PART 1 - ADMINISTRATION

SECTION A - GENERAL

A.1 Type of Class Rules
A.1.1 These are closed class rules.
A.1.2 Plans, measurement diagrams and measurement forms are complementary to these rules. Any interpretation shall be made by the ISAF in consultation with the ICCA.

A.2 Language
A.2.1 The official language of the class is English and in case of dispute over translation the English text shall prevail. The word "must" is mandatory and the word "may" is permissive.

A.3 Abbreviations
A.3.1 ISAF International Sailing Federation
MNA ISAF Member National Authority
ICCA International Cadet Class Association
NCCA National Cadet Class Association
ERS Equipment Rules of Sailing
RRS Racing Rules of Sailing

A.4 Authorities and Responsibilities
A.4.1 The international authority of the class is the ISAF, which must co-operate with the ICCA in all matters concerning these class rules.
A.4.2 Neither the ISAF, the MNA, the ICCA, an NCCA nor an official measurer is legally responsible in respect of these class rules or accuracy of measurement and no claim arising from them can be entertained.
A.4.3 Notwithstanding anything contained herein, the MNA has the authority to withdraw a certificate and must do so on the request of the ISAF or ICCA.

A.5 Administration of the Class
A.5.1 ISAF has delegated its administrative functions of the class to MNA’s. The MNA may delegate part or all of its functions, as stated in these class rules, to an NCCA.
A.5.2 In countries where there is no MNA, or the MNA does not wish to administer the class, its functions as stated in these class rules must be carried out by the ICCA which may delegate the administration to an NCCA.

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A.6 ISAF Rules
A.6.1 These class rules shall be read in conjunction with the ERS. Where a term is used in its defined sense, it is printed in "bold" type if defined in the ERS and in "italic " type if defined in the RRS.

A.7 Sailing Instructions
A.7.1 These class rules must not be varied by sailing instructions except as provided by A.7.2.
A.7.2 At World, Continental or Regional Championships the sailing instructions may vary these class rules only with the agreement of the ICCA.

A.8 Amendments to Class Rules
G.4.3 Amendments to these class rules must be proposed by the ICCA and require to be approved by the ISAF.

A.9 Interpretation of Class Rules - General
A.9.1 The Cadet is a One-Design race dinghy for a crew of two junior sailors. The intention of these rules is that the boats shall be as alike as possible in all respect affecting speed and ease of handling in order that racing success must depend on the skill of the crew. No modifications or additional fittings are allowed without the written approval of the ISAF or the ICCA.
A.9.2 Interpretation of class rules, except as provided by A.10, must be made in accordance with the ISAF Regulations.
A.9.3 In the event of discrepancy between these rules, the measurement form, measurement diagrams and/or the plans, the matter must be referred to the ISAF.

A.10 Interpretation of the Class Rules - At an Event
A.10.1 Any interpretation of class rules required at an event will only be made by an International Jury constituted in accordance with the RRS. Such interpretation must only be valid during the event and the organising authority must, as soon as practical after the event, inform the ISAF, the MNA and the ICCA of such interpretation.

A.11 International Class Fee(s) and ISAF Plaque
A.11.1 The building fee is regulated by the by-laws of the ICCA. The plaque will be obtained from ISAF but ordered and paid for through the ICCA.
A.11.2 The builder of the Cadet hull must pay the whole fee to his MNA or NCCA as appropriate who must forward to the treasurer of the ICCA the fee less the amount retainable by the Association. The ICCA will register the hull and issue an international sail number and obtain from the ISAF their plaque for submittance to the new owner. A replacement plaque ("R" plaque) is also to come from ISAF and ordered (with fee) from ICCA.
A.11.3 The ISAF must issue for each fee payment an ISAF plaque bearing the allotted sail number. The ICCA must send to the boat’s first private owner confirmation that the building fee has been paid.
A.11.4 Eligibility for World Championships requires that all participating boats whatever their age are required to carry an ISAF plaque.

A.12 Identification on Sail
A.12.1 The identification number displayed on sails will be the building plaque number (except where an “R” plaque has been issued ) with national letters on mainsail.

20.02.2002
A.13 Initial Certification and measurement

A.13.1 For a boat not previously certified, all items required to be measured by the measurement form must be measured by an official measurer and the details entered onto the form. Only a measurer officially recognised by an NCCA may measure a boat, its spars, sails, and equipment and sign measurement forms or certificates.

A.13.2 The measurement form, together with any certification fee, must be sent to the MNA or NCCA as appropriate in the country where the boat is to be registered after completion of measurement.

A.13.3 Upon receipt of a satisfactorily completed measurement form and the fee the MNA or NCCA as appropriate may issue a certificate. The MNA shall retain the original measurement form, which must be transferred to the new MNA when a boat is exported.

A.13.4 The measurer must report on the measurement form anything, which he considers to be a departure from the intended nature and design of the boat, or to be against the general interest of the class, and a certificate may be refused, even if the specific requirements of the rules are satisfied.

A.13.5 A measurer must not measure a boat, spars, sails, or equipment owned or built by himself, or in which he is an interested party or has a vested interest.

A.13.6 All boats, spars, sails and equipment must comply with the current rules or those Class Rules applying to them at the time of their initial certification or endorsement. Any alterations, replacements or repairs must comply with the current Class Rules and must carry appropriate Class labels to illustrate compliance.

A.13.7 All boats, spars, sails and equipment will be liable to re-measurement at the discretion of the ICCA, NCCA or race committee.

A.13.8 Once an International Cadet has been measured and a certificate obtained, certificates must be renewed annually only after the successful completion of the buoyancy test, which must be made under the supervision of a measurer, club appointed measurer or Squadron Captain.

