

# INTERNATIONAL **SPLASH** CLASS RULES

## 2013



The SPLASH was designed in 1987 by Jac de Ridder and was adopted as an ISAF recognised class in 1998 and an International Class in 2005.



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# INTRODUCTION

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*Splash hulls, hull appendages, rigs and sails are manufacturer controlled. Equipment is required to comply with the International Splash Building Specification and is subject to an ISAF approved manufacturing control system.*

*Splash 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.*

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

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 2 ABBREVIATIONS

ISAF	International Sailing Federation
MNA	ISAF Member National Authority
SCIA	Splash Class International Association
NCA	National Class Association
ERS	Equipment Rules of Sailing
RRS	Racing Rules of Sailing
LIC	Licence Holder
LM	Licensed manufacturer as agreed by LIC and SCIA

### A 3 AUTHORITIES

- A 3.1 The international authority of the class is the ISAF which shall co-operate with SCIA 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 3.3 The ISAF, an MNA, the SCIA, an NCA or an official measurer is under no legal responsibility in respect of these class rules or accuracy of measurement and no claim arising from them can be entertained.

### A 4 ADMINISTRATION OF THE CLASS

ISAF has delegated its administrative functions of the class to SCIA.

### A 5 ISAF RULES

- A 5.1 These **class rules** shall be read in conjunction with the ERS.
- A 5.2 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 6 CLASS RULES VARIATIONS**

At Class Events organised under RRS 88.1(d), ISAF Regulation 26.5(f) applies. At all other events RRS 87 applies.

## **A 7 CLASS RULES AMENDMENTS**

Amendments to these **class rules** are subject to the approval of the ISAF in accordance with the ISAF Regulations.

## **A 8 CLASS RULES INTERPRETATION**

**A 8.1** Interpretation of **class rules** shall be made in accordance with the ISAF Regulations.

**A 8.2** Interpretations of the class rules at an event shall be carried out in accordance with the RRS and the race organising authority shall, as soon as practical after the event, inform SCIA of such a ruling.

## **A 9 INTERNATIONAL CLASS FEE AND ISAF BUILDING PLAQUE**

**A 9.1** LICENCE HOLDER shall pay the International Class Fee.

**A 9.2** ISAF shall, after having received the International Class Fee for the hull, send the ISAF Building Plaque to the Licence Holder. The ISAF Building Plaque shall be affixed to the hull.

## **A 10 SAIL NUMBERS**

**A 10.1** Sail numbers shall be issued by the **Certification Authority** from numbers allocated by the Licence Holder. The Certification Authority shall only issue a sail number on receipt of a **hull** building certificate.

**A 10.2** Sail numbers shall be issued in consecutive order starting at “1”.

## **A 11 MANUFACTURER DECLARATION**

A declaration sheet in accordance with appendix H completed by the LM shall record the following information:

- a. Class
- b. ISAF Plaque Number
- c. HIN number (optional)
- d. Name of manufacturer
- e. Date of completion of manufacture
- f. Area for recording Section D modification, maintenance and repair declarations

## **A 12      VALIDITY OF MANUFACTURER DECLARATION**

A hull manufacturer declaration 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 SCIA or LH both in consultation with ISAF,
- d. Any form of modification, maintenance and repair not in accordance with these class rules.

## **A 13      RETENTION OF MANUFACTURER DECLARATION**

- a. The owner shall retain the original **hull** manufacturer declaration
- b. A copy of the manufacturer declaration shall be retained by the builder and sent to SICA. The manufacturer may issue a replacement declaration.

## **A 14      EVENT EQUIPMENT INSPECTION**

In case of a dispute for which these rules do not provide a decisive answer, the following procedure shall be used:-

- a. A group of ten boats is randomly selected and measured in the same manner (control group).
- b. The dimensions of the boat under dispute shall be equal to, or fall between the maximum and minimum dimensions of the control group.
- c. If the dimensions of the boat under dispute are outside the dimensions, then the matter shall be referred to the ISAF, which shall consult the TECHNICAL COMMITTEE of the SCIA. The ISAF shall give a binding ruling which shall be communicated to SCIA which shall take appropriate action.
- d. If a boat in the control group has dimensions which deviate strongly from the other nine, then the matter shall be referred to the ISAF, which shall consult the TECHNICAL COMMITTEE of the SCIA. The ISAF shall give a binding ruling which shall be communicated to SCIA which shall take appropriate action.

