The 2.4m R Class was introduced as the Mini 12 Class by the Scandinavian Sailing Federation in 1982 and was adopted as an international class in 1993.
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INTRODUCTION

The 2.4 mR Class is a development class.

The rating is calculated according to the formula

\[ R = \frac{L + 2d - F + \sqrt{S}}{2.37} \] see Part III Section H

The purpose of these rules is to give a designer the possibilities to develop and produce a fast boat within the limitations of these rules. Because of that these rules are **open class rules**.

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

Rules regulating the use of equipment during a race are contained in Section C of these class rules, in Equipment Rules of Sailing Part I and in the Racing Rules of Sailing.

This introduction only provides an informal background and the International 2.4 mR 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
ICA International 2.4 mR Class Association
NCA National Class Association
ERS Equipment Rules of Sailing
RRS Racing Rules of Sailing

A.3 AUTHORITIES AND RESPONSIBILITIES
A.3.1 The international authority of the class is the ISAF which shall co-operate with the ICA in all matters concerning these class rules.
A.3.2 No legal responsibility with respect to these class rules, or accuracy of measurement, rests with:
   the ISAF,
   the MNA,
   the ICA,
   an NCA.
   the certification authority, CA
   an official measurer,
No claim arising from these class rules can be entertained.
A.3.3 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.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 an NCA.
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 ICA which may delegate the administration to an NCA.

A.5 ISAF RULES
A.5.1 These class rules shall be read in conjunction with the ERS.
A.5.2 Except where used in headings, when a term is printed in “bold” the definition in the ERS applies and when a term is printed in “italics” the definition in the RRS applies.

A.6 SAILING INSTRUCTIONS
A.6.1 These class rules shall not be varied by sailing instructions except as provided by A.6.2.
A.6.2 At World, Continental or Regional Championships the sailing instructions may vary these class rules only with the agreement of the ICA.

A.7 CLASS RULES AMENDMENTS
A.7.1 Amendments to these class rules shall be proposed by the ICA and require to be approved by the ISAF in accordance with the ISAF Regulations.

A.8 CLASS RULES INTERPRETATIONS
A.8.1 GENERAL
Interpretation of class rules, except as provided by A.8.2, shall be made in accordance with the ISAF Regulations.
A.8.2 AT AN EVENT
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 ICA.

A.9 INTERNATIONAL CLASS FEE(S) AND ISAF BUILDING PLAQUE
A.9.1 The builder shall pay the International Class Fee(s).
A.9.2 ISAF shall, after having received the International Class Fee for the hull, send the ISAF Building Plaque and a measurement form to the hull builder.

A.10 SAIL NUMBERS
A.10.1 Sail numbers shall be issued by the MNA.
A.10.2 Sail number shall be issued in consecutive order starting at “1”.
A.10.2 Personal sail numbers may be used after decision by the MNA or the NCA.

A.11 CERTIFICATION
A.11.1 For a boat not previously certified, all items required by the measurement(s) form to be measured shall be measured by an official measurer and the details entered onto the form.
A.11.2 The measurement form, and certification fee if required, shall be sent to the certification authority in the country where the boat is to be registered after completion of measurement.
A.11.3 Upon receipt of a satisfactorily completed measurement form and certification fee if required within the time limit, the certification authority shall issue a certificate.

A.11.4 The certification authority shall retain the original measurement form, which shall be transferred to the new certification authority upon request if the boat is exported.

A.12 VALIDITY OF CERTIFICATES
A.12.1 A certificate becomes invalid upon:
(a) Change of ownership,
(b) Withdrawal by the certification authority,
(c) The issue of another certificate,

A.13 COMPLIANCE WITH CLASS RULES
A.13.1 A boat ceases to comply with the class rules upon:
(a) The use of equipment which does not comply with the class rules,
(b) The use of equipment that does not comply, or that causes the boat not to comply, with limitations recorded on the certificate,
(c) Alteration or repair to items required by the measurement form to be measured, other than permitted routine maintenance,
(d) A change of class rules that causes equipment in use to cease to be permitted, except where the equipment may comply with the class rules in force at the time of its initial fundamental measurement.
(e) Boats measured and certificated before 31st March 1988, and boats measured and certificated before 1st March 1993 and produced from a mould built before 31st March 1988 are excepted from the following rules:
   (1) Rule D.6.5 re the calculation value of freeboard,
   (2) Rule D.8.2 re hollows
   (3) Rule E.5.2 re internal ballast,
   (4) Rule E.3.3 re keels (date of exception 1st Nov 1988),
   (5) Rule D.4.2 (c) re deck openings,
   (6) Rule D.5.1 re flotation. Boats still are entitled to follow rule C.5.2 (b).
(f) Boats with fundamental measurement made before 1st March 2004 are excepted from rule D.5.1

