



Supernova Class Association

SUPERNOVA CLASS RULES

1. INTRODUCTION

- 1.1. The Supernova is a strict One-Design hull single-handed hiking dinghy designed by Mark Giles to promote close competitive racing. It was designed using the fundamental principle that the racing results should depend solely on the attributes and skills of the crew.
- 1.2. The Supernova was originally built by Mark Giles (Sail Nos: 357 – 582). It is now built exclusively by Hartley Boats who have re-developed the internal layout (The Supernova MKII, Sail Nos 1000 onwards) to enhance comfort and modernise the boat. The construction of the boat has also been improved and the core hull is now built using epoxy (Sail Nos: 1033 onwards).
- 1.3. These Supernova Class Rules should be read in connection with the Constitution of the Supernova Class Association, in particular the definitions used in the Constitution.

2. CONDUCT OF MEMBERS

- 2.1. All members of the Association will behave in a respectful manner whilst sailing and partaking in Association events. This includes treating all other members and non-members of the Association with respect and due care.
- 2.2. Examples of violent behaviour by a member of the Association, or discrimination (such as gender, age or race) will not be tolerated and the offending member's membership of the Association will be terminated by the Supernova Class Committee with immediate effect and no subscription refund shall be payable.
- 2.3. Whilst racing all members are expected to adhere to the Racing Rules of Sailing (RRS), applicable at the time of the event. The class core values are to promote respect, enjoyment and sportsmanship at all times, and a framework for everyone to enjoy the sport of sailboat racing in whatever capacity and whatever level the individual desires. To enhance this the class has adopted aspects of the RYA Racing Charter as detailed in Appendix 3.

3. ONE DESIGN NATURE OF THE CLASS

- 3.1. To be a Supernova, the boat and its "Major components" (see section 6) must comply with these Supernova Class Rules.
- 3.2. All Major components are strict one design, originating from the Builder, who may themselves utilise components sourced from more than one supplier.
- 3.3. The Builder may from time to time have to vary the specification of the Major components. Should this be necessary this shall be done in consultation with the Committee of the Supernova Class Association prior to the changes, but agreement of the Committee is not required. The Committee will notify members of any changes to Major components when implemented by the Builder.
- 3.4. Any alteration to Major components as supplied by the Builder shall be prohibited, except as specifically authorised by these Supernova Class Rules.



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- 3.5. Alterations can be made to any component that is not listed as Major, although note Rule 4.2 below.

4. APPLICATION OF THE SUPERNOVA CLASS RULES

- 4.1. Interpretations of these Supernova Class Rules shall be made by the Committee of the Association. Interpretations made by the Committee shall rank as Supernova Class Rules until superseded by a formal amendment. All interpretations shall be published as soon as is practical.
- 4.2. At any time the Committee of the Association may decide to outlaw items that, while apparently permitted under these Supernova Class Rules, it deems detrimental to the Supernova Class. This might be due to the cost to other owners to “keep up”, or to prevent an unfair advantage.

Please see Appendix 1 for past rulings implemented under this clause. (This clause is used carefully, as it not the intention to prevent minor developments which might increase speed/comfort, provided that costs are low enough to permit other owners to follow.)

- 4.3. At any time the Committee of the Association may agree to allow a deviation from the stated Class Rules as a controlled trial as defined in Appendix 2. The agreement to any such deviation shall only be made when in the opinion of the Committee of the Association it is in the best interests of the Class. Details of the deviation and the class members that have been approved for the controlled trial will be stated in Appendix 2. Only those listed against the deviation will be permitted to deviate from the Class Rules. Any deviations shall as a matter of course be discussed at the first AGM following initiation of the deviation trial. This may result in adoption of the amendment into the Class Rules, rejection or agreement for further trial - in line with the amendment power under the Class Rules.

5. SUPERNOVA CLASS ASSOCIATION MEMBERSHIP

- 5.1. To be eligible to race in events organised or facilitated by the Supernova Class Association, the helm shall be a member of the Association or, for non-Championship events, be an existing member of the club at which the event is being held.
- 5.2. To be eligible to race in National Championships or other Championship events organised by the Committee, the helm shall be a member of the Association.
- 5.3. Only members of the Association can have their individual race results count towards the Supernova Class Travellers series.

