The Micro Cupper Class, usually named "Micro Class" has sailed over 25 years, and there have been no major changes in the Measurement Rules. These were written initially in 1977, then re-written in 1988, and the English version became the official text in 1996.

The Rules were re-written for the second time in 2002, all the additions and interpretations of the previous 14 years were included in the main text, the numbering was completely different.

The present edition includes two new administrative sections, in compliance with ISAF Standard Class Rules. Appendixes 1 to 6 are to be considered as part of the Rules and are now included in the official text, submitted to ISAF for approval. All decisions and official interpretations of the previous years are incorporated in the text.

This amended edition of the Rules comes into effect on March 16th, 2007

Appendixes may be amended every year, this edition includes all revisions including decisions of December 2005, January 2006 and December 2006, applicable from 2007.

Changes to the previous edition are marked with a black line in the left margin

Amendments to the original edition 2006-2009 are marked with a thick blue line in the left margin
**Part A  ADMINISTRATION**

**01.00.00 General**

**01.01.00 Language**

01.01.01 The official language of the Class is English and in case of dispute over translation the English text shall prevail.

01.01.02 The word "shall" is mandatory and the word "may" is permissive.

**01.02.00 Abbreviations**

ISAF  International Sailing Federation

MNA  ISAF Member National Association

IMCCA  International Micro Cupper Class Association

NMCA  National Micro Class Association

ERS  Equipment Rules of Sailing

RRS  Racing Rules of Sailing

**01.03.00 Authorities**

01.03.01 The international authority of the Class is the ISAF which shall co-operate with the IMCCA in all matters concerning these *Class Rules*.

01.03.02 The *Certification Authority* is the IMCCA which may delegate part or all of its functions to NMCA’s. The IMCCA has the right to withdraw a Certificate issued by a NMCA.

**01.04.00 Administration of the Class**

01.04.01 ISAF has delegated its administrative functions of the class to MNA’s. The MNA may delegate part or all of its functions, as stated in these *Class Rules*, to a NMCA.

01.04.02 In countries where there is no MNA, or the MNA does not wish to administrate the class, its administrative functions as stated in these *Class Rules* shall be carried out by the IMCCA which may delegate the administration to a NMCA.

**01.05.00 ISAF Rules**

01.05.01 These *Class Rules* shall be read in conjunction with the ERS.

01.05.02 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 italics*" the definition in the RRS applies.

**01.06.00 Amendments to Class Rules**

01.06.01 The *Class Rules* are submitted to a four-yearly revision, with effect on January 1st, 2006. The present edition which include all amendments since 1977, cancel those preceding. They shall be applicable as from April 16th, 2006. The present revision of the edition shall be applicable as from March 15th, 2007.

01.06.02 Only in exceptional cases, rules shall only be amended in this four-year period, under the form of an interpretation (see 01.07.00) or a Test Rule (see 01.06.03).

01.06.03 Test Rules

New *Class Rules* may be tested for a defined period. They are published in Appendix 4 of the *Class Rules*.

NMCA’s may refuse application of the Test Rules for national events. NMCA’s shall require approval of the IMCCA to refuse application of the Test Rules in international events.

**01.07.00 Interpretations of Class Rules**

01.07.01 At any time the International Committee of the International Micro Cupper Class Association shall be responsible for the interpretation of any part of these rules and it reserves the right to rule on any new eventuality that might arise.
01.07.02 Interpretations are valid for no more than four years and should be withdrawn or included in the **Class Rules** at their next revision.

01.07.03 A list of interpretations of these rules is published by IMCCA.

01.08.00 *(reserved for future use)*

01.09.00 **Identification on sails**

01.09.01 Sail Numbers shall be issued by the MNA. The MNA may delegate issuing of Sail Numbers to the NMCA.

01.09.02 Sail numbers may be part of a list of a national handicap system.

01.09.03 A sail number is issued for a **Hull** and shall not be re-used for subsequent **Boats**.

**01.10.00 Certification of Boats**

01.10.01 A Measurement **Certificate** shall be issued by a national measurer appointed by the IMCCA or a NMCA, using the template file published by the IMCCA. This document is shown in Appendix 5.

01.10.02 The Measurement **Certificate** shall record the following information:

   a. Division
   b. **Certification Authority**
   c. Sail Number issued by the MNA or its delegate authority
   d. **Boat** Name
   e. Owner
   f. **Hull** identification, including **Boat** type, Serial Number if any, previous known Sail Number(s).
   g. Builder / Manufacturer details
   h. Date of issue of the **Certificate**
   i. All measurements related to measurement rules, and according sketches where needed.

01.10.03 A simplified procedure may be applied for production Boats under the terms of Appendix 1.

01.10.04 A **Boat Certificate** becomes invalid upon:

   a. the change to any items recorded on the **Boat Certificate** as required under 01.10.02
   b. withdrawal by the **Certification Authority**
   c. the issue of a new **Certificate**

01.10.05 Retention of Certificate documentation

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.

**02.00.00 Boat Eligibility**

For a **Boat** to be eligible for racing, she shall comply with the rules in this section.

**02.01.00 Class Rules and Certification**

The **Boat** shall:

   a. be in compliance with the **Class Rules**;
   b. have a valid Measurement Certificate.

**02.02.00 Class Association Markings**

02.02.01 All **Mainsails** shall carry an insignia of the Micro Class (see Appendix 6, A6.01) or that of their own Class for Racers and Cruisers (see Appendix 6, A6.02). They shall also carry the sail number allotted by the MNA or NMCA (see 01.09.00).

02.02.02 Spinnaker shall carry the same number.

**02.02.03** All sails shall be marked with a stamp of the NMCA and relevant measurement as directed by the Technical Committee.
Part B  Requirements and Limitations

03.00.00 Conditions for racing

The Crew and Boat shall comply with the rules in Part B when racing. In case of conflict Section 3 shall prevail.

The Micro Class Rules are Open Class Rules, where anything not specifically prohibited is permitted.

