The Flying Dutchman was designed in 1951 by Conrad Gulcher & Uus Van Essen and was adopted as an international class in 1952. The FD was the Olympic 2 man dinghy from 1960 to 1992.
THE INTERNATIONAL FLYING DUTCHMAN CLASS RULES

Version: FD-WS-8

Valid from 1 March 2016

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GENERAL

1.0 Equipment and Racing Rules of Sailing

These class rules are open class rules and shall be read in conjunction with the Equipment Rules of Sailing (ERS) and the Racing Rules of Sailing (RRS).

The Measurement instructions, appendices and the measurement plan form part of these class rules. However, in the case of conflict the written class rule takes precedence. The object of these rules is to ensure that the boats of this class at all times conform to these class rules, within the tolerances, in shape and weight of hull, centreboard, rudder and mast, and shape of sail-plan.

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 “bold italic” the definition in the RRS applies. Measurement instructions, within these rules, are in “italic” type.

1.1 Certification Authority

In alteration to ERS C.3.1 the Certification authority is the IFDCO, together with World Sailing.

1.2 World and Continental Championships

The IFDCO Championship Rules state: The measurement committee will be appointed by the Organizing authority from names to be submitted to the IFDCO Championship Organizing Committee for approval. The IFDCO chief measurer shall be President of the measurement committee (Principal Equipment Inspector).

1.3. Sailing Instructions

For World and European Championships, only the latest version of the World Sailing Standard Sailing Instructions, RRS Appendix K, as amended by the IFDCO and World Sailing to be in compliance with the FD Championship Rules, shall be used.

1.4. Advertising

Advertising is permitted in accordance with World Sailing Regulation 20, but in accord with World Sailing Regulation 20.3.2 is restricted to: (See Appendix A)

<table>
<thead>
<tr>
<th>Hull</th>
<th>One advert on both sides of Maximum length 2250 mm, only 1513 mm aft of the stem point.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mast</td>
<td>One advert on both sides of Maximum length 950 mm</td>
</tr>
<tr>
<td>Boom</td>
<td>One advert on both sides of Maximum length 470 mm</td>
</tr>
<tr>
<td>Mainsail OR Genoa</td>
<td>One advert on both sides, below the sail letters and numbers, of Mainsail Maximum length 1900 mm, Maximum width of 620 mm Genoa Maximum length 2300 mm, Maximum width of 620 mm.</td>
</tr>
<tr>
<td>Spinnaker</td>
<td>Unrestricted, but clearly separated from the sail letters and numbers.</td>
</tr>
</tbody>
</table>
1.5 Interpretation of the Class Rules - General

Interpretations of the class rules shall be made in accordance with the World Sailing Regulations except as provided by 1.6

1.6 Axes of Measurement (ERS section H.3)

The Flying Dutchman lines are specified by offsets in vertical and waterline planes. The CWL intersects the keel line at stations 0 and 10, thus the Hull Datum Point (HDP), which is at the intersection of the plane of the transom and the keel line is 11 mm above the origin, which is on the CWL. The planes of the measurement templates, which are determined by points measured along the keel line and sheerlines, are therefore only ideally at the station planes.

2. In order to achieve the objective in Rule 1, the General Committee of the IFDCO reserves the right to exclude a boat from racing even if it measures within the letter of these rules, if the owner or builder has taken advantage of a loophole in the rules in order to build a boat which is different in shape and/or weight of hull, centreboard, rudder, mast or sail plan, from the plans of the class.

3. Alterations to the Class Rules shall be made in accordance with World Sailing regulation 10.11.

4. In the event of disputes the English text shall prevail. The words shall, must and will are mandatory. The word should is advisory and not mandatory. The words can and may are permissive.

5. The IFDCO issues plans, measurement instructions, and measurement equipment, but can never be held liable for faults, errors, omissions, and deviations.

6. Builders

Yachts of the Flying Dutchman Class may be built by any yard that has paid the required annual fee and acquired a license from World Sailing Ltd. On request, and after advice from IFDCO, builders who do not build more than two Flying Dutchman a year shall receive a free license from World Sailing Ltd. Yards and amateurs building shells only do not need a license.

7. International Class Fee

(Royalty, Building Fee) Payable by Licensed Builders.

7.1. The International Class Fee will be set by World Sailing in conjunction with IFDCO. Payment has to be directed to World Sailing Ltd. As receipt for the International Class Fee payment, a numbered World Sailing (ISAF) plaque will be sent by World Sailing and must be glued to the boat before Fundamental measurement:
a. To the starboard forward bulkhead (just forward of the mast), or if this is not possible:
b. To the starboard aft side of the aft bulkhead of a half double bottom, or if this is not possible:
c. To the starboard side of the hog (vertical inner keel) about 300 mm from the transom, or if this is not possible:
d. To the aft bulkhead of the cockpit.

7.2. Sail Buttons

Each sail manufactured after 1 September 1984 shall have permanently fixed near to its tack an officially numbered IFDCO sail button. No sail will be accepted for measurement without an IFDCO sail button. Buttons must not be transferred from one sail to another. The sail makers must obtain sail buttons from the IFDCO.

8. Certificate and Measurement Form

Measurement certificates are issued by the IFDCO after fundamental measurement by an IFDCO approved measurer, and receipt of the completed measurement forms.

Measurement Forms: A certificate and sail number will be issued only upon the receipt by the IFDCO registration of 2 of the original 3 measurement forms, each signed by the builder and an IFDCO measurer, which show that the boat fully complies with all the rules.

When the boat is measured outside the country of origin, it is desirable to have the signature of the builder, but not obligatory. When the boat proves to be within the rules, the 2 forms are to be signed by the IFDCO registration. One form is to be kept by the IFDCO Registration (white); one will go to the National Yachting Authority (green); or the National FD Class Association. The third copy (blue) may be kept by the measurer.

A certified photocopy of the measurement form will be part of the certificate. The certificate together with the certified photocopy of the measurement form must be produced upon demand at official FD regattas.

9. Owner’s Responsibility

No boat shall take part in Class Races unless it has:

a. A valid certificate and certified copy of the measurement form with Sail number, and World Sailing (ISAF) plaque number shown;
b. Registration in the owner’s name;
c. A numbered World Sailing (ISAF) plaque glued to the boat at the required place;
d. The helmsman and crew have IFDCO membership cards, with valid year stickers;
e. A numbered IFDCO sail button on each sail;
9.1 Annual Subscription Sticker

A subscription sticker shall be sent by the National FD Secretary to every member who has paid his annual subscription, as a receipt. The National FD Secretary shall issue a membership card to each new member. The annual sticker shall be applied to this card as proof that the current subscription has been paid.

9.2. It is the owner’s responsibility that a boat racing is fully certified and conforms to these rules and the spirit of the class in all respects, and that after alterations or modifications, the boat is re-measured where applicable.

