

NZ ELLIOTT 5.9 CLASS RULES

NOVEMBER 2017

ELLIOTT 5.9

One design.

SCHEDULE OF PAST CHANGES TO THESE ELLIOTT 5.9 CLASS ASSOCIATION CLASS RULES:

- 1 as adopted by the Elliott 5.9 Class Association ("the Association") at the AGM, Turangi, January 1992.
- 2 as modified in respect of Rule 7.2 at the Extraordinary General Meeting, Wellington 12 September 1992.
- 3 as further modified in respect of mast rigging and sail measurements at the AGM, Nelson, January 1994.
- 4 as further modified in respect of Rules 6.1, 13.1.1, 13.2.5, 13.2.7 and 13.3.6, at the AGM, Bucklands Beach Yacht Club, January 1995.
- 5 as further modified in respect of Rules 9.4.1, 10.1.1, 10.1.2, 10.1.3 and 10.1 A at an Extraordinary General Meeting at Lake Aviemore on 23 October 1999.
- 6 as further modified in respect of General Rule 5 at the AGM, Wellington, January 1999.
- 7 as further modified in respect of Rules 13.2.3, 13.2.5, General Rule 2(e), Appendix II and Appendix III at the Annual General Meeting; Wellington, February 2002.
- 8 as further modified in respect of Rules 3; 3.2.2; 4.1; 5.3; 6.4; 13.1.1; 13.1.2; 13.2.3; General Rules; Appendix I, II and III at the Annual General Meeting; Gulf Harbour, January 2003.
- 9 as further modified in respect of Rules 1.3; 1.4; 3.2.1; 3.2.3; 3.2.4; 3.3; 3.4.1; 3.4.2; 11.2; 13.1.2 and Appendix I at the Annual General Meeting; Waikawa Bay, February 2004.
- 10 as further modified in respect of Rule 5.3.1 at the Annual General Meeting; Kerikeri, February 2006.
- 11 as further modified in respect of Rules 2.1, 2.3, 3.4.1, 3.4.2, 3.4.3, 6.1, 6.5, 7.1.3, 8.5, 9.1, 10.1, 10.2, 10.3, 14.8, Appendix IV and Appendix V, at an Extraordinary General Meeting at Marsden Cove Marina on 27 October 2012 (to take effect from 1 September 2012).
- 12 as further modified in respect of Rules 1.8, 6.3.1, 6.4, 9.5, 13.1.3, 13.2.1, 13.2.2, 13.2.6, 13.2.7, 13.2.8, 13.2.9, 13.3.6, 13.3.7, 14.5 Appendix I, Appendix II and Appendix V at an Extraordinary General Meeting at Bucklands Beach Yacht Club on 17 May 2014 (to take effect from 17 May 2014).
- 13 as further modified in respect of Rules 1.10, 7.1.1, 13.1.2, 6.4.1 at the Annual General Meeting; Napier Sailing Club, November 2014
- 14 as further modified in respect of Rules 6.3, 6.3.1, 7.1.4 and 7.3 via electronic vote May 2015
- 15 as further modified in respect of Rules 6.1, 7.1.4, 7.1.5, 7.1.6, 7.3, 7.4, 7.5, 9.1, 9.6, 9.6.1, 9.6.2, 9.6.3 at an Extraordinary General Meeting; Omaha Beach September 2015.
- 16 As further modified in respect of Rules 2.3, 13.1.4, at Annual General meeting Gulf Harbour 2017

1.0 GENERAL

- 1.1 The class shall be known as the Elliott 5.9 trailer yacht.
- 1.2 The intention of these rules is to ensure that the Elliott 5.9 trailer yacht is standard in its design and construction and that all yachts built are as alike in all respects affecting speed and performance so that racing success shall be determined predominantly by the skill of the crew.
- 1.3 These rules shall be read in conjunction with the measurement diagrams (Appendices I to IV) and the Measurement Form attached to these rules. In the event of any discrepancy between the rules, the diagrams and the Measurement Form then the matter shall be referred to the Association for determination.
- 1.4 All yachts shall be built in accordance with the class rules and measurement requirements as set out in the measurement diagrams and the Measurement Form.
- 1.5 Each yacht must race with a crew of three and must not change the members of the crew during any race or series, unless through injury or sickness.
- 1.6 Class officials will be elected by the E5.9 Owners Association at the AGM held at each NZ National Contest.
- 1.7 To be eligible to race in recognized class races, each yacht must have at least one owner who is a financial member of the E5.9 Owners Association for the current financial year.
- 1.8 The financial year of the Association shall be 1 April to 31 March in the following year.
- 1.9 Only one owner per yacht who is a financial member may vote on any motion.
- 1.10 1.10 The Class Rules may be altered by
 1. At an Annual General Meeting or Extraordinary General Meeting. A minimum of three weeks notice shall be given for the Annual General Meeting and any Extraordinary General Meeting. A quorum of 10 owners who are financial members of the Association shall be required at such meetings (either in person or by proxy, and only one vote per yacht) A majority of those present (either in person or by proxy) must vote in favour of any proposal for it to be passed. Any financial member may appoint a proxy to vote on such members' behalf. The onus shall be on the proxy holder to satisfy the meeting as to the holder's standing with respect to voting rights.
 2. With the prior unanimous approval of class officers by way of an electronic vote. (e-mail or other online system). A minimum of 1 week shall be given for discussion via electronic communication. A further 1 week shall be given for voting once the proposed rule change has been circulated to financial members. 2/3^{rds} of the current financial members must vote in favour of any proposal for it to be passed (Only one vote per yacht).

