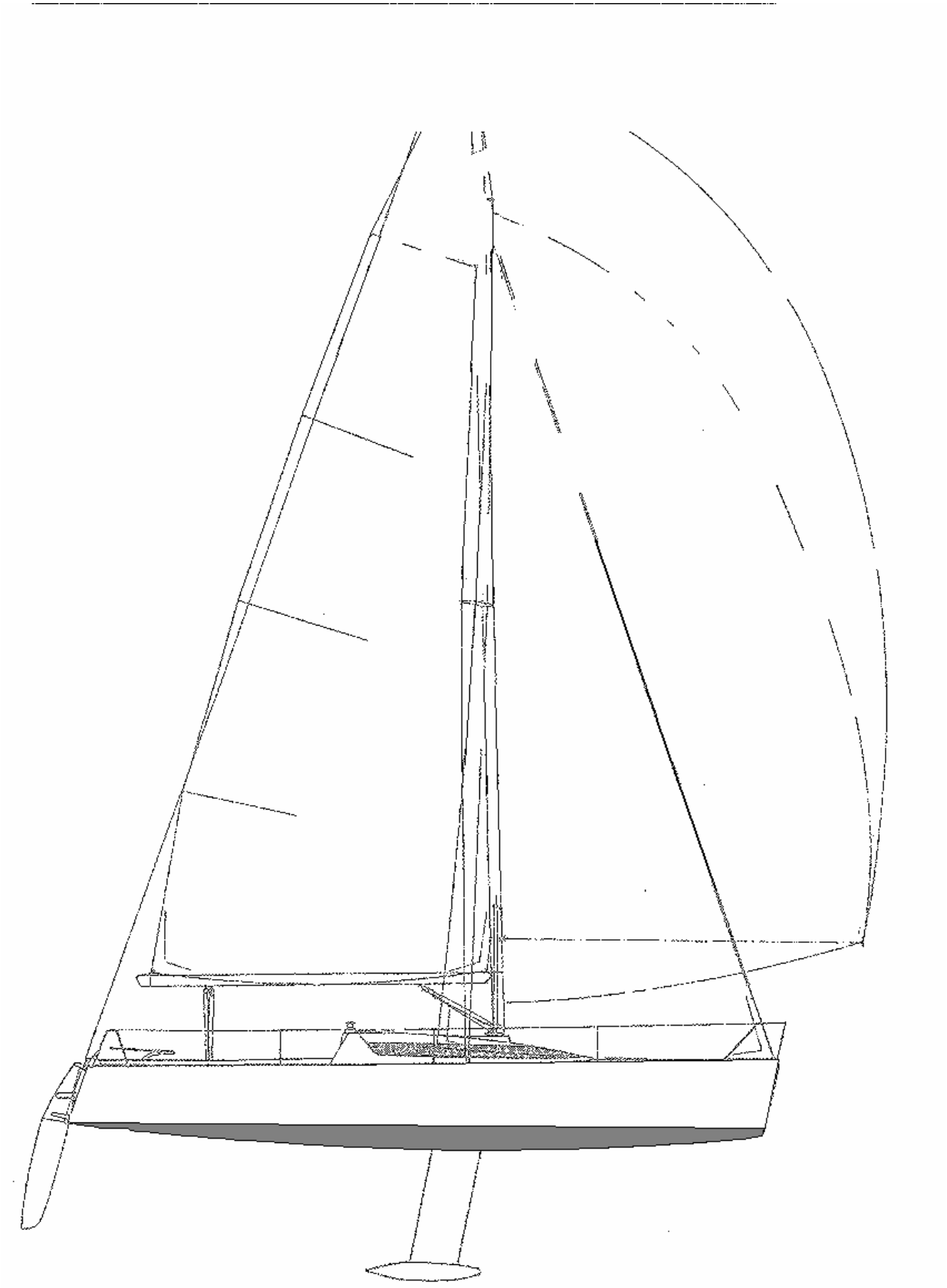
2009
8 meter One Design (8mOD)
CLASS RULES



8 meter One Design (8mOD) CLASS RULES 2009

The 8mOD Class was designed in 1993 by Japec and Jernej Jakopin (J&J Yacht Design) with Doug Peterson.

Objective of the 8 meter One Design

The 8 meter One Design was created to meet the need for the pure sailing fun of the existing sailing community and to successfully attract newcomers to the sport. The intent of the rules is to provide a strict one-design class guaranteeing an affordable cost of sailing.
These rules are subject to review by the 8 m One Design Class Association and may be modified in time to better serve the goals set above.

SECTION A - FUNDAMENTAL RULES

A.1. TYPE OF CLASS RULES

A.1.1. The 8mOD is a closed class.

The intention of these rules is to ensure the boats are as identical as possible in construction, hull shape, weight, weight distribution, equipment, rigging and sail plan. It is impossible to foresee every conceivable innovation which may be thought of in the future and to mention every suggestion that has been ruled illegal in the past. When considering anything in connection with the boat or its sails or equipment which is not within established practice in the 8mOD Class or involves the use of a material not previously used or accepted by the class or is not clearly covered by the class rules, plans or specification, you must assume that it is illegal, and must obtain a ruling from the Class Technical Committee before attempting it.

A.1.2. All yachts shall comply with official plans, building specifications and class rules. No alternations or modifications are permitted unless explicitly stated in current class rules.

