The B14 was designed in 1986 by Julian Bethwaite and was adopted as an ISAF Recognised Class in 1998
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INTRODUCTION

This introduction only provides an informal background and the International B14 Class Rules proper begin on the next page.

B14 hulls, hull appendages and spars are manufacturing controlled.

B14 rigs and sails are measurement controlled.

B14 hulls, hull appendages and spars shall only be manufactured by licensed manufacturers. Equipment is required to comply with the International B14 Building Specification.

B14 hulls, hull appendages, rigs and sails may, after having left the manufacturer, only be altered to the extent permitted in Section C of the class rules.

Owners and crews should be aware that compliance with rules in Section C is NOT 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 ERS Part I and in the Racing Rules of Sailing.

PLEASE REMEMBER:

THESE RULES ARE CLOSED CLASS RULES WHERE IF IT DOES NOT SPECIFICALLY SAY THAT YOU MAY – THEN YOU SHALL NOT.
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.1.3 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.2 ABBREVIATIONS
A.2.1 ISAF International Sailing Federation
MNA ISAF Member National Authority
ICA International B14 Class Association
NCA National B14 Class Association
ERS Equipment Rules of Sailing
RRS Racing Rules of Sailing

A.3 AUTHORITIES
A.3.1 The international authority of the class is ISAF which shall co-operate with the ICA in all matters concerning these class rules.
A.3.2 ISAF nor the ICA are under any legal responsibility in respect of these class rules.

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 CLASS RULES CHANGES
A.5.1 At Class Events – see RRS 89.1(d) – ISAF Regulation 26.5(f) applies. At all other events RRS 87 applies.

A.6 CLASS RULES AMENDMENTS
A.6.1 Amendments to these class rules are subject to the approval of the ISAF in accordance with the ISAF Regulations after the adoption by a majority vote of the members in a general meeting of the ICA and in accordance with its constitution.
A.7  CLASS RULES INTERPRETATION
A.7.1 Interpretation of class rules shall be made in accordance with the ISAF Regulations.
A.7.2 Interpretation of 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 ISAF and ICA of such a ruling.

A.8  INTERNATIONAL CLASS FEE AND ISAF BUILDING PLAQUE
A.8.1 The licensed hull builder shall pay the International Class Fee.
A.8.2 ISAF shall, after having received the International Class Fee for the hull, send the ISAF Building Plaque and a measurement form to the licensed hull builder.

A.9  SAIL NUMBERS
A.9.1 Sail numbers shall be the number shown on the ISAF Building Plaque.

A.10  HULL CERTIFICATION
A.10.1 Certificates will not be issued.
Section B – Boat Eligibility

For a boat to be eligible for racing, it shall comply with the rules in this section.

B.1 CLASS RULES
B.1.1 The boat shall be in compliance with the class rules.

B.2 EVENT LIMITATION MARKS
B.2.1 If an event uses event limitation marks, these marks shall not be removed during the event. If the event limitation mark becomes damaged or lost, this shall be reported to the race committee as soon as possible.

B.3 EVENT MEASUREMENT
B.3.1 In the case of a measurement dispute on any part or item of the boat, the following procedure shall be adopted;

A sample of 5 other boats, shall be taken and measured using identical techniques. The dimensions of the disputed boat shall be equal to, or between, the maximum and minimum dimensions obtained from these 5 boats. If the boat in question is outside these dimensions the matter, together with any relevant information, shall be referred to the ICA, which shall give a final ruling. If any of the dimensions of the sample are considered to be unusual, all relevant information shall be referred by the ICA to the ISAF.
PART II – REQUIREMENTS AND LIMITATIONS

The crew and the boat shall comply with the rules in Part II when racing. In case of conflict Section C shall prevail.

The rules in Part II are closed class rules. Certification control and equipment inspection shall be carried out in accordance with the ERS except where varied in this Part.

Section C – Conditions for Racing

C.1 GENERAL

C.1.1 RULES
(a) RRS Appendix G1.3(d) & (e) shall not apply

(b) RRS 50.4 shall not apply.

C.2 CREW

C.2.1 LIMITATIONS
(a) The crew shall consist of 2 persons
(b) At least one crew member shall be a current member of the ICA or a member of a regional, national or district class association duly established in accordance with the class constitution, to participate in any event organised by a regional, national or district class association.

C.3 PERSONAL EQUIPMENT

C.3.1 MANDATORY
(a) The boat shall be equipped with a personal flotation device for each crew member to the minimum standard ISO 12402-5 (CE 50 Newtons), or USCG Type III, or AUS PFD 2.

C.3.2 TOTAL WEIGHT
As an amendment to RRS 43.1(b), the sailing instructions may amend the maximum weight to 10kg.

C.4 ADVERTISING

C.4.1 LIMITATIONS
(a) Advertising on the boat, as chosen by the owner or person in charge, is unrestricted within the limitations of ISAF Regulation 20
(b) For the purposes of the ISAF Advertising Code the gennaker shall be deemed a spinnaker.
C.5 PORTABLE EQUIPMENT

C.5.1 OPTIONAL

(a) FOR USE all must be removable for weighing.
   (1) Electronic or mechanical timing devices
   (2) Maximum two compasses. Electronic compasses with functions beyond
       heading and timing are prohibited
   (3) Storage devices within the cockpit
   (4) Any additional equipment required for safety purposes.

(b) NOT FOR USE
   (1) Electronic navigation devices
   (2) Communication devices.

