

Current as of 1 March 2000

INTERNATIONAL YNGLING CLASS RULES

1. GENERAL PRINCIPLES

1.1 One Design

The International Yngling is a one-design class.

Except where variations are specifically permitted, yachts of this class shall be alike in: hull, deck and keel form, construction, weight distribution; shape of rudder; sails.

All boats shall be built in accordance with these class rules and the plans. Deviations from the plans are permitted for spars, sheeting arrangements, rudder stock bearings, tiller and tiller extension, lifting eye, cleats and fairleads. These items shall comply with the rules.

All boats, in respect of hull, deck and rudder form and construction and spars, shall comply with either the current class rules, or the corresponding rules applying to them at the time the first Measurement Certificate was issued. Any alterations or replacements shall comply with the rules current at the time the alterations are made. Sails shall comply with the current rules. Interpretations of these rules shall be made by the International Yacht Racing Union (IYRU) [hereafter, International Sailing Federation (ISAF)] which in coming to its decision may consult the International Yngling Association (IYA) and the original plans.

1.2

These rules are complementary to, and shall be read in conjunction with, the plans, Measurement Form and Measurement Diagram.

1.3

In the event of a discrepancy between these rules, the Measurement Form and/or the plans, the matter shall be referred to the IYRU.

1.4 Administering Authority

1.4.1

The International Authority of the class shall be the IYRU which shall cooperate with the IYA and the designer in all matters regarding these rules.

1.4.2

In countries where there is no National Authority or the National Authority does not wish to administer the class, its function as stated in these rules shall be carried out by the IYA or its delegated representative National Yngling Association (NYA).

1.5

Neither the IYRU nor the IYA accept any legal responsibility in respect of these rules and/or the plans, or any claim arising therefrom.

2. ADMINISTRATION

2.1 English Language

2.1.1

The official language of the Class is English and in the event of dispute over translation the English text shall prevail.

2.1.2

The word "shall" is mandatory and the word "may" is permissive.

2.2 Licensed Builders

The Yngling shall be built only by builders licensed to do so by IYRU Limited. Application for licences shall be made to the IYRU which may issue a licence to a builder considered to have appropriate production facilities, knowledge and experience and to be able to fulfil such other condition as the IYRU may deem necessary. A licensed builder shall be required to bind himself to comply with the class rules, plans, specifications and measurements.

2.3 International Class Fee

2.3.1

The International Class Fee (ICF) shall be paid by the builder on every hull built, whether or not it is subsequently measured and registered. Payment shall be made directly to IYRU Limited, which will issue an IYRU Plaque with a serial number.

2.3.2

The amount of the ICF can be revised annually by the IYRU in cooperation with the IYA and the Designer.

2.4 Registration and Measurement Certificate

2.4.1

No boat is permitted to race unless it has a valid Measurement Certificate.

2.4.2 IYRU Plaque

2.4.2.1

The IYRU Plaque shall be affixed to the hull in a permanent manner in the position indicated in the rule 2.7.1.

2.4.2.2

No hull shall leave the builder's premises without the IYRU plaque affixed. The builder's name, plaque number, mould number and hull serial number shall be on a separate plaque furnished by the builder and located adjacent to the IYRU Plaque.

2.4.3

The certificate is obtained as follows:

The owner applies to the National Authority for a sail number giving the IYRU plaque number and the builder's name. The National Authority shall issue a sail number only on receipt of these details as evidence that the ICF has been paid.

The yacht shall be measured by an official measurer recognised by the National Authority of the country in which measurement takes place. The completed Measurement Form shall be supplied to the owner of the yacht.

The owner shall send the completed Measurement Form to his National Authority together with any registration fee that the National Authority may require. On receipt of this the National Authority may issue a Measurement Certificate to the owner.

2.4.5

It is the owner's responsibility to ensure that his yacht, spars, sails and equipment comply with the class rules at all times.

2.4.5.1

No boat shall be entitled to race as a bona-fide Yngling unless:

- (i) the owner holds a valid certificate,
- (ii) the annual IYA subscription has been paid to his NYA or if there is none for the owner's country, to the IYA,
- (iii) the IYA sticker for the current year is affixed to the centreline of the deck between the rudder post and the aft edge of the cockpit.

2.4.6

Changes and major repairs to the yacht, its spars, sails or equipment invalidate the certificate and require partial remeasurement as the official measurer may determine.

