

**REPORTING COMMITTEE - CENTREBOARD BOAT
OTHER COMMITTEE -**

Class Rule Changes

A submission from the International Flying Junior Class

PROPOSAL:

To accept the new class rules as detailed in the attached document.

CURRENT POSITION:

[None given]

REASON:

Enclosed you'll find the proposal from the International FJ Class for completely renewed class rules. We hope that you will accept the proposal integral at the annual ISAF meeting in Barcelona, Spain.

The reason for this complete renewal was the need to get the rules more closely to the ISAF standard class rules, with all its advantages. In this way there is clarity about definitions and interpretations can be more easily checked with the ISAF. Having rules of the different international classes in the same wording and order is good for all of us.

On the other hand every class has its own spirit, abnormalities, and ways it is regulated. So in the renewal process we tried to find a fragile equilibrium between keeping our present rules, adopting wording to the ERS, and SCR, and really change rules towards the ERS/SCR standard. We kept to our own wording only if we had good reason to do this, mostly if the ERS/SCR definitions could not be made to comply with the essence of our rules.

Sometimes we had to make fundamental changes to get the ways of measurement to comply with the ERS. E.g. the definition of the leech length of the main changed, the way the spinnaker is measured has changed.

At the same moment we tried to get rid of as much rudimentary rules, and controversial rules as possible. E.g. present rule 7.11, concerning Gunwale rubbing strakes, implies a definition of 'deck', which isn't defined. By eliminating the difference between a decked and an un-decked boat this dispute is solved. A maximum weight of the centreboard proved to be useless, so we left it out present rule 10.3

We also added some new rules, or new phrases to rules, most of them were for the sake of safety. Par example 'the paddle must be ready for direct use', and very important: rule C7.1 'Buoyancy tank inspection covers and drainage plugs shall be kept in place at all times while racing'.

Important fundamental changes are:

The reduction of two paddles to one paddle (rule C 5.2).

The way the forestay must be rigged (rule C 9.2).

The leech of the mainsail may not be convex between the battens. (Rule G 5.1.d)

Submission: 236-03 (cont.)

The process of renewal has been complex and time consuming; during this process we have had the last half-year intensive contact with the ISAF and with the total IFJO board and counsellors. We even send via the ISAF a pre-proposal to members of the different subcommittees for comments (as far as we know without any response).

In this letter we can not be complete about the changes which took place during the renewal process, as you can imagine there are too many.

The proposal as it is now is approved by the whole IFJO board. In our opinion it is very close to the ERS/SCR standard, on the other hand it keeps the essential regulations of the International FJ class.

We hope you will approve this proposal, so we can keep on sailing in a modern class, with modern class rules.

