

(This summary is the first draft of a summary of the class rules, intended only as a general description. Owners and builders must refer to the class rules themselves on any specific point of interest or concern, and for sail and other dimensions.)

GENERAL

The intention of the class is to give freedom to develop the hull, keel, & rudder within these rules, but to ensure that rigs are as alike as possible. Anything in regard to the boat not specifically permitted by these rules is PROHIBITED.

When measured dry, the weight shall be 4.0 kg minimum (excluding any wind indicator). The draft in fresh water shall be 370 mm minimum and 420 mm maximum. The depth of the hull, measured from the waterline in fresh water to lowest point of the hull, shall not exceed 60 mm.

The boat's national letters and registration number shall be painted, engraved, bonded, or moulded, at an easily visible location on a non-removable part of the hull, and also shall be displayed on the external surface of the hull shell or deck clearly and legibly with a minimum height of 20 mm.

Except in cases of authentic damage or loss the following equipment only shall be used during an event: one rig of each size, one keel and one rudder. Sails of different rigs shall not be used together. Except in cases of authentic damage or loss, a mainsail or headsail may not be used alone.

Radio control equipment comprises one receiver, one rudder control unit, one sheet control unit, battery cells assembled in one or more packs, cables, connectors, and switches. Remote control equipment may be fastened using hook and loop fasteners and/or permitted materials.

The function of items shall be limited to what is normally provided by items of their type. Fittings and/or control lines may be combined provided their function is not extended beyond what is permitted. The position of parts, and the length and tension of rigging, may be adjustable unless otherwise restricted.

Ball and/or roller bearings may be only used for: sheet control line blocks, mainsail boom sheet blocks, headsail boom sheet blocks, kicking strap fitting, gooseneck, and headsail boom swivel.

HULL

The hull shall be a monohull. The forward 10 mm of the hull shall comprise a bow bumper made of elastomeric material (which may be foamed or expanded). Except for hollows or voids formed by the keel trunking and rudder tube, hollows or voids in the underwater profile or the plan view of the hull are prohibited, and

hollows in the undersurface of the hull, tested transversely and parallel to the waterline, shall not exceed 3 mm.

The hull shall be made of and joined using one or more of the following permitted materials: metal, wood, glass fibre reinforced plastic (GRP), and/or thermoplastic (which may be moulded). Hull materials which are expanded, foamed and/or honeycombed are prohibited (except for the bow bumper).

The external hull may be painted. An external GRP gel coat may be pigmented. Laminating resin used in GRP shall be un-pigmented and the hull interior shall be unpainted. The reinforcement in GRP shall be limited to roving, tape, chopped strand mat, and/or woven cloth. A builders mark may be applied.

Fittings are unrestricted except that fittings that can contribute to the stiffness and/or strength and/or watertight integrity of the hull shall be of permitted materials only. Fittings or appendages shall not project outboard of the hull shell or deck.

A 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.

APPENDAGES

One keel (which may comprise a fin and a ballast bulb) and one rudder only are permitted. The appendages shall not have openings through which water could pass, shall not be connected, and shall not be articulated. The keel and rudder shall be removable from the hull. The keel shall not move or rotate relative to the hull, except by flexing. The rudder shall be attached to the hull aft of where the keel is attached. The keel shall weigh between 2200 g and 2500 g, the rudder no more than 75 g. Except for the bulb, the keel shall be no thicker than 20 mm.

SPARS

The principal material of masts and booms shall be either aluminium alloy or wood. Note that the permitted alloys are specified in the rules, and that they are not the same for mast and boom.

Masts

Masts may be stepped on or through the deck. A mast stub arrangement is permitted. Limit marks (measurement bands) shall be applied by paint, adhesive tape, or formed by fittings, and shall be between 3 mm and 10 mm wide. Between the lower edge of the upper limit mark and the upper edge of the lower limit mark, the mast cross section shall be round, with constant external (and internal where hollow) section. Local cutaways are permitted. The section may

contain an internal luff groove. Internal and/or external joiners shall not exceed 100 mm in length.

Each mast shall have a mainsail halyard fitting or opening, shroud fitting(s) or opening(s), a gooseneck, and a kicking strap fitting. Each mast may have a wind indicator and/or its fitting, a backstay crane and its fitting, a headsail stay fitting or opening, a headsail halyard fitting or opening, a pair of spreaders and their fittings(s) and/or opening(s), mast rings and/or loops to attach mainsail luff to the spar, mainsail jackstay fittings, mainsail tack fitting(s), a mast strut and its fitting, checkstay fittings(s), a deck fitting, a heel fitting with or without mast jack, and added weights.

