



PLATU 25

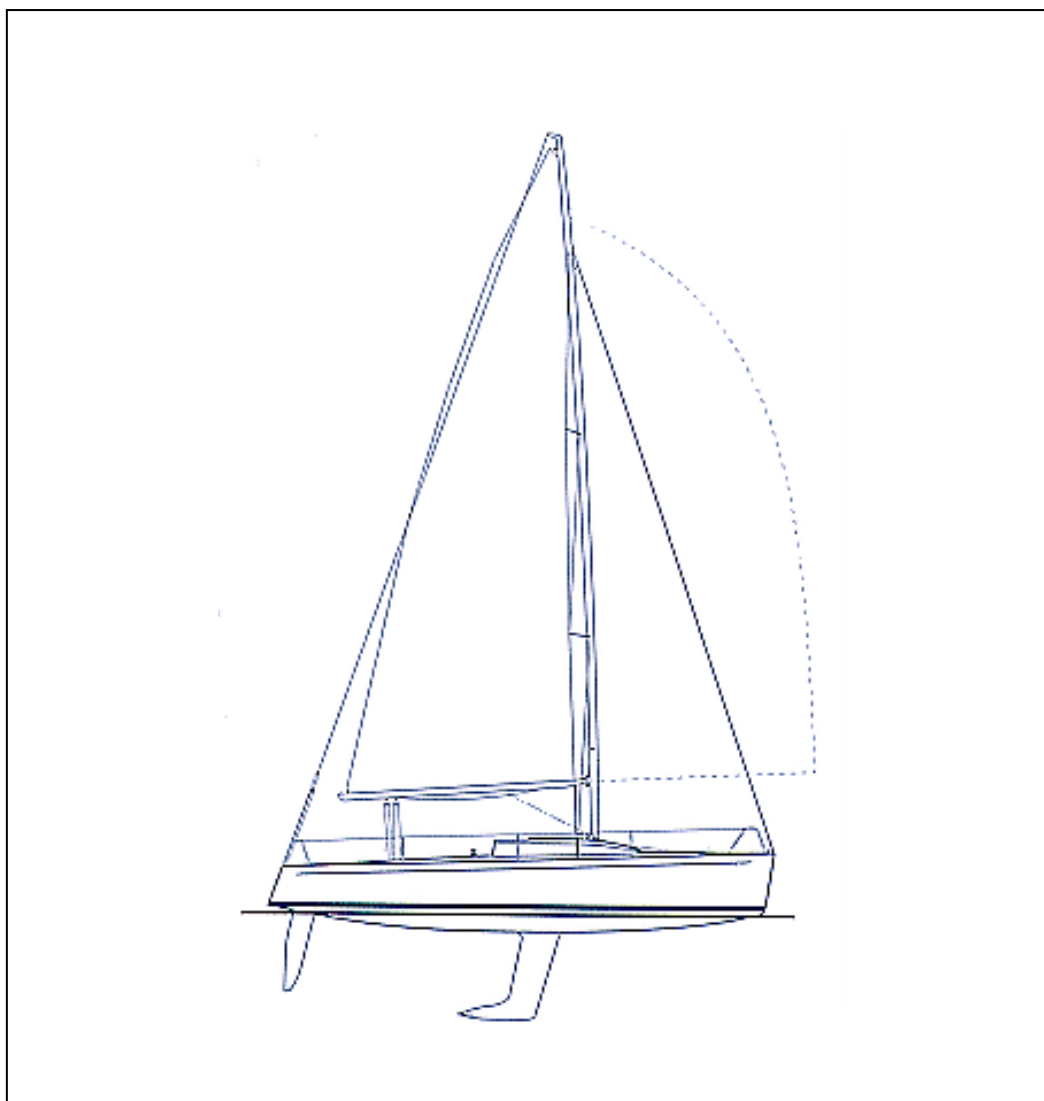
CLASS RULES



I S A F
RECOGNIZED
CLASS

2008

The PLATU 25, designed by Bruce Farr, was adopted as a recognised class in November 2005.



INDEX

PART I – ADMINISTRATION

Section A – General

A.1	Language
A.2	Abbreviations
A.3	Authorities and Responsibility
A.4	Administration of the Class
A.5	ISAF Rules
A.6	Class Rules Variations
A.7	Class Rules Amendments
A.8	Class Rules Interpretation
A.9	International Class Fee and ISAF Building Plaque
A.10	Sail Numbers
A.11	Hull Certification
A.12	Initial Hull Certification
A.13	Validity of Certificate
A.14	Hull Re-Certification
A.15	Retention of Certification Documentation

Section B – Boat Eligibility

B.1	Class Rules and Certification
B.2	Class Association Markings

PART II – REQUIREMENTS AND LIMITATIONS

Section C – Conditions for Racing

C.1	General
C.2	Crew
C.3	Personal Equipment
C.4	Advertising
C.5	Portable Equipment
C.6	Boat
C.7	Hull
C.8	Hull Appendages

C.9	Rig
-----	-----------

C.10	Sails
------	-------------

Section D– Hull

D.1	Parts
D.2	General
D.3	Hull Shell
D.4	Deck
D.5	Interior of Hull
D.6	Assembled Hull

Section E – Hull Appendages

E.1	Parts
E.2	General
E.3	Keel
E.4	Rudder Blade, Rudder Stock and Tiller

Section F – Rig

F.1	Parts
F.2	General
F.3	Mast
F.4	Boom
F.5	Spinnaker Pole
F.6	Standing Rigging
F.7	Running Rigging

Section G – Sails

G.1	Parts
G.2	General
G.3	Mainsail
G.4	Headsail
G.5	Spinnaker

PART III – APPENDICES

.....

INTRODUCTION

PLATU 25 hulls and hull appendages are manufacturer controlled; rigs and sails are measurement controlled.

PLATU 25 hulls and hull appendages shall only be manufactured by builders in the class rules referred to as licensed manufacturers. Equipment is required to comply with the International PLATU 25 Building Specification and is subject to an ISAF approved manufacturing control system.

PLATU 25 hulls, hull appendages, rigs and sails may, after having left the manufacturer, only be altered to the extent permitted in Section C of the class rules.

Owners and crews should be aware that compliance with rules in Section C is NOT checked as part of the certification process.

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.

This introduction only provides an informal background and the International PLATU 25 Class Rules proper begin on the next page.

