The One Metre class was developed by the IMYRU Permanent Committee and was adopted as an international class in 1988.
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Introduction

This introduction provides an informal background only and the International One Metre (IOM) Class Rules proper begin on the next page.

Certification and alterations

IOM Class hulls, hull appendages, rigs and sails are certified by certification control.

IOM Class hulls, hull appendages, rigs and sails may, after initial certification control, only be altered to the extent permitted in Section C of the class rules.

Responsibility

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

It is the responsibility of the owner and any other person in charge to ensure that a boat is maintained to comply with her class rules and that her certificate remains valid (RRS 78.1).

Deviations outside of tolerances

When the technical committee for an event decides that a boat does not comply with the class rules it shall protest the boat (RRS 60.4).

When the protest committee finds that deviations in excess of tolerances specified in the class rules are not caused by normal wear and tear and/or do improve the performance of the boat, it shall penalise her.

If the protest committee decides that a class rule has been breached deliberately or knowingly by an owner or competitor they may call a hearing under rule 69.

Class rules

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

The class rules for the International One Metre Class are closed class rules in which anything not specifically permitted by the class rules is prohibited. Individual rules may require, limit, or permit as necessary.
PART I – ADMINISTRATION

Section A – General

A.1 LANGUAGE

A.1.1 The official language of the class is English and in case of dispute over translation the English text shall prevail.

A.1.2 The word “shall” is mandatory and the word “may” is permissive.

A.1.3 Except where used in headings, when a term is printed in “bold” the definition in the ERS applies and when a term is printed in “italics” the definition in the RRS applies.

A.2 ABBREVIATIONS

A.2.1 WS World Sailing
IRSA International Radio Sailing Association
MNA WS Member National Authority
DNM IRSA Member
IOM ICA International One Metre International Class Association
NCA National Class Association
ERS Equipment Rules of Sailing
RRS Racing Rules of Sailing

A.3 AUTHORITIES AND RESPONSIBILITIES

A.3.1 The international authority of the class is the IRSA which shall co-operate with the ICA in all matters concerning these class rules.

A.3.2 No legal responsibility with respect to these class rules, or accuracy of certification, rests with:

WS
the IRSA
the MNA
the DNM
the IOM ICA
any NCA
the certification authority
an official measurer

No claim arising from these class rules can be entertained.

A.3.3 Notwithstanding anything contained herein, the certification authority has the authority to withdraw a certificate and shall do so on the request of the IOM ICA.
A.4  ADMINISTRATION OF THE CLASS
A.4.1 IRSA has delegated its administrative functions of the class to DNMs. The DNM may delegate part or all of its functions, as stated in these class rules, to an NCA.
A.4.2 In countries where there is no DNM, or the DNM does not wish to administer the class, its administrative functions as stated in these class rules shall be carried out by the IOM ICA which may delegate the administration to an NCA.

A.5  SAILING INSTRUCTIONS
A.5.1 These class rules shall not be varied by sailing instructions except as provided by A.5.2.
A.5.2 At World or Continental Championships the sailing instructions may vary these class rules only with the agreement of the IOM ICA.

A.6  CLASS RULES AMENDMENTS
A.6.1 Amendments to these class rules shall be proposed by the IOM ICA and are required to be approved by the IRSA.

A.7  CLASS RULES INTERPRETATIONS
A.7.1 GENERAL
Interpretation of class rules shall be made in accordance with the IRSA Regulations.
A.7.2 AT AN EVENT
Any interpretation of class rules required at an event may be made by an international jury constituted in accordance with the RRS. Such interpretation shall only be valid during the event and the organising authority shall, as soon as practical after the event, inform the IRSA, the DNM and the IOM ICA.

A.8  HULL REGISTRATION NUMBER
A.8.1 Registration numbers shall be issued by the certification authority.
A.8.2 Registration numbers shall be issued in consecutive order starting at “1”.
A.8.3 Each hull shall have a unique registration number which shall include the national letters and the certification authority’s sequential registration number. Under no circumstances may a registration number be used on a hull other than the hull on which it was first used.

A.9  CERTIFICATION
A.9.1 For the certification of a hull all items required by the measurement form(s) to be certified shall be certified by an official measurer and the details entered onto the form(s).
A.9.2 The measurement form(s), and \textit{certification} fee if required, shall be sent to the \textit{certification authority} in the country where the \textit{hull} is to be registered within 4 weeks after completion of \textit{certification control}.

A.9.3 Upon receipt of a satisfactorily completed form(s) and \textit{certification} fee if required within the 4 week time limit, the \textit{certification authority} may issue a \textit{certificate}.

A.10 \textbf{VALIDITY OF CERTIFICATE}

A.10.1 A valid \textit{certificate} is issued using the IRSA approved certification documentation in accordance with the procedures in A.9 and A.12. Certificates from other documentation or sources are invalid.

A.10.2 A \textit{certificate} becomes invalid upon:
   (a) a change of ownership,
   (b) withdrawal by the \textit{certification authority}.

