing rigging are to be of the materials stated or other materials of similar strength and characteristics. Exotic materials are not permitted.

5.30 Where absolute measurements are stated the tolerances are $\pm 13\text{mm}$, but where minimum or maximum measurements are stated there are no tolerances.

5.40 The mast is to be aluminium section 150mm x 110mm x 3.35 kg per metre including mainsail bolt rope track. The taper is to be as shown on the drawings at Appendices C1, C2 and C3.

5.50 The boom is to be aluminium of maximum depth of 152mm.

5.51 The top of the boom is to be 965mm above the sheer for the Adams 10 Metre flush deck model or 1321mm above the sheer for the Adams 10 Metre cruising model.

5.60 Spreaders shall be of aluminium. The length of each of the spreaders is to be 952mm from the centreline of the mast to the tip for the Adams 10 Metre.

5.61 The spreaders are to be swept back from the fore and aft centreline.

5.70 The forestay and shrouds, caps and lowers are to be 7/32" or 6mm, 1 x 19 stainless steel. The forestay is to be fixed, but the backstay may be adjustable.

5.71 The eye on the chainplate for the forestay is to be located 832 mm behind the bow and 3.556 m forward of the front wall of the mast (J, base of fore triangle, measurement).

5.72 The eyes on the chainplates for the shrouds, caps and lowers, are to be located 508 mm behind the front wall of the mast, 838 mm from the fore and aft centreline for the Adams 10 Metre.

5.73 The forestay and cap shrouds are to meet the mast 10.516 m above the sheer (I, height of fore triangle, measurement). The spreaders and the lower shrouds are to meet the mast 5.740 m above the sheer measured from the same position.

5.74 The Spinnaker pole shall be of aluminium. The spinnaker pole is not to exceed 3.727 m in length and is to be secured to the mast at maximum height of 2.819 m from the sheer.

6.00 SAILS

6.10 SAILS GENERAL

Sails shall be of materials, construction and measurement as specified in these Rules. Terms and definitions of World Sailing shall apply to these rules unless specified in these Rules. Sails shall be measured in a dry state and laid on a flat surface with sufficient tension to just remove wrinkles across the

line of measurement being taken. All measurements shall be taken in a straight line. All sails shall be soft sails.

6.20 DEFINITION

The term sail shall be taken to include the headboard, tabling, bolt ropes or tapes. It shall not include cringles which are wholly outside the sail. The term luff shall be determined by the distance between the head and tack as defined in the abovementioned rules. The term corner shall be determined by the actual physical corner of the sail as defined above.

6.21 CONSTRUCTION OF SAILS

(a) Mainsail, No3 Jib and Storm Sail

The following shall apply to Mainsail, No3 Headsail and Storm jib:

1. Construction shall be: soft sail of woven ply, single ply sail or two-ply sail where both layers are of equal weight
2. Sail reinforcement shall consist of woven polyester of the same weight as the body of the sail. For a two-ply sail, reinforcement beyond the primary reinforcement dimension shall not be more than one extra layer of the same weight cloth with a limit of 150mm plus 7% of the luff length also of the same weight as the body of the sail. Existing measured sails may be used.
3. The ply fibres shall be of polyester
4. Stiffening shall consist of:
 - i. Cornerboards plastic or aluminium
 - ii. Battens wood or glass reinforced polyester or epoxy resin

(b) Construction of No1 & No2 Headsails

No1 & No2 Headsails shall be Soft Sails and may be constructed of any material.

(c) Construction of Spinnakers

Spinnaker construction shall be soft sails constructed from woven nylon ply.

6.22 Double luff sails are not permitted

6.23 REGISTRATION

(a) Each sail shall be passed by an official measurer who shall sign and date the sail near the tack in indelible waterproof marking, or by a certified member of World Sailing who shall affix a World Sailing decal to the sail. Details (maker, serial no.) shall be entered on the Measurement Certificate by the Measurer.

6.24 USE

(a) No sails other than approved Headsails, Mainsail and Spinnakers shall be used, and only one of each of these shall be hoisted at the same time.

(b) No more than three headsails, one No.1 and one No.2 and one No.3, one mainsail and two spinnakers shall be carried on board while racing.

(c) At sanctioned regattas, no more than one mainsail, one No.1, one No.2 and one No.3 headsails and two spinnakers shall be presented for measurement, and the same sails measured shall be the only sails used at the regatta. A regatta is defined as an event sanctioned by a national or higher authority at which sails may be measured and the sail acquisition records inspected.

(d) The borrowing of sails is prohibited for use in sanctioned events with the exception that if a sail has been lost or destroyed, the helmsperson or owner may apply to the Committee to allow the replacement of the lost or destroyed sail.

6.25 Not in use.

6.26 BATTEN POCKETS

The length of batten pockets shall be the maximum inside dimension, ignoring the effect of any elastic or other retaining devices.

6.27 EMBLEM LETTERS AND NUMBERS

Sail numbers and letters shall be placed on sails in accordance with local club or Australian Sailing regulations. The Adams 10 class emblem as set out in Appendix D shall be placed immediately below the first batten on the Mainsail and mirrored each side of the Mainsail. Letters and numbers shall be of the following dimensions:

a. Height 380mm

b. Thickness 50mm

c. Width 250mm (excluding number one and letter)

d. Space between adjacent letters and numbers: 75mm

6.28 MAINSAIL

Definition:

(a) Head – The head shall be taken as the highest point of the sail projected perpendicular to the luff or its extension.

(b) Clew – The clew shall be taken as the straight line intersection of the leech and foot. Ignoring any cut outs to accommodate outhaul fittings.

(c) Tack – The tack shall be taken as the straight line intersection of the luff bolt rope and the foot.

(d) Batten – Maximum length 1500mm for any batten

Measurement:

(a) Leech – The length of the leech measured in a straight line from the forward upper corner of the headboard to clew intersection shall not exceed 12725mm.

