The Vaurien was designed in 1951 by Jean Jaques Herbulot (FRA) and was adopted as an International Class by World Sailing in 1957.
INTRODUCTION

This introduction only provides an informal background about the VAURIEN class.

The International Vaurien Class Rules proper begin on the next page.

The VAURIEN is a One-Design class designed by Jean-Jacques Herbulot in 1950. It became an International Class in 1957.

VAURIEN hulls, hull appendages, rigs and sails are measurement or manufacturing controlled.

VAURIEN 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 crew 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.

VAURIEN Class permits In House Certification (IHC) of appendages, rigs and sails; for hulls IVCA may give authorization in special cases.

Builders are strongly advised to clarify any doubt about these class rules before starting construction to avoid the possibility of boats being subsequently considered not complying.

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
WS World Sailing
MNA World Sailing Member National Authority
IVCA International Vaurien Class Association
CIV Comité International du Vaurien
NVCA National Vaurien Class Association
ERS Equipment Rules of Sailing
RRS Racing Rules of Sailing
MF Measurement Form

A.3 AUTHORITIES
A.3.1 The international authority of the class is World Sailing who has delegated the administration of the class to the IVCA. IVCA shall cooperate with World Sailing in all matters concerning these class rules.
A.3.2 Neither World Sailing, an MNA, the IVCA, an NVCA, a certification authority, or an official measurer are under any legal responsibility in respect of these class rules and the accuracy of measurement, nor can any claims arising from these be entertained.
A.3.3 Notwithstanding anything contained herein, a certification authority has the authority to withdraw a certificate and shall do so on the request of World Sailing.

A.4 ADMINISTRATION OF THE CLASS
A.4.1 The Class is administered by the IVCA who may delegate part or all its functions to MNAs or NVCAs, as stated in these class rules.
A.4.2 In countries where there is no MNA, or the MNA does not wish to administer the class, its functions, as stated in these class rules, shall be carried out by the IVCA which may delegate the administration to a NVCA.

A.5 WORLD SAILING 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 definitions in the ERS apply and when a term is printed in “italics” the definitions in the RRS shall apply.
A.5.3 These class rules are complementary to the Building Specification Plans and Measurement Form.

A.6 CLASS RULES VARIATIONS
A.6.1 At Class Events – see RRS 89.1(d) – World Sailing Regulation 26.5(f) applies. At all other events RRS 86 applies.

A.7 CLASS RULES AMENDMENTS
A.7.1 Amendments to these class rules are subject to the approval of World Sailing in accordance with World Sailing Regulations.
A.8  CLASS RULES INTERPRETATIONS
A.8.1  Interpretations of these class rules shall be made in accordance with World Sailing Regulations.

A.9  INTERNATIONAL CLASS FEE AND WORLD SAILING BUILDING PLAQUE
A.9.1  The licensed hull builder shall pay the International Class Fee to IVCA that shall convey to World Sailing part of it.
A.9.2  World Sailing shall, after having received the International Class Fee for the hull, send the World Sailing Building Plaque to IVCA that shall forward it to the licensed hull builder accompanied by a measurement form.

A.10  SAIL NUMBERS
A.10.1  Sail numbers shall correspond to the number shown on to the World Sailing International Class building plaque except where stated otherwise in these class rules and shall be issued in consecutive order starting from 1.
A.10.2  In accordance with World Sailing RRS Appendix G.1.1(c), the MNA or NCA may issue personal sail numbers of no more than 3 digits (sail numbers staying with the owner for every boat he legally possesses as long as he sails Vaurien) for which the IVCA may rise a fee. This number shall not conflict with existing numbers of active boats. After the sale of the boat, the new owner has to use her original sail number or his own personal number on his sails.

Personal numbers are allotted from 1st January to 31st December of every year.
The issuing authority shall make public the list of active personal sail numbers.

A.11  HULL CERTIFICATION
A.11.1  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
(f)  Builder details
(g)  Date of issue of initial certificate
(h)  Date of issue of certificate

A.12  INITIAL HULL CERTIFICATE
A.12.1  For a certificate to be issued to a hull not previously certified:
(a)  Certification control shall be carried out by an 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.13  VALIDITY OF CERTIFICATE
A.13.1  A hull certificate becomes invalid upon:
(a)  change to any items recorded on the hull certificate as required under A.11.,
(b)  date of expiry,
(c)  withdrawal by the certification authority,
(d)  issue of a new certificate.
A.14  HULL RE-CERTIFICATION

A.14.1 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.15  RETENTION OF CERTIFICATION DOCUMENTATION

A.15.1 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  BUOYANCY CHECKS

B.2.1 The hull shall be watertight according to Appendix 1.

B.2.2 A Race Committee may require that a boat shall pass a buoyancy test in accordance with Appendix 1.

B.3  CLASS ASSOCIATION MARKINGS

B.3.1 A valid Class Association marking, as required by the NVCA or the IVCA shall be affixed to the hull in a conspicuous position.

B.3.2 Sails may carry a Class Association Sail Label or button.
PART II - REQUIREMENTS AND LIMITATIONS

The crew and the boat shall comply with the rules in Part II while 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.

Section C - Conditions for Racing

C.1 GENERAL

C.1.1 RULES
(a) RRS 50.4 shall not apply,
(b) The ERS Part I – Use of Equipment shall apply.

C.2 CREW

C.2.1 LIMITATIONS
(a) The crew shall consist of two persons,
(b) During an event, a crew member shall not be substituted unless authorized by the Race Committee,
(c) Junior crew shall be less than 19 years old before the 1st of January on the year of the competition.

C.3 PERSONAL EQUIPMENT

C.3.1 MANDATORY
The boat shall be equipped with personal buoyancy for each crew member to the minimum standard ISO 12402-5 (Level 50), EN 393:1995 (CE 50 Newtons), or USCG Type III, or AUS PFD 1. Alternative or additional standards may be prescribed in the Notice of Race or sailing instructions.

C.3.2 TOTAL WEIGHT
The total weight of worn clothing and equipment shall comply with current version of RRS 43 measured according to RRS, appendix H.

C.4 ADVERTISING

C.4.1 LIMITATIONS
Advertising shall only be displayed in accordance with the World Sailing Advertising Code (see World Sailing Regulation 20).

C.5 PORTABLE EQUIPMENT

C.5.1 MANDATORY
(a) FOR USE
(1) One hand bailer or bucket.
(b) NOT FOR USE
(1) Towing rope minimum 12 m long of not less than 8 mm in diameter attached to hull and to anchor when the latter is required by the Notice of Race.
(2) One paddle minimum weight 0.250kg, a minimum length of 800mm and with a blade able to contain a rectangle of minimum dimensions 100x120mm, when required by the Notice of Race.
(3) One anchor of not less than 2kg in weight, if required by the Notice of Race.
C.5.2 OPTIONAL

(a) FOR USE

(1) Any mechanical and electronic timing devices.
(2) One magnetic or electronic compass with only heading function. Compass and timing device may be incorporated into a single device.
(3) Water bottle holders.
(4) Non electronic wind indicators
(5) on-board camera
(6) GPS tracking device only if required by the Sailing Instructions.