A.11 \textbf{COMPLIANCE WITH CLASS RULES}

A.11.1 A \textit{boat} ceases to comply with the \textit{class rules} upon:
   (a) use of equipment that does not comply, or causes the \textit{boat} not to comply, with limitations in the \textit{class rules},
   (b) use of equipment that does not comply, or that causes the \textit{boat} not to comply, with limitations recorded on the \textit{certificate},
   (c) alteration or repair of equipment required by the measurement form(s) to be \textit{certified}, except where permitted by the \textit{class rules},
   (d) a change of \textit{class rules} that causes equipment in use to cease to comply, except where the equipment may comply with the \textit{class rules} in force at the time of its initial \textit{certification}.

A.11.2 A \textit{boat} that has ceased to comply with the \textit{class rules} may be brought into compliance:
   (a) when limitations affecting the equipment are in the \textit{class rules} or on the \textit{certificate}
      by an \textit{official measurer} carrying out \textit{certification control} of affected equipment,
   (b) and otherwise
      by replacing equipment that does not comply with the \textit{class rules} or \textit{certificate} with equipment that does comply.
A.12 RE-CERTIFICATION

A.12.1 A hull may be issued with a new certificate, showing dates of re-certification and initial certification as applicable:

(a) when a certificate becomes invalid upon change of ownership

by application of the new owner to the certification authority in the country where the hull is to be registered. The application shall include the old certificate and re-certification fee if required. In the case of an imported hull the certification authority shall request the measurement form(s) from the previous certification authority and a new hull registration number shall be issued,

(b) when a certificate has been withdrawn, or when the certificate and measurement form(s) cannot be located

by application of the procedure in A.9.

A.13 RETENTION OF CERTIFICATION DOCUMENTATION

A.13.1 The certification authority shall:

(a) retain the original documentation upon which the current certificate is based,

(b) upon request, transfer this documentation to the new certification authority if the hull is exported.

Section B – Boat Eligibility

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

B.1 CLASS RULES AND CERTIFICATION

B.1.1 The boat shall:

(a) be in compliance with the class rules.

(b) have valid certificate.

(c) have valid certification marks as required.

B.2 CLASS ASSOCIATION STICKER

B.2.1 A valid class association sticker, if required by the NCA or the IOMICA, shall be affixed to the hull in a conspicuous position.
PART II – REQUIREMENTS AND LIMITATIONS

The competitor and the boat shall comply with the rules in Part II when racing. Measurement to check conformity with rules of Section C is not part of certification control.

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

Section C – Conditions for Racing

C.1 GENERAL

C.1.1 RULES

The following ERS rules shall not apply:
(a) B.1.2 Mast Lower Limit Mark
(b) B.2 Headsail Booms
(c) H.5.4 Extended as necessary.

C.2 COMPETITOR

C.2.1 LIMITATIONS

(a) One competitor only shall control the boat.
(b) The competitor shall not be substituted during an event.

C.3 ADVERTISING

C.3.1 LIMITATIONS

The boat shall display only such advertising as permitted by the WS Advertising Code.

C.4 BOAT

C.4.1 DIMENSIONS

With the boat floating in fresh water:

<table>
<thead>
<tr>
<th>Dimension</th>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Draft</td>
<td>370 mm</td>
<td>420 mm</td>
</tr>
<tr>
<td>Hull depth</td>
<td>.... 60 mm</td>
<td></td>
</tr>
<tr>
<td>Hull length</td>
<td></td>
<td>1000 mm</td>
</tr>
</tbody>
</table>

C.4.2 WEIGHT

The weight of boat in dry condition excluding wind indicator if used ................................................. 4000 g

C.4.3 CORRECTOR WEIGHT(S)

Corrector weight(s) to achieve compliance with C.4.2, if used, shall be fixed in/on the hull and not be altered or moved during an event.
C.4.4 WATER
Water shall not be used to trim the boat and it may be removed at any time.

C.5 HULL

C.5.1 LIMITATIONS
(a) The hull shall not be substituted during an event.
(b) Except for fittings the geometry of the hull shell and deck shall not be changed during an event.

C.5.2 IDENTIFICATION
The hull registration number shall be displayed on the external surface of the hull shell or deck clearly and legibly with a minimum height of 20 mm.

C.5.3 MAINTENANCE
Routine maintenance to the hull such as removing and adding fittings and remote control equipment, replacing hull patches, painting, polishing, smoothing etc., is permitted without undergoing new certification control provided the compliance with D.2 is not affected.

C.5.4 REMOTE CONTROL EQUIPMENT
USE
(a) The rudder control unit shall control the rudder only.
(b) The sheet control unit shall control the mainsail sheet and headsail sheet only.
(c) Except where achieved by mechanical systems, automated control of rig and/or sails and automated steering and/or navigation are prohibited.
(d) On board camera(s) and/or the use of pictures from any source while racing is prohibited.
(e) Except for the establishment and maintenance of a radio control link, control unit positioning information, signal strength and battery status information, radio transmissions from the boat while racing is prohibited.
(f) During an event remote control and related equipment if temporarily removed and or replaced shall be:
   (1) refitted in the same position.
   (2) replaced by equipment of similar weight.
C.6 HULL APPENDAGES

C.6.1 MAINTENANCE

The hull appendages may be altered after certification control, without undergoing new certification control, provided compliance with E.3 is not affected.

C.6.2 LIMITATIONS

Except when a hull appendage has been lost or damaged beyond repair, only one keel and one rudder shall be used during an event. Replacement may be made only with the approval of the race committee. Unless the hull appendage has been lost, the race committee shall remove or cancel any event limitation mark attached to the hull appendage that has been replaced.