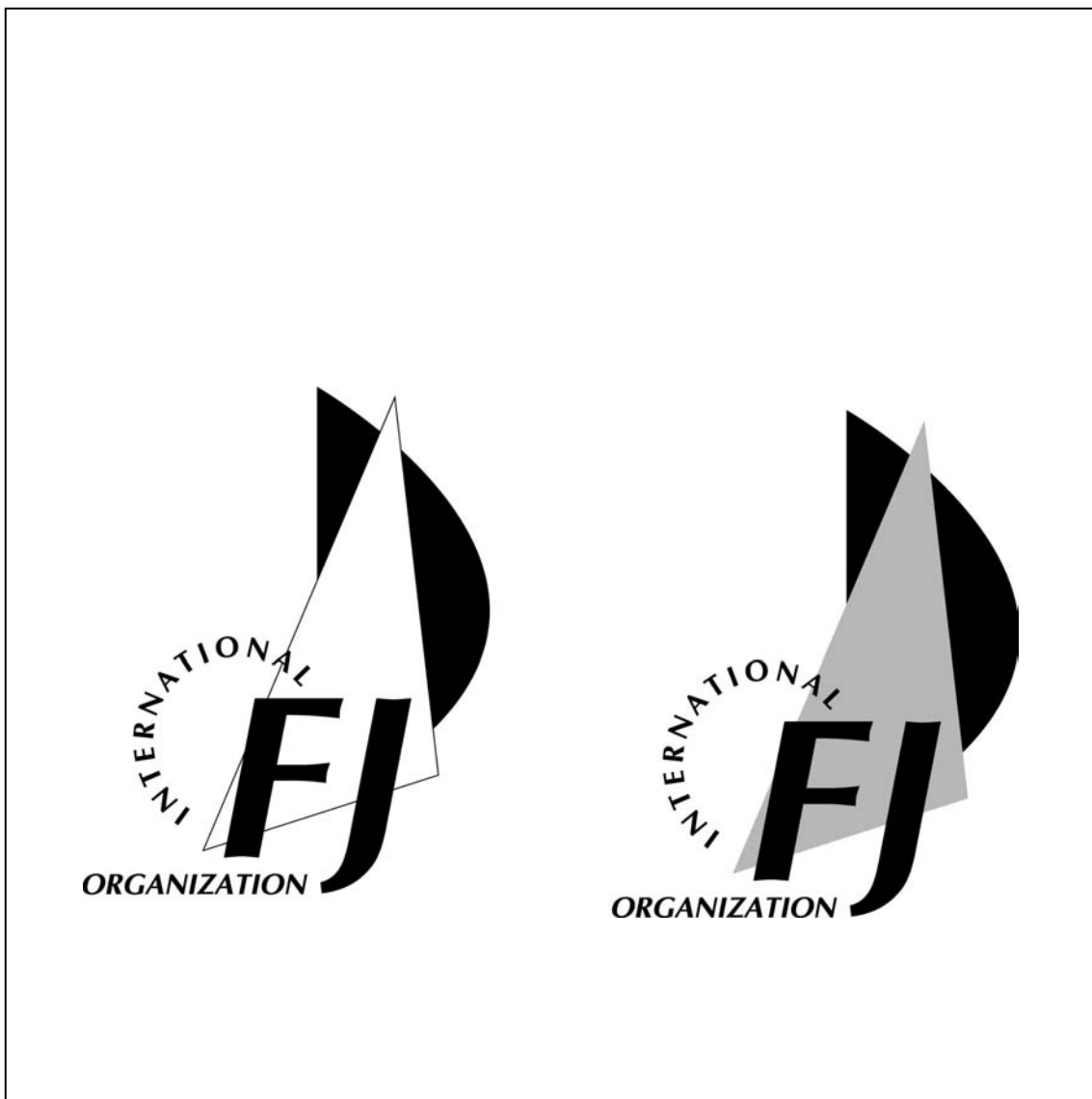
Shown below is a table highlighting the specific rule changes made whilst converting to the ISAF standard class rules format.

| OLD RULE | NEW RULE | COMMENTS |
|-------------|-------------|--|
| 20.1(i) | C.5.2(a)(2) | Change from two paddles to one. Change in length from 950mm to 900mm. One paddle is deemed enough to steer and/or move the boat. |
| | C.7.1(b) | For safety reasons. |
| | C.9.2 | To restrict sailors from not using their forestays whilst racing. |
| 19.5(v) | G.5.1(d) | To bring the rules into line with the ERS and SCR wording. |
| 19.5(1v)(a) | G.5.2 | Measurement method has changed to come into line with the ERS. |
| 19.5(ii) | G.5.2 | Measurement method has changed to come into line with the ERS. |
| 11 | D.5.1 | To overcome the problems involving the definition of the deck, for clarification. |
| | C.10.2(b) | Improve safety whilst racing. |
| | C.10.3 | Improve safety whilst racing. |
| 17.3 | C.5.1 | To allow electronic instruments into the class inline with technological developments. |
| 19.3 | C.10.2 | To bring the height of the Class logo into line with the RRS Appendix G. |

**INTERNATIONAL
FJ
CLASS RULES**



2003



The FJ was designed in 1956 by Uus van Essen in close cooperation with Coen Gulcher and was adopted as an International Class in 1969.

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INTRODUCTION

The intention of these rules is to ensure that boats in the International FJ Class are as alike as possible in hull form, hull weight, shape of centerboard and rudder blade, mast and mast weight and sail plan.

FJ hulls, hull appendages, Rigs and Sails are measurement controlled.

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 FJ Class Rules proper begin on the next page.

