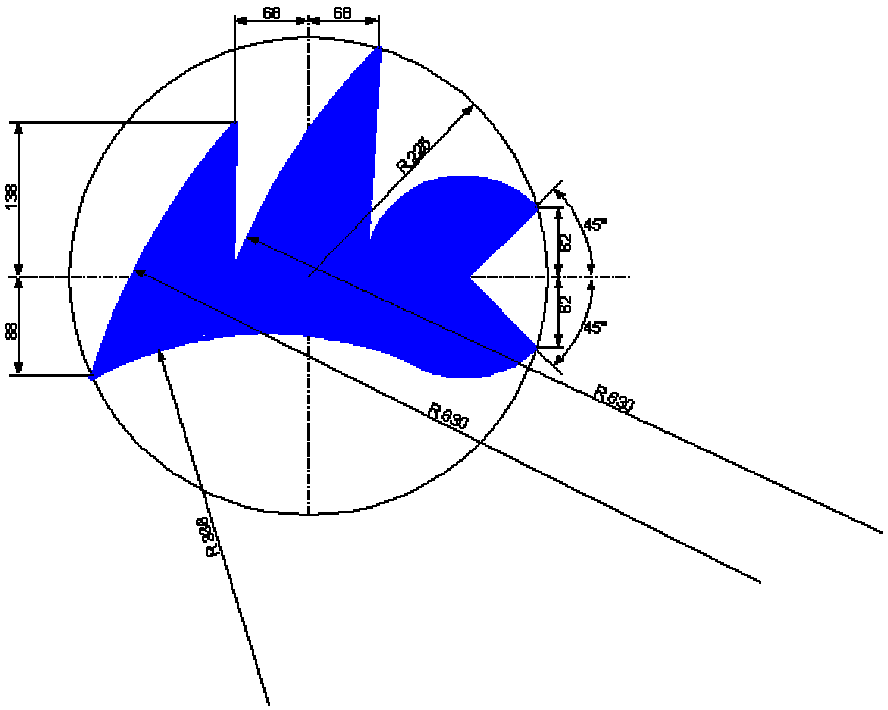
International Micro Cupper Class Association



Measurement Rules

Edition 2002

The Micro Cupper Class, usually named « Micro Class » has sailed over 25 years, and there have been no major changes in the Measurement Rules. These were written initially in 1977, then re-written in French in1988. The English translation became the official text in 1995.
The Rules are now re-written for the second time, all the additions and interpretations of the last 14 years are included in the main text, the numbering is new.

Appendixes 1 to 4 are to be considered as part of the Rules and are now included in the official text, approved by ISAF.

This edition of the Rules comes into effect on 1st January 2002

01.00.00 General

01.01.00 The purpose of the "Micro" rule is to enable small sailing yachts, which are easily transported, to compete in elapsed time.

01.02.00 The official language of the Class is English and in case of dispute over translation the English text shall prevail. The word "shall" is mandatory and the word "may" is permissive.

01.03.00 The present rules, which include all amendments since 1977 replace and cancel those preceding. They shall be applicable as from 1st January 2002.

01.04.00 The Micro Class includes two Divisions of production yachts, Racers and Cruisers. These divisions have special limitations, as defined in Appendix 1. When a yacht does not qualify for one of these divisions, she will be considered as a "Prototype".

01.05.00 GENERAL LIMITATIONS:

Common limitations are the following, some additional limitations may apply for Racers and Cruisers, see Appendix 1:

01.05.01 The Hull length measured 0,70 metre above the waterline shall not exceed 5,50 metre and average freeboard shall not be less than 0,60 metre.

01.05.02 The Displacement shall not be less than 450 kilograms.

01.05.03 The Maximum Beam shall not exceed 2,45 metres.

01.05.04 The Maximum Draft shall not exceed 1,10 metres.

01.05.05 a. The Maximum Sail Area upwind (main + genoa) shall not exceed 18,50 square metres.
b. The Maximum Spinnaker Area shall not exceed 18,50 square metres.

01.05.06 The Stability of the vessel shall be governed by the dispositions described in Part 4 (04.00.00).

01.05.07 Buoyancy shall maintain the boat floating in an upright position.

01.05.08 a. There shall be at least three berths in the cabin.
b. The standing height above the cabin sole shall not be less than 1,15 metre.

02.00.00 HULL AND APPENDAGES

02.01.00 MEASUREMENT TRIM

02.01.01 The boat shall be measured with all standing rigging, running rigging, deck fittings, rudder, ballast in their normal navigating positions.

02.01.02 Unless otherwise stated, Centreboards, Daggerboards or Drop Keels shall be fully lowered.

02.01.03 The following shall not be on board during measurement: sails, movable equipment, engine, safety and navigational equipment, personal gear, food and any kind of liquids (including fuel).