(b) NOT FOR USE

(1) Mooring line.
(2) Spare parts such as blocks, shackles, ropes, etc.

C.6 BOAT

C.6.1 WEIGHT

No weight limitations apply to the fully rigged boat.

C.6.2 BUOYANCY

The owner is responsible at all times for the buoyancy. If in doubt regarding compliance with B.2.1, an equipment inspector may order a buoyancy test according to Appendix 1. If the buoyancy is deemed unsatisfactory, the certificate shall be withdrawn and not returned until satisfactory remedial measures have been taken.

C.6.3 FITTINGS

(a) The overall numbers of sheaves, cleats, hooks, swivels and levers in the boat is limited as follows:

<table>
<thead>
<tr>
<th>Fitting</th>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sheaves, single or assembled in blocks</td>
<td></td>
<td>18</td>
</tr>
<tr>
<td>Cleats and clam cleats</td>
<td></td>
<td>13</td>
</tr>
<tr>
<td>Ratchet block</td>
<td></td>
<td>1</td>
</tr>
<tr>
<td>Hooks</td>
<td></td>
<td>7</td>
</tr>
<tr>
<td>Swivels</td>
<td></td>
<td>4</td>
</tr>
<tr>
<td>Lever</td>
<td></td>
<td>1</td>
</tr>
<tr>
<td>Horn cleats</td>
<td></td>
<td>3</td>
</tr>
</tbody>
</table>

(b) Thimbles, rings, eye plates and fairleads are not restricted. The distribution of these fittings within the permitted mandatory and optional equipment is optional unless stated otherwise in these class rules.

(c) Sheaves as mentioned in C.6.3 (a) comprise any fitting or device including a rotating part used as a sheave.

C.7 HULL

C.7.1 MODIFICATIONS AND MAINTENANCE AND REPAIR

(a) The parts of the hull listed in D.1 as supplied by the licensed builder shall not be altered in any way except as permitted by these class rules.

(b) Routine maintenance such as small repairs, painting, sanding and polishing is permitted without re-measurement and re-certification.
(c) If any hull is repaired in any other way than described in C.7.1 (b) an official measurer shall verify that the external shape complies with these class rules and that no substantial advantage has been gained as a result of the repair. The official measurer shall note it on the certificate and describe the details of the repair.

(d) Non-slip material, tape and low-friction material not exceeding 4 mm in thickness may be applied to the hull.

(e) Local reinforcement for fittings and fastenings are permitted.

(f) Holes not bigger than necessary for the installation of fittings in the hull are permitted provided that the result is watertight.

C.7.2 FITTINGS
(a) USE

The type and dimensions of the fittings are mandatory or optional as stated in these class rules. The following restrictions apply:

(1) Handhole covers and drainage plugs shall be kept in place at all times while racing.

(2) Fairleads for the headsail sheets shall be fixed to the hull. A piece of any material maximum 10mm thick may be used between fairlead and hull.

(3) Cleats for the headsail sheets may be placed on brackets placed inside the side deck.

(4) Cleats for all sheets shall be fixed in the hull.

C.7.3 WEIGHT
(a) The weight of the hull including all fittings in D.10.1 shall be a minimum of 73 kg.

C.8 HULL APPENDAGES
C.8.1 LIMITATIONS
C.8.2 Only one centreboard and one rudder shall be used during an event, except when a hull appendage has been lost or damaged beyond repair. A replacement shall be approved by the Race Committee.

C.8.3 CENTREBOARD
(a) USE

(1) The centreboard shall be led up or down as wished by the crew.

(2) The centreboard may be held in the centreboard case by any wedges or any shock cord.

C.8.4 RUDDER AND TILLER
(a) USE

(1) The rudder blade shall be in its fully lowered position while racing.

(2) Type and materials of tiller and tiller extension are optional.

(3) The rudder shall be fitted to the hull in such a manner that it will not detach from the hull if the boat capsizes.

(4) When the rudder is set in the rudder fittings as shown in diagram C.8.4.1, the distance taken parallel to the baseline, between the hull datum point and the leading edge of the rudder shall be between 30 mm and 40 mm.

(5) The deepest point of the rudder shall be within an area formed between two circles with centre at the intersection point of the water line and the leading edge of the rudder blade with a maximum radius of 684 mm and a minimum of 634 mm as shown in diagram C.8.4.1.

(6) The position of the rudder is optional as shown in diagram C.8.4.1
C.9 RIG

C.9.1 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 beyond repair. A replacement shall be approved by the Race Committee.

C.9.2 MAST
(a) USE
   (1) The mast shall be stepped in the mast step in such a way that the heel shall not be capable of moving more than 5 mm in any direction.
   (2) Rotating masts are prohibited.
   (3) The fore and aft bend of the mast may be controlled at or not more than 100 mm above the upper face of the mast thwart by any system.
   (4) The mast heel position shall not be adjusted while racing.
   (5) Spreaders may be adjustable but shall not be adjusted while racing.
   (6) The Mast Datum Point shall be situated below the upper face of the mast thwart.

C.9.3 BOOM
(a) DIMENSIONS

<table>
<thead>
<tr>
<th>Outer Point Distance</th>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>2200 mm</td>
</tr>
</tbody>
</table>

(b) USE
   (1) The boom shall be inserted into the gooseneck fixed to the mast.
   (2) The boom shall be set in accordance with ERS B.7.1

C.9.4 SPINNAKER POLE
(a) USE
   (1) When in use the spar shall be inserted into the fitting fixed to the fore face of the mast for the spinnaker or into the fitting to keep the headsail in position.
   (2) Only one spinnaker pole may be carried aboard while racing.

C.9.5 STANDING RIGGING
(a) USE
   (1) Rigging links and rigging screws shall not be adjusted while racing.
(2) The **shrouds** shall not be adjusted while *racing*.

(3) Shock-cord may be fitted to the **forestay**.

(4) The **forestay** under tension shall prevent the **mast** from disengaging from the mast partners. To meet this requirement the widest section of the **mast** shall be within the mast partners when the mast rakes under its own weight and the forestay comes under tension.

C.9.6 **RUNNING RIGGING**

(a) **USE**

(1) No **running rigging** shall go inside the **mast**. For the purpose of this rule the groove or track for the **mainsail** is considered as being outside the **mast**.

(2) The **mainsail** and **headsail halyards** when tensioned shall be secured to the **hull** or to the **mast** below the **lower limit mark**.

(3) The way the **mainsail**, **headsail** and spinnaker sheets are led is optional.

(4) The **spinnaker pole** topping lift and downhaul may be led as wished by the crew.

(5) The kicking strap may be led as wished by the crew.

