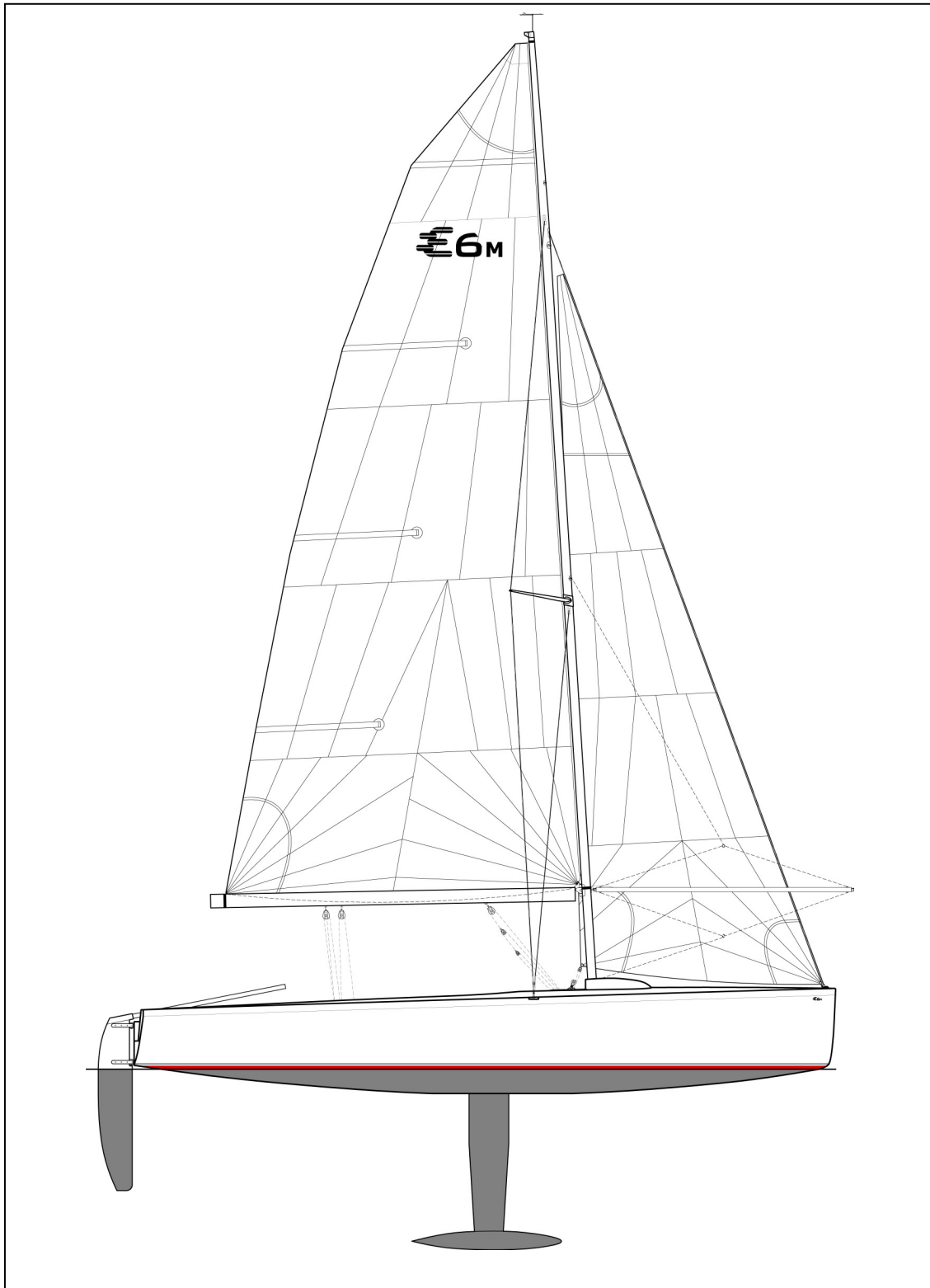


ELLIOTT 6m

INTERNATIONAL CLASS RULES

EFFECTIVE 14TH MARCH 2011



The Elliott 6m was designed in 2008 by Greg Elliott. It was selected as the equipment for the Women's Match Racing discipline at the 2012 Olympic Sailing Competition

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INTRODUCTION

This introduction only provides an informal background and the Elliott 6m Class Rules proper begin on the next page.

The Elliott 6m Class has been created as a strict one-design Class where the true test when raced is between crews and not boats and equipment. The fundamental objective of these class rules is to ensure that this concept is maintained.

Elliott 6m hulls, hull appendages and rigs are manufactured controlled and shall only be produced by a manufacturer licensed by Elliott Marine. Equipment is built in accordance with the Elliott 6m Configuration Manual or Building Specification.

*Elliott 6m sails are measurement controlled and may be made by any manufacturer. In order to confirm compliance with the class rules sails are required to be **certified** by an **official measurer** or by a manufacturer licensed under the ISAF In House Certification.*

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

PLEASE REMEMBER:
THESE RULES ARE **CLOSED CLASS RULES** WHERE IF IT DOES NOT
SPECIFICALLY SAY THAT YOU MAY – THEN YOU SHALL NOT.
COMPONENTS, AND THEIR USE, ARE DEFINED BY THEIR
DESCRIPTION.