2.4.7

Notwithstanding anything in these rules the IYRU or the National Authority shall have the power to withdraw or refuse to grant a certificate to any yacht.

2.4.8

Each country shall start its numbering from "one" and each number shall be used once only.

2.5 Measurement

2.5.1

Only a measurer officially recognised by the builder's or the owner's National Authority shall measure a yacht, its spars, sails and equipment and sign the declaration on the measurement form.

2.5.2

Tolerances are given in these rules and corresponding drawings to permit minor building errors or distortion through age.

2.5.3

The measurer may take supplementary measurements in order to satisfy himself that the yacht is in accordance with the class rules. If the measurer considers that there is a departure from the one design construction or these rules in any details the National Authority shall be informed. In such a case the National Authority shall not issue a Measurement Certificate until the case has been investigated, the IYRU consulted, and any necessary corrections have been made.

2.5.4

All yachts shall be measured using the official templates supplied by the IYRU.

2.5.5

New or substantially altered sails shall be measured by an official measurer who shall stamp or sign and date the sails near the tack.

2.5.6

A measurer shall not measure a yacht, its spars, sails or equipment owned or built by himself, or in which he is an interested party or has a vested interest.

2.6 IYRU Measurement Instructions

Except where other methods of measurement are specifically indicated all measurements shall be carried out in accordance with the IYRU Measurement Instructions.

2.7 Identification Marks

2.7.1

The IYRU plaque shall be permanently fixed to the forward face of the aft bulkhead. The designer's plaque (obtained with the IYRU plaque) shall be permanently fixed to the aft end of the cockpit coaming or on the aft bulkhead.

2.7.2

Sail numbers shall be carried on the mainsail and spinnaker in accordance with rule 3.6.1.3.

2.7.3

Each sail shall have, permanently attached near its tack, an official IYA sail label.

Sail labels can be obtained from the NYA, or (in the case of difficulty) from the IYA.

3. CONSTRUCTION AND MEASUREMENT RULES

3.1 Moulds

The primary control shall be by means of a single uniform source of plugs and moulds.

Production moulds for the hull, backbone, deck, and the double bottom shall be made from glass reinforced plastic (GRP) plugs obtained from the official master mould. Each licensed builder shall obtain either plugs or production moulds from the official suppliers approved by the IYRU.

The casting pattern for the fin keel shall be obtained from the official supplier approved by IYRU.

All plugs shall be made within one half of the tolerances for the finished boat.

The shape and form of patterns, plugs or moulds shall not be altered unless specifically authorised in writing by IYRU.

The rudder mould shall be made by the licensed builder and conform to the rules as defined in 3.4.

GRP side tanks, if any, shall be built according to plans.

3.2 Hull and Deck

3.2.1

The hull and deck shall, unless otherwise stated, be constructed of GRP in accordance with the official plans and the GRP lay-up shall be as shown on the plans.

3.2.2

Hull measurements shall be taken in accordance with, and shall be within the limits shown on the Measurement Diagram and the Measurement Form.

3.2.3

The hull shape shall be controlled using four section templates, one stem profile template and one transom template.

3.2.4

The transom measurement point shall be the intersection of the extensions of the centreline of the transom and the counter (underside of hull).

3.2.5

The breakwater measurement point shall be on the yacht's centreline on the forward face of the breakwater.

3.2.6

The cabin top, at the template no 3 station, shall be $200\text{mm} \pm 10\text{mm}$ above the level of the sheerline (i.e. the top of the deck at the yacht's side).

3.2.7

Watertight bulkheads with watertight covers similar to those shown on the arrangement plan shall be fitted.

3.2.8

The watertight bulkheads shall be located $1180\text{mm} \pm 300\text{mm}$ forward of the breakwater measurement point and $100\text{mm} \pm 50\text{mm}$ aft of the aft edge of the cockpit.

3.2.9

Watertight bulkhead inspection covers shall be onboard and securely locked in their positions when racing.

3.2.10

Holes in watertight bulkheads or in the deck above watertight compartments are prohibited, except that one drain hole with a maximum diameter of 30mm is permitted in both forward and aft bulkheads.

3.2.11

Holes elsewhere in the deck for the installation of equipment are permitted but shall not be more than 120mm in any direction.

3.2.12

Blocks of buoyant rigid foam or expanded polystyrene with a total minimum volume of 0.4m³, shall be placed in the forward and aft buoyancy compartments. Additional buoyancy material may also be placed in the cockpit area. Buoyancy materials shall not be glued or otherwise fixed to the hull or deck. This requirement shall apply to all yachts in the class. The yacht in racing condition shall float level when filled with water with all hatches open and three persons on board in the cockpit area. See [Appendix, Guideline for Additional Buoyancy and Floatation Test](#).