(6) The **mainsail** clew outhaul and cunningham control may be led as wished by the crew.

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 sewing, patching and mending is permitted without re-measurement and re-certification.

C.10.2 **LIMITATIONS**

(a) Not more than one **mainsail**, one **headsail** and one spinnaker shall be used during an event, except when a **sail** has been lost or damaged beyond repair. A replacement shall be approved by the Race Committee.

C.10.3 **IDENTIFICATION**

(a) The national letters and sail numbers shall comply with the **RRS** except where prescribed otherwise in these **class rules**.

(b) Competitors may use the sail number of any **hull** owned by them or their valid personal number, on any boat chartered by them.

(c) As an alteration to RRS Appendix G, national letters and sail numbers on the spinnaker are optional.

(d) Only winners of a World Championship are allowed to display a gold coloured 5 pointed star below the „flag“ of the class insignia. The 5 pointed star maximum dimensions shall be less than 100 mm.

C.10.4 **USE**

(a) The sails shall be hoisted on halyards. The arrangements shall permit hoisting and lowering of every sail at sea while afloat.

(b) The **mainsail** shall be set in accordance with ERS B.1.

(c) **Main sail luff** and **foot** bolt ropes or slides shall be inside the **spar** grooves or tracks.

(d) **Main sail** battens shall be fitted into their respective **batten pockets** while *racing*, except in the case of accidental loss.

(e) **Headsail luff** wire at **tack** shall be attached to the forestay fitting.
Section D - Hull

D.1 PARTS

D.1.1 MANDATORY

(a) Hull shell
(b) Transom
(c) Keel
(d) Skeg
(e) Foredeck with coamings
(f) Buoyancy Tanks
(g) Gunwale Rubbing Strakes
(h) Side decks
(i) Bulkheads
(j) Mast thwart
(k) Main thwart
(l) Centreboard case

D.1.2 OPTIONAL

(a) Side benches
(b) Bilge keels

D.2 GENERAL

D.2.1 RULES

The hull shall comply with the class rules in force at the time of initial certification.

D.2.2 CERTIFICATION

(a) See Rule A.12.

(b) A World Sailing In-house Certification (IHC) Authorizing Authority may appoint one or more Internal Official Measurers at a builder to measure and certify hulls produced by that builder in accordance with World Sailing IHC guidelines.

D.2.3 DEFINITIONS

(a) HULL DATUM POINT (HDP)

The hull datum point is the intersection of the hull centre plane at the transom external surface with the underside of the hull surface both extended as necessary as shown in diagram D.2.3.1.

(b) FORWARD MEASURING POINT 1 (FMP1)

The forward measuring point 1 (FMP1) is the sheer point on the stem as shown in diagram D.2.3.1.

(c) FORWARD MEASURING POINT 2 (FMP2)

The forward measuring point 2 (FMP2) is the intersection of the hull centre plane with the lowest point of the stem, excluding the external keel, as shown in diagram D.2.3.1.

(d) The waterline is the line formed by the intersection of the outside of the hull and the horizontal projection of the line formed by the hull datum point and FMP2.

(e) The baseline shall be on the projection of the hull centre plane connecting the following points:
Point 1 at 155 mm below the hull datum point.
Point 2 at 155 mm below FMP2.

(f) All measurements shall be taken parallel or perpendicular to the baseline.

---

**Diagram D.2.3.1 Hull Datum Points.**

(g) GENERAL

The sections shall be taken as vertical, transverse planes at the following positions:

1. Section 0: at FMP2.
2. Section 2: at 2720 mm from hull datum point (HDP).
3. Section 4: at 1360 mm from hull datum point (HDP).
4. Section 6: at hull datum point.

---

D.2.4 IDENTIFICATION

(a) The hull shall carry the World Sailing plaque permanently fixed on the starboard internal face of the transom.

(b) The hull shall carry, indelibly marked on the port side of the centreboard case, the sail number in figures not less than 25 mm high.

(c) The hull shall carry the label of the current year, as defined by the NVCA regulations, permanently fixed on the port side of the transom.

D.2.5 BUILDERS

(a) The hull shall be built by a builder licensed by IVCA.

(b) The hull may be built by bona fide amateur builders licensed by IVCA.

(c) All moulds shall be approved by IVCA after consultation with the MNA and the NVCA.

(d) Templates used for certification control of hull shall be approved by the IVCA.

D.2.6 MATERIALS

(a) The hull shall be built from one or more of the following options:

1. Wood and/or plywood,
2. Glass reinforced plastic (GRP) composed of E-Glass fibre for reinforcement and Polyester or polyvinyl or epoxy resins as laminating agent,
3. Composites combining GRP as defined above for skin and for core closed-cell foam of nominal density not less than 65 kg/m³ or balsa wood.
D.3  HULL SHELL

D.3.1  CONSTRUCTION

(a) The external shape of the hull shall comply with these class rules and Measurement Diagrams.

(b) The external hull includes:
   (1) bottom panels, keel, skeg and optional bilge keels,
   (2) side panels and rubbing strakes,
   (3) transom.

(c) Bottom surface shall not have any inflection in the curvature,

(d) Side panels may have curvature inflections between sections 0 and section 2.

(e) A straight edge 680 mm +/-25 mm long sliding along the sheerline and chine shall not show hollows against the measured surface.

(f) Rounding off of exposed and internal edges of the hull is permitted with any shape and in an area of maximum 14 mm wide as shown in diagram D.3.2.1. Angles between keel and skeg can be filled as shown in Diagram D.3.2.2

(g) False and/or double bottom are prohibited. For the effect of this rule, sandwich type construction not thicker than 15 mm shall not be considered double bottom.

---

D.4  EXTERNAL KEEL

D.4.1  CONSTRUCTION DETAILS

External keel and skeg may be faired over a maximum length of 120mm from the aft most side as shown in diagram D.4.4.1. Altering the horizontal thickness of the keel at the junction with the stem is permitted.

D.4.2  EXTERNAL KEEL DIMENSIONS

<table>
<thead>
<tr>
<th></th>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Width at its intersection with the hull shell</td>
<td>52mm</td>
</tr>
<tr>
<td>2</td>
<td>Width of keel bottom side</td>
<td>32mm</td>
</tr>
<tr>
<td>3</td>
<td>Height</td>
<td>28mm</td>
</tr>
</tbody>
</table>
D.4.3 BILGE KEELS
Bilge keels are optional. If used, they shall be positioned between sections 2 and 4 and under the optional outer floor battens. They may be faired over a maximum length of 120 mm from the aft most side and fore most side.

D.4.4 SKEG
The dimensions of the skeg shall conform to those given in diagram D.4.4.1 and shall be measured with a template as specified in Appendix 2. A maximum of 5 mm tolerance is permitted. The thickness shall be between 20 mm and 24 mm.