C.6 BOAT

C.6.1 WEIGHT

<table>
<thead>
<tr>
<th>The hull weight excluding all items as listed in C.5 but including the bowsprit and tackline</th>
<th>minimum</th>
<th>maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>If the hull also has wing pins attached</td>
<td>63.6 kg</td>
<td>-</td>
</tr>
<tr>
<td></td>
<td>64.0 kg</td>
<td>-</td>
</tr>
</tbody>
</table>

C.6.2 DIMENSIONS

(a) Measured from the hull datum point

<table>
<thead>
<tr>
<th>Bearing point of bowsprit at full extension</th>
<th>minimum</th>
<th>maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>The outer tubing of the wings be aft of</td>
<td>-</td>
<td>3760 mm</td>
</tr>
<tr>
<td></td>
<td>450 mm</td>
<td>-</td>
</tr>
</tbody>
</table>

(b) Beam measurement

<table>
<thead>
<tr>
<th>Boat beam</th>
<th>minimum</th>
<th>maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>-</td>
<td>3040 mm</td>
</tr>
</tbody>
</table>

C.6.3 CORRECTOR WEIGHTS

(a) Corrector weights of lead shall be permanently fastened to the underside of the mast
gate when the hull weight is less than the minimum requirement

(b) The total weight of such corrector weights shall not exceed 2.0 kg. Any additional
    corrector weights required to achieve minimum hull weight shall be permanently attached to the transom bar.

C.6.4 LIMITATIONS

(a) No part of a boat, except ropes, lines and cord shall be replaced during an event,
    other than to replace equipment damaged beyond repair before the next race.
Such replacements may be made only with the approval of the race committee, and no re-substitutions of the original equipment may then be made, except with the approval of the race committee.

C.7 HULL

C.7.1 MODIFICATIONS, MAINTENANCE AND REPAIR

(a) In the event of damage to any part of a boat, necessary repairs may be made provided repairs are made in such a way that the essential shape, construction detail or other characteristics are not materially affected. Fittings shall be attached in the same position as before the repair, or as close as structurally possible.

(b) A breather hole of maximum diameter 3mm may be drilled in the main bulkhead.

(c) Non skid tape or patches provided they are not more than 3mm thick, made from a flexible material and attached to the deck or the wings.

(d) A sacrificial rubber strip of up to 5mm thick and 50mm wide and 60mm long may be added to the rear of the centreboard case at inner cockpit deck level.

(e) Cockpit kick blocks are allowed up to a maximum height of 45mm not including non-skid tape.

(f) Wedges may be fitted under blocks or cleats for the sole purpose of providing a fairer lead to the cleat jaws. There shall be no change to any sheeting position from the installation of such wedges.

(g) Padding may be used in the centreboard case. The thickness of such padding may be varied to provide an optimum friction fit for the centreboard. It shall be of substantially uniform thickness for the length of the centreboard case.

(h) The trampolines may be substituted by any material provided the area enclosed by the wing tubing cannot be penetrated by a sailor’s foot.

(i) The end of the wing tubes shall have an end cap in place that is constructed of a solid plastic material with no sharp edges.

C.7.2 FITTINGS

(a) USE

(1) Inspection hatch covers and drainage plugs shall be kept in place at all times.

(b) MANDATORY

(1) Toe straps, maximum one on each side of the boat either attached to the gunwale with saddles or the outrigging tubes of the wings. Additional shockcord or rigid material may be added for the sole purpose of supporting the toe straps.

(c) OPTIONAL

(1) Up to 3 tab like pads may be added to each side of the foredeck. Such pads shall measure no more than 30mm above the deck profile and no more than 50mm wide, they shall be positioned at least 1000mm from the front face of the bow ring.
(2) One tie down loop may be added on each side to facilitate securing the hull to a trailer or dolly. Such loops shall be bolted through the gunwale flange between 600mm and 1000mm behind the chainplates.

(3) Gennaker bags shall be unrestricted as to both form and materials, so long as the design does not project beyond the outline of the inner cockpit and does not provide any additional functionality above that of the standard, supplied bag.

(4) A system for the sole purpose of opening or closing the gennaker bag is allowed, using not more than three non-ratchet blocks and a single cleat. One length of shockcord and one line may also be used for this purpose.

(5) Lengths of shock cord or line may be added to the stern at the boat to avoid sheets and tiller extensions from wedging or fouling.

C.8 HULL APPENDAGES

C.8.1 MODIFICATIONS, MAINTENANCE AND REPAIR

(a) The daggerboard and rudder may be sanded, painted and polished. The original shape shall be maintained.

(b) The tiller/rudder stock assembly may be modified.

(c) The tiller extensions may be replaced without any restriction as to design and material.

C.8.2 FITTINGS

(a) USE

(1) The daggerboard and rudder blade may be secured to the boat by shockcord which may have a snap hook. The shock cords may be attached to any existing fitting.

(2) The holes in the daggerboard for the lifting handles shall not be below the top horizontal edge of the case.

(3) In the case of a dagger style rudder blade, the holes in the rudder blade for the lifting handles shall not be below the top edge of the stock.

C.9 RIG

C.9.1 MODIFICATIONS, MAINTENANCE AND REPAIR

(a) Routine maintenance such as cleaning, polishing and the replacement of broken or worn fittings is permitted without re-measurement.

(b) Replacements shall be fitted in the same position as the standard fitting, or as close as structurally possible. They shall be of substantially the same size and design of the original.

(c) Calibration marks are permitted.

(d) Painting or varnishing of the mast is permitted.

(e) Sheets, lines and gennaker halyard may be replaced without any restrictions as to length, diameter and taper providing no part is made of wire.