A mainsail halyard fitting may include one part that rotates with the sail about an axis located inside or outside the spar section. The mainsail boom and the kicking strap pivot points shall be aft of the mast in the regions adjacent to these points.

Booms

Booms shall be of constant external (and internal where hollow) cross section with the exception of the last 10mm at each end and openings for fittings and rigging. The upper edge of the boom shall not have a permanent set exceeding 3 mm measured to a straight line between points 10 mm from each end of the boom.

Each mainsail boom shall have clew fitting(s), boom sheet fitting(s), and a kicking strap fitting. A mainsail boom may have tack fitting(s) and a gooseneck fitting.

Each headsail boom shall have tack and clew fittings, boom sheet fitting(s), and a swivel and its fitting(s). A headsail boom may have a stay fitting(s) or opening, a topping lift fitting(s) or opening, and a counterweight and its attachment.

RIG AND RIGGING

Three rigs are permitted.

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. Unless otherwise specified, all rigging may be adjustable for position, length, and tension. The distance between the upper edge of the lower limit mark and the deck limit mark shall be between 60 mm and 100 mm.

Each rig shall have a pair of shrouds, a backstay, and a headsail boom swivel. Each rig may have a pair of checkstays (if a mast strut is not fitted), a headsail stay (which must be less than 1 mm in diameter), and a mast jackstay (which

must be less than 1 mm in diameter). Except for terminations and the headsail boom swivel, the standing rigging shall be of steel and/or polymer.

Running rigging shall include a mainsail boom sheet, a mainsail boom kicking strap, a headsail halyard if a headsail stay is not fitted, and a headsail boom sheet. Running rigging may include a mainsail halyard, a mainsail clew control line, a mainsail tack control line, a headsail halyard, a headsail clew control line, a headsail tack control line, a headsail boom topping lift, and a headsail boom topping lift restraint line.

The mainsail sheet and the headsail sheet may be worked by a sheet control line attached to the sheet control unit.

The tack point shall not be set more than 25 mm forward of the forward end of a boom and the clew point shall not be set more than 25 mm aft of the aft end of a boom.

Mainsail: Any luff bolt rope or luff slides must be set in a mast track. A mainsail tack control line may be passed around or through the mast, the mainsail boom and/or their fittings.

Headsail: A line taken through the tack point and the head point shall cut the forward face of the mast lower than the lower edge of the headsail stay limit mark at the fore side of the spar when the boom is on the centreplane of the hull. Any luff slides shall be set on the headsail stay. The upper end of any headsail boom topping lift shall be attached to the headsail halyard and/or stay, or their mast fitting(s). A headsail boom topping lift restraint line 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.

SAILS

A sail of one rig shall not be used with another rig. A sail may not be used alone, except where the other sail of that rig has been lost or damaged during the race. Sails shall be certified in the tack with the date of fundamental measurement.

During measurement: battens need not be removed, mainsails with the luff not set in a mast track may remain attached to spars, and a headsail stay and mainsail mast jackstay need not be removed. Where a mainsail has a luff bolt rope, the luff shall be taken as the aft edge of the bolt rope. 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.

Sails shall be soft sail, single ply sail. The body of a sail shall consist of the same ply throughout. Seams shall not deviate more than 10 mm from a straight line between luff and leech. The foot shall not extend below a straight line between

tack point and clew point. A sail may have one or two cringles and/or openings at the head, one cringle and/or openings at each of the clew and tack, primary reinforcement, secondary reinforcement, sailmaker labels, and tell tales. Sail shape indicator stripes shall be applied using paint or ink.

Sails shall be constructed by welding, gluing, bonding with self adhesive tapes/materials, and/or stitching. Except for stitching, the joining techniques used at seams shall not extend beyond the edges of the seam. Note that there are dimensional limits on seam and reinforcement placement.

Mainsail: Not more than four parts joined by seams. The mainsail shall have three batten pockets, or battens if there are no batten pockets, at the leech. The leech shall not extend aft of straight lines between the aft head point and the nearest batten pocket point, between adjacent batten pocket points, and between the clew point and the nearest batten pocket point.

Tabling at the luff may form a pocket for a mast jackstay. The mainsail may have luff openings for mast rings and/or loops for mast jackstay fittings, luff bolt rope, luff track slides, luff fittings for mast rings and/or loops, luff fittings for a mast jackstay, and not more than three sail shape indicator stripes.

Headsail: Not more than three parts joined by seams. The leech shall not extend aft of a straight line between the aft head point and the clew point.

Tabling at the luff may form a pocket for a headsail stay. The headsail may have headsail stay slides and/or loops, not more than two batten pockets or battens if there are no batten pockets at the leech, and not more than two sail shape indicator stripes.