D.5 TRANSOM AND STEM
D.5.1 DIMENSIONS
(a) The bottom shape of the transom shall conform to diagram D.5.1 (a) and shall be measured with the transom bottom shape template as specified in Appendix 2. Measurements in the diagram include minimum and maximum.
(b) The transom surface shall be flat and vertical with a tolerance of +/- 5 mm as shown on diagrams D.5.1 (b).

Diagram D.5.1(b) – Transom Surface.

(c) The shape of the stem 60mm below FMP1 and FMP2 shall be checked with the template as shown in Appendix 2. Templates shall touch the hull on both sides.

Diagram D.5.1(c) – Stem Shape.

D.5.2 DRAINAGE PORTS

The transom shall have a maximum of two drainage ports in which case they shall be equidistant from the transom centreline with a maximum tolerance of 2mm. They shall have a minimum total combined area of 1950 mm$^2$ and be of any shape, with no dimension exceeding 120 mm in any direction and not less than 15 mm from the outside of the bottom skin.

If the boat is fitted with self-bailer/s the drainage port/s shall have a minimum section area of 760 mm$^2$. 
D.6 DECKS

D.6.1 CONSTRUCTION

(a) The foredeck shall contain the coamings,
(b) The foredeck may be prolonged to include the mast thwart,
(c) No part of the foredeck and side decks shall fall below a straight line connecting sheerlines athwartship,
(d) Side decks edges may be rounded athwartship.
(e) Side decks shall be flat athwartship with a tolerance of +/- 1 mm.
(f) Side deck width defined in CR D.10.2 (b) 19, 20 and 21 shall be measured from the sheerline to the inboard end of the flat surface.

D.7 BUOYANCY TANKS

D.7.1 MATERIALS

(a) In addition to rule D.2.6 buoyancy tanks shall comply with ISO 12217-3 Annex C.

D.7.2 CONSTRUCTION

(a) Boats shall be able to withstand a buoyancy test as described in Appendix 1.
(b) Built-in buoyancy compartments shall be placed under the side decks and the foredeck equally distributed on each side of the boat's centreline and fore and aft. There shall be not less than three compartments with a total minimum volume of 360 litres and the smallest compartment shall have a volume no less than 100 litres. Each compartment shall have an inspection hole with watertight covers capable of resisting accidental dislodgement. Each compartment may have drain watertight holes with detachable plugs secured to the hull against loss.

(c) Hulls manufactured without built-in buoyancy compartments are accepted with inflatable air bags as floatation devices. These shall additionally comply with ISO 12217-3 Annex D. The largest air tank shall not be included as a flotation element. They shall be not less than five and each shall give a minimum positive buoyancy of 350 Newtons. They shall be firmly secured to the hull under the side decks and the foredeck and they shall be equipped with a nonreturn valve.

(d) For non-wooden hulls (rule D.2.6 (a) point (2) and (3)), compulsory secondary buoyancy shall be provided by the use of 100 litres minimum solid foam divided into not less than three parts of approximately the same volume and securely attached to the hull, one forward of the mast and the other two aft of the mast, distributed equally on each side of the boat's centreline. For boats built in GRP-sandwich (rule D.2.6 (a) (3)), the sandwich core volume may be accounted as contributing to the secondary buoyancy minimum volume.

(e) Built-in buoyancy compartments shall have inspection holes.

(f) The minimum distance between buoyancy tanks 50 mm above the intersection of the cockpit with the buoyancy tank panels shall be 250 mm.
D.8  GUNWALE RUBBING STRAKES

D.8.1 CONSTRUCTION

(a) The rubbing strake shall run unbroken on each gunwale,

(b) The dimensions of the rubbing strakes shall not exceed those given in diagram D.8.2.1 and shall be checked with the template shown in Appendix 2.

---

D.9  SPARE

D.10  ASSEMBLED HULL

D.10.1 FITTINGS

(a) Mandatory fittings to be positioned in accordance with the diagrams:
   (1) One forestay fitting
   (2) Two shroud plates

(b) Mandatory fittings which position is optional:
   (1) Mast step
   (2) Two gudgeons or two pintles
   (3) Toe straps not capable of extending outboard
   (4) A locking device for preventing the rudder to be dislodged from gudgeons
   (5) Mainsail sheet blocks
   (6) Headsail sheet blocks, fairleads and cleats
   (7) Spinnaker sheet fairleads, blocks and cleats
   (8) One inspection hole in each buoyancy compartment

(c) Optional fittings:
   (1) Halyard tensioners
   (2) Mainsail sheet fairleads and cleats
   (3) Mainsail cunningham blocks, fairleads and cleats
   (4) Headsail cunningham blocks, fairleads and cleats
   (5) Headsail barber hauler fairleads, blocks and cleats
   (6) Tiller lock
   (7) Stowage clips for paddle, spinnaker pole, sail bags and other equipment
   (8) Two self-bailers which may discharge through the hull shell
(9) One magnetic or electronic compass
(10) Draining holes in buoyancy compartments
(11) Two spinnaker bags
(12) Kicking strap adjustment devices
(13) Any sealing strips for the centreboard slot
(14) Any adjusting system for the centreboard position at top and/or bottom of the centreboard case
(15) Laths placed inside the centreboard case to control the lateral play of the centreboard