3.2.13

A low-type cockpit-sole fitted direct on the floormembers, shall be of plywood or hardwood not less than 10mm thick. The shape of the floorboards and the method of fixing them is optional. The floorboards may have non-slip material added to the top surfaces.

Alternatively a raised floor watertight double bottom may be built in. Such raised floor system shall be made in accordance with official plans and with mouldings from a licensed builder. The height at centre shall be 350 ± 25 mm above the inner surface of the hull above the keel flange. The centre section shall be of waterproof plywood not less than 14mm thick or GRP of similar weight, with a removable sealed section/watertight hatch for access to the keelbolts.

3.2.14

Knees not less than 9.5mm thick as shown on the plans, of GRP or of plywood or hardwood shall be fitted, unless otherwise indicated on the plans. The method of fastening to the hull is optional. The knees near the mast support shall have a distance of $480\text{mm} \pm 40\text{mm}$ to the centreline of the boat, measured at a point 100mm below the deck.

Shelves forward of the mast support knees, as shown on the plans are optional.

3.2.15

Holes in the floorboards and the knees are permitted for the installation and passage of hiking straps, mast support and other equipment. Holes for weight reduction or other purposes are not permitted. (This rule is not applicable for yachts with built in raised floor watertight double bottom).

3.2.16

The mast support shall not weigh less than 0.8kg. To vary the length of the mast support while racing is prohibited.

3.2.17

Floorboards, knees and the mast support shall be in place when racing.

3.2.18

Seats, as indicated on the plans, are optional.

3.2.19

The weight of the bare assembled hull and deck, including watertight bulkheads (without hatch covers), moulded in parts of the forestay fittings, shroud attachment fittings and rudder stock bearings, but excluding all other fittings, shall not be less than 200kg.

3.2.20

The position of the centre of gravity of the hull and deck in the condition specified in rule 3.2.19 shall not be lower than that at which the hull would balance at the side when heeled to 110 degrees.

3.2.21

Four self bailers are permitted. Not more than two pump discharge pipes through the topsides between the watertight compartments are also permitted.

3.2.22

Any form of fixing, either solid or flexible, which connects the shroud fastenings with each other and/or with the bottom of the inside of the hull, for example the keel bolts, is forbidden. It is prohibited to install any load carrying members, either solid or flexible, which can distribute loads from the chainplates to each other or to the lower part of the mast support system. However, a control panel or dashboard arrangement may be fitted between the cabin sides, or the side decks, but its ends shall not be closer than 180mm to the inside of the hull. The outer chainplate may be extended downwards with a stainless steel strip of maximum 150 x 60 x 5mm. The reinforcement shall be laminated to the hull.

3.2.23

One bollard (strong attachment point) shall be fixed on the deck in front of the forestay attachment point and one bollard shall be fixed on the deck aft of the rudder post. The bollards shall be made of solid stainless steel minimum 9.3mm diameter and each bollard shall be attached with not less than two threaded nuts of minimum M10 or 3/8".

3.2.24

One sidedeck stanchion each side, on port and starboard between the deck and the sidetank, coaming shelf or the double bottom is permitted.

3.2.25

The radius of the edge between the transom and the hull shall be minimum 4mm.

3.3 Fin Keel

3.3.1

The keel shall be of cast iron, cast from an official pattern.

3.3.2

The weight of the keel shall be $310\text{kg} \pm 5\text{kg}$, excluding any coating. The distance of the centre of gravity of the keel from the top of the flange shall not be more than 500mm.

3.3.3

The keel may be galvanised and/or covered with any synthetic material.

3.3.4

The keel shall be fastened to the hull by eight 11mm diameter stainless steel bolts. Six of these bolts shall be staggered, as shown on the Construction Plan.

3.3.5

A lifting eye strap, which shall not weigh more than 2kg shall be attached to the keel bolts.

3.3.6

The shape of the keel shall be checked in accordance with the Measurement Diagram using the official templates. For boats built by Portier/Ch prior to 1st January 1987 a dispensation was granted by IYRU in November 1987. See [appendix](#) for keel dispensation.

3.3.7

The radius of the leading and trailing edges shall not be less than 2mm.

