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THE ILLUSION CLASS – BEMBRIDGE FLEET

CONSTITUTION

1. TITLE

The full title of the Association shall be the Illusion Class Association – Bembridge Fleet.

2. OBJECTIVES

2.1 The Association is formed with the object of promoting and facilitating the sport of Illusion sailing and also to provide social and other facilities for members as may from time to time be determined.

2.2 This constitution is intended to cover all Illusion Fleets, but is written with particular reference to the Bembridge Fleet.

2.3 Illusion Fleets based elsewhere are invited to adopt the principals behind this Constitution and the Rules attached hereto as Appendix A so that all Illusions conform to the same set of designs and measurements with the aim that yachts from each fleets are as nearly alike as possible and may sail against each other on an equal and fair basis.

2.4 If other Illusion Fleets adopt this Constitution and its Rules then the setting up of a National Association will be considered.

3. MEMBERSHIP AND VOTING RIGHTS

3.1 There shall be three categories of membership of the Association:

- Full Members
- Associate Members and
- Guests.

3.2 Full Membership shall, upon payment of the prescribed annual subscription, be open to any owner or part owner of an Illusion Yacht.

3.3 Associate Membership shall, upon payment of the prescribed annual subscription, be open to other interested persons such as those who may wish to sail Illusions from time to time by borrowing a yacht.

3.4 Guests may be invited by a Full Member from time to time and permitted to race under these Rules.

3.5 Members shall be bound by this Constitution and the Rules attached hereto as Appendix A.

3.6 Each Full Member of the Association shall be entitled to one vote at a General Meeting of the Association. Associate Members shall be entitled to attend and speak at any General Meeting, but not to vote. There shall be no proxies permitted.

4. MANAGEMENT OF THE ASSOCIATION

4.1 The affairs of the Association shall be managed by the Committee consisting of the Officers of the Association, the Bembridge Sailing Club Illusion Class Captain, and two or more other Full Members so that the Committee consists of a minimum of five and a maximum of nine members.

4.2 The Officers of the Association shall be Full Members and shall consist of: the Commodore, the Class Captain, the Secretary, the Treasurer, and the Technical Officers (who may include the Measurer).

4.3 The Committee shall, within these Regulations, have entire control of the Association and their decision on all matters shall be subject to ratification at the next Annual General Meeting ("AGM").

5. CONDUCT OF MEETINGS OF THE ASSOCIATION

5.1 The AGM of the Association shall be held each season.

5.2 The season for the Association and for such purposes as subscriptions shall run from 1st October of a year until 30th September of the following year.

5.3 A Member of the Committee shall circulate to Members notice of any General Meeting or AGM with an Agenda at least four weeks before the date of such meeting.

5.4 At any General Meeting or Committee Meeting decisions shall be limited to matters on the Agenda and shall be carried by a majority vote. Voting shall be by a show of hands, unless a poll is demanded by not fewer than three of the Full Members present. At any meeting the Commodore shall have a casting vote.

5.5 The presence of ten Full Members at an AGM shall form a quorum. Only Full Members shall be able to vote at a General Meeting.

6. ELECTION OF OFFICERS AND THE COMMITTEE

6.1 The Officers and other Committee members shall be elected at the AGM and shall hold office for one year, retiring at the next AGM. All Officers and Committee members shall be eligible for re-election over five consecutive years, after which they must stand down for at least one year before being eligible for re-election.

6.2 A Committee meeting shall comprise four or more Committee members.

6.3 Any Full Member may propose themselves as an Officer or Member of the Committee for election at an AGM in writing to the Committee five weeks prior to the AGM.

6.4 The Committee shall use its best endeavours to circulate an Agenda four weeks prior to the AGM.

7. SUBSCRIPTIONS

Subscriptions for each category of membership shall be proposed by the Committee to Members at the AGM in each year for approval.

8. ACCOUNTS

8.1 The Committee shall cause true accounts to be kept giving particulars of all monies, assets and liabilities of the Association, all monies received and expended by the Association and the reasons for such receipts and expenditure.

8.2 The Committee shall cause an annual financial statement to be prepared and presented at every AGM of the Association.

9. COMPLIANCE WITH RULES AND BUOYANCY AND INSURANCE

9.1 It is the responsibility of all Members to ensure that when racing their Yachts at all times comply fully with the current Rules of the Association.

9.2 Members must also ensure that their Yachts carry comprehensive third party cover as is recommended by their insurance broker.

9.3 It is recommended that when racing Members wear a personal flotation device.

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APPENDIX A - RULES OF THE ILLUSION CLASS
Bembridge Fleet

1. GENERAL

The Objects of these rules, specifications and exhibits (including official plans) is to ensure that Illusion One Design Yachts are as nearly alike as possible as regards:

a. hull and deck shape and weight
b. shape of rudder
c. shape and area of sail plan
d. size and weight of spars and rigging
e. weight distribution, and
f. any other matter which may influence the speed, performance or seaworthiness of the yacht

Racing shall be conducted under the Equipment Rules of Sailing (ERS) and the Racing Rules of Sailing (RRS) except as altered by these Rules, the Notice of Race or the Sailing Instructions.