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

- A.2.1 ISAF International Sailing Federation
- MNA ISAF Member National Authority
- IFJO International FJ Organization
- NFJO National FJ Class Organization
- ERS Equipment Rules of Sailing
- RRS Racing Rules of Sailing

A.3 AUTHORITIES AND RESPONSIBILITIES

- A.3.1 The international authority of the class is the ISAF, which shall co-operate with the IFJO in all matters concerning these **class rules**.
- A.3.2 No legal responsibility with respect to these **class rules**, or accuracy of measurement, rests with:
 - the ISAF,
 - the MNA,
 - the IFJO,
 - an NFJO.
 - the **certification authority**,
 - an **official measurer**,

No claim arising from these **class rules** can be entertained.

- A.3.3 Notwithstanding anything contained herein, the **certification authority** has the authority to withdraw a **certificate** and shall do so on the request of the 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 NFJO.
- 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 IFJO which may delegate the administration to an NFJO.

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 SAILING INSTRUCTIONS

A.6.1 These **class rules** shall not be varied by sailing instructions.

A.7 CLASS RULES AMENDMENTS

A.7.1 Amendments to these **class rules** shall be proposed by the IFJO and subject to approval of the ISAF in accordance with the ISAF Regulations.

A.8 CLASS RULES INTERPRETATIONS

A.8.1 GENERAL

Interpretation of **class rules**, except as provided by A.8.2, shall be made in accordance with the ISAF Regulations.

A.8.2 AT AN EVENT

Any interpretation of **class rules** required at an event may be made by an international jury constituted in accordance with the RRS. Such interpretation shall only be valid during the event and the organising authority shall, as soon as practical after the event, inform the ISAF, the MNA and the IFJO.

A.9 INTERNATIONAL CLASS FEE(S) AND ISAF BUILDING PLAQUE

A.9.1 The builder shall pay the International Class Fee to the ISAF.

A.9.2 ISAF shall, after having received the International Class Fee for the **hull**, send the ISAF Building Fee Plaque to the **hull** builder. The ISAF Building Plaque shall be fixed by the builder into the **hull** and the builder shall deliver the international class fee receipt to the owner.

A.9.3 The amount of the International Class Fee shall be reviewed by the ISAF in consultation with the IFJO.

A.9.4 Hulls built, measured and registered before 1st July 1972 do not need to have an International Class Fee paid to the ISAF.

A.10 SAIL NUMBERS

A.10.1 Sail numbers shall be issued by the MNA.

A.11 CERTIFICATION

A.11.1 For a hull not previously **certified**, all items required to be measured by the measurement form shall be measured by an **official measurer** and the details entered onto the measurement form.

A.11.2 Three copies of the completed measurement form shall be supplied to the owner of the hull.

- A.11.3 The owner shall send three copies of the completed measurement form together with any **certification** fee to the **certification authority** in the country where the **hull** is to be registered within 4 weeks after completion of measurement.
- A.11.4 Upon receipt of the three copies of the satisfactorily completed measurement form and the fee the **certification authority** may issue a **certificate**. The **certificate** shall contain the information as stated on the measurement form.
- A.11.5 The **certification authority** shall retain the original measurement forms which shall be transferred to the new **certification authority** when a **hull** is exported.
- A.11.6 The IFJO shall receive at regular intervals from each MNA details of sail numbers together with the names and addresses of owners and a copy of the measurement forms, or measurement certificates.

A.12 VALIDITY OF CERTIFICATES

- A.12.1 A **certificate** becomes invalid upon:
 - (a) the date of expiry,
 - (b) change of ownership,
 - (c) withdrawal by the **certification authority**,
 - (d) the issue of another **certificate**.

A.13 COMPLIANCE WITH CLASS RULES

- A.13.1 A **boat** ceases to comply with the **class rules** upon:
 - (a) Alterations, replacements or repairs beyond the limits of the **class rules**.
 - (b) A change of **class rules** that causes equipment in use to cease to be permitted, except where the equipment may comply with the **class rules** in force at the time of its initial **fundamental measurement**.