A.13.9 Any boat taking part in international, national or open events is liable to re-measurement or partial re-measurement at the discretion of the ICCA.

A.13.10 Since January 1998, new hulls registered are to the Cadet Mark IV design and built by licensed builders.

A.14 Validity of Certificates

A.14.1 A measurement certificate is issued by the National Class Association when the original or certified true copy of the measurement form, is registered by them.

A.14.2 The measurement certificate is only valid when the owner is a current member of a National Class Association or, when there is no National Class Association in his nation, of the ICCA.

A.14.3 A certificate becomes invalid upon:

   (a) The date of expiration 31st December in Northern Hemisphere, 30th June in Southern Hemisphere.

   (b) Change of ownership.

   (c) Any alteration or repair to items required to be measured by the class measurement form, other than permitted routine maintenance.

   (d) Any alteration to corrector weights.

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A.15 Re-Certification

A.15.1 Upon expiration the owner must apply to the MNA to revalidate the certificate together with any fee that may be required. A revalidated certificate will then be issued to the owner.

A.15.2 Upon change of ownership the new owner must apply to the MNA for a new certificate, returning the old certificate together with any re-certification fee that may be required. A new certificate will then be issued to the new owner.

A.15.3 Upon alteration or repair to an item required to be measured by the measurement form the relevant item must be re-measured by an official measurer and the details entered on a new form. The new form together with the old certificate and any re-certification fee that may be required shall be sent to the MNA or NCCA as appropriate in the country where the boat is registered. A new certificate may then be issued to the new owner.

A.15.4 Upon alteration to corrector weights the boat must be re-weighed by an official measurer and the details entered on the old invalid certificate. The old certificate and any re-certification fee that may be required must be sent to the MNA or NCCA as appropriate. A new certificate may then be issued to the owner.

A.15.5 In the interest of furthering the Cadet Class the International Executive committee may wish to consider other styles or methods of construction; if this should entail any deviation from these rules then the prospective builder must first apply to the International committee with all details. No dispensation will be allowed that is considered detrimental to the existing boats or that appears to be unsound in any way. If a dispensation is approved then a licence will be issued to that builder by the ICCA.

SECTION B - BOAT ELIGIBILITY

For a boat to be eligible to race, the rules in this section must be complied with.

B.1 Certificate
B.1.1 The hull must have a valid certificate including corrector weight details.

B.2 Certification Marks
B.2.1 The sail number of the boat (without the "C" or national letter) must be permanently marked in contrasting colour (carved or engraved) on the port side of the outside of the transom in figures no less than 25 mm in height.

B.2.2 The hull must carry the builders fee plaque fixed on the aft bulkhead in the cockpit, or on the inside of the transom on the Mark IV.

B.2.3 The mainsail must carry the Cadet "C" emblem the national letter(s) and sail number placed in accordance with ISAF racing rules, appendix G and section G below.

B.2.4 Each sail may carry sail maker’s marks in accordance with Appendix 1 ISAF advertising code.

B.2.5 All emblems, marks and numbers shall be of a durable material securely attached.

B.3 Flotation Check
B.3.1 The certificate must carry a satisfactory buoyancy endorsement.
SECTION C - CONDITIONS FOR RACING

C.1 Crew

A.11.3 LIMITATIONS

(a) The crew must consist of 2 persons.
(b) Age. The maximum age is seventeen years on December 31st

C.2 Advertising

C.2.1 LIMITATIONS

The boat may display only such advertising as permitted by Appendix 1 ISAF advertising code, regulation 20.3.2 category C.

C.3 Equipment

C.3.1 At all times when racing
   a) Helm and crew must wear effective personal buoyancy, properly secured, outside all clothing.
   b) Hatch covers and drainage plugs must be securely fastened.
   c) A painter which must float and be of minimum diameter 6mm and minimum length 5m shall be attached to the bow ring.
   d) A paddle must be carried, properly secured in the boat.
   e) Mark 1 or 2 dinghies shall carry a strong bucket of minimum 5 litres capacity, tied to the boat.

SECTION D - HULL

D.1 General

D.1.1 MEASUREMENT
   (a) Measurement must be carried out in accordance with the ERS

D.1.2 MAINTENANCE
   Routine maintenance such as painting and polishing is permitted, but an altered or repaired hull must be re-measured and re-certified with the new certificate showing the dates of initial and new fundamental measurement.

D.2 Certification

D.2.1 The hull must comply with the class rules in force at the time of initial fundamental measurement.

D.3 Identification

The hull must carry the ISAF Plaque placed on the aft bulkhead in the cockpit, or on the inside of the transom on the Cadet Mark IV.

20.02.2002
D.4   Builders

D.4.1   The Cadet may be built by any professional or amateur builder except that a building licence is required for boats constructed under rule A.15.5.

D.4.2   Professional builders will be responsible for supplying boats within the measurement rules and specifications. The builder must at his own expense correct or replace any boat which fails to pass measurement, provided that the boat is submitted for measurement within 12 months of purchase.

D.4.3   The Mark IV Cadet is the design specifically approved by the ICCA. Boats to this design must be built by a licensed builder from licensed moulds and must conform to the building specification as approved by the ICCA. Mark IV hulls must be measured using the respective measurement supplements and the measurement certificates clearly marked Mark IV.

D.4.4   With effect from 1 January 1998, only licenses for building new Mark IV Cadets are valid.

D.4.5   Internal details of construction of the hull may be varied as considered necessary by the builder to suit the materials and/or building techniques used only after consultation with the Technical Committee of the ICCA.