Warning: In connection with this rule, which extends to major regattas also, owners are strongly advised to clear with the IFDCO Committee any point that may contravene the spirit of the rules.

9.3. The certificate of a second-hand boat is invalid until it has been put in the name of the new owner and countersigned by the IFDCO registration, which will issue a new sail number in the event of a country change.

10 Sail Numbers

10.1. Sail numbers, preceded by the National Letters, shall be issued per country consecutively starting from 1.

10.2. Personal Sail Numbers

In accordance with RRS Appendix G1.1(c), National Class Associations may issue personal sail numbers (Sail numbers staying with the owner for every boat he owns as long as he sails FD) this number must be shown on the personal IFDCO Membership Card. After the sale of the boat, the new owner must use the original sail number or his own personal number on his sails.

10.3. Hull numbers

The sail number of the boat must be shown on the transom. The height of the letters must not be less than a minimum of 30 mm

11 Measurers and Measurement Instructions

11.1. Measurers must be approved by the IFDCO in close co-operation with their National Yachting Authority (MNA).

11.2. A measurer shall not measure his own boat, a boat built by him or when he is in some way an interested party.

11.3. Only the owner and crew of the boat, the measurer, measurer's assistants, members of the Jury and the IFDCO Technical Committee may be present during measurement at a major regatta.
11.4. Hulls must be complete in every respect, and must have a World Sailing (ISAF) plaque (Rule 7.1) when presented for fundamental measurement. Sails, masts and other required gear may be measured separately.

11.5. Partly built boats can be partly measured, but the measurer must put under his signature - Partly measured - and must list on the measurement form the unmeasured items. The measurement form of such boats must also bear the name of the measurer who completed the measurement.

11.6. If measurers find deviations which do not contravene the exact letter of the rules but which might contravene the spirit of the rules, they must, before signing the measurement form, submit the matter to the IFDCO Executive Committee.

11.7. Only the IFDCO Executive committee can decide to give a waiver for a rule on which a boat deviates. The deviation and waiver are to be noted and countersigned by the IFDCO Chief measurer on the certificate and all 3 originals of the measurement form, before the certificate can be issued and become valid.

12 Hull Measurement Procedures

12.1. Boats shall be measured with official certified full FD templates, including their matched tie bars. The set number of the templates used for fundamental measurement shall be recorded on the measurement form.

12.2. The official templates will be issued by the IFDCO and World Sailing, and consist of 6 Hull shape templates with tie bars, 1 Stem template, 1 Transom angle-height template and 1 Sheer guard template. Each template must have the serial number of the set, must have been certified as correct and identified as such by a special mark made by the person appointed by IFDCO to check the templates.

(numbers 13-19 are not used)

HULL

20. Deviations from the tolerances due to fair wear and damage, which do not affect the performance of the boat, shall not invalidate a certificate for a particular race, but shall be repaired, and put right as soon as possible.

21. Within the tolerances allowed, the hull shape must conform to the Mylar plan of the sections, stem and transom at full size and the master plan of lines and verticals to be controlled by the table of offsets. The skin curvature radius must not be less than a minimum of 75 mm, except within 100 mm from the keel band. Hollows exceeding 1 mm in depth in the keel or in the hull surface aft of section 7 are not allowed. (For the lines plan see Appendices J and K, and for the table of Offsets see Appendix L)

<table>
<thead>
<tr>
<th>Hulls attribute</th>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Skin Curvature radius, except within 100 mm of keel</td>
<td>75 mm</td>
<td></td>
</tr>
<tr>
<td>Hollows aft of station 7</td>
<td></td>
<td>1 mm</td>
</tr>
</tbody>
</table>
22. Overall hull length, measured along the deck line, is to be between 6040 mm and 6070 mm.

<table>
<thead>
<tr>
<th>Hull length along deck line</th>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>6040 mm</td>
<td>6070 mm</td>
</tr>
</tbody>
</table>

23. Body sections: transom, 1, 3, 5, 7 and 9 must be verified with official numbered templates applied in the manner shown in the measurement plan.

Tolerances: For the sections: transom, 1, 3, 5 and 7, the negative deviation must not exceed a maximum of 12.5 mm per section. For section 9, the positive deviation must not exceed a maximum of 12.5 mm. Boats built after 1 November 1981 have to conform to this rule.

<table>
<thead>
<tr>
<th>Template gaps, measured in the template plane</th>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sections: transom, 1, 3, 5 &amp; 7</td>
<td>12.5 mm</td>
<td>25.0 mm</td>
</tr>
<tr>
<td>Section 9</td>
<td>0 mm</td>
<td>12.5 mm</td>
</tr>
</tbody>
</table>

**Instruction:** See Measurement Plan. For sections transom, 1, 3, 5 and 7, the gap between template and hull must be between a maximum of 25 mm and a minimum of 12.5 mm. For section 9, the gap must be between a maximum of 12.5 mm and a minimum of 0 mm (i.e., templates touching the hull).

24 Sheerline height: The tolerance is plus 12 mm and minus 6 mm.

<table>
<thead>
<tr>
<th>Sheerline height tolerance</th>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>-6 mm</td>
<td>12 mm</td>
</tr>
</tbody>
</table>

**Instruction:** Template Position and Measuring method

a. After measuring the length, the hull is turned upside down and supported on trestles. The positions of the stations at the keel and the sheerline are to be determined by taking the following measurements from the outside of the transom along the keel and along the skin under the sheer guard.

<table>
<thead>
<tr>
<th>Station</th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
<th>5</th>
<th>6</th>
<th>7</th>
<th>8</th>
<th>9</th>
</tr>
</thead>
<tbody>
<tr>
<td>Keel line mark</td>
<td>732</td>
<td>1283</td>
<td>1835</td>
<td>2385</td>
<td>2936</td>
<td>3486</td>
<td>4036</td>
<td>4587</td>
<td>5137</td>
</tr>
<tr>
<td>Sheerline mark</td>
<td>745</td>
<td>1856</td>
<td>2958</td>
<td>4068</td>
<td>5210</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

b. Check at the same time the position and width of the centreboard slot (Rule 31). The station templates are set up on the keel and sheerline positions as found above (3 points per station). The adjustable lugs near the sheerline must be adjusted to have equal gaps on both sides between shell and template with the template centre at the centre of the keel band, or with equal sheer heights, whichever gives better results. One of the studs near the keel must touch the shell, with a tolerance of 2 mm for the other stud.
c. Check with a straight-edge (approx. 1000 mm long) for hollows aft of section 7. Small bumps or cut outs are also prohibited under this rule.

d. The sheerline height must be measured where the extended hull shell meets the top of the decking, by taking the vertical distance to the tie bar of the template. This distance must not vary more than a maximum of plus 6 mm or minus 12 mm from the distance of the sheer height mark on the template to the tie bar, with the exception of the stem template (See Rule 25).