A.1.3. All yachts shall be built from approved moulds, including: hull, deck, keel wing, keel box, keel bulb and rudder.

A.2. ABBREVIATIONS

A.2.1. ISAF. International Sailing Federation.
MNA. ISAF Member National Authority.
ICA.* 8mOD Class Association.
NCA. National Class Association.
ERS. The Equipment Rules of Sailing.
RRS. The Racing Rules of Sailing.
SP Kft. The Copyright Holder.

*ICA is substituted by the alliance of NCAs until its foundation.

A.3. AUTHORITY

A.3.1. The authority of the class is ICA which shall co-operate with the Copyright Holder in all matters concerning these class rules.

A.3.2. Neither the ISAF, an MNA, the ICA, an NCA, the Copyright Holder or an official measurer is under any legal responsibility in respect of these class rules.

A.3.3. The Copyright Holder shall be SP Kft., Budapest Cseresznye u. 26/a, Hungary.

A.4. LANGUAGE

A.4.1. The official language of the class is English and in case of dispute over translation the English text shall prevail.

A.4.2. The word “shall” is mandatory and the words “may” and “can” are permissive.

A.5. ISAF EQUIPMENT AND RACING RULES

A.5.1. These class rules shall be read in conjunction with the ERS and measurements shall be taken in accordance with these unless specified.

A.6. INTERPRETATION

A.6.1. Any interpretation of the class rules, shall be made by the Copyright Holder which shall consult the ICA. Request for interpretation shall be made by the ICA or an MNA or a licensed builder. (N.B. The right of the class to approve or not, any class rule changes is protected by ISAF regulations and the Copyright Holder.)

A.6.2. In the event of a discrepancy between any rules, drawings, specifications or measurement form the matter shall be referred to the Copyright Holder.

SECTION B - ORGANISATION

B.1. ADMINISTRATION OF THE CLASS

B.1.1. ICA 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 NCA. (N.B. The right of the class to approve or not, any class rule changes is protected by ISAF regulations and the Copyright Holder.)

B.1.2. In countries where there is no MNA, or the MNA does not wish to administrate the class, its functions as stated in these class rules shall be carried out by the ICA which may delegate the administration to an NCA.

B.2. INTERNATIONAL CLASS FEE

B.2.1. The International Class Fee shall be paid by the owner to the NCA.

B.2.2. The International Class Fee Plaque shall be permanently displayed on the starboard side, aft face of the transom. No boat shall race on class races unless the payment of class fee is proven.

B.3. SAIL NUMBERS

B.3.1. Sail numbers shall defined by the NCA.

B.3.2. In addition, the boat shall carry the sail letters applicable to her nationality as per RRS 77 - Appendix G and class rule G.1.3. and G.1.4. and G.1.5..

B.4. MEASUREMENT CERTIFICATE

B.4.1. Before the first race in the class, the owner should request a measurement certificate from the MNA and pay the International Class Fee to the NCA.

B.4.2. MNA may issue a measurement certificate. The MNA shall always retain a copy of the measurement certificate.

B.4.3. A measurement certificate is an original or copy of the measurement form, which has been stamped and endorsed by an MNA, or is a measurement certificate issued by that MNA.

B.4.4. Not withstanding anything contained herein, the MNA may withdraw a measurement certificate and shall do so on request of the NCA. Upon request, an owner is to return the measurement certificate to the MNA.

B.4.5. Fundamental measurement shall be undertaken to the procedures and protocol set on the measurement form. The ICA and the copyright owner together may appoint one or more persons at the manufacturers to measure and certify the finished boat and sign the measurement form accordingly. The procedure shall be checked by random visits by an official measurer who shall sign the measurement form to this effect. This system shall be accepted as a correctly completed measurement form as per B.4.2

B.5. CHANGE OF OWNERSHIP

B.5.1 Change of ownership invalidates the measurement certificate, but re-measurement is not required. The new owner shall apply to the MNA for a new measurement certificate, returning the old certificate with any re-registration fee that may be required. A new measurement certificate shall then be issued to the new owner.

B.6. AMENDMENTS TO CLASS RULES

B.6.1. Amendments to these class rules shall be proposed by an MNA or NCA and shall be approved by the ICA. (N.B. The right of the class to approve or not, any class rule changes is protected by ISAF regulations and the Copyright Holder.)

B.7. MEASURERS

B.7.1. An official measurer shall not measure a boat owned, designed or built by himself, or in which he is an interested party, or has a vested interest except where permitted by the class rules.

B.7.2. If an official measurer is in any doubt as to the compliance with the class rules of any part of a boat he shall consult the Copyright Holder before signing a measurement form or attaching a certification mark.

B.7.3. An official measurer shall only carry out fundamental measurement in another country with the prior agreement of the MNA in the country where measurement shall take place.

B.7.4. A measurer shall seek approval from the ICA, but shall only be an official measurer when recognised or appointed by a MNA.

B.8. AXES AND POINTS OF MEASUREMENT

B.8.1. Except where other methods of measurement are specifically indicated all measurement shall be

carried out in accordance with the ERS and the ISAF Guide to Measurers.

B.8.2. Words such as “fore”, “aft”, “above”, “below”, “height”, “depth”, “length”, “beam” and “freeboard” acquire a precise meaning in measurement as they are all taken to refer to a boat in measurement trim. All measurement denoted by these or similar words, shall be taken parallel to one of the three major axes of the hull -vertical, horizontal or transverse - related to the waterline and the centerplane of the hull.