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.1.3 Except where used in headings, when a term is printed in “**bold**” the definition in the ERS applies and when a term is printed in “*italics*” the definition in the RRS applies.

A.2 ABBREVIATIONS

- A.2.1 ISAF International Sailing Federation
- MNA ISAF Member National Authority
- ICA Elliott 6m Class Association
- NCA National Class Association
- ERS Equipment Rules of Sailing
- RRS Racing Rules of Sailing
- CH Copyright Holder (Elliott Marine)
- LM Elliott 6m Licensed by Elliott Marine to Manufacturer
- E6mBM Elliott 6m Building Manual
- E6mCM Elliott 6m Configuration Manual
- E6mRM Elliott 6m Rigging Manual

A.3 AUTHORITIES

- A.3.1 The international authority of the class is the ISAF which shall co-operate with the ICA in all matters concerning these **class rules**.
- A.3.2 For the **sails** notwithstanding anything contained herein, the **certification authority** has the authority to withdraw a **certificate** and shall do so on the request of the ISAF.
- A.3.3 For the **sails** neither the **certification authority** nor an **official measurer**, an **international measurer** or an **equipment inspector** is under any legal responsibility in respect of these **class rules** or the accuracy of measurement.

A.4 ADMINISTRATION OF THE CLASS

- A.4.1 ISAF has delegated its administrative functions of the class, excluding **sails** to CH.
- A.4.2 ISAF has delegated its administrative functions of the class in regard to **sails** to MNAs. The MNA may delegate part or all of its functions, as stated in these **class rules**, to an NCA.

- A.4.3 In countries where there is no MNA, or the MNA does not wish to administrate the class, its administrative functions as stated in these **class rules** shall be carried out by the ICA which may delegate the administration to an NCA.

A.6 CLASS RULES VARIATIONS

- A.6.1 These **Class Rules** shall not be amended suspended or override in the Notice of Race or Sailing Instructions without approval of ISAF. Additional or alternative safety equipment may be proscribed in the NOR or SI.

A.7 CLASS RULES CHANGES

- A.7.1 Changes to these **class rules** and configuration manual shall be proposed by the ICA, CH and LM and are subject to the approval of the ISAF in accordance with the ISAF Regulations.
- A.7.2 Amendments to the construction manual shall be proposed by CH and subject to the approval of the ISAF in accordance with the ISAF Regulations.

A.8 CLASS RULES INTERPRETATION

- A.8.1 Interpretation of **class rules** shall be made in accordance with the ISAF Regulations.

A.9 ISAF BUILDING PLAQUE

- A.9.1 The building plaque fee shall be paid to ISAF by CH.
- A.9.2 An ISAF Building Plaque shall be attached to the hull prior to delivery.

A.10 SAIL NUMBERS

- A.10.1 Sail numbers shall correspond to that of the ISAF plaque.

A.11 HULL & HULL APPENDAGE MANUFACTURER DECLARATION

- A.11.1 A Manufacturer's declaration shall record the following information:
- (a) Class
 - (b) Sail number
 - (c) Hull identification number
 - (d) Builder/Manufacturers details
 - (e) Date of issue of initial manufacturer's declaration
 - (f) Section D, Modification, Maintenance and Repair details
 - (g) Section D, **Corrector Weights**
 - (h) **Keel** serial numbers (if available)
 - (i) Section E, Modification, Maintenance and Repair details

A.12 RIG MANUFACTURER DECLARATION

- A.12.1 A Manufacturer's declaration shall record the following information:
- (a) Mast **Spar** identification number
 - (b) Boom **Spar** identification number
 - (c) Builder/Manufacturers details
 - (d) Date of issue of initial manufacturer's declaration

- (e) Section F, **Corrector Weights**
- (f) Section F, Modification, Maintenance and Repair details

A.13 VALIDITY OF MANUFACTURER DECLARATIONS

A.13.1 A manufacturer's declaration becomes invalid upon:

- (a) The change to any items recorded on the declaration
- (b) Withdrawal by ISAF or CH
- (d) The issue of a new manufacturer declaration,

A.13 RE-ISSUE OF MANUFACTURER DECLARATIONS

A.13.1 The LM may re-issue a Manufacturer Declaration to a **hull**:

- (a) when it is invalidated under A.12.1(a) or (b).
- (b) when it is invalidated under A.10.1 (g), (h), (i), (j) and A.11.1(f), (g) at its discretion and any remedial work shall be recorded on the re-issued declaration
- (c) in case of loss
- (d) at the request of ISAF

A.14 RETENTION OF DOCUMENTATION

A.14.1 The boat shall retain the original manufacturer declarations

A.14.2 A copy of the manufacturer declarations shall be retained by the LM and a copy shall be sent to the ICA.

Section B – Boat Eligibility and Equipment Inspection

For a **boat** to be eligible for *racing*, it shall comply with the rules in this section.