### D.10.2 DIMENSIONS

#### (a) HULL MEASUREMENTS

<table>
<thead>
<tr>
<th></th>
<th>Hull length</th>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Hull length</td>
<td>4060 mm</td>
<td>4100 mm</td>
</tr>
<tr>
<td></td>
<td>Beam of hull, excluding rubbing strakes and fittings, between sheerlines:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>at section 2</td>
<td>1262 mm</td>
<td>1282 mm</td>
</tr>
<tr>
<td>3</td>
<td>at section 4</td>
<td>1444 mm</td>
<td>1464 mm</td>
</tr>
<tr>
<td>4</td>
<td>at section 6</td>
<td>1030 mm</td>
<td>1050 mm</td>
</tr>
<tr>
<td>5</td>
<td>Longitudinal distance from hull datum point to forward side of mast notch in mast thwart</td>
<td>2705 mm</td>
<td>2735 mm</td>
</tr>
<tr>
<td>6</td>
<td>Longitudinal dimension of mast spar thwart forward of notch</td>
<td>70 mm</td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>Longitudinal distance between forward side of notch in mast thwart and the centre of the most forward hole in forestay fitting</td>
<td>1175 mm</td>
<td>1185 mm</td>
</tr>
<tr>
<td>8</td>
<td>Longitudinal distance from hull datum point to centre of shroud plate hole</td>
<td>2250 mm</td>
<td>2320 mm</td>
</tr>
<tr>
<td></td>
<td>Gunwale rubbing strakes:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>Horizontal</td>
<td>60 mm</td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>Vertical</td>
<td>60 mm</td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>Diameter of buoyancy compartment holes</td>
<td>100 mm</td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>Internal diameter of buoyancy compartment draining holes</td>
<td>25 mm</td>
<td></td>
</tr>
<tr>
<td>13</td>
<td>Distance between hull datum point and intersection of coamings</td>
<td>3380 mm</td>
<td>3420 mm</td>
</tr>
<tr>
<td>14</td>
<td>Distance between hull datum point and aft side of centreboard case</td>
<td>2065 mm</td>
<td>2095 mm</td>
</tr>
<tr>
<td>15</td>
<td>Internal length of centreboard slot</td>
<td>360 mm</td>
<td></td>
</tr>
<tr>
<td>16</td>
<td>Width of centreboard slot</td>
<td>28 mm</td>
<td></td>
</tr>
<tr>
<td>17</td>
<td>Height of upper edge of centreboard case and upper side of main thwart at boat centreline above external keel</td>
<td>324 mm</td>
<td>334 mm</td>
</tr>
<tr>
<td>18</td>
<td>Distance between transom and aft end of coamings</td>
<td>255 0mm</td>
<td>2650 mm</td>
</tr>
<tr>
<td></td>
<td>Width of deck excluding thickness of rubbing strakes:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>---</td>
<td>--------------------------------------------------</td>
<td>---</td>
<td></td>
</tr>
<tr>
<td>19</td>
<td>at section 6</td>
<td>120 mm</td>
<td>140 mm</td>
</tr>
<tr>
<td>20</td>
<td>at section 4</td>
<td>150 mm</td>
<td>170 mm</td>
</tr>
<tr>
<td>21</td>
<td>at section 2</td>
<td>180 mm</td>
<td>200 mm</td>
</tr>
<tr>
<td>22</td>
<td>Width of notch in mast thwart</td>
<td></td>
<td>70 mm</td>
</tr>
<tr>
<td>23</td>
<td>Distance of any holes in mast thwart from centreline</td>
<td></td>
<td>35 mm</td>
</tr>
<tr>
<td>24</td>
<td>Depth of mast thwart at notch from sheerline</td>
<td>11 mm</td>
<td>21 mm</td>
</tr>
<tr>
<td>25</td>
<td>Length of mast thwart aft of the forward leading edge of the mast notch</td>
<td></td>
<td>100 mm</td>
</tr>
<tr>
<td>26</td>
<td>Length of main thwart</td>
<td>150 mm</td>
<td></td>
</tr>
<tr>
<td>27</td>
<td>Width of side benches</td>
<td>150 mm</td>
<td></td>
</tr>
<tr>
<td>28</td>
<td>Side benches rounding off radius</td>
<td></td>
<td>150 mm</td>
</tr>
<tr>
<td>29</td>
<td>Length of side benches</td>
<td>1060 mm</td>
<td></td>
</tr>
<tr>
<td>30</td>
<td>Depth of side benches from main thwart upper face</td>
<td></td>
<td>25 mm</td>
</tr>
<tr>
<td>31</td>
<td>Height of coamings from deck at boats centreline</td>
<td></td>
<td>20 mm</td>
</tr>
<tr>
<td>32</td>
<td>Height of coamings at 50 mm from sheerline</td>
<td>5 mm</td>
<td></td>
</tr>
<tr>
<td>33</td>
<td>Distance from HDP to FMP2</td>
<td>4005 mm</td>
<td>4045 mm</td>
</tr>
<tr>
<td>34</td>
<td>Horizontal distance between FMP1 and FMP 2</td>
<td>50 mm</td>
<td>55 mm</td>
</tr>
<tr>
<td>35</td>
<td>Vertical distance between FMP1 and FMP 2</td>
<td>505 mm</td>
<td>515 mm</td>
</tr>
<tr>
<td>36</td>
<td>Distance between aft of centreboard slot and HDP</td>
<td>2015 mm</td>
<td>2045 mm</td>
</tr>
<tr>
<td>37</td>
<td>Vertical distance from baseline to bottom line at section 2</td>
<td></td>
<td>60 mm</td>
</tr>
<tr>
<td>38</td>
<td>Vertical distance from baseline to bottom line at section 4</td>
<td></td>
<td>58 mm</td>
</tr>
<tr>
<td>39</td>
<td>Longitudinal distance from hull datum point to aft edge of main thwart</td>
<td>1865 mm</td>
<td>1895 mm</td>
</tr>
<tr>
<td>40</td>
<td>Hull beam between chines:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>41</td>
<td>at section 2</td>
<td>866 mm</td>
<td>886 mm</td>
</tr>
<tr>
<td>42</td>
<td>at section 4</td>
<td>1144 mm</td>
<td>1164 mm</td>
</tr>
<tr>
<td>43</td>
<td>at section 6</td>
<td>862 mm</td>
<td>882 mm</td>
</tr>
<tr>
<td>44</td>
<td>Vertical distance of any point of the bottom at section 2 from the reference line from chine to chine</td>
<td></td>
<td>10 mm</td>
</tr>
<tr>
<td>45</td>
<td>Height of chines above keel at transom</td>
<td>93 mm</td>
<td>103 mm</td>
</tr>
<tr>
<td>46</td>
<td>Distance between chine and sheerline at section 6</td>
<td>224 mm</td>
<td>234 mm</td>
</tr>
<tr>
<td>47</td>
<td>Distance between chine and sheerline at section 4</td>
<td>427 mm</td>
<td>437 mm</td>
</tr>
<tr>
<td></td>
<td>Distance between chine and sheerline at section 2</td>
<td></td>
<td></td>
</tr>
<tr>
<td>---</td>
<td>--------------------------------------------------</td>
<td>---</td>
<td></td>
</tr>
<tr>
<td>48</td>
<td></td>
<td>524 mm</td>
<td>534 mm</td>
</tr>
<tr>
<td>49</td>
<td>Side panels at section 6, 4 and 2 shall be straight with a tolerance of</td>
<td></td>
<td>5 mm</td>
</tr>
<tr>
<td>50</td>
<td>The difference between the distance of axis of upper and lower pintles / gudgeons from the transom</td>
<td></td>
<td>5 mm</td>
</tr>
</tbody>
</table>

**D.10.3 WEIGHT**

<table>
<thead>
<tr>
<th>Hull weight</th>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hull weight</td>
<td>70 kg</td>
<td></td>
</tr>
</tbody>
</table>

The hull shall be weighed with only the mandatory fittings as listed in D.10.1 (a).

**D.10.4 HULL CORRECTOR WEIGHTS**

(a) A maximum of two corrector weights shall be permanently fastened to the inside of the hull transom when the hull weight is less than the minimum requirement.

(b) The total weight of such corrector weights shall not exceed 3 kg.
D.10.6  DIAGRAM 2: HULL UPSIDE DOWN.
Section E - Hull Appendages

E.1 PARTS
E.1.1 MANDATORY
   (a) Centreboard
   (b) Rudder

E.2 GENERAL
E.2.1 RULES
   (a) Hull appendages shall comply with the current class rules.

