2005
INTERNATIONAL
TORNADO CLASS
RULES

The Tornado was designed in 1966 by Rodney March and was adopted as an international class in 1967.

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INTRODUCTION

This is a one-design class. The intention of these rules is to ensure that the boats are as alike as possible in all respects affecting performance. Everything that is not actually stated as permitted or optional shall be prohibited.

Hull shell, Hull shell Appendages, Rigs and Sails are measurement controlled. Variations are permitted within the specifications in "Section F – Rig" and "Section G – Sails".

Tornado hulls and masts shall be manufactured for sale by licensed manufacturers.

A Tornado shall be equipped in accordance with "Section C- Conditions for Racing" of these class rules.

Owners and crews should be aware that compliance with rules in Section C is NOT checked as part of the hull and mast 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 Tornado 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.2 ABBREVIATIONS

A.2.1

ISAF	International Sailing Federation
MNA	ISAF Member National Authority
ITA	International Tornado Association
NTA	National Tornado Association
ERS	Equipment Rules of Sailing
RRS	Racing Rules of Sailing

A.3 AUTHORITIES

A.3.1 The international authority of the class is the ISAF which shall co-operate with the ITA in all matters concerning these **class rules**.

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 The ISAF and the ITA accept no legal responsibility in respect of these **class rules** or any claim arising there from.

A.4 ADMINISTRATION OF THE CLASS

A.4.1 ISAF has delegated its administrative functions of the class to MNAs. The MNA may delegate part or all of its functions, as stated in these **class rules**, to the ITA.

A.4.2 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 ITA which may delegate the administration to an NTA.

A.4.3 **Official measurers** or **international measurers** who carry out **certification control** and/or **equipment inspection** of the Tornado class shall be registered with the ITA.

A.5 ISAF RULES

A.5.1 These **class rules** shall be read in conjunction with the ERS and RRS.

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 Class Events – see RRS 87.1.d – ISAF Regulation 26.5(f) applies. At all other events RRS 86 applies.

A.7 CLASS RULES AMENDMENTS

A.7.1 Amendments to these **class rules** shall be proposed by the ITA and are subject to the approval of the ISAF in accordance with the ISAF Regulations.

A.8 CLASS RULES INTERPRETATION

A.8.1 Interpretations of **class rules**, except as provided by A.8.2, shall be made in accordance with ISAF Regulations.

A.8.2 These **class rules** shall take precedence over the measurement form and the plans.

A.8.3 Any interpretation of **class rules** required at an event may be made by an international jury constituted in accordance with the RRS. Such interpretation shall only be valid during the event and the organising authority shall, as soon as practical after the event, inform the ISAF, the MNA and the ITA.

A.9 INTERNATIONAL CLASS FEE AND ISAF PLAQUE

A.9.1 The licensed **hull** builder shall pay the International Class Fee, which shall be 3% of the builder's selling price (without VAT) for a standard Tornado without sails, on every pair of **hulls**, or **hull** shell kit, built whether or not the boat is subsequently measured and registered.

A.9.2 Half of the amount of the International Class Fee shall be paid on any single **hull** shell built for replacement or other purpose.

A.9.3 The ITA shall, having received the International Class Fee, send two numbered ISAF Building plaques and a measurement form to the licensed **hull** builder. The plaques shall be permanently affixed to the **hull** shell transoms by the builder prior to delivery to the owner.

A.9.4 An official International Class Fee receipt shall be issued to the builder by the Association. These shall be numbered consecutively.

A.9.5 The International Class Fee receipt shall be delivered by the builder to the owner on delivery of the **hull**, or **hull** shell kit.

A.10 SAIL NUMBERS

A.10.1 **Sail** numbers shall be issued by the MNA, unless otherwise delegated per A.4.1 or A.4.2.

A.10.2 **Sail** numbers shall be issued in consecutive order starting at "1".

A.10.3 No two **boats** in the class registered in the same country shall have the same **sail** number.

A.11 HULL CERTIFICATION

A.11.1 A **certificate** shall record the following information:

(a) Class
(b) **Certification Authority**
(c) **Sail** number issued by the **certification authority**
(d) Owner
(e) **Hull** shell identification
(f) Builder/Manufacturers details
(g) Date of issue of initial **certificate**
(h) Date of issue of **certificate**

A.11.2 Templates used for **certification** shall be issued by the ISAF.

A.12 INITIAL HULL CERTIFICATION

A.12.1 For a **certificate** to be issued to a **hull** not previously **certified**:

(a) **Certification control** shall be carried out by an **official measurer** who shall complete the appropriate documentation.
(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**.

(d) Payment for the **official measurer's** service is the responsibility of the boat owner.

A.13 VALIDITY OF CERTIFICATE

A.13.1 A **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) any structural alteration, replacement of components or repair to the **hull** other than permitted routine maintenance

(d) any alteration to **corrector weights** (see C.6.1 WEIGHT)

(e) withdrawal by the **certification authority**

(f) 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 hull**:

(a) when it is invalidated under A.13.1(a),(b)(c), or (d) after receipt of the old **certificate**, and **certification fee** if required

(b) when it is invalidated under A.13.1 (e), at its discretion

(c) 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

(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*, the rules in this section shall be complied with. **Certification control** and **equipment inspection** shall be carried out in accordance with the ERS except where varied in this part.

B.1 CLASS RULES AND CERTIFICATION

B.1.1 It is the responsibility of the owner to see that the **boat**, its **spars**, **sails** and equipment are correctly measured and to ensure that they thereafter comply with the **class rules**.

B.1.2 The **boat** shall:

(a) be in compliance with the **class rules**

(b) have a valid **hull certificate**

(c) have a valid **mast certificate**

(d) have valid **certification marks** as required

(e) have a completed, signed and dated Measurement Form

B.1.3 A **certificate** may be refused even if the specific requirements of the **class rules** are satisfied. The **official measurer** shall report on the Measurement Form anything, which he considers, departs from the intended nature of the design on the **boat**, and shall not sign the Form. A copy of the incomplete Form

together with a full explanation of the points in question shall be immediately sent to the ITA Secretariat and the ISAF for a ruling in writing.

B.1.4 A **boat** may be disqualified or have its **certificate** withdrawn if low resistivity is found, which the **official measurer** believes cannot be explained by normal metal fastenings or fittings.

B.1.5 All **certified boats** shall be liable to re-measurement at the discretion of the **certification authority** or by an international jury constituted in accordance with the RRS at an event, but only by an **official measurer**. Any **boat**, re-measured and found not to comply with the **class rules**, may be disqualified.

B.2 FLOTATION CHECKS

B.2.1 The **hull** shall carry a satisfactorily flotation check confirmation.

B.3 CLASS ASSOCIATION MARKINGS

B.3.1 A valid Class Association Sticker, if required by the ITA or and NTA, shall be affixed to the **hull** shell in a conspicuous position.

B.3.2 The **sail** number and national letters of the **boat** shall be indelibly marked in letters with minimum height of 50mm on to the outside of the port transom.

B.4 NON-COMPLYING BOATS

B.4.1 **Boats** built using prohibited materials shall remain illegal. However, they shall be permitted to race in the club and local events for evaluation purposes, provided that they are registered with ITA (not the MNA) and also provided:

(a) Both **hull** shell**s** are indelibly marked on the outside of the transoms with a letter `X' and with a number allocated by the ITA.