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 The term “permanently fastened” shall mean unable to be removed with simple tools, or fixed with glue or rivets.
- A.1.4. The term “permanent” for limit marks shall mean unable to be removed and repositioned without destroying them.

A.2 ABBREVIATIONS

- A.2.1 ISAF International Sailing Federation
- MNA ISAF Member National Authority
- IPCA International Platu 25 Class Association
- FYD Farr Yacht Design
- NCA National Class Association
- ERS Equipment Rules of Sailing
- RRS Racing Rules of Sailing

A.3 AUTHORITIES AND RESPONSIBILITIES

- A.3.1 The international authority of the class is the ISAF which shall co-operate with the IPCA in all matters concerning these **class rules** according to IPCA proposals.
- A.3.2 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 No legal responsibility with respect to these **class rules**, or accuracy of measurement, rests with :
 - the ISAF
 - the MNA
 - the IPCA
 - an NCA
 - the **Certification Authority**, CA
 - an **official measurer**

No claim arising from these **class rules** can be entertained

A.4 ADMINISTRATION OF THE CLASS

- A.4.1 ISAF has delegated its administrative functions of the class to IPCA. The IPCA may delegate part or all of its functions, as stated in these **class rules**, to an NCA

A.5 ISAF RULES

- A.5.1 These **class rules** shall be read in conjunction with the ERS.
- A.5.2 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.6 CLASS RULES VARIATIONS

- A.6.1 At World, Continental or Regional Championships the notice of race and sailing instructions may vary these **class rules** only with the agreement of IPCA and the ISAF
- A.6.2 At National events the notice of race and sailing instructions may vary these **class rules** only with the agreement of the NCA and the MNA
- A.6.3 At Class events, these **class rules** shall not be varied by the notice of race and sailing instructions except as provided by A.6.1

A.7 CLASS RULES AMENDMENTS

- A.7.1 Amendments to these **class rules** shall be proposed by the ICA and require to be approved by 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 by ICA.

A.9 INTERNATIONAL CLASS FEE AND ISAF BUILDING PLAQUE

- A.9.1 The licensed hull builder shall pay the International Class Fee.
- A.9.2 The IPCA shall, after having received the International Class Fee for the hull, send the ISAF Building Plaque to the licensed hull builder.
- A.9.3 Rights to build Platu 25 shall rest only with builders duly licensed by FYD and approved by the IPCA.

A.10 SAIL NUMBERS

- A.10.1 **Certificates** and sail numbers shall be issued by the NCAs under the supervision of the MNAs.
- A.10.2 Sail numbers shall be composed by the national letters together with numbers released by NCAs.
- A.10.3 Personal Sail numbers are permitted, and they shall be issued by the NCAs.

A.11 HULL CERTIFICATION

- A.11.1 A builder certificate (for boats produced after 01/03/2008) shall be delivered with each Platu 25 by the Builder. This certificate confirms that the boat complies with the current **class rules** and building specifications for hull, deck, keel, rudder, accommodation and deck gear, prior to delivery from builder's yard.
- A.11.2 Hull appendages, spars and rigging are subjected to measurement certification by an **official measurer**.

A.12 INITIAL HULL CERTIFICATION

- A.12.1 For a **certificate** to be issued to hull not previously **certified**:
 - (a) **Measurement control** shall be carried out by an **official measurer** who shall complete the appropriate documentation (measurement form)
 - (b) The documentation and **certification** fee, if required, shall be sent to the **certification authority**
 - (c) Upon receipt of a satisfactorily completed documentation and **certification** fee, if required, the **certification authority** may issue a **certificate**.

A.13 VALIDITY OF CERTIFICATE

A.13.1 A boat **certificate** becomes invalid upon:

- (a) the change to any items recorded on the hull **certificate** as required under A.11
- (b) the date of expiry
- (c) withdrawal by the **certification authority**
- (d) the issue of a new **certificate**.

A.14 HULL RE-CERTIFICATION

A.14.1 The **certification authority** may issue a **certificate** to a previously certified boat:

- (a) when it is invalidated under A.13.1(a) or (b), after receipt of the old **certificate**, and **certification** fee if required
- (b) when it is invalidated under A.13.1 (c), at its discretion
- (c) at any change of ownership the measurement certificate is invalidated and shall require a new Measurement certificate
- (d) in other cases, by application of the procedure in A.12.

A.15 RETENTION OF CERTIFICATION DOCUMENTATION

A.15.1 The **certification authority** shall:

- (a) retain the original documentation upon which the current **certificate** is based and give a certified copy to the owner.
- (b) upon request, transfer this documentation to the new **certification authority** if the hull is exported.

Section B – Boat Eligibility

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 a valid boat **certificate**
- (c) have valid **certification marks** as required by these **class rules**
- (d) have at least one member of an NCA as member of the **crew**.

B.1.2 It is responsibility of the owner to keep the measurement certificate up to date and to ensure that the **boat** complies at all times with the current **class rules** and ISAF rules. The IPCA cannot be held responsible for any accident occurring in connection with application of the present rules, or of any subsequent claim.

B.1.3 Measurement costs are at the owner's expense. Only **official measurers** shall measure Platu 25 **boats**. Instructions to the measurers shall be given by the IPCA.

B.2 CLASS ASSOCIATION MARKINGS

B.2.1 Since 01-03-2008 all sails shall carry the Platu 25 class sail button.

B.2.2 All masts shall carry the Platu 25 class mast sticker.

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.

C.2 CREW

C.2.1 LIMITATIONS

- (b) The number of crew shall not change during a race series
(c) No **crew** member shall be substituted during an event without the approval of the race committee.

C.2.2 WEIGHTS

minimum maximum

Total weight of the **crew** dressed in swimwear
at the weigh-in prior to the start of the first race 400 kg.
At the weigh-in crew members have to show an identity card with photo.

C.3 PERSONAL EQUIPMENT

C.3.1 MANDATORY

- (a) The boat shall be equipped with personal buoyancy for each **crew** member to the minimum standard EN 393:1995 (CE 50 Newtons), or USCG Type III, or AUS PFD 1 or equivalent.

C.4 ADVERTISING

C.4.1 LIMITATIONS

Advertising shall only be displayed in accordance with Category C of the ISAF Advertising Code.