E.2.2 CERTIFICATION
   (a) No certification is required.

E.2.3 MANUFACTURERS
   No licence is required.

E.3 CENTREBOARD
E.3.1 MATERIALS
   (a) The centreboard shall be of materials as specified for the hull in D.2.6.
   (b) No metal inserts are permitted.

E.3.2 FITTINGS
   (a) MANDATORY
      (1) Any handhold
      (2) A centreboard stopper made of any material situated at a maximum of 30mm from the trailing edge as shown in E.3.3.1.
   (b) OPTIONAL
      (1) Any lath and/or strips may be fitted to the upper part of the centreboard.

E.3.3 DIMENSIONS
   (a) The centreboard shall not exceed the maximum profile as defined by the diagram E.3.3.1.
   (b) The thickness of the centreboard shall not vary more than 1mm, and shall be of a minimum thickness of 18mm except that the edges may be faired over a maximum distance of 80mm from the trailing, leading and lower edges as shown in E.3.3.1.
   (c) The centreboard shall not be pierced by lightening holes.
   (d) The centreboard trailing edge shall be straight with a maximum deviation of an edge from a straight line of 10mm.
E.3.4 WEIGHT

The centreboard with fittings shall have positive buoyancy when immersed in fresh water.

E.4 RUDDER BLADE, RUDDER HEAD AND TILLER

E.4.1 MATERIALS

(a) The rudder blade shall be of materials as specified for the hull in D.2.6.
(b) Rudder head, tiller and tiller extension may be of any material.

E.4.2 CONSTRUCTION

(a) The rudder blade may be able to pivot around a horizontal axis in which case it shall include any system to lift the blade from its lowered position.
(b) The tiller extension may be of any type.

E.4.3 FITTINGS

(a) MANDATORY

Any two gudgeons or two pintles

E.4.4 DIMENSIONS

(a) The dimensions of the rudder blade shall not exceed those given on the diagram E.4.4.1. Below the dashed line the rudder blade edges shall be within 10mm from the maximum permissible dimensions.
(b) The thickness of the rudder blade shall not vary more than 1mm and shall be of a minimum thickness of 18mm. except that the edges may be faired over a maximum distance of 80mm from the trailing, lower and leading edges as showing in Figure E.4.4.1.
(c) The difference between the distance of the axis of upper and lower pintles/gudgeons from the rudder blade template maximum boundary shall not exceed 5 mm.

**Section F - Rig**

**F.1 PARTS**

**F.1.1 MANDATORY**

(a) Mast

(b) Boom

(c) Standing rigging

(d) Running rigging

**F.1.2 OPTIONAL**

(a) Spinnaker pole

**F.2 GENERAL**

**F.2.1 RULES**

(a) The spars, their fittings and the standing and running rigging shall comply with the current class rules.

**F.2.2 CERTIFICATION**

(a) No certification of spars, standing and running rigging is required.

**F.2.3 DEFINITIONS**

(a) LIMIT MARK WIDTH

Limit marks shall be painted or indelibly marked on the spars in a contrasting colour 10mm minimum wide. Tape is not permitted.

(b) The mast datum point is the intersection of the lower edge of the mast datum limit mark and the aft edge of the mast as shown in diagram F.3.6.

**F.2.4 MANUFACTURER**

(a) No licence is required.

**F.3 MAST**

**F.3.1 MATERIALS**

(a) The mast spar shall be made of aluminium alloy.
F.3.2 CONSTRUCTION

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

(b) Cleats shall not be fixed on the mast spar above the lower limit mark.

(c) Fairleads or conduits may be used for guiding halyards, but they shall not be placed higher than 3400mm above the mast datum point.

(d) The mast spar shall be of constant cross-section throughout its length except between the upper edge of the lower point and a point no more than 300mm above it.

F.3.3 FITTINGS

(a) MANDATORY

(1) Mast head fitting
(2) Shroud tangs or similar
(3) Mainsail halyard sheave
(4) Headsail halyard sheave
(5) Gooseneck
(6) Kicking strap attachments
(7) Heel fitting

(b) OPTIONAL

(1) Spinnaker halyard sheave or fairlead
(2) Spinnaker pole fitting
(3) Spinnaker pole lift block or fairlead
(4) Spinnaker pole downhaul block or fairlead
(5) Two spreaders
(6) One mechanical wind indicator
(7) Compass bracket
(8) Fairleads for guiding running rigging lines
(9) Wedges and/or chocks for positioning the mast between the partners
(10) Multiple hooks for main halyard
(11) Electronic or mechanical compass
(12) Timing device
(13) A fitting for preventing the mainsail from being set above the upper point to ensure compliance with C.10.3 (b) (2)
(14) The area between the mast and the mast partners may be protected with any material.

F.3.4 DIMENSIONS

<table>
<thead>
<tr>
<th></th>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Mast length</td>
<td></td>
<td>6300 mm</td>
</tr>
<tr>
<td>2 Mast spar cross section</td>
<td></td>
<td></td>
</tr>
<tr>
<td>between the mast top point</td>
<td></td>
<td></td>
</tr>
<tr>
<td>and the mast heel point</td>
<td></td>
<td></td>
</tr>
<tr>
<td>excluding fittings</td>
<td></td>
<td></td>
</tr>
<tr>
<td>and the groove opening</td>
<td></td>
<td></td>
</tr>
<tr>
<td>section</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fore and aft</td>
<td>46 mm</td>
<td></td>
</tr>
<tr>
<td>Transverse</td>
<td>46 mm</td>
<td></td>
</tr>
<tr>
<td>3 Mast Datum Point to lower point</td>
<td>605 mm</td>
<td>607 mm</td>
</tr>
<tr>
<td></td>
<td>Description</td>
<td>Minimum</td>
</tr>
<tr>
<td>---</td>
<td>------------------------------------------------</td>
<td>---------------</td>
</tr>
<tr>
<td>4</td>
<td>Lower point to upper point</td>
<td>5100 mm</td>
</tr>
<tr>
<td>5</td>
<td>Lower Point to lowest point of the groove</td>
<td>300 mm</td>
</tr>
<tr>
<td>6</td>
<td>Forestay and shroud height</td>
<td>4106 mm</td>
</tr>
<tr>
<td>7</td>
<td>Distance of any part of the spinnaker halyard block or fairlead at maximum projection from fore face of mast</td>
<td>100 mm</td>
</tr>
<tr>
<td>8</td>
<td>Spinnaker pole fitting projection</td>
<td>40 mm</td>
</tr>
<tr>
<td>9</td>
<td>Spinnaker hoist height</td>
<td>4130 mm</td>
</tr>
<tr>
<td>10</td>
<td>Spreader height</td>
<td>2179 mm</td>
</tr>
</tbody>
</table>

**F.3.5 WEIGHT**

<table>
<thead>
<tr>
<th></th>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mast weight</td>
<td>7 kg</td>
<td></td>
</tr>
</tbody>
</table>

The weight of the mast shall include rigging specified under F.6.2, F.7.2(a)(1), F.7.2(a)(4), F.7.2(b)(5), F.7.2(b)(7), F.7.2(b)(8) and fittings specified under F.3.3, but excluding wind indicator, compass or timing device.