(f) Main and jib halyards and mainsheet strop may be replaced without any restrictions as to length, diameter and taper.

(g) Rig pins are optional in design.
C.9.2 FITTINGS
(a) USE
(1) Mechanical Wind Indicators
(2) A compass complying with rule C5.1 is permitted
(3) Chocking is permitted around the mast gate.

C.9.3 LIMITATIONS
(a) The jib halyard shall be limited to 1:1 purchase
(b) The vang shall have a maximum purchase of 16:1 and not more than 4 turning blocks shall be used for leading it to the cleating positions
(c) The mainsail cunningham shall have a maximum purchase of 8:1 and shall not use more than 5 pulleys.

C.9.4 STANDING RIGGING
(a) DIMENSIONS

<table>
<thead>
<tr>
<th></th>
<th>minimum</th>
<th>maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Forestay</strong> length</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(with any adjuster)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>when laid along the</td>
<td>265 mm</td>
<td>335 mm</td>
</tr>
<tr>
<td>front surface of the</td>
<td></td>
<td></td>
</tr>
<tr>
<td>mast the extension</td>
<td></td>
<td></td>
</tr>
<tr>
<td>beyond the mast foot</td>
<td></td>
<td></td>
</tr>
<tr>
<td>to the bearing point of</td>
<td></td>
<td></td>
</tr>
<tr>
<td>the forestay pin</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Where <strong>forestay</strong></td>
<td>225 mm</td>
<td>295 mm</td>
</tr>
<tr>
<td>bears on a bow ring</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Where <strong>forestay</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>bears on a track</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

(b) USE
(1) Standing rigging shall not be adjusted while *racing*.

C.9.5 RUNNING RIGGING
(a) MODIFICATIONS, MAINTENANCE AND REPAIR
(1) Lengths of shockcord may be added to lines and halyards provided they do not introduce a new function that can be achieved otherwise
(2) Shockcord tails and associated blocks are permitted so long as they are used only to tidy ropes and do not provide additional functionality
(3) A single non ratchet block or fairlead may be fitted on the gennaker halyard between the sail and the mast spar, attached with a shockcord tail leading down the mast via either a fairlead or hole in the mast
(4) The mainsail halyard may have a 2:1 purchase
(5) A chainplate may be used to secure the jib tack
(6) The jib sheets may be led through non-ratchet blocks attached to the clew, or the clew eyelet, to effect 2:1 headsail sheeting
(7) The forestay shall be fitted to either a track or a bow ring. If a bow ring is fitted then a Highfield lever may be used to apply rig tension
(8) Bobbles may be added to lines and halyards provided they do not introduce a new function that can be achieved otherwise
(9) A 1:2 purchase may be used internally on the gennaker halyard
(10) A strop may be used to attach the vang to the boom, it may be made of any material and shall be attached in a manner that requires no additional fixing holes to be made in the boom. It shall be fitted such that a line continuing the vang through the boom would fall within the prescribed measurements.

(11) The mainsheet shall be rigged with a ratchet block as the last block shackled to either a strop, made of any material, located by a saddle or straight to a saddle on the boom. A fairlead may be attached to the cockpit for the purpose of terminating the mainsheet.

C.9.6 BOOM

(a) DIMENSIONS

<table>
<thead>
<tr>
<th>Following dimensions are measured from the rear face of the mast</th>
<th>measurement</th>
<th>Tolerance +/-</th>
</tr>
</thead>
<tbody>
<tr>
<td>Boom Length</td>
<td>2610 mm</td>
<td>20 mm</td>
</tr>
<tr>
<td>Sleeve leading edge</td>
<td>440 mm</td>
<td>minimum</td>
</tr>
<tr>
<td><strong>Vang</strong> attachment (top of boom) if the vang is attached to the lower side of the boom</td>
<td>750 mm</td>
<td>20 mm</td>
</tr>
<tr>
<td>then the above measurement shall compensate for this</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Main ratchet block</td>
<td>1080 mm</td>
<td>30 mm</td>
</tr>
</tbody>
</table>

C.10 SAILS

C.10.1 MODIFICATIONS, MAINTENANCE AND REPAIR

(a) Sails shall not be altered in any way except as permitted by these class rules
(b) Routine maintenance, which does not materially affect the shape or size of the sail, is permitted without re-measurement.

C.10.2 LIMITATIONS

(a) Not more than 1 mainsail, 1 headsail and 1 gennaker shall be carried aboard

C.10.3 MAINSAIL

(a) IDENTIFICATION

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

(b) USE

(1) The sail shall be hoisted on a halyard. The arrangement shall permit hoisting and lowering of the sail whilst afloat

(2) The highest visible point of the sail, projected at 90° to the mast spar, shall not be set above the top of the mast. The intersection of the leech and the top of the boom spar, each extended as necessary, shall not be behind the aft end of the boom.
(3) The **leech** shall not extend aft of straight lines between:
   
   (i) the **aft head point** and the intersection of the **leech** and the upper edge of the nearest **batten pocket**
   
   (ii) the intersection of the **leech** and the lower edge of a **batten pocket** and the intersection of the **leech** and the upper edge of an adjacent **batten pocket** below
   
   (iii) the **clew point** and the intersection of the **leech** and the lower edge of the nearest **batten pocket**.

(c) **LIMITATIONS**

   (1) Battens shall be manufactured from glass fibre

**C.10.4** **HEADSAIL**

   (a) **USE**
   
   (1) The **sail** shall be hoisted on a **halyard**. The arrangement shall permit hoisting and lowering of the **sail** whilst afloat.