2. ADMINISTRATION

The administration of these Rules shall be the responsibility of the Committee of the Illusion Class – Bembridge Fleet (the "Association") or such person who the Committee shall appoint. The Association is formed with the object of promoting and facilitating the sport of Illusion sailing and also to provide social and other facilities for members as may from time to time be determined.

3. BUILDERS

Illusion Yachts shall be built only by builders licensed to do so under copyright of Jo Richards, Cowes, Isle of Wight, and shall comply with the Building Specification detailed by the copyright holder and attached to these Rules as Exhibit A. A building fee of £50 shall be payable to Jo Richards when the moulding of the hull commences.

4. REGISTRATION AND MEASUREMENT CERTIFICATES

4.1 No yacht shall be deemed to be an Illusion until it has been completed with a Building Number assigned by the Association.

4.2 The sail number shall be assigned by the Association. Each Illusion shall have consecutive sail numbers starting from 1 and preceded by national letters.

4.3 No yacht shall race unless a current valid Measurement Certificate has been issued by the Association, or Self Measurement Certificate completed by the owner as set out in Exhibit C.

4.4 Change of ownership shall invalidate the Measurement Certificate unless such change is registered by the Association.

4.5 Any alteration, replacement or major repair to an item of equipment may require measurement in accordance with the rules.

4.6 It is the responsibility of an owner to ensure that the yacht complies at all times with the Class Rules in force at the time of certification.

4.7 No yacht shall race unless the owner(s) is a Full Member or a guest of the Association.

4.8 Alterations and modifications to these Rules shal only be permitted by such alterations or modifications being presented to an AGM by the Committee and approved by such meeting.

5. MEASUREMENT

5.1 Yachts may only be measured by a measurer appointed by the Committee.

5.2 The measurer shall not measure a yacht, spars, sails or equipment owned or built by himself, or in which he is an interested party, or has a financial involvement.

5.3 The measurer shall report on the Measurement Form attached as Exhibit B anything which is considered to be a departure from the intended nature and design of the yacht, or to be against the general interest of the Class. A certificate may be refused even if the specific requirement of these Rules is satisfied.

5.4 The method of measurement, unless otherwise stated, shall be in accordance with the ERS.

6. CONSTRUCTION AND MEASUREMENTS

6.1 GENERAL

The hull, deck, interior layout, ballast, rudder, sail plan and deck layout shall conform to the building specifications, class rules and official diagrams.

6.2 HULL

a. The hull and deck flange shall be moulded by a licensed builder, in glass reinforced plastics to the building specifications of lamination.

b. The cockpit, deck, interior bulkheads and buoyancy tanks shall conform to the details of the official Diagram A – attached.

c. The deck and bulkheads shall be constructed from Glass Reinforced Plastics, G.R.P. Decks and bulkheads shall be constructed on an approved mould to the building specifications of laminations.

d. The deck shall be flat in section with no camber either positive or negative, with a tolerance of minus 5mm to plus 20mm.

e. The cockpit coaming shall be as detailed in official Diagram A, and shall not exceed a height of 30mm from deck level, the fitting of skirts or cockpit cover during racing not allowed.

f. A watertight deck recess shall be fitted in the forward section of the deck (as shown in Diagram A) with a minimum depth of 35mm.

g. Chainplates shall be fixed in line with the mast step and there shall be a minimum shroud base of 580mm and a maximum shroud base of 630mm.

h. The following are not permitted:

- coring, drilling out, rebuilding, replacement of materials, or grinding in any way to reduce weight, and
- reshaping of the hull (including keel) profiles or contours.

i. The maximum beam, at any point on the sheerline, shall not be more than 830mm.

6.3 BALLAST

a. The all up weight in full racing rig, including crew corrector weights and ballast shall not be less than 330 Kg nor more than 340 Kg.

b. Ballast shall be made up of solid lead ingots, and/or bags of lead shot. No individual ingot or bag shall weigh more than 15kgms. The ballast shall not weigh less than 160kgs save where rule 6.3(c 2) applies.

c. Crew weight is deemed to be 100 Kg and shall corrected by the following means:

d. Crew weighing less than 100 Kg shall carry corrector weights in lead shot bags of no more than 15 Kg each.

e. Crew weighing more than 100 Kg shall remove ballast.

f. Trimming ballast may be placed in the forward buoyancy compartment to allow correct sailing trim.

g. No ballast with a greater specific density than lead shall be used.