A.14 RE-CERTIFICATION
A.14.1 A boat may be re-certified by the issue of a new certificate, showing dates of initial and new fundamental measurement as applicable:
(a) WHEN A CERTIFICATE BECOMES INVALID UPON CHANGE OF OWNERSHIP
The new owner shall apply for re-certification by sending the old certificate, and fee if required, to the CA in the country where the boat is to be re-certified. If this CA is different from the previous CA then the new CA should receive the boat measurement form from the old CA prior
to re-certification. The new CA may issue the boat a new identification number.

(b) WHEN A CERTIFICATE HAS BEEN WITHDRAWN, OR WHEN THE CERTIFICATE AND MEASUREMENT FORM(S) CANNOT BE LOCATED

The owner shall arrange for fundamental measurement as required for initial certification and then apply for re-certification by sending the boat measurement form, and fee if required, to the CA in the country where the boat is to be re-certified. The new CA may issue the boat a new identification number.

A.14.2 When a boat has ceased to comply with its certificate, it may be brought into compliance:

(a) WHEN THE LIMITATIONS AFFECTING THE EQUIPMENT ARE CONTROLLED BY THE CLASS RULES

By carrying out fundamental measurement of the affected equipment,

(b) WHEN THE LIMITATIONS AFFECTING THE EQUIPMENT ARE ON THE CERTIFICATE

By carrying out fundamental measurement of affected equipment as required for initial certification.

Section B – Boat Eligibility

For a boat to be eligible when racing, the rules in this section shall be complied with.

B.1 CERTIFICATE

B.1.1 The boat shall have a valid certificate.

B.2 CERTIFICATION MARKS

B.2.1 Items that require certification marks shall be so marked.

B.3 MEASUREMENT MARKS

B.3.1 Measurement marks according to D.9.2 shall be placed on the hull.

B.4 FLOTATION CHECKS

B.4.1 The certificate shall carry a satisfactorily flotation check confirmation.

B.4.2 A race committee may require that a boat shall pass a flotation test in accordance with C.5.2 (b).

B.5 ISAF PLAQUE

B.5.1 An ISAF plaque shall be fixed to the inside of the hull near the front of the cockpit on the port side.

B.5.2 Boats measured and certified before 1st July 1994 and provided with a plaque issued by the Scandinavian Sailing Federation may have that plaque instead of the ISAF plaque.
PART II – REQUIREMENTS AND LIMITATIONS

The crew and the boat shall comply with the rules in Part II when racing. Measurement to check conformity with rules of Section C is not part of fundamental measurement. Except for C.5 and C.8.2 (b) (2).

The rules in Part II are open class rules. Measurement 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 following RRS rules shall not apply:
   (1) RRS 50.4
   (2) RRS 52

C.2 CREW

C.2.1 LIMITATIONS
(a) The crew shall consist of one person.
(b) Both the legs and the main part of the torso shall be below deck and inside the sheerline.

C.3 ADVERTISING

C.3.1 LIMITATIONS
Advertising shall only be displayed in accordance with Category C of the ISAF Advertising Code.

C.4 PORTABLE EQUIPMENT

C.4.1 FOR USE
(a) MANDATORY
   (1) One Manual bilge pump with a minimum capacity of 0.5 litre/stroke.
(b) OPTIONAL
   (1) One anchor. The weight of anchor and chain shall not exceed 2.00 kg.
   (2) One electrical pump with battery
C.4.2 NOT FOR USE
(a) MANDATORY
   (1) Towing rope minimum 5m long of not less than 5mm in diameter.

