

GLIDE 2990
CLASS RULES

2019

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INTRODUCTION

The Glide 2990 is a sailboard developed by SAB Ltd.

Glide 2990 board hulls, hull appendages, rigs and sails shall only be manufactured by SAB Ltd or they're Licensed manufacturers, unless permitted by these class rules. Such equipment is required to comply with the Glide 2990 construction manual and is subject to World Sailing approved manufacturing control system.

A hull, a hull appendage, a rig or a sail may, after having left the licensed manufacturer, only be altered to the extent permitted in Section C of these class rules.

Owners and crews should be aware that compliance with rules in Section C is not checked as part of the factory based fundamental measurement process.

Rules regulating the use of equipment during a race are contained in Section C of these class rules, in the Equipment Rules of Sailing Part I and in the Racing Rules of Sailing.

The Glide 2990 hull & is a strict closed One-Design. The Class rules for the rigs & appendages are restricted to a strict set of class rules according to section C.

Where it is not specifically mentioned to allow a change or addition, it is illegal.

The Glide 2990 Class is based on finding the most skilful sailor, and discourages those trying to find a way around the rules to give an advantage.

To help sailors to afford an easier financial entry into the class, from now until Jan 1 2020, all rigs may be from any manufacturer but must comply with the same size restrictions. After 2020, the 5.9, 7.8 & 8.5 rigs used for racing shall be produced by Glide Licensed manufacturers & will be a Strict One Design.

These Class Rules promote the standard equipment as supplied by SAB Ltd & Licensed manufacturers and any of the limited permitted variations & changes to the equipment are designed to ensure longevity and increase the enjoyment of sailing the board.

PART I – ADMINISTRATION

Section A – General

A.1 LANGUAGE

A.1.1 The official language of the class is English and in case of dispute over translation the English text shall prevail

A.1.2 The word “shall” is mandatory and the word “may” is permissive.

A.2 ABBREVIATIONS

A.2.1	MNA	WS Member National Authority
	NCA	National Class Association
	IGCA	International Glide Class Association
	SABL	SAB Ltd & Licensed Manufactures
	ERS	Equipment Rules of Sailing
	RRS	Racing Rules of Sailing

A.3 AUTHORITIES AND RESPONSIBILITIES

A.3.1 The International Authority of the Class shall be the IGCA.

A.3.2 The IGCA do not accept any legal responsibility in respect of these **class rules** or any claim arising therefrom.

A.4 World Sailing RULES

A.4.1 These **class rules** shall be read in conjunction with the ERS.

A.4.2 Except where used in headlines, when a word is printed in “**bold**” type, the definition in the ERS applies, and when a term is printed in “*italic*” type the definition in the RRS applies.

A.5 AMENDMENTS TO CLASS RULES

A.5.1 Amendments to these **class rules** require a simple majority of the delegates vote in a general meeting of the IGCA. Only delegates “in good standing” in accordance with the IGCA Constitution are eligible to vote.

A.6 INTERPRETATION OF CLASS RULES

A.6.1 Interpretations of these **class rules** shall be made by IGCA.

A.7 SAIL NUMBERS

A.7.1 Sail numbers shall be issued nationally (i.e. each country issues its own numbers). If their owner's MNA is administering the Class, the owner shall apply to his/her MNA for a sail number; otherwise he/she shall apply for a sail number to his/her NCA. From Jan 10 2021 the IGCA shall issue sail numbers according to the world ranking from the previous World Championships. This system will continue on a rolling annual basis. Sailors who did not attend that World Championships shall apply to the IGCA for a sail number at least one month prior to attending any event out side their country. Failure to do so will mean an event organization can allocate that sailor a number for that event. Events may allocate temporary sail numbers when needed.

A.8 LICENSED MANUFACTURERS

A.8.1 Glide 2990 equipment shall be manufactured by SAB Ltd & licensed manufacturers.

Section B – Equipment Eligibility

For equipment to be eligible to be used for *racing*, the rules in this section shall be complied with.

B.1 CERTIFICATE

B.1.1 **Hull certificates** are not issued.