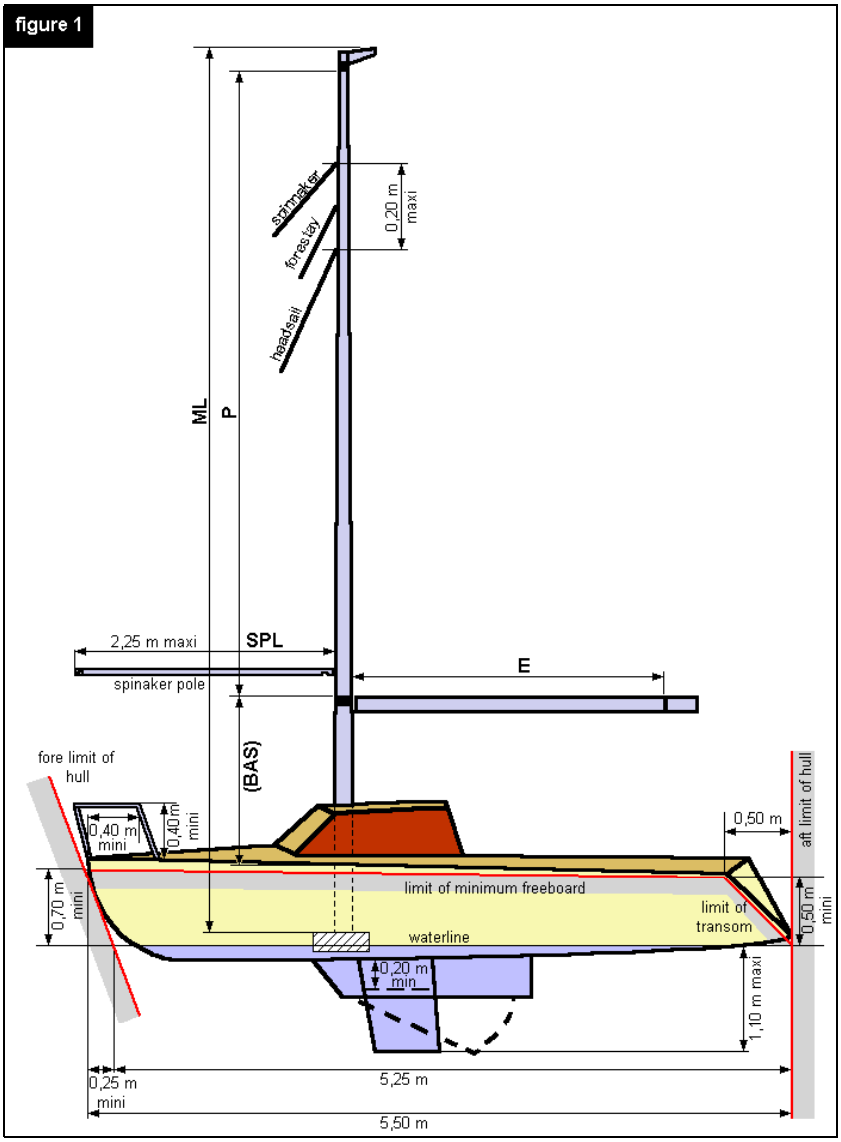
02.02.00 HULL DIMENSIONS

02.02.01 Limitations regarding Length and Freeboard are controlled by means of templates as shown in figure 1.

02.02.02 Except for a projection appearing in some types of junction between deck and hull and provided the jib is tacked inside the forward limit of the template, no part of the hull shall extend beyond this limit.

02.02.03 No part of the hull shall extend beyond the aft limit of the template

figure 1



02.03.00 DISPLACEMENT

02.03.01 The Displacement shall be measured by weighing. The weight shall not be less than 450 kilograms

02.03.02 The Inner Ballast shall be permanently secured to the structure of the hull. Ballast in moveable appendages is allowed as long as the ballast is secured to the structure of the appendages and the movement of the appendage meets the stability requirements of Part 4 (04.00.00).

02.03.03 No material with a density greater than that of lead is allowed in any ballast

02.04.00 MAXIMUM BEAM

02.04.01 The Maximum Beam including plates, rubbing strakes or similar protections shall not exceed 2,45 metres.

02.04.02 Outriggers are not allowed (see RRS 50.3).

02.05.00 MAXIMUM DRAFT

02.05.01 The Maximum Draft shall not exceed 1,10 metre in Measurement trim.

02.05.02 The movement of a Centreboard, Daggerboard or Drop Keel shall be limited at the top and bottom by positive blocking devices, which shall be able to work in any circumstance.
While navigating, the blocking devices shall be fitted with a sealing system ensuring the yacht conforms to the measurement rules. The blocking device may be neutralised for trailing and transport.

02.05.03 The high position blocking device shall be fitted in a position ensuring that the yacht passes the stability tests and that there is always at least 0,20 metre protruding out of the hull in the event of a capsize.

02.05.04 The low position blocking device shall be reliable and strong, and shall limit the movement of this appendage to the draft limitations of 02.05.01.

02.06.00 RUDDER

02.06.01 Hanging Rudders on a transom stern are not included when measuring LOA. Rudder's maximum projected thickness shall not exceed 40 millimetres. Its configuration shall not be a way of artificially increasing the waterline length by means of an increased stern volume.

02.07.00 STRONG CONSTRUCTION

02.07.01 Yachts shall be strongly built. It means that they shall be able to sail in coastal waters, large bays, estuaries, lakes and rivers where conditions up to, and including, wind force 6 and significant wave heights up to, and including, 2 metres may be experienced.

02.07.02 There are no restrictions on construction materials.

02.07.03 Strongly built implies that a person weighing 80 kilograms may stand, sit or lay anywhere on the yacht (deck, roof, cockpit, cabin sole, berths), without having to choose the place and without causing structural failure

02.08.00 WATERTIGHT CONSTRUCTION

02.08.01 Yachts shall be watertight. Openings to the inner volumes, such as spinnaker bailers are prohibited

02.08.02 Access to the inner accommodation is permitted through a vertical opening, facing aft. This opening may be extended by a horizontal opening in front thereof.

02.08.03 The sill of the companionway shall be at least 0,15 metre above the cockpit sole.

02.08.04 All sail and appendages controls shall be available from the cockpit. No handling may require an opening of the companionway doors and hatches, except a short opening in order to extract sails or tools from the cabin.

02.08.05 Access to the cabin shall be closed and locked on request of the Race Committee

02.08.06 The cockpit(s) shall be essentially watertight and self-draining at all angles of heel. Cockpit drains shall have a total area of no less than 10 square centimetres

02.08.07 During the entire stability test as described in Part 4 (04.00.00), the companionway shall never have a clearance of less than 0,10 metre above water surface.

02.08.08 No opening is allowed in front of the mast, except at a distance of no more than 0,10 metres from the mast. All hatches, fittings or part of the rig in this area shall be tightly closed or fitted with a watertight gasket when navigating.
Note: Yachts build prior to 1st January 2002 shall meet this requirement no later than 1st January 2003.