B.8.3. Where a measurement is to be taken between two points, the distance between these points shall be taken whether or not parallel to an axis.

B.8.4. Width, thickness, length etc of a component shall be measured as appropriate for that component, without reference to the hull axes.

B.9. MEASUREMENT EQUIPMENT

B.9.1. Measurement equipment shall be accurate to at least half the value of the last significant figure specified in the class rules.

B.10. CHECKING MATERIALS

B.10.1. An official measurer is not required to check materials unless the class rules specifically prescribe this.

SECTION C - CONDITIONS FOR RACING

The crew and the boat shall comply with the rules in this section before the preparatory signal and, when applicable, whilst racing. These rules may not be checked as part of fundamental measurement. It is the Owners responsibility to see that his boat complies with the class rules and relevant RRS at all times and that alteration, replacement or repairs to the boat do not invalidate the measurement certificate.

Items referred to in these class rules shall only be used for the purpose stated.

C.1. CERTIFICATE AND IDENTIFICATION MARKS

C.1.1. No boat shall take part in class races unless it has a valid measurement certificate.

C.1.2. New or substantially altered sails shall be measured by an official measurer who shall stamp with the officially issued class stamp or MNA stamp and sign and date the sails in vicinity of the tack.

C.2. EQUIPMENT

C.2.1. Mandatory

1. A manual bilge pump of minimal capacity of 50 1/min., mounted in the cockpit.

2. Ballast keel should not be moved or lifted when racing - it should be securely bolted in the lowest position.

C.2.2. Optional

The following are permitted when racing and some of these may be prescribed as obligatory gear by the Notice of the Race or the NCA.

1. An outboard engine which shall not be fitted during racing (from the preparatory signal till finishing). When the outboard not in use shall be securely stowed in engine berth.

2. Any kind of jib-furling system and its accessories.

3. A complete outboard motor bracket which may be removable from transom.

4. One securely fixed battery, with an electric panel..

5. Any kind of compass

6. Safety equipment mentioned in the local maritime regulations.

7. A masthead wind indicator with or without light.

8. Electronic devices to record and measure speed, depth, distance, wind speed, direction and GPS.

9. A two way VHF radio and antennae

10. Foam or plastic cushions may be added to the lifelines.

11. Footrest on the aft-bridge

12. A different (size & format) deck-window than mentioned in the equipment-list. This window shall not be opened during racing (from the preparatory signal till finishing).

C.2.3. Limitations

C.2.3.1. Sails shall be used only in compliance to the Class Rules. The Notice of Race or the NCA may prohibit the use of the top-spinnaker during the race.

C.2.3.2. Not more that 1 mainsail, 3 headsails, 1 top-spinnaker and 1 7/8-spinnaker shall be carried on board during the serial of the class event.

C.2.3.3. The mainsail shall be set so that the highest visible point at the head is lower than the lower edge of the upper mast measurement band and so that the outmost visible part of the leech is forward of the inner edge of the boom measurement band.

C.3. FITTINGS

C.3.1. Equipment/fittings are allowed for use only in full compliance to the manufacturing documents by position and workmanship during class races.

C.3.2. The movement of any hardware either on deck, mast, boom, or below deck is prohibited. The exception is the stainless steel console carrying the mainsheet cam base may be turned backwards or forward of the mainsheet traveller.

C.3.3. Two jib tracks, each not more than 1200 mm, + or - 10 mm in length and positioned so that the leading edge of the tracks are 2800 mm, + or - 10 mm from the stem.

C.3.3.1. Jib tracks must be mounted on the shelf between the deck and the cabin.

C.3.3.2. Only one port and starboard jib track shall be allowed.

C.3.3.3. Two slides mounted on the jib tracks. It is permitted to move the slides on the jib track forward or backward with a sheave gear where the ratio is optional. These slides shall be moved by any type of ropes or rubber ropes.

C.3.3.4. No other method of sheeting jib to deck shall be allowed.

C.3.4. A 1:2 ratio sheave gear is allowed for the fall of the jib.

C.3.5. One mainsheet traveller track.

C.3.6. Two primary sheet winches, 2 speed, 1:32. It is allowed to use self-tailing winches.

C.3.7. It is permitted to mount one fitting on the fore deck in the centerline of the deck +/- 100 mm. This fitting shell be used to modify the direction of the spinnaker boom vang. The position of this fitting between the mast and forestay is optional. The height of this fitting is max 100 mm.

C.4. RIGGING

C.4.1. Additions or subtractions of purchase to the mainsheet system, spinnaker sheet system, spinnaker tack control, boom vang, main Cunningham, traveller controls, backstay, main outhaul or reefing system shell not be permitted. At the mainsheet system it is allowed to use different gear from 3:1 to 6:1 ratio. It is allowed to use double gear mainsheet system. The Cunningham may be led through the mainsail eye/block and tied off on the gooseneck fitting.

C.5. HULL WEIGHT

C.5.1. The all up weight of the yacht including all standard running rigging, mast, boom, rudder, tiller, rigid vang, spinnaker boom and standard interior shall not be less than 1050 kg. All removable equipment including safety equipment shall be removed.

C.6. SPARS

C.6.1. Mast

Note: All band measurements shall be taken along the front side of the mast from the top of mast foot plate.

