The One Metre class was developed by the IMYRU Permanent Committee and was adopted as an international class in 1988.
Index

PART I – ADMINISTRATION

Section A – General
A.1 Language
A.2 Abbreviations
A.3 Authorities and Responsibilities
A.4 Administration of the Class
A.5 ISAF Rules
A.6 Championship Rules
A.7 Sailing Instructions
A.8 Class Rules Amendments
A.9 Class Rules Interpretations
A.10 Hull Registration Number
A.11 Certification
A.12 Validity of Certificates
A.13 Compliance with Class Rules
A.14 Re-Certification

Section B – Boat Eligibility
B.1 Certificate
B.2 Class Association Sticker

PART II – REQUIREMENTS AND LIMITATIONS

Section C – Conditions for Racing
C.1 General
C.2 Crew

C.3 Advertising
C.4 Boat
C.5 Hull
C.6 Hull Appendages
C.7 Rig
C.8 Sails

Section D – Hull
D.1 General
D.2 Hull

Section E – Hull Appendages
E.1 Parts
E.2 General
E.3 Keel and Rudder

Section F – Rig
F.1 Parts
F.2 General
F.3 Mast
F.4 Booms
F.5 Standing Rigging
F.6 Running Rigging

Section G – Sails
G.1 Parts
G.2 General
G.3 Mainsail
G.4 Headsail

PART III – APPENDICES

Section H – Illustrations
H.1 Class Insignia
H.2 Transverse Hull Hollows
H.3 Leech stiffening zone
**Introduction**

One Metre hulls, hull appendages, rigs and sails may be manufactured by any amateur or professional manufacturer without any requirement for a manufacturing license.

The rules in Part II and III are closed class rules which means that anything not specifically permitted is prohibited.

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, Part I of the ERS and in the Racing Rules of Sailing.

This introduction provides an informal background only and the International One Metre 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
IRSA International Radio Sailing Association
MNA ISAF Member National Authority
DNM IRSA Member
ICA International Class Association
NCA National Class Association
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 IRSA which shall co-operate with the ICA 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 IRSA
   - the MNA
   - the DNM
   - the ICA
   - any NCA
   - 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 IRSA.

A.4 ADMINISTRATION OF THE CLASS
A.4.1 The IRSA has delegated its administrative functions of the class to DNMs. A DNM may delegate part or all of its functions, as stated in these class rules, to an NCA.
A.4.2 In countries where there is no DNM, or the DNM does not wish to administer the class, its administrative functions as stated in these class rules shall be carried out by the ICA which may delegate the administration to an NCA.
A.5 **ISAF RULES**

A.5.1 These *class rules* shall be read in conjunction with the 2013-2016 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 **CHAMPIONSHIP RULES**

A.6.1 The Class Championship Rules shall apply at World and Continental Championships.

A.7 **SAILING INSTRUCTIONS**

A.7.1 These *class rules* shall not be varied by sailing instructions except as provided by A.7.2.

A.7.2 At World or Continental Championships the sailing instructions may vary these *class rules* only with the agreement of the ICA.

A.8 **CLASS RULES AMENDMENTS**

A.8.1 Amendments to these *class rules* shall be proposed by the ICA and are subject to the approval of IRSA.

A.9 **CLASS RULES INTERPRETATIONS**

A.9.1 **GENERAL**

Interpretation of *class rules*, except as provided by A.9.2, shall be made in accordance with the IOM ICA Regulations.

A.9.2 **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 IRSA, the DNM and the ICA.

A.10 **HULL REGISTRATION NUMBER**

A.10.1 Registration numbers shall be issued by the *certification authority*.

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

A.10.3 Each *hull* shall have a unique registration number which shall include the national letters and the *certification authority*’s sequential registration number. Under no circumstances may a registration number be used on a *hull* other than the *hull* on which it was first used.

A.11 **CERTIFICATION**

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

A.11.2 The *certification measurement* form, and *certification* fee if required, shall be sent to the *certification authority* in the country where the *hull* is to be registered within 4 weeks after completion of *certification measurement*.

A.11.3 Upon receipt of a satisfactorily completed *certification measurement* form and *certification* fee if required within the 4 week time limit, the *certification authority* may issue a *certificate*. 
A.11.4 The certification authority shall retain the original certification measurement form, which shall be transferred to the new certification authority upon request if the hull is exported.

A.12 VALIDITY OF CERTIFICATE

A.12.1 A certificate becomes invalid upon:
(a) A change of ownership,
(b) Withdrawal by the certification authority,
(c) 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) Use of equipment that does not comply with limitations in the class rules,
(b) Use of equipment that does not comply, or that causes the boat not to comply, with limitations recorded on the certificate,
(c) Alteration or repair of equipment required by the measurement form(s) to be measured, except where permitted by the class rules,
(d) 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 certification measurement.