C.5 BOAT
C.5.1 WEIGHT
The weight of the boat in dry condition shall comply with that as stated in the measurement certificate.
The following portable and installed equipment shall be on board when measuring:
   Fittings and equipment in D.9.1, C.4.1 (a)
   Equipment in C.4.2 (a)
   Equipment in C.4.1 (b) if this will be on board when racing.

C.5.2 FLOTATION
   (a) The hull shall have flotation elements according to D.5.1.
   (b) The boat shall float in an approximate horizontal position when flooded and loaded with an extra 35kg lead ballast placed within 100 mm of the 0.55xLWL station.

C.6 HULL
C.6.1 MODIFICATIONS AND MAINTENANCE
   (a) Maintenance is permitted without re-measurement and re-certification as long as the factors that are influencing the rating are not changed and no limitations or restrictions are exceeded.
   (b) If any hull moulding is modified or repaired in any other way than described in C.6.1(a), an official measurer shall check the rating, taking the changes into account and enter the changes onto the form. A new certificate shall then be issued on the yacht.

C.7 HULL APPENDAGES
C.7.1 LIMITATIONS
   (a) Only one rudder blade shall be used during an event of less than 8 consecutive days, except when a hull appendage has been lost or damaged beyond repair.

C.8 RIG
C.8.1 LIMITATIONS
   (a) Only one set of spars and standing rigging shall be used during an event of less than 8 consecutive days, except when an item has been lost or damaged beyond repair.
C.8.2 MAST
(a) DIMENSIONS

<table>
<thead>
<tr>
<th></th>
<th>minimum</th>
<th>maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Limit mark width</td>
<td>10 mm</td>
<td></td>
</tr>
<tr>
<td>Mast spar curvature</td>
<td></td>
<td></td>
</tr>
<tr>
<td>from the mast datum point</td>
<td></td>
<td>30 mm</td>
</tr>
</tbody>
</table>

(b) USE
(1) The spar shall be stepped in the mast step in such a way that the heel is not capable of moving more than 10mm athwart ships.
(2) The mast datum point shall not be above the measurement point of the deck. (See D.2.2).
(3) Rotating masts are not permitted.

C.8.3 BOOM
(a) DIMENSIONS

<table>
<thead>
<tr>
<th></th>
<th>minimum</th>
<th>maximum</th>
</tr>
</thead>
<tbody>
<tr>
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<td></td>
</tr>
<tr>
<td>Outer point distance</td>
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<td>E</td>
</tr>
<tr>
<td>Boom spar curvature</td>
<td>15 mm</td>
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<tr>
<td>from the outer limit mark</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

(b) USE
The intersection of the aft edge of the mast spar and the top of the boom spar, each extended as necessary, shall not be below the upper edge of the mast lower limit mark when the boom spar is at 90° to the mast spar.

C.8.4 STANDING RIGGING
(a) DIMENSIONS

<table>
<thead>
<tr>
<th></th>
<th>minimum</th>
<th>maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fore triangle base</td>
<td></td>
<td>J</td>
</tr>
</tbody>
</table>

(b) USE
Whilst racing the mast is not permitted to be adjusted in an athwartships plane.

C.9 SAILS
C.9.1 LIMITATIONS
(a) Not more than 2 mainsails and 3 jibs shall be used during an event of less than 8 consecutive days, except when a sail has been lost or damaged beyond repair.

C.9.2 MAINSAIL
(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 highest visible point of the sail, projected at 90° to the mast spar, shall not be set above the lower edge of the mast upper limit
mark. The intersection of the leech and the top of the boom spar, each extended as necessary, shall not be behind the fore side of the boom outer limit mark.

C.9.3 JIB
(a) USE
(1) The sail shall be hoisted on a halyard. The arrangement shall permit hoisting and lowering of the sail at sea.

Section D – Hull

D.1 PARTS
D.1.1 MANDATORY
(a) Hull shell
(b) Deck
(c) Buoyancy Tanks

D.2 GENERAL
D.2.1 RULES
(a) The hull shall comply with the current class rules with the exceptions stated in A.13.1(e) and A.13.1(f).

D.2.2 DEFINITION
(a) Measurement point of the deck
The measurement point of the deck is a point, at the mast hole section, 36mm above the deck level, measured 15mm from the outmost part of the hull shell in this section.