3.4 Rudder

3.4.1

The rudder shall be constructed of GRP in accordance with the official plans and the GRP lay-up shall be as shown on the plans. The rudder shall be made in official production moulds obtained in accordance with rule 3.1. The inside of the rudder may be filled with foam.

3.4.2

The rudder stock shall be of stainless steel minimum 22mm diameter and it shall be solid.

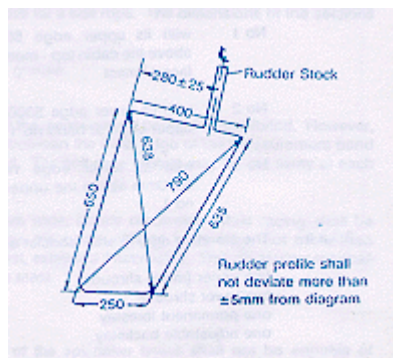
3.4.3

The centre of the rudder stock shall be 1060mm \pm 15mm from the transom measurement point, measured along the centreline of the underside of the hull.

3.4.4

The shape of the rudder shall be within the tolerances shown on the Measurement Diagram, (Figure 1). The edges shall be straight with a tolerance of \pm 2mm from the direct line between the corners.

[the diagonal 790 in the diagram is altered to 784 (1 March 1999)]



3.4.5

The maximum thickness of the rudder shall be 45mm.

3.4.6

The radius of the edges shall not be less than 2mm.

3.4.7

The design and construction of the tiller and tiller extension are optional.

3.5 Spars

3.5.1 Material

The mast and boom shall be of aluminium alloy containing not less than 90 per cent aluminium.

3.5.2 Mast and Standing Rigging

3.5.2.1

The mast shall be stepped on the cabin top on the yacht's centreline.

3.5.2.2

The forward face of the mast shall be $300\text{mm} \pm 60\text{mm}$ in front of the breakwater measurement point.

3.5.2.3

The mast shall be an aluminium alloy extrusion incorporating a groove for the mainsail luff rope. The section shall have the following dimensions:

fore and aft	$92\text{mm} \pm 3\text{mm}$ including the groove for the luff rope
athwartships	$64\text{mm} \pm 3\text{mm}$

3.5.2.4

The deflection due to a load of 50kg applied 2650mm from measurement band no 1, shall be $40\text{mm} \pm 5\text{mm}$ when the mast is supported horizontally at measurement band no 1 and no 2 and with fore and aft axis of the section vertical.

3.5.2.5

The mast shall be straight and, except as provided in these rules, shall be of constant section. A permanent set, due to distortion, not exceeding 40mm between the upper and lower measurement bands shall be permitted.

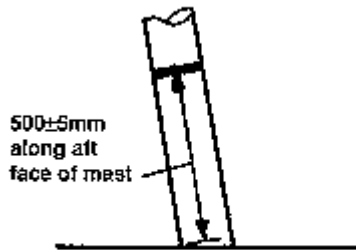
3.5.2.6

The mast shall be tapered from a point at minimum of 4500mm above the upper edge of measurement band no. 1 to measurements of $70\text{mm} \pm 4\text{mm}$ fore and aft including the luff groove and to $53\text{mm} \pm 5\text{mm}$ athwartships at measurement band no. 3.

3.5.2.7

Measurement bands, not less than 10mm wide, which shall be clearly discernible while racing, shall be painted or otherwise permanently marked on the mast as follows:

- No 1 with its upper edge $500\text{mm} \pm 5\text{mm}$ above the cabin top - measured along aft face of mast
- No 2 with its lower edge 5300mm above the upper edge of band no 1
- No 3 with its lower edge not more than 6800mm above the upper edge of band no 1



3.5.2.8

The standing rigging shall consist of only:

- two upper (main) shrouds
- two lower shrouds
- one permanent forestay
- one adjustable backstay

They shall be 1 x 19 strand stainless steel wire of diameter not less than 3mm.

3.5.2.9

The attachment on the mast of the upper shrouds shall be (or their extensions shall meet the mast) within 50mm of the lower edge of measurement band no 2.

3.5.2.10

The attachment point on the mast of the lower shrouds shall be (or their extensions shall meet the mast) $2500\text{mm} \pm 50\text{mm}$ above the upper edge of band no 1.

3.5.2.11

The attachment point on the mast of the forestay shall be (or its extension shall meet the mast) not more than 100mm below the lower edge of band no 2.

3.5.2.12

The backstay shall be attached to the masthead.