**Section D – Hull**

**D.1** **PARTS**

**D.1.1** **MANDATORY**

   (a) Hull
   
   (b) Wings.

**D.2** **GENERAL**

**D.2.1** **RULES**

   (a) The **hull** and wings shall comply with the **class rules** in force at the time of initial **manufacture**, unless explicitly stated in these **class rules**.

**D.2.3** **MODIFICATIONS, MAINTENANCE AND REPAIR**

   (a) The **hull** and wings shall not be altered in any way except as permitted by these **class rules**
   
   (b) Holes not bigger than necessary for the installed fittings may be made in the hull, except a breather hole in accordance with C.7.1(b) is permitted
   
   (c) Routine maintenance such as sanding, painting and polishing is permitted without re-measurement
   
   (d) No modifications, maintenance or repairs shall alter the original lines of the hull
   
   (e) Inspection hatches may be installed in accordance with D.4.1(b)(2)
   
   (f) Drain holes may be installed in accordance with D.4.1(b)(3).
D.2.4 DEFINITIONS
(a) HULL DATUM POINT
The hull datum point is the point at which the forward bulkheads intersect, or would intersect if extended, at deck level.

D.2.5 IDENTIFICATION
(a) The hull shall carry the ISAF Plaque permanently placed on the transom.

D.2.6 MANUFACTURERS
(a) The hull shall be built by a manufacturer licensed by the ICA.
(b) All moulds shall be approved by the ICA.

D.3 HULL SHELL
D.3.1 MATERIALS
The materials used in construction are limited to the following:
(a) Polyester, Vinylester and Epoxy resins
(b) E-Glass
(c) Unidirectional carbon limited to a single layer of 300g/m², 150mm wide placed directly under the bulkhead extending from gunwale to gunwale
(d) Foam not exceeding 80kg/m³ for sandwich material.

D.3.2 CONSTRUCTION
(a) The hull lay up shall conform to the builder’s manual.

D.4 ASSEMBLED HULL
D.4.1 FITTINGS
(a) MANDATORY
The following fittings shall be positioned in accordance with the builders manual, measurement diagram and diagram H1, in the case of conflict Diagram H1 shall prevail:
(1) Bowring fitting
(2) Shroud Chain plates
(3) Wing horns
(4) Mast gate
(5) Mast step
(6) Jib fairleads or blocks
(7) Jib turning blocks
(8) Jib cleats
(9) Transom bar
(10) Mainsail Cunningham blocks, fairleads and cleats
(11) Mainsail Vang blocks, fairleads and cleats
(12) Pole outhaul blocks, fairleads and cleats
(13) Rudder gudgeons or pintles
(14) Bowsprit return stopper.

(b) OPTIONAL

(1) Wedges may be fitted under blocks or cleats for the sole purpose of providing a fairer lead to the cleat jaws. There shall be no change to any sheeting position from the installation of such wedges.

(2) A maximum of three inspection holes may be fitted, one in each bulkhead and one in the deck within 300mm of the transom. The watertight integrity of the hull shall be maintained and covers, capable of resisting accidental dislodgment, shall be fitted.

(3) A maximum of two drain holes, each of maximum diameter 25mm. The watertight integrity of the hull shall be maintained and plugs, capable of resisting accidental dislodgment, shall be fitted.

D.4.2 DIMENSIONS

(a) Measured from the hull datum point

<table>
<thead>
<tr>
<th>Dimension</th>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rudder rotation point</td>
<td>-</td>
<td>2470 mm</td>
</tr>
<tr>
<td>Forestay bearing point</td>
<td>-</td>
<td>2010 mm</td>
</tr>
</tbody>
</table>

D.4.3 WEIGHTS

The minimum hull weight, including permanently attached fittings is 62.0kg.
D.4.4 HULL CORRECTOR WEIGHTS

(a) Corrector weights of lead shall be permanently fastened to the underside of the mast gate when the hull weight is less than the minimum requirement.
(b) The total weight of such corrector weights shall not exceed 2.0 kg. Any additional corrector weights required to achieve minimum hull weight shall be permanently attached to the transom bar.

D.5 WINGS

D.5.1 MANUFACTURERS

(a) The wings shall be supplied by a licensed builder.
(b) Carbon racks built prior to 01.10.2009, shall be grandfathered and be considered within class subject to conforming to D.5.3.

D.5.2 MATERIALS

(a) The wings shall be constructed of either:
   (1) aluminium alloy tube, or
   (2) carbon fibre tube.

D.5.3 WEIGHTS

(a) Carbon wings, excluding trampolines, lines and fittings, shall have a minimum weight of 9.85kg per wing.
(b) Where carbon wings are below the minimum weight, corrector weights of lead shall be added to achieve the minimum weight. Such weights shall be added in two equal amounts, bonded inside the outer longitudinal wing tube at the point where the transverse struts intersect.

Section E – Hull Appendages

E.1 PARTS

E.1.1 MANDATORY

(a) Daggerboard
(b) Rudder Blade, Rudder Stock and Tiller.
E.2 GENERAL

E.2.1 RULES
(a) Hull appendages shall comply with the class rules in force at the time of manufacture.

E.2.2 MODIFICATIONS, MAINTENANCE AND REPAIR
(a) Hull appendages shall not be altered in any way except as permitted by these class rules
(b) Routine maintenance and repairs are permitted without re-measurement
(c) Hull appendages may be sanded, painted and polished.

E.2.4 MANUFACTURERS
(a) The hull appendages shall be made by manufacturers licensed by ICA.