D.5   Hull Shell

D.5.1   CONSTRUCTION

(a) Any rounding on the chines or intersection of planes on the outside of the hull must not extend beyond 4 mm from the point of the intersection of the two adjacent planes.

(b) The chine angles at sections 3 and 8 must be a minimum of 114° and a maximum of 122°.

D.6   Deck

D.6.1   CONSTRUCTION

(a) The Mark 2 side decks must be a maximum of 355 mm in plan width. The width of the flat surface of the side deck must be a minimum of 335 mm. The carlins must not project more than 50 mm below the surface of the side deck.

(b) The Mark 3 (GRP) and Mark IV side decks must be as shown in the respective specification/measurement supplements. The Mark 3 (wood) side deck structure must be as described below and illustrated on diagrams A & B.

(c) At any point between 650 mm and 2100 mm forward of datum A, the horizontal width of the side deck structure, including the rubbing strip, measured to a point 25 mm below the top of the deck surface must be between 210 mm and 240 mm. The deck surfaces must not fall below the shear line nor rise more than 25 mm above it.

(d) There must be suitable finger grips or grab slots on each side at least 20 mm deep extending along the length of the side deck at least between 750 mm and 2100 mm from Datum A.

D.7   Buoyancy Tanks

D.7.1   CONSTRUCTION

(a) Whenever afloat the boat must be capable of passing the tests described in D.7.1(b). Buoyancy must be provided by at least two separate watertight compartments. Buoyancy must not be added by the fitting of a false or double bottom. Except on the Cadet Mark IV, one inspection hole of circular shape 90 mm minimum and 120 mm maximum must be provided in each buoyancy compartment. A second inspection hole may be provided in the bow and stern bulkhead. The inspection holes must be in a position so that no part of the hole is less than 120 mm from the deck, floor or boat sides. On the Cadet Mark IV the inspection hole maximum is 150mm and it may be closer than 120mm from the deck, floor or boat sides. Each hole must be provided with a suitable detachable cover capable of resisting accidental dislodgement by any means and such cover must be kept in place at all times when afloat. A drain hole in the bottom of the boat is optional. Buoyancy bags may be fitted to buoyancy compartments.

(b) All boats must be tested for buoyancy with corrector weights, if any, in place. For the test, the boat, with deck and fixed fittings, shall be stripped of all loose gear, including sails, booms, rudder, tiller and centreboard, but leaving the mast stepped and shrouds and forestay set up. 125 kg of crew weight must be placed aboard the
floating boat and the boat flooded such that the water is above the level of the top of the centreboard case. After 15 minutes in this condition the boat must be capsized for one minute to port and one minute to starboard, then the boat must be drained. Any water in the watertight compartments must be measured. This must not exceed 2 litres in total or 1 litre in any individual compartment. In addition to this test, the measurer must inspect all buoyancy apparatus, bulkheads, and inspection holes and their covers, and satisfy himself that all are in sound condition.

(c) Boats must be tested:
- All Cadet Mark IV boats must be tested as outlined in D.7. within twelve months of their initial air pressure test.
- At intervals thereafter of not more than one year between each satisfactory test (annual buoyancy test).

(d) The measurer or Squadron Captain, when fully satisfied that all the requirements for buoyancy have been met, will endorse the test on the boat's certificate.

D.8 Rubbing Strakes, Keel and Chine Bands

D.8.1
(a) In the case of GRP hulls the gunwale rubbing bead, keel and chine rubbing bands may be integrally moulded and a radius not exceeding 6 mm may be used where the skin meets the keel. In the case of GRP construction the hull measurements do not include the sealing lip at edge of deck.
(b) The rubbing bead or deck overhang shall be of GRP, plastic or wood, depth on the inner face must be not less than 18 mm nor more than 25 mm width not less than 8 mm nor more than 40 mm when measured at right angles to the side of the hull and must extend at the edge of the deck from fore transom to aft transom.

D.8.2 Rubbing Bands
Rubbing bands must be of convex or flat section strip of brass, light alloy or plastic having a minimum cross-sectional dimension of 10 mm by 2 mm must be fitted to the keel and chines. The keel band(s) must run the full length of the keel and skeg (except in way of self bailer in keel) and must be double for the full length of the centreboard slot. The chine bands must be a minimum of 1219 mm each, positioned approximately amidships.

D.9 Keel
D.9.1 CONSTRUCTION
(a) The keel must run continuously from the fore transom to the aft transom and shall be of section as per D.9.1(c)
(b) The skeg must start at a point not less than 965 mm or more than 1005 mm forward from Datum "A" (see measurement plan drawing 1) and must run aft to the aft end of keel. The lower surface of the skeg must be a straight line fore and aft.
(c) The following dimensions are minimum unless stated otherwise:
   (i) Width of keel throughout its length 76 mm
   (ii) Thickness of keel throughout its length 11 mm
   (iii) Width of skeg, upper surface in contact with keel tapering at forward end to 20 mm 38 mm
   (iv) Width of skeg, lower surface 19 mm
   (v) Depth of skeg at aft end 76 mm
   (vi) Radius at fore end of keel and aft end of skeg 25 mm (+5 mm)
   (vii) Radius at edges of keel throughout its length 10 mm (max)
(d) The position and internal dimensions of the centreboard case and the slot in the keel must be in accordance with the measurement plan drawing 3. When measured mid-way between each end of the inside of the centreboard case, the top of the case must be a minimum of 290 mm above the under surface of the keel. The width of the centreboard case (internal) must be the same as the width of the slot in the keel and a minimum of 15 mm and the slot must be parallel.