B.2 EVENT INSPECTION

B.2.1 GENERAL

- a) For the purpose of RRS 78, **crews** are considered to be the owners.
- b) The role of **Equipment Inspectors** at an event is to verify that equipment has been produced by a Licensed Manufacturer and has not been subsequently altered, (other than as is permitted within these rules) using whatever inspection methods they deem appropriate, including comparison with a standard or a sample of other equipment presented for Inspection. Should this comparison reveal deviation greater than the Equipment Inspector considers being within manufacturing tolerances, this should be reported to technical representatives of WS, IGCA and SABL for investigation and a decision on the legality of the equipment. If this investigation takes longer than the time available for inspection, the owner may present alternative equipment for Inspection.

B.3 EVENT LIMITATION MARKS

- B.3.1 All items of a **crew's** equipment which are subject to control, as per the schedule on the Regatta Measurement Control Form, and which may require **event limitation marks** shall be so marked.
- B.3.2 Some items of equipment may receive two **event limitation marks**, one in a readily visible position and a second in a position protected from wear and tear.
- B.3.3 Equipment produced from Jan 1, 2020 will have intelligent chips embedded into the Hull, Centre Board, Fin, Mast, Boom and Sail. These chips may be used as event limitation marks & will carry a history of that piece of equipment, such as date & place of manufacture, QC information, Date sold, History of weight, name of owner/s, history of competition.

PART II – REQUIREMENTS & LIMITATIONS

The **crew** and his/her equipment shall comply with the rules in this Part when *racing*. Inspection to check conformity with the rules of Section C is not part of **fundamental measurement**.

The rules in Part II are **closed class rules**. Inspection shall be carried out in accordance with the ERS except where varied in this Part.

Section C – Conditions for Racing

C.1 GENERAL

C.1.1 RULES

- a) The following ERS shall not apply: A.2 Certificate; B.9 Setting, Sheeting and Changing Sails.

C.1.2 SAFETY AND LIFE-SAVING EQUIPMENT

- a) In accordance with RRS 1.2 the following provision is made: Competitors are not obliged to carry personal life saving equipment (flotation devices) on board unless RRS 40 applies, in which case the **personal flotation devices** shall be worn. If used, the **personal flotation device** shall conform to the minimum standard of ISO 12402-5. Alternative or additional standards may be prescribed in the Notice of Race.

C.2 CREW

C.2.1 LIMITATIONS

The **crew** shall consist of one person.

C.2.2 MEMBERSHIP

No **crew** is permitted to race at a National or International Regatta unless he/she is a member of his/her NCA. If there is no NCA, then the **crew** must be a member of the IGCA.

C.2.3 DIVISION REGATTAS

A) Division Management

- i) Divisions and any associated rules shall only be applicable where specific age and or weight divisions are invoked within the event Notice of Race and Sailing Instructions.
- ii) **One or more Divisions** may be applied in a regatta.
- iii) A Regional Games, One Design World Champs or Charter Equipment event may specify the rig & fin size/s to be used.
- iv) All Divisions shall be published on the official notice board more than 2 hours prior to the first race.
- v) Specified sail colours will only be applicable at World Championships.

B) OPEN DIVISION REGATTA

- i) For OPEN DIVISION WORLD CHAMPIONS, a strict ONE DESIGN POLICY is in force and ONLY the rig size is 8.5 Rig with the 60 cm fin and 780 mm centreboard.
- ii) Regional Games is considered an OPEN DIVISION REGATTA and shall specify in the NOR either the 8.5 rig or 7.8 rig, or one division of each. All fleets will use the 60cm fin & 688mm centreboard with the 7.8 rig and 780 mm centreboard with the 8.5 rig.
- iii) The only extra divisions of these fleets would be Gender.

C) **WEIGHT DIVISION REGATTA**

- i) Weight divisions will be decided at weigh in during registration.
- ii) Rig AND Fin sizes will be determined by body weight as per the table below.

Weight Divisions	Sailor Weight	Sail Size & Colour	Fin	Cntr Board
SUPER LIGHT	UNDER 55 Kg	5.9 Yellow or 5.5 and less	<55 CM	688 mm
LIGHT WEIGHT	55Kg to 65 Kg	5.9 Yellow OR 7.8 Red	<55 CM	688 mm
LIGHT MEDIUM	65Kg to 75 Kg	7.8 Red or 8.5 Yello	<55 CM	688 mm
MEDIUM	75Kg to 85 Kg	8.5 Yello or 9.5 Blue	<60 CM	688 mm
LIGHT HEAVY WEIGHT	85Kg to 95 Kg	9.5 Blue	<65 CM	780 mm
HEAVY WEIGHT	ABOVE 95 KG	9.5 Blue	<65 CM	780 mm

D) **AGE DIVISION REGATTA**

- i) Age divisions for a regatta are determined on 31 December of the current year and are as per the table below.
- ii) **YOUTH DIVISION REGATTAS** for under 19 years are linked to Rig & Fin sizes as per the table below.