A.14 RE-CERTIFICATION

A.14.1 A hull may be issued with a new certificate, showing dates of initial and new certification measurement as applicable:
(a) WHEN A CERTIFICATE BECOMES INVALID UPON CHANGE OF OWNERSHIP

and the new owner applies to the certification authority in the country where the hull is to be registered. The application shall include the old certificate and re-certificate fee if required. In the case of an imported hull the certification authority shall request the certification measurement form from the previous certification authority and a new hull registration number shall be issued,

(b) WHEN A CERTIFICATE HAS BEEN WITHDRAWN, OR WHEN THE CERTIFICATE AND CERTIFICATION MEASUREMENT FORM CANNOT BE LOCATED

and certification measurement as required for initial certification has been undertaken.

A.14.2 A boat that has ceased to comply with the class rules may be brought into compliance:
(a) WHEN THE LIMITATIONS AFFECTING THE EQUIPMENT ARE IN THE CLASS RULES

by carrying out certification measurement of affected equipment,

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

by carrying out certification measurement of affected equipment as required for initial certification.
Section B – Boat Eligibility

To be eligible to take part in racing, the rules in this section shall be complied with.

B.1 CERTIFICATE

B.1.1 The hull shall have a valid certificate.

B.1.2 A certificate issued prior to the effective date of these class rules remains valid until any of the criteria in A.12.1 is met.

B.2 CLASS ASSOCIATION STICKER

B.2.1 A valid class association sticker, if required by the NCA or the ICA, shall be affixed to the hull in a conspicuous position.
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 certification measurement.

The rules in Part II are closed 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

The following ERS rules shall not apply:
(a) B.1.2 Mast Lower Limit Mark
(b) B.2 Headsail Booms.

C.2 CREW

C.2.1 LIMITATIONS

The crew shall consist of one person.

C.3 ADVERTISING

C.3.1 LIMITATIONS

The boat shall display only such advertising as permitted by the ISAF Advertising Code.

C.4 BOAT

C.4.1 DIMENSIONS

With the boat floating in fresh water:

minimum maximum
Draught ................................................................. 370 mm .... 420 mm
The depth of hull from waterline ............................... ...... 60 mm
Hull length ..................................................................................... ... 1000 mm

C.4.2 WEIGHT

minimum maximum

The weight of boat in dry condition excluding wind
indicator if used ................................................................. 4000 g

C.4.3 CORRECTOR WEIGHT(S)

Corrector weight(s) to achieve compliance with C.4.2, if used, shall be fixed in/on the hull and not be altered or moved during an event.

C.4.4 WATER

Water shall not be used to trim the boat and it may be removed at any time.
C.5  **HULL**

C.5.1 **IDENTIFICATION**

The hull registration number shall be displayed on the external surface of the hull shell or deck clearly and legibly with a minimum height of 20 mm.

C.5.2 **MAINTENANCE**

Routine maintenance to the hull such as removing and adding fittings and remote control equipment, replacing hull patches, painting, polishing, smoothing etc., is permitted without re-measurement and re-certification provided the compliance with D.2 is not affected.

C.5.3 **REMOTE CONTROL EQUIPMENT**

**USE**

(a) The rudder control unit shall control the rudder only.

(b) The sheet control unit shall control the mainsail sheet and headsail sheet only.

(c) Crew may use only the following radio transmissions from the boat:

   (1) control unit positioning,

   (2) radio link information,

   (3) monitoring of onboard battery(s) conditions.

(d) During an event remote control and related equipment if temporarily removed and or replaced:

   (1) shall be refitted in the same position.

   (2) shall be replaced by equipment of similar weight.

C.6  **HULL APPENDAGES**

C.6.1 **MAINTENANCE**

The hull appendages may be altered after certification measurement, without undergoing new certification measurement, provided compliance with E.3 is not affected.

C.6.2 **LIMITATIONS**

Except when a hull appendage has been lost or damaged beyond repair, only one keel and one rudder shall be used during an event. Replacement may be made only with the approval of the race committee. Unless the hull appendage has been lost, the race committee shall remove or cancel any event limitation mark attached to the hull appendage that has been replaced.

C.6.3 **USE**

(a) The keel shall not move or rotate relative to the hull, except by flexing.

(b) The hull appendages shall not project outboard of the hull.

(c) If removed:

   (1) The keel shall be refitted in the same attitude and position in the hull.

   (2) Parts of the keel shall be refitted in the same attitude and position relative to the keel.

   (3) The rudder shall be refitted in the same attitude and position relative to the hull.
C.6.4 **WEIGHTS**

<table>
<thead>
<tr>
<th>Item</th>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Keel, excluding fasteners to hull</td>
<td>2200 g</td>
<td>2500 g</td>
</tr>
<tr>
<td>Rudder, including stock</td>
<td></td>
<td>75 g</td>
</tr>
</tbody>
</table>

C.7 **RIG**

C.7.1 **LIMITATIONS**

Except when an item has been lost or damaged beyond repair, one mast, one mainsail boom and one headsail boom, for each of the three rigs, may be used during an event. Replacement may be made only with the approval of the race committee. Unless the spar is lost, the race committee shall remove or cancel any event limitation mark attached to the spar that has been replaced.