C.6.3 USE

(a) The keel shall not move or rotate relative to the hull, except by flexing.
(b) The hull appendages shall not project outboard of the hull.
(c) If removed:
   (1) The keel shall be refitted in the same attitude and position in the hull.
   (2) Parts of the keel shall be refitted in the same attitude and position relative to the keel.
   (3) The rudder shall be refitted in the same attitude and position relative to the hull.

C.6.4 WEIGHTS

<table>
<thead>
<tr>
<th></th>
<th>minimum</th>
<th>maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Keel, excluding fasteners to hull</td>
<td>2200 g</td>
<td>2500 g</td>
</tr>
<tr>
<td>Rudder, including stock</td>
<td></td>
<td>75 g</td>
</tr>
</tbody>
</table>

C.7 RIG

C.7.1 LIMITATIONS

Except when an item has been lost or damaged beyond repair, one mast, one mainsail boom and one headsail boom, for each of the three rigs, may be used during an event. Replacement may be made only with the approval of the race committee. Unless the spar is lost, the race committee shall remove or cancel any event limitation mark attached to the spar that has been replaced.

C.7.2 USE

The rig shall not project beyond the fore and aft ends of the hull.

C.7.3 CORRECTOR WEIGHTS

(a) Corrector weights of any material may be positioned in and/or on a mast spar below the lower point. Corrector weights of density greater than 8000 kg/m³ may be positioned in and/or on a mast spar above the lower point.
(b) Such weights may be removed or added at any time subject to C.4.1 and C.4.2.
C.7.4 MAST

(a) DIMENSIONS

<table>
<thead>
<tr>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lower point to deck limit mark</td>
<td>as defined in D.1.5</td>
</tr>
</tbody>
</table>

Within these limits, the variation in height of lower point for each rig | ± 5 mm |

(b) USE

The spar stepping position and wind indicator position are optional.

C.7.5 STANDING RIGGING

USE

The headsail boom swivel shall be attached to the hull approximately on the hull centreplane. The alignment of the swivel between the hull and the headsail boom shall be controlled only by the rigging tension.

C.7.6 RUNNING RIGGING

USE

(a) The mainsail sheet and the headsail sheet may be worked by a sheet control line attached to the sheet control unit.

(b) The upper end of any headsail boom topping lift shall be attached to the headsail halyard and/or stay, or their mast spar fitting(s).

(c) A headsail boom topping lift restraint line(s) attached to, or passing around, the topping lift may be attached to and/or passed around any or all of the following: topping lift; headsail; headsail halyard; headsail stay; headsail boom.

(d) A mainsail tack control line may be passed around or through the mast spar, the mainsail boom spar.

C.8 SAILS

C.8.1 MAINTENANCE

Routine maintenance such as replacement of battens and patching over damaged areas is permitted without undergoing new certification control.

C.8.2 LIMITATIONS

Except when a sail has been lost or damaged beyond repair, no more than one mainsail and one headsail, for each rig, shall be used during an event. Replacement may be made only with the approval of the race committee. Unless the sail is lost, the race committee shall remove or cancel any event limitation mark attached to the sail that has been replaced.

C.8.3 USE

(a) GENERAL

(1) A sail of one rig shall not be used with another rig.

(2) A sail may not be used alone, except where the other sail of that rig has been lost or damaged during the race.
(b) MAINSAIL
(1) The **tack point** shall not be set more than 25 mm forward of the forward end of the **boom spar** (excluding its fittings) and the **clew point** shall not be set more than 25 mm aft of the aft end of the **boom spar** (excluding its fittings).
(2) Any **luff** bolt rope or **luff** slides shall be set in a **mast spar** track.
(3) **Luff tabling** may envelop a **mast spar** jackstay.

(c) HEADSAIL
(1) A line taken through the **tack point** and the **head point** shall cut the forward face of the **mast spar** (excluding its fittings) lower than the lower edge of the **headsail stay limit mark** at the fore side of the **spar** when the **boom** is on the centreplane of the **hull**.
(2) The **tack point** shall not be set more than 25 mm forward of the forward end of the **boom spar** and the **clew point** shall not be set more than 25 mm aft of the aft end of the **boom spar**.
(3) **Luff tabling** may envelop the **headsail stay**.
(4) Any **luff** slides shall be set on the **headsail stay**.

**Section D – Hull**

**D.1 GENERAL**

**D.1.1 RULES**

The **hull** shall either comply with the **class rules** in force at the time of its initial **certification control** or comply with the current **class rules**.

**D.1.2 CERTIFICATION**

See rule A.9.

**D.1.3 BUILDERS**

(a) No building licence is required for **hulls** built in accordance with D.2.1.

(b) A building licence may be granted to commercial builders who wish to use mass production methods to lower the cost of **hulls**, but which do not comply with D.2.1. Such licence shall be based on a building specification approved by the ICA and the IRSA and a contract between the IRSA and the builder.

**D.1.4 IDENTIFICATION**

The **hull** registration number shall be marked in an easily visible location on a non-removable part of the **hull** excluding fittings and **corrector weights** by any of the following means: painting on, engraving in, bonding in, moulding in.