## 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

The **boat** shall:

- a. Be in compliance with the **class rules**.
- b. Have a valid **hull** manufacturer declaration.
- c. Display an ISAF plaque.

### B 2 CLASS ASSOCIATION MARKINGS

- B.2.1** A valid SCIA Class Association Sticker shall be affixed to the **hull** on the cockpit aft bulkhead.
- B.2.2** **Sails** shall carry a SCIA Class Association **Sail** Label and button.

## 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.

Any alteration of the form of construction of the **hull** equipment, fittings, **spars**, **sails** or running **rigging**, as supplied by builder specifications, unless specifically approved in these Rules, is prohibited.

### SECTION C – CONDITIONS FOR RACING

#### C1 GENERAL

The ERS Part I – Use of Equipment shall apply.

#### C 2 CREW

- a. The **crew** shall consist of one person.
- b. Only those who have not reached their 19th birthday shall be eligible to race. During an event of less than ten consecutive days sailors shall be eligible to race if they have not reached their 19th birthday on the 1st scheduled racing day.
- c. The **crew** shall be a current member of an NCA of SCIA or an individual member of SCIA when no NCA of SCIA exists in the country where the **crew** resides.
- d. While racing no part of the **crew** shall be positioned forward of the **mast**, except when the **boat** is capsized or for the time needed to haul in the painter, straighten the wind vane etc.

#### C 3 PERSONAL EQUIPMENT

##### C 3.1 MANDATORY

- a. The **crew** shall wear personal a flotation device (PFD) to the minimum standard ISO 12402-5 Level 50 unless an alternative standard is prescribed otherwise in the notice of race. The PFD shall be worn in the manner prescribed by the manufacturer.



### C 3.2 TOTAL WEIGHT

- a. According to RRS 43.1(b) the SCIA establishes that the total weight of worn equipment shall not exceed 5.0kg when weighed in accordance with RRS Appendix H.
- b. In addition to the requirements of RRS 43.1(b) the total weight of any item of non-floating clothing or equipment shall not exceed 500grams except for items of protective sailing clothing.

## C 4 ADVERTISING

Pursuant to ISAF Regulation 20.5.2. Advertising is permitted as provided in ISAF Regulation 20.

## C 5 PORTABLE EQUIPMENT

### C 5.1 MANDATORY

- a. Floating towing rope minimum 10.0 m long of not less than 8 mm in diameter. The towing rope shall be attached to the bow fitting.

### C 5.2 OPTIONAL

- a. Electronic or mechanical timing devices.
- b. A compass. Electronic compasses are not permitted.
- c. Mechanical wind indicators. These shall not be fixed to the **mast** more than 1.5 m above the deck.
- d. Except for those electronic devices permitted in C 5.2(a) no electronic or telecommunications devices are permitted on board.
- e. One paddle.

## C 6 BOAT

### C.6.1 MODIFICATIONS, MAINTENANCE AND REPAIR

The following is permitted without re-**certification** or approval of the **certification authority**. Unless stated otherwise items mentioned in this section may be obtained from any manufacturer or supplier.

- a. Cleats, bags and straps may be fitted to attach safety or other equipment on the deck, in the cockpit or around the **mast**. They shall be attached in such a way that the water tightness of the **hull** is not affected.
- b. The use of flexible tape or similar materials is permitted provided that this tape is not used to construct new or to alter the purpose and functioning of the existing fittings.
- c. A loose synthetic plate with a maximum thickness of 5mm may be fitted under the **mast** heel in the **mast** socket to prevent or reduce the wear and tear.

- d. Blocks may be replaced with similar blocks with sheave diameter no greater than the original fitting from any manufacturer, except where this rule is specifically changed for specified blocks within section C. Replacement blocks may be fitted with ball bearings.

#### C.6.2 LIMITATIONS

During an event of less than ten consecutive days the written permission of the race committee shall be sought before any equipment is substituted. In such instances the previously used equipment shall not be used again for the duration of the event.

### C 7 HULL

MODIFICATIONS, MAINTENANCE AND REPAIR as described in Section C are permitted to be carried out without approval but compliance for these rules is the responsibility of the sailor.