(b) The mainsails have a letter `X' of size and position in accordance with boat the **class rules**. The letter `X' shall be either in addition to or instead of national letter(s).

B.4.2 The International Class Fee as stated in A.9 shall be paid in respect of each experimental **boat** although such a **boat** remains illegal.

B.4.3 Such illegal **boats** will not be permitted to race in qualifying open meetings of any kind, National Championships, European Championships, World Championships or the Olympic Games unless approved by the ITA and the ISAF.

PART II – REQUIREMENTS AND LIMITATIONS

The intention of these **class rules** is to ensure that the **boats** are as alike as possible in all respects affecting performance.

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**, where anything not specifically permitted by the **class rules** is prohibited. **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 Appendix C - ITA Championship Rules shall apply.

(c) RRS 49.1 shall not apply

(d) RRS 50.4 shall not apply

C.2 CREW

C.2.1 LIMITATIONS

(a) The **crew** shall consist of two persons.

C.3 PERSONAL EQUIPMENT

C.3.1 MANDATORY

(a) Each **crew** member shall wear at all times when racing, a **personal buoyancy** device capable of keeping the **crew** member and all of his/her **personal equipment** afloat.

C.3.2 OPTIONAL

(a) Trapeze harnesses for each **crew** member

(b) All other **personal equipment**

C.4 ADVERTISING

C.4.1 LIMITATIONS

(a) 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) Optional

1) Magnetic compass(es)

2) Mechanical timing device(s)

3) Electronic devices that provide timing, heading, and heading memory but which do not transmit or receive data.

4) Emergency Position Indicating Radio Beacon (EPIRB) devices.

C.6 BOAT

C.6.1 WEIGHT

(a) The total assembled weight of **hull** shells, **correctors weights** if any, main beam, rear beam, trampoline, **centreboards**, **rudders**, **tillers**, connecting arm, **tiller** extensions, mainsheet traveller track and jib sheet traveller

track, mainsheet traveller car or slider and jib sheet traveller car or slider, mainsheet traveller car or slider positioning lines and jib sheet traveller car or slider positioning lines, **bowsprit** (rigged as defined in F4.5), **gennaker** container, and all fittings normally bolted, screwed or permanently fixed to the **boat** shall be not less than 130kg nor more than 145kg when in dry condition to the **official measurer's** satisfaction.

C.6.2 CORRECTOR WEIGHTS

(a) **Corrector weights** of lead shall be attached on the outside of the main beam and shall be removable for the purposes of measurement when the **boat** weight, as specified in C.6.1, is less than the minimum requirement.

(b) The total **corrector weight** of shall not exceed 5kg. This shall apply to **boats** first registered after February 1977.

C.6.3 FLOTATION

(a) The builder shall **certify** that the **boat** with full racing equipment, and with both **hull** shells swamped, shall support 160kg. If the **boat** is found at any time not to comply with this requirement, the **certificate** shall be invalid.

C.7 HULL

C.7.1 FITTINGS

(a) Use

1) Any device for adjusting the main beam strut or tie shall remain locked whilst racing.

C.8 HULL APPENDAGES

C.8.1 FITTINGS

(a) **Rudder** retention devices

(b) **Rudder** pins or pintles

(c) **Rudder** gudgeons

C.8.2 LIMITATIONS

(a) Only two **centreboards** and two **rudders** 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. The race committee shall then remove or cross out any event limitation mark attached to the replaced **hull** appendage.

1) The two **centreboards** shall be fitted in the **centreboard** cases, one in each **hull** shell.

2) The two **rudders** shall be hung on the transoms, one on each transom

3) The **rudder** retention devices shall retain the **rudders,** in the event of capsize.

4) The **rudders** shall, when fore-and-aft, be in the centre plane of each **hull** shell.

C.9 RIG

C.9.1 MODIFICATIONS, MAINTENANCE AND REPAIR

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

C.9.2 FITTINGS

(a) Forestay tension/rake adjustment device or fitting

(b) Shroud tension/rake adjustment devices or fittings

C.9.3 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.

(b) Replacement may be made only with the approval of the race committee. The race committee shall then remove or cross out any **event limitation mark** attached to a replaced **spar**.

C.9.4 MAST

(a) Use

1) The **mast** shall be stepped on the centreline of the boat

2) When stepped, the **mast datum point** shall be not more than 90mm above the top of the main beam.

3) The vertical centre line shall intersect the main beam in any position to which the **mast** may be rotated.

4) There shall be a mechanical stop to prevent the **tack** of the mainsail from coming below the upper edge of the **lower limit mark**.

C.9.5 BOOM

SPARE NUMBER

C.9.6 BOWSPRIT

(a) Use

1) The **bowsprit** shall be attached to the main beam either on the front edge or the underside at the centre of the beam.

2) The **bowsprit** shall be fixed in a fore and aft position and stayed from the **gennaker** tack block position and it's mid-section to the hulls. It shall not be adjusted while racing.

3) The **bowsprit** may be attached to the forestay by means of a forestay extension strut.

4) The **bowsprit** tip shall not be moved off the centreline whilst racing.

C.9.7 STANDING RIGGING

(a) Use

1) Standing **rigging** shall not be adjusted whilst racing.

C.9.8 RUNNING RIGGING

(a) Use

1) Running **rigging** shall be led externally to the mast.

2) Except as limited in C.9.8.a.1 above, running **rigging** may be led at the option of the **crew**.

3) At least one foot of each **crew** member using the trapeze gear must be in contact with the **hull**.

C.10 SAILS

C.10.1 LIMITATIONS

(a) The **sail** plan shall consist of 1 mainsail, 1 jib and 1 gennaker.

(b) 1 mainsail, 1 jib and 1 gennaker shall be used during an event, except when a **sail** has been lost or damaged beyond repair. Such replacement may be made only with the approval of the race committee. The race committee shall then remove or cross out any event limitation mark attached to a replaced **sail**.

C.10.2 MAINSAIL

(a) IDENTIFICATION

The national letters and **sail** numbers shall comply with the RRS except where prescribed otherwise in these **class rules**.

(b) USE

1) The **sail** shall be hoisted on a halyard. The arrangement shall permit hoisting and lowering of the **sail** at sea.

2) The **luff** bolt rope shall be in the **spar** sail groove.

3) The **sail** shall not be fitted with a sleeve or double **luff** or other fairing device.

4) The **sail** shall be set within the edges of the measurement bands on the **mast**.

C.10.3 JIB

(a) USE

1) The **sail** shall be set on the forestay.

2) The **tack** shall not extend more than 500mm below the intersection of the **forestay** with the **forestay** strops. A device shall be used to prevent adjustment of the **tack** below this point

C.10.4 GENNAKER

(a) USE

1) The **sail** shall be set between the **mast** and **bowsprit**.

SECTION D – HULLS

D.1 PARTS

D.1.1 MANDATORY

(a) **Hull** shells

(b) Front Beam

(c) Rear Beam

(d) Trampoline

D.1.2 OPTIONAL

(a) Bulkheads

(b) Sub-decks

D.2 GENERAL

D.2.1 RULES

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

D.2.2 CERTIFICATION

(a) See Rule A.13.

