

**INTERNATIONAL  
ALBACORE  
CLASS RULES**

**2010**



The ALBACORE was designed in 1954 by Uffa Fox

# INDEX

---

## PART I – ADMINISTRATION

### Section A – General

A.1	Language .....	4
A.2	Abbreviations .....	4
A.3	Authorities.....	5
A.4	Administration of the Class .....	5
A.5	ISAF Rules .....	5
A.6	Class Rules Amendments.....	5
A.7	Class Rules Interpretation .....	5
A.8	Class Building Fee.....	6
A.9	Sail Numbers .....	6
A.10	Hull Certification.....	6
A.11	Initial Certification.....	7
A.12	Validity of Certificate .....	7
A.13	Re-Certification .....	7
A.14	Retention of Certification Documentation .....	8
A.15	Old Boats.....	8

### Section B – Boat Eligibility

B.1	Class Rules and Certification ....	9
B.2	Buoyancy Endorsement .....	9
B.3	Class Association Membership..	9

## PART II – REQUIREMENTS AND LIMITATIONS

### Section C – Conditions for Racing

C.1	General .....	10
C.2	Crew .....	10
C.3	Personal Equipment .....	10
C.4	Advertising .....	10
C.5	Portable Boat Equipment .....	10
C.6	Boat .....	11
C.7	Hull .....	12
C.8	Hull Appendages .....	12
C.9	Rig .....	13
C.10	Sails .....	15

### Section D– Hull

D.1	Parts .....	16
D.2	General .....	16

D.3	Hull Shell .....	17
D.4	Deck .....	18
D.5	Buoyancy Apparatus .....	19
D.6	Deck Overhang.....	19
D.7	Bulkheads.....	20
D.8	Thwarts and Benches .....	20
D.9	Assembled Hull .....	20

### Section E – Hull Appendages

E.1	Parts .....	24
E.2	General.....	24
E.3	Centreboard .....	25
E.4	Rudder, Rudder Stock & Tiller	26

### Section F – Rig

F.1	Parts .....	26
F.2	General.....	26
F.3	Mast .....	27
F.4	Boom .....	28
F.5	Whisker Pole.....	28
F.6	Standing Rigging.....	29
F.7	Running Rigging .....	29

### Section G – Sails

G.1	Parts .....	30
G.2	General .....	30
G.3	Mainsail .....	30
G.4	Headsail .....	31

## PART III – APPENDICES

### Section H –

H.1	Buoyancy Tests .....	33
H.2	Centreboard Profile .....	36
H.3	Insignia Diagram .....	37
H.4	Measurement Diagrams .....	38
H.5	Material Limitations .....	38
H.6	Reduced Measurement of GRP Hulls .....	38
H.7	Rule Amendment Process .....	40
H.8	Measurement Form .....	42

## INTRODUCTION

---

*The Albacore is a restricted class. Albacore hulls, hull appendages, rigs and sails are measurement/manufacturing controlled. All boats shall be built in accordance with the class rules and specifications by builders approved in accordance with procedures set out in these rules.*

*Measurement tolerances are intended to allow for genuine building errors and shall not be deliberately used to alter the design. The **official measurer** shall report on the measurement form anything that he considers to be a departure from the intended nature and design of the boat, or to be against the general interest of the class. A **certificate** may be refused, even if the specific requirements of the rules are satisfied.*

*Between 2004 and 2010 the Albacore class completed a major update of the class rules, modernizing them by adopting the Standard Class Rule format prescribed by ISAF. Every effort has been made to assure that the 2010 International Albacore Class Rules preserve the letter and the practice of the 2004 class rules, including a generally “open rule” structure and the allowance for limited national variations. These International Albacore Rules accommodate the local UK requirement for “closed rules” by establishing the National Albacore Class rules (for use in the UK only) as a permitted variation of the International Rules.*

*While the International Albacore Class Rules make provision for the limited national variations that have arisen over the history of the class, it is the intention of the rules that all Albacores remain as similar as possible by following the rule amendment procedures set out in Appendix H.7 to encourage adoption of only those changes that have international support.*

*Owners and crews should be aware that compliance with rules in Section C may NOT be 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. It is the responsibility of owners and crews to maintain compliance with section C when entering and participating in competition.*