#### C.7.1 MODIFICATIONS,

- a. In addition to the two factory-fitted inspection hatches a maximum of two additional inspection hatches may be fitted to provide access to the **hull** cavity to carry out repairs. Any additional hatches shall be located within the cockpit or in the deck to the rear of the mast. All hatches shall have a diameter no greater than 152mm
- b. One built up compass housing may be fitted on the foredeck, in such a way that the water tightness of the **hull** is not affected.
- c. A universal joint and block for the mainsheet is permitted. The mainsheet block, which may include a ratchet system, shall have a maximum sheave diameter of 60mm.
- d. The mainsheet block in the cockpit may be held up by a spring or plastic tube or tape.
- e. Toe straps may be fitted.

#### C.7.2 MAINTENANCE

- a. Additional tape and wear patches may be added to the deck.
- b. The use of protective material within the **daggerboard** slot is permitted to prevent wear & lateral movement.
- c. Polishing and painting of **hull** and deck is permitted.

#### C.7.3 REPAIR

Repairs to fittings may be carried out. Replacement fittings or fastenings may be used and shall comply with these **class rules**.

#### C 7.4 FITTINGS

- a. USE
  - (1) All inspection hatch covers and bungs shall be kept in place whilst afloat.

## C 8 HULL APPENDAGES

MODIFICATIONS, MAINTENANCE AND REPAIR as described in Section C are permitted to be carried out without approval but compliance for these rules is the responsibility of the sailor.

### C 8.1 MODIFICATIONS

- a. Filling scratches to the surface together with sanding of these scratches and any area within 30 mm of the trailing and lower edge may be done
- b. The trailing edge of the **daggerboard** may be sharpened by sanding the blade between the trailing edge and a line 100 mm parallel to the trailing edge, provided the distance between the leading edge and the trailing edge of the blade is not reduced.
- c. The **daggerboard** stopper may include a rope handle.
- d. An additional rope handle may be fitted in a plastic tube through no more than two holes with a maximum diameter of 10mm. The **daggerboard** shall never have more draught than the maximum draught possible with the original **daggerboard** stopper.
- e. The trailing edge of the **rudder** blade may be sharpened by sanding the blade between the trailing edge and a line 60 mm parallel to the trailing edge, provided the distance between the leading edge and the trailing edge of the blade is not reduced.

### C.8.2. MAINTENANCE

- a. Polishing and painting of **hull appendages** is permitted.
- a. A protective strip of 300 mm maximum length may be fitted on the tiller where the traveller crosses the tiller.

### C.8.3. REPAIR

- a. Repairs to fittings on **hull appendages** may be carried out.
- b. If areas of the edge of the foil are lost then this area may be filled sanded and repaired provided the repair restores the original shape.

### C 8.4 DAGGERBOARD

- a. USE
  - (1) The **daggerboard** shall be connected to the hull during racing by a length of elastic rope of 6mm minimum nominal diameter which shall be attached to the mainsheet block fixing at enough tension to retain the **daggerboard** during a capsize.

## C 8.5 RUDDER

- a. USE
  - (1) The **rudder** shall be fitted to the **hull** in such a manner that it will not detach from the **hull** during a capsize.
  - (2) A protective strip of 300 mm maximum length may be fitted on the tiller where the traveller crosses the tiller.
- b. The trailing edge of the **rudder** blade may be sharpened by sanding the blade between the trailing edge and a line 60 mm parallel to the trailing edge, provided the distance between the leading edge and the trailing edge of the blade is not reduced.
- c. Surface refinishing of the **rudder** blade may be carried out provided that the original shape, thickness and characteristics are not altered.

## C 8.6 TILLER EXTENSION

The tiller extension shall be attached to the free end of the tiller by a universal joint.

The tiller extension may be made of any material.

Telescopic tiller extensions are not permitted.

### C 8.6.1 DIMENSIONS

	Minimum	Maximum
Tiller extension length		1000 mm

## C 9 RIG

MODIFICATIONS, MAINTENANCE AND REPAIR as described in Section C are permitted to be carried out without approval but compliance for these rules is the responsibility of the sailor.

### C 9.1 MAINTENANCE

- a. Maintenance or replacement of running rigging and fittings with similar materials is permitted.

### C.9.2. REPAIR

- a. If a fitting needs refastening or replacing, larger rivets than the original ones may be used. The fitting may be modified to accommodate the larger rivets.
- b. Spars may be straightened.