2.0 BUILDERS

- 2.1 All hulls, decks, centre-boards and lead ballasted keels shall be built and supplied by Eagle Yachts Limited or such builder or builders as may be appointed from time to time by the Association. A list of Builders appointed by the Association is shown in Appendix V.
- 2.2 The appointed builder or builders shall be charged with the responsibility to ensure that all boats

shall be built in accordance with the class rules and measurement requirements. No deviation shall be made by the builder or builders from the class rules and measurement requirements without the prior written approval of the owners Association.

- 2.3 The rudder stock/tiller, rudder post, stem fitting, centreboard girder and chainplates shall be built and supplied by such builder or builders as may be appointed from time to time by the Association. A list of Builders and components appointed by the Association is shown in Appendix V.

3.0 REGISTRATION & MEASUREMENT CERTIFICATE

- 3.1 No yacht shall take part in class racing unless it has a valid Measurement Certificate issued in the owner's name
- 3.2 The first owner of a new yacht may obtain a Measurement Certificate in the following manner:
- 3.2.1 The owner shall obtain from the builder or from the Association a Measurement Form and an Application for Measurement Certificate.
- 3.2.2 The owner shall apply to the YNZ or other national authority for registration as a trailer yacht and for sail numbers
- 3.2.3 The owner shall complete the Application for Measurement Certificate and shall obtain completion of the Measurement Form by a measurer appointed by the Association.
- 3.2.4 The owner shall send the completed Measurement Form and Application for Measurement Certificate to the Association together with any registration fee that may be required or levied by the Association.
- 3.3 The change of ownership of a yacht shall invalidate the Measurement Certificate but shall not of itself necessitate that the yacht be re-measured for the issue of a new Measurement Certificate to a new owner.
- 3.4 A second or subsequent owner of a yacht may obtain a Measurement Certificate in the following manner:-
- 3.4.1 The owner shall apply to the YNZ or other national authority to change the registered owner of the yacht.
- 3.4.2 The owner shall obtain from the Association an Application for Measurement Certificate and shall complete and return the form together with the Measurement Certificate held by the previous owner and together with any registration fee that may be required or levied by the Association to the Association.
- 3.4.3 On receipt of the Application for Measurement Certificate, the previous Measurement Certificate and the appropriate fee the Association shall issue a new Measurement Certificate to the new owner,
- 3.5 It shall be the owner's responsibility to ensure that no alterations are made to the yacht, the spars, the sails or the equipment belonging to the yacht which might invalidate the Measurement Certificate.

4.0 IDENTIFICATION MARKS

- 4.1 The yacht's mainsail shall have the official E5.9 emblem on the top third of both sides of the sail and the YNZ Registration No (in accordance with ISAF RRS 77) below the emblem.

5.0 MEASUREMENT

- 5.1 The Association shall appoint an official measurer or measurers who shall, when requested by any yacht owner, measure a yacht by completing a Measurement Certificate in the form prescribed from time to time by the Association. Only Measurement Certificates signed by an official measurer appointed by the Association shall be accepted by the Association or any race committee as evidence of a yacht's compliance with these class rules and measurement requirements.
- 5.2 The measurer shall report on the measurement form anything which the measurer considers to be a departure from the intended design and construction of the yacht.
- 5.3 A measurer may not measure a yacht's spars, sails and equipment owned by himself, or in which he is an interested party or has a vested interest, except in the case where the measurement is witnessed and endorsed by an independent Elliott 5.9 yacht owner.
- 5.4 All yachts and their equipment shall be liable to re-measurement at the discretion of the Association or any race committee.