B.1 CLASS RULES AND CERTIFICATION

B.1.1 The *boat* shall:

- (a) Be in compliance with the **class rules**.
- (b) Have valid manufacturer's declarations.
- (c) Have valid **certification marks** on **sails**

B.2 CLASS ASSOCIATION MARKINGS

B.2.1 A valid Class Association Sticker, if required by the NCA or the ICA, shall be affixed to the hull in a conspicuous position.

B.3 EVENT LIMITATION MARKS

B.3.1 If an event uses **event limitation marks** these marks shall not be removed during the event. If the **event limitation mark** becomes damaged or lost this shall be reported to the race committee as soon as possible.

PART II – REQUIREMENTS AND LIMITATIONS

The **crew** and the **boat** shall comply with the rules in Part II when *racing*. In case of conflict Section C shall prevail.

The rules in Part II are **closed class rules**. **Certification control** and **equipment 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 ERS Part I – Use of Equipment shall apply.
- (b) The following RRS 2009-2012 rules shall apply as amended below:
 - (1) RRS 50.4 shall not apply.
 - (2) RRS 42 is changed as follows:
 - (i) If the average wind speed is above 14 knots, measured at deck level, the race committee may permit pumping, rocking and ooching after the starting signal. (change of RRS 42.2(a), RRS 42.2(b), RRS 42.2(c)) The signals will be made according to RRS P5.
 - (ii) *A boat's crew may pump the mainsail repeatedly to release one or more battens.*

C.2 ADVERTISING

C.2.1 LIMITATIONS

Advertising shall only be displayed in accordance the ISAF Advertising Code. (See ISAF Regulation 20)

C.3 CREW

C.3.1 LIMITATIONS

- (a) The **crew** shall consist of 2 or 3 persons.

C.3.2 WEIGHTS

For women's ISAF graded events and the Olympic Sailing Competition the **crew** shall consist of three women. The total **crew** weight (in at least swimwear) shall not exceed 205.0 kg.

Crews failing to comply with the weight limit shall not race in any races sailed that day. This rule does not apply to Open or Mixed events, or women's trophies in open events that are not ISAF Graded.

C.4 PERSONAL EQUIPMENT**C.4.1 MANDATORY**

- (a) The boat shall be equipped with **personal buoyancy** for each crew member to the minimum standard ISO 12402-5 (Level 50), or USCG Type III, or AUS PFD 2. Personal buoyancy when not worn shall not be stored inside the hull.

C.5 PORTABLE EQUIPMENT**C.5.1 MANDATORY**

- (a) FOR USE
 - (1)
- (b) NOT FOR USE
 - (1) One hand bailer
 - (2) One bucket
 - (3) Towing rope minimum 15m long of not less than 10 mm in diameter.

C.5.2 OPTIONAL

- (a) FOR USE
 - (1) Electronic or mechanical timing devices
 - (2) Electronic or magnetic compasses, which may include a timing device and a memory function
 - (3) Electronic depth gauge
 - (4) Mooring line
 - (5) Water Bottle Holder
 - (6) Sponge
 - (7) Anchor
- (b) NOT FOR USE
 - (1) Outboard and Outboard bracket
 - (2) Two paddles (It is recommended these are at least 1 meter in length)

C.6 BOAT

The following is permitted without the approval of the LM. Unless stated otherwise items mentioned in this section may be obtained any manufacturer or supplier.

MODIFICATIONS

- (a) Calibration marks

MAINTENANCE

- (b)

REPAIR

- (c) Replacement of fittings as specified in the baseline configuration as shown in Appendix 1 and 2
- (d) For a **boat** damaged at that event the boat may be repaired beyond the limits of Section C to allow it to continue to compete however the race committee shall approve such repairs only if it is happy no advantage has been gained as a result of the repair.

C.7 HULL**C.7.1 MODIFICATIONS, MAINTENANCE AND REPAIR**

The following is permitted without the approval of the CH **(OR LM CHOOSE)**. Unless stated otherwise items mentioned in this section may be obtained any manufacturer or supplier.

MODIFICATIONS,

- (a) Non slip material of any kind (maximum thickness 5mm) may be added to the cockpit floor.
- (b) A depth sensor may be fitted flush to the hull surface Holes may be made and local reinforcement in the **hull**
- (c) Magnetic compasses
- (d) Cockpit line bags
- (e) Location and installation of mooring cleats or eyes are optional
- (f) A drain hole and plug may be installed in the transom but shall remain closed while racing.
- (g) Foredeck hatch may be fitted with the upgraded seal and catch as supplied by EM.
- (h) A flexible spinnaker sheet catcher may be added to the bow provided it does not project more than 100 mm from the sheerline.

MAINTENANCE

- (l) Waxing and polishing of the hull
- (m) Vinyl may be added to the hull above the waterline to facilitate the displaying of advertising.
- (n) The **hull** may be antifouled from below 100mm above the waterline and the hull may be lightly sanded to key the surface.