### C.9.3. MODIFICATIONS

- a. **Running rigging** may be replaced however tapered ropes and metallic line shall not be used. (appendix H.1 shows a recommended diameter and length and type)

C.9.4 BOOM			
	DIMENSIONS	Minimum	Maximum
a.	<b>Limit mark width</b>	10 mm	
b.	<b>Boom</b> band distance mark measured from the inside of the <b>luff</b> groove on the <b>mast</b>		2390mm
c.	The intersection of the aft edge of the <b>mast spar</b> and the top of the <b>boom spar</b> , each extended as necessary, shall not be below the <b>mast Lower Point</b> when the <b>boom spar</b> is at 90° to the <b>mast spar</b>		

## C 9.5 RUNNING RIGGING

C.9.5.1 USE	
a.	The main halyard shall be a composed loop of line. It shall be led over the <b>mast</b> top sheave and restrained by an elastic rope.
b.	The elastic rope to secure bottom of main halyard shall be attached to the <b>mast</b> collar.
c.	The traveller shall be a single piece of rope. One end shall have a loop through which the running end is led. The running end of the traveller may have a knotted loop, or a knot and/or a plastic knob. There shall be no other fastenings, knots or arrangements that further promote or prevent free movement of the traveller block on the traveller line.
d.	The mainsheet shall be attached to the becket of the block at the end of the <b>boom</b> and shall be led through the block on the traveller, all the blocks and the rope guide on the <b>boom</b> and the mainsheet block.
e.	The mainsheet shall not be trimmed aft of the forward block on the <b>boom</b> .
f.	The kicking strap (vang) shall be a tackle with a maximum 5 to 1 purchase system. The maximum sheave diameter shall not exceed 40mm. There shall be a cam-cleat attached to the block system.
g.	The kicking strap (vang) shall be fastened to the <b>boom</b> hook with a 20mm maximum length shackle. The kicking strap (vang) shall be fastened directly to the kicking strap (vang) eye on the <b>mast</b> .
h.	The kicking strap (vang) line shall be reeved through the combination of the blocks, to form a tackle. The running end of the line may be tied to form a loop or handle. This handle may be fitted with a plastic tube to form a grip. The purchase shall not be increased by means of knots or loops within the system.
i.	A loop of elastic line, of minimum diameter 6mm, shall be fitted through the bow fitting and the upper fittings of the kicking strap (vang).
j.	The outhaul shall consist of one of the following systems:

1. The in-**boom** outhaul system shall be a composed rope. The aft end of the in-**boom** outhaul system shall be attached to the **clew** eyelet and lead over the sheave block in the **boom**-end. The forward end of the in-**boom** outhaul system shall be led over the gooseneck bolt and secured to a single 20 mm maximum diameter block. The in-**boom** outhaul system may contain a single purchase turning block
  2. The in-**boom** outhaul system shall be a single piece of rope. It shall be led through a **clew** eyelet in the **tack** of the **sail** and over the gooseneck.
- k. The outhaul control line shall be a double ended system using a single piece of rope. It shall run from the cleats on the front of the cockpit to the blocks near the **mast** and shall control the forward end of the in-**boom** outhaul system. The running ends may have knotted loops. Purchase shall not be increased by means of knots or loops within the system.
  - l. The Cunningham control line shall be a double ended system using a single piece of rope. It shall run from the cleats on the front of the cockpit to the blocks near the **mast** and shall control the eyelet or block in or attached to the **luff** of the **sail**. The running ends may have knotted loops. Purchase shall not be increased by means of knots or loops within the system.
  - m. The **tack** control line shall run from the **tack** eyelet and be secured by the standard V-type cleat on the **boom**.
  - n. The use of elastic line is permitted provided that this elastic line is not used to construct new or to alter the purpose and functioning of the existing rigging.

## C 10 SAILS

### C 10.1 MODIFICATIONS, MAINTENANCE AND REPAIR

Alterations as described in Section C are permitted to be carried out without approval but compliance for these rules is the responsibility of the sailor.

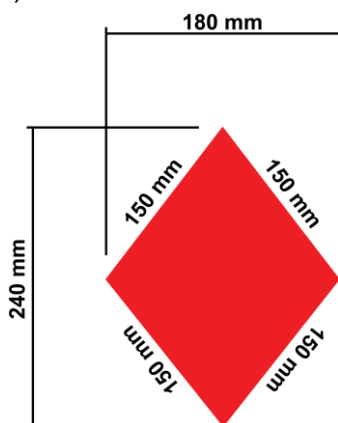
- a. Routine maintenance such as repair to small rips. No panel shall be substantially or completely replaced with the exception of the batten pockets where the cloth used shall be similar to that originally supplied.
- b. Addition of tell tales
- c. Addition of camber stripes
- d. Battens may be placed in the battens pockets.