6.4 BILGE PUMP

a. An adequate manual bilge pump shall be fitted.

b. The manual bilge pump shall drain from the lowest point in the keel and shall exit through the deck at a point between the forward edge of the coaming and the aft edge of the mast.

c. In addition to the bilge pump fitted under (a), an electric bilge pump may be fitted.

d. The electric bilge pump shall exit above the hull aft of the forward buoyancy tank and forward of the aft buoyancy tank.

e. The maximum electric bilge pump capacity is 1100 gallons an hour.

6.5 RUDDER AND STEERING SYSTEM

a. The external dimensions and configuration of the rudder shall comply with the official rudder drawing and table of offsets contained on official Diagram D.

b. The rudder shall be constructed of either solid timber or glass reinforced plastic or a combination of both.

c. The rudder stock shall be constructed of aluminium or stainless steel tube, with a minimum outside diameter of 25mm, fitted parallel to the skeg and at right angle to the deck sheerline.

d. The rudder bearings shall consist of simple plastic or nylon rings.

e. The steering system must be controlled by means of a foot-bar as indicated but additional control lines to facilitate hand steering by rope and pulley are permitted.

f. Steering control lines shall be of synthetic rope not less than 2mm in diameter.

g. Solid linkages in the steering system are not permitted.

6.6 SPARS

6.6.1 Mast

a. The mast shall be of aluminium extrusion. The sections supplied by Hawk Marine Products or Needlespar, conforming to diagram E shall be standard. No alteration or modifications (except for repairs) to the mast extrusions are permitted except to facilitate the attachment of rigging and fittings as specified in these Rules.

b. Permanently bent masts and rotating masts are not permitted.

c. The distance from the forward surface of the mast at deck measured horizontally to the stem at sheerline shall not be more than 1,550mm nor less than 1,530mm.

d. The mast shall be deck stepped.

e. Bands of minimum width 10mm shall be put on the mast in contrasting colour to the mast as follows:

- No 1 whose upper edge shall be minimum 350 above deck level;
- No 2 whose lower edge is maximum 3840mm above the upper edge of No 1.

f. Not more than two spinnaker boom attachment fittings shall be fixed to the forward surface of the mast. The maximum height shall not be more than 280mm above deck level. The fitting shall project not more than 35mm horizontally from forward surface of the mast.

6.6.2 Standing Rigging

a. The mast standing rigging shall only consist of one backstay, two upper shrouds, two intermediate shrouds and two lower shrouds.

b. The standing rigging shall be 2mm in diameter 1x19 grade stainless rigging wire.

c. The shrouds shall be attached at their lower ends and shall not be adjusted while racing.

d. The backstay shall be fixed to the masthead crane which has a max length of 100mm from the aft face of the mast.

e. The intersection between the sheerline and the extension of the genoa luff shall be such that the genoa furler fits within the deck recess (6.2 f).

6.6.3 Running Rigging

a. One spinnaker halyard of synthetic rope which shall not bear more than 5mm forward of the mast or more than 2710mm above the upper surface of the lower black band.

b. One mainsail halyard of synthetic rope.

c. One genoa halyard which shall not bear more than 2550mm above the upper surface of the lower black band. The genoa halyard may be adjustable in length.

d. One kicking strap.

e. One spinnaker boom downhaul.

f. One mainsail outhaul.

g. One Cunningham control of synthetic rope.

h. One backstay adjuster tackle of synthetic rope.

i. One mainsheet of synthetic rope.

j. Spinnaker and headsail sheets of synthetic rope.

k. One spinnaker boom uphaul of synthetic rope.

6.6.4 Main Boom

a. The boom shall not be tapered or permanently bent.

b. The boom shall be of aluminium extrusion round section of not more than 50mm diameter.

c. A contrasting coloured band of minimum width 10mm shall encircle the boom. The forward edge of the band shall be not more than 1350mm from the aft surface of the mast, when the boom is held at right angles to the mast.

6.6.5 Spinnaker Boom – The overall length of the spinnaker boom, including fittings, shall not be more than 1260mm.

7. SAILS

7.1. GENERAL

7.1.1 MANDATORY: (a) Mainsail (b) Headsail

OPTIONAL: (c) Spinnaker

7.1.2 SAILMAKER: No licence is required. The choice of sailmaker is optional.

7.1.3 SPECIAL PROVISIONS – Notwithstanding provisions within Rule 7.2.2 (a) and 7.3.1 (a) concerning sail materials, sailors may use sails incorporating clear monofilm material in the body of the sail.

7.2. MAINSAIL

7.2.1 IDENTIFICATION – Letters and distinguishing numbers shall be placed on the mainsail. The class emblem on the mainsail shall be as in Diagram B in Exhibit C, and contained within two 140 x 130mm rectangles located starboard on top of port but separated by a 30mm space. The rectangles shall be located immediately below the midpoint of the top batten. The national letters and distinguishing numbers shall be of equivalent height and size to the class emblem, and shall be located immediately below the midpoint of the second batten.