(b) An MNA may appoint one or more persons at a manufacturer to **certify hulls** built by that manufacturer in accordance with the ISAF In-house Certification Guidelines.

D.2.3 MODIFICATIONS, MAINTENANCE AND REPAIR

(a) The **hull** shells, bulkheads, and sub-decks shall not be altered in any way except as permitted by these **class rules**.

(b) Holes for the installation of fittings may be made in the deck; such holes shall not be bigger than necessary to attach the fitting.

(c) Routine maintenance such as filling, sanding, painting and polishing is permitted without re-measurement and re-**certification**.

D.2.4 DEFINITIONS

(a) HULL SHELL DATUM POINT
The **hull** shell **datum point** shall be the centre of the hole in template No. 5, when template No. 5 is placed as described in D.6.4.a.ii.

D.2.5 IDENTIFICATION

(a) The **hull** shall carry the ISAF Plaque permanently placed on the transom of each **hull** shell.

D.2.6 BUILDERS

(a) Professional builders of the Tornado shall be only those recognised and registered by the ISAF; and **hulls**, or **hull** shell kits shall only be built for sale by these builders.

(b) Recognition shall be subject to review and withdrawal by the ISAF. Professional builders shall be required to satisfy the ISAF through the ITA and the relevant National Authority of their competence to build the Tornado.

(c) Additional professional builders may be recognised by the ISAF at the recommendation of the ITA and the relevant National Authority, provided that a requirement can be shown for an additional source.

(d) Bona fide amateur builders shall be permitted to build not more than one **boat** a year, and this **boat** shall be for their own use.

D.3 HULL SHELLS

D.3.1 MATERIALS

(a) The **hull** shells shall be made only of one or more of the following materials: wood, glass fibre, foam plastics, plastic fibres with a modulus of elasticity less than 100.000 kg/cm2, resins, paints, glues and metal fastenings.

(b) Aramid (Kevlar) or other high modulus core materials require prior approval of the ISAF. The criteria for permitting these materials shall include: structural properties, cost, and durability

(c) Metal fastenings shall be of stainless steel or aluminium.

D.3.2 CONSTRUCTION

(a) The skin shall not project beyond the transoms, which shall be flat and square across the **hull** shells

(b) The centre plane of each **hull** shell and its **centreboard** case shall coincide.

(c) Each **hull** shell shall have

1) one shroud attachment point on the outer topsides

2) one forestay strop attachment point

3) one bowsprit attachment point

D.4 BEAMS

D.4.1 PARTS

(a) MANDATORY

1) Main beam

2) Main Beam Strut and Tie

3) **Mast** step

4) Aft Beam

(b) OPTIONAL

1) Main and Rear beam bulkheads

1) Main and Rear end caps

D.4.2 MATERIALS

(a) The main beam and rear beam extrusions shall be made of aluminium alloy.

(b) The strut and the tie shall be made of either stainless steel or aluminium.

(c) The materials for beam attachment straps and compass holders are optional.

D.4.3 CONSTRUCTION

(a) The main beam and rear beam shall each be one continuous straight tube of constant section along their lengths.

(b) The main beam shall be oval in section with a common radius front and rear.

(c) A rear beam extrusion incorporating an integral mainsheet track shall only be permitted if the design has been submitted to and approved by the ISAF.

(d) An aluminium or epoxy composite bulkhead casting is permitted inside the main beam at the position of the **mast** step.

(e) An aluminium bulkhead casting is permitted inside the main beam and rear beam at the position of each of the inner beam bolts.

(f) The **mast** step shall be in a fixed position. (Not a jack or adjustable)

(g) Holes for the installation of fittings may be made in the beams; such holes shall not be bigger than necessary to attach the fitting.

(h) The ends of the main and rear beams shall be perpendicular to their length.

(i) The main beam shall be fitted with a strut and tie

1) The tie shall be flat stock the leading edge of which may be may be rounded, but not sharpened.

2) The strut shall be of circular cross-section.

D.4.4 DIMENSIONS

	minimum	maximum
Main Beam		
Wall thickness	2 mm	2.35 mm
Major Diameter	130 mm	135 mm
Minor Diameter	90 mm	91 mm
Corner Radius	45 mm	-
Strut diameter	24 mm	-
Deflection w/o mast being stepped	-	15 mm
Tie thickness	3 mm	-
Tie leading edge radius		1.5 mm
Distance of underside of the tie below the strut	235 mm	255 mm
Distance of junction of tie and main beam from centreline	1000 mm	1100 mm
Rear Beam		
Wall thickness, excluding traveller track	2 mm	2.35 mm
Major Diameter	130 mm	135 mm
Minor Diameter w/o traveller track	89 mm	91 mm
Minor Diameter w/ traveller track	106 mm	108 mm

D.5 TRAMPOLINE

D.5.1 MATERIALS

(a) Materials for the trampoline are optional, except that Aramid (Kevlar) or any similar fibre shall not be used.

D.5.2 CONSTRUCTION

(a) A single trampoline shall cover the area between the main beam, rear beam and inner **sheerlines**. The trampoline may be wrapped around the beam to form a sleeve, which shall not incorporate any padding.

(b) Lacing eyes are permitted.

(c) Holes are allowed in the trampoline.

1) The area of each hole shall be taken as the area of the enclosing rectangle. This area shall exclude the total area of the spaces that accrue between the woven elements, the warp and the weft, of the trampoline.

2) The intersection of warp and weft shall not be knotted, welded, or in any other way treated to space the warp and weft apart

(d) A gennaker bag is permitted. If it is integrated into the trampoline and has an opening in the top of the trampoline, it shall be considered a bag, and is not subject to Rule D.5.2 (a), and is not included in the area limitation of Rule D.5.2 (d).

(e) Storage bags or pouches, subject to Rule D.5.2 (a), are permitted and are not included in the area limitation of Rule D.5.2 (d).

D.5.3 DIMENSIONS

	minimum	maximum
Gap around the trampoline perimeter	-	130 mm
Total area of holes in trampoline	2 mm	0.1 sqm
Distance of trampoline and any lacing from the nearest surface of the beam	-	185 mm

D.6 ASSEMBLED HULLS

D.6.1 BUOYANCY

The builder shall **certify** that the boat with full racing equipment, and with both hull shells swamped, shall support 160kg.

D.6.2 CONSTRUCTION

(a) The **hull** shells shall be joined by a main beam and a rear beam without fairings.

(b) There shall be no beam or strut attached to the **hull** shells other than the main beam and rear beam and there shall be no beam or strut connecting the main beam and rear beam.

(c) The main beam and rear beam shall be let into the deck and rigidly attached to the **hull** shells; but shall be easily removable.

(d) There shall be no trampoline or other covering whatsoever in front of the main beam or behind the rear beam except that the trampoline material may be wrapped round the beams. The trampoline shall not overlap the inner **sheerlines** of either **hull** shell.

(e) Sealing strips of any suitable material for the **centreboard** slots are permitted.

(f) A mainsheet traveller system is permitted if the traveller runs in a substantially straight line vertically and horizontally along the rear beam only. The track shall be considered to be substantially straight if the departure from a straight line is not more than 10mm.

(g) A jib sheet traveller system is permitted to be attached to the main beam. The jib traveller system is free of material restrictions

(h) The line of each half of the forestay strop shall not pass above the inner sheerlines when the boat is rigged.