C.5 PORTABLE EQUIPMENT

C.5.1 FOR USE

(a) MANDATORY

Safety Equipment shall include:

- One anchor with a total weight of min 8 kg. An optional chain of max 2 kg may be included in the total anchor weight.
- 30 metres anchor rope having a diameter of not less than 10 mm
- one bilge bucket of stout construction
- first aid equipment
- one fire extinguisher

- one life vest for each crew member
- emergency flares
- tool kit
- storm jib (optional)

All safety equipment shall weigh more than 18 kg. Corrector weights may be included to reach this weight, if necessary.

Further safety equipment may be included in the notice of race. This shall not be included in the 18kg.

(b) OPTIONAL

- Electronic sailing equipment, navigation and tactical equipment of any type are permitted.
- Electrical Equipment: A battery of max 18 kg and electrical equipment may be installed. If electrical equipment is installed, the battery shall be fixed on the aft side of the port mast bulkhead. There is no minimum weight of the electrical equipment and battery. If no electrical equipment is fitted, no battery shall be fitted.
- The two standard accommodation cushions.
- Separate fuel tanks are allowed.
- Buoyancy bags are allowed.

C.5.2 NOT FOR USE

(a) MANDATORY

- Engine: An engine on board is compulsory; engine weight shall be minimum 21 kg without fuel. The minimum nominal power of the engine is 2,5 hp. The boat shall depart from the dockside with a separate container with a minimum of 3 litres fuel and it shall be used only after the last race of the day. The engine bracket shall be bolted at standard position. If there is no engine bracket, a corrector weight of 1.5 kg shall be fixed in its place. The engine and the eventual corrector weight shall be bolted on the engine bracket in the engine locker or in the same place, below the engine head, if there is no bracket.
- Motor well cover plate and hatches: The motor well cover plate shall be removable at all times. A hole may be drilled on the cover plate. Fairing the cover plate is permitted. Engine well and engine locker covers may be waterproofed using any method from the interior. The space between the engine well and the engine locker may be closed non-permanently.

(b) OPTIONAL

A rowing fork fitting is permitted

C.6 BOAT

C.6.1 WEIGHT

	minimum	maximum
The weight of the boat in dry condition	1240 kg	

The weight shall be taken excluding **sails** and all portable equipment as listed in C.5, unless otherwise stated in this rule.

The weight is measured including the following equipment:

- (a) Hull, deck and appendages.
- (b) Standard accommodation including bilge pump.
- (c) Mast and its standard standing rigging.

- (d) Backstay adjustment system.
- (e) The 3 halyards (main, genoa, spinnaker).
- (f) One spinnaker pole.
- (g) Pole foreguy and topping lift including blocks.
- (h) Genoa sheets with turning blocks.
- (i) Spinnaker sheets with 4 turning blocks.
- (j) Spinnaker tweakers with 4 blocks.
- (k) Main sheet with its 4 blocks.
- (l) Boom vang and blocks.
- (m) Boom with outhaul, and blocks.
- (n) Companionway hatchboard.
- (o) Standard deck fittings as drawing N ° 1
- (p) All blocks as drawing N ° 1
- (q) Battery and electrical system if installed
- (r) Engine and corrector weights
- (s) Engine bracket or its corrector weight
- (t) Standard floorboard
- (u) Four bunk hatchcovers

C.6.2 CORRECTOR WEIGHTS

- (a) Up to 9 lead corrector weights in portions of min 5.5 kg and max 6.5 kg may be added to reach the minimum weight. They shall be installed permanently fastened as per drawing N° 2. The installation will be starting at position 1 (which is in front), then 2 (port side aft), then 3 (starboard side aft). If more than 3 corrector weights are necessary the next one shall be placed again at position 1 and so on. The last corrector weight has to weigh the necessary amount to reach the minimum boat weight. The weight shall be indicated in a clearly visible way for possible inspection on each corrector weight.

C.7 HULL

C.7.2. INTERIOR

C.7.2.1 USE

- (a) The standard floorboard shall be installed in its intended position.
- (b) The four bunktop hatches shall be carried on board.

C.7.3 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) No alterations to the configuration of the hull, deck, interior, keel, rudder, rig or the actual measurements on the Measurement Certificate of a Platu 25 are permitted, unless otherwise stated in the **class rules**. Any boat showing clear evidence that an attempt has been made to change its shape, or where evidence is available to suggest this, shall have its certificate withdrawn and the matter referred to the Class Association.
- (b) It is not permitted to:
 - 1) Drill out, core, rebuild, replace materials, grind, plane or relocate standard equipment or parts in any way to reduce weight or to improve pitching moments or to directly or indirectly improve performance.
 - 2) Change the shape or outline of the hull, deck, interior structure
 - 3) Remove any gelcoat surface except light sanding in preparation for painting.
 - 4) Fair-in or remove the bilge pump skin fitting.
- (c) Permitted actions:
 - 1) The flotation line can be faired in.
 - 2) Installation of additional through-hull fittings for added equipment (speed transducer, depth sounder etc.)

C.8 HULL APPENDAGES

C.8.1 MODIFICATIONS, MAINTENANCE AND REPAIR

Permitted actions:

- (a) The keel may be painted and faired over the cast iron surface. Fairing that removes metal is prohibited.
- (b) Fairing of the hull to keel junction within 200 mm of the flange.
- (c) Rudder fairing.
- (d) Chamfer trailing edges on keel and rudder
- (e) Line up of the axis of keel and rudder
- (f) painting

C.9 RIG

C.9.1 USE

- (a) Altering the location of the mast at the step at deck level while *racing* is not permitted
- (b) Adjustment of shroud and/or forestay tensions and length while *racing* is not permitted.

C.10 SAILS

C.10.1 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) **Sails** shall not be altered in any way except as permitted by these **class rules**.
- (b) During a Regatta sails may be repaired after written permission has been received from the Jury. These sails shall be re-measured by a measurer. Minor repairs, such as taping small holes, are allowed without the above mentioned procedure of permission and re-measurement.

C.10.2 LIMITATIONS

- (a) Not more than 1 mainsail, 1 heavy jib, 1 medium jib, 1 light jib, 1 storm jib and 1 spinnaker shall be carried aboard, unless the notice of race in invokes rule C10.2.(c) in which case 2 spinnakers may be aboard.
- (b) Not more than 1 mainsail, 1 heavy jib, 1 medium jib, 1 light jib, 1 storm jib and 1 spinnaker shall be used during an event of less than 8 consecutive days, unless the notice of race in invokes rule C10.2.(c) in which case 2 spinnakers may be aboard.