(b) Cross Width – The point from which the cross width measurement is taken shall be determined by folding the forward upper corner to the clew then the forward upper corner to the half fold.

i. Half Height measurement 2485mm max.

ii. 3/4 Height measurement 1525mm max.

For the purposes of this measurement any hollow in the leech shall be bridged with a straight line.

(c) Sail to be loose footed

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(d) Battens No more than four (4) battens shall be permitted, spaced at equal intervals + 01—100mm along the after edge of the sail.

i. The top batten shall not be closer than 2438mm from the top aft edge of the headboard and shall go through to the luff.

ii. The opening into each pocket shall not exceed 175mm

iii. Intentionally left blank

iv. Intentionally left blank

(e) Cunningham tackle is permitted to adjust the tension of the luff only.

(f) Headboard The maximum breadth of the headboard measured perpendicular to the luff shall not exceed 152 mm. The after corner of the headboard shall not be higher than the forward corner.

(g) No part of the sail shall extend above the lower edge of the upper mast measurement band or beyond the forward edge of the boom measurement band.

6.29 HEADSAILS

L.P. Measurement

No.1 Headsail Max 5334mm Min 5184mm

No.2 Headsail Max 4267mm Min 4117mm

No.3 Headsail Max 3200mm Min 3100mm

No.3 Headsail may have three (3) battens spaced evenly and no leech round is permitted.

6.30 SPINNAKER

General: The spinnaker shall be symmetrical in shape and construction about its centreline. Fittings shall be limited to head swivel and corner cringles or rings.

6.31 DEFINITIONS

a. Head The head shall be taken as the straight line intersection of the two luffs ignoring any hollow or round to the luffs.

b. Clew The clew shall be taken as the straight line intersection of the foot and luff ignoring any round of the foot and clew

cringle.

c. Measurement

Max luff length 10439mm

S.M.W. 6706mm

6.40 The storm jib is to have a maximum dimension measured at right angles to the luff of 1.83m and a maximum luff length of 6.045 m.

6.50 The dimensions of the spinnakers, which are to be fabricated from material of minimum weight of 36 grams per square metre, are to be as follows:

6.51 Maximum width 6.706 m, whether measured direct from tack to clew or at any points from side to side equidistant from the head.

6.52 Maximum height 10.439 m measured around the edges from head to tack or clew.

6.53 Minimum mid-girth 75% of measurement direct from tack to clew, measured direct across the sail from midpoints on the height of luff and leech.

6.54 The maximum enclosed angle at each of the clews is to be 120 degrees.

6.60 All sails are to comply with specified maximum dimensions when first measured and need only be submitted for measurement in the event that repairs require the replacement of entire panels.

7.00 WEIGHT

7.10 The minimum weight of an Adams 10 Metre to comply with the official Measurement Certificate shall be 2843kg. When presented for weighing, an Adams 10 Metre shall be dry and shall have on board:

(a) Full racing fit out which will consist of deck hardware, mast, boom and spinnaker pole.

7.20 The following are to be removed before weighing:

(a) Not including deck hardware everything that is not permanently fitted to the boat.

7.30 The measurer is to note any items such as larger-than-required motors, fuel tanks, batteries and anchors on the vessel's Measurement Certificate.

7.40

(a) Every Adams 10 Metre constructed after 1982 shall be weighed once after construction and before placement of weight added so as to achieve minimum weight.

(b) if upon weighing, the yacht is found to be underweight, additional weight necessary to achieve minimum weight shall be placed as follows:

i. 50 kg on top of the keel. The balance:

1. 25 percent on the centre line of the yacht on the forward most bulkhead,

2. 25 percent on the centre line of the yacht at the junction of the transom and the aft ring frame or fuel tank locker.

3. 25 percent on the starboard chainplate bulkhead at the junction of this bulkhead and the deck
4. 25 percent on the port chainplate bulkhead at the junction of this bulkhead and the deck

(c) Such weights by this rule need not be permanently affixed to the yacht but must be carried during every Adams 10 race, regatta or championship. A race committee may require a declaration from the helmsman of any yacht that this rule has been observed.

8.00 RUNNING RIGGING, DECK GEAR AND INSTRUMENTATION

8.10 All running rigging, deck gear and instrumentation are to be to the owner(s) individual requirements. 9.00 MOTORS

9.10 Each yacht is to be equipped with an inboard or outboard motor of at least 5 H.P. rating.

9.20 Motors are to be in operable condition at all times.

9.30 Outboard motors are to be of the long shaft type.

10.00 PROHIBITIONS

10.10 Hydraulic devices.

10.20 Additional mast bonding devices, other than the adjustable backstay, mainsheet, boom vang and adjustable blocks at the collar in the deck around the mast.

10.30 Through-deck spinnaker launchers.

10.40 Running backstays.

10.50 Coring, drilling out, rebuilding, replacing materials, grinding, relocating or otherwise tampering with standard equipment to reduce weight below the minimum specified, to improve moments of inertia, to change standard shapes or for any other reason.

10.60 Circular track boom vang devices.

10.70 Mainsail or Headsail halyard locks affixed to a mast above the gooseneck of the boom.

11.00 RACING RULES

11.10 All races conducted by or on behalf of the Association shall be conducted under the current Racing Rules and Safety Regulations of Sailing Australia and the appropriate Class Association Special Rules or as modified by the Sailing Instructions.

11.20 Entries to participate in State and National Championships must be received on the prescribed form no later than the date fixed by the Committee, from owners and owners nominating a helmsperson, who shall satisfy the following rules regarding eligibility:

11.21 The owner shall be a current financial member of the Association.

11.22 An owner shall not be eligible to enter a yacht in any Championship unless the owner is listed on a recognised Yacht Club Register as an owner of an Adams 10 Metre.

11.23 No helmsperson shall be eligible to participate in any Championship unless he is a member of a Club affiliated with Sailing Australia and a member of the Association and a member of the Adams Ten Class Association of Australia.