A.14 RE-CERTIFICATION

- A.14.1 A **hull** may be re-certified by the issue of a new **certificate**, showing dates of initial and new **fundamental measurement** as applicable:
 - (a) **WHEN A CERTIFICATE BECOMES INVALID UPON CHANGE OF OWNERSHIP**

The new owner shall apply for re-certification by sending the old **certificate**, and fee if required, to the CA in the country where the hull is to be re-certified. If this CA is different from the previous CA then the new CA should receive the hull measurement form(s) from the old CA prior to re-certification. The new CA may issue the hull a new identification number(s).
 - (b) **WHEN A CERTIFICATE HAS BEEN WITHDRAWN, OR WHEN THE CERTIFICATE AND MEASUREMENT FORM(S) CANNOT BE LOCATED**

The owner shall arrange for **fundamental measurement** as required for initial **certification** and then apply for re-certification by sending the hull measurement form(s), and fee if required, to the CA in the country where the hull is to be re-certified. The new CA may issue the **hull** a new identification number(s).
- A.14.2 A **boat** that has ceased to comply with its **certificate** it may be brought into compliance:

Submission: 236-03 (cont.)

(a) WHEN THE LIMITATIONS AFFECTING THE EQUIPMENT ARE CONTROLLED BY THE CLASS RULES

By carrying out **fundamental measurement** of the affected equipment,

(b) WHEN THE LIMITATIONS AFFECTING THE EQUIPMENT ARE ON THE CERTIFICATE

By carrying out **fundamental measurement** of affected equipment as required for initial **certification**.

A14.3 The **hull** may be measured in accordance with the **class rules** current when it was first measured.

Section B – Boat Eligibility

For a **boat** to be eligible when *racing*, the rules in this section shall be complied with.

B.1 CERTIFICATE

B.1.1 The hull shall have a valid **certificate**.

PART II – REQUIREMENTS AND LIMITATIONS

The **crew** and the **boat** shall comply with the rules in Part II when *racing*. Measurement to check conformity with rules of Section C is not part of **fundamental measurement**.

The rules in Part II are **open class rules**. Measurement 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) The ERS Part I – Use of Equipment shall apply.
- (b) The following RRS rules shall not apply:
 - (1) The Racing Rule RRS 49 is amended to permit a trapeze system.
 - (2) RRS 50.2

C.2 CREW

C.2.1 LIMITATIONS

The **crew** shall consist of 2 persons, each in contact with the **boat** at all times.

C.3 PERSONAL EQUIPMENT

C.3.1 MANDATORY

- (a) The boat shall be equipped with **personal buoyancy** for each **crew** member to the minimum standard EN 393: 1995 (CE 50 Newtons), or USCG Type **III**, or AUS PFD **1**. They must be available at all times.
- (b) The trapeze shall consist of two wires attached directly or indirectly to the mast **spar**, one on each side, which can be fastened to a trapeze harness to enable not more than one **crew** member to stand outside the gunwale. The weight of the trapeze harness shall not exceed 3kg.

C.4 ADVERTISING

C.4.1 LIMITATIONS

Advertising shall only be displayed in accordance with Category C of the ISAF Advertising Code.

C.5 PORTABLE EQUIPMENT

C.5.1 FOR USE

- (a) **Mandatory**
 - (1) One hand bailer or bucket except in boats fitted with a self-bailer.

(b) Optional

- (1) Two timing devices. No other electronic instruments are permitted.
- (2) If an anchor is prescribed in the Sailing Instructions the anchor, chain, and rode shall weigh at least 2.3 kg with 20 m synthetic line, minimum diameter 6 mm attached to the anchor and boat. The anchor shall be ready to use.

C.5.2 NOT FOR USE

(a) Mandatory

- (1) Towing rope minimum 20 m long of not less than 6 mm in diameter. The rope shall not be stowed in a buoyancy tank and shall be ready to use.
- (2) One efficient paddle minimum length 0.900 m, minimum weight 0.300 kg. The paddles shall not be stowed in buoyancy tanks and shall be ready to use.

C.6 BOAT

C.6.1 FLOTATION

The **Hull** shall have buoyancy tanks, and/or firmly attached buoyancy bags, sufficient to float the **boat**, plus 150 kg approximately level when capsized or full of water.

C.6.2 CORRECTOR WEIGHTS

Corrector weights shall be permanently fastened to the hull when the **hull** weight is less than the minimum requirement.

maximum

The total weight of **corrector weights** 5.0 kg

C.7 HULL

C.7.1 FITTINGS

(a) Construction

Fairleads may be fitted to the rubbing strake, but shall not project beyond the outer edge of the rubbing strake.

