



2007

INTERNATIONAL TORNADO

CLASS RULES



(2004, 2005, & 2006 World Champions Line Up)

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

INDEX

Introduction	2	F.7 Running Rigging	22
PART I – ADMINISTRATION	3	Section G – Sails	23
Section A – General	3	G.1 Parts	23
A.1 Language.....	3	G.2 General.....	23
A.2 Abbreviations	3	G.3 Mainsail	23
A.3 Authorities	3	G.4 Jib.....	24
A.4 Administration of the Class	3	G.5 Gennaker	26
A.5 ISAF Rules	3	Section H – Official plans	26
A.6 Class Rules Variations	3	OFFICIAL TEMPLATES	26
A.7 Class Rules Amendments	3	PART III – APPENDICES	27
A.8 Class Rules Interpretation	4	PART III – APPENDICES	27
A.9 International Class Fee and ISAF Plaque.....	4	Appendix A 2007 Approved Sailcloth LIST	27
A.10 Sail Numbers	4	Appendix B – Aluminium Masts	28
A.11 Hull Certification.....	4	Appendix C – International Events	30
A.12 Initial Hull Certification	4		
A.13 Validity of Certificate.....	5		
A.14 Hull Re-Certification	5		
A.15 Retention Of Certification Documentation	5		
Section B – Boat Eligibility	5		
B.1 Class Rules And Certification	5		
B.2 Flotation Checks	6		
B.3 Class Association markings	6		
B.4 Non-Complying Boats	6		
PART II – REQUIREMENTS AND LIMITATIONS	7		
Section C – Conditions For Racing	7		
C.1 General	7		
C.2 Crew	7		
C.3 Personal Equipment.....	7		
C.4 Advertising.....	7		
C.5 Portable Equipment	7		
C.6 Boat.....	7		
C.7 Hulls	8		
C.8 Hull Appendages	8		
C.9 Rig.....	8		
C.10 Sails	9		
Section D – Hulls	10		
D.1 Parts	10		
D.2 General	10		
D.3 HULLS	11		
D.4 Beams.....	11		
D.5 Trampoline.....	12		
D.6 Assembled Hulls.....	13		
Section E – Hull Appendages	15		
E.1 Parts	15		
E.2 General	15		
E.3 Centreboards.....	15		
E.4 Rudders & Tillers.....	16		
Section F – Rig	17		
F.1 Parts	17		
F.2 General	17		
F.3 Mast.....	18		
F.4 Boom	20		
F.5 Bowsprit	21		
F.6 Standing Rigging.....	21		



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.

Hulls, Hull 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 In the event of a conflict between the text of a **class rule** and **Section H.1 Official Plans** or the measurement form, the text of the **class rule** shall take precedence.
- 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** 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** 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** 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 **hulls**, or **hull** 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.10.4 Personal **sail** numbers that are issued in compliance with RRS G.1.1(c) and registered with the ITA are permitted.

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** 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 **hulls** 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 **hulls** 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 previously **certified hulls**:

- (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 **hulls** are 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 **hulls** 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** 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 **hulls** 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 minimum total weight of the **Assembled Hulls, Hull Appendages, and Rig**, as defined in **Sections D, E, & F** of these **class rules**, shall be 155 kg, when in dry condition.



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** 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 **hulls** 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 HULLS

C.7.1 FITTINGS

- (a) Use
 - 1) Any device for adjusting the main beam strut or tie shall remain locked while 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**.
 - 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/aft, be in the centre plane of each **hull**.

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 while racing.

C.9.7 STANDING RIGGING

(a) Use

- 1) Standing **rigging** shall not be adjusted while *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) Tell tales are permitted; their number, placement, and materials are optional.

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**.

(a) 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 have a **double luff** or other fairing device.
- 4) The **sail** shall be set within the **limit marks** on the **mast**.
- 5) The **sail** shall be loose **footed**.



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** stops. 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) **Hulls**
- (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 **hulls**, 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) Limited by compliance with **class rule E.3**, fairing the forward bottom end of the **centreboard** slot to fit the leading edge of the **centreboard** is permitted without re-measurement and re-**certification**.