REPAIR

- (o) Replacement of all deck fittings as per Appendices 1 to the sheave diameter indicated are permitted. The recommended parts from Ronstan and Harken are listed in the Baseline Configuration included in Appendix 2 or 3

C.7.4 FITTINGS**(a) USE**

- (1) The foredeck hatch shall remain closed while racing except for brief periods to facilitate access to supplies.
- (2) Toe straps shall not be extend more than 200mm above cockpit sole

C.8 HULL APPENDAGES**C.8.1 MODIFICATIONS, MAINTENANCE AND REPAIR**

The following is permitted without the approval of the LM. Unless stated otherwise items mentioned in this section may be obtained any manufacturer or supplier.

MODIFICATIONS

- (a) The Ronstan XYZ tiller extension may be replaced by one of any material, supply provided the overall length does not exceed.

MAINTENANCE

- (c) Waxing and polishing of the **hull appendages** is permitted provided the intention and effect is to polish
- (d) The **keel** may be lightly sanded to key the surface.
- (e) Vinyl or similar may be added to the rudder above the waterline to facilitate the displaying of advertising.

REPAIR

- (e) **Hull appendages** or improving, shape or performance beyond the original is not permitted.

C.8.2 LIMITATIONS

- (a) Only one **keel** and one **rudder** blade shall be used during an event except when a **hull appendage** has been lost or damaged beyond repair. Such replacement may be made only with the approval of the race committee.

C.8.3 KEEL**(a) DIMENSIONS**

The maximum projection from the bottom of the hull at the front of the keel fin to the top of the bulb shall be 1190 mm

(c) USE

- (1) The **keel** shall be fixed down and may only be released for the purposes of re-floating when aground after which it shall be secured down at the earliest opportunity.

C.8.4 RUDDER**(a) USE**

- (1) The **rudder** blade shall be fixed in position.

(b) FITTINGS**C.9 RIG****C.9.1 MODIFICATIONS, MAINTENANCE AND REPAIR**

The following is permitted without the approval of the LM. Unless stated otherwise items mentioned in this section may be obtained any manufacturer or supplier.

MODIFICATIONS

- (a) Running rigging may be replaced rope of minimum diameter as stated in appendix E.7.1
- (b) A mechanical wind indication device may be fitted on the top of the **mast**.
- (c) compass bracket
- (d) Protective covering for lower part of the mast to prevent jib clew damage
- (e) Loose rigging screw covers
- (f) Hook or shackle to attach outhaul to sail,
- (g) Shopcord may be added to the rig to prevent snagging

MAINTENANCE

- (g) Normal servicing or replacement on a like for like basis of running rigging and fittings

REPAIR

- (i) Mast and booms may be lightly sanded and repainted or recoated

Replacement of the following items is permitted. Parts may be obtained from any supplier:

- (a) Cleats
- (b) Sheave blocks

C.9.2 LIMITATIONS

- (a) Only one set of **spars** and standing **rigging** shall be used except when an item has been lost or damaged beyond repair. Such replacement may be made only with the approval of the race committee.

C.9.3 MAST**(b) USE**

- (1) The **spar** shall be stepped in the mast step located on the cockpit floor.
- (2) The mast heel position shall not be adjusted

C.9.7 STANDARD RIGGING

Replacement of the standard rigging is permitted. Parts may be obtained from the LM

(a) USE

- (1) Standard rigging shall be arranged as supplied by the LM and documented in the Elliott 6m rigging manual

C.9.8 RUNNING RIGGING

Replacement of the running rigging is permitted. Parts shall be of uniform diameter and may be obtained from any supplier.

(a) USE

- (1) Running rigging shall be arranged as supplied by the LM and documented in the Elliott 6m Rigging manual.

C.10 SAILS**C.10.1 MODIFICATIONS, MAINTENANCE AND REPAIR**

The following are permitted without re-measurement and re-certification.

- (a) Maintenance and repairs that do not effect compliance of any Section G measurement or construction rule.
- (b) Addition of **Flutter patches, chafing patches, batten pocket patches** camber stripes and tell tells to the **mainsail** and **headsail**.
- (c) Battens of optional material may be placed in the **batten pockets**
- (d) Vinyl, PSA Dacron or similar materials may be added to the **sails** to facilitate advertising

C.10.2 LIMITATIONS

- (a) Not more than one **mainsail**, one jib and one spinnaker shall be carried aboard.
- (b) Not more than one **mainsail**, one jib and one spinnaker shall be used during an event, except when a **sail** has been lost or damaged beyond repair. Such replacement can only be made with the approval of the race committee.

C.10.3 MAINSAIL

(a) IDENTIFICATION

The national letters and sail numbers shall be positioned between the second and third **batten pockets** down from the **head** in accordance with RRS Appendix G.1.3 (a).

(b) USE

- (2) The highest visible point of the **sail**, projected at 90° to the mast **spar**, shall not be set above the lower edge of the mast **upper limit mark**. The intersection of the **leech** and the top of the boom **spar**, each extended as necessary, shall not be behind the fore side of the boom **outer limit mark**.
- (3) The **luff** bolt rope shall be in the mast **spar** track.
- (4) The **mainsail** shall be attached to the **boom** only at the **clew**.