02.08.09 A hull-stepped mast shall be fitted with a mast gasket.

02.09.00 PULPIT

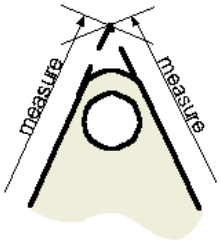
02.09.01 A rigid forward pulpit securely attached shall be located near the stem.
The top of the pulpit shall be at a height of not less than 0,40 metre above the deck and shall extend aft of the foremost point of the stem by an amount of not less than 0,40 metre (see figure 1).

03.00.00 SAIL AND RIG

03.01.00 GENERAL

03.01.01 As stated in ISAF Equipment Rules of Sailing (ERS) all sails shall be measured on a flat surface with sufficient tension to remove wrinkles across the line of measurement and shall include the fabric length between measurement points. Unless otherwise stated, the Head of a sail is defined by the intersection of the lines of the Luff and Leech, projected if necessary. All other measurement points shall be made at the extreme outside of ropes, wire or fabric of the sail's edges (see figure 2).

figure 2



The corners a, b, e are usually rounded or turncated around the eye. The corner for the measurement is a fictive point at the fair extention of the cloth borders. Unless otherwise stated, the measurement is made between these fictive points.

03.01.02 Only single-masted yachts are allowed.

03.01.03 Double luffed Sails (i.e. sails with a streamlined or wrap-around luffs and not sails as spinnakers), rotating masts, permanently or mechanically bent spars (or any similar devices) are prohibited.
Normal adjustment of rigging in order to bent a mast or spar whilst sailing is allowed.

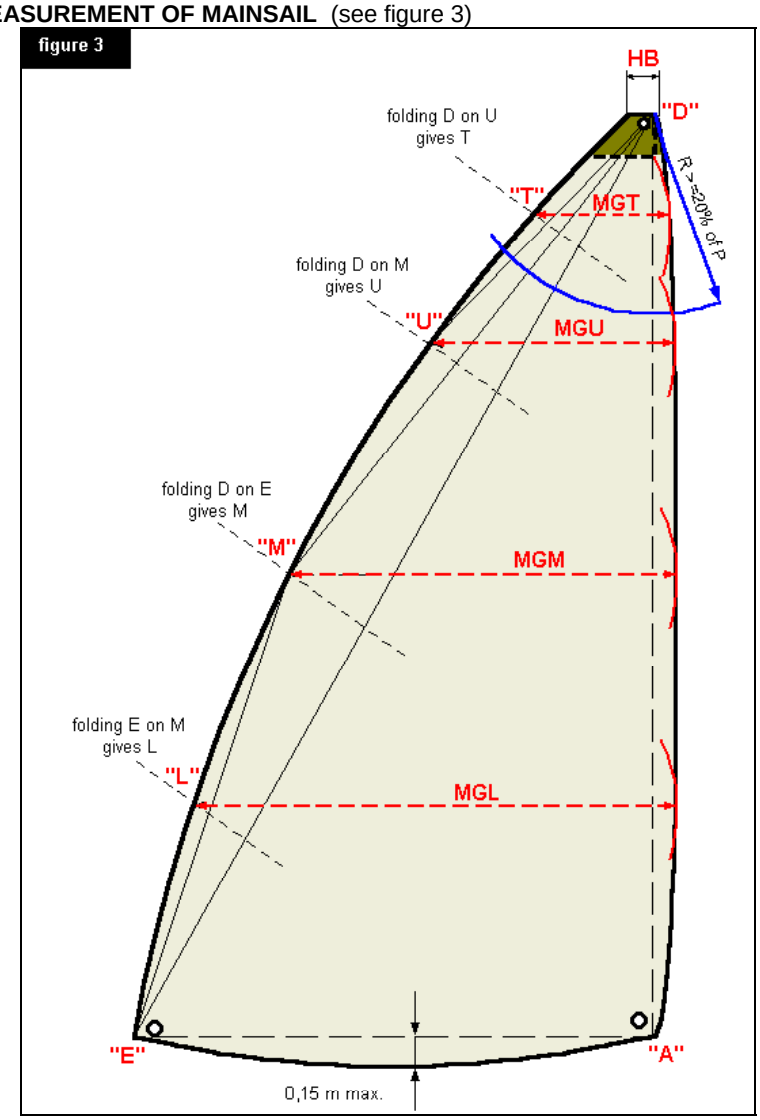
03.01.04 Cunningham holes in jibs and mainsails are allowed.

03.01.05 Sail Areas of a mainsail or a jib shall not exceed 12 square metres

03.01.06 RRS 54 shall not apply.

03.02.00 **MEASUREMENT OF MAINSAIL** (see figure 3)

figure 3



03.02.01 Sail Area of the mainsail (SMGV) is given by:

SMGV = P * (HB + 2 * MGT + 3 * MGU + 4 * MGM + 4 * MGL + 2 * E) /16

03.02.02 Hoist (P)

P shall be measured between two 25-millimetre measurement marks painted on the mast. The lower edge of the upper mark corresponds to the top of the mainsail headboard. The upper edge of the lower mark corresponds to a fair extension of the top of the boom in case of mainsails fully secured at the foot, or to a fair extension of the straight line joining the Clew to the Tack in case of loose footed mainsails.

Only one pair of marks is allowed on a mast.