D.2.4 DEFINITIONS

(a) **HULL DATUM POINT**

The **hull 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) Each **hull** shall carry the ISAF Plaque permanently placed on the transom.



D.2.6 BUILDERS

- (a) Professional builders of the Tornado shall be only those recognised and registered by the ISAF; and **hulls**, or **hull** 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 HULLS

D.3.1 MATERIALS

- (a) The **hulls** 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 **hulls**
- (b) The centre plane of each **hull** and its **centreboard** case shall coincide.
- (c) Each **hull** 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
 - 2) 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 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 **hulls** swamped, shall support 160kg.

D.6.2 CONSTRUCTION

- (a) The **hulls** shall be joined by a main beam and a rear beam without fairings.
- (b) There shall be no beam or strut attached to the **hulls** 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 **hulls**; 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**.
- (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 **hulls** 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** 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**, 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 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	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		5 mm
Radius at sheer, measured perpendicular to both the deck and the topside		12 mm
Aft edge of main beam from stem head length datum, as inscribed on the bow template	3095 mm	3115 mm
Forward edge of rear beam	5324 mm	5344 mm



from stem head length datum, as inscribed on the bow template		
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**.

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**.

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

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 at the centreline of the bottom of the hull	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** 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**.

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 fore-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 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 / aft location	60 mm	64 mm
lower rigging point fore / 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 for the diamond stay	394 mm	-
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 / 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 **bowsprit** mid section to the **hulls**
- 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

(b) 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	2.9 mm	3.1 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 and shackles, rigging links and shroud adjusters used to attach these to the mast and the hulls .	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**

G.2 GENERAL

G.2.1 RULES

- (a) **Sails** shall comply with the **class rules**.
- (b) The ITA will accept proposals for new sailcloth materials to be added to "Appendix A – Approved Sailcloth List" once each year.

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 SAILMAKER

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

G.2.4 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.

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 **body of the sail** and **secondary reinforcement** shall be of polyester **woven ply** and/or **laminated ply** listed in "Appendix A – Approved Sailcloth".
- (b) **Primary reinforcement**, **batten pockets**, and **tabling** may be of any polyester **woven ply** and/or **laminated ply**.
- (c) **Stiffening** may be of any material, except that Aramid (Kevlar) and carbon fibre are not permitted.
- (d) **Windows** may be of any transparent polyester **ply**. The **ply** may have polyester reinforcement threads.
- (e) **Attachments** may be of any material, except that aramid (Kevlar) or other high modulus tape or rope is permitted for reinforcement only within 80mm of the **luff**.

G.3.3 CONSTRUCTION



- (a) The construction shall be: **Soft sail, single ply sail.**
- (b) **Sail reinforcement**
- 1) **Primary reinforcement** is permitted within a distance of 595mm from each **sail corner**
 - 2) **Secondary reinforcement** is permitted within a distance of four times the limits prescribed for the **primary reinforcement** (2380mm) from each **sail corner**.
- (c) The **sail** may have a maximum of ten (10) **batten pockets**.
- (d) **Stiffening**
- 1) A maximum of ten (10) battens are permitted, 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 have no moving parts
 - 2) A headboard is permitted
- (e) The following are permitted: Stitching, glues, tapes, Cunningham eye and/or block, **batten pocket** patches, **batten pocket** elastic, **batten pocket** end caps, **leech** line with cleat, **sail** shape indicator stripes and items as permitted or prescribed by other applicable rules.
- (f) The **foot** shall not be convex.
- (g) The **sail** 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 **sail** shall have least one **window**. Additional **windows** are permitted. **Window** shape and size are optional provided that:
- 1) One **window** shall be of a size and shape that encloses a rectangle of minimum dimensions 800mm X 300mm. When so enclosed, the rectangle shall fit below a line 1500mm from, and parallel to, the **foot**.
 - 2) The maximum height for any part of a **window** shall be a line 2000mm from, and parallel to, the **foot**.