C.10.4 JIB

(a) USE

- (1) The jib **luff** shall be attached to the **forestay** using hanks.

C.10.5 SPINNAKER

(a) IDENTIFICATION

National letters are optional;

Section D – Hull

D.1 GENERAL

D.1.1 RULES

- (a) The **hull** shall comply with the **class rules** in force at the time of manufacturer.

D.1.3 IDENTIFICATION

- (a) The hull shall carry the ISAF Plaque permanently placed on the starboard aft side of the cockpit.

D.1.4 BUILDERS

- (a) The hull shall built by a builder licensed by EM.
 (b) All moulds shall be approved by CH.
 (a) The **hull** shall be built by a builder licensed by CH in accordance with the E6mCM. **Hull** and **Deck** moulds emanate from a common master plug controlled by CH .

D.2 MODIFICATIONS, MAINTENANCE AND REPAIR

The alterations contained in D.3.1. to D.3.3 may be made by a LM (OR LM CHOOSE), or by anybody after a formal request has been made to the LM (OR LM CHOOSE) and written approval is received by the owner. This shall require the manufacturers declaration to be re-issued

- (a) If any **hull** is damaged and requires repaired in any other way than described in section C the details shall be recorded on the Manufacturers declaration.

D.3 WEIGHTS

The hull shell including transom, the deck, the internal structure, the fittings associated with these parts and any corrector weights.

	minimum	maximum
Hull Mass	263 kg	XYZ kg

Measurement Condition

Section E – Hull Appendages

E.1 GENERAL

E.1.1 RULES

- (a) **Hull appendages** shall comply with the **class rules** in force at the time of manufacturer.
- (b) The **keel** is to remain removable at all times.

E.1.2 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) Hull appendages shall not be altered in any way except as permitted by these class rules.
- (b) Routine maintenance such as waxing and polishing is permitted without re-measurement and re-certification provided the intention and effect is to polish only.

E.2.3 CERTIFICATION

- (a) Refer A.11

E.2.4 MANUFACTURERS

- (a) The **hull appendages** shall be made by manufacturers licensed by CH.

E.3 KEEL

E.3.1 RULES

- (a) The **keel** shall comply with the **class rules** in force at the time of the initial **certification** of the **hull**.

E.3.3 DEFINITIONS

- (a) The keel consists of a keel fin with a lead bulb on the bottom and removable mounting plate on the top. The keel fin/ bulb are encased in a one piece moulding.

E.3.4 MANUFACTURERS

- (a) The keel shall be made by manufacturers licensed by CH.

E.3.5 MATERIALS

- (a) Shall comply with the E6mCM.

E.3.6 CONSTRUCTION

- (a) Shall comply with the E6mCM.

E.3.7 WEIGHTS

	minimum	maximum
weight of the keel and bulb shall	268 kg	272 kg

E.4 RUDDER BLADE, RUDDER STOCK AND TILLER**E.4.1 RULES**

- (a) The **rudder** blade shall comply with the **class rules** in force at the time of **certification**.

E.4.2 CERTIFICATION

- (a) Refer A.11

E.4.3 DEFINITIONS

- (a) The rudder is a one piece moulded composite blade incorporating a socket for a composite tiller. Stainless steel gudgeons are attached to the blade.

E.4.4 MANUFACTURERS

- (a) The rudder shall be made by Manufacturers licensed by CH.

E.4.5 MATERIALS

- (a) Shall comply with the E6mCM manual.

E.4.6 CONSTRUCTION

- (a) The rudder shall be moulded from an approved tooling generated from the original tooling of CH and comply with the E6mCM.

E.4.7 FITTINGS

- (a) MANDATORY
- (1) Composite tiller
 - (2) Stainless steel gudgeon

E.4.8 WEIGHTS

	minimum	maximum
	9 kg	9.5 kg

Section F – Rig

F.1 PARTS

F.2 GENERAL

F.2.1 RULES

- (a) The **spars** and their fittings shall comply with the **class rules** in force at the time of **certification** of the **spar**.
- (b) The standing and running **rigging** shall comply with the **class rules**.

F.4 MODIFICATIONS, MAINTENANCE AND REPAIR

The following alterations may be made by a LM, or by anybody after a formal request has been made to the LM and written approval is received by the owner. This shall require the manufacturers declaration to be re-issued

- (a) If any **spar** is damaged and requires repaired in any other way than described in section C the details shall be recorded on the Manufacturers declaration.

F.2.3 CERTIFICATION

- (a) Refer A12.1

F.2.4 DEFINITIONS

- (a) MAST DATUM POINT

The **mast datum point** is at the heel point.

F.2.5 MANUFACTURER

- (a) Rig manufacture shall be licensed by CH.

F.3 MAST

F.3.1 MATERIALS

- (a) The **Spar** shall be made of composite materials specified within the manufacturers licence.
- (b) The Spar shall be painted using a clear coat.

F.3.2 CONSTRUCTION

- (a) The **spar** shall be built on mandrels approved by CH to the approved building specification.
- (b) The spar shall be fitted out to the requirements of the building specification.