C.7.2 **USE**

The rig shall not project beyond the fore and aft ends of the hull.

C.7.3 **ADDED WEIGHTS**

(a) Weights of any material may be positioned in and/or on a mast spar below the lower point. Weights of density greater than 8000 kg/m³ may be positioned in and/or on a mast spar above the lower point.

(b) Such weights may be removed or added at any time subject to C.4.1 and C.4.2.

C.7.4 **MAST**

(a) **DIMENSIONS**

<table>
<thead>
<tr>
<th>Items</th>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lower point to deck limit mark</td>
<td></td>
<td></td>
</tr>
<tr>
<td>as defined in D.1.5</td>
<td>60 mm</td>
<td>100 mm</td>
</tr>
</tbody>
</table>

Within these limits, the variation in height of lower point for each rig is unrestricted.

(b) **USE**

The spar stepping position and wind indicator position are optional.

C.7.5 **BOOMS**

**DIMENSIONS**

<table>
<thead>
<tr>
<th>Items</th>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Boom spar curvature measured between points on the top of the spar 10 mm from each end</td>
<td></td>
<td>3 mm</td>
</tr>
</tbody>
</table>

C.7.6 **STANDING RIGGING**

**USE**

The headsail boom swivel shall be attached to the hull approximately on the hull centreplane. The alignment of the swivel between the hull and the headsail boom shall be controlled only by the rigging tension.
C.7.7  RUNNING RIGGING

USE

(a) The mainsail sheet and the headsail sheet may be worked by a sheet control line attached to the sheet control unit.
(b) The upper end of any headsail boom topping lift shall be attached to the headsail halyard and/or stay, or their mast spar fitting(s).
(c) A headsail boom topping lift restraint line(s) attached to, or passing around, the topping lift may be attached to and/or passed around any or all of the following: topping lift; headsail; headsail halyard; headsail stay; headsail boom.
(d) A mainsail tack control line may be passed around or through the mast spar, the mainsail boom spar and/or their fittings.

C.8  SAILS

C.8.1  MAINTENANCE

Routine maintenance such as replacement of battens and patching over damaged areas is permitted without re-measurement and re-certification.

C.8.2  LIMITATIONS

Except when a sail has been lost or damaged beyond repair, no more than one mainsail and one headsail, for each rig, shall be used during an event. Replacement may be made only with the approval of the race committee. Unless the sail is lost, the race committee shall remove or cancel any event limitation mark attached to the sail that has been replaced.

C.8.3  IDENTIFICATION

Identification shall comply with the RRS. Sails certified before 1st January 2005 shall comply with the sail identification rules in force at that time or at the time of certification measurement.

C.8.4  USE

(a) GENERAL

(1) A sail of one rig shall not be used with another rig.
(2) A sail may not be used alone, except where the other sail of that rig has been lost or damaged during the race.

(b) MAINSAIL

(1) The tack point shall not be set more than 25 mm forward of the forward end of the boom spar and the clew point shall not be set more than 25 mm aft of the aft end of the boom spar.
(2) Any luff bolt rope or luff slides shall be set in a mast spar track.
(3) Luff tabling may envelop a mast spar jackstay.

(c) HEADSAIL

(1) A line taken through the tack point and the head point shall cut the forward face of the mast spar lower than the lower edge of the headsail stay limit mark at the fore side of the spar when the boom spar is on the centreplane of the hull.
(2) The tack point shall not be set more than 25 mm forward of the forward end of the boom spar and the clew point shall not be set more than 25 mm aft of the aft end of the boom spar.
(3) **Luff tabling** may envelop the **headsail stay**.
(4) Any **luff** slides shall be set on the **headsail stay**.

**Section D – Hull**

**D.1 GENERAL**

**D.1.1 RULES**

The **hull** shall either comply with the **class rules** in force at the time of its initial **certification measurement** or comply with the current **class rules**.

**D.1.2 CERTIFICATION**

See rule A.11.

**D.1.3 BUILDERS**

(a) No building licence is required for **hulls** built in accordance with D.2.1.

(b) A building licence may be granted to commercial builders who wish to use mass production methods to lower the cost of **hulls**, but which do not comply with D.2.1. Such licence shall be based on a building specification approved by the ICA and the IRSA and a contract between the IRSA and the builder.

**D.1.4 IDENTIFICATION**

The **hull** registration number shall be marked in an easily visible location on a non-removable part of the **hull** excluding fittings and **corrector weights** by any of the following means: painting on, engraving in, bonding in, moulding in.

**D.1.5 DECK LIMIT MARK**

The deck **limit mark** shall be displayed on the centreplane of the **hull** near to the **mast** position. It shall be a minimum of 5 mm in diameter.