C.6.1.1. The mast shall be stepped on deck and on the centreline using the class approved mast step and butt. The rocker pin of the mast butt shall be located 3160 mm, + or - 10 mm, aft of the stem.

C.6.1.2. The upper and lower shrouds shall meet the deck at 3720 mm, + or - 12 mm, aft of the stem measured in a straight line, and shall be 1110 mm, + or - 12 mm, outside the centreline of the deck. Both measurements shall be taken on the leading face of chain-plate at holes centreline.

C.6.1.3. The mast shall be made of aluminium and shall only be made by a licensed builder. The minimum profile weight per meter is 2.30 kg/m, and minimal inertias are: YY 150 cm4, XX 78 cm4.

C.6.1.4. The mast shall be fitted with a set of spreaders, made from aluminium and shall be from class approved builders only.

C.6.1.4.1. The spreaders will be swept back at an angle of 16 degrees so that when a string is held from spreader tip to spreader tip where the upper shroud passes through the spreader, the measurement taken from the backside of the mast to the string pulled taut shall be 320 mm, + or - 15 mm. Spreaders are rigidly fixed in their position.

C.6.1.4.2. The spreader height above the boom band shall be 4010 mm, + or - 10 mm.

C.6.1.5. The mast shall be of constant section to 9450 mm + or - 10 mm above the butt plate at which point a taper will begin. The taper at the tip shall be 75 mm , + or - 4 mm fore and aft, and 62 mm, + or - 4 mm side to side.

C.6.1.5.1. The section shall measure min. 120 mm fore and aft and min. 84 mm side to side.

C.6.1.5.2. The all up weight of the mast and boom including all standing rigging and running rigging (halyards & reefing lines) shall not be less than 60 kg.

C.6.1.5.3. A set of jumper struts should be mounted as follows : angled 20 degrees forward of the boat transverse line, length of the struts 300 mm + or - 10 mm measured from the mast to the spreader tip, jumper wires at spreader tip 640 mm + or - 10 mm apart, spreaders mounted 1770 mm + or - 15 mm below the lower edge of the upper mast band.

C.6.1.6. Bands of contrasting colours shall be painted or glued on the mast as follows.

C.6.1.6.1. Boom band with its upper edge 750 mm, + or - 5 mm, above the top of butt plate.

C.6.1.6.2. Top band with its lower edge exactly 10 450 mm above upper edge of boom band.

C.6.1.7. The mast head crane shall be fitted with a sail batten, connected to the backstay. The sail batten shall be used to assist keeping the backstay clear of the mainsail leech. The length and specification of this sail batten is optional, and it may be fitted with a ring, block or similar.

C.6.2. Main Boom

C.6.2.1. The main boom shall be made of aluminium and shall be made by a approved builder only. The minimum profile weight per meter is 2.3 kg/m, and minimal inertia are : YY 125 cm4, XX 68 cm4.

C.6.2.2.Tapered or permanently bent booms shall be prohibited.

C.6.2.3. A band of contrasting colour shall be placed on the boom with its inner edge not more than 3800 mm from the aft side of the mast, excluding any local curvature.

C.6.3. Spinnaker boom

C.6.3.1. The spinnaker boom shall be made of aluminium or following composites: carbon/glass/aramid (Kevlar) or combination of these fibres by approved builders only.

C.6.3.2. The spinnaker boom shall be fixed length (3700 mm), and shall not extend beyond 3700 mm forward of the mast.

C.7. CREW

C.7.1. The total crew weight -measured in swim-suit- shall not exceed 420 kg.

C.8. ADVERTISING

C.8.1. Advertising shall be according to the regulations of the MNA.

C.9. MEMBERSHIP

C.9.1. The owner shall be a current member of the NCA or, where there is no NCA in his country, a member of the ICA or an NCA nominated by the ICA.

SECTION D - HULL

D.1. GENERAL

D.1.1. The hull, deck, interior, keel wing, keel bulb, rudder, and tiller shall conform strictly to the building plans, and shall only be manufactured from approved moulds by licensed builders set up by the Copyright Holder. Hardware, mast, boom, spinnaker boom and rigging shall conform to official plans, no exceptions unless stated herein.

D.1.2. Absolutely no alternations shall be done to a yacht's hull, deck, hardware placement, interior, keel wing, keel bulb, rudder, tiller, spinnaker boom, mast, or boom. Sanding is prohibited on all such parts unless repair of superficial damage, painting or antifouling are required. Filling is prohibited.

D.2. BUILDERS.

D.2.1. Hull builders shall be licensed by the Copyright Holder. All 8 m One Design shall be built only by builders licensed to do so under the copyright of the Copyright Holder, and shall strictly comply to the building specifications of the Copyright Holder.

D.2.2. No yacht shall be deemed to be a 8 m One Design unless it was produced from the moulds approved by the Copyright Holder and has a serial number plate assigned by the Copyright Holder – or its licensed partner - attached to the transom. The serial number shall be placed on the keel and the rudder from serial number 146/4.

D.2.3. The builder declares by placing the serial number plate on the boat that it was produced according to the production document.

D.3. HULL SHELL

D.3.1. Materials

D.3.1.1. The hull and keel box shall be moulded of glass reinforced materials according to the approved building specifications and in approved moulds.