**D.1.5 DECK LIMIT MARK**

The deck **limit mark** shall be displayed on the centreplane of the **hull** near to the **mast** position. It shall be a minimum of 5 mm in diameter.
D.2  HULL

D.2.1  MATERIALS
(a) Subject to (b) and (c), the hull, excluding fittings and remote control equipment but including any supports and containers for such items, shall be made of and joined using one or more of the following materials:

(1) Metal,
(2) Wood; wood based products containing only permitted materials,
(3) Resin, which may be coloured and/or reinforced with glass fibres,
(4) Adhesive,
(5) Varnish; paint,
(6) Film covering materials which may be reinforced by means of polyester fibres,
(7) Elastomer,
(8) Thermoplastic, which may be moulded, containing only permitted materials.

(b) With the exception of elastomer, materials shall not be: expanded, foamed, honeycombed.

(c) Unrestricted by (a) and (b):

(1) A builder’s mark may be applied,
(2) The hull registration number shall be applied.

D.2.2  CONSTRUCTION
Construction is unrestricted subject to the following:

(a) The hull shall be a monohull.

(b) Except for trunking for the keel and rudder, the hull shall not have:

(1) Voids in the waterplane and/or the underwater profile,
(2) Hollows in the plan view that exceed 3 mm,
(3) Hollows in the underwater profile that exceed 3 mm,
(4) Transverse hollows in the undersurface of the hull that exceed 3 mm when tested parallel to the waterplane as in figure H.2.

(c) The forward 10 mm of the hull shall be made of elastomer.

(d) The rudder shall be attached to the hull aft of where the keel is attached.

D.2.3  CONSTRUCTION TECHNIQUES
Construction techniques for forming a hull are unrestricted subject to compliance with D.2.1.

D.2.4  FITTINGS
Fittings are unrestricted except that:

(a) Fittings that can contribute to the stiffness and/or strength and/or watertight integrity of the hull shall be of materials permitted by D.2.1.

(b) Ball and/or roller bearings may only be used for: sheet control line blocks, mainsail boom sheet blocks and headsail boom sheet blocks.

(c) Fittings shall not project outboard of the hull shell or deck.
D.2.5 REMOTE CONTROL EQUIPMENT
(a) The following are permitted:
   (1) One or more receivers.
   (2) One rudder control unit.
   (3) One sheet control unit.
   (4) Battery cells assembled in one or more packs.
   (5) Electric cables, connectors and switches.
   (6) One device to indicate the battery voltage. In addition, items listed under (1) to (5) may have their own built-in battery voltage indication.
   (7) A device to control downstream voltage delivered to permitted radio control equipment as defined by items listed under (1) to (6) of this rule.
(b) The rudder control unit and the sheet control unit may contain ball and/or roller bearings.
(c) Remote control equipment may be fastened using hook and loop fasteners and/or the materials listed in D.2.1(a).

Section E – Hull Appendages

E.1 PARTS
E.1.1 MANDATORY
   (a) Keel, which may comprise a fin and a bulb.
   (b) Rudder

E.2 GENERAL
E.2.1 RULES
   Hull appendages shall comply with the current class rules.
E.2.2 BUILDERS
   No licence is required.

E.3 KEEL AND RUDDER
E.3.1 MATERIALS
   Materials shall not be of density higher than lead \(11340 \text{ kg/m}^3\).
E.3.2 CONSTRUCTION
   Construction is unrestricted subject to the following:
   (a) The keel and rudder shall be removable from the hull.
   (b) The keel and rudder shall not
       (1) be connected,
       (2) be articulated,
       (3) have openings through which water could flow when in use.
E.3.3 CONSTRUCTION TECHNIQUES
   Construction techniques for forming hull appendages are unrestricted.
E.4 KEEL

E.4.1 DIMENSIONS

<table>
<thead>
<tr>
<th></th>
<th>minimum</th>
<th>maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>The largest transverse dimension except for the lowest 60 mm</td>
<td></td>
<td>20 mm</td>
</tr>
</tbody>
</table>

Section F – Rig

F.1 PARTS

F.1.1 MANDATORY

(a) Mast.
(b) Mainsail boom.
(c) Headsail boom.
(d) Standing rigging.
(e) Running rigging.
(f) Fittings.

F.2 GENERAL

F.2.1 RULES

Rigs shall comply with the current class rules.

F.2.2 MANUFACTURERS

No licence is required.

F.2.3 LIMITATIONS

The function of items shall be limited to what is normally provided by items of their type.

F.2.4 CONSTRUCTION

(a) Fittings and/or control lines may be combined provided their function is not extended beyond what is permitted.

(b) The position of parts, and the length and tension of rigging, may be adjustable unless otherwise restricted.

(c) Ball and/or roller bearings may be used for: kicking strap fitting; gooseneck; mainsail boom sheet blocks; headsail boom sheet blocks; headsail boom swivel.

(d) Where the mast kicking strap fitting and/or gooseneck:
   (1) are exposed,
   (2) are not of circular cross section, and
   (3) rotate,

   they shall not exceed 20 mm in any cross section perpendicular to the axis of rotation.
F.2.5 CONSTRUCTION TECHNIQUES
Construction techniques for forming **rigs** are unrestricted.

F.3 MAST

F.3.1 MATERIALS
(a) The **spar** (excluding its fittings and any **corrector weights**) shall be aluminium alloy of 2024, 5754, 6005, 6060, 6061, 6063, 6082 or 7075 grade, including all subgrades denoted by suffix letter and all temper variants, or wood.