D.2.3 IDENTIFICATION
(a) The hull shall carry the ISAF Plaque. See B.5.

D.3 HULL SHELL
D.3.1 MATERIALS
(a) The hull shell shall be built from wood and/or Glass Reinforced Plastic.

D.3.2 CONSTRUCTION
(a) The exterior hull mouldings shall weigh not less than 3.6kg/m².
(b) Where sandwich construction is used, the core material shall be of either Balsa wood or PVC foam. The core material shall be of density not less than 60kg/m³.
D.4 DECK

D.4.1 MATERIALS
(a) The deck shall be built from wood and/or Glass Reinforced Plastic.

D.4.2 CONSTRUCTION
(a) The exterior hull mouldings shall weigh not less than 3.6kg/m².
(b) Where sandwich construction is used, the core material shall be of either Balsa wood or PVC foam. The core material shall be of density not less than 60kg/m³.
(c) The total area of deck openings shall not be more than 0.7m².
(d) No part of the cockpit opening shall be closer to the sheerline than 100mm.

D.5 BUOYANCY TANKS

D.5.1 CONSTRUCTION
(a) Buoyancy equipment shall comprise of rigid non-communicating air cell foam plastic incorporated into the yacht.

D.6 DIMENSIONS FOR CALCULATING THE RATING

D.6.1 GENERAL
(a) The rating is calculated according to Part III, Section H, clause H.1.
(b) Determination of waterline, waterline length (LWL), length L, L1 sections and L2 section shall be made according to Measurement Diagrams in Part III, Section H, clause H.4.
(c) The girth at each section shall be the shortest chain girth (i.e., “the great circle” distance along the surface of the hull) between the measurement points (O or sheerline) through the measurement point at L1/L2. (See D.6.3 (a) (1) and D.9.2 (a)).

D.6.2 WATERLINE LENGTH
(a) The waterline length (LWL) shall be measured between the forward “L” mark (See H.4, D.8.2 and D.9.2 (a)) and aft most of:
1. Where the waterline meets the aft end of the hull, or
2. The centre of the axis of the rudder stock.

D.6.3 LENGTH
(a) The length “L” for the formula shall be the sum of:
(1) The length measured 36mm above the waterline (LWL) measured between the inner edges of the L1 marks (L1-sections)(See also D.8.2); and
(2) 1.5 times the difference between the chain girth at the bow end of this length (the bow section) measured to points 120mm above the L1 mark and 240mm; and
(3) 1/3 of the difference between the chain girth from **sheerline** to **sheerline** at the aft end of this length (the stern section) and twice the vertical height at the side of the yacht at this section.

(b) For calculating the rating the difference in (2) (the bow section) shall not be less than 72mm; and the difference in (3) (the stern section) shall not be less than 240mm.

(c) The L2-section is a section intersecting the aft overhang at a height of 72mm above LWL. If the girth difference at the L2-section is less than 65 per cent of the stern girth difference at L1, 1/3 of the deficiency shall be added to the stern girth difference in calculating the rating. The girth difference at the L2 section is the chain girth from **sheerline** to **sheerline** (or the intersection of the sides of the yacht with the transom) less twice the vertical height at this section.

(d) The aft end of the length L (the stern section L1) shall not be nearer the bow than the centre of the axis of the rudder stock.

D.6.4 MIDSHIP GIRTH DIFFERENCE

(a) The midship girth difference “d” is the sum of the difference between the skin girth and chain girth on the port and starboard sides of the yacht measured at the section 0.55 LWL from the forward end of the LWL.

(b) The skin girth is the measurement along the surface of the hull from the **sheerline**, through the upper mark “d” and the I mark (immersion mark see D.9.2 (b)) to points on the surface of the hull 300mm below the LWL, lower mark “d1”. The chain girth is the measurement between the same points with the measuring tape pulled taut.

(c) The yacht shall be so designed that it is possible to place the “d1” marks on the surface of the hull or the keel and to measure a continuous skin girth at the station. The radius of the hull, measured in any horizontal plane at or above the “d1” mark, shall not be less than 600mm. Local bridging by a strut to reduce the d measurement is not permitted.

