The XYZ was designed in 19… by … … and was adopted as an international/recognised class in … .

Closed class rules for a measurement controlled class.
It also provides the basis for a new template in development for Closed Class Rules for manufacturer controlled class

Please refer to the Guide to Standard Class Rules when using this document

This version has been updated to reflect the changes to the ERS 2009–2012.

Date of this version; 16 January 2009
INDEX

PART I – ADMINISTRATION
Section A – General
A.1 Language ................................... x
A.2 Abbreviations ............................ x
A.3 Authorities ................................ x
A.4 Administration of the Class ...... x
A.5 ISAF Rules ............................... x
A.6 Class Rules Variations .......... x
A.7 Class Rules Amendments ...... x
A.8 Class Rules Interpretation ...... x
A.9 International Class Fee and ISAF Building Plaque ......... x
A.10 Sail Numbers ............................. x
A.11 Hull Certification ...................... x
A.12 Initial Hull Certification ............ x
A.13 Validity of Certificate ............... x
A.14 Hull Re-Certification ................. x
A.15 Retention of Certification Documentation .................. x

Section B – Boat Eligibility
B.1 Class Rules and Certification .... x
B.2 Flotation Check ......................... x
B.3 Class Association Sticker .......... x

PART II – REQUIREMENTS AND LIMITATIONS
Section C – Conditions for Racing
C.1 General ................................. x
C.2 Crew ...................................... x
C.3 Personal Equipment ................. x
C.4 Advertising ............................. x
C.5 Portable Equipment ................. x
C.6 Boat ....................................... x
C.7 Hull ....................................... x
C.8 Hull Appendages...................... x
C.9 Rig ....................................... x
C.10 Sails ..................................... x

Section D – Hull
D.1 Parts ..................................... x
D.2 General ................................... x
D.3 Hull Shell ................................ x
D.4 Deck ...................................... x
D.5 Buoyancy Tanks ....................... x
D.6 Gunwale Rubbing Strakes .......... x
D.7 Bulkheads ................................ x
D.8 Thwarts .................................. x
D.9 Assembled Hull ......................... x

Section E – Hull Appendages
E.1 Parts ..................................... x
E.2 General ................................... x
E.3 Keel/Centreboard ..................... x
E.4 Rudder Blade, Rudder Stock and Tiller ..................... x

Section F – Rig
F.1 Parts ..................................... x
F.2 General ................................... x
F.3 Mast ...................................... x
F.4 Boom .................................... x
F.5 Spinnaker Pole ......................... x
F.6 Bowsprit ................................ x
F.7 Standing Rigging ....................... x
F.8 Running Rigging ....................... x

Section G – Sails
G.1 Parts ..................................... x
G.2 General ................................... x
G.3 Mainsail .................................. x
G.4 Headsail ................................ x
G.5 Gennaker ................................ x
G.6 Spinnaker ................................ x

PART III – APPENDICES
........................................................................ x
INTRODUCTION

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

XYZ hulls, hull appendages, rigs and sails are measurement/manufacturing controlled.

XYZ hulls, hull appendages, rigs and sails shall only be manufactured by XXX – in the class rules referred to as licensed manufacturers. Equipment is required to comply with the International XYZ Building Specification and is subject to an ISAF approved manufacturing control system.

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

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

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

Note: Where the class permits IHC it should be mentioned here which items may be produced under IHC.

PLEASE REMEMBER:

THESE RULES ARE CLOSED CLASS RULES WHERE IF IT DOES NOT SPECIFICALLY SAY THAT YOU MAY – THEN YOU SHALL NOT.

COMPONENTS, AND THEIR USE, ARE DEFINED BY THEIR DESCRIPTION.
PART I – ADMINISTRATION

Section A – General

A.1 LANGUAGE

A.1.1 The official language of the class is English and in case of dispute over translation the English text shall prevail.
A.1.2 The word “shall” is mandatory and the word “may” is permissive.
A.1.3 Except where used in headings, when a term is printed in “bold” the definition in the ERS applies and when a term is printed in “italics” the definition in the RRS applies.

A.2 ABBREVIATIONS

A.2.1 ISAF International Sailing Federation
MNA ISAF Member National Authority
ICA International … Class Association
NCA National Class Association
ERS Equipment Rules of Sailing
RRS Racing Rules of Sailing
OSR Offshore Special Regulations

A.3 AUTHORITIES

A.3.1 The international authority of the class is the ISAF which shall co-operate with the ICA in all matters concerning these class rules.
A.3.2 Notwithstanding anything contained herein, the certification authority has the authority to withdraw a certificate and shall do so on the request of the ISAF.

A.4 ADMINISTRATION OF THE CLASS

A.4.1 ISAF has delegated its administrative functions of the class to MNAs. The MNA may delegate part or all of its functions, as stated in these class rules, to an NCA.
A.4.2 In countries where there is no MNA, or the MNA does not wish to administrate the class, its administrative functions as stated in these class rules shall be carried out by the ICA which may delegate the administration to an NCA.

A.5 CLASS RULES CHANGES

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

A.6 CLASS RULES AMENDMENTS

A.6.1 Amendments to these class rules are subject to the approval of the ISAF in accordance with the ISAF Regulations.
A.7 CLASS RULES INTERPRETATION
A.7.1 Interpretation of class rules shall be made in accordance with the ISAF Regulations.

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

A.9 SAIL NUMBERS
A.9.1 Sail numbers shall be issued by the MNA.
A.9.2 Sail numbers shall be issued in consecutive order starting at “1”.

A.10 HULL CERTIFICATION
A.10.1 A certificate shall record the following information:
- (a) Class
- (b) Certification authority
- (c) Sail number issued by the certification authority
- (d) Owner
- (e) Hull identification (See the Guide to Standard Class Rules)
- (f) Builder/Manufacturers details
- (g) Date of issue of initial certificate
- (h) Date of issue of certificate

A.11 INITIAL HULL CERTIFICATION
A.11.1 For a certificate to be issued to hull not previously certified:
- (a) Certification control shall be carried out by the official measurer who shall complete the appropriate documentation.
- (b) The documentation and certification fee, if required, shall be sent to the certification authority.
- (c) Upon receipt of a satisfactorily completed documentation and certification fee, if required, the certification authority may issue a certificate.