03.01.00 Purpose

The purpose of the "Micro" Rule is to enable small sailing Boats, which are easily transported, to compete in elapsed time.

03.02.00 Divisions

The Micro Class includes three Divisions of which two divisions of production boats, Racers and Cruisers. These two divisions have special limitations, as defined in Appendix 1. When a Boat does not qualify for one of these divisions, she will be part of division "Prototype".

03.03.00 Crew number

03.03.01 Crew number is three. The composition of the Crew shall remain the same during the entire event. Only in exceptional circumstances the Jury or Race Committee shall allow a substitution of another Crew member.

03.03.02 In the "Racers" and "Cruisers" Divisions and on inland lakes and waterways only, the Crew may be reduced to two members, provided the Crew number does not change during a regatta.

03.04.00 Advertising

03.04.01 Advertising is allowed under ISAF Regulation 20 – Advertising Code in Category C.

03.04.02 National limitations on advertising are published by IMCCA.

03.05.00 Protest Flag

For international regattas like the World Championships, Euro-Micro regattas and national Open Championships, Race Committees are recommended to include following text in the Notice of Race and Sailing Instructions:

"When protesting about an incident in the racing area, a Boat shall display the red flag as described in RRS 61.1(a). This changes RRS 61.1(a)."
04.00.00 Hull and Appendages

04.01.00 Measurement Trim
04.01.01 The Boat shall be measured with all standing Rigging, running Rigging, deck fittings, Rudder, Ballast in their normal navigating positions.
04.01.02 Unless otherwise stated, Centreboards or Daggerboards shall be fully lowered.
04.01.03 The following shall not be on board during measurement: Sails, movable equipment, engine, safety and navigational equipment, personal gear, food and any kind of liquids (including fuel).

04.02.00 Hull Dimensions
04.02.01 The Hull Length measured at 0.7 metre above the waterline shall not exceed 5.50 metres and the average freeboard shall not be less than 0.60 metres.
04.02.02 Limitations regarding Length and Freeboard are controlled by means of templates as shown in figure 1.
04.02.03 Except for a projection appearing in some types of junction between deck and Hull and provided the Headsail is tacked inside the forward limit of the template, no part of the Hull shall extend beyond this limit.
04.02.04 No part of the Hull shall extend beyond the aft limit of the template.

04.03.00 Boat Weight
04.03.01 The Boat Weight shall be determined by weighing. The weight shall not be less than 450 kilograms
04.03.02 The Inner Ballast shall be permanently secured to the structure of the Hull. Ballast in moveable Hull Appendages is allowed as long as the Ballast is secured to the structure of the Appendages and the movement of the Appendages meets the stability requirements of Section 6 (06.00.00).
04.03.03 No material with a density greater than that of lead is allowed in any Ballast.

04.04.00 Maximum Beam
04.04.01 The Maximum Beam including plates, rubbing strakes or similar protections shall not exceed 2.45 metres.
04.04.02 Outriggers are not allowed (see RRS 50.3).
04.05.00 Maximum Draft
04.05.01 The Maximum Draft shall not exceed 1,10 metre in Measurement trim.
04.05.02 The movement of a Centreboard or Daggerboard shall be limited at the top and bottom by positive blocking devices, which shall be able to work in any circumstance.
While navigating, the blocking devices shall be fitted with a sealing system ensuring the Boat conforms to the Class Rules. The blocking device may be neutralised for trailing and transport.
04.05.03 The high position blocking device shall be fitted in a position ensuring that the Boat passes the stability tests and that there is always at least 0,20 metre protruding out of the Hull in the event of a capsize.
04.05.04 The low position blocking device shall be reliable and strong, and shall limit the movement of this Hull Appendage to the draft limitations of 04.05.01.

04.06.00 Rudder
04.06.01 Hanging Rudders on a transom stern are not included when measuring LOA. Rudder's maximum projected thickness shall not exceed 40 millimetres.
Its configuration shall not be a way of artificially increasing the waterline length by means of an increased stern volume.

04.07.00 Strong Construction
04.07.01 Boats shall be strongly built. It means that the Boats shall be able to sail in coastal waters, large bays, estuaries, lakes and rivers where conditions up to, and including, wind force 6 and significant wave heights up to, and including, 2 metres may be experienced.
04.07.02 There are no restrictions on construction materials.
04.07.03 Strongly built implies that a person weighing 80 kilograms may stand, sit or lay anywhere on the Boat (deck, roof, cockpit, cabin sole, berths), without having to choose the place and without causing structural failure.

04.08.00 Watertight Construction
04.08.01 Boats shall be watertight. Openings to the inner volumes, such as under deck spinnaker launching tubes are prohibited.
04.08.02 Access to the inner accommodation is permitted through a vertical opening, facing aft. This opening may be extended by a horizontal opening in front thereof.
04.08.03 The sill of the companionway shall be at least 0,15 metre above the cockpit sole.
04.08.04 All sail and appendages controls shall be available from the cockpit. No handling may require an opening of the companionway doors and hatches, except a short opening in order to extract Sails or tools from the cabin.
04.08.05 Access to the cabin shall be closed and locked on request of the Race Committee.
04.08.06 The cockpit(s) shall be essentially watertight and self-draining at all angles of heel. Cockpit drains shall have a total area of no less than 10 square centimetres.
04.08.07 During the entire stability test as described in Section 6 (06.00.00), the companionway shall never have a clearance of less than 0,10 metre above water surface.
04.08.08 No opening is allowed in front of the Mast, except at a distance of no more than 0,10 metre from the Mast.
All hatches, fittings or part of the Rig in this area shall be tightly closed or fitted with a watertight gasket when navigating.
04.08.09 A hull-stepped Mast shall be fitted with a mast gasket.