C.10.3 MAINSAIL

(a) IDENTIFICATION

- The national letters and sail numbers shall comply with the RRS except where prescribed otherwise in these **class rules**.
- The class emblem (Section J) shall be on both sides of the mainsail and above national letters

(b) USE

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**, and the aft-most visible part of the **leech**, projected at 90° to the **boom spar**, shall be forward of the **outer point** on the boom.

C.10.4 SPINNAKER

(a) IDENTIFICATION

Identification shall comply with RRS 77

Section D – Hull

D.1 PARTS

D.1.1 MANDATORY

- (a) Hull shell
- (b) Deck

D.2 GENERAL

D.2.1 RULES

- (a) The **hull** shall comply with the IPCA building specification and the **class rules** in force at the time of initial **certification**.
- (b) All tolerances referred to in these documents are for manufacturing purposes only, and shall not be used for optimization
- (c) Moulds for hull, deck and interior structure shall be generated from the original tooling of Mac Dell Marine Ltd.

D.2.2 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) Holes not bigger than necessary for the installation of fittings may be made in the **hull**
- (b) Routine maintenance such as painting and polishing is permitted without re-measurement and re-**certification**.
- (c) If any hull moulding is repaired in any other way than described in D.2.2(b), an **official measurer** shall verify on the **certificate** that the external shape is the same as before the repair and that no substantial stiffness, or other, advantage has been gained as a result of the repair, in consultation with the class international measurer. The **official measurer** shall also describe the details of the repair on the **certificate**.

D.2.4 DEFINITIONS

(a) HULL DATUM POINT

The **hull datum point** (Point A) is on the centreline at the hull to transom junction, as shown in H.3

D.2.5 IDENTIFICATION

- (a) The hull shall carry the ISAF Plaque permanently placed at starboard side, inside the cockpit near the stern.
- (b) The builder's number shall be engraved on the port aft corner of the hull just under the sheerline.

D.3 HULL SHELL

D.3.1 CONSTRUCTION

- (a) The hull shall be built in a FYD approved mould in accordance with the IPCA building specification.

D.4 DECK

D.4.1 CONSTRUCTION

- (g) The deck shall be built in a FYD approved mould in accordance with the IPCA building specification and comply with construction drawing N° 1.

D.5 ASSEMBLED HULL

D.5.1 FITTINGS

(a) MANDATORY

- The deck layout shall comply with drawing N° 1 with regard to function, specification and location of deck gear. All deck gear items shown on drawing N° 1 are mandatory and shall not be modified unless otherwise permitted in the **class rules**.
- The following fittings shall be positioned in accordance with drawing No. 1:
 - Jib Tracks: Usable length of clear track measured between end stops shall be min. 440 mm and max. 460 mm. The distance between the centre of the forestay pin hole on the boat and the forward end of usable length on the track on each side of the yacht, shall be min 2890 mm and max 2930 mm. Only one traveller car is permitted on each track.
 - Mainsheet System: Only one car is permitted on the mainsheet track. Only one swivel base is permitted. No extra cleats are permitted on deck or traveller car for the mainsheet system. Mainsheet shall have a maximum 6:1 purchase. Traveller controls shall have 3:1 purchase. Strops on blocks are permitted.
 - Outhaul: The outhaul shall be an in-boom max 4:1 purchase led to a cabin top cleat.
 - Main Cunningham: The main cunningham shall be a max 6:1 purchase led to a cabin top cleat.
 - Vang: The maximum boom vang purchase shall be max 16:1, led to a cabin top cleat.
 - Foreguy: The foreguy shall be a 2:1 purchase led aft to a cabin side or top cleat.
 - Spinnaker Tweakers: The spinnaker tweakers shall be located on existing padeyes
 - Jib Barber-Hauler: Jib barber-haulers may pull the clew towards or away from the centreline. Maximum purchase shall be 4:1 and led to a cabin top or side cleat. Extra padeyes for the jib barber-haulers are not permitted.
 - Hiking lines: The hiking lines may be tied between pulpit and its aft mounting point such that when a 15 kg weight is attached to the middle of the span and all slack is taken up between the central stanchions, the hiking lines shall not be closer than 100 mm from deck. The hiking lines may be terminated by rope, as long as the distance bridged by the rope doesn't exceed 400 mm in length, and the rope construction has the equivalent strength of 3 mm steel wire. On each side a padeye may be mounted on deck near the gunwale for pulling down the hiking lines: It shall be positioned at the midpoint between the aft stanchion and the pushpit +/- 50 mm. The hiking lines shall be attached to the pushpit, being optionally led through the pad eye on deck or shall be terminated at the padeye. The aft stanchion and pushpit may be reinforced.
- Bilge pump and its 2 m pipe shall be installed as per building specifications.
- The jib Cunningham system is optional, and the standard cleats and blocks may be removed from the boat if the system is not used.

(b) NOT PERMITTED

- Footstraps are not permitted.

Section E – Hull Appendages

E.1 PARTS

E.1.1 MANDATORY

- (a) **Keel**
- (b) **Rudder**

E.2 GENERAL

E.2.1 RULES

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

E.2.2 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 painting and polishing is permitted without re-measurement and re-certification.
- (c) If any appendage is repaired in any other way than described in E.2.2(b), an **official measurer** shall verify on the **certificate** that the external shape is the same as before the repair

E.2.3 CERTIFICATION

- (a) The builder shall record on the Builder's declaration that the weight of hull appendages, as measured under the conditions described, is within the allowed weight.
- (b) The **official measurer** shall **certify hull appendages** recording measurements in the measurement form, together with the other entire boat measurement components.
- (c) No **certification mark** is provided for hull appendages

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) Point F2 is on the trailing edge of the keel 660 mm below the hull at a distance of 3.685 mm from point A measured along the hull.
- (b) Point F1 is 550 mm above point F2 measured along the trailing edge.
- (c) Point F3 is 300 mm below point F2 measured along the trailing edge.