(b) Use

Buoyancy tank inspection hole covers and drainage plugs shall be kept in place at all times while racing.

C.8 HULL APPENDAGES

C.8.1 LIMITATIONS

Only one **centreboard** or **dagger board** and one **rudder** blade shall be aboard.

C.8.2 CENTREBOARD/ OR DAGGERBOARD

(a) Construction

A stop shall be fitted on the board to prevent it from being extending more below the hull excluding keel bands than permitted.

(b) Dimensions

The under hull part of the board in its lowest position shall conform to the equivalent plan with a tolerance of +/- 6mm on the bottom and trailing edge.

Depth of the centreboard or dagger board from the hull shell
excluding keelband..... 710 mm

(c) Use

The **centreboard** or **dagger board** shall not be turned so that the aft side faces forward, or be rotated so that its aft edge is raked forward of perpendicular to the hull shell at the point it exits the hull shell.

C.8.3 RUDDER

(a) Construction

A device shall be fitted to keep the rudder attached to the hull even when capsized.

(b) Dimensions

The shape of the underwater part of the **rudder** shall conform to the full size plan with a tolerance of +/- 6mm on the bottom and trailing edge.

Depth, measured vertically from **hull datum point**, with
the blade in the fully lowered position 600 mm

C.9 RIG

C.9.1 BOOM

Dimensions

Spar band width 10 mm

Outer point distance..... 2440 mm

C.9.2 STANDING RIGGING

The use of a forestay is mandatory. The forestay or its extensions shall only meet the **mast spar** above the headsail halyard fitting/sheave and shall only meet the **hull** not more than 100mm from the stem, excluding any fittings and gunwale.

C.10 SAILS

C.10.1 LIMITATIONS

(a) Not more than one spinnaker shall be carried aboard.

C.10.2 MAINSAIL

(a) **Identification**

The sail identification shall comply with the RRS Appendix G with the exception that the class insignia do not need to be placed at different heights on the two sides of the sail.

The class emblem shall be the letters “FJ” not less than 300 mm high.

(b) **Use**

(1) The **sail** shall be hoisted on a halyard. The arrangement shall permit hoisting and lowering of the **sail** at all times.

(2) **Luff** and **foot** bolt ropes shall be in the **spar** grooves or tracks

C.10.3 HEADSAIL

(a) **Use**

The **headsail tack** shall be attached at or aft of the forestay attachment.

The **sail** shall be hoisted on a halyard. The arrangement shall permit hoisting and lowering of the **sail** at all times.

Section D – Hull

D.1 GENERAL

D.1.1 IDENTIFICATION

The sail number and national letters in figures and letters not less than 25 mm high shall be either cut into or indelibly marked on the hog or the top of the centreboard case or near the shroud fittings. If the hull is sold to another country, the new sail number and national letters shall be added.

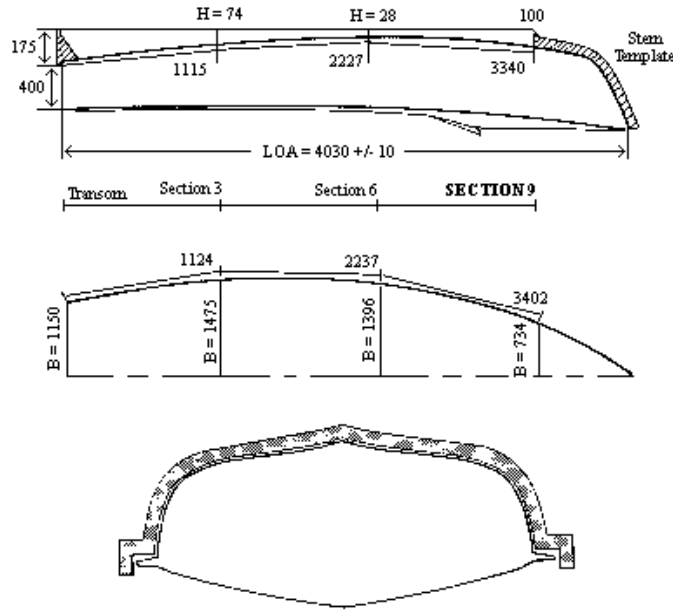
D.1.2 INTERNATIONAL CLASS FEE PLAQUE

Hulls built, measured and registered after 30 June 1972 shall carry the International Class Fee Plaque fixed in a conspicuous position.