A.12 VALIDITY OF CERTIFICATE
A.12.1 A hull certificate becomes invalid upon:
- (a) the change to any items recorded on the hull certificate as required under A.11.
- (b) the date of expiry,
- (c) withdrawal by the certification authority,
- (d) the issue of a new certificate,

A.13 HULL RE-CERTIFICATION
A.13.1 The certification authority may issue a certificate to a previously certified hull:
(a) when it is invalidated under A.13.1(a) or (b), after receipt of the old certificate, and certification fee if required.
(b) when it is invalidated under A.13.1(c), at its discretion.
(c) in other cases, by application of the procedure in A.12.

A.14 RETENTION OF CERTIFICATION DOCUMENTATION
A.14.1 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 a valid hull certificate.
   (c) have valid certification marks as required

B.2 FLOTATION CHECKS
B.2.1 The hull certificate shall carry a satisfactorily flotation check confirmation.
B.2.2 A race committee may require that a boat shall pass a flotation test in accordance with Appendix … .

B.3 CLASS ASSOCIATION MARKINGS
B.3.1 A valid Class Association Sticker, if required by the NCA or the ICA, shall be affixed to the hull in a conspicuous position.

or

B.3.1 A valid Class Association Sticker, if required by the NCA or the ICA, shall be affixed to the hull certificate.
B.3.2 Sails shall carry a Class Association Sail Label.
PART II – REQUIREMENTS AND LIMITATIONS

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

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

(The text “The rules in Part II are closed class rules” to be used if all Sections in Part II are closed class rules. Otherwise it should be stated under “Rules” in each section whether the rules in that section are “closed class rules” or “open class rules”.)

Section C – Conditions for Racing

C.1 GENERAL

C.1.1 RULES

(a) RRS … shall not apply.
(b) RRS … is/are changed as follows: … .
(c) The ERS Part I – Use of Equipment shall apply.
(d) ERS … is/are changed as follows: … .

C.2 CREW

C.2.1 LIMITATIONS

(a) The crew shall consist of … persons.
(b) No crew member shall be substituted during an event of less than … consecutive days, unless … .
(c) Age … .
(d)

C.2.2 WEIGHTS

<table>
<thead>
<tr>
<th>The total weight of the crew dressed in underwear</th>
<th>minimum</th>
<th>maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>kg</td>
<td>kg</td>
</tr>
</tbody>
</table>

C.3 PERSONAL EQUIPMENT

C.3.1 MANDATORY

(a) The boat shall be equipped with a personal floatation device for each crew member to the minimum standard ISO 12402-5 (CE 50 Newtons), or USCG Type III, or AUS PFD 1.
(Blue items need to be checked with the territories)

Or

(a) The boat shall be equipped to the minimum standard ISAF Offshore Committee Special Regulations category IV.

(b)

C.3.2 OPTIONAL
(a) Hiking harness. The weight shall not exceed … kg.
(b) Trapeze harness. The weight shall not exceed … kg.
(c)

C.3.3 TOTAL WEIGHT
The total weight of worn equipment shall not exceed … kg.

C.4 ADVERTISING
C.4.1 LIMITATIONS
Advertising shall only be displayed in accordance the ISAF Advertising Code. (See ISAF Regulation 20)

C.5 PORTABLE EQUIPMENT
C.5.1 MANDATORY
(a) FOR USE
(1) Safety equipment …
(2) One hand bailer or bucket
(3) One anchor of not less than … kg in weight and with not less than … m of line of not less than … mm in diameter
(4)
(b) NOT FOR USE
(1) Towing rope minimum … m long of not less than … mm in diameter.
(2) One paddle minimum … mm long and with a blade area of minimum … m²
(3) One outboard engine
(4)

C.5.2 OPTIONAL
(a) FOR USE
(1) Electronic or mechanical timing devices
(2) One magnetic compass
(3) Mooring line
(4) Water Bottle Holder
(5) Wind Indicators
(6) etc.
C.6 BOAT

C.6.1 MODIFICATIONS, MAINTENANCE AND REPAIR

(a)

C.6.2 DIMENSIONS

<table>
<thead>
<tr>
<th>minimum</th>
<th>maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>mm</td>
<td>mm</td>
</tr>
</tbody>
</table>

C.6.3 WEIGHT

<table>
<thead>
<tr>
<th>The weight of the boat in dry condition</th>
<th>minimum</th>
<th>maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>kg</td>
<td>kg</td>
<td></td>
</tr>
</tbody>
</table>

The weight shall be taken excluding sails and all portable equipment as listed in C.5.

C.6.4 CORRECTOR WEIGHTS

(a) Corrector weights of … shall be permanently fastened to … when the boat weight is less than the minimum requirement.

(b) The total weight of such corrector weights shall not exceed … kg. See also rules A.16.4 and B.1.1.

(c)

C.6.5 FLOTATION

(a) The hull shall be fully decked and/or have flotation element(s).

(b) Fully decked hulls shall comply with ISO 11812 and ISO 12216.

(c) Flotation elements shall comply with ISO 12217-3 Annex C.

(d) Hulls with air tank(s) as flotation element(s) shall additionally comply with ISO 12217-3 Annex D, by test or calculation, except that the largest air tank shall not be included as a flotation element.
C.7  **HULL**

C.7.1  **MODIFICATIONS, MAINTENANCE AND REPAIR**

(a)

C.7.2  **FITTINGS**

(a) **USE**

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

(2)

C.7.3  **LIMITATIONS**

(a)

C.8  **HULL APPENDAGES**

C.8.1  **MODIFICATIONS, MAINTENANCE AND REPAIR**

(a)

C.8.2  **FITTINGS**

(a) **USE**

(1)

C.8.3  **LIMITATIONS**

(a) Only one **centreboard/keel** and one **rudder** blade shall be used during an event of less than … consecutive days, except when a **hull appendage** has been lost or damaged beyond repair.