03.02.03 Girths

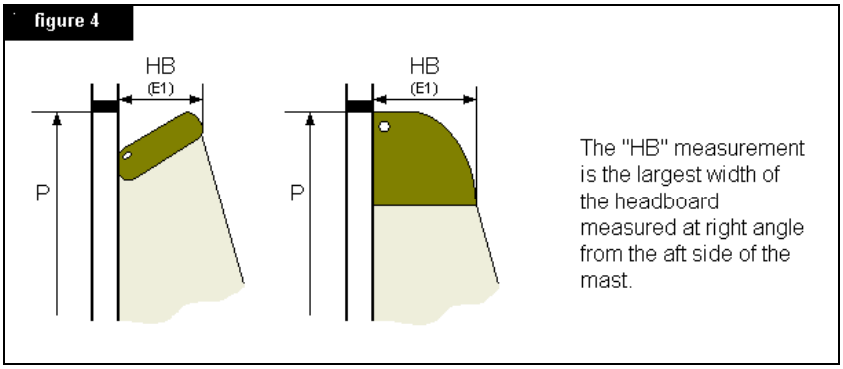
HB shall be the Maximum fore and aft dimension of the headboard of the mainsail (see figure 4).

MGT, MGU, MGM and MGL shall be the cross measurements from the Leech measurement points at 7/8, 3/4, 1/2 and 1/4 leech (see figure 3).

All these measurement points shall be at the extreme outside of rope or fabric of the sail's edges, with the sail laid flat.

E shall be the length of the foot of the mainsail, measured from the aft side of the mast to the fore edge of a 25-millimetre measurement mark painted on the boom.

figure 4



03.02.04 The points on the Leech from which the cross measurements are taken shall be determined bridging any hollows in the Leech with straight lines joining the aft extremities of the battens or the points at which they emerge from the fabric of the sail.

03.02.05 The foot roach shall not be greater than 0,15 metre. It shall be measured from the straight line joining the Clew to the Tack

03.02.06 Battens

The number of battens in the mainsail shall be limited to three, with following restrictions:

The top batten length shall not be greater than 45% E.

The distance between the fore limit of HB and the nearest point of the batten pocket (BLP) shall not be less than 20% P.

The medium and lowest battens shall not be greater than 33% E and their position is free.

03.02.07 Reefing

Reefs in the mainsail are permitted along the foot only

Except for roller reefed mainsails, mainsails shall have at least two reefs.

The highest reef tack shall be at least 25% above the lowest limit of P.

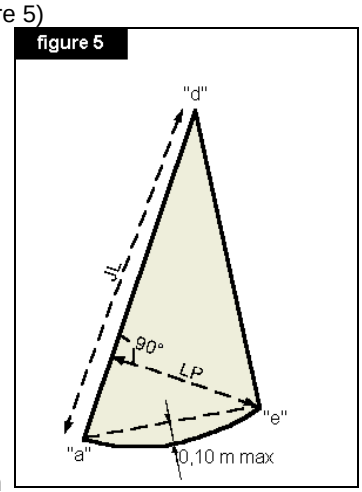
Note : until further notice, this limitation will NOT be in application for mainsails made before 1st January 2001

03.02.08 Old mainsails

Mainsails made according to the former Measurement Rules (edition 1988) are allowed, but they may no longer be made after 1st January 2001, unless the yacht is a Racer or Cruiser and the series association doesn't allow the mainsails made in accordance with the Measurement Rules edition 2002.

A copy of the 1988 rule can be found in Appendix 3

03.03.00 **MEASUREMENT OF HEADSAILS** (see figure 5)



03.03.01 A headsail is defined as a triangular sail set in the foretriangle. The mid-girth measured from the mid point of Leech to the nearest point on Luff shall not exceed 50% of LP.

03.03.02 The Luff length is measured between the physical tack and head of the sail or, where the sail girth at that point is greater than 40 millimetres, to a point where the distance between projections of Luff and Leech or Foot is no more than 40 millimetres.

03.03.03 Sail area of Jib (SMF) is given by:

SMF = 0,5 * JL * LP

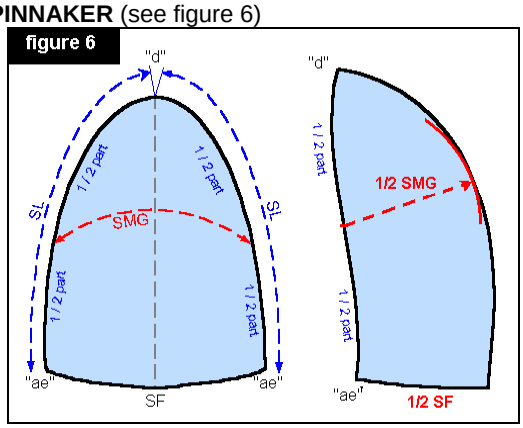
03.03.04 The foot roach shall not be greater than 0,10 metre.

03.03.05 No boards nor battens may be used in jibs.

03.03.06 The area of the Storm jib shall not be greater than 3,00 square metres, nor be smaller than 2,00 square metres.

03.03.07 The Storm Jib shall be made of non-laminated polyester cloth (Dacron) and have a thickness of no less than 0,240 millimetres.

03.04.00 **MEASUREMENT OF THE SPINNAKER** (see figure 6)



03.04.01 Spinnaker Luff and Leech (SL): shall be the distance from Head to Clew.
Spinnaker Mid-Girth Length (SMG): shall be the distance between the mid point of Luff and Leach
Spinnaker Foot Length (SF): shall be the distance from Tack to Clew.

03.04.02 For measurement as a Spinnaker a sail shall have the following characteristics:

a. Luff and Leach shall be of equal length
b. The sail shall be symmetrical about a line joining the Head to the centre of the Foot

03.04.03 The mid-girth (SMG) shall not be less than 75% of the Foot Length (SF).

03.04.04 Sail Area of Spinnaker (SMS) is given by:

SMS = 0,41 * SL * (SMG + SF)

03.04.05 SMS shall not be greater than 18,50 square metres.

03.04.06 No angle shall be greater than 110 degrees.

03.04.07 The spinnaker halyard shall not be higher than 0,20 metre above the jib halyard. The measurement is taken between the centrelines of the halyards, held perpendicular to the front of the mast.