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D.10 Thwarts

D.10.1 CONSTRUCTION
A thwart, a minimum of 102 mm in width must be fitted. The aft edge of the thwart must be a minimum of 1420 mm and a maximum of 1470 mm forward of Datum "A". The mainsheet block can be mounted on an extension, of maximum dimensions 250mm (athwartship) x 75mm on the centre line.

D.11 Hull

D.11.1 FITTINGS
The fittings are illustrated in the measurement plan drawing 4, and may be made of various materials but their general design must not be altered to incorporate other uses, nor can fittings be added to the boat unless expressly permitted in these rules or an official amendment thereto currently in force. Variations from the measurement plan drawings to enable fittings to be put to additional uses is not be permitted.

(a) Mandatory
The following fittings must be positioned in accordance with the measurement diagram:

(i) A mast step block containing a 29 mm x 29 mm square socket and whose upper face is not more than 46mm above the sheer. The mast tenon, a minimum depth 13mm, must not prevent the heel of the mast resting on the upper face of the mast step.

(ii) Splash or spray guards must be provided, one each side of the centre line. For Mark 3 and earlier marks the minimum length shall be 840 mm, minimum height above the deck at the centre line 38 mm and tapering in a straight line to a minimum height above deck at the outer ends of 19 mm. They must be fitted or moulded to the foredeck in position as shown on measurement plan drawing 3. The section through the splashguards must have a minimum base width of 12 mm, and a minimum radius to the top edge of 3 mm. In the case of GRP deck mouldings the minimum width shall be 12 mm at the top. Splash or spray guards for the Mark IV must be as specified in the Mark IV measurement supplement.

(iii) A towing fitting made of stainless or galvanised steel must be strongly attached to the fore transom at least 230 mm below the top of the transom.

(iv) A bow plate to attach the forestay and headsail must be fitted on the centreline at the bow such that the tack point for the foresail shall be aft of and a maximum of 50 mm from the upper edge of the fore transom (projected if necessary).

(v) Two hull shroud plates or U bolts must be fitted 1830 mm ±20 mm from datum A (1833mm ±20 mm if measured along deck).

(vi) Headsail fairleads
Two headsail fairleads must be fitted. They may be combined with the hull shroud plates or fixed to the deck so that the bearing surface of the fairlead is a maximum of 50 mm from the outer edge of the deck. Two headsail sheet cam cleats may be fitted inboard of the headsail sheet fairlead and placed a minimum of 1735 mm from "Datum A".

(vii) Halyard cleats for the mainsail and headsail halyards must be fixed on the forward bulkhead near the boat centreline.

(viii) For the stern sheeting arrangement, a single free running block or a fairlead, and a fixed eye for the mainsheet must be fixed 254 mm ±10 mm either side of the boat centreline on the deck at the aft transom. The single block may incorporate a swivel fitting. For centre sheeting, the attachment points must be 254 ±10 mm from the centre line and no further forward than 10 mm from the aft edge of the transom.

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(ix) Transom gudgeon and pintle for the rudder must be fitted on the centreline.

(x) Toe straps must be fixed in the hull for the crew and helmsperson. They may be fixed or adjustable, positioned to suit. The toe strap webbing may be of optional length and width.

(xi) Shock cord must be fitted and fixed at either end of the centreboard case to retain the centreboard in the down position.

(xii) A kicking strap eye plate must be fitted on the centreline, and may be combined with the mast plate.

(b) Optional

(i) Mainsail Cunningham block, fairlead and cleat.

(ii) Cleats and fairleads for the spinnaker sheets (when fitted) must be fitted between 690mm and 1120mm from datum line “A”

(iii) A maximum of two lacing hooks are permitted to hold the spinnaker halyard placed a maximum of 200 mm from the centre line.

(iv) A spinnaker halyard must go through a cleat or fairlead either on the foredeck or on the forward bulkhead within 100mm of deck level. In addition the fall (tail) of the halyard may be led through no more than two fairleads or single blocks. One cleat may be fitted in any position.

(v) Lifting handles are optional, but if fitted, four handles made of suitable material must conform to the dimensions shown on measurement plan drawing 3 (Mark II version) and must be strongly fitted within ±50 mm of the positions indicated on the same drawing.

(vi) A maximum of two self-bailers are allowed.

(vii) It is permissible to have an open compartment (for spinnaker and other loose gear), provided that it extends aft no more than 400 mm from the forward bulkhead.

(viii) Stowage clips for paddle(s), spinnaker pole, sail bags and other equipment.

(ix) A drain hole of 20 mm (± 5 mm) may be provided in each buoyancy compartment.

(x) A protective plate may be fixed to the mast step so as to form the upper surface.

(xi) One open fairlead may be fitted one each side of the boat to fairlead the spinnaker guys. It must not project beyond the gunwale.

(xii) One compass and mounting bracket only may be fitted. This may be fixed in any position provided that it is not a hazard to the helm or crew and buoyancy tanks remain watertight with the compass removed.

(xiii) Strips of non-metallic material may be fitted in the centreboard slot within 30mm of the top and of the bottom of the slot with a uniform width of opening. Additional non-metallic material may be placed within 30mm of each end at the top and bottom of the slot to act as positioning and protection of the centreboard.

(xiv) Such blocks cleats and fairleads as necessary for the operation of a spinnaker pole uphaul / downhaul system.