(b)

C.8.4  **KEEL/CENTREBOARD**

(a) **DIMENSIONS**

<table>
<thead>
<tr>
<th>Maximum projection from the bottom of the hull</th>
<th>minimum</th>
<th>maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>mm</td>
<td>mm</td>
</tr>
</tbody>
</table>

(b) **USE**

(1) The **keel** shall be fixed down

(2)

C.8.5  **RUDDER**

(a) **DIMENSIONS**

<table>
<thead>
<tr>
<th></th>
<th>minimum</th>
<th>maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>mm</td>
<td>mm</td>
</tr>
</tbody>
</table>
(b) USE
   (1) The rudder blade shall be in its fully lowered position. However for races sailed in shallow water the sailing instructions may prescribe that this rule shall not apply.

(2)

C.9 RIG
C.9.1 MODIFICATIONS, MAINTENANCE AND REPAIR
(a)
C.9.2 FITTINGS
(a) USE
   (1)
C.9.3 LIMITATIONS
(a) Only one set of spars and standing rigging shall be used during an event, except when an item has been lost or damaged, and the race committee has approved the substitution.
(b)
C.9.4 MAST
(a) DIMENSIONS

<table>
<thead>
<tr>
<th></th>
<th>minimum</th>
<th>maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Intersection of the fore side of the spar and upper surface of the deck to</td>
<td>mm</td>
<td>mm</td>
</tr>
</tbody>
</table>

(b) USE
   (1) The spar shall be stepped in the mast step in such a way that the heel shall not capable of moving more than … mm.

(2)

C.9.5 BOOM
(a) DIMENSIONS

<table>
<thead>
<tr>
<th></th>
<th>minimum</th>
<th>maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Limit mark width</td>
<td>mm</td>
<td></td>
</tr>
<tr>
<td>Outer point distance</td>
<td>mm</td>
<td></td>
</tr>
</tbody>
</table>

(b) USE
   (1) The intersection of the aft edge of the mast spar and the top of the boom spar, each extended as necessary, shall not be below the upper
edge of the mast **lower limit mark** when the boom **spar** is at 90° to the mast **spar**.

(2)

C.9.6 SPINNAKER POLE/RETRACTING BOWSPRIT
(a) **USE**
(1)

C.9.7 STANDING RIGGING
(a) **DIMENSIONS**

<table>
<thead>
<tr>
<th></th>
<th>minimum</th>
<th>maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Foretriangle base</td>
<td>mm</td>
<td>mm</td>
</tr>
<tr>
<td>Foretriangle/Forestay height</td>
<td>mm</td>
<td>mm</td>
</tr>
</tbody>
</table>

(b) **USE**
(1) Rigging links and rigging screws shall not be adjusted.
(2)

C.9.8 RUNNING RIGGING
(a) **USE**
(1) The **mainsail sheet** shall be led … .
(2) The headsail **sheet** shall be led … .
(3) The spinnaker **sheet** and **spinnaker guy** shall be led … .
(4) The **spinnaker pole** topping lift shall be led … .
(5) The spinnaker pole foreguy shall be led … .
(6) The **bowsprit** setting and retraction lines shall be led … .
(7) The kicking strap shall be led … .
(8) The **mainsail outhaul** shall be led … .
(9) The **mainsail** Cunningham control shall be led … .
(10)

C.10 SAILS
C.10.1 MODIFICATIONS, MAINTENANCE AND REPAIR
(a) **Sails** shall not be altered in any way except as permitted by these **class rules**.
(b) Routine maintenance such as … is permitted without re-measurement and re-certification.
(c) Battens may be placed in the **batten pockets**
(d)
C.10.2 LIMITATIONS
   (a) Not more than … mainsails, … jibs, … genoa 1, … genoa 2, … gennakers and … spinnakers shall be carried aboard.
   (b) Not more than … mainsails, … jibs, … genoa 1, … genoa 2, … gennakers and … spinnakers shall be used during an event of less than … consecutive days, except when a sail has been lost or damaged beyond repair.
   (c)

C.10.3 MAINSAIL
   (a) IDENTIFICATION
       The national letters and sail numbers shall comply with the RRS except where prescribed otherwise in these class rules.
       (Not to be included here if this is covered in Section G and thereby checked in connection with certification control)
   (b) USE
       (1) The sail shall be hoisted on a halyard. The arrangement shall permit hoisting and lowering of the sail whilst afloat.
       (2) The highest visible point of the sail, projected at 90° to the mast spar, shall not be set above the lower edge of the mast upper limit mark. The intersection of the leech and the top of the boom spar, each extended as necessary, shall not be behind the fore side of the boom outer limit mark.
       (3) Luff and foot bolt ropes shall be in the spar grooves or tracks.
       (4)

C.10.4 JIB
   (a) USE
       (1)

C.10.5 GENOA
   (a) IDENTIFICATION
       The sail number shall comply with the RRS except where prescribed otherwise in these class rules.
       (Not to be included here if this is covered in Section G and thereby checked at certification control. Use only when the genoa can overlap the mast as described in the RRS.)
   (b) USE
       (1)

C.10.6 GENNAKER
   (a) IDENTIFICATION
       The sail numbers shall comply with the RRS except where prescribed otherwise in these class rules.
(Not to be included here if this is covered in Section G and thereby checked at certification control. Use only when the gennaker can overlap the mast as described in the RRS.)

(b) USE

(1)

C.10.6 SPINNAKER

(a) IDENTIFICATION
The sail numbers shall comply with the RRS except where prescribed otherwise in these class rules.
(Not to be included here if this is covered in Section G and thereby checked at certification control.)

(b) USE

(1)

Section D – Hull

D.1 PARTS

D.1.1 MANDATORY
(a) Hull shell
(b) Deck
(c) Buoyancy Tanks
(d) Gunwale Rubbing Strakes
(e) Bulkheads
(f) Thwarts
(g)

D.1.2 OPTIONAL
(a) Bulkheads
(b) Thwarts
(c)

D.2 GENERAL

D.2.1 RULES
(a) The hull shall comply with the class rules in force at the time of initial certification.

(b)

D.2.2 CERTIFICATION
See Rule A.13.