**D.2 HULL**

**D.2.1 MATERIALS**

(a) Subject to (b) and (c), the **hull**, excluding fittings and remote control equipment but including any supports and containers for such items, shall be made of and joined using one or more of the following materials:

1. Metal,
2. Wood; wood based products containing only permitted materials,
3. Resin, which may be coloured and/or reinforced with glass fibres,
4. Adhesive,
5. Varnish; paint,
6. Film covering materials which may be fibre reinforced,
7. Elastomeric material,
8. Thermoplastic, which may be moulded, containing only permitted materials.

(b) With the exception of elastomeric materials, materials shall not be: expanded, foamed, honeycombed.
(c) Unrestricted by (a) and (b):
   (1) A builder’s mark may be applied,
   (2) The hull registration number shall be applied.
   (3) A hull made with Texalium and with a date of initial fundamental measurement, prior to 1 September 2004 may be certified.

D.2.2 CONSTRUCTION

Construction is unrestricted subject to the following:

(a) The hull shall be a monohull.
(b) Except for trunking for the keel and rudder, the hull shall not have:
   (1) Voids in the waterplane and/or the underwater profile,
   (2) Hollows in the plan view and/or the underwater profile that exceed 3 mm,
   (3) Transverse hollows in the undersurface of the hull that exceed 3 mm when tested parallel to the waterplane as in figure H.2.
(c) The forward 10 mm of the hull shall be of elastomeric material.
(d) The rudder shall be attached to the hull aft of where the keel is attached.

D.2.3 FITTINGS

Fittings are unrestricted except that:

(a) Fittings that can contribute to the stiffness and/or strength and/or watertight integrity of the hull shall be of materials permitted by D.2.1.
(b) Ball and/or roller bearings may only be used for: sheet control line blocks, mainsail boom sheet blocks and headsail boom sheet blocks.
(c) Fittings shall not project outboard of the hull shell or deck.

D.2.4 REMOTE CONTROL EQUIPMENT

(a) The following is permitted:
   (1) One or more receivers.
   (2) One rudder control unit.
   (3) One sheet control unit.
   (4) Battery cells assembled in one or more packs.
   (5) Electric cables, connectors and switches.
   (6) One device to indicate the battery voltage. In addition, items listed under (1) to (5) may have their own built-in battery voltage indication.
   (7) A device to control downstream voltage delivered to permitted radio control equipment as defined by items listed under (1) to (6) of this rule.
(b) The rudder control unit and the sheet control unit may contain ball and/or roller bearings.
(c) Remote control equipment may be fastened using hook and loop fasteners and/or the materials listed in D.2.1(a).
Section E – Hull Appendages

E.1 PARTS
E.1.1 MANDATORY
   (a) Keel, which may comprise a fin and a bulb.
   (b) Rudder

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

E.2.2 BUILDERS
   No licence is required.

E.3 KEEL AND RUDDER
E.3.1 MATERIALS
   Materials shall not be of density higher than lead (11300 kg/m³).

E.3.2 CONSTRUCTION
   Construction is unrestricted subject to the following:
   (a) The keel and rudder shall be removable from the hull.
   (b) The keel and rudder shall not
      (1) be connected,
      (2) be articulated,
      (3) have openings through which water could flow when in use.

E.4 KEEL
E.4.1 DIMENSIONS
   The largest transverse dimension except for the
   lowest 60 mm ................................................................. ....... 20 mm

Section F – Rig

F.1 PARTS
F.1.1 MANDATORY
   (a) Mast.
   (b) Mainsail boom.
   (c) Headsail boom.
   (d) Standing rigging.
   (e) Running rigging.
   (f) Fittings.
F.2 GENERAL

F.2.1 RULES

**Rigs** shall comply with the current class rules.

F.2.2 MANUFACTURERS

No licence is required.

F.2.3 LIMITATIONS

The function of items shall be limited to what is normally provided by items of their type.

F.2.4 CONSTRUCTION

(a) Fittings and/or control lines may be combined provided their function is not extended beyond what is permitted.

(b) The position of parts, and the length and tension of rigging, may be adjustable unless otherwise restricted.

(c) Ball and/or roller bearings may be used for: kicking strap fitting; gooseneck; mainsail boom sheet blocks; headsail boom sheet blocks; headsail boom swivel.

(d) Where the mast kicking strap fitting and/or gooseneck:

- (1) are exposed,
- (2) are not of circular cross section, and
- (3) rotate,

they shall not exceed 20 mm in any cross section perpendicular to the axis of rotation.

F.3 MAST

F.3.1 MATERIALS

(a) The spars shall be aluminium alloy of 2024, 5754, 6005, 6060, 6061, 6063, 6082 or 7075 grade, or wood.

(b) Other permitted materials in the spar are: adhesive; paint; powder coat; varnish; wax. An aluminium alloy spar may be anodised.

F.3.2 CONSTRUCTION

(a) A mast stub arrangement is permitted and, if used, shall be taken to be part of the mast spar.

(b) Between the lower point and the upper point the spar section shall be:

- (1) of circular outer shape,
- (2) constant

within the variations permitted by F.3.4 except for the following permitted items:

- an internal sail track,
- local cutaways for the insertion of a bolt rope or slides, openings for fittings and/or rigging, internal and/or external spar joiners.