03.05.00 SPINNAKER POLE

03.05.01 Only one spinnaker pole is allowed.

03.05.02 The spinnaker pole length shall be the length of the pole when in its fitting on the mast and set in a horizontal position on the centre line of the yacht, measured from the forward side of the mast to the extreme outboard end of the pole.

03.05.03 The spinnaker pole length shall not be taken as greater than 2,25 metres.

03.06.00 FORESTAY

03.06.01 A permanent forestay is mandatory

03.07.00 SAIL NUMBER LIMITATION

03.07.01 Sails aboard a yacht in a race shall be limited to not more than: one mainsail, two large jibs and one storm jib, one spinnaker

03.07.02 Prior to a race, only one from each type of sails (two large jibs) shall be submitted from each yacht for inspection. Only sails that have been stamped shall be on board.

03.07.03 The Storm Jib shall be on board when racing.

03.08.00 CLASS INSIGNIA AND SAILNUMBER

03.08.01 All mainsails shall carry a insignia of the "Micro" Class (see Appendix 4, A04.01) or that of it's own Series for Racers and Cruisers (see Appendix 4).
It shall also carry the sail number allotted to her by her national or state authority.

03.08.02 Spinnakers shall carry the same number.

04.00.00 STABILITY

04.01.00 MEASUREMENT TRIM

For the inclining tests at small angles of heel and at 90 degrees heel, the following shall apply:

04.01.01 The yacht shall be in same Measurement Trim as for weighing (see 02.01.00).

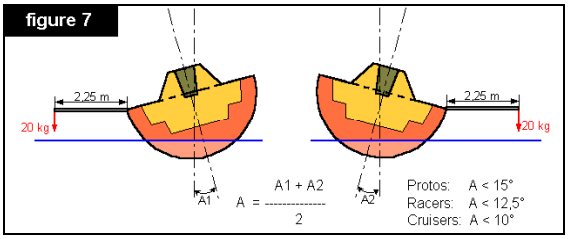
04.01.02 Centreboards, Daggerboards and Drop Keels shall be fully raised, except that Drop Keels designed to be permanently kept lowered and which are properly secured may be kept in such a position (see 02.05.03).

04.01.03 When a heavy appendage can move transversally, it shall be positioned in central position for the initial measurement of the stability test, and in the most unfavourable position for the measurement at low angle and at 90 degrees.

04.02.00 Stability at low angles of heel

04.02.01 By means of a halyard or any other running rigging, a pole shall be positioned athwart the yacht at the maximum beam station and parallel to the waterline with a weight of 20 kilograms attached to it.

figure 7



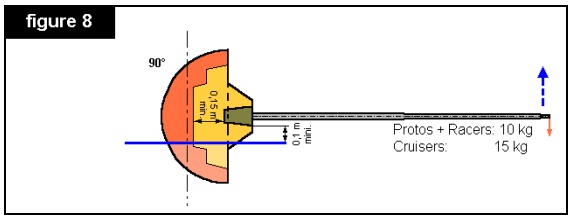
The distance between the hull and the point of suspension of the weight shall be 2,25 metres. The test shall be carried out on both sides. The average heel angle shall not exceed 15 degrees (see figure 7).

04.02.01 Where the maximum beam is more than 3,85 metres form the stem, the pole shall be placed at 3,85 metres.

04.03.00 Stability at 90 degrees heel

04.03.01 The yacht in pulled over until her sheer plane is vertical with a weight of 10 kilograms attached as close as possible to the top of the mast. The yacht shall support this weight. If the angle of heel increases, she fails the test (see figure 8).

figure 8



04.03.02 The yacht in pulled in position by the crew, under sole responsibility of the skipper.

05.00.00 BUOYANCY

05.01.00 The total volume, including the own volume of hull and structure, measured in litres, shall be no less than the weight in measurement trim, measured in kilograms, increased by 51 kilograms

05.02.00 Buoyancy volume and its repartition shall allow the yacht to float in upright position, with deck above the surface and sufficient stability, when totally flooded.

05.03.00 Additional buoyancy volumes shall be made of compact foam material (polyurethane, expanded or extruded polystyrene). They shall be secured to the hull or its structure in order to avoid any move or structural failure. Watertight volumes shall be filled with foam, as described. Only volumes under the sheer line shall be considered as making part of the buoyancy volume. Inflated volumes are prohibited.

05.04.00 Guidelines on buoyancy are published by IMCCA. These are not rules.

06.00.00 ACCOMMODATIONS

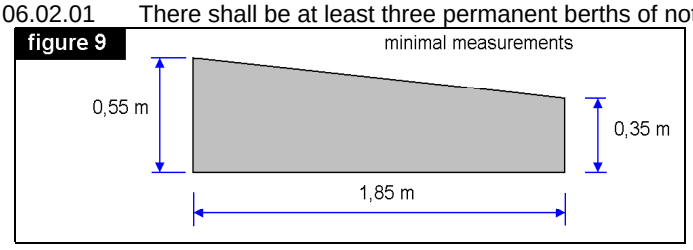
06.01.00 WINDOWS

06.01.01 One or two windows with a total area of not less than 0,05 square metres shall provide enough light to the cabin.