04.09.00 Pulpit
04.09.01 A rigid forward pulpit securely attached shall be located near the stem.
04.09.02 The top of the pulpit shall be at a height of not less than 0,40 metre above the deck and shall extend aft of the foremost point of the stem by an amount of not less than 0,40 metre (see figure 1).
05.00.00 Sail and Rig

05.01.00 General

05.01.01 As stated in ISAF Equipment Rules of Sailing (ERS) all Sails shall be measured on a flat surface with sufficient tension to remove wrinkles across the line of measurement and shall include the fabric length between measurement points.

Definitions of the ERS shall apply

No limit is defined for Primary and Secondary Reinforcement.

05.01.02 Only single-masted Boats are allowed.

05.01.03 Double luffed Sails, rotating Masts, permanently or mechanically bent Spars (or any similar devices) are prohibited.

Normal adjustment of Rigging in order to bent a Mast or Spar whilst sailing is allowed.

05.01.04 Adjustment Eyes (formerly named Cunningham holes) in Headsails and Mainsails are allowed.

05.01.05 a. The Maximum Sail Area upwind (Mainsail and Headsail) shall not exceed 18.50 square metres.

b. Sail Areas of a Mainsail or a Headsail shall not exceed 12 square metres.

05.01.06 RRS 54 shall not apply.

05.02.00 Mainsail (see figure 3)

05.02.01 Sail Area of the Mainsail (SMGV) is given by:

\[ \text{SMGV} = P^* (TW + 2*MGT + 3*MGU + 4*MGM + 4*MGL + 2*E) / 16 \]

05.02.02 Hoist (P)

P shall be measured between the inner edges of the Lower Limit Mark and the Upper Limit Mark on the Mast (this changes ERS F.6). Marks are 25-millimetre Limit Marks painted on the Mast.

The lower edge of the Upper Limit Mark corresponds to the top of the Mainsail.

The upper edge of the Lower Limit Mark corresponds to a fair extension of the top of the boom in case of Mainsails fully secured at the Foot, or to a fair extension of the straight line joining the Clew Point to the Tack Point in case of loose footed Mainsails.

Only one pair of Limit Marks is allowed on a Mast.
05.02.03 Widths

• TW is the Top Width of the Mainsail as defined by ERS G.7.8 (see figure 4).

• MGL, MGM and MGU are the Quarter Width (ERS G.7.4), Half Width (ERS G.7.5) and Three-Quarter Width (ERS G.7.6).

• MGT is the Upper Width (ERS G.7.7), the Upper Leech Point being a point, equidistant from the Three-Quarter Leech Point and the Head Point (see figure 3). All these measurement points shall be at the extreme outside of rope or fabric of the Sail's edge, with the Sail laid flat.

• E is the Outer Point Distance (ERS F.12.1), measured from the aft side of the Mast to the inner edge of a 25-millimeter measurement mark painted on the boom.

05.02.04 The points on the Leech from which the cross measurements are taken shall be determined bridging any hollows in the Leech with straight lines joining the aft extremities of the battens or the points at which they emerge from the fabric of the Sail.

When a rounded Leech allows a gain in sail area, the measurer shall extend the measurements of the nearest measurement points, in order to include the rounded Leech in the measured area.

05.02.05 The Foot roach shall not be greater than 0.15 metre. It shall be measured from the straight line joining the Clew Point to the Tack Point.

05.02.06 Leech Battens

The number of battens along the Leech of the Mainsail is limited to three, with following restrictions:

• The upper Leech batten length shall not be greater than 45% E.

• The distance between the Head Point and the nearest point of the Top Inside Edge of the upper Leech batten pocket (BLP) shall not be less than 20% P.

Any batten above this limit shall be considered as head batten, under 05.02.07

• The medium and lowest Leech battens shall not be greater than 33% E and their position is free.

05.02.07 Any type of headboard or one head batten is allowed

05.02.08 Reefing

a. Reefs in the Mainsail are permitted along the Foot only. Except for roller reefed Mainsails, Mainsails shall have at least two reefs.

b. The reefs shall be reinforced to support the same constraints as the Foot of the Mainsail. This applies to the eyes and the reinforcement cloth. They shall be of similar size, strength and dimension.

c. The Boat equipment shall include equipment, necessary to tuck the reefs up to the highest one, operational in navigation. The crew may be requested to demonstrate the installation of the reefs.

05.02.09 Old mainsails

Mainsails made according to the former Measurement Rules (edition 1988) are allowed, but they may no longer be made since January 1st, 2001, unless the Boat is a Racer or Cruiser and the owners association doesn't allow the Mainsails made in accordance with the current Class Rules. A copy of the 1988 rule can be found in Appendix 3.
05.03.00 **Headsails** (see figure 5).

For a test period of four years beginning January 1st, 2006, battens are allowed according to test rules in Appendix 4 – Section 3

05.03.01 A **Headsail** is defined as a triangular Sail set in the foretriangle. The **Half Width** (HW) measured from the **Half Leech Point** to the nearest point on **Luff** shall not exceed 50% of the longest **Luff** perpendicular (LP).

05.03.02 Where the **Top Width** is greater than 40 millimetres, the Corrected **Luff length** (JL) shall be measured between the **Tack Point** and a point where the projections of **Luff** and **Leech** is no more than 40 millimetres. Otherwise, JL is the **Luff Length**.

05.03.03 Sail area of **Headsail** (SMF) is given by:

\[ SMF = 0.5 \times JL \times LP \]

05.03.04 The **Foot** roach shall not be greater than 0.10 metre.

05.03.05 No boards nor battens may be used in Headsails.

05.03.06 The area of the Storm jib shall not be greater than 3.00 square metres, nor be smaller than 2.00 square metres.

05.03.07 **a.** The Storm Jib shall be made of non–laminated polyester cloth (Dacron) and have a thickness of no less than 0.240 millimetre.

**b.** The crew may be required to demonstrate the installation of the Storm Jib

05.04.00 **Spinnaker** (see figure 6).

05.04.01 The length of the **Spinnaker Leech** (SL) is the distance from **Head Point** to **Clew Point**, measured along the **Sail**'s edge.