D.6.3 FITTINGS

(a) MANDATORY

1) **Shroud** attachment fittings
2) Forestay strop attachment fittings
3) **Bowsprit** attachment fittings
4) Trampoline attachment fittings

(b) OPTIONAL

1) Foot loops, toe straps, trapeze gear, and any line for retaining **crew** position on the boat.
2) **Centreboard** retention fittings
3) Running **rigging** blocks, fairleads, and cleats
4) Compass holders

5) Inspection hole(s) provided that the watertight integrity of the **hull** shell is maintained and covers are capable of resisting accidental dislodgement.

D.6.4 DIMENSIONS

(a) The **hulls** shall be inverted. The bow template shall be applied with the projections touching the skin, and:

1) Template No. 5 shall be positioned 5 metres from the aft edge of the bow template and shall touch the skin at the keel and be equidistant from the **sheerlines**.

2) The bow template shall be adjusted to bring the inscribed datum line in coincidence with a base line, which shall be horizontal and pass through the datum point at the centre of the hole in template No. 5.

3) The remaining measurement templates shall be positioned 0, 1, 2, 3.3 and 4.2 metres from the aft edge of the bow template. Each template shall touch the skin at the keel and at each station the template shall be equidistant from the **sheerlines**.

(b) Each of the templates positioned 0, 1, 2, 3.3, 4.2 and 5 metres from the aft edge of the bow template shall touch the **hull** shell at, either the centreline inscribed on the template, or within the raised section on the template, and on both sides of the inscribed centreline.

(c) The base line shall pass through the holes in the templates and shall clear template positions 1, 2, 3.3 and 4.2.

(d) The sheerlines at all stations shall not be above or below the tolerance marks on the templates.

(e) The major axis of the sections shall be parallel to the sheer.

(f) With the deck crown template normal to the deck and square across the hull shell, the clearance between deck and template shall be not more than 5mm except in way of recesses or pads for ports and fittings.

	minimum	maximum
Hulls inverted and horizontal, with templates in place, the clearance between skin and:		
stem template		10 mm
any template above central projection		10 mm
central projection of template position 0		3 mm
central projection of templates positions 1; 2; 3.3; 4.2 and 5 (per D.6.4.b)		2 mm
Aft most point of **hull** shell to aft end of bow template	5085 mm	5096 mm
Aft surface of the transom, at sheerline level, forward of the aft most point of the **hull** shell	30 mm	50 mm
Hulls - upright and assembled		
Difference between deck centreline separation and keel centreline separation immediately aft of main beam		10 mm
Deck centreline separation	2610 mm	2630 mm
Difference between diagonal lengths, measured from the tip of each bow to the aft edge of the opposite transom at the inner **sheerlines**		25 mm
Clearance between deck and template at any point along length of **hull** shell		5 mm
Radius at sheer, measured perpendicular to both the deck and the topside		12 mm
Aft edge of main beam	3095 mm	3115 mm

from stem head length datum, as inscribed on the bow template		
Forward edge of rear beam from stem head length datum, as inscribed on the bow template	5324 mm	5344 mm
Shroud attachment point distance aft of aft most edge of main beam, measured along the sheer to the point of intersection with the plane of the shrouds	708 mm	728 mm
Distance between the outer surface of shroud chain plate and the outer surface of the topside	-	15 mm
Forestay strop attachment point forward of aft edge of main beam	1965 mm	1980 mm
Forestay strop attachment points from sheerline		50 mm
The main beam and rear beam lower surfaces below the inner **sheerlines**	25 mm	35 mm

SECTION E – HULL APPENDAGES

E.1 PARTS

E.1.1 MANDATORY

(a) **Centreboards**

(b) **Rudders**

(c) Tillers

(d) Tiller connecting bar

E.1.2 OPTIONAL

(a) Tiller extension

E.2 GENERAL

E.2.1 RULES

(a) **Hull appendages** shall comply with the **class rules**.

E.2.2 MODIFICATION, 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 filling, sanding, painting and polishing is permitted without re-measurement and re-certification.

E.2.3 CERTIFICATION

(a) An **official measurer** shall **certify** the **centreboards** and **rudders**.

(b) An MNA may appoint one or more persons at a manufacturer to **certify hull appendages** built by that manufacturer in accordance with the ISAF In-house Certification Guidelines.

(c) No **certification** is required for tiller connecting bars and tiller extensions.

E.2.4 MANUFACTURERS

(a) No licence is required.

E.3 CENTREBOARDS

E.3.1 RULES

(a) Two **centreboards** shall be fitted in the **centreboard** cases, one in each **hull** shell**.**

E.3.2 MATERIALS

(a) The **centreboards** shall be made only of one or more of the following materials: wood, glass fibre, foam plastics, plastic fibres with a modulus of elasticity less than 100.000 kg/cm2, resins, paints, glues and metal fastenings.

(b) The pivot bushing materials are optional.

E.3.3 CONSTRUCTION

(a) The **centreboards** shall have no moving parts.

(b) The cross-section of each **centreboard** shall be symmetrical about its fore and aft centreline.

(c) The pivot point in the **centreboard** shall be aft of the line of the underwater leading edge of the **centreboard**.

(d) Each **centreboard** shall be capable of being raised completely so that the **centreboard** does not project below the line of the bottom of the hull shell.

(e) The central plane of the **centreboard** case shall coincide with the central plane of the **hull** shell.

E.3.4 FITTINGS

(a) Pivot bushings

E.3.5 DIMENSIONS

	minimum	maximum
With centreboard fully lowered		
Distance from aft end of bow template to intersection of keel line and **centreboard** leading edge	2465 mm	2485 mm
Clearance of the underwater profile of each **centreboard** from the **centreboard** template, both ends of which shall touch the hull shell at the centreline of the bottom of the **hull** shell	0 mm	10 mm
Distance aft of pivot point from leading edge E.3.3.c	-	100 mm
Centreboard height from head to tip	1150 mm	-
Centreboard thickness at keel line	25 mm	29 mm
Centreboard thickness at any point	-	29 mm

E.3.6 WEIGHTS

	minimum	maximum
The weight of each **centreboard**	-	5kg

E.4 RUDDERS & TILLERS

E.4.1 RULES

(a) Two **rudders** shall be hung on the transoms, one on each transom.

E.4.2 DEFINITIONS

(a) The forward top edge of the template shall be on the centreline of the bottom of the hull shell or the extension of that line.

(b) The leading edge of the **rudder** shall not be in front of the transom at the centreline of the bottom of the **hull** shell.

E.4.3 MATERIALS

(a) Materials for the **rudder** blade are optional, except that Aramid (Kevlar) or any similar fibre shall not be used.

(b) Materials for **rudder** heads, **tillers**, and **tiller** connecting arm are optional.

(c) Metal fastenings shall be of stainless steel or aluminium.

E.4.4 CONSTRUCTION

(a) **Rudder** blades shall pivot to the full down position.