25. Stem, Profile and Height

The gap between the hull and stem template, when positioned as per instruction 29a, shall be between zero and a maximum of 6 mm. The height of the stem point, i.e. the top of the stem, shall be within plus/minus 6 mm of the mark on the template. A bulbous stem is not permitted.

<table>
<thead>
<tr>
<th></th>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stem template gap</td>
<td>0 mm</td>
<td>6 mm</td>
</tr>
<tr>
<td>Stem point height tolerance</td>
<td>-6 mm</td>
<td>+6 mm</td>
</tr>
</tbody>
</table>

26. Transom

The height of the transom on the centreline, excluding the keel band, shall be between a minimum of 284 mm and a maximum of 296 mm. A hard chine transom is not permitted.

<table>
<thead>
<tr>
<th></th>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transom height above HDP</td>
<td>284 mm</td>
<td>296 mm</td>
</tr>
</tbody>
</table>

27. The transom must be placed at the extreme end of the hull and must be vertical to the waterline. The spacing between the transom template lug and the baseline controls this, and it must be between 5 mm and 15 mm.

<table>
<thead>
<tr>
<th></th>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transom template lug to baseline</td>
<td>5 mm</td>
<td>15 mm</td>
</tr>
</tbody>
</table>

28. No projections or apertures are permitted in the transom within 20 mm of the outside of the hull other than rudder pintles and 2 drain holes, each not larger than a maximum of 20 mm diameter. Corks or normal drain hole fittings protruding aft of the transom are allowed.

<table>
<thead>
<tr>
<th></th>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transom drain holes within 20 mm of outside of hull</td>
<td></td>
<td>20 mm</td>
</tr>
</tbody>
</table>

29. Keel line measurements

The shape of the keel line shall be checked by measuring the minimum distance to the baseline, which is the line drawn from a point 100 mm under the keel at the transom to
a point 120 mm under the keel at station 9. These minimum distances, “H” measurements, must be taken at each station:

<table>
<thead>
<tr>
<th>Station</th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
<th>5</th>
<th>6</th>
<th>7</th>
<th>8</th>
<th>9</th>
</tr>
</thead>
<tbody>
<tr>
<td>“H”</td>
<td>72</td>
<td>56</td>
<td>45</td>
<td>40</td>
<td>40</td>
<td>46</td>
<td>59</td>
<td>80</td>
<td>120</td>
</tr>
</tbody>
</table>

Tolerance: The absolute value of the algebraic difference between the maximum and minimum deviations including zero at station 9 must not exceed 12.5 mm.

<table>
<thead>
<tr>
<th>Absolute Diff. between the Max. &amp; Min. H deviations</th>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>12.5 mm</td>
</tr>
</tbody>
</table>

**Instruction: Measuring Method**

a. Put the stem-template with its lugs on the stem itself, not on the stem band, and the aft end of the template as much forward or aft of station 9 as the hull is respectively longer or shorter than 6055 mm overall (measured under rule 22). The gap between the template and the stem is nowhere to exceed a maximum of 6 mm or be less than zero.

b. For measuring the height of the stem, the lugs must be placed on the stem itself, not on the stem band. (If the stem band is not visible a minimum thickness of 3 mm, together with a width of 6 mm, shall be accepted as such). The stem point, i.e. the top of the stem must be between the height marks on the template.

c. Put the transom height-angle template on the bottom of the hull next to the keelband. The top of the transom must then be between the maximum and minimum height marks on the template. Then put the transom template on the keel (not on the keelband) together with the stem template also on the keel. Using the triangular-shaped holes in the templates, draw a string tight between the templates. This is the baseline. The gap between the lug on the arm of the transom angle template and the string must be between 5 and 15 mm (see Appendix B, Measurement Plan for directions).

d. Now take the H measurements between the baseline and the keel.

e. When the thickness of the keelband is consistent, the stem and transom templates may be put on the keelband and the H measurements must then be taken between the baseline and the keelband.

**30. Keelbands**

Keelbands of metal, hardwood, plastic or glass-reinforced plastic must be fitted and must measure between 3 and 10 mm in thickness and between 6 and 15 mm in width. The keelband must run the full length of the hull along the keel including the stem to form a stem band.

If the keelband is faired into the hull so that its width and thickness cannot be determined, the junction between the hull and the keelband shall be taken such that the dimensions of the assumed keelband conform to the above limits, that is, at least 6 mm wide and 3 mm thick.
Adjacent to the centreboard slot, the keelband must be duplicated and must clearly overlap the centre keelband but by not more than a maximum of 50 mm at each end. Keelband joining fishplates are permitted.

<table>
<thead>
<tr>
<th></th>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Keel band thickness</td>
<td>3 mm</td>
<td>10 mm</td>
</tr>
<tr>
<td>Keel band width</td>
<td>6 mm</td>
<td>15 mm</td>
</tr>
<tr>
<td>Keel band overlap at C/B slot</td>
<td>0 mm</td>
<td>50 mm</td>
</tr>
</tbody>
</table>

31. Centreboard slot

The aft end of the centreboard slot must be between 2000 and 2106 mm and the forward end must be between 3396 and 3408 mm from the transom station.

The width of the slot must not exceed a maximum of 40 mm.

<table>
<thead>
<tr>
<th></th>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aft end of C/B slot to HDP</td>
<td>2000 mm</td>
<td>2106 mm</td>
</tr>
<tr>
<td>Forward end of C/B slot to HDP</td>
<td>3396 mm</td>
<td>3408 mm</td>
</tr>
<tr>
<td>Width of C/B slot</td>
<td></td>
<td>40 mm</td>
</tr>
</tbody>
</table>

(number 32 is not used)

33. Deck

The deck shall not be higher than the deck line and shall be below the deck line at the mast partners. The deck line is the imaginary line between the top of the transom at the centreline and the stem point, that is, the highest point on the deck at the stem. (excluding stem fittings).

<table>
<thead>
<tr>
<th></th>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>150 mm reference line to deck</td>
<td></td>
<td>150 mm</td>
</tr>
</tbody>
</table>

Instruction: Erect a taut reference line 150 mm above both the stem point and the top of the transom, i.e. parallel to the deck line. The mast partners and the rest of the deck must be at least 150 mm below this line.

34. The depth from the deck line to the keel line at section 9 must be between a minimum of 603 mm and a maximum of 615 mm.