D.6.5 FREEBOARD

(a) The freeboard “F” shall be a third of the sum of the freeboards (the vertical distance from sheer line to LWL) at the bow and stern endings of L1 plus the freeboard at the midship girth section. The word “freeboard” at each section means the mean of starboard and port readings.

(b) When calculating the rating the freeboard aft shall not be taken as more than 0.95 times of the freeboard forward, and the freeboard forward shall not be taken as more than 1.5 times the freeboard midships. The actual freeboard forward shall not be less than 1.1 times the freeboard midships.

(c) When calculating the rating the calculating value of “F” shall not be more than 292mm.

D.7 LIMITATIONS WITH RATING PENALTIES

D.7.1 DRAFT

(a) The maximum draft without penalty shall be 1000mm.
(b) If the draft exceeds that allowed in (a), three times the excess shall be added to the rating.
(c) The draft shall be taken as the vertical distance below the LWL to the lowest point of the hull or hull appendage in any position.

D.7.2 DISPLACEMENT
(a) The displacement of the yacht including the additional 35kg ballast (see H.2) in cubic metres shall be not less than \((0.2 \times \text{LWL} + 0.06)^3\).
(b) The measured displacement shall be determined for sea water of specific gravity of 1.025. See H.3
(b) If a yacht has a displacement less than required by (a), twice the difference between the length of the LWL to which her actual displacement corresponds by the rule and her actual length on LWL shall be added to the length measurement “L” in the rating formula.

D.7.3 BEAM
(a) The beam, measured at the point of the greatest beam in the plane one-third of the freeboard at the midship girth station above the LWL shall not be less than 720mm.
(b) If the beam is less than required by (a), 4 times the deficiency shall be added to the length measurement “L” in the rating formula.

D.7.4 TUMBLE HOME
(a) The tumble home on the side of the yacht shall not exceed 15mm.
(b) If the tumble home exceeds that allowed in (a), three times the excess shall be added to the rating.

D.8 LIMITATIONS
D.8.1 SHEERLINE
(a) From a point 75mm abaft the foremost point of the hull to the stern section at L1 the sheerline shall form a continuous, even, concave curve.

D.8.2 HOLLOWS
(a) There shall be no hollows in the surface of the hull between the LWL plane and the sheerline except an area at the stern between the buttock lines 100mm from the yacht centreline and below L1. Should there be any irregular hollows or notches in the stem of the yacht within a vertical distance of 30mm above or below the flotation water line, they shall be bridged across within the limits of said vertical distance. The extent that bridging increases the length for measurements or the waterline length, the increased length shall be used for the purpose of rating or displacement.

D.8.2 AFTERBODY
(a) The afterbody of the yacht shall be so shaped that an aft chain girth can be taken at the section L2. See D.6.3 (c). The horizontal distance between L1 and L2 shall not be less than 76mm.
D.9 ASSEMBLED HULL

D.9.1 FITTINGS AND EQUIPMENT

(a) MANDATORY

The following fittings and equipment shall be installed:

1) A suitable fitting or system in the bow area to enable the boat to be towed. The fitting/system shall be easy to access by rescue craft, and shall be able to handle line of at least 5mm in diameter.

2) One manual bilge pump with a minimum capacity of 0.5 litre/stroke.

3) A suitable fitting or device shall be installed in the deck level, in order to prevent the mast to move astern of that position, which corresponds to the Foretriangle base, J, according to G.4.2.

D.9.2 MEASUREMENT MARKS

The following measurement points shall be outlined with marks painted or fastened (adhesive tape) to the hull:

(a) A mark not less than 60 x 10mm:
   1) At ends of LWL (L)
   2) At ends of measured length (L1)
   3) At L2

The inner edges of the marks denote the measurement point.

(b) An immersion mark at 0.55 x LWL from the forward end of LWL, a triangular mark (a right-angled triangle with a hypotenuse of 50mm). The bottom corner of the immersion mark denotes the measurement point.

(c) A round mark of 10mm diameter
   1) At the freeboard points above L1 forward and at stern,
   2) At the freeboard point above the immersion marks 0.55 x LWL
   3) At d1 in the midship girth station
   4) At the point 120mm above forward L1.

(See also H.4).