7.2.2 MATERIALS

(a) The sail shall be a **soft sail** manufactured from a single **woven ply** except for permitted reinforcements, constructional seams, tabling, camber lines and genuine repairs to damage, and shall be of woven material. The ply fibres shall consist of polyester.

(b) **Stiffening** shall consist of:

(1) **Headboard** of plastic

(2) Battens fibreglass

(d) **Sail reinforcement** shall consist of the same materials permitted in the **body of the sail**

7.2.3 CONSTRUCTION

(a) The **body of the sail** shall be made from flat panels made from the same **ply** except for the panel adjacent to the **foot,** which may be of a different **woven ply**.

(b) The **sail** shall have 4 **battens and batten pockets** in the **leech**. They shall be spaced equally +/- 30mm along the cord of the **leech**, from the **Aft Head Point** to the **Clew Point**, measured to the centreline of the batten pocket. Battens may be permanently fixed or removable.

(c) The following are permitted: Stitching, glues, tapes, bolt ropes, corner eyes, headboard with fixings, Cunningham eye/pulley, **batten pocket patches**, batten pocket elastic, tell tales, sail shape indicator stripes and clew slide.

(d) The **leech** shall not extend aft of straight lines between:

(a.i.1) the **aft head point** and the intersection of the **leech** and the upper edge of the nearest **batten pocket,**

(a.i.2) the intersection of the **leech** and the lower edge of a **batten pocket** and the intersection of the **leech** and the upper edge of an adjacent **batten pocket** below,

(a.i.3) the **clew point** and the intersection of the **leech** and the lower edge of the nearest **batten pocket**.

(e) **Sails** with a loose foot are not permitted

7.2.4 MAINSAIL DIMENSIONS

(Measurements in mm)	Minimum	Maximum
Leech length		4050
Half width		900
Three-quarter width		530
Top width and any extension of from head point		90
Primary reinforcement		250
Secondary reinforcement:		
from sail corner measurement points		500
flutter patches		100
Chafing patches		100
Batten pocket patches		100
Tabling width (leech & luff)	10	35
Seem width	9	20
Batten pocket length:		
Uppermost pocket: inside +/-5mm		230
Intermediate and lowermost pockets: inside +/-5mm		310
Batten pocket outside width +/-5mm	30	50
Class insignia		
Height	110	140
Width	100	130
National Letters and Sail Numbers (individual)		
Height	95	110
Thickness	15	20
Sail numbers and letters shall be of a contrasting colour to the mainsail		

7.3 HEADSAIL

7.3.1 MATERIALS

(a) The sail shall be a **soft sail** manufactured from a single **woven ply** except for permitted reinforcements, constructional seams, tabling, camber lines and genuine repairs to damage, and shall be of woven material. The ply fibres shall consist of polyester

(b) **Sail reinforcement** shall consist of the same materials permitted in the **body of the sail**

(c) **Windows** shall consist of a single **ply** of transparent material

7.3.2 CONSTRUCTION

(a) The **body of the sail** shall be made from flat panels made from the same **woven ply** throughout.

(b) The **leech** shall not extend beyond a straight line from the aft **head point** to the **clew point**.

(c) The following are permitted: Stitching, glues, tapes, corner eyes, **windows**, tell tales, sail shape indicator stripes, flutter patches, luff wire.

7.3.3 HEADSAIL DIMENSIONS

(Measurements in mm)	Minimum	Maximum
Luff length	2860	2890
Luff perpendicular	1660	1700
Top width	-	32
Primary reinforcement	100	250
Secondary reinforcement		
from sail corner measurement points	-	500
for flutter patches	-	100
for chafing patches	-	250
Tabling width (leech & foot)	0	35
Seam width	9	20
Window: number of windows		unlimited
Total window area	-	0.2m^2

7.4 SPINNAKER

7.4.1 MATERIALS

(a) The **ply** fibres shall consist of Nylon

(b) The **body of the sail** shall consist of the same woven ply throughout;

(c) **Sail reinforcement** may be of a Polyester material.

7.4.2 CONSTRUCTION

(a) The construction shall be: soft sail, single woven ply sail.

(b) The body of the sail shall consist of the same woven ply throughout.

(c) The following are permitted: Stitching, glues, tapes, corner eyes.

7.4.3 DIMENSIONS

(Measurements in mm)	Minimum	Maximum
Leach length	3250	3330
Difference between leech lengths	-	25
Foot length	1940	2000
Half width	1880	2000
Primary reinforcement		250
Secondary reinforcement measurement		
from sail corner measurement points	-	310
Tabling width	9	20
Seam width	9	20

8. CREW

There shall be a standard deemed weight for crew of 100 Kg which each helmsman shall weigh in at with the aid of corrector weights or removal of ballast.