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
Window safety rectangle height parallel to foot	-	1500 mm
Window height parallel to foot	-	2000 mm

G.4 JIB

G.4.1 MATERIALS



- (a) The **body of the sail** and **secondary reinforcement** shall be of polyester **woven ply** and/or **laminated ply** listed in "Appendix A – Approved Sailcloth".
- (b) **Primary reinforcement, batten pockets, and tabling** may be of any polyester **woven ply** and/or **laminated ply**.
- (c) **Stiffening** may be of any material, except that Aramid (Kevlar) and carbon fibre are not permitted.
- (d) **Windows** may be of any transparent polyester **ply**. The **ply** may have polyester reinforcement threads.
- (e) **Attachments** may be of any material, except that Aramid (Kevlar) or other high modulus tape or rope is permitted for reinforcement only within 80mm of the **luff**.

G.4.2 CONSTRUCTION

- (a) The construction shall be: **Soft sail, single ply sail.**
- (b) **Sail reinforcement**
 - 1) **Primary reinforcement** is permitted within a distance of 440mm from each **sail corner**
 - 2) **Secondary reinforcement** is permitted within a distance of four times the limits prescribed for the **primary reinforcement** (1760mm) from each **sail corner**.
 - 3) **Chaffing patches** are permitted.
- (c) The **sail** may have a maximum of three (3) **batten pockets**.
- (d) **Stiffening**
 - 1) a maximum of three (3) **battens** are permitted, which
 - i) shall not be of more than 20mm in width
 - ii) shall have no moving parts
 - 2) a corner board is permitted at the **clew**
- (e) The following are permitted: Stitching, glues, tapes, Cunningham eye and/or block, corner eyes, zips, Velcro and sleeve **luffs, batten pocket patches, batten pocket** elastic, **batten pocket** end caps, **leech** line with cleat, **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 **sail** shall have least one **window**. Additional **windows** are permitted. **Window** shape and size are optional provided that:
 - 1) One **window** shall be of a size and shape that encloses a rectangle of minimum dimensions 400mm X 300mm. When so enclosed, the rectangle shall fit below a line 1000mm from, and parallel to, the **foot**.
 - 2) The maximum height for any part of a **window** shall be a line 1500mm from, and parallel to, the **foot**.

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
Window safety rectangle height parallel to foot	-	1000 mm
Window height parallel to foot	-	1500 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 **body of the sail** and **secondary reinforcement** shall be of nylon or polyester **woven ply** listed in "Appendix A – Approved Sailcloth".
- (b) **Primary reinforcement** and **tabling** may be of any nylon or polyester **woven ply**.
- (c) **Attachments** may be of any material, except that Aramid (Kevlar) or other high modulus tape or rope is permitted for **reinforcement** only within 80mm of the **luff**.

G.5.2 CONSTRUCTION

- (a) The construction shall be: **soft sail, single ply sail**.
- (b) **Primary** and **secondary reinforcement** is permitted at the **sail corners** and the recovery points.
- (c) The following are permitted: Stitching, glues, tapes, corner eyes, recovery point eyes or webbing, and items as permitted or prescribed by other applicable rules.
- (d) The number of recovery point eyes or webbing is optional.

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

SECTION H – OFFICIAL PLANS

The set of Official Plans is comprised of:

- 1b Construction details: (1 MAY 1968 amended 19 SEP 1968 and SEP 1975)
- 2b Panel offsets and deck jig: (2 APR 1968 amended 27 FEB 1968 and SEP 1975)
- 3b Details of fittings: (10 MAR 1968 amended 19 SEP 1968 and SEP 1975)
- 4a Bulkheads, rudder, and centreboard: (4 APR 1968)
- 5a **Sail** shape: (7 MAY 1968 amended SEP 1975)
- 6a Details of stitch and glue: (15 APR 1968 amended SEP 1975)

OFFICIAL TEMPLATES

The set of Official Templates is comprised of:

1. Bow template
2. Deck camber template
3. Hull templates #s 0, 1, 2, 3.3, 4.2 and 5
4. Centreboard template; Rudder template