6.0 HULLS DECK & KEEL EQUIPMENT

- 6.1 The hull, deck, centre-board and ballasted keel shall be made of glass reinforced plastic by the appointed builder. The shape and construction of the hull, deck, centreboard and ballasted keel shall not be altered or modified, braced or stiffened in any way that may affect the basic performance or sea-worthiness of the yacht, except on consultation and written approval with the Measurer. A fibreglass hull which has been purchased with a defect or obvious alignment fault may be rectified by the owner after consultation with the Measurer. The Measurer must give written approval of any alterations. Any such approvals must be noted on a re-issued Measurement Certificate.
- 6.2 Notwithstanding the requirement for the manufacture of hull, deck, centre-board and ballasted keels from glass re-enforced plastic, any yachts with hull, deck and centre-board manufactured from wood prior to 30th June 1984 shall not thereby be disqualified from measuring
- 6.3 The minimum weight of hull, deck, centre-board and ballasted keel together with permanent deck fittings (but without spars, rudder, running rigging and associated equipment) shall be the total of 580 kilograms plus the "Keel Weight Adjustment" as calculated in 7.3.
- 6.3.1 Corrector Weights: If the weight of the hull in the same condition as prescribed in 6.3 is less than the total of 580kg plus the Keel Weight Adjustment, corrector weights shall be fitted to bring the hull up to a total of 580kg plus the Keel Weight Adjustment. The corrector weights shall be permanently fitted to the centreline of the hull; half to the bulkhead under the forward berth and half to the rear bulkhead of the side berths. The weight of each corrector shall be stamped or otherwise marked on the Corrector and endorsed on the measurement certificate.
- 6.4 Forward stacking strap attachment points must be positioned no more than 582mm from the centreline of the yacht.

6.4.1 Soling style hiking technique (hobbling) is not permitted, and hobbles or any other device that facilitates the adoption of such techniques must not be fitted to yachts.

6.5 The use of carbon fibre, Kevlar and other exotic fibres will be restricted to minor fittings that are tethered (e.g. shackled, tied), bolted or screwed (but not glued or integral) to the hull. Carbon, Kevlar or other exotics are not permitted in the foil, hull and deck structure or in reinforcement applications within the hull and foils.

7.0 CENTRE-BOARD

7.1 The centre-board and ballasted keel shall be built and supplied by the appointed builder and have the following dimensions:-

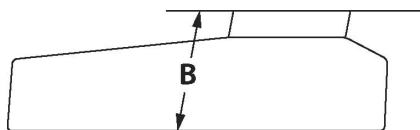
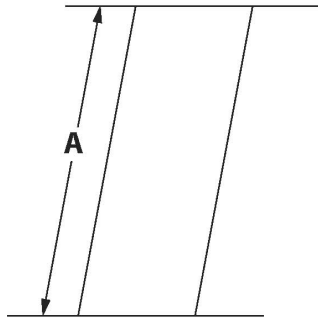
7.1.1 A maximum length under the hull of 1260mm.

Measurement method

Measurement A: From the underside of the top plate of the board at the trailing edge to the bearing surface of the cockpit floor. This is measured along the trailing edge of the centreboard

Measurement B: From the underside of the hull to the bottom of the bulb measured on the same angle as measurement A (the centreboard)

A + B shall not exceed 1260mm



7.1.2 A maximum width between the leading edge and trailing edge of 340mm (plus or minus 5mm).

7.1.3 The lead ballast must be cast in solid lead from the plug held by the appointed builder and must not be altered other than for normal fairing. The fairing from the top of the ballasted

keel to the leading edge of the centre-board shall be no more than 30mm radius.

- 7.1.4 The bottom of the finished bulb shall be flat, the sides up to the chine shall be vertical and the finished bulb shall not exceed 950mm in length, measured along any horizontal plane
- 7.1.5 The chine line on the finished bulb shall be 190mm plus or minus 10mm above the foot of the ballast.
- 7.1.6 The minimum width of the finished bulb at its widest point shall be 145mm.
- 7.2 The centre-board and ballasted keel must be capable of being lifted and lowered through the centre case with a device or mechanism that shall be either permanently fixed to the hull and centre-board/ballasted keel or, if removable, be carried on the yacht at all times during racing. A keel wire may form part of the lifting device or mechanism, but it shall not be compulsory for centre-boards to have such keel wires fitted to them.
- 7.3 Keel Weight. The weight of the centre-board, ballasted bulb and any associated lifting plate(s) (the "Keel Weight") shall be between 250 kilograms and 270 kilograms. The keel weight may be added to or reduced by the addition or reduction of lead or other ballast inside the centre girder.
- For boats built before 1 January 2015, if the Keel Weight is greater than 270kg then the minimum weight in 6.3 may, at the discretion of the Measurer, be increased by the sum of the "Keel Weight" minus 270kg. This will be the "Keel Weight Adjustment". If the Keel Weight is less 270KG then the "Keel Weight Adjustment" is 0kg.
- 7.4 The bulb shall be cast in solid lead from the mould held by the appointed builder and may only be altered with the written approval of the measurer and shall fit within the tolerances of 7.1.4, 7.1.5, 7.1.6 and 7.3. Any alteration or fairing done to the finished bulb (i.e. after the measurement certificate has been issued) shall require re-measurement. There shall be no hollow on any surface on the finished bulb.
- 7.5 Any Centreboard and Lead Ballast Bulb built or modified or faired prior to 1 September 2015 that does not comply with any of rules 7.1.4, 7.1.5 or 7.1.6 is exempt from that rule however any new bulbs or modifications done after 1 September 2015 shall comply with rules 7.3, 7.4, 7.1.4, 7.1.5 and 7.1.6 in all respects.
- 8.0 RUDDER ASSEMBLY - refer Appendix IV
- 8.1 The rudder blade may be constructed of glass re-enforced plastic, foam or wood sheathed in fibre-glass, or wood.
- 8.2 The minimum weight of the rudder blade shall be 5.25 kilograms.
- 8.3 The rudder blade shall be constructed in accordance with the specifications and dimensions set out in Appendix IV of these rules, with tolerances of plus or minus 5mm.
- 8.4 The rudder blade shall be positioned in relation to the transom of the yacht as shown in Appendix IV of these rules. The rudder blade must swing up or down in the rudder stock and, when the yacht is racing, the rudder blade must be fully down and locked in position.
- 8.5 The rudder stock and tiller must follow the general concept of those supplied by Eagle Yachts (refer Appendix IV); i.e be one-piece, constructed of stainless steel, and made largely from tubular materials.