D.3.1.2. Chain-plates will be in accordance with official plans and shall not be moved or modified.

D.3.1.3. Coring, drilling out, rebuilding, replacement of materials, grinding or relocating standard equipment, fairing of exterior parts of hull, to improve moments of inertia, or to change standard shapes or any modification to the interior or other parts of the boat in an attempt to reduce weight shell be prohibited.

D.3.1.4. The sanding of the hull to reshape hull profiles or contours shall be prohibited.

D.3.1.5. No fairing to the keel box, sliding system or keel box area of the hull shall be permitted.

D.3.2. Dimensions

D.3.2.1. The hull shall be constructed from official moulds approved by the Copyright Holder.

D.4. DECK

D.4.1. Materials

D.4.1.1. The deck shall be moulded of glass reinforced materials according to the approved building specifications and in approved moulds.

D.4.1.2. Coring, drilling out, rebuilding, replacement of materials, grinding or relocating standard equipment, fairing of exterior parts of hull, to improve moments of inertia, or to change standard shapes or any modification to the interior or other parts of the boat in an attempt to reduce weight shell be prohibited.

D.4.1.3. The sanding of the deck to reshape profiles or contours shall be prohibited.

D.4.2. Dimensions

D.4.2.1. The deck shall be constructed from official moulds approved by the Copyright Holder.

D.5. INTERNAL STRUCTURE

D.5.1. Materials.

D.5.1.1. The interior shall be moulded of glass reinforced materials according to the approved building specifications and in moulds approved by the Copyright Holder.

D.5.1.2. Coring, drilling out, rebuilding, replacement of material, grinding or relocating standard equipment on any of the above mouldings that improves moments of inertia, or changes the standard shapes shall be prohibited.

D.5.1.3. The sanding of any of the above mouldings to reshape profiles or contours shall be prohibited.

D.6. COMPLETE HULL

D.6.1. Fittings

D.6.1.1. Fittings shall be fixed in accordance with the specifications of the builders license and shall not be modified unless stated herein.

SECTION E - HULL APPENDAGES

E.1. MEASUREMENT AND CERTIFICATION

E.1.1. Hull appendages shall conform with the class rules in force at the time of fundamental measurement.

E.1.2. Measurement shall be carried out in accordance with the ERS.

E.1.3. Substantially altered or repaired hull appendages shall be re-measured by an official measurer and the official measurer shall attach a new official certification sticker showing the new date of fundamental measurement.

E.2. MANUFACTURERS

E.2.1. Manufacturers shall be licensed by the Copyright Holder.

E.2.2. Manufacturers shall only build hull appendages from moulds approved by the Copyright Holder.

E.3. KEEL FIN AND KEEL BULB

E.3.1. Materials

E.3.1.1. The keel fin shall be constructed in the approved mould and shall be constructed conforming to the approved lamination schedule.

E.3.1.2. The keel bulb shall be cast lead from mould approved by the Copyright Holder.

E.3.1.3. The keel fin and bulb shall not be reshaped, faired, or sanded except to facilitate superficial repairs which must be approved by a class representative.

E.3.1.4. Keel fin and bulb templates will exist and periodic measurements will be taken.

E.3.2. Fittings

E.3.2.1. The keel will be retractable, but shall be bolted in a fixed fully down position while racing.

E.3.3. Dimensions

E.3.3.1. The keel fin and bulb combined shall weigh min. 400 kg, max. 420 kg.

E.3.3.2. With the keel fully lowered, the straight line measurement from the **HDP** to the intersection of the fin trailing edge and the top of the keel bulb shall be: minimum 4060 mm, maximum 4080 mm.

E.3.3.3. The measurement around the hull on the yachts centreline from the **HDP** to the intersection of the hull and fin trailing edge shall be: minimum 4060 mm, maximum 4080 mm.

E.3.3.4. With the keel fully lowered, the measurement from the underside of the hull to the top of the keelbulb, measured in a straight line between the hull/ fin intersection and fin/ bulb intersection, at the trailing edge of the keel shall be : minimum 1245 mm, maximum 1255 mm.

E.4. RUDDER AND TILLER

E.4.1. Materials

E.4.1.1. The rudder and tiller shall be constructed in moulds approved by the Copyright Holder and shall be constructed to lamination plan of the production document.

E.4.1.2. The rudder and tiller shall not be reshaped, faired or sanded except to facilitate superficial repairs, or for painting of the bottom paint.

E.4.1.3. Class rudder templates will exist and periodic measurements will be taken.

E.4.2. Fittings

E.4.2.1. Rudder shall be attached to transom by means of 2 pintles and 2 gudgeons.

E.4.3. Dimensions

E.4.3.1. Tiller extension shall be no longer than 1.2 meter maximum.

E.4.3.2. The measurement from the **HDP** to the trailing edge rudder tip shall be not more than 1220mm.

SECTION F - RIG

F.1. MEASUREMENT AND CERTIFICATION

F.1.1. The rig shall conform with the class rules in force at the time of fundamental measurement.

F.1.2. Measurement shall be carried out in accordance with the ERS.

F.1.3. An MNA may appoint one or more persons at a manufacturer to measure and certify masts, booms and bowsprits produced by that manufacturer. A special license shall be awarded for that purpose.

F.2. MAST & STANDING RIGGING

F.2.1. Manufacturer.

F.2.1.1. Manufacturers shall be licensed by the Copyright Holder.