D.2.3 MODIFICATIONS, MAINTENANCE AND REPAIR
(a) The hull shell, deck, bulkheads, double bottom. … and … shall not be altered in any way except as permitted by these class rules.
(b) Holes not bigger than necessary for the installation fittings and passage of lines may be made in the …
(c) Routine maintenance such as painting and polishing is permitted without re-measurement and re-certification.
(d) If any hull moulding is repaired in any other way than described in D.2.3(c), an **official measurer** shall verify on the **certificate** that the external shape is the same as before the repair and that no substantial stiffness, or other, advantage has been gained as a result of the repair. The **official measurer** shall also describe the details of the repair on the **certificate**.

D.2.4 DEFINITIONS
(a) HULL DATUM POINT
   The **hull datum point** is … .
(b) 

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

D.2.6 BUILDERS
(a) The hull shall built by a builder licensed by ISAF.
(b) All moulds shall be approved by ISAF.
(c) 

D.3 HULL SHELL
D.3.1 MATERIALS
(a) The hull shell shall be built from … .
(b) 

D.3.2 CONSTRUCTION
(a) 

D.4 DECK
D.4.1 MATERIALS
(a) The deck shall be built from … .
(b) 

D.4.2 CONSTRUCTION
(a) 

D.5 BUOYANCY TANKS
D.5.1 CONSTRUCTION
(a) Buoyancy equipment shall comprise of … .
(b)
D.6 GUNWALE AND RUBBING STRAKES

D.6.1 MATERIALS
(a) The rubbing strakes shall be …...
(b)

D.6.2 CONSTRUCTION
(a) The rubbing strake shall run unbroken on each gunwale.
(b)

D.7 BULKHEADS

D.7.1 MATERIALS
(a)

D.7.2 CONSTRUCTION
(a)

D.8 THWARTS

D.8.1 MATERIALS
(a)

D.8.2 CONSTRUCTION
(a)

D.9 ASSEMBLED HULL

D.9.1 FITTINGS
(a) MANDATORY
The following fittings shall be positioned in accordance with the measurement diagram:
(1) Stemhead fitting
(2) Forestay fitting
(3) Shroud plates
(4) Headsail tracks
(5) Mainsheet track with one traveller
(6) Mast step
(7)
(b) OPTIONAL
(1) Halyard winches or tensioners
(2) Mainsail sheet blocks, fairleads and cleats
(3) Mainsail Cunningham blocks, fairleads and cleats
(4) Maximum … headsail sheet winches
(5) Headsail sheet blocks, fairleads and cleats
(6) Headsail Cunningham blocks, fairleads and cleats
(7) Headsail Barber hauler fairleads, blocks and cleats
(8) Spinnaker sheet and guy fairleads, blocks and cleats
(9) Spinnaker Barber hauler fairleads, blocks and cleats
(10) Tiller lock
(11) Toe straps not capable of extending outboard
(12) Hand holds on/in deck
(13) Stowage clips for paddle(s), spinnaker pole, sail bags and other equipment
(14) One inspection hole in each buoyancy tank, provided that the watertight integrity of the buoyancy tank is maintained and covers are capable of resisting accidental dislodgement.
(15) Draining holes in buoyancy tanks, provided that the watertight integrity of the buoyancy tank is maintained and plugs are capable of resisting accidental dislodgement.
(16) Bilge pump(s) which may discharge through hull shell or deck
(17) Magnetic compasses
(18) Echo sounder
(19) Deck clips for cockpit cover and/or tent
(20)

D.9.2 DIMENSIONS
The keel line shall be taken as the intersection line from transom to stem of the hull shell and the hull centreplane.
The sections shall be taken as vertical, transverse planes at the following positions:
Section 1: at … mm from hull datum point as defined in D.2.3
Section 2: at … mm from hull datum point as defined in D.2.3
etc.
The baseline shall be on the centreplane of the hull at the at following vertical distances:

<table>
<thead>
<tr>
<th>Hull length</th>
<th>minimum</th>
<th>maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vertical distance from baseline to underside of hull shell;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>at section …</td>
<td></td>
<td></td>
</tr>
<tr>
<td>at section …</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Vertical distance from baseline to underside of keel</td>
<td></td>
<td></td>
</tr>
<tr>
<td>at section …</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Beam of hull, excluding rubbing strakes and fittings, at sheerline;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>at section …</td>
<td></td>
<td></td>
</tr>
<tr>
<td>at section …</td>
<td></td>
<td></td>
</tr>
<tr>
<td>at section …</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Description</td>
<td>minimum</td>
<td>maximum</td>
</tr>
<tr>
<td>----------------------------------------------------------------------------</td>
<td>---------</td>
<td>---------</td>
</tr>
<tr>
<td>Longitudinal distance from <strong>hull datum point</strong> as defined in D.2.3;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>to intersection of <strong>keel</strong> trailing edge and <strong>hull</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>to aft point of mast <strong>spar</strong> hole at deck</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Longitudinal dimension of mast <strong>spar</strong> hole</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Horizontal distance from centre of forestay attachment hole to forward end of <strong>hull</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Longitudinal distance from <strong>hull datum point</strong> as defined in D.2.3 to centre of shroud plate holes</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Transverse distance between centres of shroud plate holes</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gunwale rubbing strakes;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>depth</td>
<td></td>
<td></td>
</tr>
<tr>
<td>width</td>
<td></td>
<td></td>
</tr>
<tr>
<td>distances from transom and forward end of <strong>hull</strong>, excluding stemhead fitting,</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Overall height of mast step</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mainsheet track;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>length</td>
<td></td>
<td></td>
</tr>
<tr>
<td>vertical height to top above</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Headsail track length</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Inside diameter of buoyancy tank inspection holes</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Inside diameter of buoyancy tank draining holes</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

D.9.3 WEIGHTS

<table>
<thead>
<tr>
<th>Hull Mass</th>
<th>minimum</th>
<th>maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>kg</td>
<td>kg</td>
<td></td>
</tr>
</tbody>
</table>

D.9.4 HULL CORRECTOR WEIGHTS

(a)
Section E – Hull Appendages

E.1 PARTS

E.1.1 MANDATORY
(a) Keel/Centreboard
(b) Rudder
(c)

E.1.2 OPTIONAL
(a) Trim tab
(b)

E.2 GENERAL

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

(In the case of a keel it is probably preferably to refer to the class rules in force at the time of initial certification of the hull – see E.3.1(a) )
(b)

E.2.2 MODIFICATIONS, MAINTENANCE AND REPAIR
(a) Hull appendages shall not be altered in any way except as permitted by these class rules.
(b) Routine maintenance such as … is permitted without re-measurement and re-certification.