(c) **Limit marks** may be applied by the following means:

- (1) paint,
- (2) self adhesive tape,
- (3) fittings.
F.3.3 FITTINGS

(a) MANDATORY
   (1) Mainsail halyard fitting(s) or opening(s).
   (2) Shroud fitting(s) and/or opening(s).
   (3) Gooseneck.
   (4) Kicking strap fitting.

(b) OPTIONAL
   (1) Wind indicator and/or its fitting.
   (2) Backstay crane and its fitting.
   (3) Headsail stay fitting and/or opening.
   (4) Headsail halyard fitting and/or opening.
   (5) Pair of spreaders and their fittings(s) and/or opening(s).
   (6) Mast spar rings and/or loops to attach mainsail luff to the spar.
   (7) Mainsail jackstay fittings.
   (8) Mainsail tack fitting(s).
   (9) Mast strut and its fitting.
   (10) Checkstay fittings(s).
   (11) Deck fitting.
   (12) Heel fitting with or without mast jack.
   (13) Added weights.

(c) CONSTRUCTION
   (1) A mainsail halyard fitting may include one part that rotates with the sail about an axis located inside or outside the spar section.
   (2) The mainsail boom spar and the kicking strap pivot points shall be aft of the mast spar in the regions adjacent to these points.
   (3) Permitted fittings shall be attached to the mast spar or its fittings.

F.3.4 DIMENSIONS

<table>
<thead>
<tr>
<th></th>
<th>minimum</th>
<th>maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lower point to upper point</td>
<td></td>
<td></td>
</tr>
<tr>
<td>mast 1</td>
<td></td>
<td>1600 mm</td>
</tr>
<tr>
<td>mast 2</td>
<td></td>
<td>1180 mm</td>
</tr>
<tr>
<td>mast 3</td>
<td></td>
<td>880 mm</td>
</tr>
</tbody>
</table>

Lower edge of headsail stay limit mark at fore side of spar to upper point
|                         |         |         |
| mast 1                  | 220 mm  |         |
| mast 2                  | 160 mm  |         |
| mast 3                  | 120 mm  |         |

Height of checkstay rigging point above heel point
|                         |         | 100 mm  |

Spar between lower point and upper point ignoring features permitted by F.3.2(b):
|                         |         |         |
| diameter                | 10.6 mm |         |
| difference between largest and smallest diameter | 0.3 mm |
| for an aluminium spar, the difference between largest and smallest value along the spar of any wall thickness dimension | 0.1 mm |
Length of spar joiners ................................................................. ...... 100 mm
Total length of local cutaways between lower point
and upper point ................................................................. ...... 100 mm
Limit mark width ............................................................... 3 mm ...... 10 mm

F.4 BOOMS

F.4.1 MATERIALS
(a) Spars shall be aluminium alloy of 2024, 5754, 6005, 6060, 6061, 6063, 6082, 7075,
7068 or 7178 grade, or wood.
(b) Other permitted materials in the spar are: adhesive, varnish, paint, wax, powder coat.
An aluminium alloy spar may be anodised.

F.4.2 CONSTRUCTION
The spar section shall be constant within the variations permitted by F.4.5 except for
(a) the last 10 mm at each end,
(b) openings for fittings and rigging.

F.4.3 MAINSAIL BOOM FITTINGS
(a) MANDATORY
   (1) Mainsail clew fitting(s).
   (2) Mainsail boom sheet fitting(s).
   (3) Kicking strap fitting.
(b) OPTIONAL
   (1) Mainsail tack fitting(s).
   (2) Gooseneck fitting.
   (3) Opening(s) for mainsail boom sheet fitting.

F.4.4 HEADSAIL BOOM FITTINGS
(a) MANDATORY
   (1) Headsail tack and clew fittings.
   (2) Headsail boom sheet fitting(s).
   (3) Swivel and/or its fitting(s).
(b) OPTIONAL
   (1) Headsail stay fitting(s) or opening.
   (2) Topping lift fitting(s) or opening.
   (3) Counterweight and its attachment.
   (4) Opening(s) for headsail boom sheet fitting.

F.4.5 DIMENSIONS

<table>
<thead>
<tr>
<th>Spar, ignoring features permitted by F.4.2, between points 10 mm from each end:</th>
<th>minimum</th>
<th>maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>the boom spar shall pass through a 20 mm, ring gauge</td>
<td></td>
<td></td>
</tr>
<tr>
<td>difference between the smallest and largest value along the spar of any external</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
dimension.......................................................................................... ...... 0.5 mm

for an aluminium spar, the difference between
the largest and smallest value along the
spar of any wall thickness dimension ................................. ...... 0.1 mm

F.5 STANDING RIGGING
F.5.1 MATERIALS
Except for terminations and the headsail boom swivel, the standing rigging shall be of steel and/or polymer.