F.2.1.3. Manufacturers shall only build spars from moulds approved by the Copyright Holder.

F.2.2. Materials

F.2.2.1. The mast shall be made of aluminium and shall only be made by a licensed builder.

F.2.2.2. Coring, drilling out, rebuilding, replacement of material, grinding or relocating standard equipment that improve moments of inertia, or changes the standard shape shall be prohibited.

F.2.3. Fittings

F.2.3.1. The standing rigging shall be of steel construction and consists of only:

F.2.3.2. Two main shrouds of not less than 5 mm in diameter in standard 1xl9 stainless steel wire construction shall be attached to the mast in such a way that the point of intersection of the outside of the mast and the centerline of the wire is located at 8400 mm, + or - 10 mm above the boom band.

F.2.3.3. Two lower shrouds of not less than 5 mm in diameter in standard 1x19 stainless steel wire construction shall be attached to the mast in such a way that the point of intersection of the outside of the mast and the centerline of the wire is located at 4000 mm, + or - 10 mm above the boom band.

F.2.3.4. A forestay of not less than 5 mm in diameter in standard 1x19 stainless steel wire construction shall be attached to the mast in such a way that the point of intersection of the outside of the mast and the centerline of the wire is located at 8560 mm, + or - 10 mm above the boom band.

F.2.3.5. The forestay may carry one double groove headstay luff groove device of approved design and not exceeding 30 mm in width.

F.2.3.6. The top point of the jib halyard sheave shall be permanently mounted 8530 mm, + or - 6 mm above the boom band. The jib halyard shall be not less than 6 mm in diameter. It is permitted to use one mobile sheave at the halyard, where the gear ratio is max 1:2. The fixed end of the jib halyard may not be higher mounted than the attaching point of the forestay to the mast.

F.2.3.7. A backstay of not less than 3 mm in diameter in standard 1x19 stainless steel wire construction shall be attached to the masthead. The adjustment of the backstay shall be a block system with 1:8 gear.

F.2.3.8. The top of the 7/8 spinnaker sheave shall be permanently mounted 8600 mm, + or - 6 mm above the boom band.

F.2.3.9. The lower rim of the top spinnaker retaining shall be permanently mounted 10410 mm, + or - 10 mm above the boom band.

F.2.3.10. The main halyard shall be not less than 8 mm in diameter, and will be secured above deck only with a sheet stopper mounted to the starboard side.

F.3. BOOM

F.3.1. Manufacturer.

F.3.1.1. Manufacturers shall be approved by the Copyright Holder.

F.3.2. Materials.

F.3.2.1. The main boom shall be made of aluminium and shall be made by an approved builder only.

F.3.2.2. Coring, drilling out, rebuilding, replacement of material, grinding or relocating standard equipment that improve moments of inertia, or changes the standard shape shall be prohibited.

F.3.3. Fittings.

F.3.3.1. Only fittings according to the manufacturing document are permitted.

F.3.4. Dimensions.

F.3.4.1. Tapered or permanently bent booms shall be prohibited.

F.3.4.2. Boom band distance: 3800mm.

F.4. SPINNAKER BOOM

F4.1. Manufacturer

F4.1.1. Manufacturers shall be licensed by the Copyright Holder.

F.4.1.2. Manufacturers shall only build spinnaker booms from moulds approved by the Copyright Holder.

F.4.2. Materials

F.4.2.1. The spinnaker boom shall be made of aluminium or following composites: carbon/glass/aramid (Kevlar) or combination of these fibres by approved builders only.

F.4.2.2. Coring, drilling out, rebuilding, replacement of material, grinding or relocating standard equipment that improves moments of inertia, or changes the standard shapes shall be prohibited.

F.4.2.3. The sanding of the bow sprit to reshape profiles or contours shall be prohibited.

F.4.3. Dimensions

F.4.3.1. The spinnaker boom shall be fixed length (3700 mm), and shall not extend beyond 3700 mm forward of the mast.

F.5. RUNNING RIGGING

F.5.1. Manufacturer

F.5.1.1. The manufacturer is optional.

F.5.2. Materials

F.6.2.1. Materials are optional.

F.6.3. Dimensions

F.6.3.1. Dimensions are optional.

SECTION G - SAILS

G.1. MEASUREMENT AND CERTIFICATION

G.1.1. Sails shall conform with the class rules in force at the time of fundamental measurement.

G.1.2. Measurement shall be carried out in accordance with the ERS, except where varied herein.

G.1.3. The Class insignia and the sail number and letters shall be in accordance with Racing Rules of Sailing, Appendix G, except where varied herein.

G.1.4. Numbers and letters shall be of the following dimensions:

Height	300 mm
Width (except number "1" or letter “I”)	200 mm
Thickness	45 mm
Spacing between adjoining num. or letters	45 mm

G.1.5. The Class insignia shall conform with the dimensions and requirements as detailed in the diagram contained in the class rules. The Class insignia shall not be shown on headsails.

G.2. SAILMAKERS

G.2.1. The sailmaker is optional.

G.3. MAINSAIL

G.3.1. Construction

G.3.1.1. The construction shall be: soft, single ply sail. Double luff sail is prohibited.

G.3.1.2. The body of the sail shall consist of the same woven ply throughout. The ply fibres shall be of polyester. It is allowed to use resin-reinforced woven. Alternatively it shall be made of polyester substrate/polyester film laminate (including PENTEX). The sail shall be made of pieces, 3DL is not allowed.

