

AMF

Apollo[®]

SAILING CLASS

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APOLLO SAILING CLASS BY-LAWS AND RACING RULES

- I. NAME: The name of this organization is the Apollo Sailing Class Association, hereinafter referred to as ASCA.
- II. OBJECTIVES
- A. To develop and maintain the ASCA as a proprietary one-design class using the Apollo^R sailboat designed by Bruce Kirby and built by AMF Alcott or its licensee. The plans and specifications on file with AMF Alcott shall be considered the official standards.
 - B. To preserve the Apollo sailboat as a boat that may be sailed by qualified sailors of all ages and either sex without the need for exceptional strength or agility.
 - C. To foster the highest level of sportsmanship and make a contribution as a Class to the sport of sailing.
 - D. To maintain and enforce the Apollo Racing Rules as provided by these By-Laws.
 - E. To provide effective sailor participation in Class affairs.
- III. DEFINITION OF BUILDER: In these By-Laws and Rules, "Builder" means AMF Alcott or any manufacturer licensed by AMF Alcott to build Apollo Class sailboats.
- IV. SYMBOL: The Class Symbol shall be the Apollo insignia as carried on the sail which is the copyright property of AMF Incorporated. Class use of the symbol shall be by the permission of AMF Alcott.
- V. MEMBERSHIP: Membership in ASCA is open to sailors of registered Apollo sailboats whose dues have been paid and the appointed representatives of AMF Alcott, Class Proprietor, Associate memberships for inactive sailors will be available at half price.
- VI. ORGANIZATION
- A. The ASCA shall be administered by the Builder based on the recommendations of the Apollo Advisory Board.

I. ORGANIZATION
(Continued)

- B. The Advisory Board shall be composed of nine (9) elected members in good standing. Members of the board shall serve without compensation.
- C. Members of the Advisory Board shall be elected at the annual meeting to take place in conjunction with the annual Class championship.
- D. Rule changes shall be made whenever any seven members of the Advisory Board deem such changes necessary and in the best interest of the Class. The Builder reserves the right to veto any proposed changes if they feel such changes may interfere with the manufacturing or marketing of the Apollo sailboat.
- E. No commitment or expenditure shall be made on behalf of the ASCA without the written approval of an officer of AMF Alcort.

APOLLO SAILING CLASS ASSOCIATION --- RACING RULES

- 1. BASIC RULE: All racing sailboats entered in Apollo Class events shall be AMF Apollo sailboats. No equipment additions, subtractions or alterations are allowed except as conform with the "One-Design Guideline Principles" set forth in Rule 2 or in subsequent rules.
- 2. ONE DESIGN GUIDELINE PRINCIPLES: These racing rules are based on these guidelines which are intended to maintain the Apollo Class as a true one-design class.
 - A. It is recognized that certain modifications will be made by owners to personalize their boats and maintain them safe, seaworthy and in good operational condition. Such modifications are limited to those that do not effect speed or ease of handling by any means that are definable, measurable or understandable.
 - B. A boat modified to the maximum extent permitted by this rule may be no more competitive than any brand new boat as furnished by the manufacturer.
 - C. Nothing in these One-Design Guidelines shall be construed as license to repair, restore or rebuild any of the basic standard components to the competitive advantage of the owner. Any modifications not clearly within the letter or spirit of these rules are not allowed.
- 3. HULL, DECK, CENTERBOARD AND RUDDER: The hull and deck shall be built from tooling manufactured and supplied by AMF Alcort and shall be in accordance with the specifications and plans on file with AMF Alcort.
- 4. Both centerboard and rudder will be in accordance with the design specification and patterns on file with the Builder. Centerboards and rudders will be those supplied by the Builder.