D.1.3 DEFINITIONS

- (a) The **hull datum point** is the intersection on the **hull** centre plane between the underside of the hull shell and the transom, each extended as necessary.
- (b) The **sheerline datum point** is the intersection on the **sheerline** between the hull shell and the transom, each extended as necessary.
- (c) The keel line is the intersection line on the **hull** centre plane from transom to stem.
- (d) The deckline is the imaginary line on the **hull** centre plane between the upper edge of the transom and the highest point of the stem excluding fittings.
- (e) The baseline is the straight line on the **hull** centre plane through the points at the following vertical distances from the hull shell:
at **hull datum point** 175 mm

at section 9 100 mm



D.2 HULL SHELL

D.2.1 MATERIAL

The structure of the hull shall be inherently buoyant in the event of failure of all buoyancy tanks and/or bags.

D.2.2 CONSTRUCTION

- (a) The transom shall be set at the extreme aft end of the hull.
- (b) Drainage flaps shall not extend the lower surface of the hull shell.
- (c) Keel band, if fitted, shall not be let in or faired into the hull shell.

D.3 BUOYANCY TANKS

D.3.1 CONSTRUCTION

- (a) Hulls built from 1st January 1995 shall have at least two separated watertight buoyancy tanks.
- (b) The hull shall have a separate bow buoyancy bag or slabs of rigid non-communicating air cell foam plastic of not less than 70 litres securely fastened or put into a tank.
- (c) Buoyancy tank inspection holes shall be of sufficient size to enable inspection of secondary buoyancy. Covers shall be watertight, detachable and capable of resisting accidental dislodgement.

D.4 GUNWALE AND RUBBING STRAKES

D.4.1 Gunwale rubbing strakes shall be fitted along the topsides at the height of the **sheerline**

D.5 ASSEMBLED HULL

D.5.1 HULL MEASUREMENT

- (a) **Templates**

Submission: 236-03 (cont.)

- (1) Templates used for official measurements shall be supplied by the ISAF
- (2) The sections to be measured by templates shall be taken as transverse planes through the following 3 points according to the measurement diagram. Distance from **hull datum point** measured along the keel line at:

| | |
|-----------------|---------|
| Section 3 | 1115 mm |
| Section 6 | 2227 mm |
| Section 9 | 3340 mm |

Distance from the **sheerline** datum point, measured along the **sheerline** on both sides of the hull at:

| | |
|-----------------|---------|
| Section 3 | 1124 mm |
| Section 6 | 2237 mm |
| Section 9 | 3402 mm |

- (b) Section and stem measurement:

The section and stem templates shall be placed so that:

- (1) The template is situated entirely on the imaginary plane through the points set out on both **sheerlines** and on the keel.
- (2) The lugs (extensions) of the templates touch the skin.
- (3) The centre of the template is situated on the keel line of the **hull**.
- (4) The rubbing strake shall not prevent the template lug (extension) from touching the **hull**.

- (c) Hull dimensions

| | minimum | maximum |
|--|---------|---------|
| Sum of the maximum positive and negative deviations taken over both sides of any transversal hull section checked by a template | | 10 mm |
| Vertical distance from the upper side of a template to the upper side of the deck at the sheerline | | 12 mm |
| Clearance of stem template between the end lugs with the aft end of the stem template within 6 mm of section 9 | | 6 mm |
| Vertical distance from the upper side of the template at the sheerline , to the upper side of the deck at the stem with the aft end of the stem template within 6 mm of section 9 | | 12 mm |
| Vertical distance from baseline to the outside of hull shell at: | | |
| Section 3 | 64 mm | 84 mm |
| Section 6 | 18 mm | 38 mm |
| Sum of the vertical distance from the baseline to the outside of the hull shell at section 3 and 6 | 92 | 112 mm |

Submission: 236-03 (cont.)