06.02.00 BERTHS

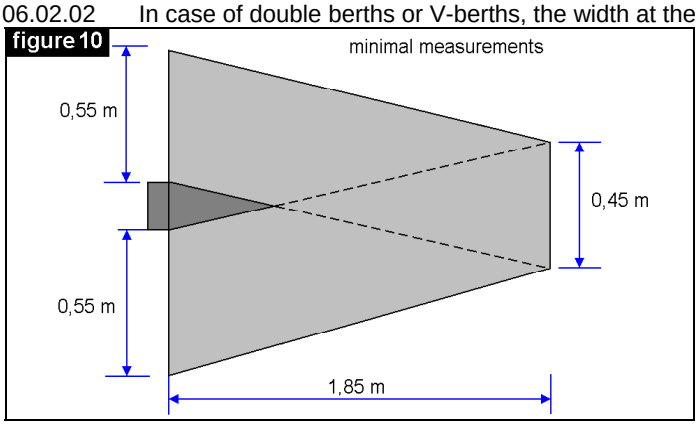
06.02.01 There shall be at least three permanent berths of not less than the following dimensions: 1,85 metres long, 0,55 metre wide at one end, 0,35 metre wide at the other end (see figure 9).

figure 9



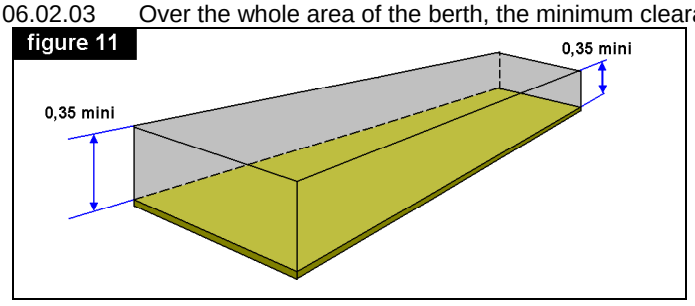
06.02.02 In case of double berths or V-berths, the width at the narrowest end can be reduced to 0,45 metre (see figure 10).

figure 10



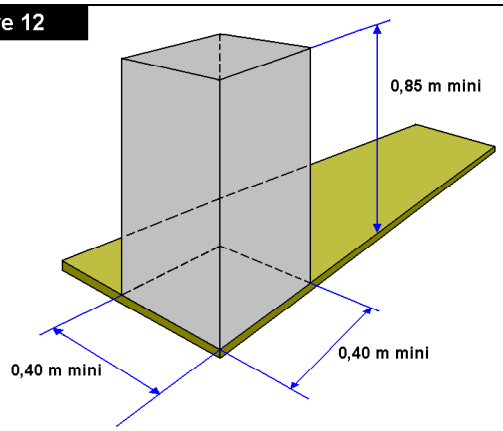
06.02.03 Over the whole area of the berth, the minimum clearance above the berth (without mattress) shall not be less than 0,35 metre (see figure 11).

figure 11



06.02.04 Each berth shall have at one end a minimum clearance of 0,85 metre over an area at least 0,40 metre long and 0,40 metre wide (see figure 12).

figure 12



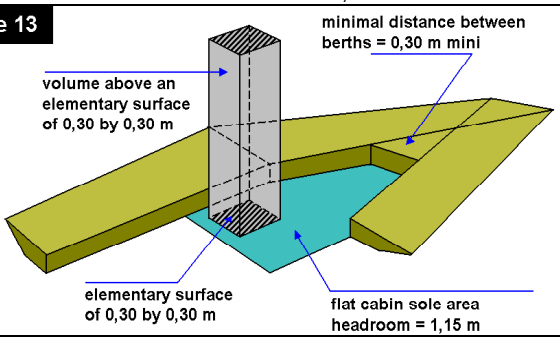
06.02.05 Clearance above the berth surface is measured vertically from a flat surface passing on the lateral structure

06.02.06 For yachts built after 31st December 2001, the fore berth(s) shall not be inclined by more than 3 degrees from horizontal.

06.03.00 HEADROOM

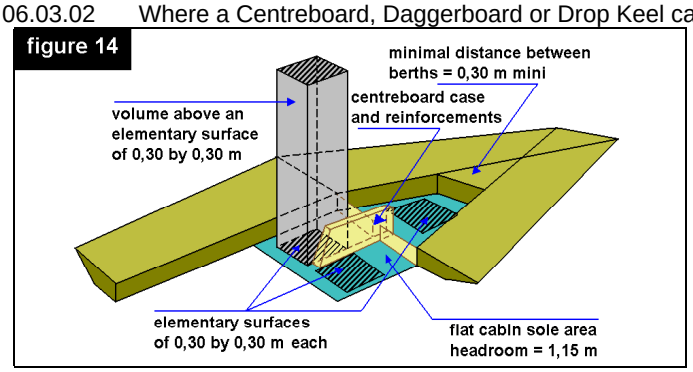
06.03.01 A minimum headroom of 1,15 metre shall be found over an unobstructed level area of cabin sole of not less than 0,30 square metre and across a minimum width of 0,30 metre, located between two berths (see figure 13).

figure 13



06.03.02 Where a Centreboard, Daggerboard or Drop Keel case or any structure divides the qualifying area of the cabin sole for headroom, the total area shall be the sum of the elementary, but no area shall be considered if it doesn't include at least one square area of 0,30 by 0,30 metre (see figure 14).

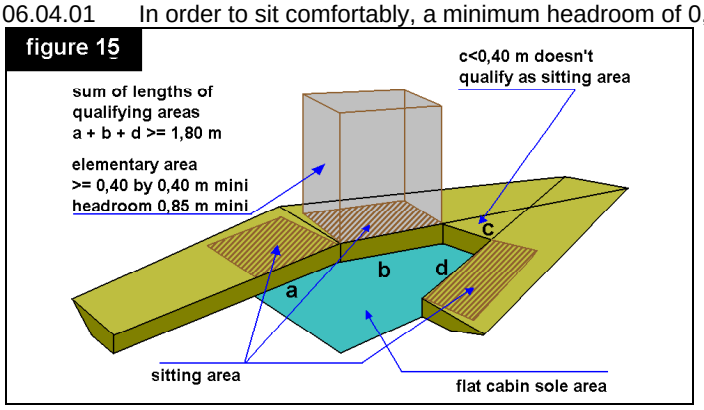
figure 14



06.04.00 SITTING AREA

06.04.01 In order to sit comfortably, a minimum headroom of 0,85 metre above the bottom of the berths or of a seat shall be provided across a minimal width of 0,40 metre over a minimal overall length of 1,80 metre (each element constituting this length shall be no less than 0,40 metre) and beyond the vertical faces of berth fronts (see figure 15).