Age Divisions	Sail Size & Colour	Fin	Cntr Board
Under 13 Yrs	5.5 or 4.5 - Yellow	no cambers	<35 CM 688 mm
Under 15 Yrs	5.9 Yellow		<55 CM 688 mm
Under 17 Yrs	7.8 Red		<55 CM 688 mm
Under 19 Yrs	8.5 Yello		<60 CM 688 mm

- iii) **MASTERS DIVISION REGATTAS** shall specify the equipment in the notice of race & shall specify either **One Rig Size For All** [with or without weight divisions] or **Maximum Rig Size** According to Body Weight Divisions as per the table above.
- iv) **MASTERS DIVISION REGATTAS** are as used in the World Masters Games as per the table below.

Masters Divisions	Sail Size & Colour
30 to 44 Yrs	As per the NOR
45 to 54 Yrs	As per the NOR
55 to 64 Yrs	NB for 2021 Wld Masters Games, above 55 yrs is combined
65 to 74 Yrs	
over 75 Yrs	

C.3 PERSONAL EQUIPMENT

C.3.1 **Personal equipment** does not have to be produced by a licensed manufacturer.

C.3.2 a) **Optional**

In addition to food and personal effects to keep warm and/or dry, and/or to protect the body, the following may be carried on board:

- i) A harness
- ii) A container for holding beverages in accordance with RRS Appendix B 2.1(b).
- iii) An electronic or mechanical timing device.
- iv) A heart rate monitoring device.
- v) GPS tracking device as supplied by the regatta organisation.

C.3.2 b) **Total weight**

- i) Clothing and equipment including harness, including empty beverage container, worn or carried by the **crew** shall not weigh more than 7kg when weighed in accordance with RRS Appendix H.

C.4 **PORTABLE EQUIPMENT**

C.4.1 Portable equipment does not have to be produced by a licensed manufacturer.

C.5 **ADVERTISING**

C.5.1 Advertising as chosen by the **crew** is permitted, as restricted by WS Regulation 20 – Advertising. (<http://www.sailing.org/documents/isaf-regulations.php>)

C.6 **HULL**

C.6.1 LIMITATIONS

- a) Only one **hull** shall be used during an event, except when lost or unintentionally damaged beyond repair. Such replacements may be made only with the approval of the Technical Committee. The Technical Committee may then attach an **event limitation mark** to the replacing **hull** and remove or alter any **event limitation mark** attached to the replaced **hull**.
- b) A maximum of 9 and a minimum of 8 foot Glide straps shall be fitted to the existing inserts using Glide stainless steel screws and washers. The foot straps may be changed or replaced during an event.

C.6.2 HULL WEIGHT

- a) The weight of the **hull** with only the fittings listed below and the attachments associated to these and **centreboard** shall not be less than 15.00 kg:
 - The complete mast track
 - Centreboard support plates & centreboard stomp system.
 - Centreboard fixing foam pads.
 - Gasket assembly
 - Air ventilation screw
- a) Any **Corrector weights** shall be attached to fit inside the back of the centre board case & use the front screw of the back centre foot strap.
- b) The **hull** may be weighed wet after a minimum of 10 minutes standing vertically on its aft edge.

C.6.3 MAINTENANCE AND MODIFICATIONS

- a) The **hull** shall not be altered in any way except as permitted by these **class rules**.
- b) Repairs may be carried out provided such repairs are made in such a way that the essential shape, characteristics or function of the original are not affected. The serial number shall remain legible.
- c) The deck grip may be restored to its original condition provided that the original deck graphics remain legible.
- d) Foot straps may be taped.
- e) Any lubricant may be used on the mast track assembly, inside the dagger board case and the gaskets
- f) The **hull** may be lightly sanded and/or polished.