E.3.4 DIMENSIONS

	minimum	maximum
Location : Distance "E" between point A and point F2 as in H.4.....	3780 mm	3820 mm
Span: Shortest distance from the underside of the keel flange on one side of the keel, around the bulb and back to the underside of the keel flange on the other side of the keel as in H.4.....	2920 mm	2960 mm

Maximum thickness of the keel, measured in
the height of F1 63 mm 73 mm

Maximum thickness of the keel, measured in
the height of F3 55 mm 65 mm

Maximum thickness of the bulb..... 340 mm 348 mm

Shortest perimeter around the keel at F1
including trailing edge thickness 1070mm 1105 mm

Shortest perimeter around the keel at F3
including trailing edge thickness 915 mm 975 mm

Between F1 and F3 the trailing edge shall be straight ± 2 mm.

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) The official measurer shall certify rudder blades recording measurements in the measurement form, together with the other entire boat measurement component.

E.4.4 CONSTRUCTION

- (a) The rudder shall be moulded from an approved tooling generated from the original tooling of Mac Dell Marine Ltd.

E.4.6 DIMENSIONS

minimum maximum

Location:

Distance between point A and the lowest point
of the rudder blade as per drawing N° 4 1270 mm 1290 mm

Distance between point A and the top of the
leading edge of the rudder blade 605 mm 615 mm

Distance between the top part of the rudder
blade and the hull 3 mm

Dimensions:

Thickness of the rudder (the minimum
thickness must be measured at not less than 150
mm from the lowest edge of the rudder)..... 17 mm 50 mm

Shortest distance between the upper edge and
the lowest point of the rudder 1210 mm 1230 mm

Section F – Rig

F.1 PARTS

F.1.1 MANDATORY

- (a) Mast
- (b) Boom
- (c) Standing rigging
- (d) Running rigging
- (e) Spinnaker pole

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 current **class rules**.

F.2.2 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) **Spars** shall not be altered in any way except as permitted by these **class rules**.

F.2.3 CERTIFICATION

- (a) **Certification** is required for the mast.

F.2.4 DEFINITIONS

- (a) The **limit marks** shall be of a contrasting colour, and with a minimum width of 20 mm, and shall be permanently marked on the spars.

F.2.5 MANUFACTURER

- (a) Mast, boom and spinnaker pole including spares and replacement may be produced by any manufacturer and shall comply with the Platu 25 **class rules**.

F.3 MAST

F.3.1 GENERAL

- (a) The **mast datum point** (MDP) is situated at the **heel point**
- (b) The **spar** and spreaders shall be of aluminium alloy.

F.3.2 CONSTRUCTION

- (a) The **spar** shall include a fixed groove or track which shall be integral with the **spar**.
- (b) The aluminium mast collar shall not be larger than the laminated polyester plinth on the deck. The distance measured from the centre of the forestay pin hole on the bow to the mast at the upper edge of the mast collar shall be max 2620 mm and min 2600 mm
- (c) The mast step shall not be larger than the laminated polyester plinth inside the boat
- (d) No part of mast extrusion shall be outside of the mast step. A stainless steel tie rod wire of minimum diameter 4 mm shall be installed.

F.3.3 FITTINGS

(a) MANDATORY

- (1) A gooseneck
- (2) Spinnaker pole fitting
- (3) The mast shall have sheave boxes, sheaves, pins and rope (wire is not permitted) halyards for:
 - One main halyard
 - One spinnaker halyard
 - One jib halyard
 - One topping lift
- (4) Attachments for shrouds, forestay
- (5) Masthead fitting with attachment for backstay
- (6) Two pairs of **spreaders**

(b) OPTIONAL

- (1) One mechanical wind indicator
- (2) Navigation lights and cable
- (3) A batten may be fixed to the backstay crane for the purpose of lifting a lightly loaded backstay above the top batten. This shall not change the attachment point of the backstay, nor alter the line of the backstay under load between the attachment points.
- (4) A positive stopper device for the mainsail halyard, to enable application of C.10.3.b
- (5) Instrument brackets
- (6) Boom vang attachment

F.3.4 DIMENSIONS

	minimum	maximum
Bottom of Taper.....	200 mm	
Mast spar cross section between MDP and bottom of taper:		
Fore-and-aft	120 mm	
Transverse	79 mm	
In this region the mast section shape and wall thickness shall be constant along the length of the spar		
Mast spar cross section between bottom of taper and the upper point :		
Fore-and-aft	78 mm	
Transverse	62 mm	
Mast limit mark width	20 mm	
Upper point from MDP	11585 mm	
Lower point from MDP	2180 mm.....	mm
Forestay height	10100 mm ..	10170 mm
Spinnaker pole fitting:		
Height	2 150 mm ...	2300 mm
Spinnaker hoist height	10680 mm
Lower Spreader ;		
Height	4280 mm ...	4320 mm

Length 958 mm

Upper Spreader;

Height 7300 mm ... 7340 mm

Length 598 mm

F.3.5 WEIGHTS

The assembled mast with all normal hardware in place including navigation lights and cables if permanently installed and instrument brackets below the lower point when permanently fastened, but without

- Mast Step
- Wind indicator
- Antennas
- Compass, instrument displays and associated cables

shall have a **tip weight** of minimum 16,5 kg.

A lead corrector weight of maximum 2,5 kg to reach the tip weight may be added at any location on the mast above the **upper limit mark** provided that it is permanently fastened.

The **mast weight**, including the tip corrector weight if present, shall not be less than 39 kg. An additional lead corrector weight to reach the min **mast weight** shall be added at the height of the **lower point**, provided that it is permanently fastened.

F.4 BOOM

F.4.1 MATERIALS

The **spar** shall be of aluminium

F.4.3 DIMENSIONS

minimum maximum

Boom spar cross section

Vertical 94 mm

Transverse 67 mm

Except within 150 mm from each spar end the boom section shall be constant

Outer limit mark width.....20mm

Outer point distance3650mm

F.5 SPINNAKER POLE

F.5.1 MATERIALS

The spinnaker pole shall be an aluminium untapered tube.

F.5.2 DIMENSIONS

minimum maximum

Spinnaker pole spar diameter 50 mm

Spinnaker pole length 3300 mm

F.5.3 LIMITATIONS

- (a) Only one set of **spars** and standing **rigging** shall be used during an event, except when an item has been lost or damaged beyond repair.

F.6 STANDING RIGGING

F.6.1 MATERIALS

- (a) The standing **rigging** shall be of 1x19 stainless steel round wire. Dyform type wire is not permitted.
- (b) Top mast backstay may be of rope.

F.6.2 CONSTRUCTION

(a) MANDATORY

- Additional standing rigging or attempts to use any standing rigging, for other than its intended purpose, is not permitted.
- Head foil system is not permitted
- Top Mast Backstay: The topmast backstay shall have an 8:1 minimum and 16:1 maximum purchase, and shall be led to each side of cockpit near the helmsman.