6. MAJOR COMPONENTS

- 6.1. The Major Components and permitted alterations are defined below.

- 6.2. Hull

6.2.1.Length (LOA)

4.39m +/- 10mm



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6.2.2. Beam (Max)

1.48m +/- 5mm

6.2.3. Hull weight. Including deck fittings as supplied by the builder. Excluding rigging, sail and control lines. Min 50kg

- *Permitted alteration:* The addition of rubbing strips or packing to the centreboard case is permitted.
- *Permitted alteration:* Alterations, addition of, or changes to any deck fitting are permitted, provided they do not change the original positioning of the shrouds, lower shrouds or forestay.
- *Permitted alteration:* Changing any rigging or control lines (although adjustable shrouds are not permitted in line with Appendix 1)
- *Permitted alteration:* A Mast ramp maybe fitted to hulls without an incorporated moulded mast ramp. Max Height at any point 12mm
- *Permitted alteration:* The transom drainage hole in a Mark 1 can be increased in size to a maximum of 50mm in diameter. No changes are permitted to the setup of the drainage system (to retain structural integrity) and the drainage must be via a single hole.
- *Permitted alteration:* Addition of inspection hatches to the hull to facilitate repairs or inspection of damage.
- *Permitted alteration:* Addition of grip strips or padding to assist comfort during sailing, provided such items are less than or equal to 3mm beyond the normal hull lines.
- *Permitted alteration:* Addition of fixings under the gunwhale to facilitate capsized righting lines.

6.3. Centreboard

- *Permitted alteration:* Changing the centreboard handle is permitted.
- *Permitted alteration:* Fairing the trailing edge of the centreboard is permitted.

6.4. Rudder and Stock

- *Permitted alteration:* Moving the Rudder pivot point is permitted, provided the centre of the pivot hole is not less than 50mm from any of the outer edges of the rudder moulding.
- *Permitted alteration:* Adding padding between the rudder blade and Stock to achieve a tight fit is permitted.
- *Permitted alteration:* Fairing the trailing edge of the rudder blade is permitted.



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6.5. Mast, spreaders, forestay and shroud rigging

6.5.1. Mast Make Superspars M7

6.5.2. Mast Height 5.60m ±20mm

Permitted alteration: Amendment to the fixed length or material of the shrouds or forestay.

Permitted alteration: The Gooseneck fitting may be changed to one of similar design to improve the strength of the fitting (Committee discretion to be applied regarding the meaning of “similar”). The Gooseneck pin, toggle and mast bracket can be changed to improve the strength of the fitting. Any changes to the Gooseneck must result in the boom end fitting within 70 mm of the mast, with the Gooseneck pin being at a height of 600mm +/- 25mm (when measured from the base of the mast)

Spreaders Make Superspars (as supplied by the Builders)

Permitted alteration: Removal of spreader bolts to allow movement in the spreaders whilst sailing – provided sufficient retaining rope / fitting is added to prevent accidental mast inversion.

6.6. Boom

6.6.1. Make Superspars B1

6.6.2. Kicker

Permitted alteration: The Kicker’s Boom and Mast take off fittings may be changed, but the position must stay broadly the same (Committee discretion to be applied regarding the meaning of “broadly”)

6.7. Sail (including batten pockets), full or small, excluding battens.

6.7.1. Full area (Measured) ~8.0 sq.m.

6.7.2. Small area ~6.8 sq m.

6.7.3. Only sails originally supplied by the Builder and produced by an approved Sail Supplier in 6.7.7 will be eligible for use in events organised or facilitated by the Supernova Class Association. Sail numbers must comply with the requirements stated in 8.10.

6.7.4. Only Small sails originally supplied by the Builder and produced by an approved Sail Supplier in 6.7.7 can be used in events organised or facilitated by the Supernova Class Association. Sail numbers must comply with the requirements stated in 8.10.

6.7.5. Competitors may change sails during events, from a full sail to another full sail, or changing to or from a small sail in accordance with the requirements of 6.7.3 and 6.7.4.