**Spinnaker Half Width** (SMG): is the distance between the **Half Leech Points**

**Spinnaker Foot Length** (SF): is the distance between the **Clew Points**.

05.04.02 For measurement as a **Spinnaker** a **Sail** shall have the following characteristics:

**a.** **Leeches** are of equal length.

**b.** The **Sail** is symmetrical about a line joining the **Head Point** to the centre of the **Foot**.
05.04.03 The **Half Width** (SMG) shall not be taken as less than 75% of the **Foot Length** (SF).

05.04.04 Sail Area of Spinnaker (SMS) is given by:

\[ \text{SMS} = \frac{\text{SL} \times (4 \times \text{SMG} + \text{SF})}{6} \]

05.04.05 SMS shall not be greater than 19,601 square metres.

05.04.06 The distance the **Headsail** halyard and the **Spinnaker** halyard, or between one of these halyards and the forestay **Rigging Point** shall not be larger than 0,20 metre. The measurement of the halyards is taken between the centrelines of the halyards, held perpendicular to the front of the **Mast**.

05.04.07 **Spinnakers** made according to the former Measurement Rules (edition 2002 or earlier) are allowed, they may no longer be made since January 1st, 2005. A copy of the 2002 rule can be found in Appendix 3.

05.04.08 For a test period of five years beginning January 1st, 2005, asymmetrical spinnakers are admitted according to provisional rules, published in Appendix 4 (A4.01 and A4.02).

These rules may be modified yearly.

05.05.00 **Spinnaker Pole**

05.05.01 A spare **Spinnaker Pole** may be carried on board and used as a replacement of a broken pole whilst racing.

05.05.02 The **Spinnaker Pole Extension** (SPL) shall be measured from the forward side of the **Mast** to the extreme outboard end of the **Spinnaker Pole**, set on its fitting on the **Mast** in a horizontal position on the centre line of the **Boat**. This changes ERS F.14.1.

An automatic **Spinnaker Pole** shall be set from the cockpit in its outermost position and measured with no other tension applied.

05.05.03 The **Spinnaker Pole** extension (SPL) shall not be greater than 2,25 metres.

05.06.00 **Forestay**

05.06.01 A permanent forestay, with strength no less than the **Boat** Weight, is mandatory.

05.07.00 **Sail Number limitation**

05.07.01 Sails aboard a yacht in a race shall be limited to not more than:

- One Mainsail
- Two large Headsails
- One storm jib
- One spinnaker

05.07.02 Prior to a race, only one from each type of **Sails** (two large Headsails) shall be submitted from each **Boat** for inspection. Only **Sails** that have been stamped shall be on board.

05.07.03 The Storm Jib shall be on board when racing.

06.00.00 **Stability**

06.01.00 **Measurement Trim**

For the inclining tests at small angles of heel and at 90 degrees heel, the following shall apply:

06.01.01 The **Boat** shall be in same Measurement Trim as for weighing (see 04.01.00).

06.01.02 **Centreboards** and **Daggerboards** shall be fully raised, except that **Centreboards** or **Daggerboards** designed to be permanently kept lowered and which are properly secured may be kept in such a position (see 04.05.03).

06.01.03 When a heavy **Hull Appendage** can move transversally, it shall be positioned in central position for the initial measurement of the stability test, and in the most unfavourable position for the measurement at low angles and at 90 degrees.
06.01.04 When an inflatable floating device is used on top of the Mast, the stability tests shall be conducted with the device in position.

06.02.00 Stability at low angles of heel
06.02.01 By means of a halyard or any other running Rigging, a pole shall be positioned athwart the Boat at the maximum beam station and parallel to the waterline with a weight of 20 kilograms attached to it. The distance between the Hull and the point of suspension of the weight shall be 2.25 metres. The test shall be carried out on both sides. The average heel angle shall not exceed 15 degrees (see figure 7).

06.03.00 Stability at 90 degrees heel
06.03.01 The Boat is pulled over until her Sheer Line is vertical with a weight of 10 kilograms attached as close as possible to the Mast Head Point. The Boat shall support this weight. If the angle of heel increases, she fails the test (see figure 8).

06.03.02 The Boat in pulled in position by the Crew, under sole responsibility of the Skipper.

07.00.00 Buoyancy
07.01.00 The total volume, including the own volume of Hull and structure, measured in litres, shall be no less than the weight in measurement trim, measured in kilograms, increased by 51 kilograms.

07.02.00 Buoyancy volume and its repartition shall allow the Boat to float in upright position, with deck above the surface and sufficient stability, when totally flooded. Additional buoyancy volumes shall be made of compact foam material (polyurethane, expanded or extruded polystyrene). They shall be secured to the Hull or its structure in order to avoid any move or structural failure. Watertight volumes shall be filled with foam, as described. Only volumes under the Sheer shall be considered as making part of the buoyancy volume. Inflated volumes are prohibited.

07.04.00 Guidelines on buoyancy are published by IMCCA. These are not rules.
08.00.00 Accommodations

08.01.00 Windows
One or two windows with a total area of not less than 0.05 square metres shall provide enough light to the cabin.

08.02.00 Berths
08.02.01 There shall be at least three permanent berths of not less than the following dimensions: 1.85 metres long, 0.55 metre wide at one end, 0.35 metre wide at the other end (see figure 9).

08.02.02 In case of double berths or V-berths, the width at the narrowest end can be reduced to 0.45 metre (see figure 10).

08.02.03 Over the whole area of the berth, the minimum clearance taken above the berth (without mattress) shall not be less than 0.35 metre (see figure 11).

08.02.04 Each berth shall have at one end a minimum clearance of 0.85 metre over an area at least 0.40 metre long and 0.40 metre wide (see figure 12). No adjacent cabin sole area, as described in 08.04.04, is required.

08.02.05 Clearance above the berth surface is measured vertically from a flat surface passing on the lateral structure.

08.02.06 For Boats built after December 31st, 2001, the fore berth(s) shall not be inclined by more than 3 degrees from horizontal.
08.03.00 Headroom
08.03.01 A minimum headroom of 1,15 metre shall be found over an unobstructed level area of cabin sole of not less than 0,30 square metre and across a minimum width of 0,30 metre, located between two berths (see figure 13).