11.24 The nominated helmsman for a regatta must be a regular crew member of the boat in the season leading up to the regatta. In keeping with the spirit of amateur status of the class, the final decision on whether the nominated helmsman is eligible will be at the discretion of the Committee.

11.30 Entries for Adams 10 Metre Class Championships must nominate the intended number of crew at the time of registration of the yacht into the series and must maintain such during the series, with the penalty of disqualification. The nominated crew must include a bonafide owner or part owner of the yacht. Crew numbers in A10 class regattas must be no less than two and no more than seven. Extenuating circumstances may be considered by the committee, which may dispense with this rule.

11.31 The Committee may refuse to grant entry to a yacht otherwise eligible for entry into a championship, if in the opinion of the Committee acceptance of such entry is not in the interests of the Association.

11.32 The Committee may, on application in writing by an interested person setting out grounds for relief, dispense with any of the rules governing eligibility to enter any yacht in a Championship.

SCHEDULE 1:

FEES

Registration (cl 2.3) \$100 Change of ownership (cl 2.42) \$100 Measurement & Remeasurement (cl 2.51) \$100

APPENDICES:

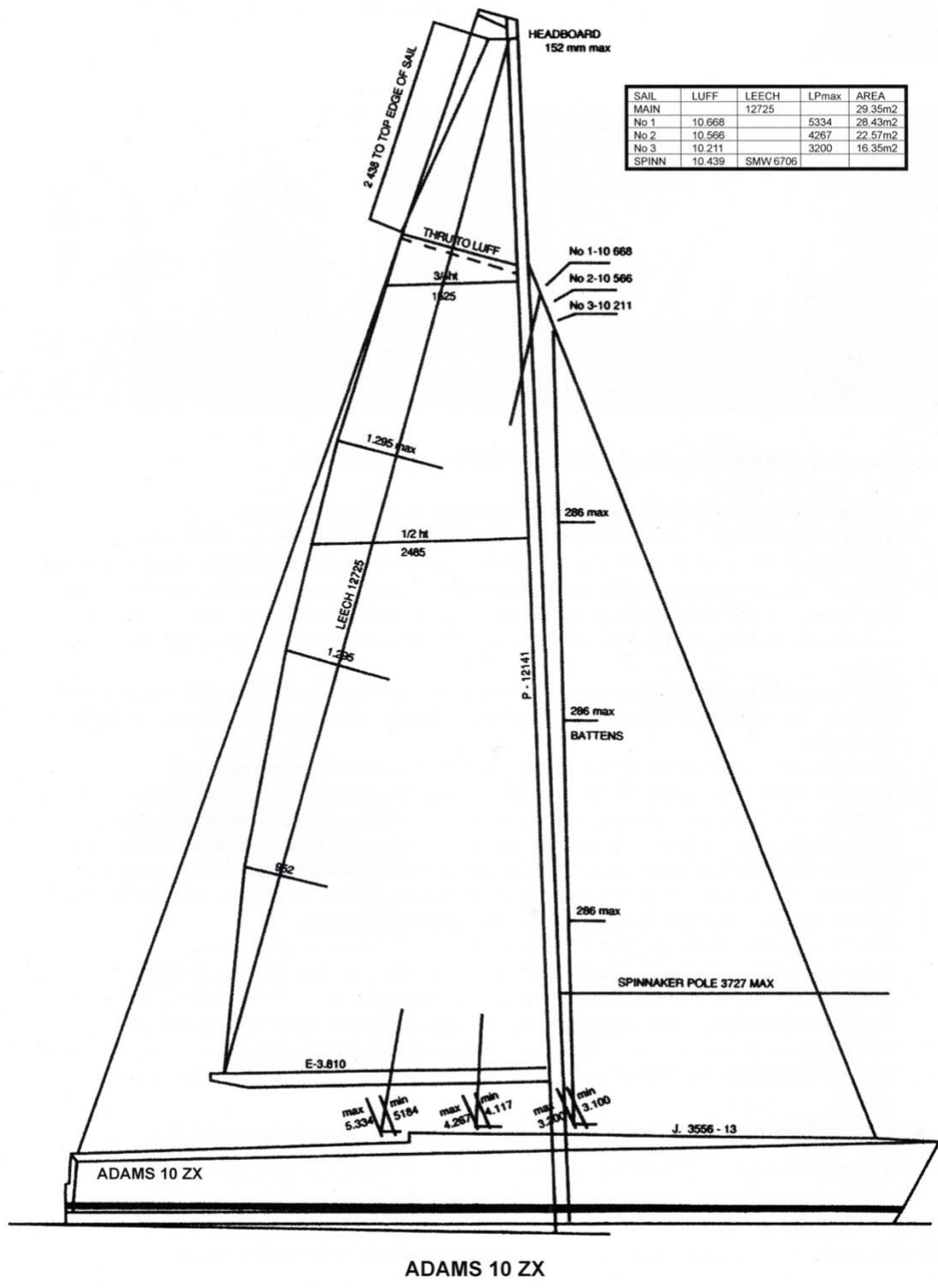
Adams 10 - Hull design A1, A2.1, A2.2 (Flush deck and cruising), 3