9.0 MAST - refer Appendix III

- 9.1 The mast shall be made of aluminium alloy. Masts built after 1 January 2013 must use the following section. Fosters (supplied by Elliott 5.9 Class Association/NZ Rigging, Part Number F13 – 2.08kg/m) 14 gauge x 3 inch section. The mast section shall be used as supplied by the sparmaker and may not be altered by planing, milling, sanding or grinding of the aluminium substrate except that the sail track can be modified to suit individual owners requirements anywhere between the base of the mast and a point 200mm above the lower black band. The addition or removal of anodising, paint and other external coatings is permitted.
- 9.2 Measurements from the heel of the mast shall be taken from the bottom of the heel fitting including any tabernacle or pivoting system and mounting structure fitted.
- 9.3 The mast may be tapered up to 50% of its original diameter in the top 2 metres of its length only.
- 9.4 Two distinctively coloured bands not less than 20mm wide shall be permanently marked on the mast as follows:-
- 9.4.1 A lower band having its upper edge not more than 580mm from the heel of the mast.
- 9.4.2 An upper band having its lower edge not more than 7720mm from the upper edge of the lower band.
- The mainsail luff shall not be set outside the limits of the inside edges of the bands.
- 9.5 The mast base shall not be fitted further aft than 1870mm measured from the intersection of the forestay fitting at the stem to the forward face of the mast at the mast foot.
- 9.6 Mast Posts:
- 9.6.1 The Mast Post shall be made from either aluminium, Glass Reinforced Plastic or wood (or any combination of these materials) and is optional in shape except that it shall not extend outboard from the centreline more than 105mm nor shall its cross section exceed 210mm fore and aft. It must be fixed to the underside of the Mast Step and may be fixed to the aft face of the forward bunk top and/or the outer faces of the side berths. It may be supported onto the top of the forward bunk top but not by more than 150mm forward. It may also be permanently fitted. An additional supporting gusset may be added under the forward bunk top and shall not extend forward by more than 150mm. No further laminates may be added to either the deck or the bunk top
- 9.6.2 Boats with mast posts fitted prior to 1 January 2014 are exempt from 9.6.1 but should their Mast Post be replaced, modified, altered or repaired then it shall then be required to comply.
- 9.6.3 In addition to the mast post, stays fitted between the cabin top underneath the jib car (or equivalent) and the base of the Mast post and used solely to reduce cabin top loads from the jib sheeting, are permitted.

10.0 MAST RIGGING - refer Appendix III

- 10.1 The standing rigging shall be made of stainless steel wire rope and shall consist of not more than:
- 10.1.1 Two main shrouds of not less than 4mm diameter attached to the mast at a height not more than 6600mm nor less than 6390mm from the heel of the mast. The effective length of the main shrouds shall not be adjusted during racing.

- 10.1.2 One permanent forestay of not less than 4mm diameter attached to the mast at a height not more than 6600mm nor less than 6390mm from the heel of the mast. The effective length of the forestay shall not be adjusted during racing
- 10.1.3 The main shrouds and forestay shall be attached to the mast with a vertical separation of not more than 100mm from each other.
- 10.1.4 Two lower shrouds of not less than 4mm diameter attached to the mast at a position 3300mm (plus or minus 50mm) from the heel of the mast.
- 10.2 A set of spreaders, made of aluminium alloy, shall be attached to the mast at a position (measured at the vertical centreline of the spreader extrusion where it meets the mast) 3330mm (plus or minus 50mm) from the heel of the mast.
- 10.3 The spinnaker halyard exit (measured from the top of the sheave) shall be at a height not more than 6870mm from the heel of the mast.
- 10.4 Other than rigging screws, no rigging or fittings shall be attached to the mast or used for the purpose of controlling or adjusting the bend of the mast or the tension of the shrouds.