Section E – Hull Appendages

E.1 PARTS

E.1.1 MANDATORY

(a) Keel
(b) Rudder
(c) Ballast
E.2 GENERAL

E.2.1 RULES
(a) The hull appendages shall comply with the current class rules with the exceptions stated in A.13.1 (e)

E.3 KEEL

E.3.1 MATERIALS
(a) See D.3.1.

E.3.2 CONSTRUCTION
(a) See D.3.2.
(b) Only one keel is permitted. The keel shall be fixed and shall have no moving parts.

E.3.3 DIMENSIONS
(a) No horizontal keel section shall be longer or wider than any of the horizontal keel sections above.

E.4 RUDDER BLADE AND RUDDER STOCK

E.4.1 RULES
(a) The rudder blade and rudder stock shall comply with the current class rules with the exceptions stated in A.13.1 (e)

E.4.2 MATERIALS
(a) The rudder blade shall be made of one or a combination of the following materials: Glass Reinforced Plastic, wood or polyurethane foam.
(b) The rudder stock shall be of stainless steel or aluminium.

E.4.3 DIMENSIONS
(a) Any part of the rudder, measured athwartships shall not exceed 36mm when the rudder extends beyond the aft end of the water line.

E.5 BALLAST

E.5.1 MATERIALS
(a) The density of the ballast materials shall not be greater than the density of lead.

E.5.2 CONSTRUCTION
(a) The ballast shall be internal in the boat and shall be removable from the inside of the boat.

<table>
<thead>
<tr>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of items of Ballast</td>
<td>8 items</td>
</tr>
</tbody>
</table>
Section F – Rig

F.1 PARTS

F.1.1 MANDATORY
(a) Mast
(b) Boom
(c) Standing rigging
(d) Running rigging

F.1.2 OPTIONAL
(a) Whisker pole

F.2 GENERAL

F.2.1 RULES
(a) The spars and their fittings shall comply with the current class rules with the exceptions stated in A.13.1 (e).

F.2.2 MEASUREMENT BANDS
(a) Measurement bands shall be according to C.8.2 (a) and C.8.3 (a).

F.2.3 DEFINITIONS
(a) Mast Datum Point
   The mast datum point is a point on the fore side of the mast given by the forestay height $I$ according to the design. See G.2.4 and G.4.2. The mast datum point shall be marked by a punch.

F.3 MAST

F.3.1 MATERIALS
(a) The spar shall be of either wood, Glass Reinforced Plastic or aluminium alloy.

F.3.2 CONSTRUCTION
(a) The spar extrusion shall include a fixed sail groove or track which may or may not be integral with the spar but shall be of the same material.

F.3.4 DIMENSIONS

<table>
<thead>
<tr>
<th>Mast spar cross section at upper point</th>
<th>minimum</th>
<th>maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>fore-and-aft</td>
<td>28mm</td>
<td>66mm</td>
</tr>
<tr>
<td>transverse</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mast spar cross section between the mast datum point and a point 3500mm above</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fore-and-aft</td>
<td>56mm</td>
<td>66mm</td>
</tr>
<tr>
<td>Transverse</td>
<td>38mm</td>
<td></td>
</tr>
</tbody>
</table>
Between the point 3500mm above the datum point and the upper point the profile of the mast may have a fair rounding taper.

**Upper point height** ........................................................................................................ 5000mm

**Lower point height** .......................................................................................... 250mm

**Lower point to upper point** …….acc to design see G.2.4 and G.3.3  P

**Forestay height** ...................... acc to design see G.2.4 and G.4.2  I

F.3.5 **WEIGHTS**

<table>
<thead>
<tr>
<th></th>
<th>minimum</th>
<th>maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Mast weight</strong></td>
<td></td>
<td>6.50kg</td>
</tr>
<tr>
<td><strong>Tip weight</strong></td>
<td></td>
<td>2.0kg</td>
</tr>
</tbody>
</table>

F.4 **BOOM**

F.4.1 **MATERIALS**

(a) The **spar** shall be of wood, Glass Reinforced Plastic or aluminium alloy.

F.4.2 **CONSTRUCTION**

(a) The **spar** extrusion shall include a fixed sail groove or track which may or may not be integral with the **spar** but shall be of the same material.