If the mast weight is less than the minimum required, a maximum of 0.5 kg of corrector weights shall be permanently fastened to the mast at its centre of gravity.
F.4 BOOM

F.4.1 MATERIALS
(a) The spar shall be of aluminium alloy.

F.4.2 CONSTRUCTION
(a) The spar extrusion shall include a fixed sail groove or track which may not be integral with the spar but shall be of the same material.
(b) The spar aft end may be cut below its half height, maximum 300 mm from the outboard end.

F.4.3 FITTINGS
(a) MANDATORY
(1) One single sheave mainsheet block with attachments.
(2) One clew outhaul blocks with any attachments
(3) Kicking strap fitting
(4) Gooseneck attachment

(b) OPTIONAL
(1) Not more than two wire strops for mainsheet blocks.
(2) Spinnaker pole stowage fittings
(3) Two single sheaves or a double sheave block for mainsheet with attachment fittings.
(4) A system to adjust mainsail clew position
(5) Fitting to attach mainsail tack to boom
(6) Chafe protections of any material and dimensions, in the area where the boom touches the shrouds, provided they do not alter the stiffness of the boom spar..
(7) Shock cord to hold out the boom provided it does not alter the sail plan

F.4.4 DIMENSIONS

<table>
<thead>
<tr>
<th>Boom Spar Cross Sections:</th>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Vertical including groove or track</td>
<td></td>
<td>90 mm</td>
</tr>
<tr>
<td>2 Transverse</td>
<td></td>
<td>32 mm</td>
</tr>
<tr>
<td>3 Boom Length</td>
<td></td>
<td>2600 mm</td>
</tr>
</tbody>
</table>

F.4.5 WEIGHT

No weight limitations apply.

DIAGRAM F.4.6: BOOM.
F.5 SPINNAKER POLE

F.5.1 MATERIALS
(a) The spar shall be made of aluminium alloy.

F.5.2 FITTINGS
(a) MANDATORY
(1) One hook at each end

(b) OPTIONAL
(1) Fittings approximately at the mid-point for attachment for lift and downhaul lines
(2) A fixed line between the fittings described in F.5.2 (a) (1), which may incorporate knots, toggles or short tubes.

F.5.3 DIMENSIONS

<table>
<thead>
<tr>
<th>Spinnaker pole cross section at mid length</th>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>25 mm</td>
<td></td>
</tr>
</tbody>
</table>

F.6 STANDING RIGGING

F.6.1 MATERIALS
(a) The standing rigging shall be of stainless steel.

F.6.2 CONSTRUCTION
(a) MANDATORY
(1) One forestay
(2) Two shrouds.

F.6.3 FITTINGS
(a) MANDATORY
(1) Forestay steel rigging link
(2) Shroud steel rigging links.

F.6.4 DIMENSIONS

<table>
<thead>
<tr>
<th>Forestay diameter</th>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>2,5 mm</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Shroud diameter</th>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>2,5 mm</td>
<td></td>
</tr>
</tbody>
</table>

F.7 RUNNING RIGGING

F.7.1 MATERIALS
(a) Materials are optional.

F.7.2 CONSTRUCTION
(a) MANDATORY
(1) Mainsail halyard
(2) Mainsail sheet
(3) Kicking strap
(4) Headsail halyard
(5) Headsail sheets

(b) OPTIONAL

(1) Mainsail cunningham line
(2) Mainsailouthaul
(3) Headsail cunningham line
(4) Single line headsail barber haulers
(5) Spinnaker halyard
(6) Spinnaker sheets
(7) Spinnaker pole lift
(8) Spinnaker pole downhaul
(9) Spinnaker barber haulers

F.7.3 SPARE

Section G - Sails

G.1 PARTS

G.1.1 MANDATORY

(a) Mainsail

(b) Headsail

G.1.2 OPTIONAL

(a) Spinnaker

G.2 GENERAL

G.2.1 RULES

(a) Sails shall comply with the class rules in force at 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) A World Sailing In-house Certification (IHC) Authorizing Authority may appoint one or more Internal Official Measurers at a sailmaker to measure and certify sails produced by that manufacturer in accordance with the World Sailing IHC guidelines.

G.2.3 SAILMAKER

(a) No licence is required.

(b) The date of manufacture, type and weight in g/m2 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 to the dimensions and requirements as detailed in the diagram contained in G.3.1.1 with a tolerance of +/-10 mm, be of a contrasting colour, and be placed in accordance with the following provisions:

(1) The corners may be rounded off.

(2) It shall be placed back to back with the "flag" pointing to the leech, above the three-quarter leech point batten pocket and not more than 100 mm from its upper edge.
G.3.2 MATERIALS

(a) Mainsails shall be made from either
   (1) Woven ply of optional weight
   (2) Laminated ply of a weight of not less than 120 g/m²

(b) The ply fibres shall be made of polyester, polyethylene or aramid. The ply film shall be made of polyester.

c) Battens may be made of any material,

d) The boltrope shall be made of synthetic fibre and not be shock cord.

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 or laminated ply throughout, except for the window, foot panel and any primary and secondary reinforcements.

(c) The body of the sail shall be built from panels with optional panel distribution and orientation. Continuous layers or fibres crossing the seam are prohibited.

(d) The sail shall have a minimum of three and a maximum of four batten pockets in the leech.

(e) The following are permitted: stitching, glues, tapes, bolt ropes, three corner eyes, headboard with fixings, cunningham eye or attachment, cunningham rope, batten pocket patches, batten pocket elastic, batten pocket end caps, mast and boom slides, one window, tell tales, sail shape indicator stripes, tensioning devices at leech end of the two upper battens, leech lines; primary reinforcement at upper leech point.