11.0 BOOM

- 11.1 The boom shall be made of aluminium alloy and shall be straight, with a tolerance for a permanent set due to distortion of 20mm.
- 11.2 A distinctively coloured band of not less than 20mm wide shall be permanently marked on the outer end of the boom having its forward edge not more than 3800 mm from the downward projection of the aft face of the mast. The mainsail foot shall not be set outside the limit of the inside edge of the band.
- 11.3 The boom shall not be capable of being set with the projection of its upper edge below the top of the lower band on the mast.

12.0 SPINNAKER BOOM

- 12.1 The spinnaker boom shall be made of aluminium alloy.
- 12.2 The overall length of the spinnaker boom shall not exceed 2590mm from the front edge of the mast to the outer bearing surface of the spinnaker pole.

13.0 SAILS

- 13.1 General
- 13.1.1 The sails shall be made and measured in accordance with these rules, including the ISAF measuring rules except where alternative specific instructions or dispensations are given in respect of any race, series of races or contest,
- 13.1.2 A maximum of one mainsail, two headsails and two spinnakers may be used for the duration of any regatta. The same sails must be carried on board for every race and cannot be substituted or added to during the contest once the boat has left the dock for the first day of racing

Damaged sails may be replaced if damaged beyond practical repair with approval of the PRO or E5.9 measurer.

13.1.3 A sail measurement fee may be charged by the Association.

13.1.4 Where a sailmakers loft has an accredited ISAF Measurer, that loft may use their accredited measurer to measure and certify sails for the class.

13.2 Mainsail - refer Appendix I

13.2.1 The mainsail shall not exceed the following dimensions:~

Luff	7720mm
Leech	8220mm
Foot	3800mm
Headboard Width	165mm

13.2.2 The E5.9 Aft Head Point is defined at 185mm from the front of the boltrope, measured perpendicular to the boltrope.

13.2.3 The mainsail shall have a window with a minimum clear area of 0.18m², positioned approximately one metre from the luff and 200mm from the foot.

13.2.4 The width of the mainsail at the half and three quarter heights of the luff (excluding bolt rope) shall be measured to the nearest point (on an arc) of the leech and shall not exceed 2640mm and 1620mm respectively.

13.2.5 A maximum of four battens shall be permitted.

13.2.6 The mainsail shall be constructed of Dacron or polyester (or a combination of both). No other material shall be used.

13.2.7 The sail must not project more than 70mm from a straight line between the aft head point and the point where the top batten pocket intersects the leach.

13.2.8 The headboard may not extend past the aft head point.

13.3 Headsails - refer Appendix II

13.3.1 The headsails shall not exceed the following dimensions:-

Luff	6700mm
Leech	5960mm
Foot	2400mm

13.3.2 The distance between the Head Point and the Aft Head Point shall not exceed 50mm

13.3.3 The half height width shall not exceed 1380mm.

13.3.4 The three quarter height width shall not exceed 740mm.

13.3.5 The headsail must be tacked down to the centre line of the yacht and must be attached to the forestay by a hank or similar snap system.

13.3.6 A maximum of three battens shall be permitted, evenly spread down the leech, with a maximum length of 600mm each, except that the top batten may be full length.

13.3.7 The headsail shall be constructed of Dacron or polyester (or a combination of both). No other material shall be used.

13.4 Spinnaker

13.4.1 The spinnaker shall be a three cornered sail, and shall be symmetrical in shape. The spinnaker shall not exceed the following dimensions:-

Luff	7200mm
Foot	4400mm
Maximum width	4400mm

14.0 SAFETY

All yachts must comply with the following safety requirements:

14.1 A towing ring or eye must be fitted to the bow.

14.2 A towrope not less than twice the length of the yacht must be carried.

14.3 An approved buoyancy aid must be carried at all times for each crew member. Buoyancy aids are to be worn at the discretion of the race committee or organising authority of any regatta or race series.

14.4 Unless otherwise required by the race committee or organising authority of any regatta or race series, outboard motors do not have to be carried. It is recommended that they be carried in circumstances where a patrol boat or other motorized vessel may not be available to give assistance.

14.5 An anchor and warp shall be carried ready for use in an accessible stowage area. The anchor shall be a minimum weight of 4.5kg and comparable size and style of a Danforth 8S. Anchor warp and chain measuring at least 46 meters must also be carried, of which at least 5.9 metres is to be in 6mm galvanised steel chain.