F.4.3 **DIMENSIONS**

<table>
<thead>
<tr>
<th></th>
<th>minimum</th>
<th>maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Boom spar cross section</strong> between the mast and the outer point**</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>vertical</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>transverse</strong></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

F.5 **WHISKER POLE**

F.5.1 **MATERIALS**

(a) The **spar** shall be made of one or a combination of the following materials: wood, Glass Reinforced Plastic or aluminium alloy.

F.5.2 **DIMENSIONS**

<table>
<thead>
<tr>
<th></th>
<th>maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Whisker pole length</strong> according to design see G.4.2</td>
<td>1.35 x J</td>
</tr>
</tbody>
</table>

F.6 **STANDING RIGGING**

F.6.1 **CONSTRUCTION**

(a) **MANDATORY**

(1) A forestay

(2) Shrouds
Section G – Sails

G.1 PARTS

G.1.1 MANDATORY
(a) Mainsail
(b) Headsail

G.2 GENERAL

G.2.1 RULES
(a) Sails shall comply with the class rules in force at the time of certification.

G.2.2 CERTIFICATION
(a) The official measurer shall certify mainsails and headsails in the tack and shall sign and date the certification mark.
(b) An MNA may appoint one or more persons at a sailmaker to measure and certify sails produced by that manufacturer in accordance with ISAF guidelines.
(c) On the certification mark it shall be stated what design the sail is made for:
   (1) Main sail: The measure E according to G.3.3
   (2) Head sail: The measure J according to G.4.2

G.2.3 SAIL PLAN
(a) The sail area (S) is the sum of the calculated rated areas of mainsail, G.3.3, and fore-triangle, G.4.2.

G.2.4 DEFINITIONS
(a) P = The distance between the Upper Point and the Lower Point See F.3.4
(b) E = Outer Point Distance See C.8.3.
(c) I = Forestay height
(d) J = Foretriangle Base

G.3 MAINSAIL

G.3.1 IDENTIFICATION
(a) The class insignia shall conform with the dimensions, colours and requirements as detailed in the diagram contained in Section J.
(b) As an alteration to RRS APPENDIX G 1.3, the Insignia may be placed on the starboard side only.

G.3.2 CONSTRUCTION
(a) The construction shall be: single-ply sail.
(b) The sail shall have not more than 4 equally spaced batten pockets in the leech. These equal parts shall be within the tolerances ± 50mm.

G.3.3 MAINSAIL AREA
(a) The rated area of a mainsail is:
0.5 \times P \times E

G.3.4 DIMENSIONS

maximum

Half width .................................................................................. .... 0.68 \times E
Three-quarter width ............................................................................ 0.41 \times E
Top width .................................................................................. .... ... 72mm

Batten pocket length:
uppermost and lowermost battens
Outside length ........................................................................... .... \ldots 360mm
Intermediate battens
Outside length ........................................................................... .... \ldots 510mm

G.4 HEADSAIL

G.4.1 CONSTRUCTION
(a) The construction shall be: single-ply sail.

G.4.2 FORE-TRIANGLE AREA
(a) The rated area of the fore-triangle is:
\[ 0.5 \times 0.85 \times I \times J \]
(b) I shall not exceed 3750mm.

G.4.3 TYPES OF HEADSAILS
(a) Headsail without battens
(b) Headsail with battens

G.4.3 MEASUREMENTS OF HEADSAIL WITHOUT BATTENS maximum

Foot length .................................................................................. .... 1.10 \times J
Three-quarter width ............................................................................ 0.28 \times J
Half width .................................................................................. .... \ldots 0.53 \times J
Top width .................................................................................. .... \ldots 40mm

G.4.4 MEASUREMENTS OF HEADSAIL WITH BATTENS

minimum \hspace{1cm} maximum

Foot length .................................................................................. .... 0.95 \times J
Three-quarter width ............................................................................ 0.30 \times J
Half width .................................................................................. .... \ldots 0.545 \times J
Top width .................................................................................. .... \ldots 40mm

Number of battens .......................................................................... .... \ldots 3

Batten length (outside) ............................................................................ \ldots 400mm

Head point to intersection of leech and centreline of uppermost batten pocket ............................................................................ \ldots 700mm

Clew point to intersection of leech and centreline of lowermost batten pocket ............................................................................ \ldots 700mm
PART III – APPENDICES

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

Section H -Rating

H.1 RATING FORMULA

Rating \( R = \frac{L + 2d - F + \sqrt{S}}{2.37} \)

Where  
- \( L \) = the length according to D.6.3
- \( d \) = the midship girh difference according to D.6.4
- \( F \) = the freeboard height according to D.6.5
- \( S \) = the total sail area according to G.2.3

The rating, \( R \), and/or the factors in the formula shall be added with penalties, if any, according to D.7.