<table>
<thead>
<tr>
<th></th>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Depth from the deck line to the keel line at section 9</td>
<td>603 mm</td>
<td>615 mm</td>
</tr>
</tbody>
</table>

Instruction: This is checked by applying the station 9 template and measuring the distance between the tie bar lower edge, which shall be 90 mm above the sheerline marks, and the reference line used for checking the height of the deck. The vertical distance shall be between 90 and 102 mm. Note that if the stem and transom templates are used to establish the reference line then the height mark arrow on the stem...
template must be adjacent to the stem point while the upper limit mark on the transom template must be at the top of the transom (the triangular aperture to height mark arrow distance on the transom template is 156 mm while on the stem template it is 150 mm) (See Appendix B Measurement Plan)

35. Cockpit

The area of the hull, including spinnaker holes, not covered by fixed decking must be between a minimum of 1.5 m² and a maximum of 4.2 m². Fixed decking is decking which is screwed, nailed, glued or moulded-in with the hull, which must not be removable during the race and which lies above or at the same level as the sheer height.

<table>
<thead>
<tr>
<th>Area of hull not covered by fixed decking</th>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1.5 m²</td>
<td>4.2 m²</td>
</tr>
</tbody>
</table>

*Instruction*: To find the limits of the cockpit area, a straight edge shall be laid across the cockpit. Measure the distance between the straight-edge and the sheer. The limit of the cockpit is where the inboard side of the side deck is at the same distance from the straight-edge as the sheer. It may be necessary to use Simpson's rule to determine the area. (See Measurement Plan, Appendix B)

36. Sheer Guards (Rubbing Strakes)

All hulls must be fitted with sheer guards (rubbing strakes) along the full length of the hull at the sheerline, which must nowhere measure more than a maximum of 50 mm or less than a minimum of 5 mm perpendicular to the hull shell and parallel to the hull shell more than a maximum of 35 mm or less than a minimum of 10 mm. The sheer guard is to be placed along the topsides at the sheerline. The width of a rubbing strake across the transom if fitted and/or forward of the stem must not exceed a maximum of 12.5 mm.

<table>
<thead>
<tr>
<th>Width of sheer Guard</th>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>5 mm</td>
<td>50 mm</td>
</tr>
<tr>
<td>Height of sheer Guard</td>
<td>10 mm</td>
<td>35 mm</td>
</tr>
</tbody>
</table>

*Instruction*: A sheerline template is to be used to locate the sheer points on the surface of the deck and to check maximum sheer guard dimensions. (See the measurement Plan). Callipers are to be used to check minimum dimensions.

37. The bearing point of the jib sheet on its fairlead must be forward of a plane perpendicular to the deckline and 2000 mm along the deckline from the transom. It must be impossible to fix the bearing point of the jib sheet on its fairlead, or to extend the operational clew cringle of the jib, aft of this plane. The bearing point of the jib sheet on its fairlead must not exceed a maximum of 60 mm above the upper side of the deck. The bearing point of the jib sheet is the after most point of the bottom of the groove of a
sheave, or the forward side of the opening of a fairlead for the jib sheet. (See Appendices C and D)

<table>
<thead>
<tr>
<th>Bearing point of jib sheet to transom, along deckline</th>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2000 mm</td>
<td></td>
</tr>
</tbody>
</table>

38. When the boat is fully rigged with mast vertical, sails hoisted in racing trim and sheeted for windward sailing, no part of the jib luff wire, excluding cringles, shall project more than 5 mm forward as measured perpendicular to the luff, of an imaginary line drawn from a point on the deck line a maximum 5450 mm from the aft side of the transom to a point on the front of the mast at a maximum 5250 mm above the deck line, that is below the lower edge of Limit mark (band) number 4. (See Appendices D and E)

<table>
<thead>
<tr>
<th>Intersection of jib luff wire forward edge with deck line, to transom</th>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>5450 mm</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Intersection of jib luff wire forward edge with mast forward edge, to deck line</th>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>5250 mm</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Jib/Genoa luff wire forward edge forward of line</th>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>5 mm</td>
<td></td>
</tr>
</tbody>
</table>

39. Weight

The hull weight, including all fixed and movable fittings (including trapeze hooks, shroud length adjustment systems, and baby stays), buoyancy apparatus as prescribed in Rules 44-47 (whether removable or fixed) and running gear, but not including main, Genoa and spinnaker sheets, shall not be less than a minimum of 130.0 kg.

<table>
<thead>
<tr>
<th>Hull weight, including all fixed and movable fittings</th>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>130.0 kg</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Hull corrector weights</th>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>15.0 kg</td>
<td></td>
</tr>
</tbody>
</table>

40. Outrigger

In contravention to RRS 50.3, an outrigger, of maximum 60 mm outside the hull and not more than a maximum of 500 mm from the shrouds, is allowed for leading the spinnaker guy.

<table>
<thead>
<tr>
<th>Outrigger outside the hull</th>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>60 mm</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Outriggers from the shrouds</th>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>500 mm</td>
<td></td>
</tr>
</tbody>
</table>

41. Foot straps

Foot straps, which support the crew’s feet, further outboard than the sheer guards (rubbing strakes) are prohibited.

42. Corrector weights

If the hull as weighed in Rule 39 weighs less than 130.0 kg, lead corrector weights must be permanently fastened to the underside of the deck, forward of the mast, be
easily visible and stamped by the measurer. The actual weight must be stated on the measurement form. No boat shall carry more than a maximum of 15.0 kg of corrector weights.

43. The corrector weights may only be adjusted to comply with the minimum hull weight, Rule 39, after a measurement by an IFDCO approved measurer. The amount removed shall be marked on the measurement form and certified by the measurer.

44. Buoyancy

The boat shall float its own weight when all buoyancy tanks or bags have been removed or filled with water. Boats built of non-buoyant material shall have rigid buoyancy made of closed cell foam plastic, or similar buoyant material, which is permanently attached to the hull. Buoyancy tanks or bags shall provide a minimum of 220 kg of positive buoyancy. At least two completely independent buoyancy tanks or bags, of at least 50 kg buoyancy each, are required.

<table>
<thead>
<tr>
<th>Hull positive buoyancy</th>
<th>220 kg</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of independent tanks of Minimum 50 kg</td>
<td>2</td>
</tr>
</tbody>
</table>

**Instruction:** Volume of buoyancy should be 0.22 m$^3$ of air or 0.28 m$^3$ for Styrofoam or similar material.

45. Side Deck Pads

Detachable side deck pads, are allowed aft of the bearing point of the jib sheet (Rule 37) but must not project outside of the maximum permitted width of the sheer guards (rubbing strakes) (Rule 36).

46. Buoyancy apparatus must be kept securely fastened and fully effective at all times.

47. The buoyancy must be fitted to the hull such that in the event of complete flooding, the boat will float approximately level with an effective weight of not less than a minimum of 220 kg placed at a point between the mast and a position 1500 mm aft of the mast.

