

Splash Class Rules

The Splash Class was designed in 1987 by Jac de Ridder and was adopted by ISAF as a Recognized class in 1998.

PART I — GENERAL

Section A — Fundamental Rules

A.1 Type of Class Rules

A.1.1 These are **closed class rules**.

A.2 Abbreviations

A.2.1 ISAF International Sailing Federation
MNA ISAF Member National Authority
ICA Splash Class Association
NCA National Class Association
ERS Equipment Rules of Sailing
RRS Racing Rules of Sailing

A.3 Authority

A.3.1 The international authority of the class is the ISAF, which shall cooperate with the ICA in all matters concerning these **class rules**.

A.3.2 The ISAF, an MNA, the ICA, an NCA or an **official measurer** is under no legal responsibility in respect of these **class rules** or accuracy of measurement and no claim arising from them can be entertained.

A.4 Language

A.4.1 The official language of the class is English and in case of dispute over translation the English text shall prevail.

A.4.2 The word “shall” is mandatory and the word “may” is permissive.

A.5 ISAF Rules

A.5.1 These **class rules** shall be read with the ERS and measurements shall be taken in accordance with these unless specified. Where a term is used in its defined sense, it is printed in “**bold**” type if defined in ERS and in “*italic*” type if defined in the RRS.

A.6 Interpretation of Class Rules

A.6.1 Any interpretations of the **class rules**, except as provided in A.7, shall be made by the ISAF. Request for interpretation shall be made by the ICA or an MNA.

A.7 Interpretation of the Class Rules at an Event

- A.7.1 Interpretations of the **class rules** at an event shall be carried out in accordance with the RRS and the race organising authority shall, as soon as practical after the event, inform the MNA and the ICA of such a ruling.

A.8 Alterations

- A.8.1 Any alteration of the form of construction of the hull equipment, fittings, spars, sails or running rigging, as supplied by builder specifications, unless specifically approved in these Rules, is prohibited.

Section B — Organisation

B.1 Administration of the Class

- B.1.1 The MNA may delegate part or all of its functions, as stated in these **class rules**, to a NCA.
- B.1.2 In countries where there is no MNA, or the MNA does not wish to administrate the class, its functions as stated in these **class rules** shall be carried out by the ICA which may delegate the administration to an NCA.

B.2 International Class Fee and ISAF Plaque

- B.2.1 The International Class Fee shall be paid by Splash Products BV to the ISAF.
- B.2.2 ISAF shall, after having received the International Class Fee, send the ISAF Building Plaque to Splash Products BV.

B.3 Sail Numbers

- B.3.1 Sail numbers shall be issued by the MNA from numbers allocated to the MNA by the builder. An MNA shall only issue a sail number on receipt of a building certificate. The MNA shall inform the ICA of the names and addresses of owners issued with sail numbers.

B.4 Registration Certificate

- B.4.1 The owner shall send the completed Building Certificate to the MNA together with any registration fee that may be required.
- B.4.2 Upon receipt of a correctly completed Building Certificate the MNA may issue a **registration certificate**. The MNA shall always retain a copy of the **building certificate**.
- B.4.3 Notwithstanding anything contained herein, the MNA may withdraw a **registration certificate** and shall do so on request of the ISAF. Upon request, an owner is to return the **registration certificate** to the MNA.

B.5 Change of Ownership

- B.5.1 Change of ownership invalidates the **registration certificate**, but re-measurement is not required. The new owner shall apply to the MNA for a new **registration certificate**, returning the old certificate with any re-registration fee that may be required. A new **registration certificate** shall then be issued to the new owner.

B.6 Amendments to Class Rules

- B.6.1 Amendments to these **class rules** shall be proposed by the ICA, or an MNA, and shall be approved by the ISAF.

PART II — MEASUREMENT

Section C — Conditions for Racing

The crew and the **boat** shall comply with the rules in this section before the preparatory signal and, when applicable, when *racing*. These rules are not checked as part of **fundamental measurement**.

C.1 Identification on Sails

- C.1.1 The class insignia, the national letters and the sail numbers, as issued by the MNA, shall comply with the RRS except where prescribed otherwise in these **class rules**.