(c) Prohibited

With the exception of equipment, which only calculates time and date, all other electronic instruments are prohibited for use on board International Cadet Class Boats.
D.11.2 HULL WEIGHT

The boat must be weighed dry. The hull with the deck and fixed fittings, but stripped of all loose gear, such as sails, spars, rudder, centreboard and separate buoyancy must be weighed. All the following checks shall be taken with the hull in this condition.

The minimum weight allowed is 54 kg.

The centre of gravity of the hull must be checked and be not lower than 177 mm below the gunwale. The hull when supported on one gunwale must be in balance when the opposite gunwale is not less than 255 mm beyond the vertical. (I.C.C. measurement drawing 6).

The hull must be supported upside down on an athwartships round bar positioned 915 mm forward from datum A. With the deck line level, the weight of the bow, when suspended from the towing fitting must not be less than 25% nor more than 30% of the measured weight.

D.11.3 HULL CORRECTOR WEIGHTS

New boats must be weighed before being put into the water. If the weight is less than 54 kg, correctors must be added to increase the weight to 54 kg.

(a) For Mark 2, these shall be of wood and fastened under the side decking amidships and close to the carlin.

(b) For Mark 3 and IV, correctors must be of lead and bonded or bolted to the underside of the thwart.

The weight of correctors must be entered on the measurement form. The boat shall be reweighed and a new certificate obtained following alterations to or removal of the correctors.

(c) The maximum weight of correctors for the Cadet Mark IV is 3Kg.

20.02.2002
SECTION E - HULL APPENDAGES

E.1 Component Parts
E.1.1 MANDATORY:
(a) Centreboard
(b) Rudder

E.2 General
E.2.1 MEASUREMENT
Measurement must be carried out in accordance with the ERS.
E.2.2 MAINTENANCE
Routine maintenance is permitted, but an altered or repaired centerboard must be re-measured and the new certificate must show the new date of measurement. An altered or repaired rudder must be re-measured and re-certified showing the new date of fundamental measurement.

E.3 Centreboard
E.3.1 CERTIFICATION
(a) The centreboard must comply with the class rules in force at the time of fundamental measurement.
(b) It must be measured by an official measurer who will apply an official International Cadet Class label and sign over it to authenticate measurement.
E.3.2 MATERIALS
(a) The centreboard must be of unballasted wood or marine plywood and may have a GRP coating.
E.3.3 FITTINGS
(a) The bottom edge of the centreboard may be protected by a strip of metal or plastic of dimensions not exceeding 460 mm long by 6 mm having edges rounded to a radius of not less than 3 mm.
(b) The centreboard must be provided with a capping fillet of dimensions approximately those of the top of the centreboard case.
E.3.4 DIMENSIONS
The centreboard must conform with the dimensions specified in measurement plan drawing 3.

<table>
<thead>
<tr>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>12mm</td>
<td>14mm</td>
</tr>
<tr>
<td>-</td>
<td>29mm</td>
</tr>
<tr>
<td>-</td>
<td>1mm</td>
</tr>
<tr>
<td>1.5mm</td>
<td>-</td>
</tr>
</tbody>
</table>

E.3.5 WEIGHTS
The minimum weight is 2.3 kg.

20.02.2002
E.4 Rudder Blade, Rudder Stock and Tiller

E.4.1 CERTIFICATION

(a) The rudder blade must comply with the class rules in force at the time of fundamental measurement.
(b) The assembly must be measured by an official measurer who will apply official International Cadet Class labels to each of the major parts (rudder, tiller, extension) and sign over it to authenticate such measurement.

E.4.2 MATERIALS

(a) The rudder blade must be of unballasted wood. An alternative rudder blade made of aluminium alloy, minimum thickness 3 mm is allowed conforming to the profile shown on measurement plan drawing 3 (Mark II version).
(b) The rudderstock must be of wood and/or aluminium.
(c) The tiller may be made of any suitable material.
(d) The extension may be made of any suitable material.

E.4.3 CONSTRUCTION

(a) The rudder blade must be pivoted and be free to move through an arc of not less than eighty degrees. The blade must be held in the down position by a spring device, lanyard or friction nut.
(b) The tiller may be of optional section and tapered and may incorporate any type of joint to the tiller extension.
(c) Rudder uphaul and downhaul cleats may be fitted to the tiller.

E.4.4 FITTINGS

(a) The bottom edge of the rudder blade may be protected by a strip of metal or plastic a maximum of 460 mm long by 6 mm having edges rounded to a radius a minimum of 3 mm.
(b) The rudder must be provided with a security device to secure the tiller and rudder gudgeon and pintle fittings.

E.4.5 DIMENSIONS

When constructed of wood the rudder must be of shape and dimensions conforming to those specified in measurement plan drawing 3. The packing piece of wood must be of similar outline to the cheeks except that provision must be made for the inclusion of the rudder blade and tiller between the cheeks. Below the shoulders the rudder blade must conform with the dimensions specified on measurement plan drawing 3. The tiller when fitted in the rudder stock and lined up fore and aft it must extend forward by a maximum of 800 mm from datum A. The extension overall length including joint fitting must be a maximum of 710mm.

<table>
<thead>
<tr>
<th>Dimension</th>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total thickness of rudder blade including GRP coating if applied</td>
<td>12mm</td>
<td>14mm</td>
</tr>
<tr>
<td>The bevel of the edges from the edge of rudder blade</td>
<td>-</td>
<td>29mm</td>
</tr>
<tr>
<td>Thickness variation of the rudder blade (except within the bevelled parts)</td>
<td>-</td>
<td>1mm</td>
</tr>
<tr>
<td>The radius of the leading and trailing edges</td>
<td>1.5mm</td>
<td>-</td>
</tr>
<tr>
<td>The rudder cheeks thickness</td>
<td>12mm</td>
<td>16mm</td>
</tr>
<tr>
<td>The packing piece of wood</td>
<td>12mm</td>
<td>16mm</td>
</tr>
<tr>
<td>Datum “A” at deck level to tip of rudder blade in its lowest position</td>
<td>710mm</td>
<td>790mm</td>
</tr>
</tbody>
</table>

E.4.6 WEIGHTS

The minimum weight of blade, stock and tiller is 3 kg.