(b) Other permitted materials in the main structural part of the **spar** are: adhesive; paint; powder coat; varnish; wax. An aluminium alloy **spar** may be anodised.

(c) Material of fittings is unrestricted.

F.3.2 CONSTRUCTION
(a) A **mast** stub arrangement is permitted and, if used, its main structural part shall be taken to be part of the main structural part **mast spar**.

(b) Between the **lower point** and the **upper point** the **spar** (excluding its fittings and any **corrector weights**) section shall be:

1. of circular outer shape,
2. constant within the variations permitted by F.3.4 except for the following permitted items:
   - an internal **sail** track,
   - local cutaways for the insertion of a bolt rope or slides, openings for fittings and/or **rigging**, internal and/or external **spar** joiners.

(c) **Mast spar curvature** is unrestricted.

(d) **Limit marks** may be applied by the following means:
   1. paint,
   2. self adhesive tape,
   3. fittings.

F.3.3 FITTINGS
(a) MANDATORY
   1. **Mainsail halyard(s)** fitting(s) or opening(s).
   2. **Shroud** fitting(s) and/or opening(s).
   3. Gooseneck.

(b) OPTIONAL
   1. Wind indicator and/or its fitting.
   2. **Backstay** crane and its fitting.
   3. **Headsail stay** fitting and/or opening.
   4. **Headsail halyard** fitting and/or opening.
(5) Pair of spreaders and their fittings(s) and/or opening(s).
(6) **Mast spar** rings and/or loops to attach mainsail luff to the spar.
(7) **Mast spar** jackstay fittings.
(8) **Mainsail tack** fitting(s).
(9) **Mast strut** and its fitting.
(10) **Checkstay** fittings(s).
(11) Deck fitting.
(12) Heel fitting with or without mast jack.
(13) **Corrector weights**.

c) CONSTRUCTION

(1) A **mainsail halyard** fitting may include one part that rotates with the sail about an axis located inside or outside the spar section.

(2) The **mainsail boom spar** (excluding its fittings and any corrector weight) and the kicking strap pivot points shall be aft of the **mast spar** (excluding its fittings and any corrector weight) in the regions adjacent to these points.

(3) Permitted fittings shall be attached to the **mast spar**.

---

F.3.4 DIMENSIONS

<table>
<thead>
<tr>
<th></th>
<th>minimum</th>
<th>maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Lower point to upper point</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>mast A</td>
<td></td>
<td>1600 mm</td>
</tr>
<tr>
<td>mast B</td>
<td></td>
<td>1180 mm</td>
</tr>
<tr>
<td>mast C</td>
<td></td>
<td>880 mm</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Lower edge of headsail stay limit mark at fore side of spar to upper point</strong></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>mast A</td>
<td>220 mm</td>
</tr>
<tr>
<td>mast B</td>
<td>160 mm</td>
</tr>
<tr>
<td>mast C</td>
<td>120 mm</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Height of checkstay rigging point above heel point</strong></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>100 mm</td>
</tr>
</tbody>
</table>

**Spar** (excluding its fittings and any corrector weights)
- between **lower point** and **upper point** ignoring features permitted by F.3.2(b):
  - diameter                                            | 10.6 mm
  - difference between largest and smallest diameter    | 0.3 mm
  - for an aluminium **spar** (excluding its fittings and any corrector weights), the difference between largest and smallest value along the **spar** of any wall thickness dimension | 0.1 mm
Length of spar (excluding its fittings and any corrector weights) joiners ........................................ 100 mm
Total length of local cutaways between lower point and upper point .................................................. 100 mm
Limit mark width .................................................. 3 mm ........ 10 mm

F.4 BOOMS

F.4.1 MATERIALS
(a) Spars (excluding their fittings) shall be aluminium alloy of 2024, 5754, 6005, 6060, 6061, 6063, 6082, 7075, 7068 or 7178 grade, including all subgrades denoted by suffix letter and all temper variants, or wood.
(b) Other permitted materials in the structural part of the spar are: adhesive, varnish, paint, wax, powder coat. An aluminium alloy spar may be anodised.
(c) Material of fittings is unrestricted.

F.4.2 CONSTRUCTION
The spar (excluding its fittings) section shall be constant within the variations permitted by F.4.5 except for
(a) the last 10 mm at each end,
(b) openings for fittings and rigging.

F.4.3 MAINSAIL BOOM FITTINGS
(a) MANDATORY
   (1) Mainsail clew fitting(s).
   (2) Mainsail boom sheet fitting(s).
   (3) Kicking strap fitting.
(b) OPTIONAL
   (1) Mainsail tack fitting(s).
   (2) Gooseneck fitting.
   (3) Opening(s) for mainsail boom sheet fitting.