08.03.02 Where a centreboard or daggerboard case or any structure divides the qualifying area of the cabin sole for head-room, the total area shall be the sum of the elementary areas, but no area shall be considered if it doesn’t include at least one square area of 0,30 by 0,30 metre (see figure 14).

08.04.00 Sitting Area
08.04.01 In order to sit comfortably, a minimum headroom of 0,85 metre above the bottom of the berths or of a seat shall be provided across a minimal width of 0,40 metre over a minimal overall length of 1,80 metre (each element constituting this length shall be no less than 0,40 metre) and beyond the vertical faces of berth fronts (see figure 15).

08.04.02 Sitting areas of different seats shall not overlap.
08.04.03 Sitting areas and berth area (see 08.02.01 to 08.02.06) may overlap.
08.04.04 For each element of sitting area, as described above, there shall be an adjoining element of cabin sole area of no less than 0,30 by 0,30 metres, matching the requirements of 08.03.01, having one side vertical on one side of qualifying sitting area (see figure 16).

08.04.05 Cabin sole areas adjoining to different seats may overlap.

08.05.00 Grandfathering
08.05.01 Boats built prior to January 1st, 2002, but not meeting the requirements of part 8 may be granted a waiver if there is no reasonable way to modify the Boat to make her strictly conform to the rules.
09.00.00 Miscellaneous

09.01.00 Crew Righting Moment
Only straps are allowed, and in the cockpit only. Any other devices such as trapeze wires are prohibited.

09.02.00 Navigation Aids
All electronic navigation aids are allowed if they are currently available on the market at the time of purchase.

09.03.00 Safety Equipment
09.03.01 Every Boat shall have aboard all the relevant safety equipment requested by local regulations.
09.03.02 The following equipment shall only be aboard even when not requested by local regulations:
   • 1 lifejacket for every Crew member;
   • 1 lifebuoy (may be of the horseshoe type);
   • 1 boat hook;
   • 1 stern oar or a pair of oars with rowlocks or two sculls;
   • 1 bucket (10 litres minimum);
   • 1 anchor or grapnel (5 kilograms minimum) with at least 5 metres of chain (diameter 6 millimetres) and at least 20 metres of cable diameter 10 millimetres;
   • 1 towing rope.
09.03.03 Technical specifications of the safety equipment are to be found in Appendix 2.
Appendixes

Appendix 1  Production boats
Revised November 2004-December 2006
Refers to Class Rule 03.02.00

A1.01 To qualify as a Production Micro, Boats shall comply with following criterions:

a. A reference Boat of the production has been declared as conform to all dispositions of the Micro Rule including all those specific to the production Boats, and a full Measurement Certificate shall be issued by a national Micro Class measurer.

b. A managing authority is declared. This authority may be:
   • an international Owners Association;
   • a group of national Owners Associations;
   • a national Owners association;
   • a group of national Micro Class Associations;
   • the national Micro Class Association;
   • the International Micro Cupper Class Association (IMCCA).

c. The managing authority issues a Specifications Sheet. This reference document is made available to all measurers by IMCCA.

d. At least ten Boats, identical to the original one shall have been constructed.

The national IMCCA representative or national Micro Class measurer may grant a temporary status of production Boat as soon as production started, provided the builder shows his intention of producing at least 10 Boats, and has the production capacity to do so. This status can be confirmed yearly by IMCCA as long as less than 10 Boats have been built.

e. The Boat of the competitor shall also be conform to the original Boat of the production.

A1.02 In case of non-conformity, believed to improve the performance, the Boat shall be classified as a "prototype" provided she complies to all the requirements of the Micro Class Rules.

In case of non-conformity, not believed to improve the performance, the owner may be given a reasonable delay to correct the non-conformity, if required.

A1.03 The managing authority may wish to alter the characteristics of the production. For such modified Boats to qualify as a production Boat the following shall apply:

a. the modification shall be approved by the National Micro Class Association, on proposal of the national measurer;

b. at least ten of such modified Boats shall have been built and sold, or a production of at least 10 Boat has started, according to A.01.d.
Due to the diversity of productions, they shall be spread among two Divisions: "Racers" and "Cruisers" in accordance with their characteristics. To be ranked in Division "Racers" or "Cruisers", the characteristics of each production shall fulfil the following requirements:

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<thead>
<tr>
<th>Requirement</th>
<th>Rule</th>
<th>Racer</th>
<th>Cruiser</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minimum Weight</td>
<td>04.03.01</td>
<td>540 kilograms</td>
<td>560 kilograms</td>
</tr>
<tr>
<td>Maximum Mast Length</td>
<td>8,20 metres</td>
<td>7,70 metres</td>
<td></td>
</tr>
<tr>
<td>Maximum length of Mainsail hoist &quot;P&quot;</td>
<td>05.02.02</td>
<td>7,60 metres</td>
<td>6,85 metres</td>
</tr>
<tr>
<td>Stability at low angles</td>
<td>06.02.00</td>
<td>12,5 degrees</td>
<td>10 degrees</td>
</tr>
<tr>
<td>Stability at 90°</td>
<td>06.03.00</td>
<td>10 kilograms</td>
<td>15 kilograms</td>
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<tr>
<td>Headroom</td>
<td>08.03.01</td>
<td>1,20 metre</td>
<td>1,25 metre</td>
</tr>
<tr>
<td>Mattresses on berths</td>
<td>3</td>
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<tr>
<td>Sink, cooker, storage</td>
<td>Recommended</td>
<td>Compulsory</td>
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</tr>
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</table>

Note: for Racers, a weight of 12 kilograms is recommended for the stability test at 90° (06.03.00).

For both Divisions, Rigging attached to the Mast is limited to: 1 forestay, 1 pair of shrouds, 1 pair of lower shrouds, 1 backstay.