3.5.2.13

One pair of spreaders shall be attached to the mast above the lower shrouds so that the bearing point of the main shrouds is not less than 590mm from the side of the mast.

The spreaders may be of a swinging type.

3.5.2.14

The spinnaker halyard shall be suspended from a point not more than 60 mm radius from the lower edge of band no 2.

3.5.2.15

The upper and lower shrouds shall intersect the deck $1845\text{mm} \pm 15\text{mm}$ in front of the aft cockpit coaming measurement point and not more than 60mm from the outer edge of the deck.

3.5.2.16

The forestay shall intersect the deck $390\text{mm} \pm 5\text{mm}$ aft of the forward edge of the deck, excluding any stemhead cover.

3.5.2.17

A stop shall be fitted to the mast to prevent the line of the upper edge of the boom from being below band no 1.

3.5.2.18

The mast complete with all standing and running rigging and supported at band no 1 shall not weigh less than 7.5kg when it is weighed at band no 3. For the purpose of this measurement the halyards shall be fully hoisted and the standing rigging secured along the mast. The ends of the rigging below band no 1 may rest on the ground. Correction weight, if any, shall be placed on the outer surface of the mast profile $1600 \pm 200\text{mm}$ above measurement band no. 1.

3.5.3 Boom

3.5.3.1

The main boom shall have a continuous groove for a bolt rope. The dimensions of the sections shall be:

depth	$72\text{mm} \pm 3\text{mm}$ including bolt rope groove
width	$54\text{mm} \pm 3\text{mm}$

Tapered or permanently bent booms between the measurement bands are prohibited. However, a set due to distortion not exceeding 25mm between the inner edge of the measurement band and the forward end of the boom is permitted. The bolt rope groove may be cut away at each end to permit entry of the sail.

3.5.3.2

The measurement band, not less than 10mm wide, clearly discernible while racing shall be painted or otherwise permanently marked on the boom with its inner edge not more than 2600mm from the line of the aft side of the mast, extended if necessary. This measurement shall be taken with the boom perpendicular to the mast.

3.5.4 Spinnaker Boom

3.5.4.1

When attached to the mast the outer end of the spinnaker boom shall not be capable of extending more than 2040mm from the face of the mast.

3.5.4.2

The point of attachment of the spinnaker boom shall be on the forward side of the mast and not more than 1000mm above the upper edge of the measurement band no 1.

3.6 Sails

3.6.1 General

3.6.1.1

The sails shall be made and measured in accordance with the IYRU Sail Measurement Instructions (1986) except where otherwise specified.

3.6.1.2

The sails shall be made of synthetic woven material. The cloth weight of the mainsail and jib shall not be less than 180g/m². The cloth weight of the spinnaker shall not be less than 38g/m². Not more than two non-woven transparent panels with total area not exceeding 0.3m² are permitted both in mainsail and jib. No transparent panel shall be less than 150mm from any edge of the sail.

3.6.1.3

The class emblem, national letter(s) and the yacht's sail number shall be placed as laid down in the International Yacht Racing Rule 25 [new RRS Appendix H]. Letters and numbers shall be of the following minimum dimensions:

Height	300mm
Width (excluding number one and letter I)	200mm
Thickness	40mm
Space between adjacent letters and numbers	60mm

The class emblem shall be in accordance with the plan and shall be of the following minimum dimensions:

Height	350mm
Width	400mm overall
Thickness	100mm

3.6.2 Mainsail

3.6.2.1

The mainsail shall not extend above the lower edge of band no 3 nor beyond the inner edge of the band on the boom. The upper edge of the boom shall not be below the upper edge of band no 1.

3.6.2.2

The length of the leech shall not exceed 7200mm.

3.6.2.3

The total width of the mainsail between the points on the leech at half and three-quarter heights to the nearest points on the luff (including the luff rope) shall not exceed 1660mm and 960mm respectively.

3.6.2.4

The width of the headboard shall not exceed 120mm measured at right angles to the luff.

3.6.2.5

The total width of the mainsail (including the luff rope) measured at right angles to the luff 300mm from the head shall not exceed 310mm.

3.6.2.6

Not more than three battens are permitted in the mainsail. The batten pockets shall divide the leech into equal parts $\pm 100\text{mm}$, measured to the lower edge of each pocket. The length of the two lower pockets shall not exceed 730mm and the length of the top batten pocket shall not exceed 530mm measured from the aft edge of the sail.