| | Minimum | maximum |
|--|---------|---------|
| Beam of hull , excluding rubbing strakes, at sheerline at: | | |
| At section 0 | 1140 mm | 1160 mm |
| At section 3 | 1465 mm | 1485 mm |
| At section 6 | 1386 mm | 1406 mm |
| At section 9 | 724 mm | 744 mm |

Hull length 4020 mm .. 4040 mm

Horizontal distance from centre of forestay attachment to forward end of **hull** excluding rubbing strakes 100 mm

Gunwale rubbing strakes:

| | | |
|------------------------------------|------|-------|
| Depth | 5 mm | 35 mm |
| Width | 5 mm | 90 mm |
| Extension forward of stem | | 50 mm |
| Extension aft of the transom | | 50 mm |

Centreboard/dagger board slot from hull datum point:

| | | |
|--|---------|---------|
| If fitted for a centreboard | 1288 mm | 2262 mm |
| for a dagger board | 1588mm | 2262 mm |

Width of **centreboard/daggerboard** slot..... 40 mm

Transom

Height of the transom at the **hull** centreplane 394 mm 406 mm

Maximum radius between the hull shell and the transom 10 mm

Angle between the transom and the extension of the keel line 78°..... 90°

Deck height above the deckline 30 mm

The spray deflector is not part of the deck.

Keel band:

| | | |
|-----------------|--|--------|
| thickness | | 5 mm |
| width | | 8.5 mm |

D.5.2 FITTINGS

Spinnaker chutes are not permitted.

D.5.3 WEIGHT

minimum

The weight of the **hull** in dry condition including all fixed fittings, buoyancy apparatus and protective finish, but excluding **sails, spars, rigging**, rudder, centreboard, **hull appendages**, movable fittings, floorboards unless glued to the hull shell and other equipment75.0 kg

D.5.4 CORRECTOR WEIGHTS

Corrector weights shall be permanently fastened to the hull when the **hull** weight is less than the minimum requirement.

maximum

The total weight of **corrector weights** 5.0 kg

SECTION E – HULL APPENDAGES

E.1 PARTS

E.1.1 MANDATORY

- (a) **Centreboard** or **daggerboard**
- (b) **Rudder**

E.2 GENERAL

E.2.1 RULES

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

E.3 PROHIBITIONS

A **trim tab** and similar contrivances are prohibited.

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** 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 these **class rules**.
- (c) The **lower limit mark**, **upper limit mark** and **outer limit mark** shall be a band around the **spar**

F.2.2 DEFINITIONS

- (a) The **mast datum point** is the projection of the deckline on the back side of the mast. If the mast is deck stepped the **mast datum point** is the level of the deck on which the mast is placed.

F.3 MAST

F.3.1 MATERIALS

The **spar** shall be of wood or aluminium alloy. It may be anodised or coated.

F.3.2 DIMENSIONS

| | minimum ... maximum |
|---|---------------------|
| Mast limit width | 10 mm |
| Lower point height | 650 mm |
| Upper point height | 5500 mm |
| Spinnaker hoist height | 4150 mm |
| Mast spar curvature at any point | 40 mm |

F.3.3 WEIGHTS

| | minimum |
|---|---------|
| Mast weight: | |
| if deck stepped | 7.0 kg |
| if stepped inside the hull | 7.5 kg |

The **mast** shall be weighed without any removable parts of the trapeze system.

F.3.4 PROHIBITIONS

Rotating mast **spars**.

F.4 BOOM

F.4.1 MATERIALS

The **boom** shall be of wood or aluminium alloy. It may be anodised or coated.

F.4.2 DIMENSIONS

| | minimum | maximum |
|--------------------------------------|---------|---------|
| Outer point distance | | 2440 mm |
| Outer limit mark width | 10 mm | |
| Boom spar cross section | | 100 mm |

Boom spar curvature at any distance from
outer point 20 mm

F.5 SPINNAKER POLE

F5.1 DEFINITION

The Spinnaker pole outer point is defined as the distance between the outer point of the spinnaker pole and the front side of the **mast spar** with the spinnaker pole in its normal fitting and position and held at right angles to the mast spar.