F.6.3 FITTINGS

(a) MANDATORY

- (1) Forestay rigging link consisting of plate, holes and pins. No other method of forestay adjustment is permitted.
- (2) Shroud rigging screws.

F.6.4 DIMENSIONS

	minimum	maximum
Minimum wire diameters are		
V1:	5 mm	
V2/D3:	4 mm	
D1:	5 mm	
D2:	3 mm	
Top mast backstay:	4 mm if of wire	
Forestay:	5 mm	

F.7 RUNNING RIGGING

F.7.1 MATERIALS

- (a) Materials are optional.

F.7.2 CONSTRUCTION

(a) MANDATORY

- (1) Mainsail halyard: the main halyard shall have a cleat or a jammer at the mast step and be led below deck to a cleat mounted on the mast heel.
- (2) Headsail halyard: the jib halyard shall lead aft to a cabin top cleat
- (3) Spinnaker halyard: the spinnaker halyard cleat shall be located on the mast. An extra cabin top cleat is permitted.
- (4) Topping lift: the topping lift shall lead aft to a cabin top cleat.

(b) OPTIONAL

- (1) Mainsail Cunningham line
- (2) Mainsail outhaul
- (3) Headsail Cunningham line
- (4) Single line headsail Barber haulers capable of modifying the sheeting angle in one direction only

F.7.3 FITTINGS

(a) OPTIONAL

- (1) One block or eye in each headsail for Barber hauler to run on headsail sheet
- (2) One eye or block in each spinnaker sheet for Barber hauler to run on spinnaker sheet or guy

Section G – Sails

G.1 GENERAL

- (a) Sails shall be constructed and measured in accordance with ERS except for reinforcements, which are free, and for all definitions outlined in the present **class rules**
- (b) **Sails** shall comply with the current **class rules**.
- (c) The **official measurer** shall **certify** mainsails and headsails in the **tack** and spinnakers in the **head** and shall sign and date the **certification mark**.
- (d) The ICA sail button shall be fixed in the **tack** for mainsails and jibs, and in the head for spinnakers.

G.3 MAINSAIL

G.3.1 IDENTIFICATION

The class insignia shall conform with the dimensions and requirements as detailed in the diagram contained in Appendix J and be placed in accordance with the diagram contained in Appendix J.

G.3.2 MATERIALS

Dacron and/or Mylar and polyester fibre laminated ply is permitted.

G.3.3 CONSTRUCTION

- (a) Maximum of 4 Battens are permitted.
- (b) One or more reefs are optional
- (c) The following are permitted: Stitching, glues, tapes, bolt ropes, corner eyes, headboard with fixings, Cunningham eye or pulley, **batten pocket patches**, batten pocket elastic, batten pocket end caps, mast and boom slides, leech lines with cleat, **windows of free size**, tell tales, sail shape indicator stripes and items as permitted or prescribed by other applicable *rules*.
- (d) The **leech** shall not extend aft of straight lines between:
 - the **aft head point** and the intersection of the **leech** and the upper edge of the nearest **batten pocket**,
 - 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,
 - the **clew point** and the intersection of the **leech** and the lower edge of the nearest **batten pocket**.

G.3.4 DIMENSIONS

	minimum	maximum
Leech length		10070mm
Half width		2370 mm
Three-quarter width		1380 mm
Top width		150 mm

	minimum	maximum
Batten pocket length:		
uppermost and lowermost pockets: inside		Unlimited
Intermediate pockets: inside		1270 mm
Lowermost pockets Inside		930 mm
Head point to intersection of leech and centreline of uppermost batten pocket , for sails first certified after September 15 2008		1860 mm

G.4 HEADSAIL

G.4.1 MATERIALS

Dacron, Mylar and polyester fibre laminated ply is permitted for the light and medium Jibs
Dacron only is permitted for the heavy jib.

Windows may be fitted only in the light and medium jibs

G.4.2 CONSTRUCTION

- The construction shall be: **soft sail, single ply sail**.
- The **leech** shall not extend beyond a straight line from the aft **head point** to the **clew point**.
- The following are permitted: Stitching, glues, tapes, corner eyes, hanks, batten pocket elastic, **batten pocket patches**, batten pocket end caps, leech line with cleat, one **window**, tell tales, sail shape indicator stripes jib Cunningham eye and items as permitted or prescribed by other applicable rules.

G.4.3 DIMENSIONS LIGHT JIB

	minimum	maximum
Luff length	9250 mm
Luff Perpendicular	2730 mm
Top width	75mm

If fitted the **Outside Batten pocket length**

mid and lower	630 mm
upper	Unlimited mm

The centreline of the battens pockets if fitted shall intersect the leech within 100 mm of the quarter, mid and three-quarter leech points

G.4.4 DIMENSIONS MEDIUM JIB

	minimum	maximum
Luff length	8700 mm
Luff Perpendicular	2730 mm
Top width	75 mm

If fitted the **Outside Batten pocket length**

mid and lower	630 mm
upper	Unlimited mm

The centreline of the battens pockets if fitted shall intersect the leech within 100 mm of the quarter, mid and three-quarter leech points

G.4.5 DIMENSIONS JIB

	minimum	maximum
Luff length		7000 mm
Luff Perpendicular		2730 mm
Top width		75 mm

If fitted the **Outside Batten pocket length**

mid and lower	630 mm
upper	Unlimited

The centreline of the battens pockets if fitted shall intersect the leech within 100 mm of the quarter, mid and three-quarter leech points

Windows, except for tell tales, are prohibited

G.4.6 DIMENSIONS STORM JIB

Batten prohibited

Window prohibited

Storm jib area shall not be greater than 5.0 m²

Polyester fibre woven ply only is allowed

G.5 SPINNAKER

G.5.1 MATERIALS

Nylon or polyester woven ply is allowed

G.5.2 CONSTRUCTION

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

(b) The following are permitted: Stitching, glues, tapes, corner eyes, recovery line eyes, tell tales and items as permitted or prescribed by other applicable *rules*.

(c) The **body of the sail** shall consist of the same **woven ply** throughout.