G.3.1.3. The sail shall have maximum 4 equally spaced batten pockets in the leech**.** The centerline of the 4 batten pockets shall divide the leech into five equal parts, +/- 50mm. The angle of the batten pockets shall be optional.

G.3.1.4. The following are permitted: Stitching, gluing, taping, bolt ropes, corner eyes, headband with fixings, Cunningham eye/pulley, batten pocket end caps, mast and boom slides, leech line with cleat, unlimited piece of windows placed according to G.3.2. chart of these class regulation, sail maker label, royalty button, sail button, tell tales.

G.3.1.5. At least one reef shall be built into the mainsail. The bearing surface of the cringle, delta ring or reefing device in the leech shall be fitted not less than 1000 mm, measured in a straight line, from the clew.

G.3.1.6. The tack must be fixed.

G.3.1.7. The foot shell be optionally set in the boom groove.

G.3.2. Dimensions

	min.	max.
Luff length (=P)		10450 mm
Foot length (=E)		3800 mm
Leech length		11000 mm
Quarter width		3320 mm
Half width		2530 mm
Three-quarter width		1470 mm
Upper width 1250 mm from Head Point		740 mm
Top width		150 mm
Ply weight of the body of the sail except for a font shelf not exceeding 300 mm in width		
woven	230 g/m2	
film laminate	150 g/m2	
Primary reinforcement		450 mm
Secondary reinforcement		
from corner measurement points		1400 mm

for flutter patches		150 mm
for chaffing patches		1400 mm
for batten pocket patches		240 mm
Window area		2,5 m2
Shortest distance. from window to edge of sail	0 mm	
Batten pocket length:		
Uppermost pocket		(no length limit)
Inside: Lowermost pocket		1200 mm
Intermediate pockets		1200 mm
Outside: Lowermost pocket		1200 mm
Intermediate pockets		1200 mm
Batten pocket width:		
outside		70 mm
inside		60 mm

G.4. HEADSAIL – JIB 115%

G.4.1. Construction

G.4.1.1. The construction shall be: single ply sail.

G.4.1.2. The body of the sail shall consist of the same woven ply throughout. The ply fibres shall be made of polyester. Alternatively shall be made of polyester substrate/polyester film laminate (including PENTEX). The sail shall be made of pieces, 3DL is not allowed.

G.4.1.3. The leech shall not be convex.

G.4.1.4. The following are permitted: stitching, gluing, taping, hanks, corner eyes, Cunningham eye/pulley, leech line with cleat**,** unlimited piece of windows placed according to G.4.2. chart of these class regulation, sail maker label, royalty button, sail button, tell tales.

G.4.2. Dimensions (to be measured as a headsail)

	min.	max.
Luff length	9000 mm	9745 mm
Leech length	8700 mm	9050 mm
Foot length	3100 mm	3645 mm
Foot irregularity		60 mm
Girth measurement on leech to shortest distance to luff:		
Top (1/4)		860 mm
Mid (1/2)		1720 mm
Bottom (3/4)		2510 mm
Ply weight of the body of the sail		
Woven	170 g/m2	
Film laminate	120 g/m2	
Primary reinforcement		450 mm
Secondary reinforcement		
from corner measurement points		1350 mm
for flutter patches		150 mm
Window area		1,0 m2
Shortest dist.. from window to edge of sail	0 mm	

G.5. HEADSAIL – JIB 85%

G.5.1. Construction

G.5.1.1. The construction shall be: single ply sail.

G.5.1.2. The body of the sail shall consist of the same woven ply throughout. The ply fibres shall be of polyester. Alternatively shall be made of polyester substrate/polyester film laminate. The sail shall be made of pieces, 3DL is not allowed.

G.5.1.3. The sail shall have maximum 3 equally spaced batten pockets in the leech**.** The centerline of the 3 batten pockets shall divide the leech into four equal parts, +/- 50mm. The angle of the batten pockets shall be optional. The top one with a length not more than 600 mm and the lower two with a length no more than 500 mm. The width of the batten pockets are max. 60 mm.

G.5.1.4. The leech shall not be convex.

G.5.1.5. The following are permitted: stitching, gluing, taping, hanks, corner eyes, Cunningham eye/pulley, leech line with cleat, one window, sail maker label, royalty button, sail button, tell tales.

G.5.2. Dimensions (to be measured as headsail)

	min.	max.
Luff length	9200 mm	9500 mm
Leech length	8000 mm	8750 mm
Foot length	2600 mm	3000 mm
Top width		60 mm
Girth measurement on leech to shortest distance to luff:		
top		700 mm
mid		1400 mm
bottom		2120 mm
Ply weight of the body of the sail	250 g/m2	
Secondary reinforcement		
from corner measurement points		1350 mm
for flutter patches		150 mm
Window area		0,5 m2
Shortest dist.. from window to edge of sail	550 mm	

G.6. HEADSAIL – STORM JIB

G.6.1. Construction

G.6.1.1. The construction shall be: Soft sail, single ply sail.

G.6.1.2. The body of the sail shall consist of the same woven ply throughout. The ply fibres shall be of polyester.

G.6.1.3. The sail shall have maximum 2 equally spaced batten pockets in the leech, each with a length of not more than 400 mm.