5. Any type, quality or degree of smoothness of finishes may be applied to the hull.
6. The centerboard, rudder blade and hull may not be varied from the shape as supplied, but nothing herein shall preclude the refinishing or repairing of damage thereto, provided such centerboard or rudder complies with the measurement diagram and provided the hull shape is not changed. Stiffness of board or rudder must not be noticeably altered by any repair.
7. Centerboard gaskets are not required, but the recess in the hull may only be used for the purpose of gasketing the centerboard.
8. TILLER: The tiller shall be supplied by the Builder, but an owner is free to shorten the tiller by a maximum of 6" (153mm) and to substitute any type of tiller extension.
9. FITTINGS AND EQUIPMENT: The following additions, substitutions and alterations are allowed:
 - A. Any type or number of non-electronic windvanes and tell-tails for indication of wind direction shall be allowed.
 - B. Any cleats as supplied by the Builder may be replaced with a cleat of the same design.
 - C. Blocks may be replaced with blocks of the same or substantially the same sheave diameter as those supplied by the Builder. The mainsheet swivel block and cam cleat may be replaced with any size replacement including a ratchet-type block. Two additional blocks may be fitted in accordance with specifications on Diagram 1.
 - D. The mainsheet shall be rigged as supplied or an additional part may be added by fitting a double block on the boom end and a becket block on the traveler car.
 - E. A maximum of two compasses and one stopwatch may be mounted onto the thwart, centerboard case top or seat backs provided that the watertight integrity of the hull is maintained.
 - F. Inspection ports with openings not exceeding 5" (127mm) in diameter which have threaded, not bayonet-mounted, covers are permitted for the purpose of effecting necessary repairs provided the installation is sound and does not jeopardize the watertight integrity of the hull.
 - G. Any additional equipment required by any international, national or other governing authority for safety purposes may be fitted provided it is not used in contravention of the One-Design Guideline Principles.
 - H. Sheets and lines may be substituted for those supplied by the Builder, but no additional lines may be used while racing nor may any existing line be used for any purpose other than that for which it was provided. Each sheet or line must be one continuous length of uniform diameter.

9. FITTINGS AND EQUIPMENT
(Continued)

- I. Sheets or lines in whole or in part of wire or Kevlar are prohibited except as supplied by the Builder on the halyards.
10. SAILS: Sails will be supplied by a manufacturer licensed by the Builder. Sails may only be recut or reshaped by the original sailmaker, but may be repaired or have windows installed by any sailmaker as long as such modifications do not change the shape or overall area of the sail. The window shall conform to the following diagram: (to follow at a later date)
11. Battens shall be as supplied by the licensed sail manufacturer and replacement battens shall be identical. The upper batten may be tensioned as desired using the batten tie line supplied or a replacement thereof.
12. The jib may be winged out by the use of a whisker pole not longer than 6 feet (1.82m) with a minimum diameter of 1" (25.4mm). A mast fitting may be installed to hold the inboard end of the pole in place when in use. Fittings may also be installed on mast, boom or hull to hold the pole when not in use.
13. Boats may be refused permission to race if their authorized sail numbers are not displayed properly as per diagram 2.
14. MAST, BOOM AND STANDING RIGGING: The mast, boom, standing rigging and fittings shall be as supplied by the Builder and replacement items are available from the builder.
15. No mast which has a permanent bend of more than 50mm and no boom which has a permanent bend of more than 30mm may be used at any time.
16. A minimum of two persons shall race the Apollo unless otherwise specified in the sailing instructions for a particular event. Three or more persons may race together provided they all sail together throughout the entire series. Nothing shall prohibit a change of helmsman from among the original crew during a race or regatta.
17. A competitor shall not wear or carry any clothing for the purpose of increasing his weight. Clothing and equipment dictated by weather or water conditions shall not exceed a total of 12 kilos (26.4 lbs.) per person when weighed wet.
18. Jiffy reefing gear, consisting of one eyestrap, one cheek block, one cleat and a length of line may be installed on the boom. Reefing kit with recommended mounting instructions is available from local dealerships.