G.5.3 DIMENSIONS

	minimum	maximum
Leech lengths		9500 mm
Half Width		5640 mm
Foot Length		5640 mm
Foot Median (for sails first certified after September 15 2008).....		10600 mm

OFFICIAL DOCUMENTS:

Platu **Class Rules**

Building specification issue A

Drawing No.1 issue A

Measurement Form and Builder's Declaration (July 2008)

Effective Date 11th September 2008

Published Date 11th September 2008

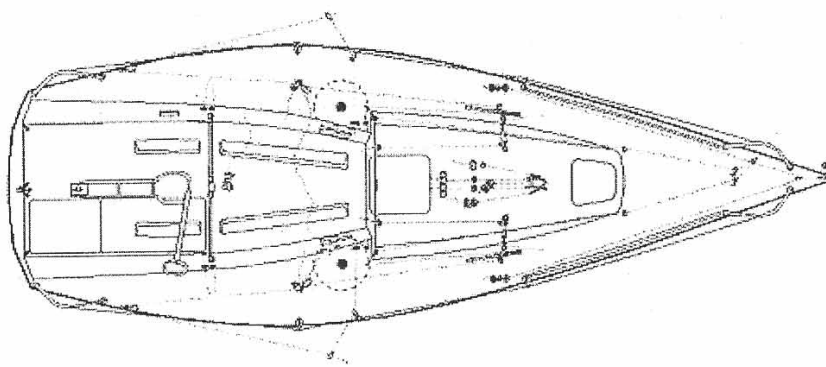
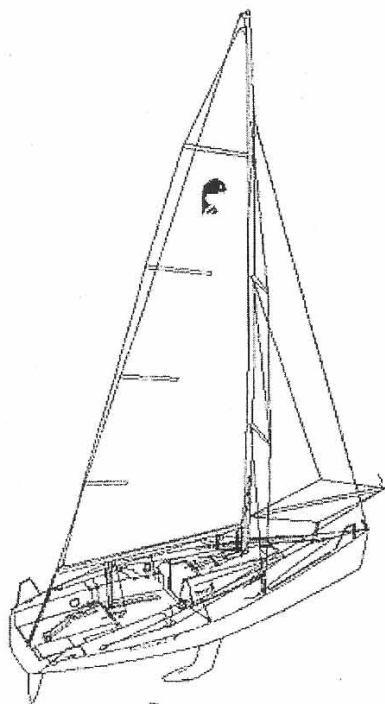
Previous Issue August 2007

PART III – APPENDICES

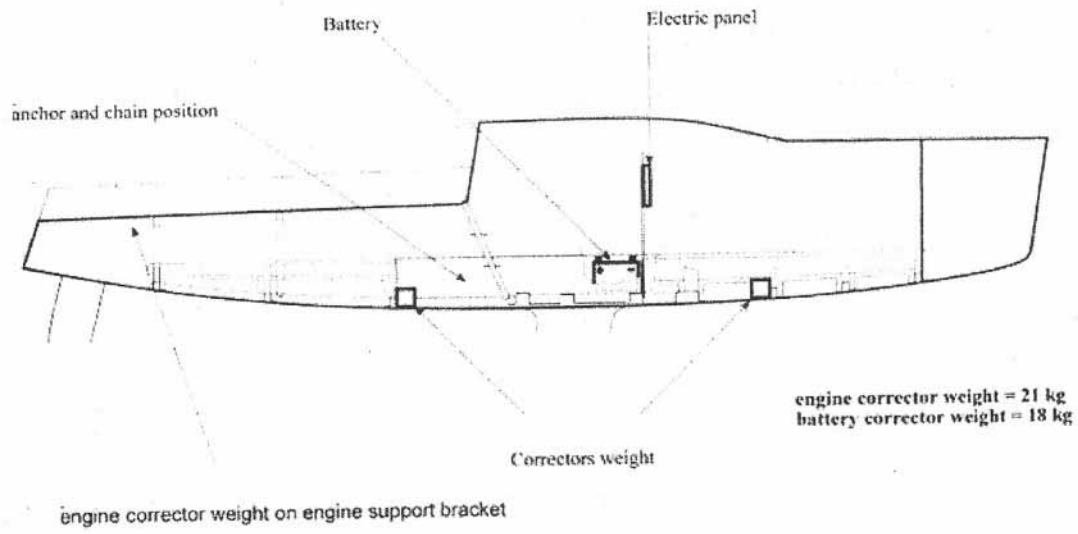
The rules in Part III are **closed class rules**. Measurement shall be carried out in accordance with the ERS except where varied in this Part.