PART III – APPENDICES

APPENDIX A 2007 APPROVED SAILCLOTH LIST

MAINSAIL & JIB			
Manufacturer	Cloth	Description	Weight/Film
ANY	Woven Polyester	Single Ply/Woven Ply	3.8 oz/NA
Bainbridge	Diax 90 & 130 LSP	Pentex Laminate	1.5 mil
Challenge	MPX 06P	Pentex Laminate	1.5 & 2.5 mil
Contender	APEN 06	Pentex Laminate	1.5 & 3.0 mil
Contender	APEN 06, 09 & 12	Pentex Laminate	1.5 mil
Contender	MAXX Pen 09 & 15	Pentex Laminate	1.75 mil
Dimension Polyant	PE 05, 10 & 15	Pentex Laminate	1.5 mil
Dimension Polyant	FLEX 8 & 13	Pentex Laminate	1.5 mil
GENNAKER			
Manufacturer	Cloth	Description	Film
Bainbridge	MP70	Nylon	N/A
Bainbridge	AIRX 650N, 700N, 720NS	Nylon	N/A
Challenge	ELITE 40, 45 & PL42	Nylon / Polyester	N/A
Contender	DYNALITE/DYNAKOTE 75	Nylon	N/A
Contender	SUPERKOTE 75, 80, & 90	Nylon	N/A
Dimension Polyant	7722 UCP	Polyester	N/A
Dimension Polyant	F50, F60, F75	Nylon	N/A

Sailcloth List Policies

1. Only general availability versions of the cloths will be permitted; exclusive versions for particular sail lofts will not be permitted.
2. Sailcloth manufacturers shall provide a sample of each cloth to the ITA.
3. Sailcloth manufacturers shall notify the ITA of any change in cloth production
 - a. The ITA will determine if the cloth will remain on the List
 - b. If the cloth remains on the List, a new cloth sample shall be provided to the ITA prior to its use by Tornado sail makers

Grandfathering

1. Until 1 January 2007, sails made of sailcloth not [ever] listed in Appendix A - Approved Sailcloth may be used as follows:
 - a. Sails measured, signed and dated prior to 1 January 2004 may be used without restriction
 - b. Sails measured, signed and dated between 1 January 2004 and 1 December 2004
 - i. and made of the following discontinued sailcloth may be used without restriction: Dimension Polyant 6611/6633 SCP and UCP 7722 SCP, or SCN 75 and 90
 - ii. and not covered by (b)(i) above, may be used except at Continental Championships, World Championships, Olympic Qualification Events, Pre-Olympic Test Events
2. Sails made of sailcloth that has been deleted from the Approved Sailcloth List are legal for use in competition without restriction, provided that:
 - a. the sail has made prior to the date that the sailcloth was deleted from the Approved Sailcloth List; and has been properly labelled as required by class rule G.2.4.b
 - b. the sail has been certified by an official measurer as required by class rule G.2.5.



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 top 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



APPENDIX C – INTERNATIONAL EVENTS

AUTHORITY

This Appendix shall be in effect at all international events, as prescribed by the ITA Constitution, Section 9 - International Events.

PART I: CHAMPIONSHIP CONDITIONS

1. Notice of Race and Sailing Instructions

- 1.1. The Notice of Race and Sailing Instructions
 - a. shall comply with ISAF RRS Appendix J
 - b. shall invoke ITA Class Rules – Appendix C
 - c. shall be approved by the ITA prior to the commencement of the event
- 1.2. Instructions drawn from this Appendix and included in the Sailing Instructions shall be referenced “**App C**”.

2. Eligibility

- 2.1. RRS Appendix 2, Regulation 19 shall apply.
- 2.2. The helmsperson and crew of each boat shall be current financial members of the ITA and their membership cards shall be produced or their membership otherwise verified.

3. Racing Area

- 3.1. Events should be sailed in open waters and as far as possible from headlands, shoals and obstructions.
- 3.2. Use of sailing areas that do not meet these criteria shall require prior approval of the ITA.