F.4.4 HEADSAIL BOOM FITTINGS
(a) MANDATORY
   (1) Headsail tack and clew fittings.
   (2) Headsail boom sheet fitting(s).
   (3) Swivel and/or its fitting(s).
(b) OPTIONAL
   (1) Headsail stay fitting(s) or opening.
   (2) Topping lift fitting(s) or opening.
   (3) Counterweight and its attachment.
   (4) Opening(s) for headsail boom sheet fitting.
F.4.5 DIMENSIONS

<table>
<thead>
<tr>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Spar (excluding its fittings), ignoring features permitted by F.4.2, between points 10 mm from each end:</td>
<td></td>
</tr>
<tr>
<td>- the <strong>boom spar</strong> (excluding its fittings) shall be capable of passing through a 20 mm ring gauge</td>
<td></td>
</tr>
<tr>
<td>- difference between the smallest and largest value along the <strong>spar</strong> (excluding its fittings) of any external dimension ............................................... ....... 0.5 mm</td>
<td></td>
</tr>
<tr>
<td>- for an aluminium <strong>spar</strong> (excluding its fittings), the difference between the largest and smallest value along the <strong>spar</strong> (excluding its fittings) of any wall thickness dimension ............................................... ....... 0.1 mm</td>
<td></td>
</tr>
</tbody>
</table>

**Boom spar curvature** measured between points on the top of the **spar** (excluding its fittings) 10 mm from each end .................................................................................. ....... 3 mm

F.5 STANDING RIGGING

F.5.1 MATERIALS

Except for terminations and the **headsail boom** swivel, the **standing rigging** shall be of steel and/or polymer.

F.5.2 PARTS

(a) MANDATORY

(1) Pair of **shrouds**.
(2) **Headsail boom** swivel.

(b) OPTIONAL

(1) Pair of **checkstays** if a **mast** strut is not fitted.
(2) A **headsail stay** less than 1 mm in diameter.
(3) A **mast spar** jackstay less than 1 mm in diameter.

F.5.3 FITTINGS

OPTIONAL

(a) Terminations.
(b) Length and tension adjustments.

F.6 RUNNING RIGGING

F.6.1 MATERIALS

Materials of **running rigging** are unrestricted.
F.6.2 PARTS

(a) MANDATORY
   (1) Mainsail boom sheet.
   (2) Mainsail boom kicking strap.
   (3) Headsail halyard, if headsail stay is not fitted.
   (4) Headsail boom sheet.
   (5) Backstay.

(b) OPTIONAL
   (1) Mainsail halyard(s).
   (2) Mainsail clew trim line.
   (3) Mainsail tack trim line
   (4) Headsail halyard(s).
   (5) Headsail clew trim line.
   (6) Headsail tack trim line.
   (7) Headsail boom topping lift.
   (8) Headsail boom topping lift restraint line(s).
   (9) A sheet control line.

F.6.3 FITTINGS

OPTIONAL
(a) Terminations.
(b) Length and tension adjustments.
(c) Mainsail boom sheet blocks, headsail boom sheet blocks.
(d) A wind indicator attached to the backstay.

Section G – Sails

G.1 PARTS

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

G.2 GENERAL

G.2.1 RULES

Sails shall comply with the class rules in force at the time of their initial certification control.

G.2.2 CERTIFICATION

(a) Except where sails are certified as in (b) the official measurer shall certify sails in the tack and shall date each with the date of certification control.

(b) An MNA may appoint one or more persons at a sailmaker to certify sails produced by that manufacturer. A special licence shall be awarded for that purpose.
G.2.3 SAILMAKERS
No licence is required.

G.2.4 DEFINITIONS
Batten Point
The batten point is defined as the intersection of the leech and
(a) the extended centreline of the batten or
(b) a line of minimum length 20 mm marked on the leech if there is no batten.

G.2.5 CERTIFICATION CONTROL
(a) During certification control:
   (1) battens need not be removed,
   (2) mainsail with the luff not set in a mast spar track may be attached to
       spars,
   (3) a headsail stay and mast spar jackstay need not be removed.
   (4) tell tales shall be ignored.
(b) Where a mainsail has a luff bolt rope the luff shall be taken as the aft edge of the bolt rope.
(c) Luff slides shall be ignored when measuring sail dimensions provided that their total length, measured along the luff, does not exceed 15% of the luff length.

G.3 MAINSAIL
G.3.1 CONSTRUCTION
(a) MANDATORY
   (1) The construction shall be: soft sail, single ply sail.
   (2) The body of the sail shall consist of the same ply throughout.
   (3) The sail shall have three battens at the leech or lines marked on the
       leech as defined in G.2.4(b) if there are no battens.
   (4) Except within the leech stiffening zones, see H.3, the leech shall not
       extend aft of straight lines between:
       (i) the aft head point and the nearest batten point,
       (ii) adjacent batten points,
       (iii) the clew point and the nearest batten point.
       where the batten points are to be taken as defined in G.2.4.
   (5) The foot shall not extend below a straight line between tack point and
       clew point.
   (6) Class insignia.
(b) OPTIONAL

1. Tabling, which at the luff may form a pocket for a mast spar jackstay.
2. One or two cringles and/or openings at the head.
3. One cringle and/or openings at each of the clew and tack.
4. Luff openings for mast spar rings and/or loops for mast spar jackstay fittings.
5. Luff bolt rope.
7. Luff fittings for mast spar rings and/or loops.
8. Luff fittings for mast spar jackstay.
9. Primary reinforcement specified at G.3.3.
10. Secondary reinforcement specified at G.3.3.
11. Primary reinforcement and/or stiffening within the leech stiffening zones defined by the template as shown in H.3.
12. Tell tales.
13. Not more than three sail shape indicator stripes, applied using paint or ink.