G.6.2. Dimensions (to be measured as headsail)

	min.	max.
Luff length	5500 mm	8000 mm
Leech length	4300 mm	6600 mm
Foot length	2300 mm	2660 mm
Top with		40 mm
Ply weight of the body of the sail	280 g/m2	

G.7. SPINNAKER 7/8

G.7.1. Construction

G.7.1.1. The construction shall be: Soft sail, single ply sail.

G.7.1.2. The body of the sail shall consist of the same woven ply throughout. The ply fibres shall be of polyester or polyamide.

G.7.1.3. The following are permitted: stitching, gluing, taping, corner eyes, recovery line eyes, sail maker label, royalty button, sail button, tell tales.

G.7.2. Dimensions (to be measured as spinnaker)

	min.	max.
Leech length	9600 mm	9700 mm
Foot length/ SF-SMW	6200 mm	6300 mm
Foot median		10300 mm
Ply weight of the body of the sail	38g/m2	
Primary reinforcement		450 mm
Secondary reinforcement		
from corner measurement points		1350 mm
for spinnaker recovery point		500 mm

G.8. SPINNAKER TOP

G.8.1. Construction

G.8.1.1. The construction shall be: Soft sail, single ply sail.

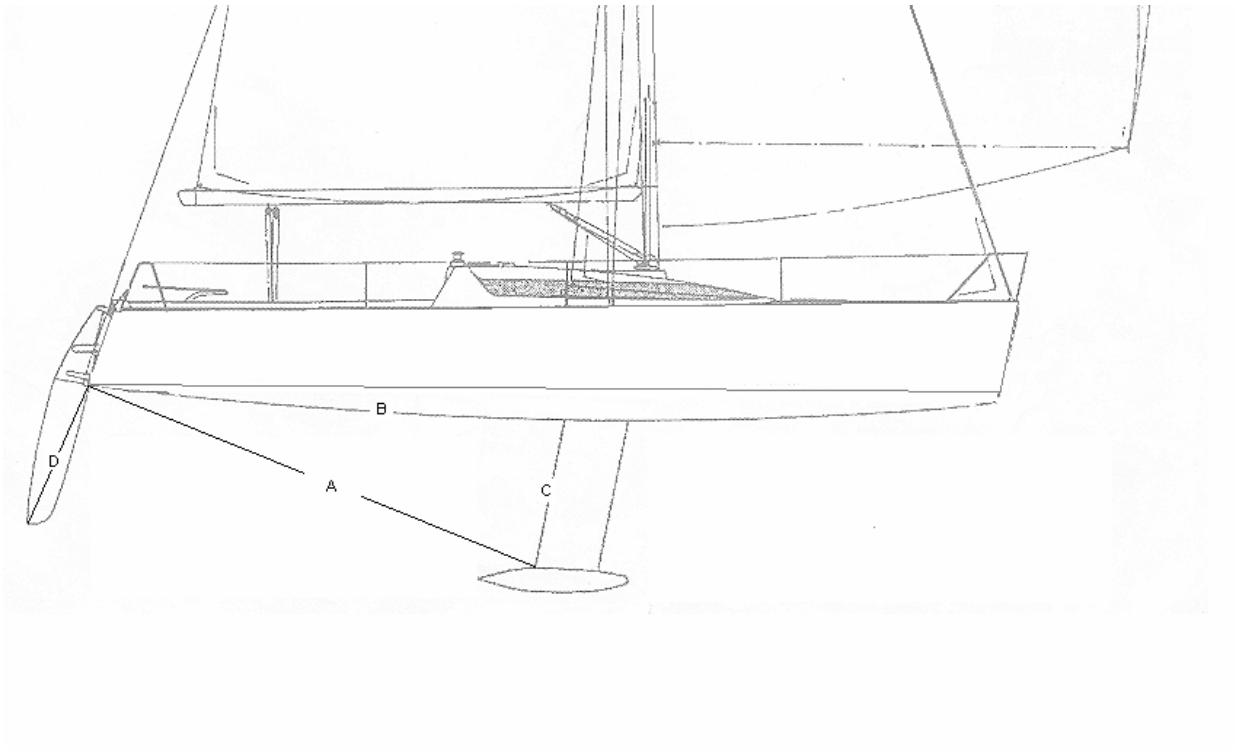
G.8.1.2. The body of the sail shall consist of the same woven ply throughout The ply fibres shall be of polyester or polyamide. It is allowed to use resin-reinforced woven.

G.8.1.3. The following are permitted: stitching, gluing, taping, corner eyes, recovery line eyes, sail maker label, royalty button, sail button, tell tales.

G.8.2. Dimensions (to be measured as spinnaker)

	min.	max.
Leech length	11500 mm	12400 mm
Foot length=SF	6250 mm	7400 mm
Foot median		13400 mm
Half width=SMW	6250 mm	7750 mm
A vitorla anyag súlya	30g/m2	

APPENDIX – MEASUREMENT FORM



A :	4060 mm - 4080 mm	(Class Rule E.3.3.1.)
B :	4060 mm - 4080 mm*	(Class Rule E.3.3.2.)
C :	1245 mm - 1255 mm	(Class Rule E.3.3.3.)
D :	1220 mm max.*	(Class Rule E.4.3.2.)

* measurement line shall follow the shape of surface

APPENDIX – INSIGNIA PRINT