F.5.2 CONSTRUCTION
(a) MANDATORY
(1) Pair of shrouds.
(2) Headsail boom swivel.
(b) OPTIONAL
(1) Pair of checkstays if a mast strut is not fitted.
(2) A headsail stay less than 1 mm in diameter.
(3) A mast spar jackstay less than 1 mm in diameter.

F.5.3 FITTINGS
OPTIONAL
(a) Terminations.
(b) Length and tension adjustments.

F.6 RUNNING RIGGING
F.6.1 MATERIALS
Materials of running rigging are unrestricted.

F.6.2 CONSTRUCTION
(a) MANDATORY
(1) Mainsail boom sheet.
(2) Mainsail boom kicking strap.
(3) Headsail halyard, if headsail stay is not fitted.
(4) Headsail boom sheet.
(5) Backstay.
(b) OPTIONAL
(1) Mainsail halyard(s).
(2) Mainsail clew trim line.
(3) Mainsail tack trim line
(4) Headsail halyard(s).
(5) Headsail clew trim line.
(6) Headsail tack trim line.
(7) Headsail boom topping lift.
(8) Headsail boom topping lift restraint line(s).
F.6.3 FITTINGS
OPTIONAL
(a) Terminations.
(b) Length and tension adjustments.
(c) Mainsail boom sheet blocks, headsail boom sheet blocks.
(d) A wind indicator attached to the backstay.

Section G – Sails

G.1 PARTS
G.1.1 MANDATORY
(a) Mainsail.
(b) Headsail.

G.2 GENERAL
G.2.1 RULES
Sails shall comply with the class rules in force at the time of their initial certification measurement.

G.2.2 CERTIFICATION
(a) The official measurer shall certify sails in the tack and shall date each with the date of certification measurement.
(b) An MNA may appoint one or more persons at a sailmaker to measure and certify sails produced by that manufacturer. A special licence shall be awarded for that purpose.

G.2.3 SAILMAKERS
No licence is required.

G.2.4 DEFINITIONS
Batten Point
The batten point is defined as the intersection of the leech and
(a) the extended centreline of the batten or
(b) a line of minimum length 20 mm marked on the leech if there is no batten.

G.2.5 MEASUREMENT
(a) During measurement:
   (1) battens need not be removed,
   (2) mainsails with the luff not set in a mast spar track may be attached to spars,
   (3) a headsail stay and mainsail mast spar jackstay need not be removed.
   (4) tell tales shall be ignored.
(b) Where a mainsail has a luff bolt rope the luff shall be taken as the aft edge of the bolt.
rope.

(c) **Luff** slides shall be ignored when measuring sail dimensions provided that their total length, measured along the luff, does not exceed 10% of the **luff length**.

### G.3 MAINSAIL

#### G.3.1 CONSTRUCTION

(a) **MANDATORY**

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

(2) The body of the sail shall consist of the same ply throughout and of not more than four parts joined by **seams**.

(3) **Seams** shall not deviate more than 10 mm from a straight line between **luff** and **leech**.

(4) The sail shall have three battens at the leech or lines marked on the **leech** as defined in G.2.4(b) if there are no battens.

(5) Except within the leech stiffening zones, see H.3, the **leech** shall not extend aft of straight lines between:

   (i) the **aft head point** and the nearest batten point,

   (ii) adjacent batten points,

   (iii) the **clew point** and the nearest batten point.

   where the batten points are to be taken as defined in G.2.4.

(6) The **foot** shall not extend below a straight line between **tack point** and **clew point**.

(7) Class insignia.

(b) **OPTIONAL**

(1) **Tabling**, which at the luff may form a pocket for a mast spar jackstay.

(2) One or two cringles and/or openings at the **head**.

(3) One cringle and/or openings at each of the **clew** and **tack**.

(4) **Luff** openings for mast spar rings and/or loops for mast spar jackstay fittings.

(5) **Luff** bolt rope.

(6) **Luff** track slides.

(7) **Luff** fittings for mast spar rings and/or loops.

(8) **Luff** fittings for mast spar jackstay.

(9) **Primary reinforcement** specified at G.3.3.

(10) **Secondary reinforcement** specified at G.3.3.

(11) **Primary reinforcement** and/or **stiffening** within the leech stiffening zones defined by templates shown in H.3.

(12) Tell tales.

(13) Not more than three sail shape indicator stripes, applied using paint or ink.

(14) Sailmaker labels.

#### G.3.2 CONSTRUCTION TECHNIQUES

(a) Only the following construction techniques shall be used where parts are joined or added as permitted in G.3.1 and G.3.3: welding; gluing; bonding with self adhesive tapes/materials; stitching.