E.3 DAGGERBOARD

E.3.1 MATERIALS AND CONSTRUCTION
(a) The daggerboard shall be manufactured in a mould approved by the copyright holder and ICA. All wooden foils built before 1st Jan 1997 carry a grandfather rule and are permitted
(b) The daggerboard lay up shall conform to the builder’s manual.

E.3.2 FITTINGS
(a) MANDATORY
(1) The daggerboard shall have a rope handle attached to two holes drilled through the top.
(b) OPTIONAL
(1) The daggerboard may be secured to the boat by shockcord, which may have a snap hook. The shockcord may be attached to any existing fitting.

E.4 RUDDER BLADE, STOCK AND TILLER

E.4.1 MATERIALS & CONSTRUCTION
(a) The rudder blade shall be manufactured in a mould approved by the ICA. All wooden foils built before 1st Jan 1997 carry a grandfather rule and are permitted
(b) The rudder blade lay up shall conform to the builder’s manual
(c) The rudder stock shall be a 29er aluminium casting. Original formed aluminium rudder stocks, as supplied by the licensed builder, are allowed
(d) The tiller shall be of Aluminium or GRP.

E.4.2 FITTINGS
(a) MANDATORY
(1) The dagger style rudder blade shall have a rope handle attached to two holes drilled through the top. The holes in the centreboard for the lifting handles shall not be below the case top edge
In the case of swing rudders a locking device shall be fitted to lock the rudder blade in the vertical position.

(b) OPTIONAL

(1) The rudder blade may be fitted with a downhaul and a cleat.

Section F – Rig

F.1 PARTS

F.1.1 MANDATORY

(a) Mast
(b) Boom
(c) Standing rigging
(d) Running rigging
(e) Bowsprit.

F.2 GENERAL

F.2.1 RULES

(a) The spars and their fittings shall comply with the class rules in force at the time of manufacture of the spar
(b) The standing and running rigging shall comply with the class rules
(c) Permanently bent spars are prohibited.

F.2.2 MODIFICATIONS, MAINTENANCE AND REPAIR

(a) Spars shall not be altered in any way except as permitted by these class rules
(b) Routine maintenance such as replacing standing, running rigging and fittings is permitted without re-measurement.

F.2.4 DEFINITIONS

(a) MAST DATUM PLANE
    The mast datum plane is defined as the plane perpendicular to the lower end of the spar tube.

F.2.5 MANUFACTURER

(a) Spars shall be supplied by manufacturers licensed by the ICA.

F.3 MAST

F.3.1 MATERIALS

(a) The spar shall be of either carbon fibre or aluminium with a glass fibre tip.

F.3.2 CONSTRUCTION

(a) The spar shall include a fixed sail track.
F.3.3 FITTINGS

(a) MANDATORY

(1) Mast head fitting (carbon spars only)
(2) Shroud T Ball plates
(3) Two sets of adjustable spreaders
(4) Mainsail halyard sheave box
(5) Headsail halyard sheave box
(6) Spinnaker halyard sheave box
(7) Mainsail halyard rack or cleat
(8) Headsail halyard rack or cleat
(9) Spinnaker halyard rack or cleat
(10) Gooseneck
(11) Heel fitting.

(b) OPTIONAL

(1) Mast head fitting (aluminium spars only)
(2) Mechanical wind indicators
(3) Compass bracket
(4) Fairlead for a shock cord spinnaker halyard retainer
(5) Main and Headsail halyard turning blocks, positioned below the relevant cleat or rack
(6) One block, or hook, associated with the gennaker bag open/close system.
## F.3.5 DIMENSIONS

(a) Carbon spars shall conform to the following measurements

<table>
<thead>
<tr>
<th></th>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Mast length</strong></td>
<td>7199 mm</td>
<td>7209 mm</td>
</tr>
<tr>
<td><strong>Mast section</strong></td>
<td>CST-287-1</td>
<td></td>
</tr>
</tbody>
</table>

Following measurements are from the **Mast Datum Plane**

<table>
<thead>
<tr>
<th>Component</th>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Main halyard pulley</td>
<td>7140 mm</td>
<td>7160 mm</td>
</tr>
<tr>
<td><strong>Cap shroud height</strong></td>
<td>6457 mm</td>
<td>6477 mm</td>
</tr>
<tr>
<td>Gennaker block height (centre)</td>
<td>6390 mm</td>
<td>6410 mm</td>
</tr>
<tr>
<td><strong>Upper spreader:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Height</td>
<td>5102 mm</td>
<td>5112 mm</td>
</tr>
<tr>
<td>Length</td>
<td>360 mm</td>
<td>380 mm</td>
</tr>
<tr>
<td>distance between shrouds</td>
<td>700 mm</td>
<td>760 mm</td>
</tr>
<tr>
<td><strong>Forestay height</strong></td>
<td>5066 mm</td>
<td>5076 mm</td>
</tr>
<tr>
<td><strong>Shroud height</strong></td>
<td>4970 mm</td>
<td>4990 mm</td>
</tr>
<tr>
<td><strong>Lower spreader:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Height</td>
<td>2840 mm</td>
<td>2860 mm</td>
</tr>
<tr>
<td>Length</td>
<td>460 mm</td>
<td>480 mm</td>
</tr>
<tr>
<td>distance between shrouds</td>
<td>870 mm</td>
<td>930 mm</td>
</tr>
<tr>
<td><strong>Track start</strong></td>
<td>1090 mm</td>
<td>1110 mm</td>
</tr>
<tr>
<td><strong>Gooseneck (to top of boom)</strong></td>
<td>800 mm</td>
<td>910 mm</td>
</tr>
<tr>
<td><strong>Mainsail halyard exit point</strong></td>
<td>730 mm</td>
<td>770 mm</td>
</tr>
<tr>
<td><strong>Gennaker halyard exit point</strong></td>
<td>660 mm</td>
<td>700 mm</td>
</tr>
<tr>
<td><strong>Gennaker halyard cleat</strong></td>
<td>550 mm</td>
<td>650 mm</td>
</tr>
<tr>
<td><strong>Gennaker halyard turning block</strong></td>
<td>410 mm</td>
<td>510 mm</td>
</tr>
<tr>
<td><strong>Mainsail halyard rack</strong></td>
<td>480 mm</td>
<td>580 mm</td>
</tr>
<tr>
<td><strong>Headsail halyard exit point</strong></td>
<td>450 mm</td>
<td>490 mm</td>
</tr>
<tr>
<td><strong>Headsail halyard cleat</strong></td>
<td>300 mm</td>
<td>400 mm</td>
</tr>
<tr>
<td><strong>Mast foot protrusion from bottom of tube</strong></td>
<td>10 mm</td>
<td>20 mm</td>
</tr>
</tbody>
</table>