Correctors, if required shall be made of lead and be permanently secured aft of the rudder pintles.
SECTION F - RIG

F.1 Component Parts

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

F.1.2 OPTIONAL:
(a) Spinnaker pole

F.2 General

F.2.1 MEASUREMENT
(a) Measurement must be carried out in accordance with the ERS.

F.2.2 MAINTENANCE
(a) Routine maintenance is permitted, but an altered or repaired spar shall be re-measured and re-certified showing the new date of fundamental measurement.

F.3 Mast

F.3.1 CERTIFICATION
(a) The spar and its fittings must comply with the class rules in force at the time of fundamental measurement of the spar.
(b) Must be measured by an official measurer who will apply an official International Cadet Class label and sign over it to authenticate such measurement.

F.3.2 MATERIALS
(a) The mast must be constructed of wood or aluminium alloy.
(b) The material of the sail track is optional.

F.3.3 CONSTRUCTION
(a) The spar extrusion must include a fixed sail groove or track which may or may not be integral with the spar.
(b) If made of aluminium alloy the mast must not be tapered.
(c) If made of wood, the section may be hollowed and the section may be tapered from 3045 mm above the heel to a minimum diameter of 38 mm at the upper measurement band.

F.3.4 FITTINGS
(a) Spinnaker halyard fairlead (if fitted) must be fitted to the front of the mast.
(b) One or two spinnaker pole fittings may be fitted.
(c) Such blocks, cleats and fairleads as necessary for the operation of the spinnaker pole uphaul / downhaul system.
(d) The gooseneck must be fixed so that the luff of the mainsail cannot extend below the upper edge of the lower band.

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(e) Falls of the main, fore and spinnaker halyards must be carried down outside the mast.

(f) A burgee or mechanical wind direction indicator may be attached by a halyard or fixed to the masthead or the headboard of the mainsail.

(g) Compass bracket may be fitted.

F.3.5 MAST DIMENSIONS

<table>
<thead>
<tr>
<th>Description</th>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mast spar cross sectional dimension through its length</td>
<td>43mm</td>
<td>-</td>
</tr>
<tr>
<td>Spar band width</td>
<td>10mm</td>
<td>-</td>
</tr>
<tr>
<td>Lower band height (distance between top of band and heel excluding tenon)</td>
<td>489mm</td>
<td>489mm</td>
</tr>
<tr>
<td>Upper band height (distance between lower edge of upper band and top of lower band)</td>
<td>-</td>
<td>4140mm</td>
</tr>
<tr>
<td>Mid band height (distance between top of lower band and lower edge of midband)</td>
<td>2560mm</td>
<td>2610mm</td>
</tr>
<tr>
<td>Attachment point of forestay / headsail halyard block measured below the midband</td>
<td>-</td>
<td>75mm</td>
</tr>
<tr>
<td>Intersection point of extended lines of shrouds and mast wall below the midband</td>
<td>-</td>
<td>75mm</td>
</tr>
<tr>
<td>Distance between spinnaker pole fitting and heel of mast</td>
<td>-</td>
<td>667mm</td>
</tr>
<tr>
<td>Depth of tenon</td>
<td>-</td>
<td>13mm</td>
</tr>
<tr>
<td>Distance between spinnaker halyard fairlead and heel of mast</td>
<td>-</td>
<td>3156mm</td>
</tr>
</tbody>
</table>

F.3.6 WEIGHTS

(a) The weight of the mast is measured including all fixed fittings, but excluding running and standing rigging and shroud lanyard. Minimum mast weight is 4Kg.

(b) The centre of gravity of the mast as above shall be a minimum of 2200mm from the heel.

20.02.2002
F.4  Boom

F.4.1  CERTIFICATION
   (a) The spar and its fittings must comply with the class rules in force at the time of fundamental measurement of the spar.
   (b) It must be measured by an official measurer who will apply an official International Cadet Class label and sign over it to authenticate such measurement.

F.4.2  MATERIALS
The boom must be constructed of wood or aluminium alloy. The material of the sail track is optional.

F.4.3  CONSTRUCTION
The main boom must not be tapered.

F.4.4  FITTINGS
   (a) Two single sheave mainsheet blocks with attachments
   (b) Clew outhaul blocks and attachments
   (c) Kicking strap fitting
   (d) Gooseneck attachment
   (e) A maximum of two clips or loops may be fitted on either side of the boom, to store the spinnaker pole. When the spinnaker pole is stowed on the mainsail boom, it shall be done in such a manner that the pole is in close proximity to the boom and the spinnaker pole end furthest from the mast shall be contained or covered in such a manner that there is no possibility of it catching the clothing of the helm or crew.
   (f) Soft loop as described in F.7.1(a)(ii)

F.4.5  DIMENSIONS

<table>
<thead>
<tr>
<th></th>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Boom spar cross section including track</td>
<td>37mm</td>
<td>65mm</td>
</tr>
<tr>
<td>Measurement band width</td>
<td>10mm</td>
<td>-</td>
</tr>
<tr>
<td>Distance between forward edge of band and straight-line extension of mainsail luff</td>
<td>-</td>
<td>1905mm</td>
</tr>
<tr>
<td>Distance between kicking strap fitting and forward end of boom</td>
<td>457mm</td>
<td>507mm</td>
</tr>
</tbody>
</table>

F.4.6  WEIGHTS

Boom weight including all fittings must be a minimum of 1.7 kg.