4. Schedule

- 4.1. The Event Schedule shall normally consist of a series of 10 races, with 2 races scheduled per day. (The Standard and Short Championship Schedules are shown in “Table 1”)

Table 1
Standard Championship Schedule Short Championship Schedule

Day 1	Registration/Measurement	Day 1	Registration/Measurement
Day 2	Registration/Measurement	Day 2	Registration/Measurement Practice Races 1 & 2
Day 3	Registration/Measurement Practice Races 1 & 2	Day 3	Races 1 & 2
Day 4	Races 1 & 2	Day 4	Races 3 & 4
Day 5	Races 3 & 4	Day 5	Races 5 & 6
Day 6	Races 5 & 6	Day 6	Races 7 & 8
Day 7	Reserve Day	Day 7	Races 9 & 10 Presentation/ Awards
Day 8	Races 7 & 8		
Day 9	Races 9 & 10 Presentation/ Awards		

- a. 6 races must be completed to constitute a series.
- b. When 6 or more races have been completed, a boat may discard its worst result.



- c. The Race Officer may announce 3 races for the next day only if the regatta may fail the minimum number of races to constitute a series and only with the approval of the ITA.
- d. The Reserve Day may be used, subject to ITA approval, if races are not completed as scheduled or if the Race Officer considers it unlikely that the regatta will complete the minimum number of races to constitute a series.

4.2. An Event Schedule other than 4.1 shall require prior approval of the ITA.

5. Course

5.1. The Championship Course shall be used (see "Attachment 1").

5.2. The Championship Course may not be shortened.

5.3. The target time for the duration of a race is 50 -70 minutes. A race time outside this range shall not be grounds for redress.

6. Wind Limit

No race shall be started if the wind is less than 6 knots or more than 25 knots at any time between the warning signal and the starting signal.

7. Time Limits

7.1. The time limit for a race is 2 hours.

7.2. Boats failing to finish within 30 minutes after the first boat shall be deemed not to have finished and shall be scored as a DNF without a hearing.

8. Scoring

8.1. The RRS Appendix A - Low Point Scoring system shall be used.

8.2. Any race not conducted in compliance with ITA Class Rules - Appendix C, as determined by the ITA, may be disregarded and not counted when computation of points for selection of the Champion is made by the Class.

8.3. Provisional Results shall be posted on the Regatta Notice Board as soon as possible after the completion of each race.

9. Abandonment After the Start

9.1. A race shall be abandoned if the wind is continuously below 3 knots for any 15 minute period before the first boat that sails the course finishes.

9.2. A race may be abandoned if, as determined by the Race Officer or Jury, the wind significantly shifts to preclude fair sailing.

10. Change of Course

10.1. Any mark to be rounded after rounding the new mark may be relocated to maintain an original course configuration.

10.2. The race committee shall display a green flag to indicate that the new mark is, or will be, to starboard of the original, or a red flag to indicate a move to port of the original.

11. Penalties & Protests

11.1. The Alternative Penalty Rule, RRS 44.2 shall apply, except that the 720° turn shall be replaced by a 360° turn and shall include one tack and one gybe.

11.2. Starting Penalties shall be in accordance with RRS 30.1 and RRS 30.3 only.

11.3. Protests shall be written on the forms available from the organizing authority no later than one (1) hour after the Race Committee returns to the Regatta Site after the last race of the day.