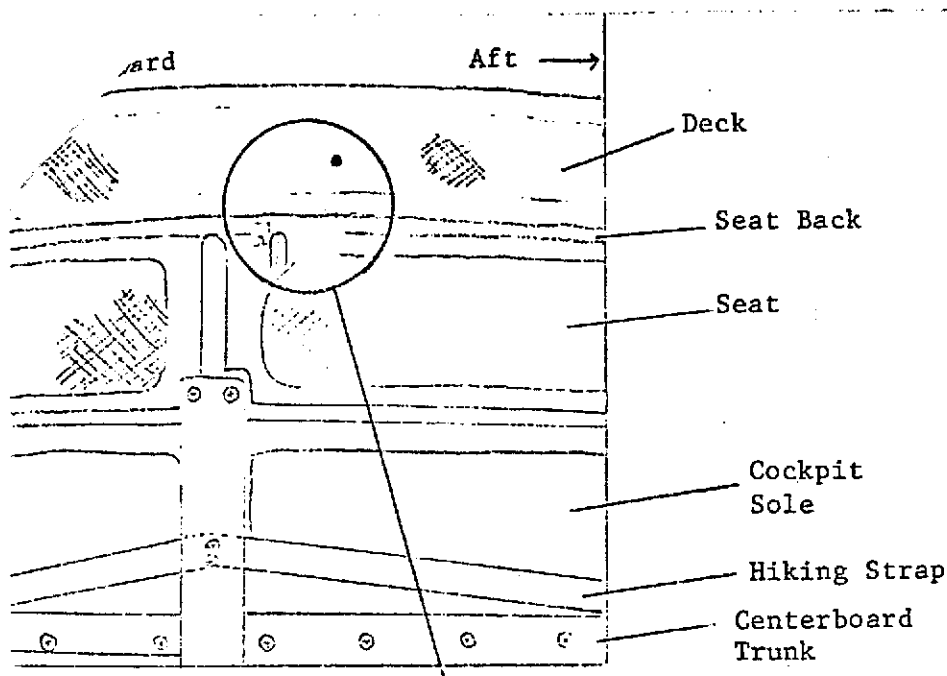


DIAGRAM 1

Rule 9.c.

An additional cleat may be mounted on each side deck in the area designated in the diagram.

The center of the cleat should be located 3-1/2" (88mm) aft of the traveler cleat and 2" (50mm) out-board of the edge of the seat back which is the location of the center of the wooden backing plate built into the deck for this purpose.

This cleat may be mounted on wooden shims for easier control.

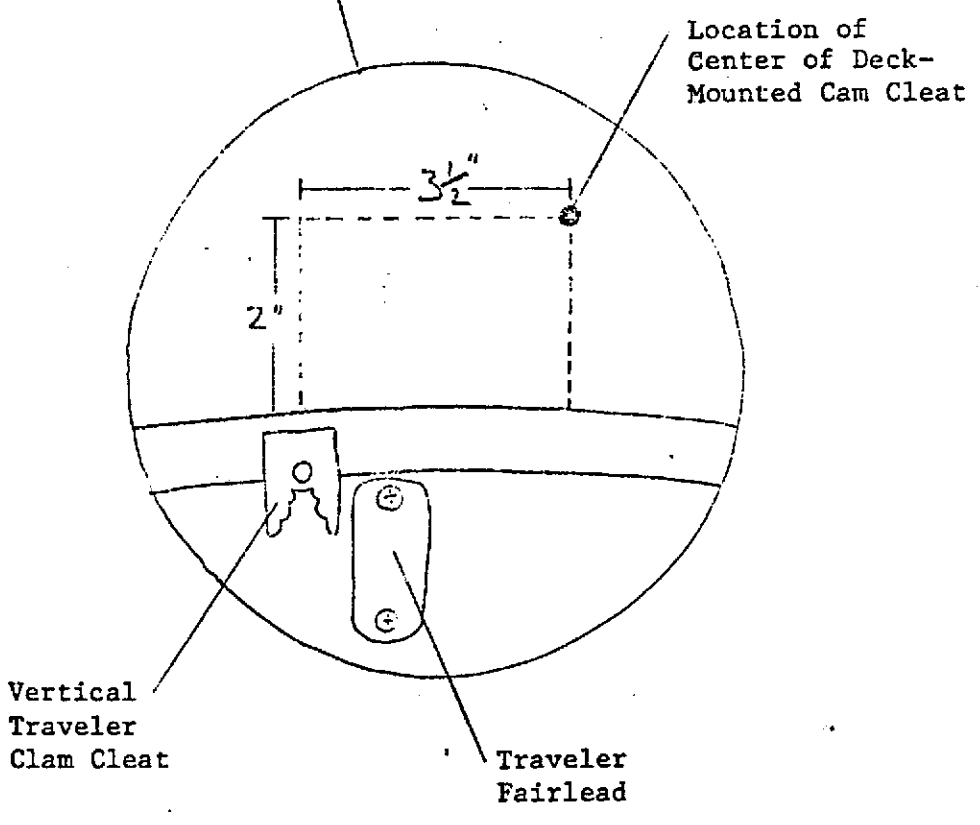


DIAGRAM 2: Rule 13

SAIL NUMBERS

Except on boats supplied with smaller numbers, sail numbers shall be 12" (305mm) tall. The color of the numbers is left to the owner, but the numbers must contrast with the sails so they are easily readable.

The numbers shall be evenly spaced between the second batten from the top and the seam below it.

The numbers shall be parallel to the seams with the starboard numbers above the port numbers (never place them back-to-back) and the edge of the number closest to the leech 6 inches (152mm) from the leech.

Numbers should be approximately one inch (25mm) apart horizontally.

Numbers should be applied to a clean sail and should be smoothed cut on a flat surface with the edge of a ruler. To ensure permanence, it may be advisable to have a local sailmaker sew the numbers on.