Keel detail - B1, B2

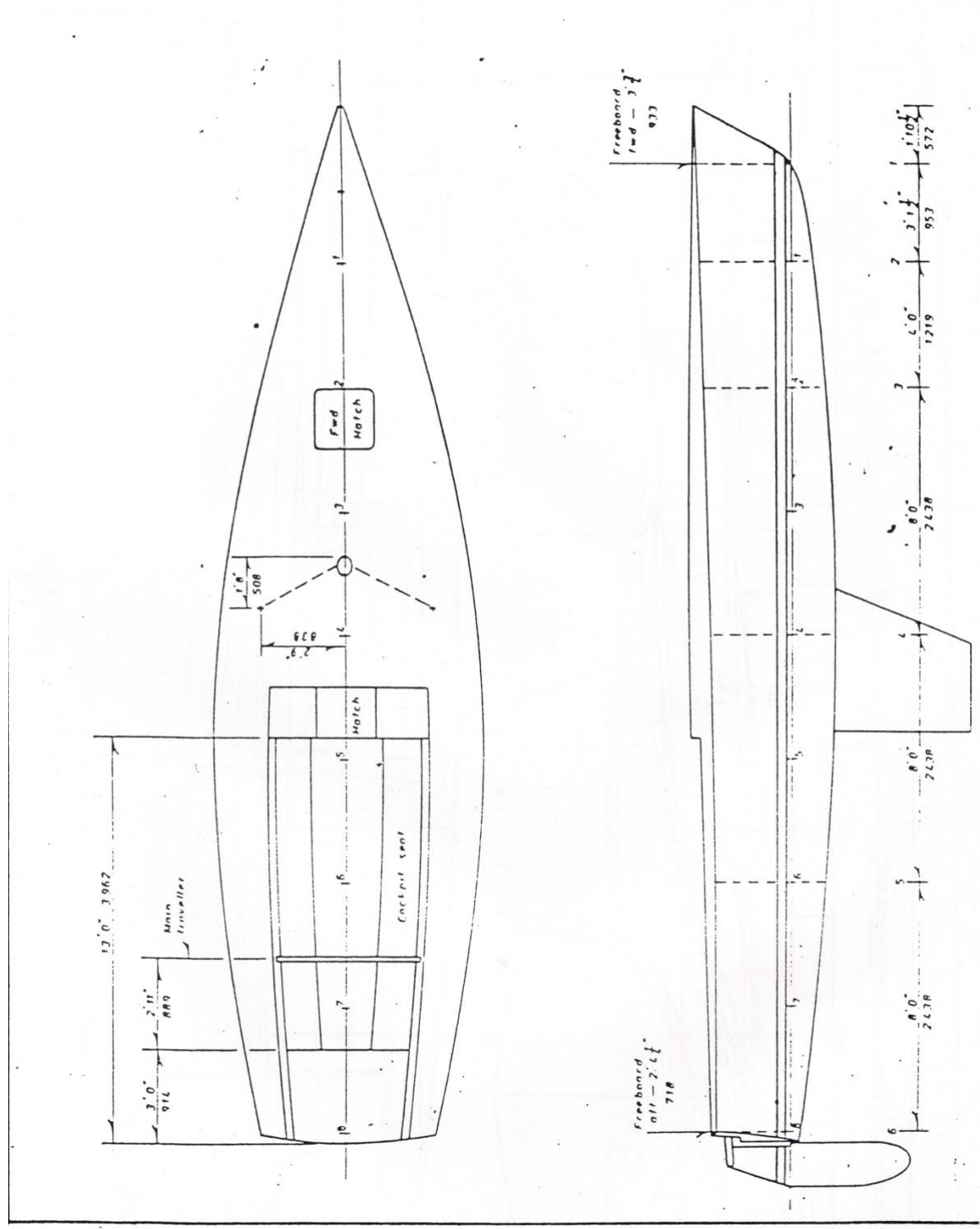
Rig and Mast Detail - C1.1, C1.2 (Flush deck and cruising), C2, C3

Adams 10 Class Insignia – D

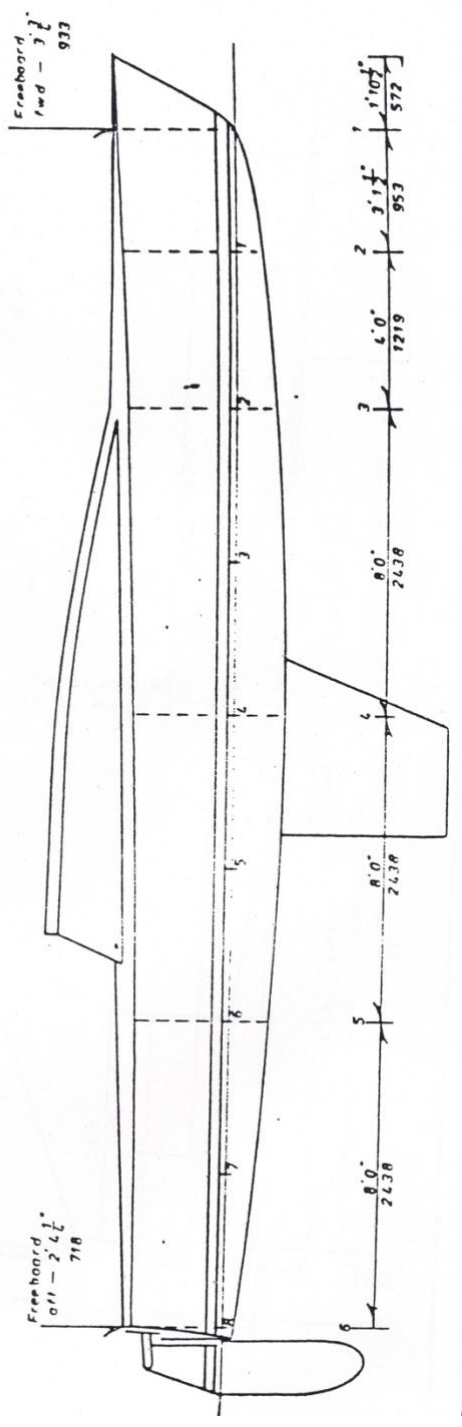
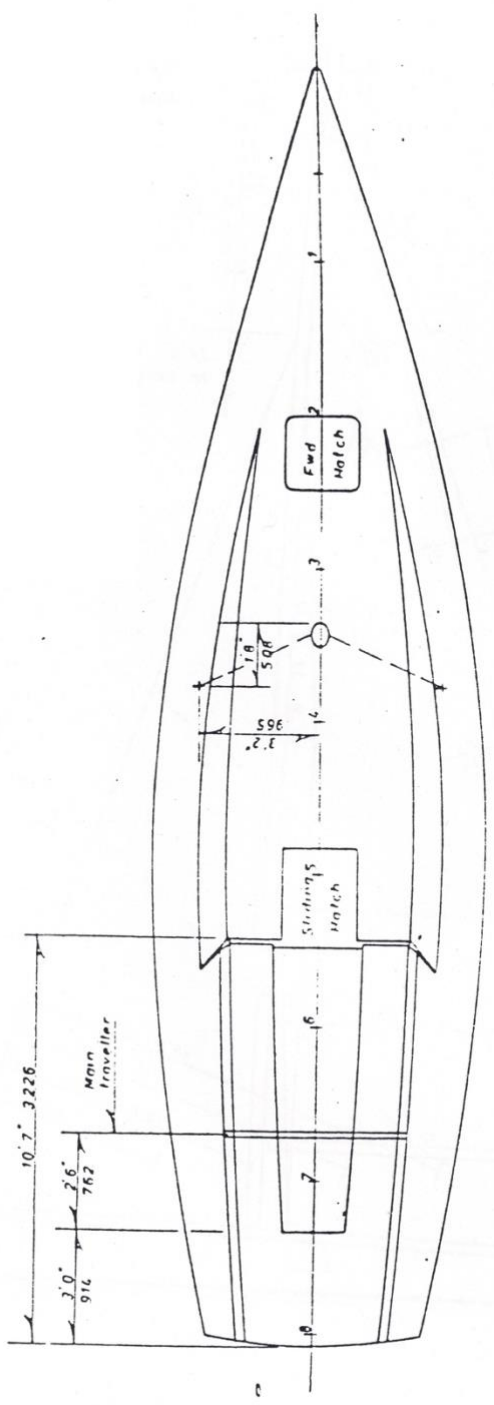
A1 – Adams 10 Design