12. Measurement



- 12.1. An ITA or ISAF Measurer shall be appointed, subject to approval by the ITA. Measurement shall be under the control of the Jury.
- 12.2. The Measurer shall determine the minimum check measurements selected from the Class Rules. In addition, an official class measurer or the Jury may require other measurements.
- 12.3. A boat shall not be allowed to race unless a valid measurement certificate (acceptable to the measurer), issued by the ITA or the National Sailing Authority, is presented or otherwise confirmed. At the discretion of the Measurer, a valid signed measurement form together with a Building Fee Receipt may be accepted.
- 12.4. Each boat may measure only one complete set of equipment, which includes one mainsail, one jib, and one spinnaker. All sails to be used at an event shall be measured in accordance with the Class Rules.
- 12.5. The jury may allow replacement of any items damaged beyond repair. Such items must measure within the Class Rules to the satisfaction of the Jury.
- 12.6. No official measurement shall take place after Race 1, except as the result of a protest or due to the replacement, alteration or repair of any item.
- 12.7. No competitor may protest a question of measurement later than the normal protest time applying to Race 1, except on the grounds that there has been subsequent alteration of the boat or its equipment.
- 12.8. All boats must be kept at the regatta site commencing at the time of registration and continuing until the end of the event. Removal of any boat from the regatta site during the event shall require prior written permission from the Jury.

13.Coach and Support Boats

- 13.1. Each support/coach boat shall display her national flag or country letters with a minimum height of 300mm clearly visible on both sides during the regatta.
- 13.2. Except in the instance of a boat in distress requiring assistance, all support boats shall remain at least 100 metres from any boat *racing* and outside the lay lines from the time of the warning signal until all boats have finished or the race committee signals a postponement, general recall or abandonment.
- 13.3. The penalty for infringing these requirements will be at the discretion of the Jury, but may include disqualification of one or all boats associated with the infringing support/coach boat.
- 13.4. Support/coach boats may be notified by the Race Committee to render assistance to any boat, if the safety of the boat or its crew is in question.

14.Safety

- 14.1. There shall be a minimum of two rescue boats on the course for the race to be started or continued.
- 14.2. Each crew member shall wear a personal buoyancy device capable of supporting the competitor's full weight at all times when on the water, except for brief periods while changing clothing.

15.Crew Substitution

- 15.1. After the first race of a Championship, all requests for substitution of a competitor crew shall be made in writing to the Jury.
- 15.2. The Jury shall only grant requests for competitor substitution in the case of sickness, accident, or special circumstances.
- 15.3. The Jury shall give written permission for, or rejection of, requests for competitor substitution.

16.Trophies and Prizes



- 16.1. Trophies or prizes will be awarded to helmsman and crew of the Top 5 finishing boats.
- 16.2. Trophies may also be awarded to the first Mixed (male/female) team; the first Masters team (combined age over 70, both crew members over 35); and the first Junior team (both crew members not over 21).

17. Insurance & Disclaimer

- 17.1. Each participating boat shall have current third-party liability insurance with a minimum cover, including coverage when *racing* at the venue of the championship, of not less than US \$1,000,000 (or the equivalent). Proof of this insurance shall be available at all times.
- 17.2. Competitors participate in the regatta entirely at their own risk. See Rule 4, Decision to Race. The ITA, the Host Club, organising authority, National Federation and all parties involved with the organisation of the regatta disclaim any and every responsibility whatsoever for loss, damage, injury or inconvenience that might occur to persons and goods, both ashore and while afloat as a consequence of participation in the regatta.

18. Radio Communications

No transmitting equipment or radio receivers shall be carried on board any competing boat. This restriction also applies to mobile telephones.

19. Alterations and Additions

Alterations or additions to these Rules shall only be made with the approval of the ITA.

20. Bow Numbers

- 20.1. Each boat may be required to display bow numbers. These numbers shall be placed on the outside of both the port and starboard bows. Each boat's bow number shall reflect their ISAF World Sailing Ranking.
- 20.2. Each number shall be a minimum height of 400mm and shall not be more than 50mm from the deck or bow (see Illustration 1). The colour of the number shall greatly contrast the colour of the **hulls**.