6.7.6. New Full and Small sails purchased must be from the Current Supplier in 6.7.7



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6.7.7. Approved Sail Suppliers

| Builder | Manufactured By | Comments |
|-------------------------------|-----------------|---------------------------|
| Giles Reinforced Plastics Ltd | Banks | Legacy Sail |
| Giles Reinforced Plastics Ltd | Hyde | Legacy Sail |
| Hartley Laminates | Jeckells | Legacy Sail |
| Hartley Boats | Jeckells | Legacy Sail |
| Hartley Boats | Hartley Boats | Current Sail from 1Q 2022 |

6.7.8. Any modifications to a sail's shape, size, batten pockets or stitching is not allowed

- *Permitted alteration:* Reinforcement, wear patches and repairs that do not affect the original shape or deviate the sail design are allowed.
- *Permitted alteration:* For Championship events the Committee may approve the use of a modified Full sail cut down to a broadly similar specification to the then in force official Small sail (+/- 20mm on the leech and the foot compared to an official small sail). This power is exercised at the sole discretion of the Committee including what is deemed to be a similar specification of Small sail. This Rule requires the competitor to seek approval of the Committee prior to the event and to present the sail for measurement as part of the registration at the event where it is to be used prior to taking part in any racing.

Note – to amend a Full sail to match the official Small sail plan requires amendment of both the foot and the leech. A cut down sail which only amends the foot of the sail will not be approved by the Committee for use at Championship events.

- *Permitted alteration:* Battens do not fall within the definition of a Major component. Therefore, the use of alternate battens, such as tapered battens or battens with different compression characteristics or batten material is allowed as long as batten pockets are not modified in any way.

7. REPAIR

- 7.1. Repairs shall be permitted to damaged Major components provided that such repairs do not alter the shape or characteristics so that performance is, or may be, beneficially affected.

8. RACING

This section "Racing" applies only when a Supernova is taking part in an event organised or facilitated by the Supernova Class Association, or some other form of official race e.g. local club racing, and does not apply when a Supernova is cruising or training:

- 8.1. One person only shall be in the boat when racing unless otherwise provided in the Notice of Race.



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- 8.2. The Small sail may be used as an alternative to the Full size at any time and still race as a Supernova. The PN (Portsmouth Number or other handicap number) of the Supernova with Small sail will be the same as that for the Supernova with Full size sails, except where specifically differentiated in Club racing by an assigned Club handicap number (CN).
- 8.3. The use of electronic aids or devices are prohibited, with exception of race timer watches and electronic digital compasses with timer/clock (e.g. TackTick). The devices must be externally mounted and visible for inspection, be self-contained with either an internal battery and/or solar power. The devices shall have no external connections and shall not have the ability to compute correlations between time, compass, wind direction and VMG. For completeness the use of mechanical wind direction indicators (e.g. Little Hawk or similar) is permitted.
- 8.4. Electronic devices using satellite navigation (e.g. GPS) capable of showing speed over ground (SOG), heading, pace etc may be used only at the request of the Committee. This includes tracking devices using satellite navigation and a radio data link. These devices shall not make available any data to the Helm during racing.
- 8.5. All methods of extending or supporting the helms' weight outboard other than standard "hiking" with toe straps are prohibited. This includes all accessories which allow weight to be projected further outboard such as trapezes, sliding seats, weight jackets, drinks carriers etc.
- 8.6. The use of additional ballast of any form is prohibited - See also RRS restrictions.
- 8.7. It is the owner's responsibility to ensure that his/her boat and equipment complies with the Supernova Class Rules and relevant International Yacht Racing Rules at all times when racing.
- 8.8. Advertising is permitted in accordance with the World of Sailing Advertising Code (Regulation 20).
- 8.9. The temporary or permanent fixing of any items, for example camera mounts, which exceed the natural hull lines (when observed from directly above) by more than 50mm is not permitted.
- 8.10. For Class National Championship events (and other Championship events) the Registered Number of the Supernova shall be displayed on the sail(s) used during the event. The following sub rules 8.10.1 to 8.10.7 also apply for Championship events:
 - 8.10.1. All sails shall be presented with black sail numbers supplied by the Builder, with the following exceptions:
 - Legacy Hyde sails are permitted to be presented with their blue sail numbers as originally supplied. (Note that if the sail numbers are changed or replaced they should be replaced with black sail numbers).
 - Alternative special coloured sail numbers may only be used as awarded by the Committee from time to time. (For example, the replacement of the first sail number for a gold sail number granted to National Championship winners).