C.2 Equipment

C.2.1 MANDATORY

- (a) Towing rope minimum length 4.5 m and minimum diameter 8 mm, shall be attached to the bow fitting.

C.2.2 OPTIONAL

- (a) Electronic or mechanical timing devices
(b) Mechanical wind indicators
(c) A magnetic compass

C.2.3 LIMITATIONS

In a regatta consisting of 2 or more separate races that count towards a total result, only one sail shall be used, unless the race committee has given written permission to use another one. In that case the previously used sail shall not be used again and shall be handed over to the race committee for safekeeping for the duration of the regatta.

C.2.4 ADDITIONAL RULES

- C.2.4.1 Racing in a Splash is only permitted with a hull, centreboard and rudder

blade, mast, boom, sail, equipment and fittings manufactured by a builder licensed by Splash Products BV, in accordance with the building specifications.

C.2.4.2 Spare Number

C.2.4.3 Electronic devices are not permitted on board, with the exception of Rule C.2.2 (a).

C.3 Buoyancy

C.3.1 In addition to the two inspection hatches in the cockpit made by the builder, at most one extra inspection hatch with a diameter no greater than 152 mm (6") may be fitted in the cockpit to provide access to the hull hollow to carry out repairs. Each inspection hatch shall be fitted with a watertight sealing screwcap.

C.3.2 Bayonet caps are not permitted.

C.3.3 Both under the foredeck and aft deck the boat shall have buoyancy fitted with a volume of at least 100 litres, 60 litres in the front and 40 litres in the back, in the form of synthetic containers or air bags or non-absorbing foam.

C.4 Flotation

C.4.1 While racing, a life jacket shall be worn, in the manner prescribed by the manufacturer.

C.5 Hull

C.5.1 HULL WEIGHT

minimum

Hull weight including the deck, mast socket, centreboard case, self-bailer, fittings, but excluding sail, mast, boom, rudder, centreboard, controls, sheet and halyard shall in dry condition55 kg

C.5.2 HULL MARKINGS

The hull number, which is also the sail number, shall be displayed on a metal plate placed on the cockpit aft bulkhead.

C.6 Spars

C.6.1 MAST

minimum

Mast weight5.9 kg including standard fittings, excluding gooseneck and vang

C.6.2 MAIN BOOM

minimum maximum

Spar band width 10 mm

Boom band distance2365 mm

Boom weight2.6 kg

C.7 Crew

C.7.1 The crew shall consist of 1 person. Only those younger than 18 and those who turn 18 during the current yachting season are permitted to race.

C.8 Advertising

The Splash Class is category C according to ISAF Advertising Code, Appendix 1.

C.9 Setting of Sails

C.9.1 MAINSAIL

- (a) The sail shall be hoisted on a halyard. The arrangement shall permit hoisting and lowering of the sail at sea.
- (b) The highest visible point of the **sail**, projected at 90° to the **mast spar**, shall not be set above the **upper point**. The **leech**, or its extension, shall not intersect the upper edge of the **boom spar** beyond the **boom point**. **Luff** and **foot** bolt ropes shall be in **spar** grooves.

C.10 Membership

C.10.1 The owner shall be a current member of the NCA or, when there is no NCA in his country, a member of the ICA.

C.11 Polishing and Painting

C.11.1 Polishing and painting of hull shell, deck and **hull appendages** is permitted.

C.12 Additional Rules

- C.12.1 it is not permitted to wear jackets or clothing that aim to influence stability.
- C.12.2 In alteration of Rule 43.1(b) of the RRS the total weight of the clothing worn shall not exceed 5 kg, when saturated with water and weighted in accordance with Appendix J.
- C.12.3 Non-floating clothing or equipment, together weighing more than 500 grams, shall not be worn, with the exception of protective sailing clothing.
- C.12.4 While racing no part of the helmsman shall be positioned forward of the mast, except when the boat is capsized, or for the short time needed to haul in the painter, straighten the wind vane or to lower or hoist the sail, or to reeve the vang.
- C.12.5 Mast, boom, centreboard, rudderblade, sail, battens, sheeting system, controls and the location of the fittings and equipment shall be in accordance with measurement diagrams. The indicated building tolerances are meant to allow for accidental errors and shall not be used to alter the design.