9. BUOYANCY

9.1 There shall be four separate buoyancy compartments as detailed in Diagram A in Exhibit C.

9.2 All buoyancy compartments shall be capable of being drained through watertight hatches or with bungs.

9.3 No part of a side buoyancy compartment shall be more than 500mm below the level of the sheerline when measured on a perpendicular plane.

9.4 Yachts, having been fully flooded, must float for at least 30 minutes without sinking & demonstrate the manual pump is working. A flotation test to be undertaken annually within three racing weekends of that season and witnessed by a member of the General Committee, a sticker will be issued to evidence the boat passing the test.

10. FIXED FITTINGS & EQUIPMENT TO BE CARRIED WHEN RACING

Two headsail sheet tracks, each not more than 235 mm in length, located in the positions as indicated on Diagram A.

11. GENERAL PROHIBITIONS

The following are not permitted:

11.1 Hydraulics;

11.2 Running backstays or devices to simulate such;

11.3 Spinnaker chutes through the deck;

11.4 Bushed or unbushed holes or slots to feed halyards or control lines through the hull, transom or buoyancy compartments.

11.5 Levers or other equipment that may increase the power ratio of the running rigging;

11.6 Hiking – at no time while racing shall the majority of the crew's torso be above deck level;

11.7 Trimming of genoa sheets by means other than by a sheet from the clew directly to the block fastened to the headsail track. Direct trimming by hand is only allowed when the wind is aft of abeam;

11.8 The use of barber haulers and similar devices is prohibited;

11.9 Angling of headsail tracks, or athwartships movement is prohibited. The tracks are to be approximately parallel as shown in Diagram A;

11.10 Reef points fitted to either the mainsail or genoa are prohibited; and

11.11 Electronic compasses or similar electronic navigational equipment.

12. APPENDICES

Measurement shall be carried out in accordance with the ERS except where varied in this Part.
Building

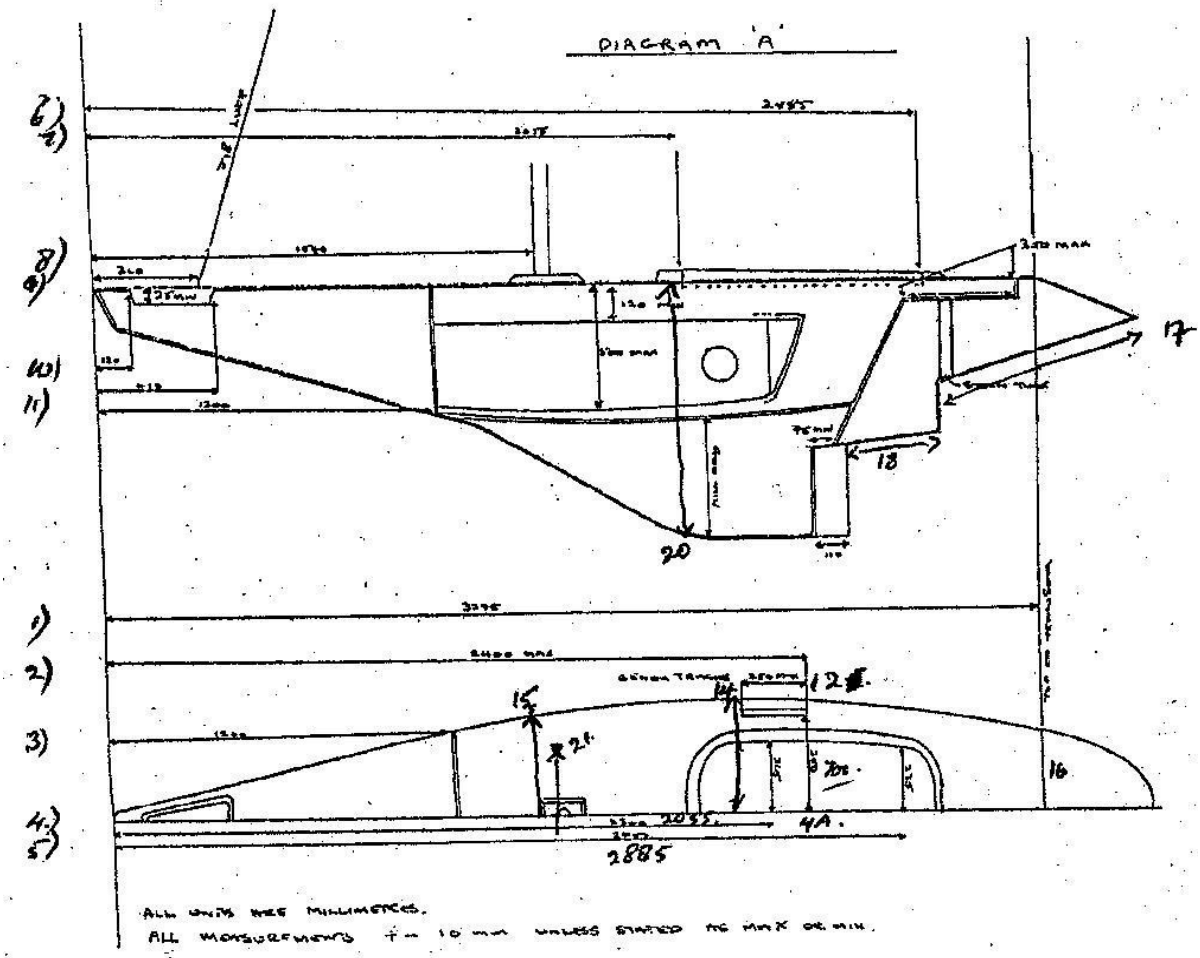
1. Specification Diagram A
2. Class Emblem Diagram B
3. Measurement Certificate Exhibit B
4. Self- Measurement Certificate Exhibit C
5. Illusion Mast