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- 8.10.2. The height of sail numbers and the space between adjoining sail numbers will be in accordance with RRS Appendix G (*at time of drafting: 300mm height with a minimum of 60mm spacing between numbers and from the edge of the sail*), with the exception of small sails where a reduced sail number height of 250mm is permitted.
- 8.10.3. New or replacement sail numbers must be supplied by the Builder, the sail numbers will meet the requirements of the RRS Appendix G, where sail number typefaces shall provide the same or better legibility as standard Helvetica. Italic or non-standard typefaces that deviate from the standard Builder supplied sail numbers will not be permitted. The only exception to this rule is granted for legacy Hyde and Banks manufactured sails that were originally supplied with larger italic font sail numbers.
- 8.10.4. No other numbers or letters such as National Letters are permitted.
- 8.10.5. Sail numbers shall be placed at different heights on the two sides of the sail with the starboard side sail numbers uppermost.
- 8.10.6. For fully battened sails the sail numbers must be placed on the sail between battens 3 and 4 (with batten 1 being the uppermost batten). For part battened sails the sail numbers must be placed in a broadly similar location to if the sail was fully battened.
- 8.10.7. Exceptions to Rule 8.10.1 to 8.10.6 may be granted when a temporary sail is being used to replace a damaged sail during an event or when explicit consent has been provided by the Committee in advance of the event.
- 8.11. During any racing event organised or facilitated by the Association, the Association will only allow the flying of a drone or drones to capture video or still images where the drone pilot is fully qualified and operates in compliance with the relevant and current Civil Aviation Authority requirements and procedures for commercial drone operators and has been given express permission by the Committee. In the case where such permission has been granted, the drone's pilot must have suitable liability insurance in place and the Association will not accept any liability for any injuries or damage caused by the drone or drones or any other claims made by members or other third parties. The Committee shall not grant permission to amateur drone pilots to fly their drone in proximity to any racing event organised or facilitated by the Association. In addition, the Association does not accept any liability whatsoever for damage or injury caused by a drone that is piloted by a person or persons either known or unknown to the Committee.

9. OTHER MEASUREMENTS OF INTEREST

Components or measurements defined below are not defined as Supernova Class Rules, but are added for completeness and interest. This section can be freely updated by the Committee at any time.

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|-----------------------------|-------|
| 9.1. Max Carrying capacity | 180Kg |
| 9.2. Height rigged on water | 5.95m |



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- 9.3. Draft with dagger board up (nominal) 0.15m
- 9.4. Draft with dagger board down (nominal) 1.00m
- 9.5. Supernova MKI GRP Giles Sail No 300 - 582
- 9.6. Supernova MKI GRP (FRP ~683 onwards) Hartley Sail No 583 - 723
- 9.7. Supernova MKII FRP Hartley Sail No 1000 - 1032
- 9.8. Supernova MKII Epoxy Hartley Sail No 1033 onwards
- 9.9. Slight amendment to top deck layout and centreboard case alignment ~1184 onwards
- 9.10. Aug 2017. New sail cloth for Full sail, and new small sail design (with full battens)

10. AMENDMENT

- 10.1. These Supernova Class Rules may be amended as follows:
 - 10.1.1. For Minor Amendments: by the Committee at any time. Minor Amendments will require consultation with the Builder, but the Builder's consent is not required.
 - 10.1.2. For Major Amendments: by the Committee immediately following an Annual General or Extraordinary General Meeting where views of the members of the Association were obtained on the proposed changes (although the views of the members do not need to be followed by the Committee). Major Amendments will require agreement of the Builder.
- 10.2. The Chairman of the Association will have ultimate and final decision whether an amendment to these Supernova Class Rules is Minor or Major. Examples of potential amendments are:
 - 10.2.1. Minor Amendment: Clarification of wording, correction of a typographical error, insertion of a new requirement to improve the operation of the Association (such as Rule 8.10), documenting interpretation of the Supernova Class Rules or exercise of power under Rule 4.2, documenting changes to the specification of major components
 - 10.2.2. Major Amendment: Introducing or amending a permitted amendment to a major component, adjusting the powers under the Supernova Class Rules such as the power of amendment
- 10.3. For the avoidance of doubt the Committee will have sole power to exercise their power under Rule 4.2.
- 10.4. The Supernova Class Association members must be informed as soon as possible after a Major Amendment