20.02.2002
F.5  Spinnaker Pole

F.5.1 CERTIFICATION

(a) The spar and the fittings must comply with the class rules in force at the time of fundamental measurement of the spar.

(b) It must be measured by an official measurer who will apply an official International Cadet Class label and sign over it to authenticate such measurement.

F.5.2 MATERIALS

The spinnaker pole must be constructed of solid wood or aluminium alloy and of optional section.

F.5.3 FITTINGS

Only one hook each end, which may be connected with a lanyard and fittings for attachment for lift/downhaul are permitted.

F.5.4 DIMENSIONS

Spinnaker pole length (end fittings included) must be a maximum of 1219 mm.

F.6  Standing Rigging

F.6.1 MATERIALS

Stranded wire of stainless steel or galvanised plough steel.

F.6.2 FITTINGS

(a) The forestay must be set up with a lanyard.

(b) Two shroud adjusting plates incorporating rows of holes and clevis pins may be fitted as an alternative to shroud lanyards.

F.6.3 DIMENSIONS

Forestay and shrouds of 2.5 mm minimum diameter.

F.7  Running Rigging

F.7.1 CONSTRUCTION

(a) Mandatory:

(i) Mainsail halyard.

The mainsail halyard may be attached to the sail with shackle, swivel link or a knot.

(ii) Mainsail sheet.

The mainsail may have a stern or centre sheeting arrangement.

For stern sheeting, the mainsheet must be led from an eye on the transom through a single block attached to the end of the main boom then through a single block attached to the transom and then to the hand. Both blocks must be free running, but a fairlead may be substituted for the single block on the transom.

For centre sheeting, the main sheet must be lead through a block (A) fixed centrally a minimum of 1368mm and a maximum of 1493mm forward of Datum “A” then lead vertically upwards to a small single block (B) attached to the underside of the boom, 680 mm - 800 mm from the aft side of the mast. From the block it must pass through at least one soft loop (300 - 400 mm aft of block B) above the helmsman's head to a single block attached to the end of the boom. At some point the mainsheet divides, with each leg (which may be less than 8 mm in diameter) going to one attachment point on the transom. Attachments points are specified in rule D.11.1(a)(viii). Block (A) may be ratchet type.
(iii) Kicking strap
A kicking strap with mechanical advantage not exceeding 6:1 may be fitted with one cleat or cam-cleat.

(iv) Headsail halyard
The headsail halyard may be attached to the sail with shackle, swivel link or a knot. The foresail halyard block may be attached to a wire strop, but the distance between the mid band on the mast and the centre of the sheaves of the block shall not exceed 250 mm. Metal or plastic thimbles are permitted, to reinforce the halyards at the purchase.

(v) Headsail sheet
The jib sheets must be sheeted through the foresail fairleads and may be cleated in one cam-cleat each side.

(b) Optional:

(i) Mainsail cunningham line. A mainsail cunningham may be fitted consisting of no more than a line, two fairleads or fairleading pulleys and one cleat.

(ii) Mainsailouthaul
A mainsail adjustableouthaul with mechanical advantage not exceeding 4:1 may be fitted with one cleat on the boom.

(iii) Headsail cunningham line

(iv) Spinnaker pole uphaul/downhaul

(v) Spinnaker halyard
The spinnaker halyard may be attached to the sail with a shackle, swivel links, clips or a knot.

(vi) Spinnaker sheet and guy.

(vii) Burgee halyard.
A burgee halyard may be fitted, led through an eye at the top of the mast and cleat on the mast or alternatively a burgee clip may be fitted.

F.7.2 DIMENSIONS

<table>
<thead>
<tr>
<th>Item</th>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>The main halyard and foresail halyard diameter (rope)</td>
<td>4mm</td>
<td>-</td>
</tr>
<tr>
<td>The spinnaker halyard diameter (rope)</td>
<td>4mm</td>
<td>-</td>
</tr>
<tr>
<td>The main and foresail sheets diameter (rope)</td>
<td>8mm</td>
<td>-</td>
</tr>
<tr>
<td>Spinnaker sheets diameter (rope)</td>
<td>4mm</td>
<td>-</td>
</tr>
</tbody>
</table>

20.02.2002
SECTION G - SAILS

G.1 Component Parts

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

G.1.2 OPTIONAL:
Spinnaker

G.2 General

G.2.1 MEASUREMENT
Measurement must be carried out in accordance with the ERS.

G.2.2 MAINTENANCE
Routine maintenance is permitted, but an altered or repaired sail must be re-measured and re-certified showing the new date of fundamental measurement.

G.3 Certification

G.3.1 Sails must comply with the class rules in force at the time of fundamental measurement.

G.3.2 Each sail must be approved by an official measurer.

G.3.3 All sails measured after 1st March 1987 shall have an official International Cadet class label affixed to the headsail and mainsail near the tack and to the spinnaker near the head (spinnakers measured pre March 2002 may have the label in the clew). Upon satisfactory initial measurement the measurer will sign and date the sails in waterproof ink across the label. Sail labels must not be transferred from one sail to another sail. International Cadet class sail labels can be obtained from the secretary of the NCCA.

G.3.4 Sails must be measured in accordance with the Equipment Rules of Sailing and ISAF Guide to Sail Measurement.

G.3.5 Details (make and sail label number) must be entered on the measurement certificate.