E.4.5 FITTINGS

(a) Mandatory

1) 2 gudgeons

2) 2 pins or pintles

3) 2 rudder retention fittings

(b) Optional

1) Pivot and pivot lock fittings

E.4.6 DIMENSIONS

	minimum	maximum
Clearance of the profile of each **rudder** blade from the rudder blade template, measured with rudder in fully down, centred fore-and-aft position	0 mm	10 mm
Distance from the face of the transom to the pivot line of the **rudder**	-	50 mm

E.4.7 WEIGHTS

	minimum	maximum
The minimum weight of each complete **rudder** assembly comprising blade, stock and tiller	3kg	-

SECTION F – RIG

F.1 PARTS

F.1.1 MANDATORY

(a) **Mast**

(b) **Boom**

(c) **Bowsprit**

(d) Standing **Rigging**

(e) Running **Rigging**

F.1.2 OPTIONAL

(a) **Bowsprit**-to-forestay extension strut

(b) **Gennaker** retrieval system

F.2 GENERAL

F.2.1 RULES

(a) The **mast** and its fittings shall comply with the **class rules** in force at the time of **certification** of the **mast**.

(b) The **boom**, **bowsprit**, standing and running **rigging** shall comply with the **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**.

(b) Holes for the installation of fittings may be made in the **mast spar**; such holes shall not be bigger than necessary to attach the fitting.

(c) Routine maintenance is permitted without re-measurement and **re-certification**.

F.2.3 CERTIFICATION

(a) An **official measurer** shall **certify** the **mast**.

(b) Each **mast** shall have a permanent, unique, and clearly visible identifying code on the starboard side of the **mast spar**.

(c) An MNA may appoint one or more persons at a manufacturer to **certify masts**, and/or other **rig** items built by that manufacturer in accordance with the ISAF In-house Certification Guidelines.

(d) No **certification** is required for the **boom**, **bowsprit**, standing and running **rigging**.

F.2.4 MANUFACTURER

(a) **Mast** manufacturers shall be licensed by ISAF.

(b) All **mast** moulds shall be approved by ISAF.

(c) No licence is required for the manufacture of **booms**, **bowsprits**, standing and running **rigging**.

F.3 MAST

Aluminium **Masts** built before 1 December 2004 are not governed by this section F.3 Mast. See instead, Section III, Appendix B – Aluminium **Masts**.

F.3.1 MATERIALS

(a) **Mast Spars** and **spreaders** shall be made of commercial grade HT T600 or T700 carbon fibres.

(b) The materials for a **mast** tiller are optional

F.3.2 DEFINITIONS

(a) The **mast datum point** shall be the lowest point of the **mast spar**.

(b) The **sail** groove heights shall be measured from the **mast datum point.**

(c) The **mast spar** taper point shall be at the forestay **rigging point**.

(d) The diamond stay height shall be the distance between the **mast datum point** and the diamond stay upper **rigging point**.

(e) The diamond stay lower **rigging point** shall be measured from the **mast datum point**.

(f) The diamond stay upper and lower **rigging points** shall be positioned fore-and-aft by measuring from the aft edge of the **mast spar**.

(g) The **spreader rigging points** shall be positioned for-and-aft by measuring from the aft edge of the **mast spar**.

(h) The location of the **mast** tiller is optional and may be either above or below the gooseneck.

F.3.3 CONSTRUCTION

(a) The **mast spar** shall include a fixed **sail** groove, which shall be integral with the **spar** and shall be of the same material.

(b) The **mast spar** shall have one web.

(c) The mast spar shall be adequately sealed against water between the **upper limit mark** and **lower limit mark**.

(d) The **mast spar** cross-section dimensions shall be constant from the **mast datum point** to the **mast spar** taper point.

(e) The **mast spar** shall be tapered along the leading edge from the **mast spar** taper point to the **upper point**.

(f) The **mast spar** taper shall be constant from beginning to end.

(g) The **mast spar** taper cross-section dimensions shall be measured at the **upper point**.

(h) The **mast spar** shall have a stainless steel through-bar tapped into the **mast spar** section to provide the **spreader rigging points**. This through-bar shall be centered on the centreline of the **mast spar**.

(i) The upper end of each diamond stay shall be attached to this through-bar by means of a 6mm stainless steel bolt on each side of the **mast spar**.

(j) The **mast spar** shall have a stainless steel through-bar tapped into the **mast spar** section to provide the diamond stay upper **rigging points**.

(k) The **mast spar** base shall be fitted with a 10mm stainless steel centre bolt to provide the diamond stay lower **rigging point**. Diamond stay tension shall be adjusted by turning this centre bolt.

(l) The gooseneck fitting shall be fastened to the **mast spar** with the upper edge of the gooseneck fitting in line with the **lower point.** The gooseneck fitting shall prevent the sail from coming below the **lower point**.

(m) A **mast** tiller fitted to the **mast** shall be removable. The **mast** tiller location is optional.

(n) The **mast spar** may have integral reinforcement sufficient for mounting the gooseneck, Cunningham cleats, gennaker halyard cleat, or mast tiller.

F.3.4 FITTINGS

(a) Mandatory:

1) one pair of foil section **spreaders** with round adjustable rake arms and fittings
2) one masthead fitting, which shall include the mainsail halyard sheave and locking device
3) gennaker halyard guide
4) gennaker halyard block with attachment
5) gooseneck fitting
6) heel fitting
7) diamond stay attachment fittings
8) diamond stay adjustment fittings

(b) Optional:

1) **mast** tiller
2) mechanical wind indicator(s)
3) mast may be have reinforcement pads at fitting attachment points

F.3.5 DIMENSIONS

	minimum	maximum
Upper point height	-	9294 mm
Lower point height	379 mm	-
Forestay height	7230 mm	7240 mm
Sail groove		
lower point height	758 mm	762 mm
upper point height	838 mm	842 mm
Shroud height	7230 mm	7240 mm
Diamond stay		
height	6698 mm	6702 mm
lower **rigging point**	-31 mm	-35 mm
upper **rigging point** fore-and-aft location	60 mm	64 mm
lower **rigging point** fore-and-aft location	40 mm	45 mm
Trapeze height	7230 mm	7240 mm
Spreader		
length, measured from the centre of the attachment hole for **rigging point** to inner edge of the bearing surface	394 mm	-

for the diamond stay		
height, measured to the **spreader rigging point**	3398 mm	3402 mm
distance between port and starboard **rigging points**	95 mm	97 mm
rigging point fore-and-aft location	111 mm	113 mm
Gennaker		
hoist height	-	8180 mm
halyard bearing surface distance from **mast spar**	-	100 mm
Gooseneck fitting height above **datum point**	375 mm	379 mm
Mast spar fore-and-aft dimension	134 mm	135.5 mm
Mast spar transverse dimension	72 mm	73 mm
Distance from fore side of the **mast spar** to aft side of **mast spar web**	115.8 mm	117.3 mm
Mast spar taper fore-and-aft dimension	98 mm	99 mm
Mast spar taper transverse dimension	56 mm	57 mm
Mast spar taper divergence from string line	-0.5 mm	0.5 mm
Mast spar deflection when loaded with 50 kg at the diamond stay upper **rigging point**		
Transverse:		
at **gennaker hoist height** + - 20mm	53mm	57 mm
at diamond stay height + - 20mm	102 mm	106 mm
at **spreader height** + - 20mm	94 mm	98 mm
Fore-and-aft:		
at **gennaker hoist height** + - 20mm	21mm	25 mm
at diamond stay height +- 20mm	41 mm	45 mm
at **spreader rigging point** +- 20mm	38 mm	42 mm

F.3.6 WEIGHTS

(a) The **mast** shall be weighed for **certification** in a horizontal position supported at the **lower point** and the **upper point**

1) with mandatory **mast fittings** attached

2) with diamond stays attached

3) with Cunningham lines coiled at the **mast** heel

	minimum	maximum
Mast tip	6.3 kg	-
Mast	14.4 kg	-

F.4 BOOM

F.4.1 MATERIALS

(a) The **boom spar** shall be made of an aluminium alloy.