F.5.2 DIMENSIONS

Spinnaker pole outer point maximum
..... 1625 mm

F.6 STANDING RIGGING

F.6.1 CONSTRUCTION

(a) MANDATORY

A wire rope forestay with a diameter not less than 2 mm.

F.6.2 PROHIBITIONS

(a) Roller reefing devices for the headsail.

F.7 RUNNING RIGGING

F.7.1 CONSTRUCTION

(a) Running backstays are not permitted.

Section G – Sails

G.1 PARTS

G.1.1 MANDATORY

- (a) Mainsail
- (b) Headsail

G.1.2 OPTIONAL

- (a) Spinnaker

G.2 RULES

G.2.1 **Sails** shall comply with the **class rules** in force at the time of **certification**.

G.3 CERTIFICATION

G.3.1 The **official measurer** shall **certify** mainsails and headsails in the **tack** and spinnakers in the **head** and shall sign the **certification mark** and date it with the date the **certification mark**.

G.3.2 An MNA may appoint one or more persons at a sail maker to measure and **certify sails** produced by that manufacturer.

G.4 CONSTRUCTION

- (a) All **sails** shall be **soft sails**.
- (b) In contrary to the ERS Reinforcements having the effect of stiffening the **sail** shall be permitted within a distance of 320mm from the head, tack and clew, but it shall be possible to fold the sail (with one hand) in any direction with an external diameter not exceeding 4mm. All two or more layers of cloth which are greater size than normal seams or broad seams will be deemed reinforcement but shall be allowed provided it is not stiffened by the addition of bonding agents, close stitching or otherwise. Glued seams shall not be considered stiffening.
- (c) No sail openings are permitted.

G.5 MAINSAIL

G.5.1 CONSTRUCTION

- (a) The **sail** shall not have more then three **batten pockets**.
- (b) **Double luff sail** is not permitted.
- (c) Loose footed **sail** is not permitted.
- (d) The **leech** between the **aft head point** and the upper **batten pocket**, between adjacent **batten pockets**, and between the lower **batten pocket** and the **clew point** shall not be convex

G.5.2 DIMENSIONS

| | |
|---|----------------|
| | maximum |
| Leech length | 5260 mm |
| Half width | 1600 mm |
| Three-quarter width | 1015 mm |
| Reinforcement size: | |
| at a corner | 320 mm |
| Headboard width, measured at right angles to the line of the luff | 120 mm |
| Top width | 160 mm |
| <u>Distance from intersection of leech and centreline of the lower batten pocket and the quarter leech point</u> | <u>60 mm</u> |
| <u>Distance from intersection of leech and centreline of intermediate batten pocket and the half leech point</u> | <u>60 mm</u> |
| <u>Distance from intersection of leech and centreline of upper batten pocket and the three quarter leech point</u> | <u>60 mm</u> |
| <u>Distance from head point to intersection of luff and centreline of uppermost batten pocket</u> | <u>1290 mm</u> |
| Batten pocket length: | |
| lowermost pocket: | |
| inside | 525 mm |
| intermediate pocket: | |

inside 775 mm
Batten pocket width:
inside 50 mm

G.6 HEADSAIL

G.6.1 CONSTRUCTION

- (a) **Double luff sail** is not permitted.
- (b) The **leech** from the **aft head point** to the **clew point** shall not be convex.

G.6.2 DIMENSIONS

..... maximum
Luff length 3800 mm
Leech length 3500 mm
Foot length 1950 mm
Foot median 3660 mm
Top width 55 mm
Foot irregularity 10 mm
reinforcement size:
 at a corner 320 mm

G.7 SPINNAKERS

G.7.1 DIMENSIONS

..... maximum
Leech lengths 3600 mm
Foot length 2400 mm
Foot Median 4200 mm
Half width 2600 mm
Reinforcement size:
 at a corner 320 mm

SECTION H, PLANS, CLASS FLAG

H1 OFFICIAL PLANS:

- 1 Sections, stem, centerboard and rudder full size and table of offsets
- 2 Lines plan scale 1:10 (1954)

H2 FOR GUIDANCE ONLY:

- Suggested Single bottom construction wood, scale 1:10 (1973)
- Suggested GRP double bottom construction 1:10 (1964)

H3 RECOMMENDED CLASS FLAG:

- International code flag 'Z' is recommended.