F.3.3 FITTINGS

- (a) The following fittings are mandatory:
 - (1) Masthead fitting incorporating a halyard lock
 - (2) Sail Track
 - (3) The mast shall have sheave boxes for:
 - One Mainsail halyard

- One Jib Halyard
- One Spinnaker Halyard
- One Topping Lift
- (4) Tangs and t-ball sockets for shrouds
- (5) Jib halyard 2:1 attachment tang
- (6) One pair of fixed spreaders
- (7) Gooseneck
- (8) Mast base including 4 sheaves and vang attachment
- (9) Spinnaker pole ring

F.3.5 WEIGHTS

	minimum	maximum
Mast Mass	kg	

F.4 BOOM

F.4.1 MATERIALS

- (a) The **boom** shall be made of composite materials specified within the manufacturers licence.
- (b) The boom shall be painted using a clear coat.

F.4.2 CONSTRUCTION

- (a) The **boom** tube shall be a uniform section.
- (b) The construction shall be as per specified in the manufacturers licence.

F.4.3 FITTINGS

- (a) The following are mandatory:
 - (1) Clew outhaul fittings for 4:1 purchase with cleat adjustment
 - (2) Sheave box
 - (3) Vang and mainsheet blocks
 - (4) Spinnaker stowage fittings
 - (5) Gooseneck fittings
 - (6) Vang attachment fitting
 - (7) Mainsheet attachment fittings

F.4.4 DIMENSIONS

	minimum	maximum
Outer Point Distance		3140 mm
Boom limit mark width	15 mm	

F.4.5 WEIGHTS

	minimum	maximum
Boom Mass	kg	

F.6 STANDING RIGGING

F.6.1 MATERIALS

- (a) The standing **rigging** shall be of stainless steel wire.

F.6.2 CONSTRUCTION

- (a) MANDATORY

- (1) One forestay 1 x 19 “non faired” stainless steel wire.
- (2) One pair upper shrouds (V1) 1 x 19 “non faired” stainless steel wire.
- (3) One pair of lower shrouds (D1) 1 x 19 “non faired” stainless steel wire.

F.6.3 FITTINGS

- (a) The following fittings are mandatory:

- (1) Forestay rigging screw with toggle
- (2) Upper and lower shrouds adjustable barrel toggles
- (3) T-bar swages
- (4) Stud swages

F.6.4 DIMENSIONS – TO BE CONFIRMED

	minimum	maximum
Forestay length from deck fitting to mast connection	-	mm
Forestay diameter	4.7 mm	5.1 mm
Upper Shroud (V1) length from rigging screw to chain plate	-	mm
Upper Shroud (V1) diameter	4.7 mm	5.1 mm
Lower Shroud length from mast to chain plate	-	mm
Shroud diameter	3.8 mm	4.1 mm

F.7 RUNNING RIGGING

F.7.1 CONSTRUCTION & MATERIALS

- (a) MANDATORY

Description	Minimum Diameter	Recommended		
		Length	Material	Finish
Mainsheet	8mm	14m	Polyester	eye splice one end (Black)
Jib Sheet	6mm	2 x 5m	Dyneema	loop splice one end

				(Black/red fleck)
Spinnaker Sheet	8mm	22 m	Polyester	(Blue)
Main Traveller	6mm	6.1m	Polyester	eye splice both ends (Red fleck)
Vang Strop	4mm	970mm	Dynex	Eye splice each end
Vang Strop	3mm	840mm	Dynex	Eye splice each end
Vang Control	5mm	8.3m	Polyester	green ball each end (Green fleck)
Spin Pole downhaul to pole	4mm	3.7m	Polyester and Dyneema	
Spin sheet barber hauler	4mm	4m	Dyneema	with loop splice each end (Grey)
Spin Pole down control	4mm	5m	polyester Dyneema	red ball each end (Red black/white fleck)
Spin Pole Topper	4mm	5m	polyester Dyneema	Blue ball each end (Blue black/white fleck)

- (5) Spinnaker halyard
- (6) Spinnaker sheet and guy
- (7) Spinnaker pole topping lift and downhaul
- (8) Spinnaker Halyard
- (9) Mainsheet traveller car control line
- (10) Mainsail clew outhaul
- (11) Main Halyard
- (12) Two spinnaker Barber haulers

(b) OPTIONAL

- (1) Mainsail Cunningham line

Section G – Sails

G.1 PARTS

G.1.1 MANDATORY

- (a) Mainsail
- (b) Headsail

G.1.1 OPTIONAL

- (a) Spinnaker

G.2 GENERAL

G.2.1 RULES

- (a) **Sails** shall comply with the **class rules** in force at the time of **certification**.

G.2.2 CERTIFICATION

- (a) The **official measurer** shall **certify** mainsails and headsails in the **tack** and spinnakers in the **head** and shall sign and date the **certification mark**.
- (b) An MNA or ISAF may appoint one or more **In-House Official Measurers** to measure and **certify sails** produced by that manufacturer.

G.2.3 SAILMAKER

- (a) The sailmaker is optional. No licence is required.