For the purpose of Mainsail measurement and calculation, the values of mainsail hoist "P" and Outer Point Distance "E" shall be exactly the values measured on the reference Boat.

The IMCCA Technical Committee establishes, each year, the list of production Boat types qualifying under Division "Racers" or "Cruisers" after proposal by the NMCA's.

Micro Boats built in a production of more than 50 boats on January 1st, 1988 and ratified as "Racer" class or "Cruiser" class shall be maintained so, even if one of their characteristics, being hard to modify, should not be conform to the new regulations.

Building of a production Boat by an individual is permitted, if the plans are published, available on the market, and a production of at least 10 Boats is intended.

If the production is already ratified, building by individuals shall be authorised by the managing authority. Boats having been built that way shall be strictly conform with the characteristics and prescriptions of the managing authority, and shall obtain a measurement Certificate issued by the official measurer of its national Micro Class association.

For new productions, scheduled to be built by individuals, a detailed plan shall be submitted to the National Micro Class association, which will measure the first Boat built, and establish a Specifications Sheet, specifying particularly the Division together with a measurement form attesting the conformity of each Boat.

Buoyancy

a. All production Boats from commercial manufacturers built after December 31st, 2004 shall have the buoyancy installed by the manufacturer and controlled on the Reference Boat by a national measurer before being granted the status of production Boat.

b. For some old Boats in "Cruiser" and "Racer" Divisions, the required buoyancy cannot be reached according to Section 7 (07.00.00). Inflatable buoyancy volumes may be accepted provided they are installed as mentioned on the Measurement Certificate of the Reference Boat. This should ensure the Boat floats in a normal position when flooded.
Appendix 2 Specifications for Safety Material

Refers to Class Rule 09.03.03

A2.01 Boat Hook
The boat hook is a safety device on its own and shall not be combined with another piece of safety equipment required by the measurement rule. The length shall be no less than 1,10 metre. The handle shall be rigid, made of wood or metal and its diameter shall not be less than 20 millimetres. The hook shall be able to catch a tube of a diameter of 30 millimetres.

A2.02 Paddles or Oars
The paddles or oars shall have a length of no less than 1,20 metre and the propulsive area shall be no less than 0,15 by 0,30 metre. The handle shall be rigid, made of wood or metal, and its diameter shall not be less than 20 millimetres.

A2.03 10 Litres Bucket
The bucket shall have a circular cross-section and shall be fitted with a solid handle and a rope of no less than 1,50 metre.

A2.04 Towing System
The towing system includes a towing rope and securing points on the Boat.

a. Towing rope:
   • Length no less than 10 metres.
   • Diameter no less than 10 millimetre.
   • Specific gravity no more than water.

b. Position of securing points:
   • Shall not be out of reach of the Crew.
   • One point in the first 20% of the Hull Length
   • Two points in the last 20% of the Hull Length, placed symmetrically on both sides and no less than 0,80 metre from each other

c. Specifications of securing points:
   • May be cleats, bollards or eyes.
   • Cleats shall be 150 millimetres long and 20 millimetres wide.
   • Eyes shall be stainless steel, section no less than 6 millimetres, inner diameter no less than 20 millimetres.

d. Minimum load:
   Any of the securing points shall resist a load of no less than 1500 kilograms.
Appendix 3  Old Rules  
**still applicable to some boats**

A3.01.00  Mainsails

Refers to Rule 05.02.09 - replace existing 05.02.00 by:

A3.01.01 Sail Area of the mainsail (SMGV) is given by:

\[ \text{SMGV} = P \times 0.25 \times (0.5 \times E_1 + E_2 + E_3 + E_4 + 0.5 \times E_5) \]

A3.01.02 Hoist (P)

P shall be measured between the inner edges of two "one-inch" Limit Marks positioned on the Mast. The lower edge of the upper mark corresponds to the top of the Mainsail headboard.

The upper edge of the lower mark corresponds to a fair extension of the top of the boom in case of Mainsails fully secured at the Foot, or to a fair extension of the straight line joining the Clew Point to the Tack Point in case of loose footed Mainsails.

A3.01.03 The points on the Leech from which the cross measurements are taken shall be determined bridging any hollows in the Leech with straight lines joining the aft extremities of the battens or the points at which they emerge from the fabric of the sail.

A3.01.04 The foot roach shall not be greater than 0.15 metre. It shall be measured from the straight line joining the Clew Point to the Tack Point.

A3.01.05 Battens

The number of battens in the Mainsail shall be limited to three. The batten length shall not be greater than 0.25 times the boom Outer Point Distance (see ERS F.12.1).

A3.02.00  Spinnakers

Refers to Rule 05.04.08 - replace existing 05.04.04 and 05.04.05 by:

A3.02.01 Sail Area of Spinnaker (SMS) is given by:

\[ \text{SMS} = 0.41 \times SL \times (\text{SMG} + \text{SF}) \]

A3.02.02 SMS shall not be greater than 18.50 square metres.
Appendix 4  Test Rules
these rules are in a test period and may be modified yearly. IMCCA is not responsible for sails becoming obsolete due to a change of test rules.

A4.01.00  (05.04.00) Asymmetrical spinnakers
Refers to Class Rule 05.04.00
This rule was introduced in 2005 for a test period of 5 years ending on December 31st, 2009

Asymmetrical spinnakers are only allowed in Divisions "Racers" and "Cruisers".

A4.01.01  (05.04.01) a. Spinnaker Luff (SLu): is the distance from Head Point to Tack Point.
   b. Spinnaker Leech (SLe): is the distance from Head Point to Clew Point.
   c. Spinnaker Half Width (SMG): is the distance between the Half Luff Point, equidistant between the Tack Point and the Head Point, and the Half Leech Point.
   d. Spinnaker Foot Length (SF): is the distance from Tack Point to Clew Point, measured on a straight line.

A4.01.03  (05.04.03) The Half Width (SMG) shall not be taken as less than 75% of the Spinnaker Foot Length (SF).