### C 10.2 LIMITATIONS

Not more than one **sail** shall be carried aboard.

### C 10.3 IDENTIFICATION

- a. The national letters and **sail** numbers shall comply with the **class rules**.
- b. Rule C.10.3.a may be suspended in the case of charter boats at any event with the permission of the SCIA Executive Committee.
- c. **Sails** used by female competitors at the following events shall carry a Red Rhombus:
  - i) World or regional (continental) championships.
  - ii) Events described as “international events” by the Notice of Race or Sailing Instructions.
  - ii) Other events that prescribe in the Notice of Race or Sailing Instructions that female competitors shall be identified.
- d. When a Red Rhombus is required on the sail
  - i) The minimum size shall be:



- ii) The position shall be above the top **batten pocket** on both sides approximately in the centre of the triangle between the top batten and the **sail head**.
- iii) The rhombus may be retained for racing in other events.

### C10.4 SAIL USE

- a. The **sail** shall be hoisted on a halyard. The arrangement shall permit hoisting and lowering of the **sail** whilst afloat.
- b. The highest visible point of the **sail**, projected at 90° to the **mast spar**, shall not be set above the **Upper Point**. 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** band distance mark.
- c. **Luff** and **foot** bolt ropes shall be in the **spar** grooves or tracks.
- d. The top of the **sail** may be attached to the halyard by not more than two shackles and/or a piece of rope.

The top of the **sail** may be attached to the halyard by not more than two shackles and/or a piece of rope.

## SECTION D – HULL

### D 1 PARTS

#### D 1.1 MANDATORY

**Hull** shell

Deck

### D 2 GENERAL

#### D 2.1 RULES

- a. The **hull** shall comply with the **SPLASH class rules** and building specification in force at the time of initial manufacturer declaration.
- b. The **hull** shall conform to the **SPLASH** measurement diagrams and the **SPLASH** building specification. The measurement tolerances are intended to allow for necessary manufacturing tolerances and shall not be used to alter the design.

#### D.2.2 CERTIFICATION

See Rule A 11

#### D 2.3 MODIFICATIONS, MAINTENANCE AND REPAIR

Alterations as described in Section C are permitted to be carried out without approval but compliance for these rules is the responsibility of the sailor.

The following modifications may only be made by the licensed manufacturer:

- a. Repairs to the **hulls** beyond those described in Section C.  
If any work is carried out under this rule it shall be recorded on the manufacture declaration.

#### D 2.4 IDENTIFICATION

- a. The **hull** shall carry the **certification mark**, the ISAF Plaque, permanently placed on the cockpit aft bulkhead.
- b. The **hull** number, which is also the **sail** number, shall be displayed on a metal plate placed on the cockpit aft bulkhead.

#### D 2.5 BUILDERS

- a. The **hull** shall be built by a builder licensed by the Licence Holder.
- b. All moulds shall be licensed by the Licence Holder.



### D 3 HULL AND DECK

Dimensions shall comply with the measurement diagrams and official drawings..

### D 4 BUOYANCY

The boat shall have a minimum of 100 buoyancy litres fitted between the hull and the deck. 60 litres shall be located to the front of the cockpit and 40 litres shall be fitted to the rear of the cockpit. The buoyancy shall be synthetic containers or air bags or non-absorbing foam.

### D 5 ASSEMBLED HULL

#### D 5.1 MANDATORY FITTINGS

The following fittings shall be positioned in accordance with the SPLASH measurement diagrams. Blocks used in any of the systems described below may be fitted with ball bearings.