The inside width of the pockets, excluding local widening for the purpose of inserting the batten, shall not exceed 60mm.

3.6.2.7

Reefing cringles and reefing gear, Cunningham and other devices are optional.

3.6.2.8

Any kind of a loose footed mainsail is prohibited.

3.6.3 Jib

3.6.3.1

The maximum permitted dimensions of the jib are:

Luff	5700mm
Leech	5300mm
Foot	1950mm

Centre measurement from the measurement point at the head to the lowest edge of the sail at the mid-point of the foot shall not exceed 5620mm.

The measurement points at the head, tack and clew and the mid-point of foot are defined on the Measurement Diagram (Figure 3-6).

The half-width shall not exceed 1010 mm.

3.6.3.2

The leech shall not be convex (Figure 3-5).

3.6.3.3

Not more than two battens are permitted in the jib. The batten pockets shall not exceed 280mm in length or 60mm in width. The lower edge of the batten pockets shall divide the leech into equal parts $\pm 100\text{mm}$.

3.6.3.4

The jib shall be capable of being removed while sailing without removing the forestay.

3.6.3.5

Double luff jibs (jibs enclosing the forestay) and jibs set on a headfoil are prohibited.

3.6.3.6

A clew board is permitted on jibs made and measured before 1st January 1978.

3.6.3.7

The maximum distances between the edges of the foot when any two parts of the foot are superimposed shall not exceed 30mm.

3.6.3.8

The tack of the jib shall be fixed to the forestay fitting on deck by a shackle or similar device and may not be adjustable up and down. A cunningham device for the jib is optional.

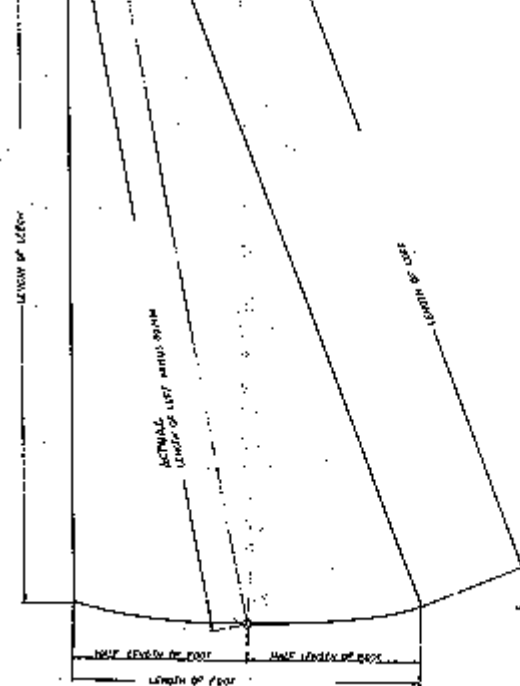
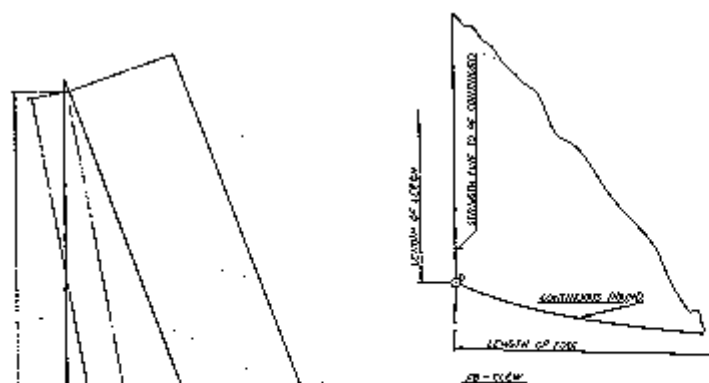
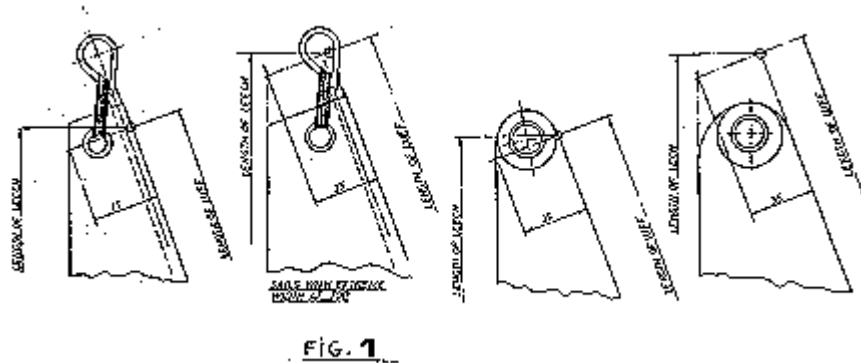


FIG. 4

3.6.4 Spinnaker

3.6.4.1

The spinnaker shall be a three cornered sail symmetrical about its centreline. It shall not embody any device capable of altering its shape.