- g) The distance between the centreboard hull gasket system and **hull** may be filled and faired.
- h) The manufacturers graphics shall not be affected except in the case of the result of local repairs to unintentional damage. The Notice of Race or Sailing Instructions for events other than, World and Continental Championships may amend this rule.
- i) The ventilation screw shall be removable.
- j) Foam pads may be glued or taped to the inside of the centreboard case to fix the centreboard in the retracted position. The added material shall not touch or affect the gasket assembly.
- k) Footstrap insert holes may be filled.

C.7 HULL APPENDAGES

C.7.1 LIMITATIONS

- a) Until the 1st of January 2020 competitors using the 8.5 M2 sail or above may use any **Fin** under 60 CM long & any **Centreboard** under 688 MM long.
- b) Until the 1st of January 2020 competitors using the 7.8 or 5.9 M2 sails may use any **Fin** under 55 CM long & any **Centreboard** under 688 MM long.
- c) After 1st January 2020, competitors shall use Glide fins & centre boards allocated to the sail sizes with lengths as per C.7.1 (a & b]
- d) Competitors using sail size 9.5 may use any **Fin** under 70 cm & any **Centreboard** under 780 MM long.
- e) The **centreboard** shall be carried in the centreboard case at all times when *racing*.
- f) Only one **centreboard** and one **fin** shall be used during an event, except when lost or unintentionally damaged beyond repair. Such replacements may be made only with the approval of the Technical Committee. The Technical Committee shall then attach an **event limitation mark** to the replacing **hull appendage** and remove or deface any **event limitation mark** attached to the replaced **hull appendage**.

C.7.2 MAINTENANCE AND MODIFICATIONS

- a) The **hull appendages** shall not be altered in any way except as permitted by these **class rules**.
- b) Repairs may be carried out provided such repairs are made in such a way that the essential shape, characteristics or function of the original are not affected.
- c) **Hull appendages** may be lightly sanded or polished providing that the essential shape and characteristics of **hull appendage** are not affected.
- d) Any lubricant may be used within the centreboard cassette.
- e) The fin root may be sanded and/or shimmed to fit the box. The gap between the fin root and the **hull** may be filled and faired. The filling or fairing material may not extend beyond the surface of the **hull**.
- f) The **centreboard** or centreboard plates may be shimmed to fit the centreboard case.
- g) The manufacturer's graphics printed on the **appendages** shall not be affected except in the case of local repairs to unintentional damage. The Notice of Race or Sailing Instructions for events may amend this rule.
- h) The first 50 mm from the leading edge of the **appendages** may be tunned using sand paper.

C.8 RIGS

C.8.1 LIMITATIONS

- a) Only one **rig** may be used during an event, except when specified in the sailing in the Sailing Instructions or when an item has been lost or unintentionally damaged beyond repair. Such item may only be replaced with the same type of item and with the approval of the Technical Committee. The Technical Committee shall then attach an **event limitation mark** to the replacing item and remove or deface any **event limitation mark** attached to the replaced item.
- b) To help sailors to afford an easier financial entry into the class, from now until Jan 1 2020, all rigs may be from any manufacturer but must comply with the same size restrictions. After 2020, the 5.9, 7.8 & 8.5 rigs used for racing shall be produced by Glide Licensed manufacturers.
- c) **Rig size Classes may be used for any age or gender & specified in the Sailing Instructions.**
- d) **The Glide rig size classes shall be ;**
 - i. Any soft sail under 4.5 m2. *
 - ii. Any soft sail under 5.5 m2. *
 - iii. Glide 5.9 m2
 - iv. Glide 7.8 m2
 - v. Glide 8.5 m2
 - vi. Open manufacture 9.5 m2 – [fin size is max 70cm]

* [Only the first batten from the head may be a full length batten]

C.8.2 MAINTENANCE AND MODIFICATIONS

- a) The **Glide rigs** shall not be altered in any way except as permitted by these **class rules**.
- b) Repairs may be carried out provided such repairs are made in such a way that the essential shape, characteristics or function of the original are not affected.
- c) The **Mast spar** shall be lengthened using the Glide mast extension.
- d) Any uphaul may be fitted.
- e) Any safety line or device to secure the **Rig** to the **Hull** may be fitted.
- f) Any adjustable downhaul system may be attached.
- g) Any adjustable outhaul system may be used and any block may be fitted to the clew of the **Sail**.
- h) The surface of the **Boom spar** grip may be roughened using abrasive material. The **Boom spar** grip may be replaced with the same type of grip supplied.
 - i) supplied.
- j) Any harness lines may be used.
- k) Any lubricant may be used on the outhaul and downhaul.
- l) Cleats pulleys and ropes may be replaced by any of equivalent size and type.
- m) Additional material added to the boom spar on top of the boom spar grip in the area immediately around the outhaul cleat as supplied by the licensed manufacturer is permitted. The material for the additional grip covered by this rule is optional.
- n) In addition to the timing device listed in C.3.2(a)(iv), an additional electronic timing device may be attached to the **rig**.