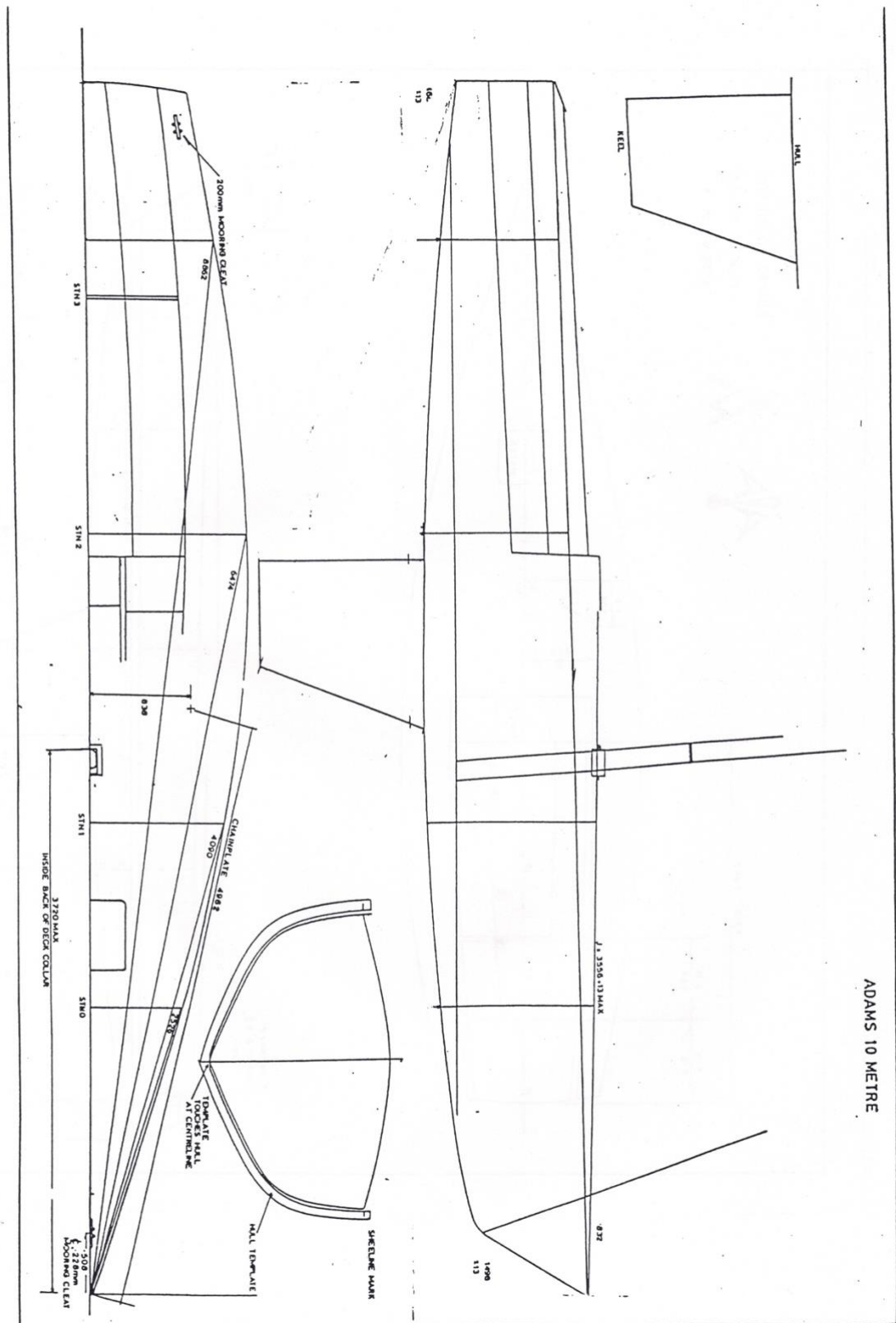
A2.1 – Adams 10 Hull Design- Flush deck model



