**ALTO Class Rules**

The class rules are intended to control all aspects of the ALTO dinghy which allows it to be called an ALTO and ensure that all ALTO teams race in boats which comply with the class rules. The rules are controlled by the ALTO Class Association (Owners).

The ALTO is a one design dinghy designed to provide fast and exciting class racing across the wind range on club courses, with a wide range of crew combinations from teenagers to grand masters. The hull shape and rig design allow it to race competitively with a combined crew weight of between 130kg and 200kg. By being a two person single trapeze boat a wide imbalance between helm and crew weight can be competitive.

The design combines the best from the traditional dinghy era and the asymmetric skiff era and by the prudent use of the latest materials each boat should remain competitive for many years.

The ALTO has been designed as a fast fun boat suitable for club racing for the many and not as an extreme machine for the few. The limited controls and adjustments are not only to prevent it becoming a cheque book class, but also to ensure it remains a fast fun tactical boat and not a serious technical machine.

This introduction provides a background as to the concept for the design and reasons for some of the rules apart from the obvious control of hull, rig and sails rules.

The class is controlled by boat owning full members who will determine necessary future changes to ensure the longevity of the class. A founding principle for the class is that no changes are introduced that deliberately increase the boat speed, thus preventing devaluation of older boats and putting pressure on the PN.

The limited control systems, the class approved hull moulder, one design sails and spars are in order to ensure the class is excellent value for money with low running costs.

It is hoped that the rules will ensure that the class will always attract a mix of sailors across a wide range of ages and abilities and one in which knowledge is shared.

**Rules**

**Hull** The hull shape is from the ALTO mould to be owned by the class association.

The deck shape is from the ALTO mould to be owned by the class association.

The hulls are of vinylester foam sandwich construction with a minimum bare hull weight of 85kg. Hulls are manufactured by the builder approved by the ALTO class association.

**Deck cover and chute**

The standard deck cover and spinnaker sock extend from the forestay bridge, under the jib track, to the mast in the centre and towards the shroud fixings at the sides. It incorporates the oval shaped chute entry ring just aft of the bridge, and pockets for halliards and spares etc. aft of the jib track. The exact shape of the cover is not fixed and can be of any colour. The standard colour is black.

**Rudder stock, tiller and extension**

The stock, tiller and extension can be of aluminium or carbon construction. Fixed rudders are not allowed.

**Foils** The lifting centerboard and rudder blade are moulded in epoxy from the official DEM ALTO moulds.

**Spars** The mast can be aluminium or carbon from the class approved manufacturer and to the ALTO specification. The ALTO carbon top mast stiffener is allowed.

The boom and gnav will be aluminium from the class approved manufacturer and to the ALTO specification.

The pole can be aluminium or carbon. Maximum extrusion length 1600mm.

**Sails** The ALTO one design sails are from the class approved sailmaker and to the ALTO specification.

**Fittings** Fittings are divided into two categories, major fittings and standard fittings.

**Major fittings**

These are fitted to the main hull by the boat builder and in accordance with class fixed dimensions. Major fittings are:- forestay bridge, pole swivel sleeve, pressure plate, jib track , centre support, shroud and lowers gunwale U bolts, mast step, centre-plate bolt, mainsheet hoop, bailers, pintles, hatch covers.

**Standard fittings**

Boats are fitted out to a standard layout and with standard fittings. Alternative systems and positions for the following fittings are allowed but they must be on the centerboard capping. No fittings are allowed on the side tanks.

The jib sheet mast swivel cleat can be raised or lowered from the standard by 50mm. The pole swing cleats can be forward, for crew operation, or aft for helm operation, or combined. The standard system is for helm operation. A combined pole launch and

spinnaker hoist for crew is standard, but a separate pole launch/ hoist, operated by crew or helm or both, is allowed.

**Allowed control systems are:-**

Mainsail outhaul under boom only.

Gnav control on box capping. Single is standard but two sided is allowed.

Cunningham control on box capping. Single is standard but two sided is allowed.

Rig tension on aft box capping with single cleat only.

Jib luff tension on aft box capping with single cleat only.

Jib sheet single swing cleat only and on mast.

Mainsheet system can be centre only or combined with stern strop with centre main sheet swivel jammer block.

Crew toe straps are allowed but are not standard.