(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) The leech shall be edged by a tabling.
### G.3.4 DIMENSIONS

<table>
<thead>
<tr>
<th></th>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Leech length</td>
<td>5100 mm</td>
</tr>
<tr>
<td>2</td>
<td>Extension of headboard from head point</td>
<td>150 mm</td>
</tr>
<tr>
<td>3</td>
<td>Three-quarter width</td>
<td>1050 mm</td>
</tr>
<tr>
<td>4</td>
<td>Half width</td>
<td>1640 mm</td>
</tr>
<tr>
<td>5</td>
<td>Primary reinforcement</td>
<td>305 mm</td>
</tr>
<tr>
<td></td>
<td><strong>Secondary reinforcement</strong></td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>Flutter patch</td>
<td>120 mm</td>
</tr>
<tr>
<td>7</td>
<td>Chafing patch</td>
<td>300 mm</td>
</tr>
<tr>
<td>8</td>
<td>Batten pocket patch</td>
<td>175 mm</td>
</tr>
<tr>
<td>9</td>
<td>Any other secondary reinforcements</td>
<td>915 mm</td>
</tr>
<tr>
<td>10</td>
<td>Tabling width</td>
<td>35 mm</td>
</tr>
<tr>
<td>11</td>
<td>Distance from clew point to foot bolt rope</td>
<td>300 mm</td>
</tr>
<tr>
<td>12</td>
<td>Distance from tack point to foot and luff bolt ropes</td>
<td>300 mm</td>
</tr>
<tr>
<td>13</td>
<td>Diameter of bolt rope</td>
<td>6 mm</td>
</tr>
<tr>
<td>14</td>
<td>Seam width</td>
<td>30 mm</td>
</tr>
<tr>
<td>15</td>
<td>If batten pocket overlaps a panel seam the panel seam width</td>
<td>50 mm</td>
</tr>
<tr>
<td>16</td>
<td>Window area</td>
<td>0.15 m²</td>
</tr>
<tr>
<td>17</td>
<td>Window to sail edge</td>
<td>150 mm</td>
</tr>
<tr>
<td></td>
<td><strong>Batten pocket length:</strong></td>
<td></td>
</tr>
<tr>
<td>18</td>
<td>Outside quarter leech point batten pocket and half leech point batten pocket</td>
<td>700 mm</td>
</tr>
<tr>
<td>19</td>
<td>Outside batten pocket width</td>
<td>50 mm</td>
</tr>
<tr>
<td>20</td>
<td>Head point to intersection of leech and centreline of upper leech point batten pocket for sails with 4 battens</td>
<td>450 mm</td>
</tr>
<tr>
<td>21</td>
<td>Head point to intersection of luff and centreline of upper leech point batten pocket for sails with 4 battens</td>
<td>750 mm</td>
</tr>
<tr>
<td>22</td>
<td>Head point to intersection of luff and centreline of three-quarter leech point batten pocket</td>
<td>1200 mm</td>
</tr>
<tr>
<td>23</td>
<td>Distance from the intersection of the centreline of the batten pockets and their closest leech points</td>
<td>40 mm</td>
</tr>
</tbody>
</table>
G.4 HEADSAIL

G.4.1 MATERIALS

(a) The ply fibres shall consist of polyester,
(b) The luff wire shall be made of a minimum of 7 strand stainless steel wire or of synthetic fibre.

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, except for the window.
(c) The following are permitted: stitching, glues, tapes, corner eyes, hanks, tell tales, flutter patches, a maximum of two windows, sail shape indicator stripes, leech lines, zipper on luff pocket, batten pocket patches, luff wire
(d) The leech shall not extend beyond a straight line from the aft head point to the clew point.
(e) The leech and the foot shall be edged by a tabling.
(f) The headsail may have a maximum of three batten pockets in the leech.

G.4.3 DIMENSIONS

<table>
<thead>
<tr>
<th></th>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Luff length</td>
<td></td>
<td>3750 mm</td>
</tr>
<tr>
<td>2 Leech length</td>
<td></td>
<td>3400 mm</td>
</tr>
<tr>
<td>3 Foot length</td>
<td></td>
<td>1650 mm</td>
</tr>
<tr>
<td>4 Half width</td>
<td></td>
<td>850 mm</td>
</tr>
<tr>
<td>5 Top width</td>
<td></td>
<td>50 mm</td>
</tr>
<tr>
<td>6 Foot irregularity</td>
<td></td>
<td>10 mm</td>
</tr>
<tr>
<td>7 Primary reinforcement</td>
<td></td>
<td>260 mm</td>
</tr>
<tr>
<td>8 Secondary reinforcement</td>
<td></td>
<td></td>
</tr>
<tr>
<td>9 Chafing patch</td>
<td></td>
<td>300 mm</td>
</tr>
<tr>
<td>9 Any other secondary reinforcements</td>
<td></td>
<td>780 mm</td>
</tr>
<tr>
<td>10 Batten pocket patch</td>
<td></td>
<td>150 mm</td>
</tr>
<tr>
<td>11 Outside batten pocket length</td>
<td></td>
<td>200 mm</td>
</tr>
<tr>
<td>12 Outside batten pocket width</td>
<td></td>
<td>50 mm</td>
</tr>
<tr>
<td>13 Total Window area</td>
<td></td>
<td>0.15 m2</td>
</tr>
<tr>
<td>14 Window to sail edge</td>
<td></td>
<td>150 mm</td>
</tr>
<tr>
<td>15 Stainless steel luff wire diameter</td>
<td></td>
<td>2.5 mm</td>
</tr>
<tr>
<td>16 Synthetic fibre luff wire diameter</td>
<td></td>
<td>4 mm</td>
</tr>
<tr>
<td>17 Seam width</td>
<td></td>
<td>30 mm</td>
</tr>
<tr>
<td>18 Tabling width</td>
<td></td>
<td>35 mm</td>
</tr>
</tbody>
</table>
G.5      SPINNAKER
G.5.1    MATERIALS
(a) The ply fibres shall consist of polyester or nylon.

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
eys, tell tales.
(d) The leeches and the foot shall be edged by a tabling.

G.5.3    DIMENSIONS

<table>
<thead>
<tr>
<th></th>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Leech lengths</td>
<td></td>
<td>4000 mm</td>
</tr>
<tr>
<td>2 Foot length</td>
<td></td>
<td>2400 mm</td>
</tr>
<tr>
<td>3 Half width</td>
<td></td>
<td>2650 mm</td>
</tr>
<tr>
<td>4 Primary reinforcements</td>
<td></td>
<td>260 mm</td>
</tr>
<tr>
<td>5 Secondary reinforcements</td>
<td></td>
<td>780 mm</td>
</tr>
<tr>
<td>6 Tabling width</td>
<td></td>
<td>30 mm</td>
</tr>
<tr>
<td>7 Seam width</td>
<td></td>
<td>30 mm</td>
</tr>
</tbody>
</table>
G.5.4 SPINNAKER DIAGRAM

Half Leech Point

max 2650

max 2400

max 4000
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.

Appendix 1 - Buoyancy test

With sails, boom, rudder, tiller and all loose gear removed from the boat, but with the centreboard and mast in position, the boat shall pass the following buoyancy test:

(1) With the boat on its side and the mast horizontal, it shall support not less than 100 kg placed entirely out of the water on the centreboard close to the bottom. The boat shall float for 5 minutes on each side, followed by 5 minutes upright swamped with water. At the end of this test and with the specified weight aboard, the boat must float with the gunwales clear of the water surface for its entire length.

(2) With the boat out of the water, the Measurer shall check that all the buoyancy units contain no more than 1 litre of water overall. Air bags shall not be visibly deflated.
Appendix 2 - Templates

(1) Skeg template

(2) Transom template

(3) Gunwhale template

(4) Bow templates