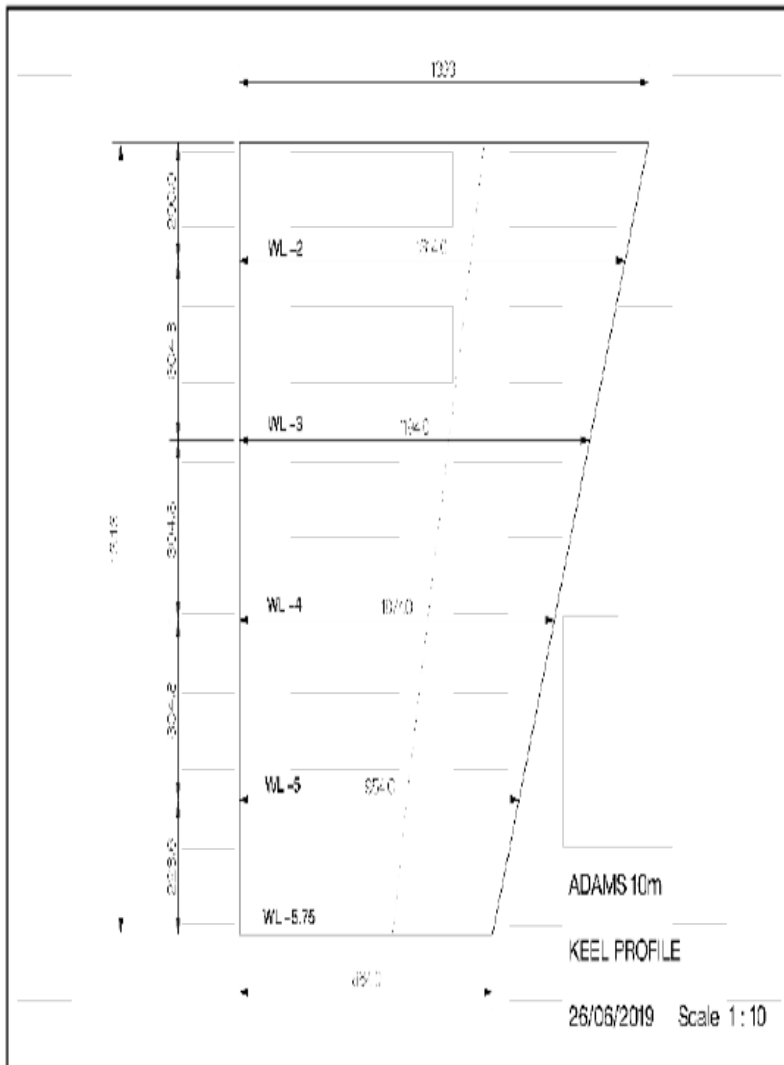
A2.2 – Adams 10 Hull Design- Cruising model