Illustration 1



Table 1 – ITA Championship Schedules

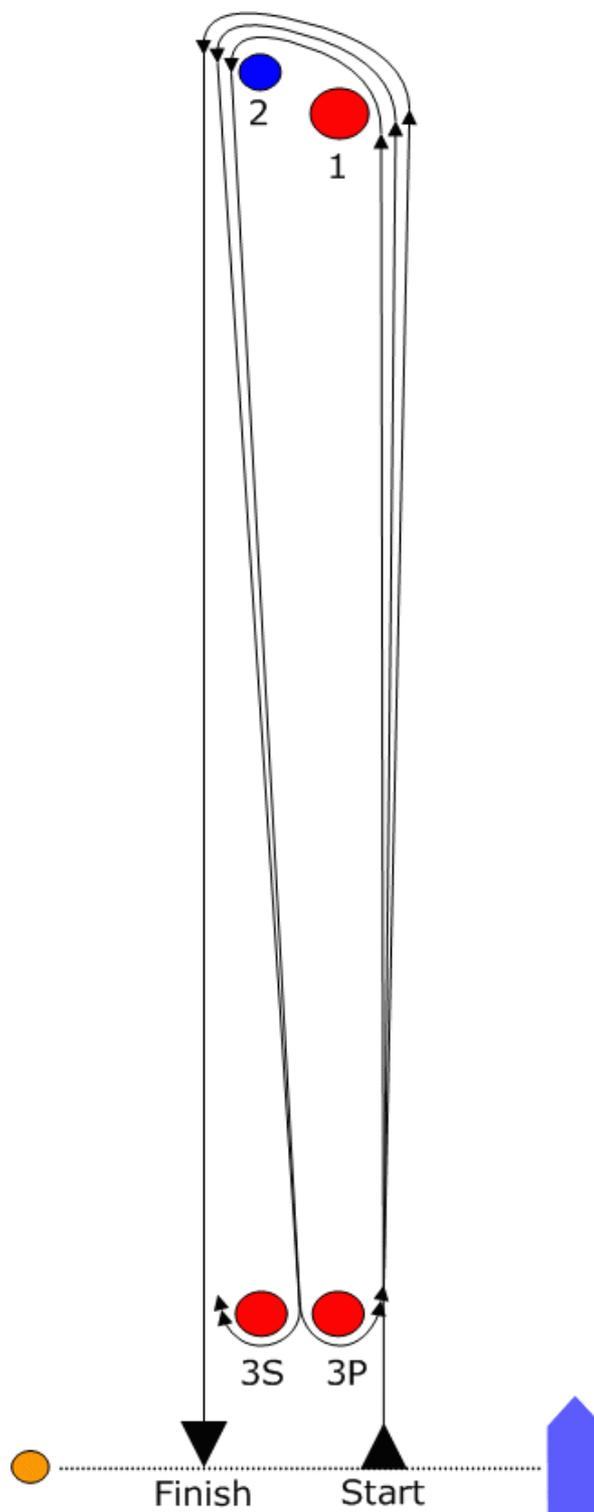
ATTACHMENT 1: CHAMPIONSHIP COURSE

1. The Championship Course (the Course) is shown in the Course Illustration.
 - 1.1. The sequence of mark rounding for the Course is:

Start
1-2-3S/3P
1-2-3S/3P
1-2
Finish
 - 1.2. Marks 3S/3P may be disregarded on the first windward leg and on the final downwind leg.
2. Marks 1 & 2, the windward marks, shall be rounded to port.
 - 2.1. Mark 2 shall be set approximately 100 meters to port of Mark 1.
 - 2.2. The bearing to Mark 2 from Mark 1 shall be approximately 70 degrees to port of the bearing to Mark 1 from the Start or previous leeward gate.
3. Marks 3S and 3P, the leeward marks, shall be set as a gate.
 - 3.1. Except on the first windward leg and the final downwind leg (see 1.2 above), all boats shall pass through the gate entering from the direction of Mark 2.
 - 3.2. Mark 3S shall be rounded to starboard *or* Mark 3P shall be rounded to port.
4. The Course length shall normally be set so the race will last approximately 50 - 70 minutes in the anticipated wind conditions.
5. The starting line lengths in meters

# of Boats	Length
20	180
30	270
40	360
50	450
60	540
6. The leeward gate marks should be at least 6 boat lengths apart. For large fleets, this distance may be extended to between 8 and 10 boat lengths, if necessary.