13. DIAGRAM A

MEASUREMENTS

ILLUSION MEASUREMENT DIAGRAMS.

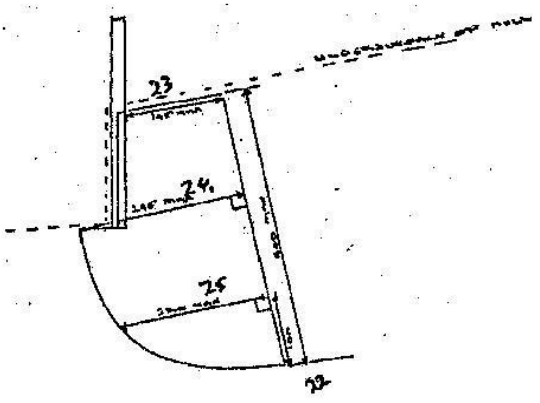
DIAGRAM 'A'



May Beam 930.

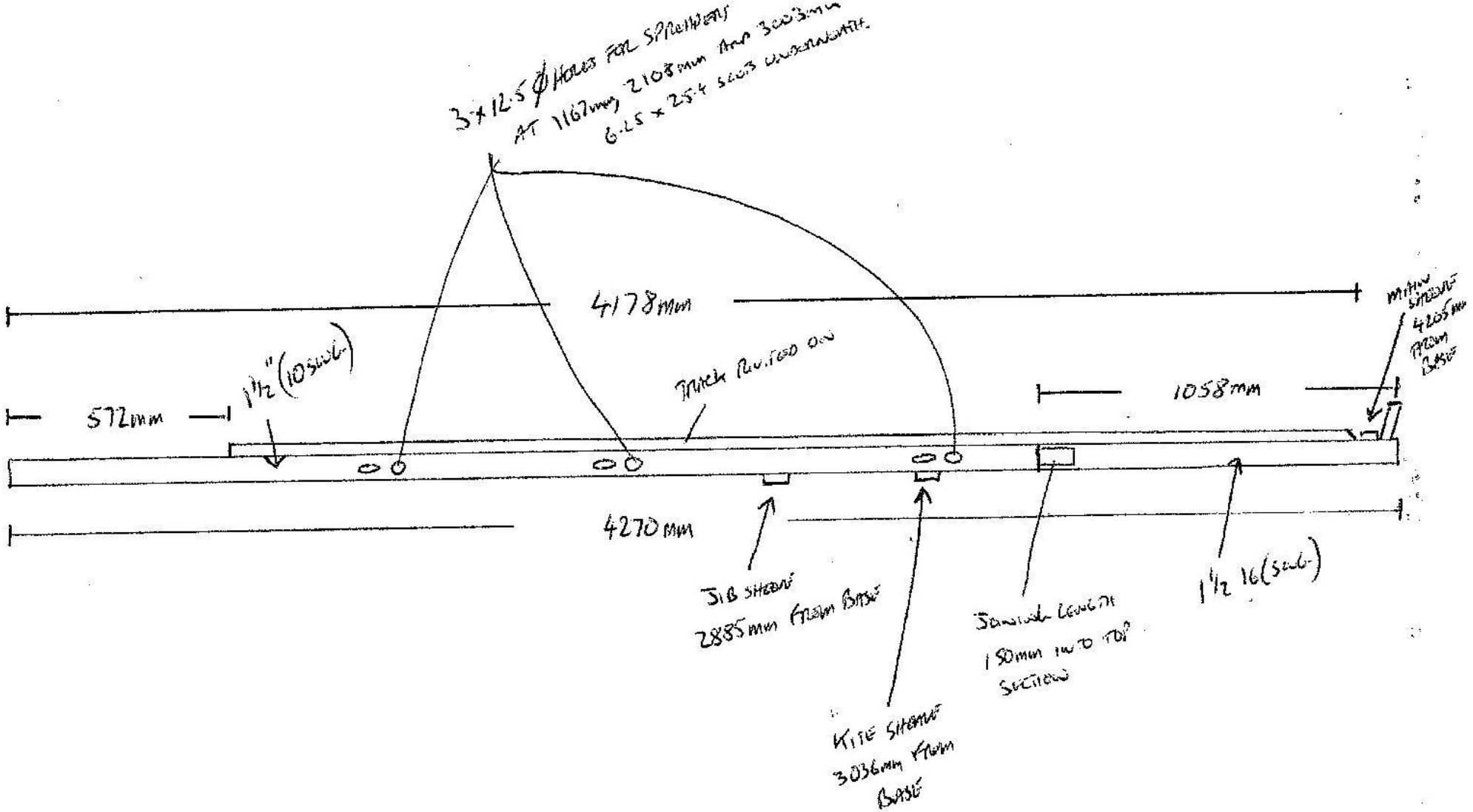
RUDDER

DIAGRAM 'D'



1540
200
1335

ILLUSION MAST



14. DIAGRAM B

IDENTIFICATION

National letters and distinguishing numbers shall be placed on the mainsail. The class emblem on the mainsails shall be as in Diagram B and contained within two 140 x 130mm rectangles located starboard on top of port but separately by a 30mm space. The rectangles shall be located immediately below the midpoint of the top batten.

The national letters and distinguishing numbers shall be of equivalent height and size to the class emblem, and shall be located immediately below the midpoint of the second batten.