(b) Aluminium/glassfibre spars shall conform to the following specifications and measurements

<table>
<thead>
<tr>
<th>Component</th>
<th>Specification</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Main Mast Alloy Tube</strong></td>
<td></td>
</tr>
<tr>
<td>Grade of Alloy</td>
<td>6082 T6 / 6351 T5</td>
</tr>
<tr>
<td>Wall Thickness</td>
<td>1.6mm ± 0.1mm / 1.7mm ± 0.1mm</td>
</tr>
<tr>
<td>Overall Length</td>
<td>5185mm ± 5mm</td>
</tr>
<tr>
<td>Inner Sleeve</td>
<td>Minimum</td>
</tr>
<tr>
<td>---------------</td>
<td>--------------------------</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>Angle of cut off</td>
<td>Max 25° ± 3°</td>
</tr>
<tr>
<td>Outer Diameter</td>
<td>64mm ± 1mm</td>
</tr>
<tr>
<td>Grade of Alloy</td>
<td>6082 T6 / 6351 T5</td>
</tr>
<tr>
<td>Wall Thickness</td>
<td>2.0mm ± 0.2mm / 1.9mm ± 0.2mm</td>
</tr>
<tr>
<td>Overall Length</td>
<td>1500mm ± 10mm</td>
</tr>
<tr>
<td>Angle of cut off</td>
<td>Max 45° ± 3°</td>
</tr>
<tr>
<td>Outer Diameter</td>
<td>60mm ± 1mm</td>
</tr>
<tr>
<td>Position of Sleeve</td>
<td>Against foot</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Mast length</th>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mast length</td>
<td>7199 mm</td>
<td>7209 mm</td>
</tr>
</tbody>
</table>

Following measurements are from the Mast Datum Plane

<table>
<thead>
<tr>
<th>Measurement</th>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Main halyard pulley</td>
<td>7140 mm</td>
<td>7160 mm</td>
</tr>
<tr>
<td>Cap shroud height</td>
<td>6457 mm</td>
<td>6477 mm</td>
</tr>
<tr>
<td>Gennaker block height (centre)</td>
<td>6390 mm</td>
<td>6410 mm</td>
</tr>
<tr>
<td>Upper spreader:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Height</td>
<td>5102 mm</td>
<td>5112 mm</td>
</tr>
<tr>
<td>Length</td>
<td>355 mm</td>
<td>375 mm</td>
</tr>
<tr>
<td>distance between shrouds</td>
<td>700 mm</td>
<td>760 mm</td>
</tr>
<tr>
<td>Forestay height</td>
<td>5066 mm</td>
<td>5076 mm</td>
</tr>
<tr>
<td>Shroud height</td>
<td>4970 mm</td>
<td>4990 mm</td>
</tr>
<tr>
<td>Lower spreader:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Height</td>
<td>2840 mm</td>
<td>2860 mm</td>
</tr>
<tr>
<td>Length</td>
<td>455 mm</td>
<td>475 mm</td>
</tr>
<tr>
<td>distance between shrouds</td>
<td>870 mm</td>
<td>930 mm</td>
</tr>
<tr>
<td>Track start</td>
<td>1090 mm</td>
<td>1110 mm</td>
</tr>
<tr>
<td>Gooseneck (to top of boom)</td>
<td>800 mm</td>
<td>910 mm</td>
</tr>
<tr>
<td>Mainsail halyard exit point (port side)</td>
<td>730 mm</td>
<td>770 mm</td>
</tr>
<tr>
<td>Gennaker halyard exit point</td>
<td>660 mm</td>
<td>700 mm</td>
</tr>
<tr>
<td>Gennaker halyard cleat</td>
<td>550 mm</td>
<td>650 mm</td>
</tr>
<tr>
<td>Gennaker halyard turning block</td>
<td>410 mm</td>
<td>510 mm</td>
</tr>
<tr>
<td>Mainsail halyard cleating point</td>
<td>600 mm</td>
<td>700 mm</td>
</tr>
<tr>
<td>Headsail halyard exit point (starboard side)</td>
<td>450 mm</td>
<td>490 mm</td>
</tr>
<tr>
<td>Headsail halyard cleating point</td>
<td>300 mm</td>
<td>400 mm</td>
</tr>
<tr>
<td>Mast foot protrusion from bottom of tube</td>
<td>10 mm</td>
<td>20 mm</td>
</tr>
</tbody>
</table>
F.4 BOOM

F.4.1 MATERIALS
(a) The spar shall be of aluminium.