Section D — Hull

D.1 Measurement and Certification

- D.1.1 The **hull** shall comply with the **class rules** and the building specifications in force at the time of **fundamental measurement** unless specified otherwise in these **class rules**.
- D.1.2 Measurement shall be carried out in accordance with the ERS. The measurement diagrams, in part III of these class rules, show how the measurements in the main areas are to be established.
- D.1.3 If a **hull** has been substantially altered or repaired its **registration certificate** shall cease to be valid until the relevant parts of the **hull** have been re-measured and the **registration certificate** re-validated by the MNA.

D.2 Builders

- D.2.1 **Hull** builders shall be licensed by Splash Products BV.
- D.2.2 The licensed builder shall, at his own expense, correct or replace any **hull** that does not comply with the **class rules** as a result of an omission or error by the builder within twelve months of purchase.
- D.2.3 The ISAF building plaque shall be fixed by the builder near the hull number on the cockpit aft bulkhead. The plaque shall be purchased by the builder from ISAF.

D.3 Hull Shell

D.3.1 MATERIALS

Materials used shall comply with the building specification.

D.3.2 DIMENSIONS

Dimensions as far as applicable shall comply with the measurement diagrams and official drawings.

D.3.3 WEIGHT

D.4 Deck

D.4.1 MATERIALS

Materials used shall comply with the building specification.

D.4.2 DIMENSIONS

Dimensions as far as applicable shall comply with the measurement diagrams and official drawings.

D.4.3 WEIGHT

D.5 Buoyancy

- D.5.1 Both under the foredeck and aft deck the boat shall have buoyancy fitted with a volume of at least 100 litres, 60 litres in the front and 40 litres in the back, in the form of synthetic containers or air bags or non-

absorbing foam.

D.6 Complete Hull

D.6.1 FITTINGS

D.6.1.1 The mainsheet block in the cockpit may be held up by a spring or plastic tube or plastic tape.

D.6.1.2 The vang may be mounted with the self-cleating block on the boom or with the self-cleating block on the mast, with an extra shackle or with a swivel between self-cleating block and mast or beam, provided that the overall length of the shackle and/or swivel is not greater than 80 mm measured under tension. The vang shall consist of two blocks, namely a block with two sheaves and a double block with a cleat and becket.

D.6.1.3 The Cunningham hole and outhaul blocks and the mainsheet blocks may be fitted with ball bearings.

D.6.1.4 TOE STRAPS

(a) The toe straps shall be made of woven nylon or polyester fibres and may be covered.

(b) The toe straps shall be attached directly or by means of pieces of rope to the fastening points in the front and aft bulkheads of the cockpit.

(c) An elastic cord may be attached to the aft end of the toe straps and to the fastening eyes in the aft bulkhead of the cockpit, either to hold up the toe straps, aft of the aft deck cleat, or to the eyes of the traveller on the aft deck.

D.6.1.5 Compass

It is permitted to fit one built up compass on the foredeck, in such a way that the water tightness is not affected.

D.6.1.6 CLEATS AND STORAGE BAGS

Cleats, bags and straps may be fitted to attach safety or other equipment on the deck, in the cockpit or around the mast.

D.6.1.7 TAPE

The use of flexible plastic tape or similar materials is permitted to tie off shackles, cleats, sheets, ropes, halyard, thimbles provided that this tape is not used to construct new or to alter the purpose and functioning of the existing fittings.

D.7 Additional Rules

D.7.1 Repairs to, and preventive maintenance on hull and deck is permitted, provided that the SPLASH continues to comply with these class rules.

D.7.2 Repairs to, or replacement of fittings or fastening materials is permitted, provided that similar material with the same dimensions and functioning is fitted in a place that is in accordance with the measurement diagrams.