(b) Except for stitching, the joining techniques used at **seams** shall not extend beyond the edges of the **seam**.
G.3.3 DIMENSIONS

<table>
<thead>
<tr>
<th></th>
<th>minimum</th>
<th>maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Leech length:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>mainsail 1</td>
<td>1610 mm</td>
<td>1620 mm</td>
</tr>
<tr>
<td>mainsail 2</td>
<td>1200 mm</td>
<td>1210 mm</td>
</tr>
<tr>
<td>mainsail 3</td>
<td>910 mm</td>
<td>920 mm</td>
</tr>
<tr>
<td><strong>Foot length:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>mainsail 1</td>
<td>350 mm</td>
<td>360 mm</td>
</tr>
<tr>
<td>mainsail 2</td>
<td>340 mm</td>
<td>350 mm</td>
</tr>
<tr>
<td>mainsail 3</td>
<td>310 mm</td>
<td>320 mm</td>
</tr>
<tr>
<td><strong>Quarter width:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>mainsail 1</td>
<td>305 mm</td>
<td>315 mm</td>
</tr>
<tr>
<td>mainsail 2</td>
<td>295 mm</td>
<td>305 mm</td>
</tr>
<tr>
<td>mainsail 3</td>
<td>265 mm</td>
<td>275 mm</td>
</tr>
<tr>
<td><strong>Half width:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>mainsail 1</td>
<td>235 mm</td>
<td>245 mm</td>
</tr>
<tr>
<td>mainsail 2</td>
<td>225 mm</td>
<td>235 mm</td>
</tr>
<tr>
<td>mainsail 3</td>
<td>205 mm</td>
<td>215 mm</td>
</tr>
<tr>
<td><strong>Three-quarter width:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>mainsail 1</td>
<td>135 mm</td>
<td>145 mm</td>
</tr>
<tr>
<td>mainsail 2</td>
<td>130 mm</td>
<td>140 mm</td>
</tr>
<tr>
<td>mainsail 3</td>
<td>115 mm</td>
<td>125 mm</td>
</tr>
<tr>
<td><strong>Top width:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>20 mm</td>
<td></td>
</tr>
<tr>
<td><strong>Primary reinforcement:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>from nearest sail corner measurement point</td>
<td>125 mm</td>
<td></td>
</tr>
<tr>
<td><strong>Secondary reinforcement:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>from nearest sail corner measurement point</td>
<td>125 mm</td>
<td></td>
</tr>
<tr>
<td>for flutter patches</td>
<td>50 mm</td>
<td></td>
</tr>
<tr>
<td>at luff fittings, luff slides and/or luff openings</td>
<td>20 mm</td>
<td></td>
</tr>
<tr>
<td><strong>Tabling width</strong></td>
<td></td>
<td>15 mm</td>
</tr>
<tr>
<td><strong>Seam width</strong></td>
<td></td>
<td>15 mm</td>
</tr>
<tr>
<td><strong>Seam</strong> to nearest sail corner measurement point</td>
<td>150 mm</td>
<td></td>
</tr>
<tr>
<td>Batten length:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>middle and lower</td>
<td>100 mm</td>
<td></td>
</tr>
<tr>
<td>upper</td>
<td>75 mm</td>
<td></td>
</tr>
<tr>
<td>Batten width</td>
<td>10 mm</td>
<td></td>
</tr>
<tr>
<td>Batten point, as defined in G.2.4, to nearest leech point</td>
<td>20 mm</td>
<td></td>
</tr>
<tr>
<td>Largest cringle dimension</td>
<td>10 mm</td>
<td></td>
</tr>
<tr>
<td>With the exception for luff slides, largest luff fitting dimension</td>
<td>10 mm</td>
<td></td>
</tr>
<tr>
<td>Sail shape indicator stripe width</td>
<td>30 mm</td>
<td></td>
</tr>
</tbody>
</table>
G.4 HEADSAIL

G.4.1 CONSTRUCTION

(a) MANDATORY

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

(2) The **body of the sail** shall consist of the same **ply** throughout and of not more than three parts joined by **seams**.

(3) **Seams** shall not deviate more than 10 mm from a straight line between **luff** and **leech**.

(4) Except within the leech stiffening zones, see H.3, the **leech** shall not extend aft of a straight line between the **aft head point** and the **clew point**.

(5) The **foot** shall not extend below a straight line between **tack point** and **clew point**.

(b) OPTIONAL

(1) **Tabling**, which at the **luff** may form a pocket for a **headsail stay**.

(2) One or two cringles and/or openings at the **head**.

(3) One cringle and/or openings at each of the **clew** and **tack**.

(4) **Headsail stay** slides and/or loops.

(5) **Primary reinforcement** specified at G.4.3.

(6) **Secondary reinforcement** specified at G.4.3.

(7) Not more than two battens at the leech.

(8) **Primary reinforcement** and/or **stiffening** within the leech stiffening zones defined by templates as shown in H.3.

(9) Tell tales.

(10) Not more than two **sail** shape indicator stripes, applied using paint or ink.

(11) Sailmaker labels.

G.4.2 CONSTRUCTION TECHNIQUES

(a) Only the following construction techniques shall be used where parts are joined or added as permitted in G.4.1 and G.4.3: welding; gluing; bonding with self adhesive tapes/materials; stitching.