(b) The **boom spar** maybe be anodized, painted or powder coated

F.4.2 CONSTRUCTION

(a) The **boom spar** shall be an inherently straight continuous extrusion of constant section throughout its length.

F.4.3 FITTINGS

(a) The following fittings are permitted:

1) Mainsheet system

2) Clew attachment

3) Outhaul system

4) Gooseneck attachment

5) **Mast** rotation controls

F.4.4 DIMENSIONS

	minimum	maximum
Boom spar, excluding fittings, shall pass through a circle of diameter	-	100 mm

F.5 BOWSPRIT

F.5.1 MANUFACTURER

(a) Manufacturer is optional.

F.5.2 MATERIALS

(a) **Bowsprit** materials are optional.

(b) **Bowsprit spar** stay materials are optional.

(c) **Bowsprit**-to-forestay extension strut materials are optional.

(d) **Gennaker** retrieval system materials are optional.

F.5.3 CONSTRUCTION

(a) The forward end of the **bowsprit spar** shall be plugged or capped, and blunt.

F.5.4 FITTINGS

(a) MANDATORY

1) Gennaker tack block

2) Stays from the **bowsprit spar** gennaker tack block position and the mid section to the **hull** shells

3) Attachment point fittings for the jib tack and/or jib luff tension

(b) OPTIONAL

1) Attachment point fittings for the **bowsprit**-to-forestay extension strut and jib sheet.

2) A **gennaker** retrieval system may be attached to the **bowsprit** or be integral to the construction of the **bowsprit**. It shall be suitable solely for the purpose containing the **gennaker** and shall not violate *rule* **D.6.2.d**.

F.5.5 DIMENSIONS

	minimum	maximum
Bowsprit spar diameter	38 mm	-
Distance of bearing surface of the **gennaker** tack lead from the forward edge of the main beam, measured with the **gennaker** halyard pulled tight and the bowsprit fitted to the **boat** in its normal sailing position		4000 mm

F.5.6 WEIGHT

	minimum	maximum
Bowsprit spar, **gennaker** retrieval system, fasteners, tack block, halyard/tack line block, internal tack line and brace stays	2.2 kg	-

F.6 STANDING RIGGING

F.6.1 MATERIALS

(a) The standing **rigging** shall be of stainless steel; and except for diamond stays rod **rigging** is not permitted.

(b) All standing rigging shall be circular in section and shall have no fairings.

(c) Diamond stays shall be of stainless steel rod **rigging**.

F.6.2 PARTS

(a) MANDATORY

1) one forestay, shroud, and trapeze line attachment fitting
2) one forestay
3) one forestay strop, which shall lie on the centreline of the boat
4) one pair of shroud wires (2 shroud wires)
5) one pair of diamond stays (2 stays)

F.6.3 FITTINGS

(a) MANDATORY

1) **rigging** link or screw for each shroud
2) two 6mm rigging bolts for diamond stay upper ends
3) one 10mm centre rigging bolt for the diamond stay lower ends

(a) OPTIONAL

1) **rigging** screws or turnbuckles
2) shackles
3) shroud adjuster plates
4) lashings

F.6.4 DIMENSIONS

	minimum	maximum
Diamond Stay Rod Rigging Diameter	3 mm	-
Shroud, Forestay, and Forestay Strop Diameter	3 mm	-
Point of intersection of the lines of the forestay and each half of the forestay strop from a straight line joining the inner sheerlines where they intersect the plane of the forestay bridle. This measurement shall be taken with the forestay strop in a vertical plane and with an upward force of not less than 2kg and not more than 6kg applied vertically at the centreline of the boat.	838 mm	-

F.6.5 WEIGHT

	minimum	maximum
Forestay, forestay strop, shrouds, trapeze lines, and handles and shackles, rigging links and adjusters used to attach these to the **mast** and the **hull** shells.	1.7 kg	-

F.7 RUNNING RIGGING

F.7.1 MATERIALS

(a) Materials are optional.

F.7.2 PARTS

(a) MANDATORY

1) Mainsail halyard
2) Mainsail sheet
3) Jib halyard
4) Jib sheets
5) Gennaker halyard
6) Gennaker sheets

7) Gennaker tack line
8) Trapeze lines
9) Cunningham lines

(b) OPTIONAL

1) **Mast** rotation control lines
2) All other running **rigging** is optional.

F.7.3 Fittings

(a) **fitting** locations are optional
(b) **fitting** materials are optional
(c) blocks, fairleads, cleats, fittings and attachment points are optional

SECTION G – SAILS

G.1 PARTS

G.1.1 MANDATORY

(a) Mainsail
(b) Jib
(c) Gennaker
(d) Battens

G.2 GENERAL *

G.2.1 RULES

(a) **Sails** and battens shall comply with the **class rules.**

G.2.2 MODIFICATIONS, MAINTENANCE AND REPAIR

(a) **Sails** shall not be altered in any way except as permitted by these **class rules.**
(b) Routine maintenance, such as repairing minor tears, is permitted without re-measurement.

G.2.3 SAILCLOTH

(a) The sailcloth manufacturer and sailcloth type shall be listed in Appendix A - Approved Sailcloth.
(b) The ITA will accept proposals for new sail cloth materials to be added to "Schedule A – Approved Sailcloth" once each year.

G.2.4 SAILMAKERS

(a) No licence is required.
(b) The sailcloth manufacturer and sailcloth type of the sail shall be indelibly marked near the **head point** by the sailmaker together with the date and his signature or stamp.

G.2.5 CERTIFICATION

(a) An **official measurer** shall **certify** the **sails**.
(b) An MNA may appoint one or more persons at a manufacturer to **certify sails** built by that manufacturer in accordance with the ISAF In-house Certification Guidelines.
(c) No **certification** is required for battens.

G.3 MAINSAIL

G.3.1 IDENTIFICATION

(a) The class insignia shall conform to the dimensions and requirements as detailed in RRS Appendix G.

G.3.2 MATERIALS *

(a) The **ply** shall consist of polyester materials only.

(b) **Stiffening** shall consist of

1) A maximum of ten (10) **battens**, which

i) shall not be of more than 30mm in width

ii)shall not protrude more than 100mm beyond the leech of the sail

iii) shall not incorporate carbon fibre

iv) shall have no moving parts

2) A headboard is permitted

(c)**Sail reinforcement**

1) **Primary reinforcement** is permitted within a distance of 595mm from each **sail corner**

2) **Secondary reinforcement**, not extending beyond four times the limits prescribed for the primary reinforcement, is permitted.

3) Aramid (Kevlar) or other high modulus tape or rope may be used at the luff of the sail. No part of the tape or rope shall be more than 80mm from the edge of the sail.

G.3.3 CONSTRUCTION

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

(b) The body of the **sail** shall consist of either **woven ply** or **laminated ply**, or a combination of both, throughout.