G.3.6 Sails used in an International Championship must comply with current rules.

G.4 Mainsail

G.4.1 IDENTIFICATION
(a) The class insignia must conform with the dimensions and requirements as detailed in G.4.3.

G.4.2 CONSTRUCTION
(a) Sails must be of woven materials.
(b) Three sail battens shall be fitted. The batten pockets must be placed on the leech so as to divide the leech into approximately equal parts.
(c) The class insignia, national letters and sail numbers, on the mainsail must be above an imaginary line projecting at right angles to the luff from a point 900 mm from the tack point, and must be placed at different heights on the two-sides, those on the starboard side being uppermost. The class insignia shall be the letter "C". The numbers, letters and emblems must be of the minimum dimensions outlined below.
(d) A reef is optional.
(e) A mainsail Cunningham hole may be fitted.
(f) National letters are necessary for international events.
(g) One transparent non-woven panel may be incorporated in the mainsail as a window. It shall be a maximum of 400mm in length and 200mm in height.
G.4.3 DIMENSIONS

<table>
<thead>
<tr>
<th></th>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Leech length</td>
<td>4400mm</td>
<td>4471mm</td>
</tr>
<tr>
<td>Quarter height width</td>
<td>-</td>
<td>1560mm</td>
</tr>
<tr>
<td>Half height width</td>
<td>-</td>
<td>1130mm</td>
</tr>
<tr>
<td>Three-quarter-height width</td>
<td>-</td>
<td>635mm</td>
</tr>
<tr>
<td>Head width</td>
<td>-</td>
<td>115mm</td>
</tr>
<tr>
<td>Batten length</td>
<td>-</td>
<td>457mm</td>
</tr>
<tr>
<td>Batten width</td>
<td>-</td>
<td>38mm</td>
</tr>
</tbody>
</table>

Dimensions of numbers letters and emblems

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Height</td>
<td>300mm</td>
</tr>
<tr>
<td>Width</td>
<td>200mm</td>
</tr>
<tr>
<td>Thickness</td>
<td>45mm</td>
</tr>
<tr>
<td>Height reef above foot</td>
<td>560mm</td>
</tr>
<tr>
<td></td>
<td>610mm</td>
</tr>
<tr>
<td>Primary corner reinforcement</td>
<td>275mm</td>
</tr>
<tr>
<td>Secondary corner reinforcement</td>
<td>825mm</td>
</tr>
</tbody>
</table>

G.5 Headsail

G.5.1 CONSTRUCTION

(a) Sails must be of woven materials.
(b) The headsail must have a wire luff with hanks or clips optional. It must be tacked to the stemhead fitting by means of a lanyard, shackle or clevis pin.
(c) No battens are allowed in the headsail.
(d) The foot of the headsail must be a fair curve.
(e) A non elastic line may be inserted in the foot of the headsail.
(f) A headsail cunningham may be fitted consisting of no more than a line, fairlead or fairleading pulley and one cleat attached to the headsail.
(g) One transparent non-woven panel may be incorporated in the headsail as a window. It shall be a maximum of 300mm in length and 200mm in height.

G.5.2 DIMENSIONS

<table>
<thead>
<tr>
<th></th>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Luff length</td>
<td>2650 mm</td>
<td>2743 mm</td>
</tr>
<tr>
<td>Leech length</td>
<td>-</td>
<td>2362 mm</td>
</tr>
<tr>
<td>Foot length</td>
<td>-</td>
<td>1067 mm</td>
</tr>
<tr>
<td>Foot Median measurement</td>
<td>-</td>
<td>2560 mm</td>
</tr>
<tr>
<td>Head width</td>
<td>-</td>
<td>30 mm</td>
</tr>
<tr>
<td>Primary corner reinforcement</td>
<td>-</td>
<td>230 mm</td>
</tr>
<tr>
<td>Secondary corner reinforcement</td>
<td>-</td>
<td>690 mm</td>
</tr>
</tbody>
</table>

20.02.2002
### G.6 Spinnakers

#### G.6.1 CONSTRUCTION

(a) Sails must be of woven materials.

(b) The spinnaker must be a symmetrical three-cornered sail. No headboard, battens or other stiffening device, other than normal woven cloth reinforcing is allowed.

(c) Sail numbers must be carried on both sides. Class insignia and national letters are not required.

#### G.6.2 DIMENSIONS

<table>
<thead>
<tr>
<th></th>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Leech lengths</td>
<td>2850 mm</td>
<td>3048 mm</td>
</tr>
<tr>
<td>Foot length</td>
<td>-</td>
<td>1825 mm</td>
</tr>
<tr>
<td>Foot Median</td>
<td>-</td>
<td>3048 mm</td>
</tr>
<tr>
<td>Quarter height width</td>
<td>-</td>
<td>1925 mm</td>
</tr>
<tr>
<td>Half height width</td>
<td>-</td>
<td>1710 mm</td>
</tr>
<tr>
<td>Three-quarter height width</td>
<td>-</td>
<td>1020 mm</td>
</tr>
<tr>
<td>Primary corner reinforcement</td>
<td>-</td>
<td>240mm</td>
</tr>
<tr>
<td>Secondary reinforcement</td>
<td>-</td>
<td>720mm</td>
</tr>
</tbody>
</table>
PART III - APPENDICES

SECTION H – OTHER DOCUMENTS

Measurement plan drawings 1,2,3,4,5,6
Diagrams A & B refer to Mark 3 deck layout
Mark IV License Agreement
Mark IV Specification / Measurement Supplement
Construction Specification

20.02.2002