D.7.3 MEASUREMENT

In case of a dispute regarding any deviation of a boat from the one-design principle, for which these rules do not provide a decisive answer, the following procedure shall be used:

- (a) a group of ten boats is randomly selected and measured in the same manner (control group).
- (b) The dimensions of the boat under dispute shall be equal to, or fall between the maximum and minimum dimensions of the control group.
- (c) If the dimensions of the boat under dispute are outside the dimensions, then the matter shall be referred to the ISAF, which shall consult the TECHNICAL COMMITTEE of the ICA. The ISAF shall give a binding ruling which shall be communicated with the N.A involved which shall take appropriate action.
- (d) If a boat in the control group has dimensions which deviate strongly from the other nine, then the matter shall be referred to the ISAF, which shall consult the TECHNICAL COMMITTEE of the ICA. The ISAF shall give a binding ruling which shall be communicated with the N.A involved which shall take appropriate action.

Section E — Hull Appendages

E.1 Measurement and Certification

- E.1.1 The **hull appendages** shall comply with the **class rules** in force at the time of **fundamental measurement** unless specified otherwise in these **class rules**.
- E.1.2 Substantially altered or repaired **hull appendages** shall be re-measured.

E.2 Manufacturers

- E.2.1 Manufacturers shall be licensed by Splash Products BV. Manufacturers shall manufacture centreboards and rudder blades in accordance with the measurements on the relevant measurement diagram.
- E.2.2 The licensed manufacturer shall, at his own expense, correct or replace any **hull appendage** that does not comply with the **class rules** as a result of an omission or error by the manufacturer, within twelve months of purchase.

E.3 Centreboard

- E.3.1 MATERIALS
- E.3.2 FITTINGS

A rope handle is permitted, to be fitted in a plastic tube through no more than two holes with a maximum diameter of 10 mm and above a line from the bottom of the centreboard stopper and parallel to the top

of the centreboard. The centreboard shall never have more draught than the maximum draught possible with the original centreboard stopper.

E.3.3 DIMENSIONS

Dimensions as far as applicable shall comply with the measurement diagrams and official drawings.

E.3.4 WEIGHT

The weight of the centreboard shall not be less than 4.9 kg and not be more than 5.1 kg.

E.4 Rudder Blade, Rudder Stock and Tiller

E.4.1 MATERIALS

The tiller and tiller extension shall be made of aluminium tube; synthetic fibres are not permitted.

E.4.2 FITTINGS

E.4.2.1 RUDDER STOCK

The rudder blade can be tipped upward in a rudder stock. The rudder head is free, provided that when the rudder is attached to the boat the centre of rotation of the rudder blade shall not be located further than 170 mm from the transom, and not lower than 95 mm or higher than 105 mm from the intersection or centreline and transom (see measurement diagram)

E.4.2.2 TILLER AND TILLER EXTENSION

(a) The tiller shall be capable of fast and easy disengagement from the rudder stock and be fitted with a cleat for the rudder blade control rope.

(b) The tiller shall be straight along the top between the front of the rudder stock and the end of the tiller over the cockpit, apart from normal wear and tear caused by the traveller.

(c) An anti-slip strip of maximally 200 mm long on the tiller is permitted where the tiller meets the traveller. The top of this strip shall be parallel to or coincide with the straight top of the tiller.

(d) Telescopic tiller extensions are not permitted.

E.4.3 DIMENSIONS

Dimensions as far as applicable shall comply with the measurement diagrams and official drawings.

E.4.4 WEIGHTS

The weight of the rudder blade without tiller and tiller extension shall not be less than 1.8 kg and not more than 2.0 kg.

E.5 Additional Rules

- E.5.1 Repairs to, and preventive maintenance on centreboard and ruderblade is permitted, provided that the SPLASH continues to comply with these class rules.
- E.5.2 Repairs to, or replacement of fittings or fastening materials is permitted, provided that similar material with the same dimensions and functioning is fitted in a place that is in accordance with the measurement diagrams.
- E.5.3 The trailing edge of centreboard and rudder blade shall not be shaped.

Section F — Rig

F.1 Measurement and Certification

- F.1.1 The **rig** shall be comply with the **class rules** in force at the time of **fundamental measurement** unless specified otherwise in these **class rules**.
- F.1.2 Measurement shall carried out in accordance with the ERS.
- F.1.3 Substantially altered or repaired **spars** shall be re-measured.