F.4.2 CONSTRUCTION
(a) The spar extrusion shall be round.

F.4.3 FITTINGS
(a) MANDATORY
(1) Ratchet block with attachment
(2) Single sheave mainsheet block with attachment
(3) Provision for making fast end of mainsheet
(4) Provision for attaching the clew which may include a system of adjustment including blocks, lines and a cleat
(5) Kicking strap fitting
(6) Gooseneck attachment.
(b) OPTIONAL
(1) Mainsheet fairlead of open design, positioned between the two mainsheet blocks on the boom spar.

F.4.4 DIMENSIONS

<table>
<thead>
<tr>
<th>Boom Alloy Tube</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Grade of Alloy</td>
<td>6082 T6 or 6351 T5</td>
</tr>
<tr>
<td>Wall Thickness</td>
<td>1.65mm ± 0.15mm</td>
</tr>
<tr>
<td>Outer Diameter</td>
<td>64mm ± 1mm</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Inner Sleeve Alloy Tube</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Grade of Alloy</td>
<td>6082 T6</td>
</tr>
<tr>
<td>Wall Thickness</td>
<td>2.0mm max.</td>
</tr>
<tr>
<td>Sleeve Length</td>
<td>800mm</td>
</tr>
</tbody>
</table>

F.5 BOWSPRIT

F.5.1 MANUFACTURER
(a) The bowsprit is to be supplied by a licensed builder.

F.6 STANDING RIGGING

F.6.1 MATERIALS
(a) The standing rigging shall be of stainless steel.
F.6.2 CONSTRUCTION
   (a) MANDATORY
       (1) A forestay of 1 x 7 wire
       (2) Shrouds of 1 x 7 wire
       (3) Cap shrouds of 1 x 7 wire.

F.6.3 FITTINGS
   (a) MANDATORY
       (1) Shroud adjustment plates. Plates shall be of normal commercial availability, with a minimum adjustment increment of 4mm.

   (b) OPTIONAL
       (1) Forestay adjustment plate
       (2) A tube not more than 25mm diameter and less than 1000mm in length may be fitted over the lower part of the forestay

F.6.4 DIMENSIONS

<table>
<thead>
<tr>
<th></th>
<th>minimum</th>
<th>maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Forestay diameter</td>
<td>3.0 mm</td>
<td>3.5 mm</td>
</tr>
<tr>
<td>Shroud diameter</td>
<td>3.0 mm</td>
<td>3.5 mm</td>
</tr>
<tr>
<td>Cap shroud diameter</td>
<td>2.3 mm</td>
<td>2.6 mm</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Measurement</th>
<th>minimum</th>
<th>Tolerance +/-</th>
</tr>
</thead>
<tbody>
<tr>
<td>Shroud length from load bearing edge of T-ball to centre of lower hole</td>
<td>4710 mm</td>
<td>30 mm</td>
</tr>
<tr>
<td>Cap Shroud length from load bearing edge of T-ball to centre of lower hole</td>
<td>6250 mm</td>
<td>30 mm</td>
</tr>
</tbody>
</table>
F.7 RUNNING RIGGING

F.7.1 MATERIALS
(a) Materials are optional.

F.7.2 FITTINGS
(a) MANDATORY
(1) Mainsail halyard
(2) Mainsheet bridle
(3) Vang (kicking strap)
(4) Headsail halyard
(5) Headsail sheets
(6) Gennaker halyard
(7) Gennaker sheet
(8) Gennaker tackline
(9) Mainsail Cunningham line
(10) Mainsail sheet.
(b) OPTIONAL
(1) Bowsprit retraction shockcord
(2) Mainsail outhaul.

F.7.3 FITTINGS
(a) MANDATORY
(1) Fittings shall be positioned within the areas described in Diagram H1.

Section G – Sails

G.1 PARTS
G.1.1 MANDATORY
(a) Mainsail
(b) Headsail
(c) Gennaker.

G.2 GENERAL
G.2.1 RULES
(a) Sails shall comply with the class rules in force at the time of manufacture.

G.2.3 SAILMAKER
(a) No licence is required.
G.3 MAINSAIL

G.3.1 IDENTIFICATION

(a) The class insignia shall be silk-screened, glued or sewn onto the sail. The class insignia shall be:

(b) The insignia shall be to the following specification

<table>
<thead>
<tr>
<th>Measurement</th>
<th>Tolerance +/-</th>
</tr>
</thead>
<tbody>
<tr>
<td>Height of “B”</td>
<td>500 mm</td>
</tr>
<tr>
<td>Height of “14”</td>
<td>375 mm</td>
</tr>
<tr>
<td></td>
<td>100 mm</td>
</tr>
<tr>
<td></td>
<td>75 mm</td>
</tr>
</tbody>
</table>

G.3.2 MATERIALS

(a) The ply shall consist of woven or laminated material
(b) Where the body of the sail is made from laminated ply, the film shall be of polyester and the ply fibres shall be of polyester, polyethylene or aramid
(c) Primary and secondary reinforcement shall consist of the same material as the body of the sail.

G.3.3 CONSTRUCTION

(a) The construction shall be: soft sail, single ply sail
(b) The body of the sail shall consist of the same ply throughout
(c) The sail shall have a maximum of five batten pockets, which shall be full length
(d) The following are permitted: Stitching, glues, tapes, bolt ropes, corner eyes, headboard with fixings, Cunningham eye or pulley, up to five battens, batten pocket patches, batten pocket end caps, batten retaining devices, mast and boom slides, leech line with cleat, single ply windows, tell tales, sail shape indicator stripes and items as permitted or prescribed by other applicable rules
(e) The sail shall be loose footed.