- o) Additional ropes or **rigging** may be added to the boom spar for the storage of **personal equipment** or other permitted items.
- p) Any adhesive tape may be added to the **boom spar** in the immediate area around the boom clamp at the front end of the **boom spar**.
- q) Any removable adhesive tape may be added to the **mast** or spigot, within 100mm from the joint and 100mm from the bottom of each mast section.

C.9 SAILS and MASTS

C.9.1 LIMITATIONS

- a) At each regatta, sailors must register the sails they will use.
- b) For **World Championships**, only one **sail** and or **mast** of a particular size may be used during an event, except when a **sail** and or **mast** has been lost or unintentionally damaged beyond repair. Such replacement may be made only with a **sail** and or **mast** of the same size and with the approval of the Technical Committee. The Technical Committee shall then attach an **event limitation mark** to the replacing **sail and or mast** and remove or deface any **event limitation mark** attached to the replaced **sail and or mast**.
- c) A sail and or mast replacement of a particular size is only allowed once during a regatta, unless the sail and or mast was lost or damaged beyond repair.
- d) Battens one to seven shall be placed in their corresponding **batten pocket**, batten one nearest the **head**. Camber inducers shall be used in pockets 4, 5 and 6.
- e) **During the period of One Year, a sailor shall only be able to acquire 5 new or used sails or 4 new or used masts.**
- f) At time of order / purchase, and before competition use, each sail and or mast shall be registered to a sailor on the Glide Class Ass website.
- g) The owner may apply for exemption to replace sails lost, stolen or destroyed sails.
- h) Chartered equipment is not counted as part of the limitation.

C.9.2 SAIL IDENTIFICATION

- a) All Sail Identifications shall be made on removable adhesive backed film or fabric.
- b) National Letters and Numbers

The national letters and sail number shall be black in colour and applied "back to back" on an opaque white background to the **sail** immediately above batten 4 and as close to the **leech** as possible. The opaque background shall extend a minimum of 30 mm beyond the national letters and sail number. In all other respects they shall comply with RRS Appendix G 1.2 for craft less than 3.5 m in length.

- b) Division Identification

At events where the organising authority specifies the use of identification of division, the identification shall be displayed on the **sail** above the class insignia. The minimum height of the display shall be 230 mm. The division and displays shall be:

YOUTH - BOYS	Black	Triangle	(pointing down)
YOUTH – GIRLS			
MEN -			

Red Triangle (pointing up)

c) National Flags

For World and European Championships of Divisions A and B, the National flag of the competitor shall be displayed on both sides of the **sail** between battens 4 and 5. The material depicting the flag shall self-adhesive and be placed back to back within 100mm of the **leech**. The flag area shall be a minimum of 6000sq cms and the aspect ratio of the flag shall not be altered. The national flag shall be clearly discernable on both sides of the **sail**. The Notice of Race or Sailing Instructions of an event may amend this rule.

C.9.3 MAINTENANCE AND MODIFICATIONS

- a) **Sails** and fittings shall not be altered in any way except as permitted by these **class rules**.
- b) Repairs may be carried out provided such repairs are made in such a way that the essential shape, characteristics or function of the original are not affected.
- c) Any transparent self-adhesive mono-film patches may be attached to the **sail** adjacent to the **boom spar**.
- d) Any lubricant may be used on the camber inducers.
- e) Any number of Glide camber inducer spacers, supplied by the licensed manufacturer may be used in each camber inducer.
- f) Battens, camber inducers and camber inducer spacers may be replaced. Such replacements shall be made on a "like for like" basis using fittings supplied by the licensed manufacturer.
- g) Any transparent self-adhesive chafing patches are permitted.
- h) Where a **sail** repair requires the replacement of a sail panel, or where a **sail** repair involves a seam and/or a **batten pocket** over its complete length, the **sail** shall not be eligible for use at Class World or European Championships for Divisions A or B.
- i) Battens 5 and 6 may be covered with transparent adhesive tape. Any tape applied shall not affect the bend or performance characteristic of the batten.
- j) Battens may be shortened at the outer end by reducing the fibreglass length.