**TRAPEZES and APPENDAGES**

48. Trapeze

**RRS 49.1** is amended to allow a Trapeze, which consists of 2 wires or lines attached directly or indirectly to the mast, one on each side, which can be fastened to a trapeze harness. The trapeze shall not be used to support more than one person at a time. The weight of the trapeze hooks, handles, rings, and gear to adjust the length between the trapeze wire or line and the trapeze harness, must not exceed a maximum of 1.0 kg.
49. The trapeze harness may be attached directly or indirectly to a trapeze wire or line but only by means of a single quick release system (2 seconds). The weight of the trapeze harness must not exceed a maximum of 4.0 kg and shall float after complete immersion. The trapeze harness is separate from, and shall not constitute a personal Floatation Device (PFD), as required by rule 78.

50. Centreboard (See Appendix F)

50.1 The shape of the under hull part of the centreboard, in its lowest position, must conform to the profile as defined in Appendix F. With the leading edge fully up against the leading edge line, within a tolerance of maximum 3 mm for local gaps, the tolerance is plus or minus 6 mm on the bottom and trailing edges and on the curves at the bottom of the centreboard.

A stop must be fitted on the centreboard to prevent it from being lowered farther than a maximum of 1060 mm under the hull. The use and position of a centreboard bolt, notch or holes are optional.

50.2. The weight of the complete centreboard including blocks of maximum combined weight of 300g, must not be less than a minimum of 5.50 kg.

50.3. Thickness of the under hull part of the centreboard must not exceed a maximum of 23.0 mm.

50.4. It must be possible to raise the centreboard into its case by rotating it so that the leading edge of the centreboard is close to and approximately parallel to the keel line.

50.5. When it is fully or partly lowered, no part of the centreboard shall be aft of the extension of that part of the trailing edge that is below the hull. (See Appendix F)

<table>
<thead>
<tr>
<th></th>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>C/B profile deviation from Appendix F outline</td>
<td>6 mm</td>
<td></td>
</tr>
<tr>
<td>Depth of C/B under the hull</td>
<td></td>
<td>1060 mm</td>
</tr>
<tr>
<td>Weight of the complete centreboard</td>
<td></td>
<td>5.50 kg</td>
</tr>
<tr>
<td>Thickness of the under hull part of the centreboard</td>
<td></td>
<td>23.0 mm</td>
</tr>
</tbody>
</table>

51. Rudder (See Appendix F)

51.1 The shape of the part of the rudder blade, when in its lowest position, which is situated under the extended keel line, must conform to the profile as defined in Appendix F. With the leading edge fully up against the leading edge line, within a tolerance of maximum 3 mm for local gaps, the tolerance is plus or minus 6 mm on the
bottom and trailing edges, and on the curves at the bottom of the rudder. (See Appendix F)

51.2. The total weight of the complete rudder including fittings, tiller and tiller extension must not be less than a minimum of 4.00 kg.

51.3. The part of the rudder projecting under the extended line of the keel must not project under this line more than a maximum of 810 mm. (See Appendix F)

51.4. The leading edge of this part of the rudder shall make an angle that must not exceed a maximum of 105 degrees with the keel line. When racing, boats with lifting rudder blades must fix the position of the leading edge as above by means of a pin, unless a special exception is made in the sailing instructions. (See Appendices B and G)

51.5. The distance from the leading edge of the rudder, at the point of intersection with the extended keel line, must not exceed a maximum of 60 mm from the transom. (See Appendices B and G)

51.6. A safety device must be fitted so that the rudder cannot come off unintentionally if the boat is inverted.

51.7. Tiller The tiller may extend aft of the transom not more than a maximum of 1000 mm.

51.8. Double rudders and rudders fully or partly forward of the plane of the transom are prohibited. Trim tabs, lifting foils or similar contrivances, attached to the rudder and/or transom are prohibited.

| Rudder profile deviation from Appendix F outline | Minimum | Maximum |
| Depth of rudder under the hull | 6 mm |
| Weight of rudder including fittings, tiller & extension | 810 mm |
| Angle of rudder leading edge with keel line | 4.00 kg |
| Leading edge of the rudder to transom | 105 deg |
| Tiller extension aft of the transom | 60 mm |
| | 1000 mm |

(numbers 52-56 are not used)

SPARS and RIGGING (See Appendices D, E and F)

57. Mast. Rotating masts are prohibited.

The Mast Spar Curvature shall be less than 20 mm.

58. The weight of the mast (excluding trapeze hooks, shroud length adjustment systems, and baby stays, but including a compass bracket and shroud rollers of combined maximum weight less than 400g) shall not be less than a minimum of
8.50 kg. Mast **corrector weights** of lead shall be permanently attached to the **mast** above **limit mark** (band) No. 1.

The height of the centre of gravity of the **mast** must not be less than a minimum of 2500 mm above the top of **Limit mark** (band) number 1.

**Instruction:** For the mast CG measurement the halyards must be in their sailing position. The shrouds, forestay and trapezes must be stretched along the mast and attached at a point 2500 mm above the top of the **Limit mark** (band) number 1. Those parts of the rigging below this point may be supported. When a knife-edge at 2500 mm above band 1 supports the mast it must tip, **Top point down**.

59. The **mast** must have openings near the top and the heel to allow the **mast** to drain. The sum of the areas of the openings at the top and at the heel must not be less than a minimum of 150 mm².

<table>
<thead>
<tr>
<th><strong>Mast Spar Curvature</strong></th>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Weight of the mast</strong> (excluding trapeze hooks etc.)</td>
<td>8.50 kg</td>
<td></td>
</tr>
<tr>
<td>Height of <strong>mast</strong> CG above <strong>Limit mark</strong> 1</td>
<td>2500 mm</td>
<td></td>
</tr>
<tr>
<td>Sum of areas of drain openings at top and heel</td>
<td>150 mm²</td>
<td></td>
</tr>
<tr>
<td><strong>Mast heel measurement point to transom</strong></td>
<td>3600 mm</td>
<td></td>
</tr>
</tbody>
</table>

60. **Mast Spar Cross-Section**, including the sail track or its extension, for the sections:

<table>
<thead>
<tr>
<th>From the <strong>heel</strong> to the <strong>limit point</strong> No 4, fore and aft</th>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>From the <strong>heel</strong> to the <strong>limit point</strong> No 4, transverse</td>
<td>50 mm</td>
<td>100 mm</td>
</tr>
</tbody>
</table>

61. **Mast Position:** A stop must be fitted at the mast step to prevent the “mast heel measurement point” from being moved aft of a point perpendicularly down from the deck line and 3600 mm from the transom, as measured along the deck line. The mast heel must be on the centreline. Slides or carriages on the mast heel track are prohibited. (See Appendix D)

62. **Mast Rigging:** Running backstays and rigid forestays are prohibited, and only a single adjustable centreline **backstay** is allowed. All **shrouds** must be installed such that movement of their lower ends is impossible while racing. A flexible or solid baby **stay**, if fitted, must not be attached higher than the **Lower point**, i.e. the upper edge of band number 2 (see Rule 68).