(c) **Class Rule** G.2.3 shall apply.

(d) The **sail** shall have a maximum of ten **batten pockets**.

(e) 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, leech line with cleat, one window, tell tales, **sail** shape indicator stripes and items as permitted or prescribed by other applicable rules.

(f) The **foot** shall not be convex.

(g) The **mainsail** shall be loose footed.

(h) The **leech** shall not extend aft of straight lines between the batten pockets. Any hollows in the leech between width measurement points shall be bridged with straight lines for measurement.

(i) The **mainsail** shall carry at least one transparent **window** of a shape that will enclose a rectangle whose dimensions are not less than 300mm x 800mm. The rectangular area of 300mm x 800mm shall be positioned below a line that is parallel to the **foot** of the **sail** and 1500mm from the foot of the sail.

G.3.4 DIMENSIONS *

	minimum	maximum
Luff length	-	-
Leech length	-	8700 mm
Top width	-	800 mm
Quarter width	-	2260 mm
Half width	-	2000 mm
Three-quarter width	-	1500 mm
Extension of headboard from **head point** in any direction		220 mm
Sail reinforcement, measured from **sail corner measurement points**		
Primary reinforcement		595 mm
Secondary reinforcement		2380 mm

Distance from point on **luff** 1300mm below head to nearest point on **leech**	-	1270 mm
Luff Perpendicular	-	2355 mm
Distance from **Foot** to top of **Window**	-	1500 mm

G.4 JIB

G.4.1 MATERIALS

(a) The **ply** shall consist of polyester materials only.

(b) **Stiffening** shall consist of

1) a maximum of three (3) **battens**, which

i) shall not be of more than 20mm in width

ii)shall not incorporate carbon fibre

iii) shall have no moving parts

2) a corner board is permitted at the **clew**

(c)**Sail reinforcement**

1) **Primary reinforcement** is permitted within a distance of 440mm from each **sail corner measurement point**.

2) **Secondary reinforcement**, not extending beyond four times the limits prescribed for the **primary reinforcement** is permitted.

3) **Chaffing patches** are permitted.

4) Aramid (Kevlar) or other high modulus tape or rope may be used at the luff of the **sail**. No part of the tape or rope shall be more than 80mm from the edge of the **sail**.

G.4.2 CONSTRUCTION

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

(b) The body of the sail shall consist of either **woven ply** or **laminated ply**, or a combination of both, throughout.

(c) **Class Rule** G.2.3 shall apply.

(d) The **jib** shall have a maximum of 3 **batten pockets**.

(e) The following are permitted: Stitching, glues, tapes, bolt ropes, corner eyes, headboard with fixings, Cunningham eye or pulley, zips, Velcro and sleeve **luffs,** batten pocket patches, batten pocket elastic, batten pocket end caps, leech line with cleat, **windows**, tell tales, sail shape indicator stripes and items as permitted or prescribed by other applicable *rules*.

(f) The **leech** shall in no place be convex.

(g) The **jib** shall carry at least one transparent **window** of a shape that will enclose a rectangle whose dimensions are not less than 300mm x 400mm. The rectangular area of 300mm x 400mm shall be positioned below a line that is parallel to the foot of the sail and 1000mm from the foot of the sail.

G.4.3 DIMENSIONS

	minimum	maximum
Luff length	-	6300 mm
Luff Perpendicular	-	1680 mm
Foot round	-	80 mm
Sail reinforcement, measured from **sail corner measurement points**		
Primary reinforcement		440 mm
Secondary reinforcement		1760 mm
Distance from **Foot** to top of **Window**	-	1000 mm

(a) The "triangulation" method of measurement shall be used if the width of the sail at the **head** exceeds 50mm. For the purpose of this rule the width at

the **head** shall be measured at right angles to the **luff** through the highest point of the sail on the **luff** to the line of the **leech** extended if necessary.

G.5 GENNAKER

G.5.1 MATERIALS

(a) The **ply** shall consist of nylon or polyester materials only.

(b) **Primary reinforcement** at **gennaker** recovery points is permitted.

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) **Class Rule** G.2.3 shall apply.

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

G.5.3 DIMENSIONS

	minimum	maximum
Luff length	-	9150 mm
Leech length	-	8050 mm
Foot length	-	4250 mm
Head to **Mid-Foot**	-	8750 mm
Half width – as defined by ERS G.7.5(b)	-	3450 mm

OFFICIAL PLANS

The set comprises:

- 1b Construction details: (1 May 1968 amended 19 September 1968 and September 1975)
- 2b Panel offsets and deck jig: (2 April 1968 amended 27 February 1968 and September 1975)
- 3b Details of fittings: (10 March 1968 amended 19 September 1968 and September 1975)
- 4a Bulkheads, rudder, and centreboard: (4 April 1968)
- 5a Sail shape: (7 May 1968 amended September 1975)
- 6a Details of stitch and glue: (15 April 1968 amended September 1975)

OFFICIAL TEMPLATES

The set comprises:

Bow template
0, 1, 2, 3.3, 4.2 and 5 Hull shell templates
Centreboard template
Deck camber template
Rudder template

*** ERRATA –** ISAF approved and updated 01-jun-05 by S.Forbes & M.Grandfield
G.2 General
- G.2.1 RULES – (b) & (c) deleted – these items are in G.2.5
- G.2.4 SAILCLOTH – renumbered to G.2.3
- G.2.5 & G.2.6 renumbered to G.2.4 & G.2.5, respectively

G.3.2.c – added (2) "Secondary reinforcement, not extending…" Corrects typographical omission
G.3.4 – added Secondary reinforcement maximum to Dimensions table. Corrects typographical omission

PART III – APPENDICES

APPENDIX A – APPROVED SAILCLOTH

Mainsail & Jib

Manufacturer	Cloth	Materials Used	Film	Weight
Bainbridge	Diax 60 LSP	Pentex Laminate	1.5 mil	3.2 oz
Bainbridge	Diax 90 LSP	Pentex Laminate	1.5 mil	4.0 oz
Bainbridge	Diax 130 LSP	Pentex Laminate	1.5 mil	5.0 oz
Bainbridge	Diax 60 P	Polyester Laminate	1.5 mil	3.4 oz
Bainbridge	Diax 120 P	Polyester Laminate	1.5 mil	4.1 oz
Bainbridge	HSX - 340/345	Woven Dacron	N/A	3.9 oz
Bainbridge	HSX - 440/445	Woven Dacron	N/A	4.1 oz
Bainbridge	HSX - 540/545	Woven Dacron	N/A	5.3 oz
Challenge	MPX06P	Pentex Laminate	1.5 mil	3.65 oz
Challenge	MPX06P-2.5	Pentex Laminate	2.5 mil	4.1 oz
Challenge	MPX12P	Pentex Laminate	1.5 mil	4.35 oz
Contender	3.8 oz Pen PK	Polyester Polykote	N/A	4.2 oz
Contender	4.46 oz PK	Polyester Polykote	N/A	5.11 oz
Contender	5.46 oz PK	Polyester Polykote	N/A	5.42 oz
Contender	Apen 06	Pentex Laminate	1.5 mil	3.2 oz
Contender	Apen 06	Pentex Laminate	3.0 mil	4.8 oz
Contender	Apen 09	Pentex Laminate	1.5 mil	3.9 oz
Contender	Apen 09	Pentex Laminate	2.0 mil	4.4 oz
Contender	Apen 09	Pentex Laminate	3.0 mil	5.4 oz
Contender	Apen 12	Pentex Laminate	1.5 mil	4.6 oz
Contender	MAXX Pen 09	Pentex Laminate	1.75 mil	3.8 oz
Dimension Polyant	180 HTP SQ	Woven Dacron	N/A	4.3 oz
Dimension Polyant	205HTP SQ	Woven Dacron	N/A	4.9 oz
Dimension Polyant	160 HP	Woven Dacron/Pentex	N/A	3.9 oz
Dimension Polyant	216 HP	Woven Dacron/Pentex	N/A	5.3 oz
Dimension Polyant	PE 05	Pentex Laminate	1.5 mil	3.65 oz
Dimension Polyant	PE 10	Pentex Laminate	1.5 mil	4.15 oz
Dimension Polyant	PE 15	Pentex Laminate	1.5 mil	4.95 oz
Dimension Polyant	PX 10	Polyester Laminate	1.5 mil	4.25 oz
Dimension Polyant	PX 15	Polyester Laminate	2.0 mil	5.35 oz