A4.01.04  (NEW) The Foot Length (SF) shall not be taken as less than 1,5*STL (Bowsprit End Distance, see A4.02.02.b), and the Half Width (SMG) shall not be taken as less than 1,125*STL.

A4.01.05  (05.04.04) Sail Area of Asymmetrical Spinnaker (SMAS) is given by:
          \[ SMAS = \frac{(SLu+SLe)(4*SMG+SF)}{12} \]
SMAS shall not be greater than 19,601 square metres.

A4.02.00  (05.05.00) Spinnaker Poles and Bowsprits
Refers to Class Rule 05.04.00
This rule was introduced in 2005 for a test period of 5 years ending on December 31st, 2009

A4.02.01  (05.05.01) A spare Spinnaker Pole or Bowsprit may be carried on board and used for replacement of a broken Spinnaker Pole or Bowsprit whilst racing.

A4.02.02  (05.05.02) a. The Spinnaker Pole Extension (SPL) shall be measured from the forward side of the Mast to the extreme outboard end of the Spinnaker Pole, set on its fitting on the Mast in a horizontal position on the centre line of the Boat. This changes ERS F.14.1.
   An automatic Spinnaker Pole shall be set from the cockpit in its outermost position and measured with no other tension applied.
   b. The Bowsprit End Distance (STL) is the distance measured from the forward side of the Mast to the forward end of the Bowsprit.
   c. When not used for setting an asymmetrical spinnaker, a Bowsprit shall be retracted within the limits of the Hull template (see figure 1).

A4.02.03  (05.05.03) a. The Spinnaker Pole Extension (SPL) shall not be greater than 2,25 metres.
   b. When the Bowsprit End Distance exceeds 2/3 of Spinnaker Foot Length (SF), 1,5* the value of STL shall be used as SF for Spinnaker Area calculation.
   c. When the Bowsprit End Distance exceeds 8/9 of Spinnaker Half Width (SMG), 1,125* the value of STL shall be used as SMG for Spinnaker Area calculation.
A4.03.00 (05.03.00) Headsails
Refers to Class Rule 05.03.00
This rule was introduced in 2006 for a test period of 4 years ending on December 31st, 2009

A4.03.01
(replace 05.03.05 by text:)
No board is allowed in Headsails. No more than two battens of any size are allowed in Headsails except the Storm Jib, if the top inside edges of the Batten Pockets are totally within 20% of LP from the Leech. The top inside edge of the top Batten Pocket shall not be less than 30% of the Luff Length from the Head Point.
## Appendix 5 Measurement Certificate

Refers to Class Rule 01.10.00 and 02.01.00

### Part 1 - HULL - SAFETY - ACCOMMODATION - CENTERBOARD

<table>
<thead>
<tr>
<th>Div:</th>
<th>Proto</th>
<th>NAT</th>
<th>Number</th>
</tr>
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<table>
<thead>
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<th>Owner:</th>
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<tr>
<td>Name:</td>
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<tr>
<td>Address:</td>
</tr>
<tr>
<td>Zip Code:</td>
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<td>City:</td>
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<table>
<thead>
<tr>
<th>Boat:</th>
</tr>
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<tbody>
<tr>
<td>Name:</td>
</tr>
<tr>
<td>Type:</td>
</tr>
<tr>
<td>Designer:</td>
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<td>Builder:</td>
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<td>Reference SailNr:</td>
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### Hull Data

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<tr>
<th>Item</th>
<th>ARTICLES</th>
<th>DESCRIPTION OF RESTRICTIONS</th>
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<th>Measurer's Comments:</th>
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<td>04.06.00</td>
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Measurer's Comments:  
Measurers visa:  
Name and date:  

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20
### SAFETY

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<td>Steel Chain 6 mm dia - 5 m length mini</td>
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### ACCOMMODATIONS

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<td>08.02.04</td>
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<td>INFO</td>
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<td>Name and date:</td>
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### LOCATION OF MEASURED ITEMS (INSIDE)

<table>
<thead>
<tr>
<th>Sketch 1</th>
<th>Location of accommodations, sitting area, cabin sole area</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>centreboard case</td>
</tr>
<tr>
<td>2</td>
<td>cabin sole area</td>
</tr>
<tr>
<td>3</td>
<td>berths</td>
</tr>
<tr>
<td>4</td>
<td>berth heads</td>
</tr>
<tr>
<td>5</td>
<td>sitting area (a + b + c + d = m)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Sketch 2</th>
<th>Location of ballast and buoyancy</th>
</tr>
</thead>
<tbody>
<tr>
<td>6</td>
<td>buoyancy volumes (give volume (Lt), distance from stem, distance from centreline, distance from waterline)</td>
</tr>
<tr>
<td>7</td>
<td>ballast - declared weight(s) (in kg)</td>
</tr>
<tr>
<td>8</td>
<td>mast foot position</td>
</tr>
</tbody>
</table>

### Measurer's Comments:

**Measurers visa:**

Name and date:
### LOCATION OF MEASURED ITEMS (OUTSIDE)

<table>
<thead>
<tr>
<th>Sketch 3</th>
<th>Deck lay-out</th>
</tr>
</thead>
<tbody>
<tr>
<td>9 - roof</td>
<td></td>
</tr>
<tr>
<td>10 - cockpit</td>
<td></td>
</tr>
<tr>
<td>11 - companionway</td>
<td></td>
</tr>
<tr>
<td>12 - portlights</td>
<td></td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Sketch 3</th>
<th>Plan of the centreboard</th>
</tr>
</thead>
<tbody>
<tr>
<td>Description of HIGH positive blocking device</td>
<td></td>
</tr>
<tr>
<td>Description of LOW positive blocking device</td>
<td></td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Measurer's Comments:</th>
</tr>
</thead>
</table>

<table>
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<tr>
<th>Measurers visa:</th>
</tr>
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<tbody>
<tr>
<td>Name and date:</td>
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</tbody>
</table>
**Part 2 - RIG AND SAILS**