63. A forestay, of minimum diameter 2.00 mm, and of material of strength equivalent to stainless steel wire, shall be rigged. The position of the forestay shall be forward of the **luff** of the jib and within 200 mm of the centre line, see **RRS 54**. The forestay must be independent of the jib, and must support the **mast** when the jib is lowered, or the jib halyard or **tack** is broken in a strong wind. The measurer must be convinced of a seaman-like job, also under the foredeck.
Minimum | Maximum
--- | ---
Forestay diameter | 2.00 mm

64. It must normally be possible to lower the main and the jib from the cockpit, while the mast is standing in its normal sailing position.

65. **Boom.** Permanently bent **booms** are prohibited.

66. The **boom**, without fittings, must be able to pass through a circle having a diameter of 150 mm.

67. The **Spinnaker Pole** length must not exceed a maximum of 2500 mm. The **spinnaker pole fitting projection** must not exceed a maximum of 50 mm.

<table>
<thead>
<tr>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Boom diameter</strong></td>
<td>150 mm</td>
</tr>
<tr>
<td><strong>Spinnaker Pole length</strong></td>
<td>2500 mm</td>
</tr>
<tr>
<td><strong>Spinnaker pole fitting projection</strong></td>
<td>50 mm</td>
</tr>
</tbody>
</table>

68. **Limit marks** must be bands around the whole spar, of minimum **limit marks width** 10 mm, white or yellow on black masts, in contrasting colour for other **spars**, and except for **Limit Mark 1** which shall be below deck level, must remain visible while racing. The relevant edge shall be as follows:

- No 1: The upper edge of this **limit mark** (band) must be under the deck level at the mast.
- No 2: The **Lower point** (**Mast Datum Point**), the upper edge of the **Lower limit mark** (band) must be less than a maximum of 800 mm above the upper edge of band No 1.
- No 3: The **Upper point**, the lower edge of the **Upper limit mark** (band) must be less than a maximum of 6400 mm above the **lower point** (upper edge of band No 2).
- No 4: The lower edge of this **limit mark** (band) must be less than a maximum of 5250 mm above the upper edge of band No 1.
- Boom **Outer point**, the inner edge of the **Outer limit mark** (band) must be less than a maximum of 2840 mm from the aft side of the mast. (See Appendix E)

<table>
<thead>
<tr>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Lower point to upper edge of the Lower limit mark</strong></td>
<td>800 mm</td>
</tr>
<tr>
<td><strong>Upper point height</strong></td>
<td>6400 mm</td>
</tr>
<tr>
<td><strong>Lower edge of limit mark 4 to upper edge of band 1</strong></td>
<td>5250 mm</td>
</tr>
<tr>
<td><strong>Outer Point Distance</strong></td>
<td>2840 mm</td>
</tr>
<tr>
<td><strong>Boom spar axis to aft edge of mast spar</strong></td>
<td>90 mm</td>
</tr>
</tbody>
</table>
69. Contrary to ERS F.2.3 (j) the final bearing point of the spinnaker halyard on its fairlead or sheave must be below and aft of the line from a point on the forward edge of the mast 500 mm above the lower edge of the No 4 band, to a point 160 mm forward (measured perpendicular to the forward edge of the mast) of the lower edge of the No 4 band. (See Appendix E)

70. The extension of the top of the boom, when perpendicular to the mast, shall not cross the mast at a point lower than the Lower point, i.e. the upper edge of the band number 2.

There shall be a system or stop on the boom to prevent the clew point of the mainsail from being set beyond the outer limit mark. (See Appendix E)

71. Except when in the center plane of the mast spar, the central axis of the boom spar shall intersect the mast spar center plane at a distance of not more than 90 mm from the aft edge of the mast spar.

(numbers 72-75 are not used)

FITTINGS and EQUIPMENT

76. The use of hydraulic, pneumatic and electrical/electronic devices and instruments while racing is prohibited except that, when mandated by the NoR and SIs, VHF radios may be carried. However, while racing VHF radios, cell phones or other electronic devices may only be used for communication with the RC, except in emergencies.

77. Electronic timing devices and magnetic and electronic compasses are permitted, provided they do not correlate simultaneous data. Devices using the GPS and providing data to the competitor, while racing, are prohibited.

78. The following must always be carried on board:

- 2 paddles, minimum length 1000 mm; each of minimum weight 0.25 kg.
- A Personal Floatation Device (PFD) for each crew member to the minimum standard ISO 12402-5 (Level 50), or USCG Type II or III, or AUS PFD 1. The Notice of race or Sailing Instructions may prescribe alternative requirements.
- 1 towing line, synthetic material, minimum diameter 8.0 mm, minimum length 15.0 m and dry weight not less than a minimum of 0.50 kg.

An anchor plus anchor line are required only when and as specified in the Notice of Race and/or in the Sailing Instructions.
Two paddles length each & 1000 mm & minimum & maximum \\
Two paddles weight each & 0.25 kg & minimum & maximum \\
Two personal buoyancy aids of buoyancy & 50 N & minimum & maximum \\
Tow line length & 15.0 m & minimum & maximum \\
Tow line diameter & 8.0 mm & minimum & maximum \\
Tow line weight & 0.50 kg & minimum & maximum 

(number 79 is not used)

SAILS

80. The dimensions given on the sail plan are maximum, except the measurement giving the position of the top batten (minimum dimension). Sails must be of woven ply (Mylar or Kevlar are prohibited, see Rule 112.).

81. All sails must be single woven ply. The body of the mainsail and the Genoa must each be of a single colour except for sail windows, and markings in accordance with RRS 77 and Appendix G. Reinforcements are permitted without limitation but it must be possible to fold the sail, including reinforcements, by hand in any direction within an outside diameter of 8.0 mm.

82. Double luff sails are prohibited.

83. Sail openings, except eyelets, cringles and windows, are prohibited. Windows made of any material and with a total area that must not exceed a maximum of 1.00 m² in each sail are permitted, but only in the mainsail and in the Jib/Genoa.

(number 84 is not used)

85. Emblems - Sail Letters – Numbers

The class emblem shall be the letters FD. The sail number, letters and class emblem must be in accordance with the RRS Appendix G. In addition to RRS Appendix G1.1(b) mainsails must carry national letters in home waters. RRS Appendix G1.1 is modified such that national letters and sail numbers are not required on either Genoas or spinnakers.