- a. **Rudder** fixing comprising top gudgeon & bottom pintle pin.
- b. Two deck eyes and single clam cleat for the mainsheet traveller system.
- c. A single self bailer type "super-max".
- d. Two inspection hatches. Each inspection hatch shall be fitted with a watertight sealing screw-cap. Bayonet caps shall not be used.
- e. A deck clip for securing the mainsheet block.
- f. Two medium deck cam-cleats for the mainsheet.
- g. Two deck clips in the cockpit transom for securing the toe straps and two plastic plates in the cockpit forward bulkhead for securing the forward end.
- h. Four small cam-cleats with fairleads for control lines.
- i. **Mast** socket
- j. Four deck clips and turning blocks for control lines. The blocks shall have a maximum diameter of 30mm
- k. The bow fitting

#### D 5.2 DIMENSIONS

	Minimum	Maximum
Inside diameter of inspection hatches.		152 mm

## SECTION E – HULL APPENDAGES

### E1 PARTS MANDATORY

#### Daggerboard

**Rudder**, including **rudder** blade, **rudder** stock, tiller and tiller extension

### E 2 GENERAL

#### E 2.1 RULES

**Hull** appendages shall comply with the **class rules** in force at the time of **certification**.

#### E 2.2 MODIFICATIONS, MAINTENANCE AND REPAIR

Alterations as described in Section C are permitted to be carried out without approval but compliance for these rules is the responsibility of the sailor.

The following modifications may only be made by the licensed manufacturer:

- a. Repairs to the **hull appendages** beyond that described in Section C

#### E 2.3 MANUFACTURER LICENSING

The **daggerboard** and **rudder** shall be made by manufacturers licensed by the Licence Holder.

### E 3 DAGGERBOARD

#### E 3.1 FITTINGS

A stopper to restrict the maximum draft of the **daggerboard** shall be fitted. It shall be a length of hollow pipe fitted through the **daggerboard**.

#### E 3.2 WEIGHTS

	Minimum	Maximum
The dry weight of the <b>daggerboard</b> including all fittings but excluding the elastic rope to retain it during capsize shall be.	4.9 kg	5.1 kg

### E 4 RUDDER BLADE, RUDDER STOCK AND TILLER

#### E 4.1 RULES

The **rudder** blade shall comply with the **class rules** in force at the time of **certification**.

E 4.2	FITTINGS
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E 4.2.1	RUDDER STOCK
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- a. The **rudder** stock shall allow the rudder blade to be tipped upwards.
- b. The **rudder** shall be attached to the hull such that the rudder blade can be tipped upward in the **rudder** stock.

	Minimum	Maximum
c. Dimension of the centre of rotation of the <b>rudder</b> blade from the transom		170 mm
d. Dimension of the centre of rotation of the <b>rudder</b> blade below the deck	95 mm	105 mm

E 4.2.2	TILLER
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- a. The tiller shall be made of tubular Aluminium Alloy of constant diameter and section.
- b. The tiller shall be capable of fast and easy removal from the **rudder** stock.
- c. The tiller shall be fitted with a cleat for the **rudder** blade control rope.
- d. The top of the tiller, between the front of the **rudder** stock and the end of the tiller over the cockpit, shall be straight, apart from normal wear including wear caused by the traveller.

E 4.3	DIMENSIONS
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	Minimum	Maximum
Tiller length		1080 mm

E 4.4	WEIGHTS
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	Minimum	Maximum
<b>Rudder</b> blade and stock without tiller and any tiller extension.	1.8kg	3.0kg

## SECTION F – RIG

### F1 PARTS

**Mast**

**Boom**

**Running rigging**

### 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 running **rigging** shall comply with the **class rules**.
- c. Blocks used in any of the systems below may be fitted with ball bearings.

#### F.2.2 MODIFICATIONS, MAINTENANCE AND REPAIR

Alterations as described in Section C are permitted to be carried out without approval but compliance for these rules is the responsibility of the sailor.

The following modifications may only be made by the licensed manufacturer:

- a Repairs to the **spars** beyond that described in Section C

#### F 2.3 CERTIFICATION

No certification of the rig is required.

#### F 2.4 DEFINITIONS

##### **MAST DATUM POINT**

The **mast** datum point shall be the **heel point**.

#### F 2.5 MANUFACTURER

The **rig** (**mast** and **boom**) shall be made by manufacturers licensed by the Licence Holder.

### F 3 MAST

#### F 3.1 MATERIALS

The **spar** shall be of Aluminium Alloy.

## F 3.2 CONSTRUCTION

The **spar** extrusion shall include a fixed external **sail** groove integral with the **spar**.