<table>
<thead>
<tr>
<th>Item</th>
<th>ARTICLES</th>
<th>RESTRICTIONS</th>
<th>Measured</th>
<th>Control</th>
<th>Control</th>
</tr>
</thead>
<tbody>
<tr>
<td>87</td>
<td>05.01.02</td>
<td>Rig type</td>
<td>Sloop</td>
<td></td>
<td></td>
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<tr>
<td>88</td>
<td>05.04.07</td>
<td>Distance Spinnaker halyard – Headsail halyard – Forestay Rigging Point</td>
<td>0,20 m maxi</td>
<td></td>
<td></td>
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<tr>
<td>89</td>
<td>05.05.02</td>
<td>Spinnaker pole length</td>
<td>2,25 m maxi</td>
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<tr>
<td>90</td>
<td>A4.02.08</td>
<td>Bowspit End Distance</td>
<td>STL</td>
<td></td>
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</tr>
<tr>
<td>90</td>
<td>05.06.00</td>
<td>Permanent forestay</td>
<td>yes</td>
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</table>

**Rig identification**

<table>
<thead>
<tr>
<th>Item</th>
<th>ARTICLES</th>
<th>RESTRICTIONS</th>
<th>Measured</th>
<th>Control</th>
<th>Control</th>
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</thead>
<tbody>
<tr>
<td>92</td>
<td>Existing identification</td>
<td>YES/NO</td>
<td></td>
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<tr>
<td>93</td>
<td>Advertising on mast</td>
<td>YES/NO</td>
<td>FREE</td>
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<tr>
<td>94</td>
<td>Advertising on boom</td>
<td>YES/NO</td>
<td>FREE</td>
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**Measurer’s Comments:**

Measurer’s visa:

Name and date:

---

**G MAINSAIL MEASUREMENT**

<table>
<thead>
<tr>
<th>Item</th>
<th>ARTICLES</th>
<th>RESTRICTIONS</th>
<th>Measured</th>
<th>Measured</th>
<th>Measured</th>
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<tbody>
<tr>
<td>96</td>
<td>05.02.00</td>
<td>Mainsail Nr</td>
<td></td>
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<tr>
<td>97</td>
<td>INFO</td>
<td>Year made</td>
<td></td>
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<tr>
<td>98</td>
<td>05.02.01</td>
<td>MAINSAIL AREA</td>
<td>SMGV</td>
<td>12,00 m² maxi</td>
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<tr>
<td></td>
<td>05.01.05</td>
<td></td>
<td></td>
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<tr>
<td>99</td>
<td>05.02.02</td>
<td>Mainsail Hoist (on MAST)</td>
<td>P</td>
<td></td>
<td></td>
</tr>
<tr>
<td>100</td>
<td>05.02.03</td>
<td>Headboard width</td>
<td>HB/E1</td>
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<tr>
<td>101</td>
<td>05.02.03</td>
<td>Mainsail Width Top</td>
<td>MGT/n/a</td>
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<tr>
<td>102</td>
<td>05.02.03</td>
<td>Mainsail Width Upper</td>
<td>MGU/E2</td>
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<td>103</td>
<td>05.02.03</td>
<td>Mainsail Width Mid</td>
<td>MGM/E3</td>
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<td>104</td>
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<td>Mainsail Width Low</td>
<td>MGL/E4</td>
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<tr>
<td>105</td>
<td>05.02.03</td>
<td>Mainsail Foot (on BOOM)</td>
<td>E/E5</td>
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<tr>
<td>106</td>
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<td>Mainsail Foot Roach</td>
<td>0,160 m maxi</td>
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<td>107</td>
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<td>Number of battens</td>
<td>3 maxi</td>
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<td>108</td>
<td>05.02.06</td>
<td>Top batten</td>
<td>BL1/n/a</td>
<td>45% E maxi</td>
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<tr>
<td>109</td>
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<td>Mid batten</td>
<td>BL2/n/a</td>
<td>33% E maxi</td>
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<tr>
<td>110</td>
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<td>Low batten</td>
<td>BL3/n/a</td>
<td>33% E maxi</td>
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<td>111A</td>
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<td>Batten length (old sails)</td>
<td>n/a/BL</td>
<td>25% E5 maxi</td>
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<td>112</td>
<td>05.02.06</td>
<td>Position of top batten pocket</td>
<td>BLP/n/a</td>
<td>20% P mini</td>
<td></td>
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<tr>
<td>113</td>
<td>05.02.07</td>
<td>Number or reefs</td>
<td>2 mini</td>
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<tr>
<td>114</td>
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<td>Height of highest reef tack</td>
<td>25% P mini</td>
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<tr>
<td>115</td>
<td>05.08.01</td>
<td>Class Insignia</td>
<td>YES/NO</td>
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<tr>
<td>116</td>
<td>05.08.01</td>
<td>Nationality and Sail Number</td>
<td>YES/NO</td>
<td>YES</td>
<td></td>
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<tr>
<td>117</td>
<td>ISAF</td>
<td>Advertising in Mainsail</td>
<td>YES/NO</td>
<td>FREE</td>
<td></td>
</tr>
<tr>
<td>118</td>
<td>ISAF</td>
<td>Confusion with Mainsail Nr / Class</td>
<td>YES/NO</td>
<td>NO</td>
<td></td>
</tr>
</tbody>
</table>

**Measurer’s Comments:**

Measurer’s visa:

Name and date:
Appendix 6  Recognised Class Insignia

Refers to Class Rule 02.02.01

A6.01.00  MICRO CLASS (generic)
A6.01.01  Colour: any, but usually red, blue or black.

A6.01.02  Detail of design (full size on last page)

A6.02.00  Production Classes Insignia
A6.02.01  Corsaire

A6.02.02  GEM
| A6.02.03 | GEM (AUS) |
| A6.02.03 | Microsail |
| A6.02.04 | Microsail (old) |
| A6.02.05 | Sailart |
| A6.02.07 | Swift 18 |