G.2.4 MODIFICATION, MAINTANCE AND REPAIR

The **sails** shall not be altered in any way except as permitted by Section C of these **class rules**. Any additional work shall require new **certification control** and re-**certification**.

G.3 MAINSAIL

G.3.1 IDENTIFICATION

- (a) The class insignia shall conform to the dimensions and requirements as detailed in the diagram in Appendix 1 and shall be positioned on both sides of the **mainsail**, between the top two **batten pockets** in accordance with RRS Appendix G.1.3 (a).

G.3.2 MATERIALS

- (a) The **ply** fibres shall consist of polyester, aramids, HMPE.
- (b) **Stiffening** shall consist of:
 - (1) Cornerboards: plastic or aluminium

- (c) **Sail reinforcement** shall consist of polyester, aramids, HMPE.

N.B. Aramid is marketed under trade names such as Kevlar and Twaron and HMPE under trade names such as Spectra and Dyneema.

G.3.3 CONSTRUCTION

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

- (b) The **body of the sail** shall consist of **woven ply** and/or **laminated ply** made from one or more of the following materials: polyester, aramids, HMPE.
- (c) **Sails** made of **laminated ply** shall have a **woven ply** patch fixed at the **tack** on which the **sail** may be **certified**.
- (d) The sail shall have 4 **batten pockets** in the **leech**. The upper **batten pocket** shall extend from **leech** to **luff**.
- (e) The following are permitted: Stitching, glues, webbing, woven and PTFE tapes, bolt ropes, corner eyes, corner rings, Velcro or other fastening, Cunningham eye or block, battens, batten pocket elastic, **batten pockets**, batten retaining devices, leech line with cleat, camber bands, sail numbers, national letters and class insignia, tell tales, headboards and fixings, **certification mark**.
- (f) The **leech** shall not extend aft of straight lines between:
 - (1) the **aft head point** and the intersection of the **leech** and the upper edge of the nearest **batten pocket**,
 - (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,
 - (3) the **clew point** and the intersection of the **leech** and the lower edge of the nearest **batten pocket**.

G.3.4 DIMENSIONS

	minimum	maximum
Luff length	-	7495 mm
Leech length	-	7900 mm
Foot length	-	3140 mm
Quarter width	-	2790 mm
Half width	-	2200 mm
Three-quarter width	-	1350 mm
Top width	-	125 mm
Primary reinforcement	-	355 mm
Secondary reinforcement:		
from sail corner measurement points	-	1065 mm
for flutter patches	-	120 mm
for chafing patches	-	300 mm
for batten pocket patches	-	300 mm
Tabling width	-	50 mm
Batten pocket length:		
uppermost and lowermost pocket:		
Outside	-	1150mm
intermediate pockets:		
Inside	-	1140mm

	minimum	maximum
Batten pocket width:		
Outside	-	80 mm
Head point to intersection of leech and centreline of uppermost batten pocket	1420 mm	1430 mm
Head point to intersection of luff and centreline of uppermost batten pocket	1140 mm	1150 mm
Clew point to intersection of leech and centreline of lowermost batten pocket	1600 mm	1610 mm
Distance from the head point to start of the luff bolt rope		100 mm
Distance from the tack point to start of the luff bolt rope		150 mm

G.4 HEADSAIL

G.4.1 MATERIALS

- (a) The **ply** fibres shall consist of polyester, aramids or HMPE.
- (b) **Stiffening** shall consist of:
 - (1) Corner boards: plastic or aluminium.
- (c) **Sail reinforcement** shall consist of polyester, aramids, HMPE.

G.4.2 CONSTRUCTION

- (a) The construction shall be: **soft sail, single ply sail**.
- (b) The **body of the sail** shall consist of **woven ply** and/or **laminated ply** made from one or more of the following materials: polyester, aramids, HMPE.
- (c) The sail shall have up to a maximum of 3 **batten pockets** in the **leech**. The upper **batten pocket** shall extend from **leech** to **luff**.
- (d) The following are permitted: Stitching, glues, webbing, woven tapes, twist hanks, corner eyes, corner rings, Velcro or press studs, leech line with cleat, foot line with cleat, camber bands, tell tales.
- (e) The **luff** shall have hanks attached along its length, a maximum of 650 mm apart. At least one hank shall be placed within 200 mm of the **head point** and one hank within 200 mm of the **tack point**.
- (f) **Windows** are permitted below **half width**.
- (g) **Sails** made of **laminated ply** shall have a **woven ply** patch fixed at the **tack** on which the **sail** may be **certified**.

G.4.3 DIMENSIONS

	minimum	maximum
Luff length	6600	6700 mm
Leech length	6050	6150 mm
Foot length	2000	2100 mm

	minimum	maximum
Half width	-	960 mm
Top width	-	60 mm
Primary reinforcement		355 mm
Secondary reinforcement:		
from sail corner measurement points	-	1000 mm
for flutter patches	-	120 mm
for chafing patches	-	300 mm
for batten pocket patches	-	300 mm
Tabling width	-	50 mm
Seam width	-	40 mm
Window area	-	0.75 m ²
Batten pocket length:		
Outside	-	530 mm
Batten pocket width:		
Outside	-	50 mm
Head point to intersection of leech and centreline of uppermost batten pocket	1530 mm	1540mm
Clew point to intersection of leech and centreline of lowermost batten pocket	1530 mm	1540 mm

G.5 SPINNAKER

G.5.1 MATERIALS

- (a) The **body of the sail** and **secondary reinforcement** shall be of nylon woven ply.
- (b) **Primary reinforcement** and **tabling** may be of any nylon or polyester woven ply.