COURSE ILLUSTRATION



Part II: ORGANISATION OF WORLD AND CONTINENTAL CHAMPIONSHIPS

21. Roles and Responsibilities

- 21.1. The ITA shall:
- a. receive and review Championship proposals from bidding organising authorities, and award Championships to an organising authority whose venue complies with the Championship Venue guidelines detailed in "Attachment 2"
 - b. designate the Championship to be Open, or subject to the Entry Allocation policy described in Championship Rule 23.2
 - c. provide a copy of the ITA Class Rules, including this Appendix to the organising authority
 - d. negotiate and approve the Entry Fee, including an ITA Fee, with the organising authority; and approve the naming of Championship events
 - e. designate an ITA representative to monitor all aspects of the championship in association with the Organising Authority
- 21.2. The Organising Authority shall
- a. be responsible for arranging the financing of the Championship; and be responsible for organizing and conducting the Championship in compliance with ITA Class Rules – Appendix C (this Appendix)
 - b. provide facilities for the measurement of boats, including weighing inside
 - c. notify the MNA of the host country of arrangements by the organising authority to conduct a Championship in their country and receive co-ordination as they desire
- 21.3. Letter of Agreement
- a. The Organising Authority shall enter into a Letter of Agreement with the ITA, and subject to the approval of the ITA, that confirms its commitment to the Championship and the ITA Class Rules

22. Invitations

Invitations shall be circulated to all National Tornado Associations and MNAs no later than 4 months before the first race of the event.

23. Entries

- 23.1. Each entry shall be endorsed by the sailors' National Tornado Association or MNA, whichever administers the ranking of sailors for the country.
- 23.2. At Championships designated to be allocated entry events, the following allocation shall be used:
- a. 2 entries from each nation plus 1 additional entry for every 10 current members of the ITA; and 8 additional entries from the host nation; the ITA President shall be allocated entry for life
 - b. the ITA reserves the right to co-ordinate with the Organising Authority to adjust this allocation system and establish the final number of entries to be allowed

24. Appointment of Jury and its Terms of Reference

- 24.1. An International Jury will be appointed as provided under ISAF Racing Rules Appendix M. If compliance with 24.1. is not possible, a competent Protest Committee will be appointed with an International Judge as Chairman and with provision of a "No Appeals" clause through the MNA.
- 24.2. The Jury or Protest Committee shall include at least one person with experience in the Tornado class.
- 24.3. The ITA shall approve the Jury or Protest Committee.



ATTACHMENT 2 – CHAMPIONSHIP VENUE GUIDELINES

1. Organising Authority

- a. Tornado race management experience
- b. Event funding and sponsor relations experience

2. Venue

- a. High quality racing area, with clean, open water and sufficient water depth
- b. Offshore *racing* area should be available
- c. Easy, affordable travel and accommodations
- d. Easy boat shipment
- e. Storage and parking areas for containers, trailers, and vehicles within walking distance to the boat park
- f. Club Facilities within walking distance to the boat park
 - i. Snack bar
 - ii. Bathrooms & Showers
 - iii. Lockers & changing rooms
- g. Boat Park Facilities
 - i. Ramp capacity – minimum 5 boats at one time
 - ii. Wash down capacity – minimum 5 Boats at one time
 - iii. Measurement tent with tables
 - iv. Electrical power access
- h. Regatta Office
 - i. Secretary
 - ii. Event web site-updated daily
 - iii. Internet connections, fax & copier
- i. Press Office
 - i. Internet connections, fax & copier
 - ii. Press Boat
- j. Award Ceremony Facilities
 - i. Podium
 - ii. Country flags and country anthems
 - iii. Medals are preferred
- k. Ship chandler and sail maker available until 20.00 (8PM) in the evening when necessary

3. Pre-Notice of Race

- a. Housing information, including apartments, hotel, camping
- b. Boat transport information, including the local contact person
- c. Coach boat facilities, including launching and mooring
- d. Air connections & car rental information
- e. Map of club/facilities
- f. Street map of the site
- g. Office Contact – Named Contact with email, fax, phone