## F 3.3 FITTINGS

### F 3.3.1 MANDATORY

- a. **Mast** head fitting
- b. Mainsail halyard hoist fixing (sky hook)
- c. Gooseneck
- d. Kicking strap (vang) attachment
- e. Synthetic collar.
- f. Synthetic heel fitting

### F 3.3.2 OPTIONAL

One mechanical wind indicator.

## F 3.4 DIMENSIONS

	Minimum	Maximum
<b>Mast length</b>		5540mm
<b>Mast limit</b> mark width	10 mm	
<b>Lower point</b> height	885 mm	
<b>Upper point</b> height		5460 mm

## F 4 BOOM

### F 4.1 MATERIALS

The **spar** shall be of Aluminium Alloy.

### F 4.2 CONSTRUCTION

The **spar** extrusion shall include a fixed **sail** groove integral with the **spar**.

#### F 4.3 FITTINGS ~ MANDATORY

- a. Two single sheave mainsheet blocks, one with becket, with fixings. The mainsheet blocks on the **boom** shall not be fitted with sheaves smaller than 35 mm or larger than 45 mm. A single eye strap for mainsheet.
- b. Kicking strap (vang) fixing eye.
- c. Gooseneck bolt attachment. The **boom** shall only be attached to the **mast** with a SPLASH fixing bolt.
- d. Cleats and hooks.
- e. **Boom** end fitting with sheave.
- f. In **boom** outhaul system as described in C.9.5.2.

## SECTION G – SAILS

### G 1 PARTS ~ MANDATORY

#### Mainsail

### G 2 GENERAL

#### G 2.1 RULES

**Sails** shall comply with the **class rules** in force at the time of certification.

#### G 2.2 SAILMAKER

Sailmakers shall be licensed by the Licence Holder and SCIA.

#### G 2.3 MODIFICATIONS, MAINTENANCE AND REPAIR

Alterations as described in Section C are permitted to be carried out without approval but compliance for these rules is the responsibility of the sailor.

The following modifications may only be made by the licensed manufacturer:

- a Repairs to the **sails** beyond that described in Section C

### G 3 MAINSAIL

#### G 3.1 IDENTIFICATION

- a. Identification on the **mainsail** shall comply with RRS except where amended by these **Class rules**.
- b. The class insignia shall be affixed on the starboard side in the panel below the top batten. The class insignia shall be :

Height	260 mm
Width	480 mm
Colour	Blue
- c. The **sail** number shall be placed on both sides of the **sail**. The numbers shall be in the panel below the class insignia and below batten 2 from the top of the **sail**. The numbers on the starboard side shall be above the numbers on the port side. The **sail** number displayed shall be the full number allocated to the **boat**.

#### G 3.2 MATERIALS AND CONSTRUCTION

As per the building specification

### G 3.3 DIMENSIONS

In addition to the requirements of the building specification the following dimensions may be checked

	Minimum	Maximum
<b>Leech length</b>	4850 mm	4890 mm
<b>Quarter width</b>	2030 mm	2060 mm
<b>Half width</b>	1510 mm	1540 mm
<b>Three-quarter width</b>	900 mm	930 mm
<b>Upper width at upper leech point</b> 150 mm from <b>head point</b>		160 mm
<b>Top width</b>	30 mm	60 mm
<b>Primary reinforcement from head and clew point</b>		320 mm
<b>Secondary reinforcement:</b>		
From <b>sail</b> corner measurement points		600 mm
for <b>batten pocket patches</b>		40 mm x 120 mm
<b>Window dimensions</b>		150 mm x 750 mm
<b>Window to sail edge</b>	260 mm	
Extension of headboard from <b>head point</b>		110 mm
<b>Uppermost batten pocket length</b>		
Inside		910 mm
Outside		920 mm
<b>Intermediate and lower batten pocket length</b>		
Inside		525 mm
Outside		535 mm
<b>Uppermost batten pocket width</b>		
Inside		38 mm
Outside		50 mm
<b>Intermediate and lower batten pocket width</b>		
Inside		28 mm
Outside		40 mm



G 3.3 continued

<b>Head point</b> to intersection of <b>leech</b> and Centreline of uppermost <b>batten pocket</b>	960 mm	980 mm
<b>Head point</b> to intersection of <b>luff</b> and centreline of uppermost <b>batten pocket</b>		1120 mm
<b>Clew point</b> to intersection of <b>leech</b> and centreline of lowermost <b>batten pocket</b>	980 mm	1020 mm

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