14.8 An orange flag 600mm x 600mm for waving shall be carried.

14.7 A 4 litre minimum capacity bucket shall be carried and be attached to the boat with a lanyard.

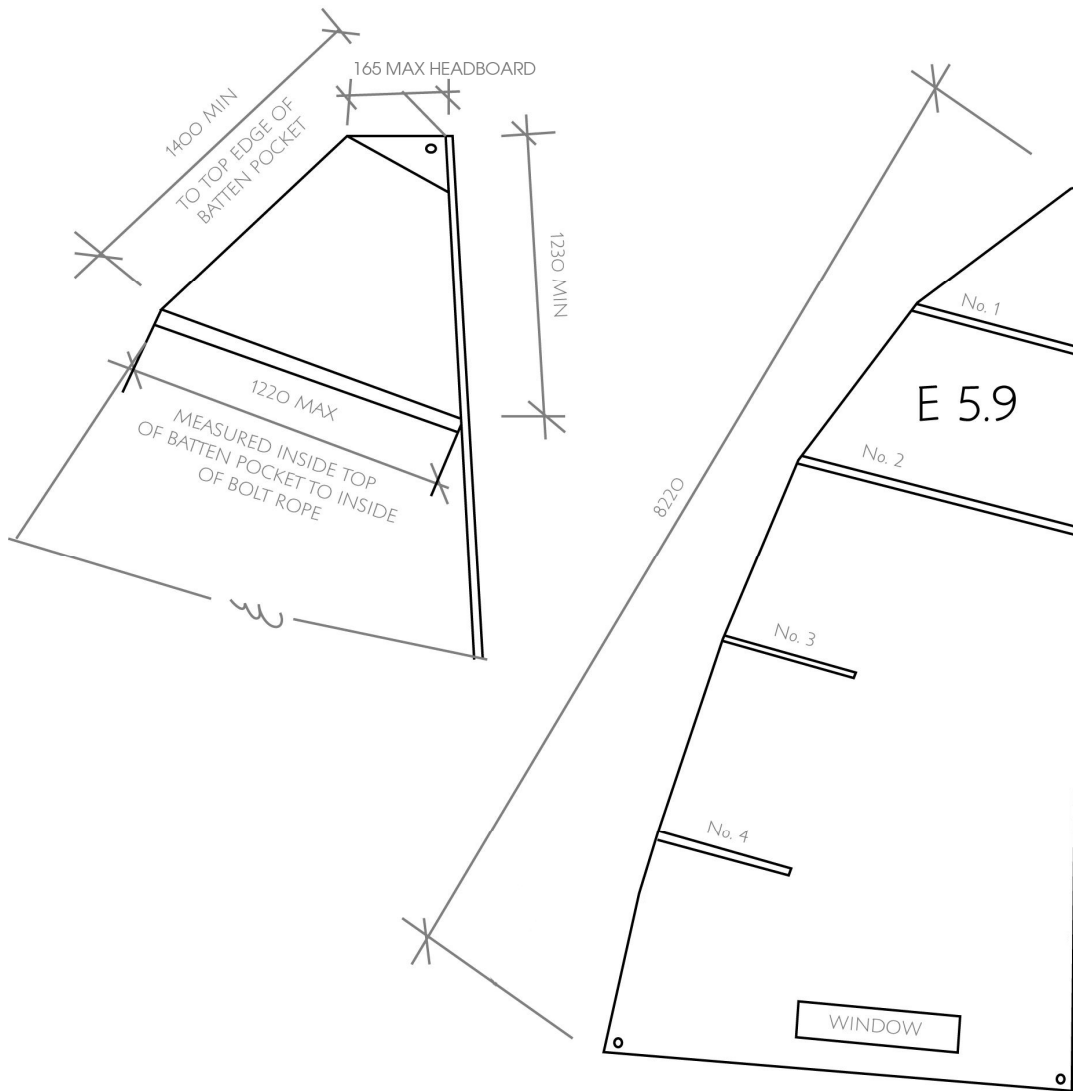
APPENDIX I
Mainsail

Leech	8220mm - maximum,
1/2 Height	2640mm - maximum cross measurement
3/4 Height	1620mm - maximum cross measurement

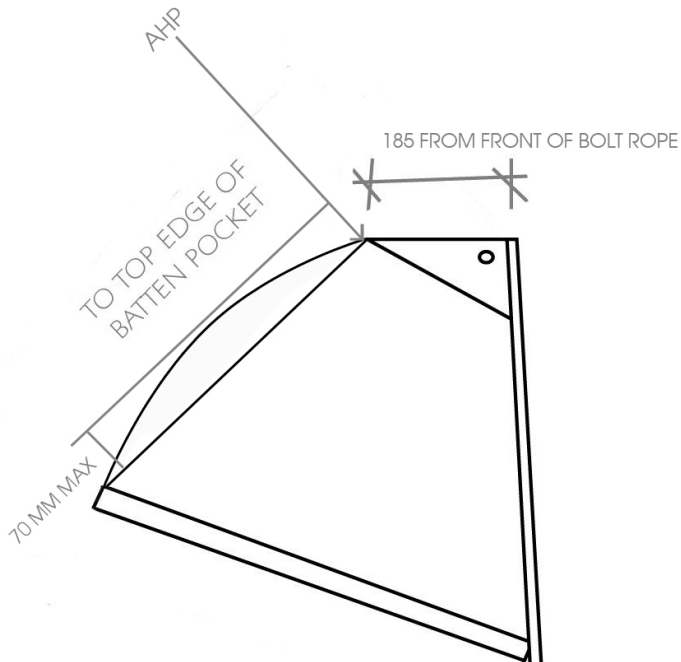
(To determine 1/2 and 3/4 height measurements, divide luff to equal measures by folding head to tack and head to 1/2)