*The Association accepts no legal responsibility in respect of these rules or any claims arising there from.*

*This introduction only provides an informal background and the Albacore 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.1.3 These **class rules** shall be read in conjunction with the ERS and RRS. 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.1.4 The Albacore Class Rules are either **open** or **closed** as designated below:
- Section A-Administration..... closed rules.
  - Section B-Boat Eligibility..... closed rules.
  - Section C-Conditions of Racing .... open rules.
  - Section D-Hull ..... open rules.
  - Section E-Hull Appendages..... open rules.
  - Section F-Rig ..... open rules.
  - Section G-Sails..... closed rules.
  - Section H-Appendices ..... closed rules.

#### A.2 ABBREVIATIONS

- A.2.1
- |      |                                                                                          |
|------|------------------------------------------------------------------------------------------|
| ISAF | International Sailing Federation                                                         |
| RYA  | Royal Yachting Association                                                               |
| MNA  | ISAF Member National Authority                                                           |
| IAA  | International Albacore Association                                                       |
| NCA  | National Albacore Class Association                                                      |
|      | (refers to any national Albacore association recognized by the IAA, e.g. CAA, NAA, USAA) |
| IRC  | International Rules Committee of the International Albacore Association                  |
| ERS  | Equipment Rules of Sailing                                                               |
| RRS  | Racing Rules of Sailing                                                                  |
| GRP  | Glass Reinforced Plastic                                                                 |
| AAP  | Approved Assembly Process                                                                |

### **A.3 AUTHORITIES**

- A.3.1 The international authority of the class is the IAA, which shall co-operate with the NCAs in all matters concerning these **class rules**.
- A.3.2 Notwithstanding anything contained herein, the **certification authority** has the authority to withdraw a **certificate** and shall do so on the request of the IAA.
- A.3.3 The IAA, MNAs, NCAs, **certification authority** and **official measurers** have no legal responsibility with respect to these **class rules**, plans or the accuracy of measurement. No claims arising from these **class rules** can be entertained.

### **A.4 ADMINISTRATION OF THE CLASS**

- A.4.1 The international administering authority is the IAA. The **certification authority** is the NCA of the country of residence of boat's owner.
- A.4.2 In countries where there is no NCA, administrative functions as stated in these **class rules** shall be carried out by the IAA.
- A.4.3 The IAA may delegate part or all of its functions as stated in these **class rules**, to a MNA or NCA. The NCA may delegate part or all of its functions as stated in these **class rules**, to a MNA.
- (a) In the United Kingdom, the IAA and NAA delegate **certification authority**, documentation and administrative record keeping (including collection of fees and issuance of building fee receipts, registration certificates, measurement certificates and sail/buoyancy endorsements) to the RYA.

### **A.5 ISAF RULES AND CLASS RULE VARIATIONS**

- A.5.1 These **class rules** shall not be varied except as provided by section A.5 and RRS 87.
- A.5.2 National variations to these class rules are only permitted as follows:
- (a) At national and sub-national events held in the UK the National Albacore Class Rules shall govern.
- (b) At events designated as "international," the Notice of Race/Sailing Instructions may vary these **class rules** only with the approval of the IAA.
- (c) At events designated as "continental" or "national", the Notice of Race/Sailing Instructions may vary these **class rules** only with the approval of the organizing NCA.

### **A.6 CLASS RULES AMENDMENTS**

- A.6.1 Amendments to these **class rules** shall be proposed and approved in accordance with the procedure set forth in Appendix H.7.

### **A.7 CLASS RULES INTERPRETATION**

- A.7.1 Interpretation of these **class rules** shall be made by the IAA, which may delegate this responsibility to the IRC or a NCA/MNA on a country-by-country basis, as follows:
- (a) The IAA delegates responsibility for interpretation of the **class rules** to the IRC, except as provided in A.7.1 (b).

(b) In the United Kingdom, the IAA delegates this responsibility to the UK NCA.

A.7.2 The class rules and the measurement form shall be considered complementary. In the event of discrepancy between these rules and/or the measurement form, the matter shall be referred to the IAA for resolution.