3.6.4.2

The lengths of the luffs shall be 5700mm \pm 100mm.

3.6.4.3

The half width of the foot shall not exceed 1950mm \pm 50mm.

3.6.4.4

The half width measured between the points on the luffs and the centrefold 2850mm from the head shall be 2000mm \pm 100mm.

3.6.4.5

The distance from the head to the centre of the foot shall not exceed 6600mm. This measurement shall be taken with the sail opened out, laid on a flat surface and with sufficient tension applied at the head and centre of the foot just to remove the wrinkles across the line of measurement.

3.7 Weight

3.7.1

The total weight of the complete yacht shall not be less than 630kg when fitted with low-type floorboards, and not less than 645kg when a raised floor watertight double bottom is built in. Corrector weights, if any, shall be laminated to the lower surface of the deck, with approximately two-thirds of their total weight forward and one-third aft of the cockpit.

3.7.2

The following parts and equipment shall be onboard and included in the total weight:

mast complete with all standing rigging, halyards and spinnaker boom lifts,
floorboards or cockpit sole with hatches,
hatch covers for the watertight bulkheads,
sheet tracks,
sheet winches,
rudder, tiller and tiller extension,
main boom, including fittings only,
and any fittings (such as cleats) fastened to the yacht with through fastenings.

3.7.3

The following items shall not be included in the total weight:

spinnaker boom
mast support
mainsheet bridge or console

control panel or dashboard arrangement
any extra permitted stiffening
side deck stanchions
seats
pumps and hoses
handles
compasses
tackles, blocks, sheets and ropes for trimming the rig and sails
kicking strap
hiking straps
any loose gear and equipment or fittings fixed with shackles.

If any of the above items are fixed they shall either be removed or their weight calculated and a deduction made.

3.8 General and Prohibitions

3.8.1 Loose Ballast

Loose ballast or ballast carried on the crew is prohibited.

3.8.2 Rigging Adjustment

The lengths of the shrouds and the forestay shall be altered only by one turnbuckle each.

3.8.3 Backstay Adjustment

The method of adjusting the backstay is optional. However, hydraulic systems are prohibited.

3.8.4 Halyard Adjustment

The mainsail and jib halyards shall be tensioned by levers or other devices (not winches) attached to the mast or top of the deck. The mainsail and jib halyards shall not be led through the deck before being fixed to a point of attachment or a tensioning device.

3.8.5 Winches

Sheet winches or other drum winches with a mechanical advantage are prohibited.

3.8.6 Mainsheet

The sheeting of the mainsail shall include the use of a track and traveller, or similar device, fitted to the deck aft of the rudderpost. The attachment point of the mainsheet block(s), if any, in the cockpit shall be not less than 250mm below the top of cockpit coaming measured in the athwartships plane of the attachment point.

3.8.7 Self Tacking Jib

A self tacking jib is prohibited.

3.8.8 Jib Furling Gear

Jib furling gear may be fitted but it shall not be used while racing.

3.8.9 Mast Position

The fore and aft position of the foot of the mast shall not be altered while racing.

3.8.10 Hiking Aids

No aids to support the crew outboard are permitted except for:

- (a) Handles on deck, which, if of rigid material, shall not extend outboard of the sheerline and shall not exceed 75mm in height above deck;
- (b) five hand holds of maximum length 120mm and maximum width 35mm through each side deck and which are reasonably watertight;
- (c) foot straps which shall be fastened inside the cockpit and shall not be able to extend outboard of the sheerline;
- (d) body straps, which shall not be used without at the same time using the foot straps specified in rule (c) above, nor shall they be used to enable a different position to be adopted than would be possible in their absence.

No hiking aid shall prevent its user from instantly releasing himself from the boat and any part of the aid which remains attached to the user after such releases shall have:

- (e) positive buoyancy and shall float
- (f) wet-weight of not more than 2.5kg

The wet-weight shall be determined after saturation in water, followed by free draining for one minute, after which its weight shall be recorded.