Battens	No. 1;	1220mm maximum pocket length
	No. 2:	Full Length
	No. 3:	1300mm - maximum batten length
	No. 4:	1300mm – maximum batten length

(Battens 2,3 and 4 to be placed approximately equal distance down the leech)



Mainsail Head Profile

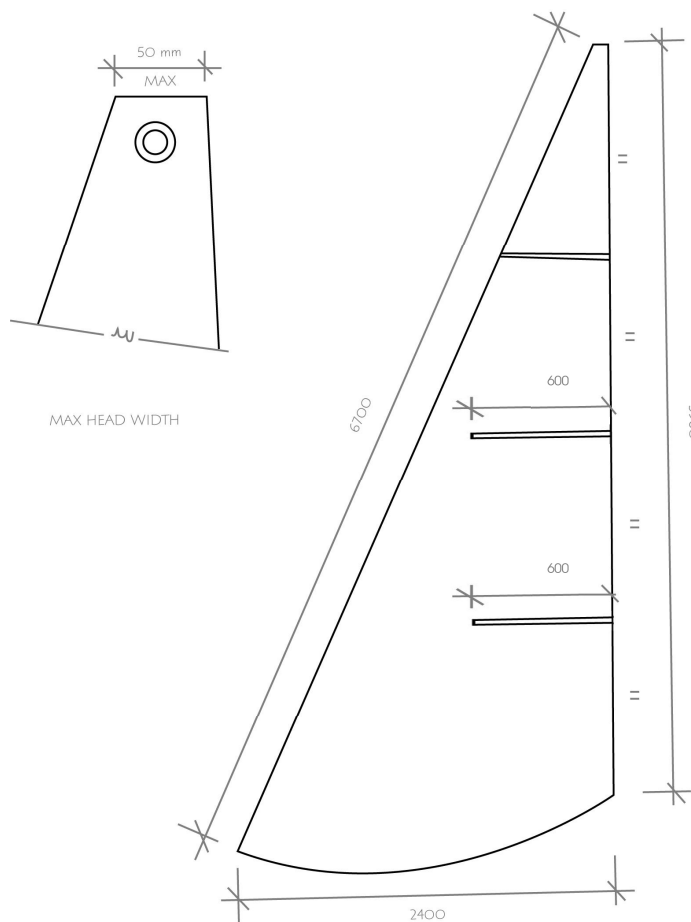


APPENDIX II
Headsail

Luff	6700mm – maximum
Leech	5960mm – maximum
Foot	2400mm – maximum
1/2 height width	1380mm - maximum cross measurement
3/4 height width	740mm - maximum cross measurement

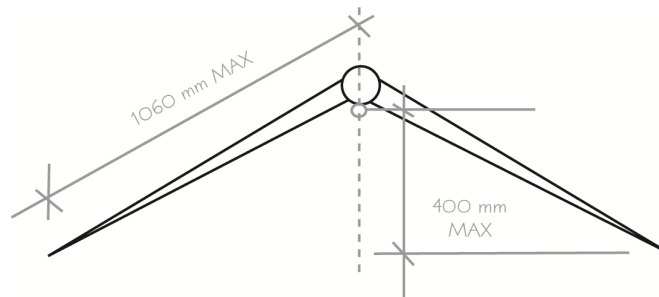
Maximum batten length – 600mm

(To determine 1/4 and 1/2 height, divide luff to equal measures by folding head to tack and head to 1/2)