E.2.3 CERTIFICATION
(a) The official measurer shall certify hull appendages and shall sign and date the certification mark.
(b) An MNA may appoint one or more In-House Official Measurers to measure and certify hull appendages produced by that manufacturer.

(Or place Certification in E.3.2 and E.4.2 as below if different certification procedures should be used for different hull appendages.)
(c)

E.2.3 DEFINITIONS
(a)

E.2.4 MANUFACTURERS
(a) The hull appendages shall be made by manufacturers licensed by ISAF.
(b)
E.3 KEEL/CENTREBOARD

E.3.1 RULES
(a) The keel shall comply with the class rules in force at the time of the initial certification of the hull.

Or
(a) The centreboard shall comply with the class rules in force at the time of the certification.

E.3.2 CERTIFICATION
(a) The official measurer shall certify centreboards and shall sign and date the certification mark.

E.3.3 DEFINITIONS
(a)

E.3.4 MANUFACTURERS
(a) Manufacturers shall be licensed by the ISAF.
(b)

E.3.5 MATERIALS
(a) The keel/centreboard shall be of … .
(b) The keel/centreboard shall be covered with … .
(c)

E.3.6 CONSTRUCTION
(a) The keel/centreboard shall be manufactured from a pattern approved by the ISAF.
(b)

E.3.7 FITTINGS
(a) MANDATORY
(1)
(b) OPTIONAL
(1)

E.3.8 DIMENSIONS

<table>
<thead>
<tr>
<th>minimum</th>
<th>maximum</th>
</tr>
</thead>
</table>

E.3.9 WEIGHTS

| minimum | maximum |
E.4 RUDDER BLADE, RUDDER STOCK AND TILLER

E.4.1 RULES
(a) The rudder blade shall comply with the class rules in force at the time of certification.
(b)  

E.4.2 CERTIFICATION
(a) The official measurer shall certify rudder blades and shall sign and date the certification mark.

E.4.3 DEFINITIONS
(a)  

E.4.4 MANUFACTURERS
(a) Manufacturers shall be licensed by the ISAF.
(b) 

E.4.5 MATERIALS
(a) The rudder blade shall be of . . . .
(b) The rudder stock shall be of . . . .
(c) The tiller shall be of . . . .
(d)  

E.4.6 CONSTRUCTION
(a) The rudder blade shall be manufactured in a mould approved by the ISAF.
(b)  

E.4.7 FITTINGS
(a) MANDATORY
   (1) 
(b) OPTIONAL
   (1)  

E.4.8 DIMENSIONS

<table>
<thead>
<tr>
<th>minimum</th>
<th>maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>kg</td>
<td>kg</td>
</tr>
</tbody>
</table>
Section F – Rig

F.1 PARTS

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

F.1.2 OPTIONAL
(a) Spinnaker pole
(b) Bowsprit
(c)

F.2 GENERAL

F.2.1 RULES
(a) The spars and their fittings shall comply with the class rules in force at the time of certification of the spar.
(b) The standing and running rigging shall comply with the class rules.
(c)

F.2.2 MODIFICATIONS, MAINTENANCE AND REPAIR
(a) Spars shall not be altered in any way except as permitted by these class rules.
(b) Routine maintenance such as … is permitted without re-measurement and re-certification.

F.2.3 CERTIFICATION
(a) The official measurer shall certify spars and shall sign and date the certification mark.
(b) No certification of standing and running rigging is required.
(c) An MNA may appoint one or more In-House Official Measurers to measure and certify rigs produced by that manufacturer.
F.2.4 DEFINITIONS
(a) MAST DATUM POINT
   The mast datum point is ... 
(b)

F.2.5 MANUFACTURER
(a) No licence is required.  
(b)

F.3 MAST
F.3.1 MATERIALS
(a) The spar shall be of ... 
(b)

F.3.2 CONSTRUCTION
(a) The spar extrusion shall include a fixed sail groove or track which may or may not be integral with the spar but shall be of the same material. 
(b)

F.3.3 FITTINGS
(a) MANDATORY
   (1) Mast head fitting
   (2) Shroud tangs
   (3) A set of fixed spreaders
   (4) Mainsail halyard sheave box
   (5) Headsail halyard sheave box
   (6) Spinnaker halyard sheave box
   (7) Spinnaker pole fitting
   (8) Spinnaker pole lift block with attachment
   (9) Spinnaker pole downhaul block with attachment
   (10) Gooseneck
   (11) Kicking strap attachment
   (12) Heel fitting with ... sheaves for halyards
   (13)
(b) OPTIONAL
   (1) One mechanical wind indicator
   (2) Compass bracket
   (3)

F.3.5 DIMENSIONS

<table>
<thead>
<tr>
<th></th>
<th>minimum</th>
<th>maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mast length</td>
<td>mm</td>
<td></td>
</tr>
<tr>
<td>Mast spar curvature</td>
<td></td>
<td>mm</td>
</tr>
</tbody>
</table>
### F.3.16 WEIGHTS

<table>
<thead>
<tr>
<th></th>
<th>minimum</th>
<th>maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mast Mass</td>
<td>kg</td>
<td>kg</td>
</tr>
</tbody>
</table>

### F.4 BOOM

#### F.4.1 MATERIALS

(a) The **spar** shall be of . . .