F.2 Mast

- F.2.1 Manufacturers shall be licensed by Splash Products BV. Manufacturers shall manufacture masts in accordance with the measurements in the relevant measurement diagram.
- F.2.2 MATERIALS
The mast is made of aluminium
- F.2.3 FITTINGS
 - (a) The following are permitted: Mast head fitting, wind vane, sheaves and sheave boxes, tangs, gooseneck, kicking strap fitting, manufacturer label.
 - (b) In the mast socket under the mast heel a loose synthetic plate with a maximum thickness of 5 mm may be fitted to prevent or reduce the wear and tear of the bottom of the mast heel.
- F.2.4 DIMENSIONS
Dimensions as far as applicable shall comply with the measurement diagrams and official drawings.

	MINIMUM	MAXIMUM
Spar band width	10 mm	
Mast band heights		
Lower	885 mm	
Upper		5440 mm
Mast spar deflection unloaded supported within 30 mm of the ends		

Fore-and-aft	20 mm
Transverse	20 mm

F.3 Boom

F.3.1 Manufacturers shall be licensed by Splash Products BV. Manufacturers shall manufacture booms in accordance with the measurements in the relevant measurement diagram.

F.3.2 MATERIALS

The boom shall be made of aluminium.

F.3.3 FITTINGS

The following fittings are permitted: Clew outhaul and fittings, cleats, hooks,

F.3.3.2 The mainsheet blocks on the boom shall not be fitted with sheaves smaller than 37 mm or larger than 45 mm.

F.3.3.3 The boom shall only be attached to the mast with a fitting mast/boom bolt (gooseneck).

F.3.4 DIMENSIONS

MINIMUM MAXIMUM

Boom band distance

measured from the inside of the luff groove on the mast..... 2365 mm

Boom spar deflection

unloaded supported within 30 mm from the ends

Vertical 15 mm

Transverse 15 mm

Boom weight2.6 kg

F.5 Standing Rigging

F.5.1 Standing rigging is prohibited.

F.6 Running Rigging

F.6.1 Manufacturers shall be licensed by Splash Products BV.

F.6.2 MATERIALS

(a) Each sheet or rope supplied by the builder may be replaced with sheets or ropes of arbitrary length or material with the exception of aramide fibres (e.g. Kevlar) or similar material. Each sheet or rope shall consist of a solid length of the same diameter.

(b) The mainsheet shall be attached to the becket of the block at the end of the boom and shall be reeved through all the sheaves on the traveller and boom and through the bracket on the boom. While racing the sheet shall not be trimmed aft of the first block on the boom.

(c) The vang shall consist of a piece of rope. The fixed end of the rope

shall be attached to the becket of the self-cleating block of the two vang blocks. Then the rope shall be reeved through the combination of the two blocks, as permitted by paragraph D.6.1.2 to form a tackle, consisting of maximally four parts not counting the running part. The running part may have a knot or knob or loop with or without plastic.

(d) The traveller shall be a piece of rope, with on one side a loop through which the running part is led. The running part of the traveller may have a knotted loop or a knot or a knob. Other fastenings, knots or arrangements that further promote or prevent free movement of the traveller block on the traveller are not permitted.

(e) The Cunningham control line shall be a piece of rope, led through a thimble or block in the sail, through the blocks on the foredeck near the mast and through the cleats on the foredeck near the cockpit. The running parts may have knotted loops.

(f) The outhaul shall be a piece of rope, led through a thimble in the sail, over the gooseneck and through the blocks on the foredeck near the mast and through the cleats on the foredeck near the cockpit. In the running parts knotted loops may be fitted.

(g) A continuous elastic line shall be reeved through the bow fitting for the painter, with its ends attached to the vang block on the boom.

(h) The material and construction of the halyard is free.

F.7 Additional Rules

F.7.1 Wind vanes may only be affixed to the mast to a maximum height of 1.5 m above the deck, and in such a way that the watertightness of the mast is not affected.