G.3.2 CONSTRUCTION TECHNIQUES

(a) Following construction techniques may be used:

1. Panelled sails with two, three or four parts joined by seams which shall not deviate more than 10 mm from straight line between luff and leech. Except for stitching, seam width shall include the joining techniques used at seams.

2. One panel sails with or without three dimensional shape added by heat and/or force.

(b) The following are allowed where parts are joined or added as permitted in G.3.1 and G.3.2: welding; gluing; bonding with self-adhesive tapes/materi als, stitching.
### G.3.3 DIMENSIONS

<table>
<thead>
<tr>
<th></th>
<th>minimum</th>
<th>maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Leech length:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>mainsail A</td>
<td>1610 mm</td>
<td>1620 mm</td>
</tr>
<tr>
<td>mainsail B</td>
<td>1200 mm</td>
<td>1210 mm</td>
</tr>
<tr>
<td>mainsail C</td>
<td>910 mm</td>
<td>920 mm</td>
</tr>
<tr>
<td><strong>Foot length:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>mainsail A</td>
<td>350 mm</td>
<td>360 mm</td>
</tr>
<tr>
<td>mainsail B</td>
<td>340 mm</td>
<td>350 mm</td>
</tr>
<tr>
<td>mainsail C</td>
<td>310 mm</td>
<td>320 mm</td>
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<tr>
<td><strong>Quarter width:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>mainsail A</td>
<td>305 mm</td>
<td>315 mm</td>
</tr>
<tr>
<td>mainsail B</td>
<td>295 mm</td>
<td>305 mm</td>
</tr>
<tr>
<td>mainsail C</td>
<td>265 mm</td>
<td>275 mm</td>
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<tr>
<td><strong>Half width:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>mainsail A</td>
<td>235 mm</td>
<td>245 mm</td>
</tr>
<tr>
<td>mainsail B</td>
<td>225 mm</td>
<td>235 mm</td>
</tr>
<tr>
<td>mainsail C</td>
<td>205 mm</td>
<td>215 mm</td>
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<tr>
<td><strong>Three-quarter width:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>mainsail A</td>
<td>135 mm</td>
<td>145 mm</td>
</tr>
<tr>
<td>mainsail B</td>
<td>130 mm</td>
<td>140 mm</td>
</tr>
<tr>
<td>mainsail C</td>
<td>115 mm</td>
<td>125 mm</td>
</tr>
<tr>
<td><strong>Top width</strong></td>
<td></td>
<td>20 mm</td>
</tr>
<tr>
<td><strong>Primary reinforcement:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>from nearest sail corner measurement point</td>
<td>...</td>
<td>125 mm</td>
</tr>
<tr>
<td><strong>Secondary reinforcement:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>from nearest sail corner measurement point</td>
<td>...</td>
<td>125 mm</td>
</tr>
<tr>
<td>for flutter patches</td>
<td>...</td>
<td>50 mm</td>
</tr>
<tr>
<td>at luff fittings, luff slides and/or luff openings</td>
<td>...</td>
<td>20 mm</td>
</tr>
<tr>
<td><strong>Tabling width</strong></td>
<td></td>
<td>15 mm</td>
</tr>
<tr>
<td><strong>Seam width</strong></td>
<td></td>
<td>15 mm</td>
</tr>
<tr>
<td><strong>Seam to nearest sail corner measurement point</strong></td>
<td>150 mm</td>
<td></td>
</tr>
<tr>
<td><strong>Batten length:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>middle and lower</td>
<td>...</td>
<td>100 mm</td>
</tr>
<tr>
<td>upper</td>
<td>...</td>
<td>75 mm</td>
</tr>
<tr>
<td><strong>Batten width</strong></td>
<td></td>
<td>10 mm</td>
</tr>
<tr>
<td><strong>Batten point, as defined in G.2.4, to nearest leech point</strong></td>
<td>...</td>
<td>20 mm</td>
</tr>
<tr>
<td><strong>Largest cringle dimension</strong></td>
<td>...</td>
<td>10 mm</td>
</tr>
<tr>
<td>With the exception of luff slides, largest luff fitting dimension</td>
<td>...</td>
<td>10 mm</td>
</tr>
<tr>
<td><strong>Sail shape indicator stripe width</strong></td>
<td>...</td>
<td>30 mm</td>
</tr>
</tbody>
</table>
G.4 HEADSAIL

G.4.1 CONSTRUCTION

(a) MANDATORY

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

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

(3) Except within the leech stiffening zones, see H.3, the **leech** shall not extend aft of a straight line between the **aft head point** and the **clew point**.

(4) The **foot** shall not extend below a straight line between **tack point** and **clew point**.

(b) OPTIONAL

(1) **Tabling**, which at the **luff** may form a pocket for a **headsail stay**.

(2) One or two cringles and/or openings at the **head**.

(3) One cringle and/or openings at each of the **clew** and **tack**.

(4) **Headsail stay** slides and/or loops.

(5) **Primary reinforcement** specified at G.4.3.

(6) **Secondary reinforcement** specified at G.4.3.

(7) Not more than two battens at the **leech**.

(8) **Primary reinforcement** and/or **stiffening** within the leech stiffening zones defined by the template as shown in H.3.

(9) **Tell tales**.

(10) Not more than two **sail** shape indicator stripes, applied using paint or ink.

(11) Sailmaker labels.