(b) Permitted surface finish shall be of . . .
F.4.2 CONSTRUCTION
(a) The spar extrusion and shall include a fixed sail groove or track which may or may not be integral with the spar but shall be of the same material.
(b)

F.4.3 FITTINGS
(a) MANDATORY
   (1) Two single sheave mainsheet blocks with attachments
   (2) Clew outhaul blocks and attachments
   (3) Kicking strap fitting
   (4) Gooseneck attachment
   (5)
(b) OPTIONAL
   (1) Not more than two wire strops for mainsheet blocks
   (2) Spinnaker pole stowage fittings
   (3)

F.4.5 DIMENSIONS

<table>
<thead>
<tr>
<th></th>
<th>minimum</th>
<th>maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Boom spar curvature</td>
<td>-</td>
<td>mm</td>
</tr>
<tr>
<td>Or</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Boom spar curvature at … mm from the outer limit mark</td>
<td>-</td>
<td>mm</td>
</tr>
<tr>
<td>Boom spar deflection when loaded with … kg at … vertical</td>
<td>mm</td>
<td>mm</td>
</tr>
<tr>
<td>transverse</td>
<td>mm</td>
<td>mm</td>
</tr>
<tr>
<td>Boom spar cross section between … and … ; vertical</td>
<td>mm</td>
<td>mm</td>
</tr>
<tr>
<td>transverse</td>
<td>mm</td>
<td>mm</td>
</tr>
</tbody>
</table>

F.4.16 WEIGHTS

<table>
<thead>
<tr>
<th></th>
<th>minimum</th>
<th>maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Boom Mass</td>
<td>kg</td>
<td>kg</td>
</tr>
</tbody>
</table>

F.5 SPINNAKER POLE

F.5.1 MANUFACTURER
(a) Manufacturer is optional.
(b)

F.5.2 MATERIALS
(a) The spar shall be of … .
(b)

F.5.3 CONSTRUCTION
(a)

F.5.4 FITTINGS
(a) Fittings are optional.
(b)

F.5.5 DIMENSIONS

<table>
<thead>
<tr>
<th></th>
<th>minimum</th>
<th>maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Spinnaker pole spar cross section</strong> between … and …</td>
<td>mm</td>
<td>mm</td>
</tr>
<tr>
<td><strong>Spinnaker pole length</strong></td>
<td>mm</td>
<td>mm</td>
</tr>
</tbody>
</table>

F.5.6 WEIGHTS

<table>
<thead>
<tr>
<th></th>
<th>minimum</th>
<th>maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Spinnaker Pole Mass</strong></td>
<td>kg</td>
<td>kg</td>
</tr>
</tbody>
</table>

F.6 BOWSPRIT

F.6.1 MANUFACTURER
(a) Manufacturer is optional.
(b)

F.6.2 MATERIALS
(a) The **spar** shall be of … .
(b)

F.6.3 CONSTRUCTION
(a)

F.6.4 FITTINGS
(a) Fittings are optional.
(b)

F.6.6 DIMENSIONS

<table>
<thead>
<tr>
<th></th>
<th>minimum</th>
<th>maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Bowsprit spar cross section</strong> between … and …</td>
<td>mm</td>
<td>mm</td>
</tr>
<tr>
<td><strong>Bowsprit point distance</strong></td>
<td>mm</td>
<td>mm</td>
</tr>
</tbody>
</table>
F.6.7 WEIGHTS

<table>
<thead>
<tr>
<th></th>
<th>minimum</th>
<th>maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bowsprit Mass</td>
<td></td>
<td>kg</td>
</tr>
</tbody>
</table>

F.7 STANDING RIGGING

F.7.1 MATERIALS
(a) The standing rigging shall be of stainless steel.
(b)

F.7.2 CONSTRUCTION
(a) MANDATORY
(1) A forestay of … x… “non faired” (?) wire
(2) Shrouds of … x… “non faired” (?) wire
(3) A backstay of … x… “non faired” (?) wire
(4)
(b) OPTIONAL
(1)

F.7.3 FITTINGS
(a) MANDATORY
(1) Forestay rigging link
(2) Shroud rigging screw
(3) Backstay ...
(4)
(b) OPTIONAL
(1)

F.7.4 DIMENSIONS

<table>
<thead>
<tr>
<th></th>
<th>minimum</th>
<th>maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Forestay length from … to …</td>
<td>-</td>
<td>mm</td>
</tr>
<tr>
<td>Forestay diameter</td>
<td>mm</td>
<td>mm</td>
</tr>
<tr>
<td>Shroud length from … to…</td>
<td>-</td>
<td>mm</td>
</tr>
<tr>
<td>Shroud diameter</td>
<td>mm</td>
<td>mm</td>
</tr>
<tr>
<td>Backstay length from … to…</td>
<td>-</td>
<td>mm</td>
</tr>
<tr>
<td>Backstay diameter</td>
<td>mm</td>
<td>Mm</td>
</tr>
<tr>
<td>minimum</td>
<td>maximum</td>
<td></td>
</tr>
<tr>
<td>---------</td>
<td>---------</td>
<td></td>
</tr>
</tbody>
</table>

F.7.5  WEIGHTS

<table>
<thead>
<tr>
<th>minimum</th>
<th>maximum</th>
</tr>
</thead>
</table>

F.8  RUNNING RIGGING

F.8.1  MATERIALS
(a) Materials are optional.
(b)

F.8.2  CONSTRUCTION
(a) MANDATORY
(1) Mainsail halyard
(2) Mainsail sheet
(3) Kicking strap
(4) Headsail halyard
(5) Headsail sheets
(6) Spinnaker halyard
(7) Spinnaker sheet and Spinnaker guy
(8) Spinnaker pole lift and downhaul
(9) Bowsprit setting and retraction lines
(10)
(b) OPTIONAL
(1) Mainsail Cunningham line
(2) Mainsailouthaul
(3) Headsail Cunningham line
(4) Single line headsail Barber haulers capable of modifying the sheeting angle in one direction only
(5) Single line spinnaker Barber haulers capable of modifying the sheeting angle in one direction only
(6)

F.8.3  FITTINGS
(a) MANDATORY
(1)
(b) OPTIONAL
(1) One block or eye in each headsail Barber hauler to run on headsail sheet
(2) One block or eye in each spinnaker Barber hauler to run on spinnaker sheet or guy

(3)

F.8.4 DIMENSIONS

<table>
<thead>
<tr>
<th></th>
<th>minimum</th>
<th>maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>mm</td>
<td>mm</td>
</tr>
</tbody>
</table>

F.8.5 WEIGHTS

<table>
<thead>
<tr>
<th></th>
<th>minimum</th>
<th>maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>kg</td>
<td>kg</td>
</tr>
</tbody>
</table>

Section G – Sails

G.1 PARTS

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

G.1.2 OPTIONAL
(a) Spinnaker
(b) Gennaker
(c)

G.2 GENERAL

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

G.2.2 CERTIFICATION
(a) The official measurer shall certify mainsails and headsails in the tack and spinnakers in the head and shall sign and date the certification mark.
(b) The ISAF or an MNA may appoint one or more In-House Official Measurers to measure and certify sails produced by that manufacturer.