Gennaker

Manufacturer	Cloth	Materials Used	Weight
Bainbridge	1.5 Ripstop	Nylon	1.5 oz
Bainbridge	AIRX 700N	Nylon	0.75 oz
Bainbridge	AIRX 900N	Nylon	1.2 oz
Challenge	.75 Fleetwing	Nylon	0.75 oz
Challenge	1.5 Ripstop	Nylon	1.5 oz
Challenge	Elite 40	Coated Nylon	40 gm
Challenge	Elite 45	Coated Nylon	45 gm
Contender	Dynalite 75	Nylon - silicone	0.75 oz
Contender	Dynalite 90	Nylon - silicone	0.90 oz
Contender	Polon 70	Polyester	0.70 oz
Contender	Polon 100	Polyester	1.2 oz
Contender	Superkote 75	Nylon	0.75 oz
Contender	Superkote 90	Nylon	0.90 oz
Dimension Polyant	7722 UCP	Polyester	0.90 oz

Dimension Polyant	CHS 32	Nylon	0.75 oz
Dimension Polyant	CHS 90	Nylon	0.90 oz
Dimension Polyant	SCN 32	Nylon - silicone	0.75 oz
Dimension Polyant	F50	Nylon	0.50 oz
Dimension Polyant	F75	Nylon	0.75 oz

APPENDIX B – ALUMINIUM MASTS

Aluminium Mast Spars built before 1 December 2004:

1. Masts may be extruded only of aluminium alloys approved by the ISAF.
2. The mast shall be an inherently straight continuous aluminium alloy extrusion of constant section, with no cuts or added stiffening, such as to affect its stiffness or flexibility, with integral track, and of general shape shown in the diagrams. The exterior and interior surface shall be designed to be smooth. There shall be one web only, which shall be predominantly flat across the section. Dimension AC shall be not less than 132mm or more than 135mm and dimension DE shall be not less than 74mm or more than 76mm. The ratio of AB:AC shall not be less than 0.140 or more than 0.180. Dimensions AB and AC shall be measured from the aft edge of the extrusion "A", to forward surface of the web "B" or the forward surface of the extrusion "C". Dimension DE shall be measured externally. The wall thickness shall be not less than 1.8mm.
3. The extrusion may be tapered above a point 7190mm from the lower end of the mast extrusion and the track opened or cut away below a normally positioned sail entry point, but the shape shall be not otherwise altered.
4. Tapering shall be only achieved by cutting a single "V' slot down the front of the section, closing it and making a single continuously welded butt joint. The girth of the mast at the bottom edge of the top measurement band shall be not less than 240mm and the taper shall not be allowed:
    a. When viewed from the side, by more than 5mm from a string line stretched taut along the leading edge of the tapered section of the mast between the bottom edge of the top measurement band and the lower edge of the taper. This measurement shall be taken when the mast is horizontal with the major axis of the section horizontal.
    b. When viewed from forward, by more than 3mm from a string line stretched taut along the side of the tapered section of the mast, at its widest points, between the bottom edge of the measurement band and the lower edge of the taper. This measurement shall be taken when the mast -is horizontal with the major axis of the section vertical.
5. The forestay and shrouds shall be attached to the mast at a single point, within 20mm of the extrusion surface and not more than 7180mm nor less than 7165mm from the lower end of the mast extrusion.
6. The trapeze wires shall be attached to the mast and not to the standing rigging. The attachment point shall be not more than 50mm from the attachment point for the shrouds and forestay and may be the same point.
7. The mast shall be stepped on the centreline of the boat and its vertical centreline shall intersect the main beam in any position to which the mast may be rotated.
8. A measurement band shall be painted round the mast with its top edge not more than 390mm nor less than 375mm from the lower end of the mast tube extrusion. A second measurement band shall be painted with its bottom edge not more than 89 15mm above the sop edge of the first. (Measurement bands shall be in a colour contrasting with that of the spar).
9. When stepped, the lower end of the mast extrusion shall be not more than 90mm above the top of the main beam.
10. The mast shall be weighed in the following condition:
    a. Spinnaker halyard sheaves, Spinnaker halyard guides, gooseneck, and base fittings, which rotate with the mast shall remain attached to the mast.
    b. Running rigging and normally attached diamond rigging shall remain attached to the mast.
    c. Shrouds, forestay and trapeze wires and their shackles shall be removed from the mast.

d. Halyards shall be fully hoisted and their tails shall be coiled and attached to the mast heel.

e. Sail attachment fittings shall touch the upper halyard sheaves.

11. The mast, in the condition given in 14(i), shall weigh not less than 23kg.

12. With the mast in the condition given in 14(i), in a horizontal position supported at the bottom end of the extrusion and at the bottom edge of the top measurement band, the weight measured at the top band shall be not less than:

    a. 10.5kg for masts with internal jib halyards.

    b. 10.25kg for masts with external jib halyards and locking devices that are not connected to the mast in any way.

13. Mast jacks and adjustable mast steps are prohibited.

14. All masts manufactured from March 1st, 1997 shall be adequately sealed between the black bands to prevent water entering the section shown in the diagram as BC. All main halyards shall pass only up and down the mast track AB.

15. The bearing surface of the Spinnaker halyard lead shall be no higher than 1000mm above the bearing point of the forestay and shroud attachment point.

16. The mast shall carry one pair of diamond stays only, which shall be rigged below the hounds, and which shall pass over a spreader of unfaired round tube or rod of diameter 15mm minimum.

17. The diamonds shall be rigged between external tangs fastened to the outside of the mast. Diamond stays may be passed through a fairlead, permanently fixed to the mast above the lower tangs. The distance between the diamond attachment point on the upper tangs, and the attachment point on the lower tangs, or the fairlead, shall not be less than 6000mm. The distance between the diamond attachment point on any tang and the nearest fastening of that tang to the mast shall be not more than 75mm.

18. The materials for spreaders are optional.

19. The points of intersection of the diamond wires and the spreaders shall be not less than 790mm apart measured in a straight line.

20. Rod rigging is not permitted