APPENDIX III
Mast

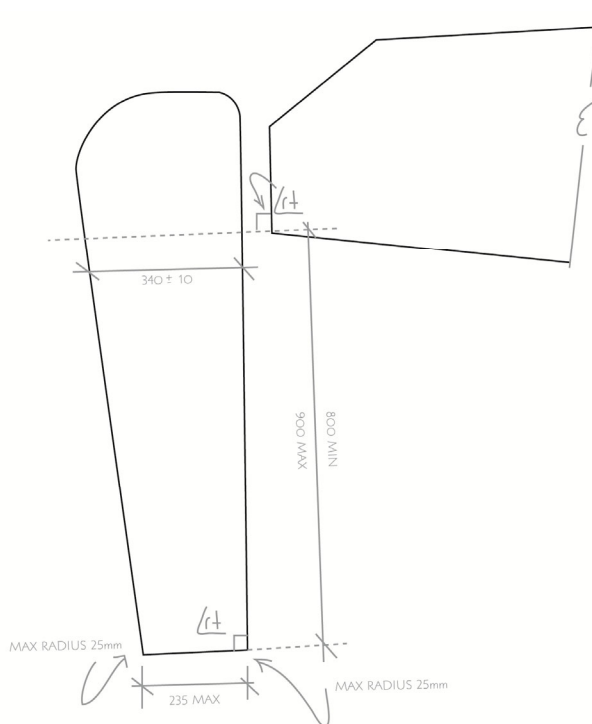
Lower black band	580mm from heel of mast (maximum)
Upper black band	7720 from upper edge of lower band (maximum)
Spinnaker halyard exit box	6870mm from heel of mast (maximum)
Forestay intersection point	6600mm from heel of mast (maximum)
	6390mm from heel of the mast (minimum)
Sidestay intersection point	6600mm from heel of mast (maximum)
	6390mm from heel of the mast (minimum)
Sidestay and Forestay attachment point	100mm vertical separation (maximum)
Spreader height (measured at the vertical centreline of the spreader extrusion where it meets the mast)	3330mm from heel of mast (+ or -50mm)
Lower intersection point	3300mm from heel of mast (+ or -50mm)
Taper length on mast	2000mm (Maximum)
Spreader details	See diagram below



APPENDIX IV
Rudder

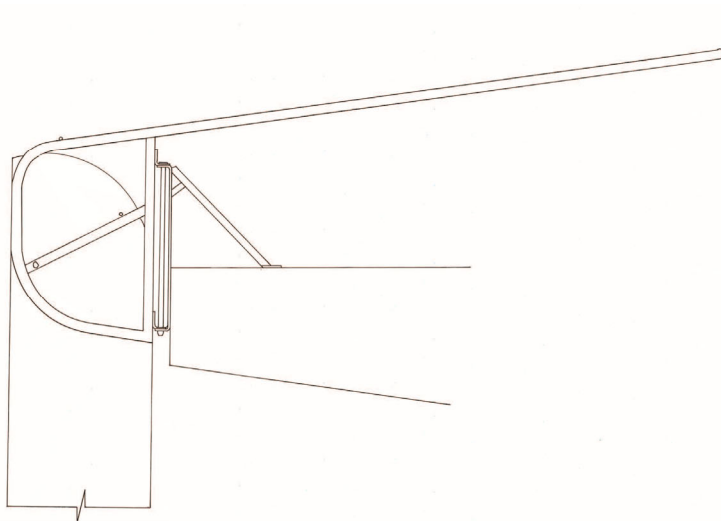
A. Rudder Blade

- Must be swing type
- Must be locked down while racing
- Minimum depth of 800mm below hull/transom line
- Maximum depth of 900mm below hull/transom line
- Must conform to maximum dimensions as shown on the profile diagram below
- Must measure within 15mm of the below-waterline profile as shown on the diagram.

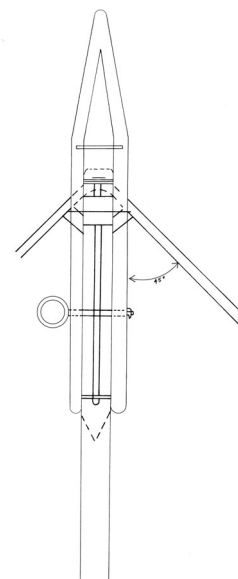


B. Rudder Stock/Tiller

- Must be constructed of Stainless Steel
- Tiller height/ length and angle optional to suit aft or centre traveller clearance
- Must conform to general configuration as supplied by Eagle Yachts (refer diagrams below)
- After 1 September 2012 must be supplied by Elliott 5.9 Class Association Approved Builder



Side Profile



Aft View

APPENDIX V

Class Builders and Suppliers

The following builders and suppliers have been appointed by the Elliott 5.9 Class Association:

A. Builders

Component	Appointed Builder
Hulls and decks, keel fins	1. Eagle Yachts (Auckland) – prior to 1 September 2012 2. Elliott 5.9 Class Association [Contracted to Nick Olsen (Auckland) – prior to 1 September 2013] 3. Elliott 5.9 Class Association [Currently contracted to Haines Hunter/Miller Moyes Seacraft (Auckland)]

B. Suppliers

Component	Appointed Supplier
Tapered mast sections Mast components*	Elliott 5.9 Class Association [currently contracted to NZ Rigging (Auckland)]
Rudder stock, Rudder post, Chainplates, Stem fitting, Centreboard girder, Centreboard top plate Mast post*, Mainsheet post* Keel crane*	Elliott 5.9 Class Association [currently contracted to Leach Stainless Fabrications (Auckland)]
Keel bulb (incorporating centreboard girder)	Elliott 5.9 Class Association [currently contracted to Mike Rees Ltd (Auckland)]
Keel fin (incorporating keel bulb and centreboard girder)	Elliott 5.9 Class Association [currently contracted to Scott Lane Boatbuilders Ltd (Auckland)]

* indicates an optional component