Section H – Measurement diagram

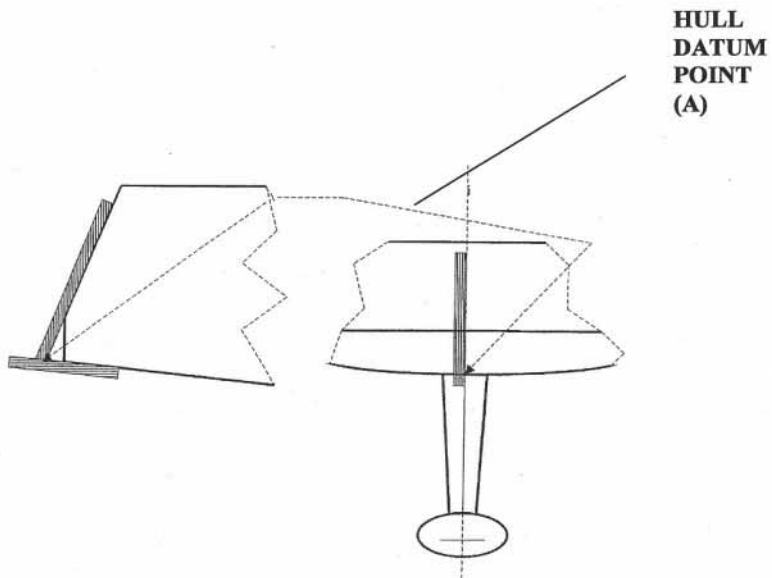
H.1 STANDARD DECK FITTING AND BLOCKS

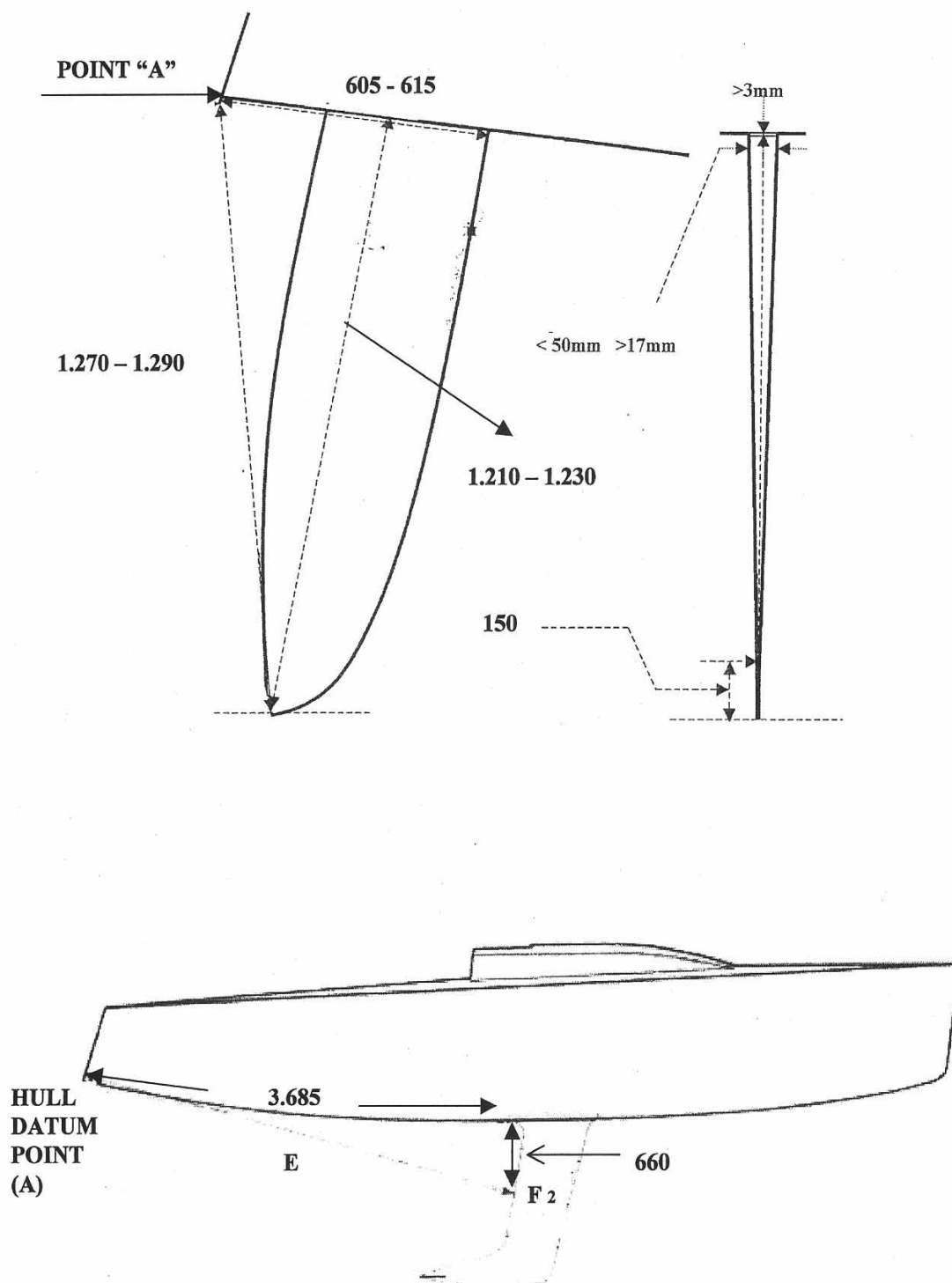


H.2 CORRECTOR WEIGHTS

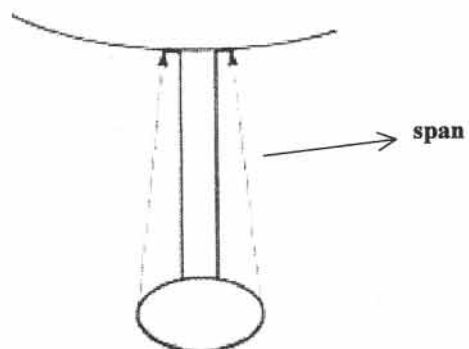
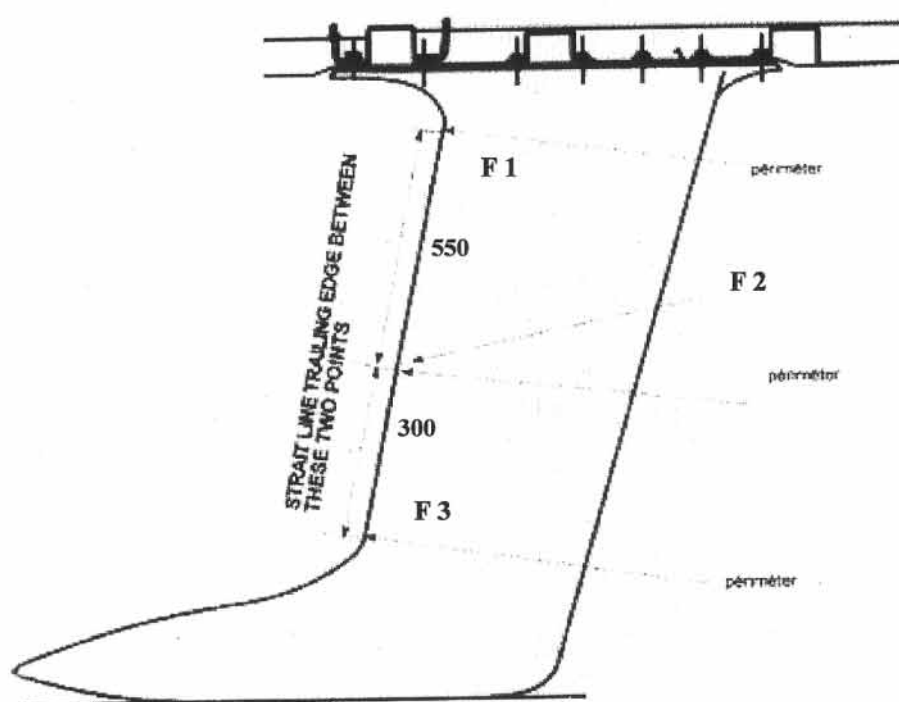


H.3 HULL AND RUDDER





H.4 KEEL



Section J – CLASS INSIGNA