figure 15

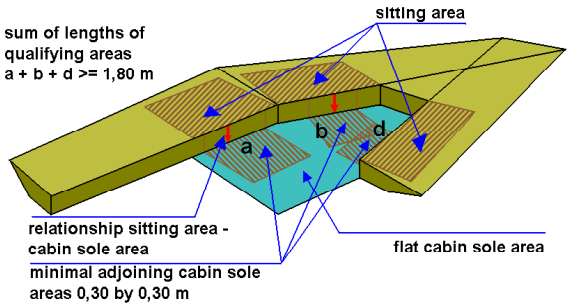


06.04.02 Sitting areas of different seats shall not overlap

06.04.03 Sitting areas and berth area (see 06.02.01 to 06.02.06) may overlap.

06.04.04 For each element of sitting area, as described above, there shall be an

figure 16



adjoining element of cabin sole area of no less than 0,30 by 0,30 metres, having one side vertical on one side of qualifying sitting area (see figure 16).

06.04.05 Cabin sole areas adjoining to different seats may overlap.

06.05.00 GRANDFATHERING

06.05.01 Yachts built prior to 1st January 2002, but not meeting the requirements of part 6 may be granted a waiver if there is no reasonable way to modify the yacht to make her strictly conform to the rules

07.00.00 MISCELLANEOUS

07.01.00 CREW NUMBER AND CREW RIGHTING MOMENT

07.01.01 Crew number is three. The composition of the crew shall remain the same during the entire event. Only in exceptional circumstances will the Jury allow a substitution of another crewmember.

07.01.02 Only straps are allowed, and in the cockpit only. Any other devices such as trapeze wires are prohibited.

07.02.00 NAVIGATION AIDS

07.02.01 All electronic navigation aids are allowed.

07.03.00 SAFETY EQUIPMENT

07.03.01 Every yacht shall have aboard all the relevant safety equipment requested by local regulations.

07.03.02 The following equipment shall only be aboard even when not requested by local regulations:

- 1 lifejacket for every crew member
- 1 lifebuoy (may be of the horseshoe type)
- 1 boat hook
- 1 stern oar or a pair of oars with rowlocks or two sculls
- 1 bucket (10 litres minimum)
- 1 anchor or grapnel (5 kilograms minimum) with at least 5 metres of chain (diameter 6 mm) and at least 20 metres of cable diameter 10 millimetres.
- 1 heaving line

07.03.03 Technical specifications of the safety equipment are to be found in Appendix 2.

07.04.00 PRODUCTION YACHTS

07.04.01 In order to allow production yachts (which are not primarily intended for racing use) to race without disadvantage, special Divisions for production series may be created.
07.04.02 There are two divisions for production yachts: Racers and Cruisers
07.04.03 Rules regarding production yachts are defined in Appendix 1

07.05.00 ADVERTISING
07.05.01 Advertising is allowed under ISAF Regulation 20 - Advertising code in Category C.
07.05.02 Limitations on advertising are published by IMCCA.

07.06.00 ADDITIONS AND INTERPRETATIONS
07.06.01 At any time the International Committee of the International Micro Cupper Class Association shall be responsible for the interpretation of any part of this rule and it reserves the right to rule on any new eventuality that might arise.
07.06.02 A list of additions and interpretations of these rules is published by IMCCA.

APPENDIX 1 – PRODUCTION YACHTS

Refers to 07.04.03

A.01.01 To qualify as a Production Micro, yachts shall comply with following criterions:

a. the yacht used as a plug has been declared as conform to all dispositions of the Micro Rule including all those specific to the production yachts, and shall be issued with a specification form.

b. at least ten more yachts, strictly identical to the original one shall have been constructed.
The national IMCCA representative or technical advisor may grant a temporary status of production yacht as soon as production started, provided the builder shows his intention of producing at least 10 yachts, and has the production capacity to do so. This status can be confirmed yearly by IMCCA as long as less than 10 yachts have been built.

c. the yacht of the competitor shall also be strictly identical to the original yacht of the series.

A.01.02 In case of non-conformity, the yacht shall be classified as a "prototype" providing she complies to all the requirements of the Micro Rule.

A.01.03 The designer, builder or representative of the class association may wish to alter the characteristics of the series. For such modified yachts to qualify as a production yacht the following shall apply:

a. the modification shall be approved by the National Rating Committee

b. at least ten of such modified yachts shall have been built and sold.

A.01.04 Due to the diversity of series, they shall be shared among two Divisions: "Racers" and "Cruisers" in accordance with their characteristics.

A.01.05 To be ranked in Division "Racers" or "Cruisers", the characteristics of each series shall fulfil the following requirements :

	Rule	RACER	CRUISER
Minimum Weight	02.03.01	540 kilograms	560 kilograms
Maximum Mast Length		8,20 metres	7,70 metres
Maximum length of mainsail hoist “P”	03.02.02	7,60 metres	6,85 metres
Stability test at low angles	04.02.00	12,5 degrees	10 degrees
Stability test at 90 degrees	04.03.00	10 kilograms	15 kilograms
Headroom	06.03.01	1,20 metre	1,25 metre
Mattresses on berths		3	3
Sink, cooker, storage		recommended	compulsory

A.01.06 For both Divisions, rigging attached to the mast is limited to: 1 forestay, 1 pair of shrouds, 1 pair of lower shrouds, 1 backstay.

A.01.07 The International Commission establishes, each year, the list of production Micros qualifying under Division "Racers" or "Cruisers" after proposal by each National Micro Representative.

A.01.08 Micro yachts built in a series of more than 50 boats at 1st January 1988 and ratified as "Racer" class or "Cruiser" class shall be maintained so, even if one of their characteristics, being hard to modify, should not be conform to the new regulations.

A.01.09 Building of a production yacht by an individual is permitted.