F.7.2 Repairs to, and preventive maintenance on mast and boom is permitted, provided that the SPLASH continues to comply with these class rules.

F.7.3 Repairs to, or replacement of fittings or fastening materials is permitted, provided that similar material with the same dimensions and functioning is fitted in a place that is in accordance with the measurement diagrams.

Section G — Sails

G.1 Measurement and Certification

G.1.1 **Sails** shall be comply with the **class rules** and the in force at the time of **fundamental measurement** unless specified otherwise in these **class rules**.

G.1.2 Measurement shall carried out in accordance with the ERS.

G.1.3 Spare number

G.1.4 Spare number

- G.1.5 The weight in g/m² of the **body of the sail** shall be indelibly marked near the **tack point** by the sailmaker together with the date, his signature or stamp and the text “**only made for Splash**”.
- G.1.6 Substantially altered or repaired **sails** shall be re-measured and the **official measurer** shall attach a new official **certification mark** showing the new date of **fundamental measurement**.
- G.1.7 Repairs to a sail requiring the insertion of one or more new panels shall be carried out by a licensed sailmaker.

G.2 Sailmakers

- G.2.1 Sailmakers shall be licensed by Splash Products BV.
- G.2.2 Sailmakers shall manufacture sails in accordance with the measurements on the relevant measurement diagram.

G.3 Mainsail

G.3.1 CONSTRUCTION

- (a) The construction shall be: **Soft sail, single ply sail**.
- (b) The **body of the sail** shall consist of the same **woven ply** throughout. The **ply** fibres shall be of polyester, weight 183 gr/m² with a polypreg 7:38 finish.
- (c) The **sail** shall have 4 **batten pockets** in the **leech** in accordance with the measurement diagram.
- (d) The following are permitted: Panels, stitching, glues, tapes, bolt ropes, two metal cringels in the tack and one in the clew, triangular synthetic headboard, batten pocket elastic, synthetic batten pocket end cap in the top batten pocket, one boom slide in the clew and one window, tell tales.

G.3.2 DIMENSIONS

	MINIMUM	MAXIMUM
Leech length	4835 mm	4860 mm
Quarter width	1980 mm	2000 mm
Half width	1480 mm	1500 mm
Three-quarter width	880 mm	920 mm
Upper width 150 mm from the head point		160 mm
Top width	30 mm	
Weight of the ply of the body of the sail	183 gr/m ²	
Primary reinforcement from head and clew point		300 mm
Secondary reinforcement:		
from sail corner measurement points		600 mm
for batten pocket patches		40x120mm
Window dimensions		150x750 mm
Shortest distance from window to sail edges		280 mm
Greatest dimension of the headboard from the head point ...		110 mm
Batten pocket length:		
Uppermost pocket:		
Inside		910 mm
Outside		920 mm

Intermediate and lowermost pockets		
Inside		525 mm
Outside		535 mm
Batten pocket width:		
Inside		28 mm
Outside		40 mm
Head point to intersection of leech and centreline of uppermost batten pocket		960 mm
Head point to intersection of luff and centreline of uppermost batten pocket		1120 mm
Clew point to intersection of leech and centreline of lowermost batten pocket		1000 mm
Head point to intersection of luff and centreline of uppermost batten	1195mm	1245mm

G.3.3 IDENTIFICATION

- (a) The class insignia shall be affixed on the starboard side in the proximity of and below the top batten. The dimensions are:
height 260 mm, width 480 mm. Colour: blue.
- (b) The sail number shall be placed directly below the class insignia on both sides of the sail with the number on the starboard side above the number on the port side. The national letters shall be placed between batten 3 and 4, counted from the top of the sail.

Dimensions:

Height	305 mm
Width (except digit 1)	200 mm
Stem width.....	45 mm
Distance between digits	60 mm

The digits must be filled.

G.6 Additional Rules

- G.6.1 the top of the sail may be attached to the halyard by means of one or two shackles and/or a piece of rope.
- G.6.2 Repairs to, and preventive maintenance on sail is permitted, provided that the sail continues to comply with these class rules.

PART III — APPENDICES

Section H — MEASUREMENT DIAGRAMS

H.1

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