3.8.11 Devices Transmitting Data

Devices transmitting or correlating data relative to wind direction or speed, or boat speed and location, by means such as, but not limited to, electronic, mechanical, hydraulic or pneumatic shall be prohibited.

3.8.12 Bent Masts or Rotating Masts

Permanently bent masts and rotating masts are prohibited.

4. ADDITIONAL RULES APPLICABLE WHEN RACING

4.1 Crew Limitation

Unless otherwise specified in the Sailing Instructions there shall be not more than three and not less than two persons onboard.

4.2 Equipment

The following equipment shall be onboard, and in the cockpit when not in use:

Not less than one life jacket or other personal buoyancy for each person.

Not less than one paddle, not less than 1200mm long.

Not less than one hand bailer per person and one handpump. The capacity of each hand bailer shall be not less than 4 litres. The total weight of the handpump(s) and the hand bailers shall not exceed 4 kgs. The handpump(s) and the hand bailers shall be attached to the boat and stored in the cockpit.

One anchor or one anchor with chain securely attached thereto and not less than 30m of 10mm minimum diameter rope securely attached thereto. The total weight of the anchor and chain shall be $7\text{kg} \pm 1\text{kg}$, of which the weight of the anchor shall be not less than 4kg. The anchor, chain, and rope may be stored under the cockpit floor.

4.3 Limitation on Number of Sails

4.3.1

Only one mainsail, not more than two jibs and one spinnaker shall be carried onboard when racing.

4.3.2

Unless otherwise specified in the Notice of Race and in the Sailing Instructions not more than one mainsail, two jibs and one spinnaker shall be presented for measurement and approved at an official championship or principal event. No other sail shall be used without the prior permission of the International Jury or Race Committee if no International Jury is elected.

4.4 Advertising

4.4.1

Advertising in accordance with IYRR 18/Appendix A3 3.1(e) [new RRS Appendix G3] shall be approved by the IYA in the case of an international event or by the NYA in the case of a national event. Fees may be required.

4.4.2

The IYA may approve that all competitors in a World or Continental Event (Championship) shall be required to display advertising on the yacht.

4.4.3

Advertising on hulls according to IYRR 18/Appendix A3 4.1(a) [new RRS Appendix G4] has to be negotiated with and approved by the IYA or the NYA. Fees may be required.

4.4.4

[deleted 1 December 95]

APPENDIX to [IYCR 3.2.12](#)

See also Measurement Manual 8.2

Guideline for Additional Buoyancy:

An Yngling with 0.4m³ buoyancy blocks will normally not be able to fulfil the Float Test (IYCR 3.2.12) and it is then necessary to put in additional buoyancy material.

By experience the required amount of additional buoyancy material is approximately 0.1m³ 0.15m³ of which most shall be placed in front of the cockpit area.

The additional buoyancy material can be in the form of one of more of the following:

- * Buoyant rigid foam or expanded polystyrene.
- * Closed cell foams such as PVC and PE.

It is not allowed to use foam expanded in situ, inside side tanks, double bottom, etc...

Guideline for Float Test

All hatches must be open. This means hatches in side tanks, in forward and aft bulkheads, double bottom (high or low) the hull shall be totally filled with water. To ensure this the boat shall (when filled with water) be tipped 30° to each side whereafter the crew must go first to the stern then to the stem of the boat. The idea is that the boat must be able to float only on the additional buoyancy material and all air must be out of the hull. Then the boat shall float level with the crew in the cockpit area (IYCR 3.2.12).

APPENDIX to [IYCR 3.3.6](#)

Appendix for keel dispensation:

The dispensation is granted only to Portier boats built prior to 1st January 1987 and only to boats with the original shape. If a boat modifies the keel it shall comply with the official keel templates.

OFFICIAL PLANS

1	Lines Plan	September 1967
2	Keel Pattern	January 1968
3	Principal Dimensions	September 1967 (Rev September 1968)
4	Sail Plan	September 1967 (Rev January 1968, September 1968, November 1978)
5	Hull Construction Plan	September 1967 (Rev June 1969 and October 1978)
6	Deck Construction Plan	September 1967 (Rev June 1969)
7	Spar Plan	January 1968 (Rev May 1969, October 1979)
8	Raised floor watertight double-bottom	March-August 1990

OFFICIAL TEMPLATES

- 1 Transom Template
- 1 Stem Template
- 4 Hull Templates
- 1 Lower keel template
- 1 Upper keel template
- 1 Keel Max. section template

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