A.01.10 If the series is already ratified, building by individuals shall be authorised by the series. Yachts having been built that way shall strictly conform with the characteristics and prescriptions of that series, and shall obtain a measurement form delivered by the official measurer of the series.

A.01.11 For new series, scheduled to be built by individuals, a detailed plan shall be submitted to the National Authority, which will measure the first yacht built, and establish a technical form, specifying particularly the Division together with a measurement form attesting the conformity of each yacht.

A.01.12 Crew Number: In the "Cruiser" Division only, and on inland lakes and waterways only, the crew may be reduced to two members, provided the number of crew doesn't change during a regatta.

A.01.13 Buoyancy: for some old yachts in "Cruiser" and "Racer" Divisions, the required buoyancy cannot be reached according to Part 5 (05.00.00). Inflatable buoyancy volumes may be accepted provided they are installed as mentioned on the Measurement certificate of the reference yacht. This should ensure the yacht floats in a normal position when flooded.

APPENDIX 2 – SPECIFICATIONS FOR SAFETY MATERIAL

Refers to 07.03.03

A.02.01 BOAT HOOK

The boat hook is a safety device on its own and shall not be combined with another piece of safety equipment required by the measurement rule. The length shall be no less than 1,10 metre. The handle shall be rigid, made of wood or metal and its diameter shall not be less than 20 millimetres. The hook shall be able to catch a tube of a diameter of 30 millimetres.

A.02.02 PADDLES OR OARS

The paddles or oars shall have a length of no less than 1,20 metre and the propulsive area shall be no less than 0,15 by 0,30 metres. The handle shall be rigid, made of wood or metal, and its diameter shall not be less than 20 millimetres.

A.02.03 10 LITRES BUCKET

The bucket shall have a circular cross-section and shall be fitted with a solid handle and a rope of no less than 1,50 metre.

A.02.04 TOWING SYSTEM

The towing system includes a towing rope and securing points on the boat.

a. Towing rope:

Length no less than 10 metres
Diameter no less than 10 millimetre
Specific gravity no more than water

b. Position of securing points:

Shall not be out of reach of the crew
One point in the first 20% of the length
Two points in the last 20% of the length, placed symmetrically on both sides and no less than 0,80 metre from each other

c. Specifications of securing points:

May be cleats, bollards or eyes
Cleats shall be 150 millimetres long and 20 millimetres wide
Eyes shall be stainless steel, section no less than 6 millimetres, inner diameter no less than 20 millimetre

d. Minimum load:

Any of the securing points shall resist a load of no less than 1500 kilograms.

APPENDIX 3 – OLD MEASUREMENT RULES FOR MAINSAILS

Refers to 03.02.08

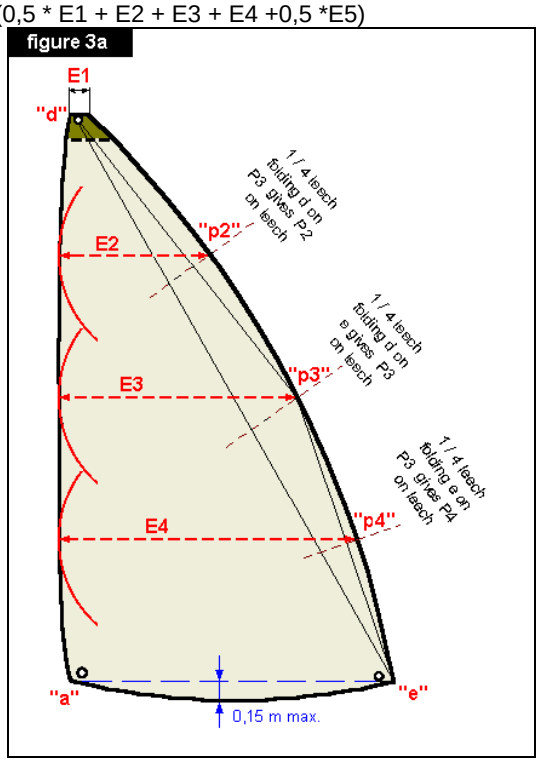
A.03.01 Sail Area of the mainsail (SMGV) is given by:

SMGV = P * 0,25 * (0,5 * E1 + E2 + E3 + E4 +0,5 *E5)

A.03.02 Hoist (P)

P shall be measured between two "one-inch" measurement bands positioned on the mast. The underneath of the upper band corresponds to the top of the mainsail headboard. The upper edge of the lower band corresponds to a fair extension of the top of the boom in case of mainsails fully secured at the foot, or to a fair extension of the straight line joining the Clew to the Tack in case of loose footed mainsails

figure 3a



A.03.03 Girths

E1 shall be the Maximum fore and aft dimension of the top of the mainsail.

E2, E3 and E4 shall be the cross measurements from the Leech measurement points (see figure 3a).

E5 shall be the length of the foot of the mainsail.

All measurement points shall be at the extreme outside of rope or fabric of the sail's edge, with the sail laid flat.

A.03.04 The points on the Leech from which the cross measurements are taken shall be determined bridging any hollows in the Leech with straight lines joining the aft extremities of the battens or the points at which they emerge from the fabric of the sail.

A.03.05 The foot roach shall not be greater than 0,15 metre. It shall be measured from the straight line joining the Clew to the Tack.

A.03.06 Battens

The number of battens in the mainsail shall be limited to three. The batten length shall not be greater than 0,25 * the length of the foot (distance between Clew and Tack).

APPENDIX 4 – RECOGNISED CLASS INSIGNIA

Refers to 03.08.01

A.04.01 **MICRO CLASS**
(generic)
Colour :
any, but usually
red, blue or black
Detail of design
see cover page

A.04.02 **CORSAIRE**

A.04.03 **GEM**

A.04.04a **MICROSAIL**

A.04.04b **MICROSAIL** (old)

A.04.05 **SAILART**