G.3.4 DEFINITIONS

(a) The top width shall be measured between points on the luff and leech 500mm from the head point.

G.3.5 DIMENSIONS

<table>
<thead>
<tr>
<th>Leech length</th>
<th>minimum</th>
<th>maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>6250 mm</td>
<td>6450 mm</td>
</tr>
</tbody>
</table>
### G.4 HEADSAIL

#### G.4.1 MATERIALS

(a) The ply shall consist of **woven ply** or **laminated ply**

(b) Where the **body of the sail** is made from laminated ply the film shall be of polyester and the ply fibres shall be of polyester, polyethylene or aramid

(c) **Primary** and **secondary reinforcement** shall consist of the same material as the **body of the sail**

(d) **Battens** shall be made of glass fibre.

#### G.4.2 CONSTRUCTION

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

(b) The **body of the sail** shall consist of the same ply throughout

(c) The headsail shall have two or three full length **batten pockets**

(d) The sail shall be fitted with zip luff or jib hanks

(e) The following are permitted: Stitching, glues, tapes, tabling, corner eyes, clew board, **flutter patches**, 2 or 3 **battens**, **batten pocket patches**, **single ply windows**, tell tales, sail shape indicator stripes and items as permitted or prescribed by other applicable **rules**.

#### G.4.3 DIMENSIONS

<table>
<thead>
<tr>
<th></th>
<th>minimum</th>
<th>maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Half width</td>
<td>1900 mm</td>
<td>2050 mm</td>
</tr>
<tr>
<td>Three-quarter width</td>
<td>1270 mm</td>
<td>1500 mm</td>
</tr>
<tr>
<td>top width</td>
<td>600 mm</td>
<td>685 mm</td>
</tr>
<tr>
<td>Foot length</td>
<td>2400 mm</td>
<td>2520 mm</td>
</tr>
<tr>
<td>Foot median</td>
<td>-</td>
<td>6250 mm</td>
</tr>
<tr>
<td>Weight of ply of the body of the sail</td>
<td>140 g/m²</td>
<td>-</td>
</tr>
<tr>
<td>Primary reinforcement</td>
<td>-</td>
<td>Unlimited</td>
</tr>
<tr>
<td>Secondary reinforcement</td>
<td>-</td>
<td>Unlimited</td>
</tr>
<tr>
<td>Window area</td>
<td>-</td>
<td>Unlimited</td>
</tr>
<tr>
<td>Extension of headboard from head point</td>
<td>-</td>
<td>135 mm</td>
</tr>
<tr>
<td>Dimension of headboard in any direction</td>
<td>-</td>
<td>120 mm</td>
</tr>
</tbody>
</table>
### G.5 GENNAKER

#### G.5.1 MATERIALS

(a) The ply fibres shall consist of polyester or nylon

(b) **Primary** and **secondary reinforcement** shall consist of the same material as the **body of the sail**.

#### G.5.2 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.

(c) The following are permitted: Stitching, glues, tapes, corner eyes, tell tales sail shape indicator stripes, sail identification, one window below the line of the **half width** measurement, luff line with cleat and items as permitted or prescribed by other applicable rules.

#### G.5.3 DIMENSIONS

<table>
<thead>
<tr>
<th>Dimension in any direction of clew board</th>
<th>minimum</th>
<th>maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Luff length</td>
<td>7300 mm</td>
<td>7800 mm</td>
</tr>
<tr>
<td>Leech length</td>
<td>6150 mm</td>
<td>6800 mm</td>
</tr>
<tr>
<td>Foot length</td>
<td>4000 mm</td>
<td>4400 mm</td>
</tr>
<tr>
<td>Foot Median</td>
<td>-</td>
<td>7300 mm</td>
</tr>
<tr>
<td>Half width</td>
<td>3775 mm</td>
<td>4300 mm</td>
</tr>
<tr>
<td>Weight of ply of the body of the sail</td>
<td>32 g/m²</td>
<td>-</td>
</tr>
</tbody>
</table>
PART III – APPENDICES

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

Section H

H.1  HULL FITTINGS LOCATION

(a) DIAGRAM
(b) DIMENSIONS

(1) All measurements are taken from the **hull datum point**

(2) All dimensions are in mm

(3) All defined fittings shall lie within the prescribed areas.

c) AREAS

Area A - Vang and Cunningham cleats and fairleads shall be positioned within this area, or on the forward transverse wing tube.

Area B - A single turning block, which may include a ratchet, and a single cleat for the purpose of sheeting the jib shall lie within this area. The cleat may include a fairlead.

Area C - All gennaker sheet turning blocks shall attach to a point on the wing in this area. Up to two turning blocks may be used of which only one may have a ratchet mechanism.

Area D - The **shroud** chainplates shall attach in this area.

Area E - The position of the aperture in the mast gate for the mast to pass through.

Area F - The pole outhaul cleat and fairlead shall lie in this area.

Area G - A single non ratchet turning block for the pole outhaul shall lie in this area.

Area H - The primary jib sheeting point shall lie in this area. The load bearing point shall be no more than 30mm above the deck.
Section I – Event Rules

1.1 WIND CONDITIONS

(a) The minimum wind speed for starting will be that in which the race committee considers the boats have sufficient capability for pre-start manoeuvres.

(b) Races should not start, or races in progress should be abandoned when:

(1) Wind gusts exceed 25 knots for more than 30 seconds

(2) Wind gusts exceed 30 knots for any duration

(3) The race committee considers conditions are unsafe for sailing.