G.2.3 DEFINITIONS
(a)

G.2.4 SAILMAKER
(a) No licence is required.
(b) The weight in g/m$^2$ of the **body of the sail** shall be indelibly marked near the **head point** by the sailmaker together with the date and his signature or stamp.

G.3 MAINSAIL

G.3.1 IDENTIFICATION

(a) The class insignia shall conform with the dimensions and requirements as detailed in the diagram contained in … and be placed in accordance with the diagram contained in … .

(b)

G.3.2 MATERIALS

(a) The **ply** fibres shall consist of ….

(b) **Stiffening** shall consist of…. Cornerboards…

Battens….

(c) **Sail reinforcement** shall consist of….

G.3.3 CONSTRUCTION

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

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

(c) The **sail** shall have … batten **pockets** in the **leech**.

(d) The sail shall be constructed so that it can be reefed by means of slab reefing at two points adjacent to the **luff**, two points adjacent to the **leech** and four corresponding points in the **body of the sail**.

(e) The following are permitted: Stitching, glues, tapes, bolt ropes, corner eyes, headboard with fixings, Cunningham eye or pulley, **batten pocket patches**, batten pocket elastic, batten pocket end caps, mast and boom slides, leech line with cleat, one **window**, tell tales, sail shape indicator stripes and items as permitted or prescribed by other applicable **rules**.

(f) The **leech** shall not extend aft of straight lines between:

1. the **aft head point** and the intersection of the **leech** and the upper edge of the nearest **batten pocket**,

2. the intersection of the **leech** and the lower edge of a **batten pocket** and the intersection of the **leech** and the upper edge of an adjacent **batten pocket** below,

3. the **clew point** and the intersection of the **leech** and the lower edge of the nearest **batten pocket**.

G.3.4 DIMENSIONS

<table>
<thead>
<tr>
<th></th>
<th>minimum</th>
<th>maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Leech length</td>
<td>mm</td>
<td>mm</td>
</tr>
<tr>
<td>Quarter width</td>
<td>mm</td>
<td>mm</td>
</tr>
<tr>
<td>Half width</td>
<td>mm</td>
<td>mm</td>
</tr>
<tr>
<td>Measurement Description</td>
<td>Minimum</td>
<td>Maximum</td>
</tr>
<tr>
<td>--------------------------</td>
<td>---------</td>
<td>---------</td>
</tr>
<tr>
<td>Three-quarter width</td>
<td>mm</td>
<td>mm</td>
</tr>
<tr>
<td>Upper width at upper leech point ... mm from head point</td>
<td>mm</td>
<td>mm</td>
</tr>
<tr>
<td>Top width</td>
<td>-</td>
<td>mm</td>
</tr>
<tr>
<td>Mass of ply of the body of the sail</td>
<td>g/m²</td>
<td></td>
</tr>
<tr>
<td>Primary reinforcement</td>
<td>-</td>
<td>mm</td>
</tr>
<tr>
<td>Secondary reinforcement:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>from sail corner measurement points</td>
<td>-</td>
<td>mm</td>
</tr>
<tr>
<td>for flutter patches</td>
<td>-</td>
<td>mm</td>
</tr>
<tr>
<td>for chafing patches</td>
<td>-</td>
<td>mm</td>
</tr>
<tr>
<td>for batten pocket patches</td>
<td>-</td>
<td>mm</td>
</tr>
<tr>
<td>at a reefing point adjacent to luff or leech</td>
<td>-</td>
<td>mm</td>
</tr>
<tr>
<td>Tabling width</td>
<td>-</td>
<td>... mm</td>
</tr>
<tr>
<td>Distance from clew point to foot bolt rope</td>
<td>-</td>
<td>mm</td>
</tr>
<tr>
<td>Distance from tack point to foot bolt rope</td>
<td>-</td>
<td>mm</td>
</tr>
<tr>
<td>Seam width</td>
<td>-</td>
<td>mm</td>
</tr>
<tr>
<td>Dart width</td>
<td>-</td>
<td>mm</td>
</tr>
<tr>
<td>Tuck width</td>
<td>-</td>
<td>mm</td>
</tr>
<tr>
<td>Window area</td>
<td>-</td>
<td>m²</td>
</tr>
<tr>
<td>Window to sail edge</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Extension of headboard from head point</td>
<td></td>
<td>mm</td>
</tr>
<tr>
<td>Batten pocket length:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>uppermost and lowermost pockets:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>inside</td>
<td>-</td>
<td>mm</td>
</tr>
<tr>
<td>outside</td>
<td>-</td>
<td>mm</td>
</tr>
<tr>
<td>intermediate pockets:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>inside</td>
<td>-</td>
<td>mm</td>
</tr>
<tr>
<td>outside</td>
<td>-</td>
<td>mm</td>
</tr>
<tr>
<td>Batten pocket width:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>inside</td>
<td>-</td>
<td>mm</td>
</tr>
<tr>
<td>outside</td>
<td>-</td>
<td>mm</td>
</tr>
<tr>
<td>Head point to intersection of leech and centreline of uppermost batten pocket</td>
<td>-</td>
<td>mm</td>
</tr>
<tr>
<td>Head point to intersection of luff and centreline of uppermost batten pocket</td>
<td>-</td>
<td>mm</td>
</tr>
<tr>
<td>Clew point to intersection of leech and centreline of lowermost batten pocket</td>
<td>-</td>
<td>mm</td>
</tr>
</tbody>
</table>
G.4 HEADSAIL

G.4.1 MATERIALS
(a) The ply fibres shall consist of …..
(b) Stiffening shall consist of ….
   (1) Cornerboards …
   (2) Battens ….
(c) Sail reinforcement shall consist of ….