Calculations shall be carried out to the nearest millimetre.

H.2 WATERLINE LENGTH LWL

The LWL shall be checked with the boat in racing condition according to C.5.1 and with an extra 35kg lead ballast placed within 100mm from 0.55 x LWL from the bow station. The density of water shall be 1.025.

H.3 CHECKING THE WATER LINE MARKS IN WATER WITH SPECIFIC GRAVITY OTHER THAN 1,025

When checking the marks the extra lead ballast of 35kg shall be replaced by another lead ballast with a different weight, \( \Delta Q_1 \). This weight and the distance \( e_1 \) from the 0.55xL station can be defined accordingly:

<table>
<thead>
<tr>
<th>Case</th>
<th>Formula</th>
</tr>
</thead>
<tbody>
<tr>
<td>Boat weight</td>
<td>( Q ) kg</td>
</tr>
<tr>
<td>Displacement</td>
<td>( D ) liters</td>
</tr>
<tr>
<td>Salt water</td>
<td></td>
</tr>
<tr>
<td>Lead ballast</td>
<td>( \Delta Q_0 = 35 ) kg</td>
</tr>
<tr>
<td>Total weight</td>
<td>( Q_0 = Q + \Delta Q_0 = Q + 35 ) kg</td>
</tr>
<tr>
<td>Specific gravity of water ( \rho_0 = 1,025 )</td>
<td></td>
</tr>
<tr>
<td>Distance from 0.55L</td>
<td>( e_0 = 100 ) mm</td>
</tr>
<tr>
<td>Actual water</td>
<td></td>
</tr>
<tr>
<td>Lead ballast</td>
<td>( \Delta Q_1 )</td>
</tr>
<tr>
<td>Total weight</td>
<td>( Q_1 = Q + \Delta Q_1 )</td>
</tr>
<tr>
<td>Specific gravity of water ( \rho_1 )</td>
<td></td>
</tr>
<tr>
<td>Distance from 0.55xL</td>
<td>( e_1 )</td>
</tr>
</tbody>
</table>

\( D \cdot \rho_0 = Q_0 = Q + \Delta Q_0 ; \)
\( D \cdot \rho_1 = Q_1 = Q + \Delta Q_1 ; \)
\( \Delta Q_1 = Q \left( \frac{\rho_1}{\rho_0} - 1 \right) + \Delta Q_0 \cdot \frac{\rho_1}{\rho_0} ; \)
\( e_1 = e_0 \cdot \frac{\Delta Q_0}{\Delta Q_1} ; \)

For fresh water with \( \rho_1 = 1.000 \) will give
\( \Delta Q_1 = 35/1,025 - 0,025 \cdot Q / 1,025 \)
For a Norlin mark III normally \( Q = 259 \)kg, will give \( \Delta Q_1 = 27,8 \)kg and \( e_1 = 126 \)mm
H.4 MEASUREMENT DIAGRAMS

Stern profile

Bow profile

Section through bow at L1

Tumblehome

Midship Cross-section at 0.55 x LWL from forward end of LWL
Section J – Class Insignia

J.1 CLASS INSIGNIA DIAGRAM

J.2 MEASURERS OF INSIGNIA, NATIONAL LETTERS AND FIGURES

The National letters and distinguishing numbers shall be placed on the mainsail as laid down in the RRS. They shall be of the following minimum dimensions:

- Height of insignia: 220mm
- Width of insignia: 520mm
- Width of figures: 200mm
- Thickness of figures: 40mm
- Thickness of line: 40mm
- Diameter of point: 55mm
- Space between line and figures: 10mm

J.3 INSIGNIA COLOURS

The class insignia shall be in blue colour. Current and former champions may have the horizontal line in the insignia in a different colour:

- World Champion: Gold
- Continental Champion: Orange
- National Champion: Green

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