G.4.2 CONSTRUCTION TECHNIQUES

(a) Following construction techniques may be used:

(1) Panelled **sails** with two or three parts joined by **seams** which shall not deviate more than 10 mm from straight line between **luff** and **leech**. Except for stitching, **seam width** shall include the joining techniques used at **seams**.

(2) One-panelled **sails** with or without three dimensional shape added by heat and/or force.

(b) The following are allowed where parts are joined or added as permitted in G.4.1 and G.4.2: welding; gluing; bonding with self-adhesive tapes/materials, stitching.
<table>
<thead>
<tr>
<th>G.4.3 DIMENSIONS</th>
<th>minimum</th>
<th>maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Luff length:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>headsail A</td>
<td>1320 mm</td>
<td>1330 mm</td>
</tr>
<tr>
<td>headsail B</td>
<td>980 mm</td>
<td>990 mm</td>
</tr>
<tr>
<td>headsail C</td>
<td>730 mm</td>
<td>740 mm</td>
</tr>
<tr>
<td><strong>Leech length:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>headsail A</td>
<td>1245 mm</td>
<td>1255 mm</td>
</tr>
<tr>
<td>headsail B</td>
<td>900 mm</td>
<td>910 mm</td>
</tr>
<tr>
<td>headsail C</td>
<td>655 mm</td>
<td>665 mm</td>
</tr>
<tr>
<td><strong>Foot length:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>headsail A</td>
<td>375 mm</td>
<td>385 mm</td>
</tr>
<tr>
<td>headsail B</td>
<td>340 mm</td>
<td>350 mm</td>
</tr>
<tr>
<td>headsail C</td>
<td>290 mm</td>
<td>300 mm</td>
</tr>
<tr>
<td><strong>Half width:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>headsail A</td>
<td>185 mm</td>
<td>195 mm</td>
</tr>
<tr>
<td>headsail B</td>
<td>165 mm</td>
<td>175 mm</td>
</tr>
<tr>
<td>headsail C</td>
<td>140 mm</td>
<td>150 mm</td>
</tr>
<tr>
<td><strong>Top width</strong></td>
<td></td>
<td>20 mm</td>
</tr>
<tr>
<td><strong>Primary reinforcement:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>from nearest sail corner measurement point</td>
<td>... ... 125 mm</td>
<td></td>
</tr>
<tr>
<td><strong>Secondary reinforcement:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>from nearest sail corner measurement point</td>
<td>... 125 mm</td>
<td></td>
</tr>
<tr>
<td>for flutter patches</td>
<td>...... 50 mm</td>
<td></td>
</tr>
<tr>
<td>at headsail stay slides and/or loops</td>
<td>...... 20 mm</td>
<td></td>
</tr>
<tr>
<td><strong>Tabling width</strong></td>
<td></td>
<td>15 mm</td>
</tr>
<tr>
<td><strong>Seam width</strong></td>
<td></td>
<td>15 mm</td>
</tr>
<tr>
<td><strong>Seam to nearest sail corner measurement point</strong></td>
<td>100 mm</td>
<td></td>
</tr>
<tr>
<td>Batten length</td>
<td></td>
<td>75 mm</td>
</tr>
<tr>
<td>Batten width</td>
<td></td>
<td>10 mm</td>
</tr>
<tr>
<td><strong>Clew point to lower batten point as defined in G.2.4:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>headsail A</td>
<td>400 mm</td>
<td>430 mm</td>
</tr>
<tr>
<td>headsail B</td>
<td>285 mm</td>
<td>315 mm</td>
</tr>
<tr>
<td>headsail C</td>
<td>205 mm</td>
<td>235 mm</td>
</tr>
<tr>
<td><strong>Clew point to upper batten point as defined in G.2.4:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>headsail A</td>
<td>820 mm</td>
<td>850 mm</td>
</tr>
<tr>
<td>headsail B</td>
<td>590 mm</td>
<td>620 mm</td>
</tr>
<tr>
<td>headsail C</td>
<td>425 mm</td>
<td>455 mm</td>
</tr>
<tr>
<td><strong>Largest cringle dimension</strong></td>
<td>...... 10 mm</td>
<td></td>
</tr>
<tr>
<td><strong>Sail shape indicator stripe width</strong></td>
<td>...... 30 mm</td>
<td></td>
</tr>
</tbody>
</table>
H.1 CLASS INSIGNIA

H.2 TRANSVERSE HULL HOLLOWs

Rule D.2.2(b)(3)

The hull shall not have transverse hollows in the undersurface of the hull that exceed 3 mm when tested parallel to the waterplane.
H.3 LEECH STIFFENING ZONE

H.3.1 DEFINITION

A leech stiffening zone is a region of a sail defined by a leech stiffening zone template as described in H.3.2 and positioned as described in H.3.3.

H.3.2 TEMPLATE AND TEMPLATE DATUM POINT

![Leech stiffening zone template diagram]

<table>
<thead>
<tr>
<th>Mainsail middle and lower</th>
<th>120</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mainsail upper and headsail</td>
<td>95</td>
</tr>
</tbody>
</table>

H.3.3 TEMPLATE POSITIONING

It shall be possible to place the template in a single position so that
(1) its datum point is over the relevant batten point,
(2) its long edges cut the leech and
(3) it covers any primary reinforcement and/or stiffening.