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APPENDIX 1

Rule implementations of clause 4.2

| No. | Effective ruling date | Status | Ruling | Notes |
|-----|-----------------------|-------------------|---|-------|
| AR1 | 20/6/16 | Superseded by AR2 | Introduction of a temporary ban on adjustable shrouds pending further discussion at the AGM. Adjustment of shrouds while not racing (e.g. on the shore or between actual races on the water) using fastpins or other similar adjusters is permitted. | |
| AR2 | 09/11/16 | Active | (see 2016 AGM minutes for more detail) Full ban of adjustable shrouds. Review indefinitely deferred unless specifically raised by a member for discussion at an AGM. | |



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APPENDIX 2

Rule implementations of clause 4.3 – Class Rule Deviation (CRD)

| No. | Period deviation permitted | Class members approved to adopt the class rule deviation | Detail of the deviation | Notes |
|------|---|--|--|--|
| CRD1 | From 11/02/19 until 2020 Class Winter Championships | Chris Hawley SN1224 Tony Bleasdale SN1254 Pete Bingham SN1177 | <p>This deviation is a change to clause 8.10.1.</p> <p>Due to recent reports that the current black sail numbers can be difficult to see clearly on the new dark sails, alternative sail number colours are permitted on the new dark sails only to allow a trial to determine the colour that best allows the sail numbers to be easily read in all sailing conditions. The colours to be trialed will be white, blue, orange and red. This deviation also allows different sail number colours on each side of the sail, and for an additional set of sail numbers of differing colour to be displayed on the same side of the sail, providing the sail numbers are the same.</p> <p>This deviation is allowed at all events including Championship events.</p> <p>The results of the trial will be brought in front of the class association members for discussion and agreement at the 2019 AGM</p> | <p>Trial has now been completed and has concluded that black sail numbers (blue numbers on legacy Hyde sails), will remain unchanged.</p> <p>Class members were informed of this clarification and amendment to the Class Rules at the 2019 AGM and the builder was consulted. All class members must ensure their sail numbers are compliant with clause 8.10.1 and 8.10.2 before the start of the 2020 class winter championships.</p> <p>Deviations to clause 8.10.1 and 8.10.2 beyond this point shall not be permitted.</p> |



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APPENDIX 3

Class adoption of the RYA Racing Charter

With reference to the RYA Racing Charter the Class promotes fair racing and adherence to the Racing Rules of Sailing (RRS). The sport of sailing relies largely on self-compliance and self-policing and is therefore dependent upon us to discuss and act accordingly when rules are thought to have been broken. With reference to rule 60 of the RRS, disputes over rule adherence can be raised formally as a Protest to enable a hearing to be held and the protest committee to deliver a judgement.

To promote greater discussion and lesson learning from racing rule dispute occurrences the class encourages the use of rule 60. To further encourage the discussion of rule disputes or potential rule disputes the class has adopted the RYA Racing Charter alternative “softer” approach to the traditional protest process of rule 60 called “An Advisory Hearing” as follows:

- An advisory hearing is activated verbally and allows parties to be pulled together for a discussion. The hearing listens to the parties and considers if a rule has been broken. They then advise which rule, why and by who. There is no formal penalty if someone is found at fault but the at-fault boat can elect to retire if they so wish.
- It will be available at all non-championship events.
- It will be administered by class members and will be available to participants of the class event.
- The hearing committee will be provided by volunteer class members present at the time of the event and considered to be knowledgeable and experienced in the application of the RRS. (As such it may not be possible for the class to offer the advisory hearing in every circumstance).
- Ideally the hearing committee will be made up of at least 2 class members.
- Discussion and outcomes may be shared on the class website for information to improve members understanding of the rules.
- The adoption of this alternative approach does not prevent a formal protest being raised in accordance with rule 60 of the RRS in the normal way.



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