86. After a sail has passed measurement, the measurer shall stamp and sign the sail.

JIB/GENOA (Note Rules 37 and 38 repeated for convenience)

37. The bearing point of the jib sheet on its fairlead must be forward of a plane perpendicular to the deckline and 2000 mm along the deckline from the transom. It must be impossible to fix the bearing point of the jib sheet on its fairlead, or to extend the operational clew cringle of the jib, aft of this plane. The bearing point of the jib sheet on its fairlead must not exceed a maximum of 60 mm above the upper side of the deck. The bearing point of the jib sheet is the after most point of the bottom of the groove of a
sheave, or the forward side of the opening of a fairlead for the jib sheet. (See Appendix C and D)

<table>
<thead>
<tr>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>2000 mm</td>
<td></td>
</tr>
</tbody>
</table>

38. When the **boat** is fully rigged with mast vertical, **sails** hoisted in racing trim and sheeted for windward sailing, no part of the jib luff wire, excluding cringles, shall project more than 5 mm forward as measured perpendicular to the luff, of an imaginary line drawn from a point on the deck line a maximum 5450 mm from the aft side of the transom to a point on the front of the **mast** at a maximum 5250 mm above the deck line, that is below the lower edge of **Limit mark** (band) number 4. (See Appendices D and E)

87. No part of the jib/Genoa shall extend more than 10 mm in front of the forward edge of the luff wire when the luff is tensioned.

<table>
<thead>
<tr>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>5450 mm</td>
<td></td>
</tr>
<tr>
<td>5250 mm</td>
<td></td>
</tr>
<tr>
<td>5 mm</td>
<td></td>
</tr>
<tr>
<td>10 mm</td>
<td></td>
</tr>
</tbody>
</table>

(numbers 88-89 no longer used)

90. **RRS 50.4** shall not apply

91. Elastic strips and regulating cords in or attached to the **foot** of the jib or Genoa are prohibited.

92. No headboard, battens or foot club are allowed in the jib.

(numbers 93 and 94 are not used)

**MAINSAIL** (See Appendices H and I)

95. The **mainsail top width** shall not exceed a maximum of 150 mm. (See Appendix H)

96. The mainsail when set must lie between the **upper point** and the **lower point** on the mast and the **outer point** on the **boom**, i.e. between the bands.

97. The **leech length** must not exceed a maximum of 6800 mm.

98. The **upper width** of the mainsail is the shortest distance from the **upper leech point**, which is 3400 mm from the **head point**, to the **luff**, and must not exceed a maximum of 1900 mm.
99. The extension of the upper edge of the inside of the upper batten pocket must meet the luff at a point a minimum of 1500 mm from the head point (the luff being stretched so as to remove wrinkles in the material of the sail). The distance from this point to the leech, measured along the inner edge of the upper batten pocket must not exceed a maximum of 1010 mm. (See Appendix H)

100. A maximum of 4 sail battens are permitted in the mainsail. The batten pockets must divide the leech into equal parts plus or minus 100 mm. The batten pocket inside widths must not exceed a maximum of 60 mm. The batten pocket inside lengths must not exceed a maximum of 1000 mm.

101. The mainsail foot median shall not exceed a maximum of 6700 mm. (See Appendix G)

<table>
<thead>
<tr>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mainsail top width</td>
<td>150 mm</td>
</tr>
<tr>
<td>Mainsail leech length</td>
<td>6800 mm</td>
</tr>
<tr>
<td>Mainsail upper width at 3400 mm</td>
<td>1900 mm</td>
</tr>
<tr>
<td>Head point to the intersection of upper edge of the inside of the upper batten pocket with the luff</td>
<td>1500 mm</td>
</tr>
<tr>
<td>Leech to the intersection of upper edge of the inside of the upper batten pocket with the luff</td>
<td>1010 mm</td>
</tr>
<tr>
<td>Mainsail Foot Median</td>
<td>6700 mm</td>
</tr>
</tbody>
</table>

SPINNAKER (See Appendix I)

102. Spinnakers must be symmetrical in form and construction.

103. The luff lengths must not exceed a maximum of 5500 mm.

104. The Foot median must not exceed a maximum of 6600 mm.

105. The straight-line distance from the Clew points to the Mid foot point must not exceed a maximum of 2050 mm. The Foot Irregularity must not exceed a maximum of 20 mm.

106. The upper leech points are at 2750 mm from the head point. The spinnaker upper width must not exceed a maximum of 3950 mm.

108. The spinnaker headboard must not exceed a maximum of 150 mm in any direction.

<table>
<thead>
<tr>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Spinnaker luff lengths</td>
<td>5500 mm</td>
</tr>
<tr>
<td>Spinnaker Foot median</td>
<td>6600 mm</td>
</tr>
<tr>
<td>spinnaker upper width at 2750 mm from head point</td>
<td>3950 mm</td>
</tr>
<tr>
<td>Spinnaker Clew points to the Mid foot point</td>
<td>2050 mm</td>
</tr>
<tr>
<td>Spinnaker Foot Irregularity</td>
<td>20 mm</td>
</tr>
<tr>
<td>spinnaker headboard in any direction</td>
<td>150 mm</td>
</tr>
</tbody>
</table>
CREW and EQUIPMENT

111. The crew must consist of two persons.

112. Expensive Materials
Unusually expensive materials or equipment shall be deemed to be contrary to the spirit of the class and may be prohibited. Before using such materials and/or equipment, permission must be obtained from the General Committee of the IFDCO. Composite materials such as those incorporating boron and other materials of limited availability are prohibited. Carbon fibre (fibres of graphite) and/or aromatic polyamides (aramids) such as Kevlar (Dupont trade name) are prohibited in the body of the sail.

113. Equipment Limitation
a) The equipment limitations specified in section c) shall apply to Flying Dutchman World and European Championships but are discretionary for all other regatta series. In other regatta series, certain limitations regarding equipment may be enforced when the notice of race and sailing instructions contain the following provisions: "This regatta series named ____________ from ______ to ______ has limitations as to equipment in accordance with Rule 113."
b) Definition of regatta series: A regatta series is a number of races scheduled to be sailed on consecutive days (one or two days or rest days or non-sailing days do not break the sequence) or on two consecutive weekends or long weekends, for one points prize or title.
c) The limitations regarding equipment for a series are:
1 mainsail, 1 spinnaker, 2 Genoas, 1 mast, 1 boom, 2 spinnaker poles, 1 centreboard, 1 rudder.
d) If there is any damage to the equipment as mentioned under subparagraph c), it is at the discretion of the jury to allow replacements.
e) Marking limited equipment: The equipment mentioned in c) shall be identified by clearly visible markings, which cannot be transferred to other equipment.

114. Wet Clothing Weights are to be determined as specified in RRS Appendix H and must be as specified below:
Crew: Total weight of clothing and equipment worn or carried, excluding trapeze harness, socks and shoes, must not exceed a maximum of 10.0 kg
Helmsman: Total weight of clothing and equipment worn must not exceed a maximum of 7.0 kg; weighed as for the crew.