Section D – Hull

D.1 GENERAL

D.1.1 MANUFACTURERS

- a) The **hull** and fittings shall be manufactured by a licensed manufacturer.
- b) The **hull** shall be produced by using moulds in the possession of the licensed manufacturer.

D.1.3 IDENTIFICATION

- a) The **hull** shall carry a manufacturers serial number displayed just aft of the rear centreplane footstrap mounting plates or displayed on the hull centreline just in front of the mast track

D.2 MATERIALS, CONSTRUCTION AND DIMENSIONS

Shall comply with the Glide 2990 construction manual.

D.3 FITTINGS

- a) Mast track complete
- b) Centreboard support plates
- c) Centreboard stomp system.
- d) Gasket assembly
- e) Foot straps
- f) Air ventilation screw

Section E – Hull Appendages

E.1 PARTS

- a) 350 mm **Fin**
- b) 550 mm **Fin**
- c) 600 mm **Fin**
- d) 688 mm **Centreboard**
- e) 780 mm **Centreboard**

E.2 GENERAL

E.2.1 MANUFACTURERS

- a) **Hull appendages** shall be manufactured by a licensed manufacturer.
- b) Moulds shall be made from master plugs, made from the master files, in the possession of the licensed manufacturer appointed by SAB Ltd. and shall be approved by WS.

E.2.2 IDENTIFICATION

- a) From Jan 1 2020, the **centreboard** shall have a serial number moulded in by the licensed manufacturer.
- b) From Jan 1 2020, the **fin** shall have a serial number moulded in by the licensed manufacturer.
- c) The **fin** and **centreboard** shall carry the "Glide" logo as applied by the licensed manufacturer.

E.3 MATERIALS, CONSTRUCTION AND DIMENSIONS

- a) Appendages shall comply with the Glide 2990 construction manual
- b) The length shall be measured from the fair underside of the hull where the appendage exits the board in a fully extended position to the tip of the appendage & shall not be longer than the dimensions mentioned above

Section F – Rigs

F.1 GENERAL

F.1.1 MANUFACTURERS

Masts, booms and fittings shall be manufactured by a licensed manufacturer.

F.1.2 IDENTIFICATION

- a) The **mast spar** top and bottom sections and the **boom spar** shall carry the manufacturer's identification as applied in the factory.

F.2 MATERIALS, CONSTRUCTION AND DIMENSIONS

Shall comply with the Glide 2990 construction manual.

F.3 FITTINGS

- a) A **mast** extension.
- b) A Universal joint.
- c) A Deck plate.

Section G – Sails

G.1 PARTS

- a) 8.5 m² **sail**
- b) 7.5 m² **sail**
- c) 5.9 m² **sail**

G.2 GENERAL

G.2.1 MANUFACTURERS

Sails and fittings shall be manufactured by a licensed manufacturer.

G.2.2 IDENTIFICATION

- a) Sails
 - i) The Class insignia shall be applied by the licensed manufacturer.
- b) Battens
 - i) Battens shall have a unique Identification graphic applied by the licensed manufacturer and be numbered 1 to 7 according to position in the **sail** from the **head**.

G.3 MATERIALS, CONSTRUCTION AND DIMENSIONS

Shall comply with the Glide 2990 construction manual

G.4 FITTINGS

- a) Battens
- b) Camber inducers
- c) Spacers for Camber inducers

PART III – APENDICES

Section H – Hull Weighting

H.1 Hull Weighting – Wet

Where an **Equipment inspector** chooses to apply C.6.2(c), the following procedure shall be applied.

The **hull** shall be presented for this test in the condition as prescribed in C.6.1, which shall require the foot straps and any centreboard covers to be removed. The ventilation screw shall be in place for the test.

The **hull** shall be put into water and left unaided to float for 30 seconds. The hull shall then be turned over and left to float unaided for a further 30 seconds.

Once complete, the **hull** shall be stood vertically on its aft end for a period of 10 minutes. After the 10 minutes the **hull** shall be re-weighed.