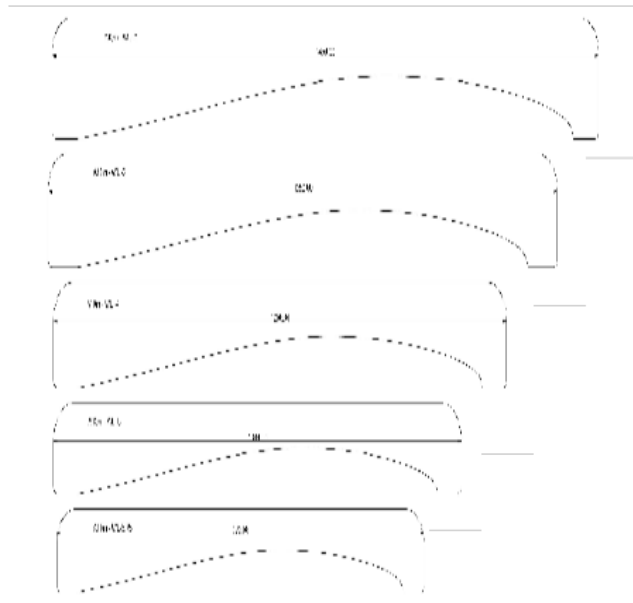
A3 - Adams 10 Hull Design



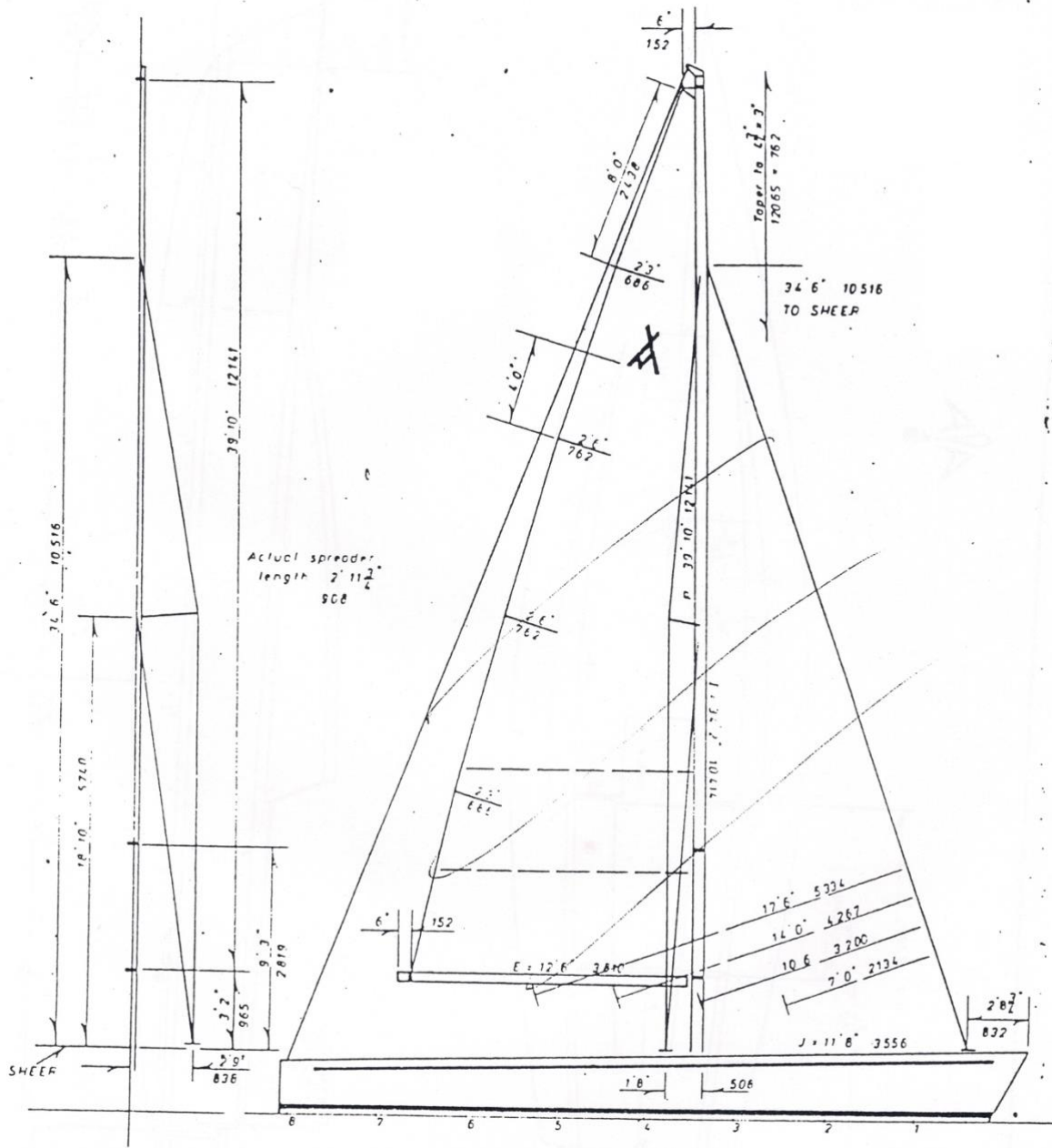
B1 – Keel Detail



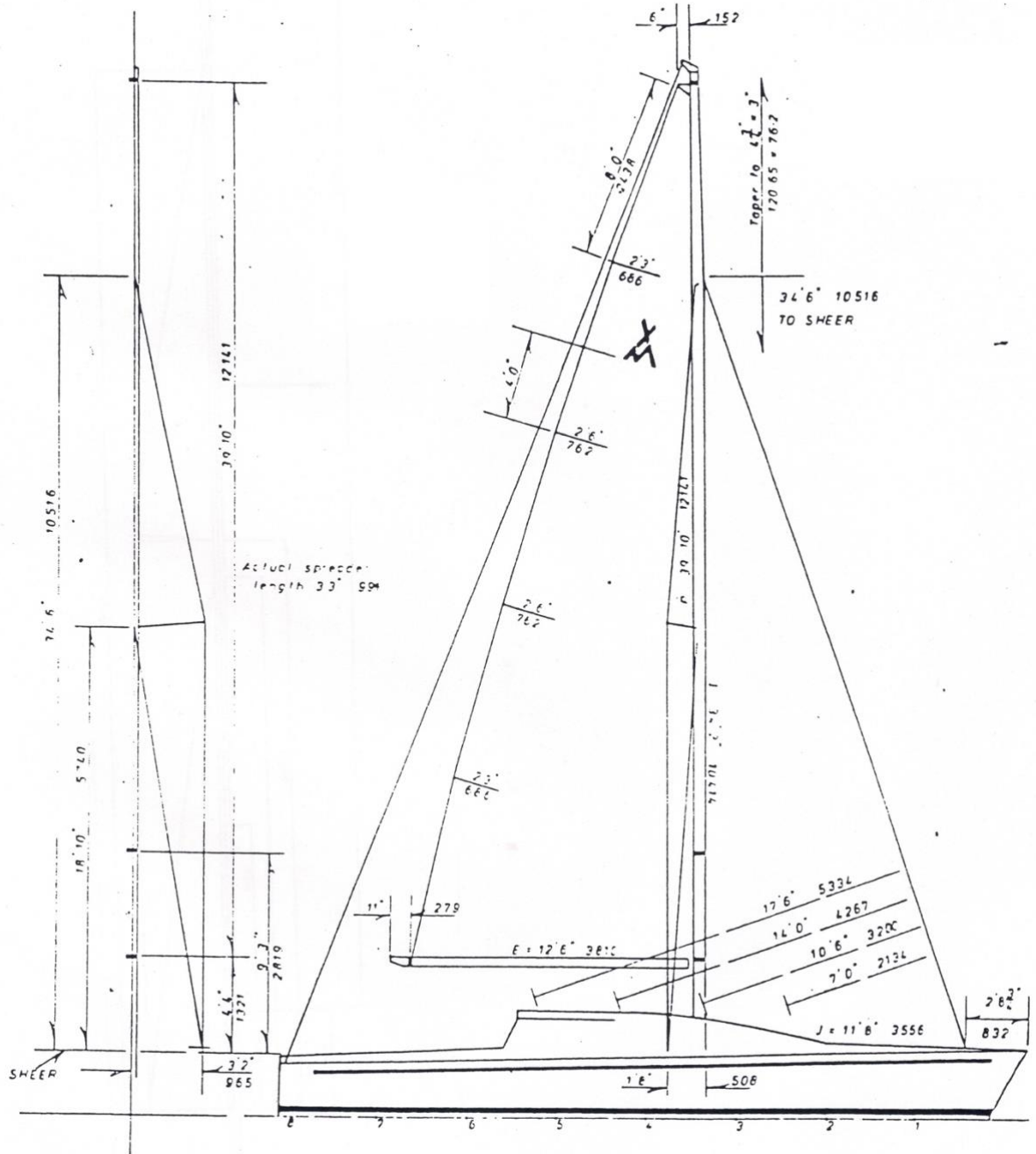
B2 – Keel Detail



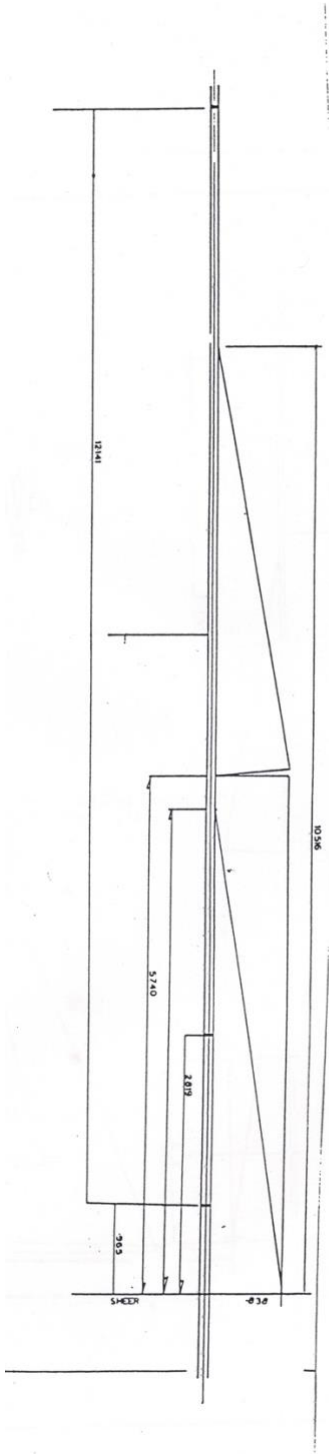
C1.1 – Rig and Mast detail - Flush deck model



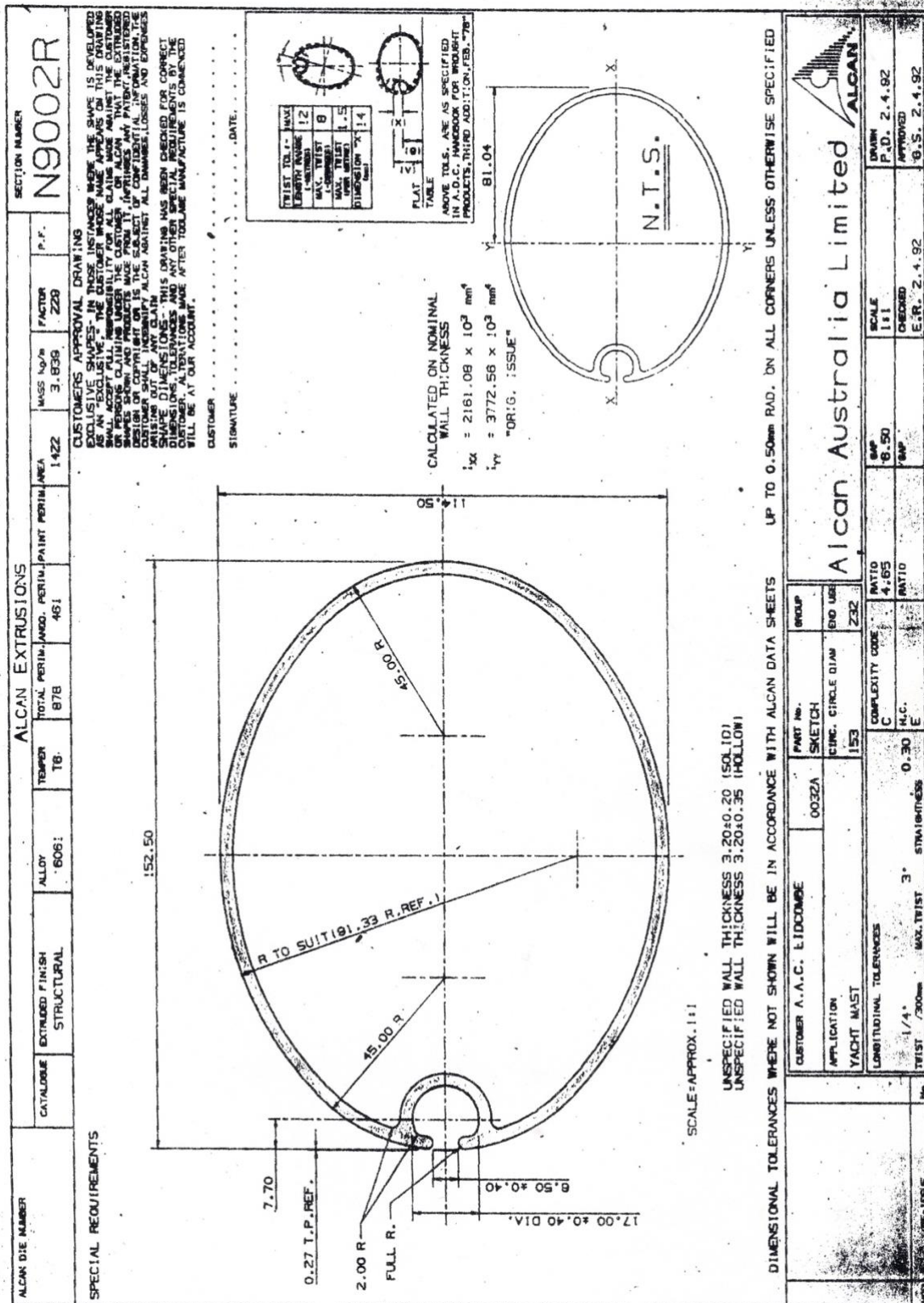
C1.2 - Rig and Mast detail- Cruising model



C2 - Rig and Mast detail



C3 - Rig and Mast detail



Alcan Australia Limited

CUSTOMER A.A.C. EIDDONGE	PART No. SKETCH	GROUP	NO USE	RATIO	DRAWN
APPLICATION YACHT MAST	CIRC. CIRCLE DIAM 153	0032A	Z32	4.65	P.D. 2.4.92
LONGITUDINAL TOLERANCES	COMPLEXITY CODE C			8.50	APPROVED
TRIST / 700mm	MAX. TRIST 3°	STRAIGHTNESS 0.30	H.C. E	8.50	8.5. 2.4.92
				1:1	8.5. 2.4.92
				E.R. 2.4.92	

D – Adams 10 Class Insignia



MH101 and MH192 correct logo placement. MH26 and MH36 incorrect logo placement.