(b) Except for stitching, the joining techniques used at **seams** shall not extent beyond the edges of the **seam**.
### G.4.3 DIMENSIONS

<table>
<thead>
<tr>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Luff length:</strong></td>
<td></td>
</tr>
<tr>
<td>headsail 1</td>
<td>1320 mm ... 1330 mm</td>
</tr>
<tr>
<td>headsail 2</td>
<td>980 mm ... 990 mm</td>
</tr>
<tr>
<td>headsail 3</td>
<td>730 mm ... 740 mm</td>
</tr>
<tr>
<td><strong>Leech length:</strong></td>
<td></td>
</tr>
<tr>
<td>headsail 1</td>
<td>1245 mm ... 1255 mm</td>
</tr>
<tr>
<td>headsail 2</td>
<td>900 mm ... 910 mm</td>
</tr>
<tr>
<td>headsail 3</td>
<td>655 mm ... 665 mm</td>
</tr>
<tr>
<td><strong>Foot length:</strong></td>
<td></td>
</tr>
<tr>
<td>headsail 1</td>
<td>375 mm ... 385 mm</td>
</tr>
<tr>
<td>headsail 2</td>
<td>340 mm ... 350 mm</td>
</tr>
<tr>
<td>headsail 3</td>
<td>290 mm ... 300 mm</td>
</tr>
<tr>
<td><strong>Half width:</strong></td>
<td></td>
</tr>
<tr>
<td>headsail 1</td>
<td>185 mm ... 195 mm</td>
</tr>
<tr>
<td>headsail 2</td>
<td>165 mm ... 175 mm</td>
</tr>
<tr>
<td>headsail 3</td>
<td>140 mm ... 150 mm</td>
</tr>
<tr>
<td><strong>Top width:</strong></td>
<td></td>
</tr>
<tr>
<td></td>
<td>20 mm</td>
</tr>
<tr>
<td><strong>Primary reinforcement:</strong></td>
<td></td>
</tr>
<tr>
<td>from nearest sail corner measurement point</td>
<td>125 mm</td>
</tr>
<tr>
<td><strong>Secondary reinforcement:</strong></td>
<td></td>
</tr>
<tr>
<td>from nearest sail corner measurement point</td>
<td>125 mm</td>
</tr>
<tr>
<td>for flutter patches</td>
<td>50 mm</td>
</tr>
<tr>
<td>at headsail stay slides and/or loops</td>
<td>20 mm</td>
</tr>
<tr>
<td><strong>Tabling width</strong></td>
<td></td>
</tr>
<tr>
<td></td>
<td>15 mm</td>
</tr>
<tr>
<td><strong>Seam width</strong></td>
<td>15 mm</td>
</tr>
<tr>
<td><strong>Seam to nearest sail corner measurement point</strong></td>
<td>100 mm</td>
</tr>
<tr>
<td>Batten length</td>
<td>75 mm</td>
</tr>
<tr>
<td>Batten width</td>
<td>10 mm</td>
</tr>
<tr>
<td><strong>Clew point</strong> to lower batten point as defined in G.2.4:</td>
<td></td>
</tr>
<tr>
<td>headsail 1</td>
<td>400 mm ... 430 mm</td>
</tr>
<tr>
<td>headsail 2</td>
<td>285 mm ... 315 mm</td>
</tr>
<tr>
<td>headsail 3</td>
<td>205 mm ... 235 mm</td>
</tr>
<tr>
<td><strong>Clew point</strong> to upper batten point as defined in G.2.4:</td>
<td></td>
</tr>
<tr>
<td>headsail 1</td>
<td>820 mm ... 850 mm</td>
</tr>
<tr>
<td>headsail 2</td>
<td>590 mm ... 620 mm</td>
</tr>
<tr>
<td>headsail 3</td>
<td>425 mm ... 455 mm</td>
</tr>
<tr>
<td>Largest cringle dimension</td>
<td>10 mm</td>
</tr>
<tr>
<td><strong>Sail shape indicator stripe width</strong></td>
<td>30 mm</td>
</tr>
</tbody>
</table>
PART III – APPENDICES

Section H – Illustrations

H.1  CLASS INSIGNIA

H.2  TRANSVERSE HULL HOLLOWS

Rule D.2.2(b)(3)

The hull shall not have transverse hollows in the undersurface of the hull that exceed 3 mm when tested parallel to the waterplane.
H.3 LEECH STIFFENING ZONE

H.3.1 DEFINITION
A leech stiffening zone is a part of a sail that may be covered by a leech stiffening zone template as described in H.3.2 and positioned as described in H.3.3.

H.3.2 TEMPLATE AND TEMPLATE DATUM POINT

<table>
<thead>
<tr>
<th>Mainsail middle and lower</th>
<th>120</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mainsail upper and headsail template</td>
<td>95</td>
</tr>
</tbody>
</table>

H.3.3 TEMPLATE POSITIONING

It shall be possible to position the template so that
(1) its datum point is over the relevant batten point,
(2) its long edges cut the leech and
(3) it covers any primary reinforcement and/or stiffening.