115. RRS 42 Propulsion All of RRS 42.3(c) is altered (as permitted by RRS 86.1 (c)) to read as follows:
On a free leg of the course, the following actions are permitted for the sole purpose of accelerating a boat down the face of a wave (surfing) or, when planing conditions exist, responding to an increase in the velocity of the wind:
Not more than a maximum of three rapidly-repeated trims and releases of any sail (pumping). There must be no further pumping with respect to that wave or increase of wind.
**Equipment required for measurement.**

a. Copy of current **Class rules** and Mylar measurement plan  
b. Triplicate measurement form (White, green, and blue)  
c. Stamps for marking the **boat** and gear  
d. Self-adhesive paper (pencil etc.) for marking station points  
e. Set of certified official templates  
f. 3 padded trestles  
g. Accurate weighing machine (up to 150 kg, 0.1 kg)  
h. Accurate weighing machine (up to 15 kg, 0.1 kg)  
i. 7 m fine strong thin line  
j. 10 m steel tape  
k. 2 or 3 m steel tape  
l. Two 150 mm, 0.5 mm steel rules  
m. Micrometer  
n. Callipers of the inside and outside type  
o. Centreboard thickness gauge (23 mm)  
p. Feeler gauges, 0.10 and 2.0 mm  
q. 2 mm feeler  
r. 1000 mm straight edge  
s. 1100 mm flexible batten
Appendices

These appendices are not to scale and in the event of discrepancies between these appendices and the written rules, the written rules shall take precedence.

Flying Dutchman Dimensions

Deck Length  6.055 m
Length LOA  6.050 m
Length DWL  5.500 m
Beam  ~1.78 m
Hull Weight  130.0 kg
Sailing Weight  ~165.0 kg
Mainsail  ~10.2 m²
Genoa  ~8.4 m²
Spinnaker  ~21 m²

Appendix A

Advertising, Rule 1.4

Allowed as per:
WS Regulation 20, with 20.3.2
restricted as shown below

SPINNAKER
Unrestricted. Both sides
Clearly separated from
sail letters and numbers
if present

GENOA
1 Advert both sides
Max. Length  2300 mm
Max. Height  620 mm

Sailmakers Mark
Max. 150 mm x 150 mm
Regulation 20.7.1

FOR EVENT ADVERTISING

Front 20% of boom

HULL
1 Advert on both sides
Max. Length  2250 mm

SPARS
1 Advert on both sides
Mast: Max. Length  950 mm
Boom: Max. Length  470 mm

MAINSAI
1 Advert both sides
Below sail letters & Numbers
Max. Length  1900 mm
Max. Height  620 mm
Clearly separated from
sail letters and numbers

ORS
1 Advert both sides
For Event Advertising,
see Regulation 20.4.1

Unrestricted. Both sides
Clearly separated from
sail letters and numbers
if present
The planes of the template are defined by the points Port and Starboard at the sheerline and a point on the keel line. The metal templates are 12.5 mm outside the official FD lines, Only negative deviations from the lines, Max. 12.5 are permitted.

Appendix B, Measurement Plan of the International Flying Dutchman Class Rules 1 March 2012
The written Class Rules take precedence over this Measurement Plan which is NOT to scale
Note class rule numbers are between (...)
after A. Verkenen by P.F. Hinrichsen
Appendix C
Genoa Sheet Fairlead
Class Rule 37
Appendix D
Jib/Genoa Rules 37-38

Note: The Jib/Genoa is not measured, but must fit within the dimensions specified on the hull and mast.

Rule 61

Maximum 5450 mm parallel to the deck line
Minimum 5250 mm
Mast heel
Measurement point
Stop at mast step

Minimum 2000 mm parallel to deck line
HDP

Limit mark (band) #4
Limit of leading edge of the Jib luff wire

Limit Mark (band) #1 under the deck
Stop at mast step
Deck line

Maximum 5450 mm parallel to the deck line

Minimum 3600 mm parallel to the deck line
Appendix E
Genoa Rule 38, Mast and Boom Rules 57-71

Rule 68
Upper Limit Mark (band) #3

Rule 69
Limit mark (band) #4

Rule 38
Max. 2840 mm

Boom Rules 65-66, 71
Upper side of boom to be above Lower Point

Lower Limit Mark (band) #2

Mast heel Measurement Point

Dimension "y" to match deck to mast step on hull

Mast rests on Shoulder Plug

Limited Mark (band) #1

Limit Mark (band) #2

Min. 500 mm
Max. 800 mm

Max. 100 mm

Max. 50 mm

Spinnaker Pole Max. 2500 mm

Deck (Approx. 1750 mm)

Transom to Jib Tack 5450 mm

Forestay with a fairlead

Legal limit for Spinnaker halyard bearing point

Upper Point

Bearing Point

Limit mark (band) #4

<16 at 8.4 deg

Max. 5250 mm

Spinnaker Halyard Sheave

Max. 5 mm

Genoa

Max. 100 mm

Max. 5 mm

Max. 5250 mm

Deck

Mast

Genoa

Max. 6400 mm

Max. 5 mm

Limit mark (band) #4

Min. 500 mm
Max. 800 mm

Lower Point (Max. Height of babystay attachment)

Lower Limit Mark (band) #2

Legal limit for Spinnaker halyard bearing point

500 mm

Forestay with a fairlead
Appendix F
Centreboard and Rudder Rules 50-51

Centreboard
Rule 50

Max. thickness 23.0 mm
Min. weight 5.50 kg

Leading Edge

Keelline extension

Rudder
Rule 51

Thickness: free
Min. weight: 4.0 kg (including tiller and extension)

Max. 105\(^\circ\)
Max. 60 mm

Transom

Max. 810

Keelline extension

Max. 810 with vertical leading edge

Notes: Only under keel line part must conform
Dashed lines are advised shapes and dimensions only
Keel line drawn perpendicular to C/B leading edge, at Max. depth.
Leading edge of rudder drawn at 105\(^\circ\) to keel line, at Max. Depth
Dimensions in mm, (suggested in brackets), (derived in italics).
Appendix G
Mainsail Rules 96-101
Appendix H
Mainsail Rules 95 and 99

- **Top width**
  - Maximum 150 mm
- **Upper edge of the inside of the top batten pocket**
- **Luff**
  - Minimum 1500 mm
- **Leech**
  - Maximum 1010 mm
- **Measurement Point**
- **Headboard**
- **Head Point**
Appendix I

Spinnaker Rules 102-108

Rule 102  Spinnaker must be symmetrical in form and construction
Appendix J
Full size drawing, AutoCad file and Spreadsheet of Bezier curves available from IFDCO
Appendix K
Flying Dutchman Lines Plan
### Appendix L  Table of FD Offsets in mm

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