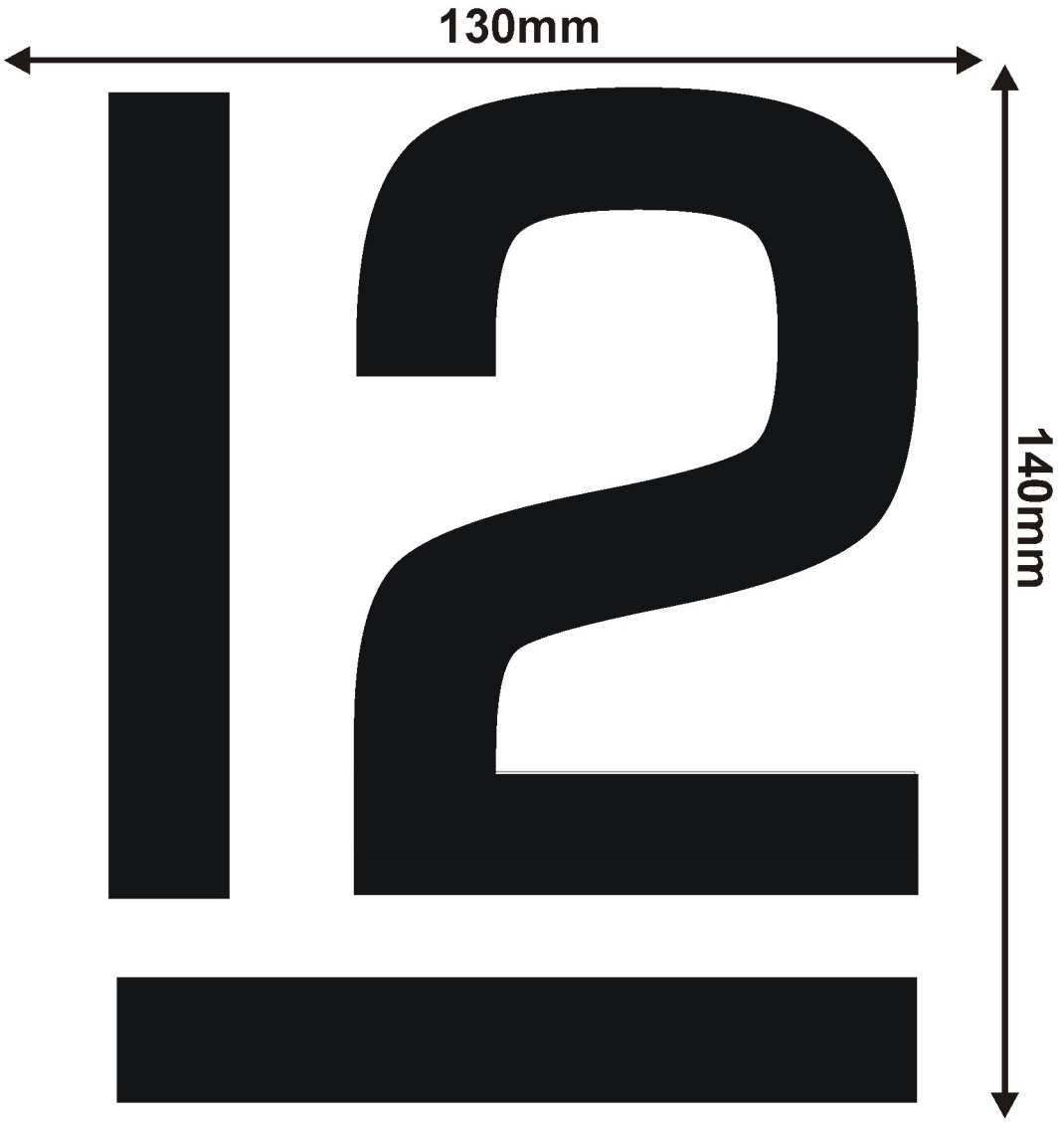


EXHIBIT B **MEASUREMENT CERTIFICATE**

No:…….. Name:…… Owner:……..

ITEM No.	Rule No.	Item	Measurement (mm)
HULL			
Length Overall			3648 +/-5
Overall to transom			3275 +/-10
To aft side of track well			2400 max
To bulkhead af side			1200 +/-10
Cockpit width at 2270			530 +/-10
Cockpit width at 2730			470 +/-10
Overall to cockpit aft side			2885 +/-10
Overall to cockpit fore side			2050 +/-10
Overall to front side of mast			1540 +/-10
Intersection jib attachment within jib well overall to aft edge of jib well			410 +/-?
Overall to fore edge of jib well			130 +/-12
Length of genoa track well			235 +/-5
Length of genoa tracks			230 +/-5
Athwartship genoa track to track centreline aft end			725 max
Athwartship genoa track to track centreline fore end			735 max
Maximum beam at front of genoa track well			825 +/-5
Maximum beam anywhere			825 +/-5
Beam at front of mast			720 +/-10
Beam at transom			625 +/-10
Distance between skeg and transom			720 +/-10
Distance from keel to skeg			410 +/-10
Depth of skeg to bottom of keel			350 +/-10
Maximum depth deck to keel			940 +/-5
Distance between shrouds at deck level in line centre mast step			min 580 max 620
Deck camber			-5 to +20
Cockpit coaming above deck			30 max
Depth jib well recess forward			35 min
Side buoyancy tanks below shear to floor			500 max
Four separate buoyancy compartments			YES / NO
Build No. on Hull – engraved plate			YES / NO
Depth of aft edge of rudder			400 max
Rudder width at top			155 max
Rudder width 200mm from bottom			255 max

ITEM No.	Rule No.	Item	Measurement (mm)
Rudder width 100mm from bottom			230 max
Rudder thickness			50 max
Rudder stock diameter			25 min
Rudder stock to be parallel to skeg and at right angle to deck sheerline			
RUDDER			
Vertical gap skeg to rudder			10 +/-5
Skeg thickness at 140mm from bottom			60 +/-3