G.5.2 CONSTRUCTION

- (a) The construction shall be: **soft sail, single ply sail**.
- (b) The **body of the sail** shall consist of **woven ply** throughout.
- (c) Advertising may be cut into the **body of the sail**.
- (d) The following are permitted: Stitching, glues, webbing, woven tapes, corner eyes, corner rings, camber bands, sail numbers and national letters, tell tales, leech lines, luff lines, foot lines, **certification mark**.

G.5.3 DIMENSIONS

	minimum	maximum
Leech length / Luff Length	7350mm	7450 mm
Foot length	4000mm	4150 mm
Foot Median	-	8100 mm
Difference between diagonals	-	50 mm
Quarter width		4390 mm

	minimum	maximum
Half width		4250 mm
Three-quarter width		2640 mm
Primary reinforcement	-	320 mm
Secondary reinforcement:		
from sail corner measurement points	-	960 mm
Tabling width	-	50 mm
Seam width	-	30 mm

Appendix 1 –

Appendix 2 – Insert Ronstan PDF

Appendix 3 – Insert HARKEN PDF

PART III – EVENT RULES

These rules must be invoked individually by the notice of race or sailing instructions. The default is these rule do not apply. The notice of race shall state that “Elliott 6m Class rules are invoked in addition class rule Section I.XYZ and IXYZ are also invoked” For any event I.1 may not be invoked as this is an advisory rule.

Section I

I.1 GENERAL GUIDANCE

I.1.1 WINDSPEED

- (a) It is recommended to the race committee that they do not be started if record winds consistently at or above 25 knots or gusting to 28 knots and above. If wind increases to 25 knots and above, it remains at the discretion of the race committee whether or not to abandon the race.

I.2 ADDITIONAL SAFETY EQUIPMENT

In addition to that required by Section C the following shall be aboard.

The following shall be stowed when not in use in the cockpit

- (1) One anchor, or anchor with chain securely attached thereto, and not less than 30 m of rope of not less than 8 mm in diameter securely attached thereto. The total weight of the anchor and chain shall not exceed 8 kg or be less than 6 kg of which the weight of the anchor shall be not less than 4 kg. The anchor line must be securely fastened to the boat.
- (3) Heaving Line
- (4) VHF Radio
- (5) First Aid Kit

The following shall not be used and shall be either inside the hull or in the cockpit.

- (1) 2 paddles of minimum length 1 m

I.3 CREW WEIGHT LIMITS

The notice of race may invoke class rules I.3.1, I.3.2 or I.3.3 to replace class rule C.3.2 the schedule of weigh in shall be included in the NOR or be displayed on the official notice board.

I.3.1 FOR EVENTS WITH PRE REGATTA WEIGH IN

	minimum	Maximum
The total weight of the crew at the time of the weight in shorts and T Shirt		205 kg

Protest during the regatta for breaches of class rule C.2.4 will not be permitted by any competitor.

Crew substitutions are permitted during at the discretion of the race committee and shall be the only basis for re-weighing.

I.3.2 FOR EVENTS WITH DAILY WEIGH IN

The crew shall be weighed before the first race of each day and crew substitutions shall be at the discretion of the race committee.

	minimum	maximum
The total weight of the crew at the time of the weight in wearing shorts and T Shirt		205 kg

Protest during the regatta for breaches of class rule C.2.4 will not be permitted except by the race committee who shall protest the crew if the crew is over weight.

I.3.3. FLEET RACING - FOR EVENTS AND SERIES WITHOUT A PRE REGATTA WEIGHT IN

Crew substitutions are permitted during a regatta provided no crew declaration form has been required by the notice of race in which case it shall be at the discretion of the race committee

	minimum	maximum
The total weight of the crew in shorts and T Shirt		205 kg

Boats whose crew exceeds the maximum weight allowance in Rule C.2.4(b) shall be penalized as follows:

- (i) *When a boat's total crew weight of is higher than 205 kg but less than or equal to 210 kg, the boat shall receive, in each race of the day, a scoring penalty equal to the whole number (rounding 0.5 upward) nearest to the 5% of the number of boats entered, except that she shan't be scored worse than DNF.*
- (ii) *When a boat's total crew weight is higher than 210 kg but less than or equal to 225 kg, the boat shall receive, in each race of the day, a scoring penalty equal to the whole number (rounding 0.5 upward) nearest to the 20% of the number of boats entered, except that she shan't be scored worse than DNF.*
- (iii) *When a boat's total crew weight is higher than 225 kg, the boat shall be scored DSQ for the every race in the event.*

When (i) or (ii) apply the scores of the other boats shall not be changed; therefore, two boats may receive the same score.