G.4.2 CONSTRUCTION
(a) The construction shall be: soft sail, single ply sail.
(b) The body of the sail shall consist of the same woven ply throughout.
(c) The headsail shall have … batten pockets in the leech.
(d) The leech shall not extend beyond a straight line from the aft head point to the clew point.
(e) The following are permitted: Stitching, glues, tapes, corner eyes, hanks, batten pocket elastic, batten pocket patches, batten pocket end caps, leech line with cleat, one window, tell tales, sail shape indicator stripes and items as permitted or prescribed by other applicable rules.

G.4.3 DIMENSIONS

<table>
<thead>
<tr>
<th></th>
<th>minimum</th>
<th>maximum</th>
</tr>
</thead>
<tbody>
<tr>
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<td>mm</td>
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<tr>
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<tr>
<td>Foot median</td>
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<tr>
<td>Foot irregularity</td>
<td>mm</td>
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<tr>
<td>Mass of ply of the body of the sail</td>
<td>g/m²</td>
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<tr>
<td>Primary reinforcement</td>
<td>mm</td>
<td>mm</td>
</tr>
<tr>
<td>Secondary reinforcement:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>from sail corner measurement points</td>
<td>mm</td>
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</tr>
<tr>
<td>for flutter patches</td>
<td>mm</td>
<td></td>
</tr>
<tr>
<td>for chafing patches</td>
<td>mm</td>
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<tr>
<td>for batten pocket patches</td>
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</tr>
<tr>
<td>Tabling width</td>
<td>mm</td>
<td></td>
</tr>
<tr>
<td>Seam width</td>
<td>mm</td>
<td></td>
</tr>
<tr>
<td>Dart width</td>
<td>mm</td>
<td></td>
</tr>
<tr>
<td>Tuck width</td>
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</tr>
<tr>
<td>Window area</td>
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<td>Window to sail edge</td>
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<tr>
<td>Batten pocket length:</td>
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### G.5 GENNAKER

#### G.5.1 MATERIALS

(a) The ply fibres shall consist of ….

(b) Sail reinforcement shall consist of….  

#### G.5.2 CONSTRUCTION

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

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

(c) The following are permitted: Stitching, glues, tapes, corner eyes, recovery line eyes, tell tales and items as permitted or prescribed by other applicable rules.

#### G.5.3 DIMENSIONS

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<thead>
<tr>
<th></th>
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<tbody>
<tr>
<td><strong>Luff length</strong></td>
<td>mm</td>
<td>mm</td>
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<tr>
<td><strong>Leech length</strong></td>
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<tr>
<td><strong>Foot length</strong></td>
<td>mm</td>
<td>mm</td>
</tr>
<tr>
<td><strong>Foot Median</strong></td>
<td>mm</td>
<td>mm</td>
</tr>
<tr>
<td><strong>Quarter width</strong></td>
<td>mm</td>
<td>mm</td>
</tr>
<tr>
<td><strong>Half width</strong></td>
<td>mm</td>
<td>mm</td>
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<tr>
<td>Mass of ply of the body of the sail</td>
<td>g/m²</td>
<td>-</td>
</tr>
<tr>
<td><strong>Primary reinforcement</strong></td>
<td>-</td>
<td>mm</td>
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<tr>
<td><strong>Secondary reinforcement</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>from sail corner measurement points</td>
<td>-</td>
<td>mm</td>
</tr>
<tr>
<td>for recovery line point</td>
<td>-</td>
<td>mm</td>
</tr>
<tr>
<td><strong>Tabling width</strong></td>
<td>-</td>
<td>mm</td>
</tr>
<tr>
<td><strong>Seam width</strong></td>
<td>-</td>
<td>mm</td>
</tr>
<tr>
<td><strong>Dart width</strong></td>
<td>-</td>
<td>mm</td>
</tr>
<tr>
<td><strong>Tuck width</strong></td>
<td>-</td>
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| Batten pocket width:    |         |         |
| inside                 | -       | mm      |
| outside                | -       | mm      |
| Head point to intersection of leech and centreline of uppermost batten pocket | - | mm |
| Clew point to intersection of leech and centreline of lowermost batten pocket | - | mm |
G.6 SPINNAKER

G.6.1 MATERIALS
(a) The ply fibres shall consist of ….
(b) Sail reinforcement shall consist of ….

G.6.2 CONSTRUCTION
(a) The construction shall be: soft sail, single ply sail.
(b) The body of the sail shall consist of the same woven ply throughout.
(c) The following are permitted: Stitching, glues, tapes, corner eyes, recovery line eyes, tell tales and items as permitted or prescribed by other applicable rules.

G.6.3 DIMENSIONS

<table>
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<th></th>
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<tr>
<td>Leech length and luff length</td>
<td>mm</td>
<td>mm</td>
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<tr>
<td>Foot length</td>
<td>mm</td>
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<td>Foot Median</td>
<td>mm</td>
<td>mm</td>
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<tr>
<td>Difference between diagonals</td>
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<td>Quarter width</td>
<td>mm</td>
<td>mm</td>
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<tr>
<td>Half width</td>
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<tr>
<td>Mass of ply of the body of the sail</td>
<td>g/m²</td>
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</tr>
<tr>
<td>Primary reinforcement</td>
<td>-</td>
<td>mm</td>
</tr>
<tr>
<td>Secondary reinforcement:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>from sail corner measurement points</td>
<td>-</td>
<td>mm</td>
</tr>
<tr>
<td>for recovery line point</td>
<td>-</td>
<td>mm</td>
</tr>
<tr>
<td>Tabling width</td>
<td>-</td>
<td>… mm</td>
</tr>
<tr>
<td>Seam width</td>
<td>-</td>
<td>mm</td>
</tr>
<tr>
<td>Dart width</td>
<td>-</td>
<td>mm</td>
</tr>
<tr>
<td>Tuck width</td>
<td>-</td>
<td>mm</td>
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PART III – APPENDICES

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

Section H

H.1