Skeg thickness at bottom			50 +/-3
WEIGHTS			
Ballast			160 kg min
Crew + correctors			Min 100 kg
All up racing weight			330-340 kg
MAST			
Needlespar or Hawk Marine Construction Diagram E			
Upper edge of lower black band			350 max
Lower edge of upper black band to upper edge of lower black band			3800 max
Height of spinnaker boom attachment from deck			280 max
Projection of spinnaker boom attachment			35 max
Spinnaker halyard above top of lower black band			2710 max
Projection of spinnaker halyard heave			5 max
Genoa halyard above top of lower black band			2550 max
Diameter mast and boom section			50 max
BOOM			
Distance from aft side of mast to front edge of black band			1350 max
Overall length of optional spinnaker boom including fittings			1360 max
SAIL MEASUREMENT			
See Separate Form			
BUOYANCY			
Annual Buoyancy Test			

Exhibit C – *Form to be used where original builder's certificate or class measurement is unavailable*

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THE ILLUSION CLASS – BEMBRIDGE FLEET

Certification of Weight & Sail Measurement

Boat Name……. Build/Sail Number…….

In accordance with the Rules of Appendix A.

I …….. ……. (Owner Please Print) confirm to the best of my knowledge the following :-

a) Boat, Sail Number……., conforms to the class measurement requirements.

b) Overall weight of Boat plus racing rig including lead ballast ……kgs.

Crew weight ……..kgs. Corrector weight ……kgs.

[Crew plus corrector weight to be a minimum of 100 kilograms]

c) My boat complies to the buoyancy test requirement required by The Illusion Class – Bembridge Fleet

d) The sails have been made in accordance with and meet class measurement rules.

e) In the spirit of the class, I accept that at any time Committee Members of the class may spot check my boat to confirm buoyancy and measurements are correct.

Signed…….. Date…….