## **A.8 CLASS BUILDING FEES**

A.8.1 A building fee, if required, shall be set and collected by the IAA. The IAA may delegate this authority to an NCA or MNA, and:

(a) In the United Kingdom, the IAA delegates establishment and collection of the Builder Fees and issuance of receipts to the RYA.

A.8.2 A licensed **hull** builder shall pay the Building Fee, if required, on every **hull** built, whether or not it is subsequently measured and registered.

A.8.3 Upon payment of the Building Fee, the IAA or its designate will issue a Building Fee receipt and a sail number in accordance with A.9 to the builder. The building fee receipt shall be transferred to the boat owner by the builder upon the sale of the boat.

## **A.9 SAIL NUMBERS**

A.9.1 Sail numbers shall be issued in consecutive order by the IAA who may delegate this responsibility to a NCA.

A.9.2 Sail numbers shall be issued in blocks by the IAA to a NCA or MNA for use in their respective countries. The NCA/MNA will in turn allocate them to licensed builders upon receipt of the Building Fee.

(a) In the United Kingdom the IAA delegates issuance of sail numbers to the RYA from blocks issued by the IAA as stipulated in A.9.2.

## **A.10 HULL CERTIFICATION**

A.10.1 A **certificate** shall record the following information:

- (a) Class
- (b) **Certification authority**
- (c) Sail number issued to the boat associated with the **certificate**
- (d) Owner(s)
- (e) Hull identification number
- (f) Builder/Manufacturer details
- (g) Date built
- (h) Date of issue of initial **certificate**
- (i) Date of issue of **certificate**.
- (j) Hull weight
- (k) Corrector weights required
- (l) Buoyancy endorsements
- (m) Sail endorsements

- A.10.2 An **official measurer** shall not measure a **boat**, or part of a **boat** built by him or her or in which s/he is an interested party or has a vested interest.

## A.11 INITIAL HULL CERTIFICATION

A.11.1 *Reserved for use with UK national variation.*

A.11.2 New **boats, hulls, spars, sails** and equipment shall comply with the current rules.

A.11.3 For a **certificate** to be issued to a **hull** not previously **certified**:

- (a) **Certification control** shall be carried out by an **official measurer** who shall complete the appropriate documentation.
- (b) **Certification control** shall, as a minimum, include all measurements and tests listed on the Measurement Form (H.8), except as allowed in A.11.3(c). The **certification authority** may require additional measurements and tests to assure compliance with the **class rules**.
- (c) GRP hulls (but not wood hulls) that are built from a mould and assembly process each of which has been approved in accordance with Appendix H.6 may substitute the sample measurement protocol in H.6.6 for the requirement of 100% measurement of items 5-55 on the measurement form. However, this does not obviate the obligation of a hull to comply with these specifications.
- (d) The documentation (see A.10.1 and A.11.3(a)), building fee receipt and **certification** fee, if required, shall be collected by the **official measurer** and sent to the **certification authority**.
- (e) Upon receipt of satisfactorily completed documentation and **certification** fee, if required, the **certification authority** may issue a **certificate**.

## A.12 VALIDITY OF CERTIFICATE

A.12.1 A **certificate** becomes invalid upon:

- (a) change to any items recorded on the hull **certificate** as required under A.10.1 except that a new certificate does not need to be issued for changes to items A.10.1(l) and A.10.1(m). These must be endorsed upon the current **certificate** to continue validity (reference Appendix H.1 and C.10.2)
- (b) withdrawal by the **certification authority**.
- (c) the issue of a new **certificate**.

A.12.2 All boats, spars, sails and equipment shall be liable to re-measurement at the discretion of the IAA, a NCA or a race committee.

## A.13 RE-CERTIFICATION

A.13.1 *Reserved for use with UK national variation.*

A.13.2 A **certification authority** may issue a new **certificate** to a previously certified **boat/hull**:

- (a) when a **certificate** becomes invalid due to change of ownership under A.12.1 (a), upon receipt of the old **certificate** and with a re-certification fee, if required. If this **certification authority** is different from the

previous **certification authority** then the new owner should also send a copy of the measurement form (which may be obtained from the previous **certification authority**) to the new **certification authority** for recording. The **certification authority** shall retain a copy of the measurement form and **certificate**.

- (b) when a **certificate** has been invalidated, withdrawn or the **certificate** and measurement forms cannot be located, the owner shall arrange for **certification control** as required for initial certification and then apply for re-certification by sending the completed measurement form(s), and fee (if required) to the **certification authority** in the country where the **hull** or **boat** is to be re-certified.

A.13.3 A **boat** that has ceased to comply with its **certificate** may be brought into compliance when the limitations affecting the equipment are:

- (a) controlled by the **class rules**, by carrying out **certification control** of the affected equipment,
- (b) on the **certificate**, by carrying out **certification control** of the affected equipment as required for initial **certification**, and then complying with A.15.4, if relevant.

#### A.14 RETENTION OF CERTIFICATION DOCUMENTATION

A.14.1 The **certification authority** shall:

- (a) retain the original documentation upon which the current **certificate** is based.
- (b) upon request, transfer this documentation to the new **certification authority** if the **boat** or **hull** is exported.

#### A.15 OLD BOATS

A.15.1 The current version of the following rules always applies and may not be granted exceptions under rules A.15.2 or A.15.3:

- a) Buoyancy: B.2, C.6.3, and D.5 and H.1
- b) Weight: C.6.1 and C.6.2
- c) Prohibitions and Limitations:
  - Hull (C.7.2) and Rig (C.9.2.b)
  - Sails (C.10.2(e-f), C.10.5, G.2.1 (b-d))
  - Exotic materials as referenced in Appendix H.5

A.15.2 Subject to A.15.1, a **hull** or other equipment not complying with current **class rules**, but complying with the **class rules** in force at a previous **certification control**, may retain **certification**, provided that the non-compliance, as judged by the IAA, does not give a racing advantage to the **boat**.

A.15.3 Subject to A.15.1, altered or renewed equipment shall comply with current **class rules** unless, in the opinion of the **certification authority**, this is unreasonable, and provided that the non-compliance, as judged by the IAA, does not give a racing advantage to the **boat**.

- A.15.4 Any non-compliance that is judged acceptable under A.15.2 or A.15.3 shall be recorded on the **certificate**.

## Section B – Boat Eligibility

For a **boat** to be eligible for *racing*, it shall comply with the rules in this section.

### B.1 CLASS RULES AND CERTIFICATION

- B.1.1 The boat shall:
- (a) be in compliance with the **class rules**.
  - (b) have a valid hull **certificate**.
  - (c) have valid sails entered on **certificate**

### B.2 BUOYANCY ENDORSEMENT

- B.2.1 The boat **certificate** shall carry a satisfactory and current buoyancy endorsement (reference Appendix H.1).
- B.2.2 A race committee may require that a **boat** shall pass a flotation test in accordance with Appendix H.1.

### B.3 CLASS ASSOCIATION MEMBERSHIP

- B.3.1 The owner shall be a current member of their NCA.
- B.3.2 The IAA or an NCA may require a valid Class Association Sticker, be affixed to the hull in a conspicuous position or affixed to the hull **certificate**.

## PART II – REQUIREMENTS AND LIMITATIONS

---

The **crew** and the **boat** shall comply with the rules in Part II when *racing*. In case of conflict Section C shall prevail.

The rules in Part II are **open** or **closed class rules** as defined in A.1.4. **Certification control** and **equipment inspection** shall be carried out in accordance with the ERS except where varied in this Part.

### Section C – Conditions for Racing

#### C.1 GENERAL

##### C.1.1 RULES

(a) ERS Part I, Use of Equipment, shall apply.

#### C.2 CREW

##### C.2.1 LIMITATIONS

The **crew** shall consist of 2 or more persons.

#### C.3 PERSONAL EQUIPMENT

A boat shall comply with all local regulations and Notice of Race while racing.

#### C.4 ADVERTISING

##### C.4.1 LIMITATIONS

Advertising shall only be displayed in accordance with the ISAF Advertising Code (see ISAF Regulation 20).

#### C.5 PORTABLE BOAT EQUIPMENT

##### C.5.1 FOR USE

###### (a) OPTIONAL

- (1) Electronic or mechanical timing devices
- (2) One magnetic or self-contained electronic compass showing heading and tactical scale. A timer maybe incorporated but it shall not be linked to other functions.
- (3) An anchor is mandatory only when specifically prescribed by local regulations, Notice of Race or in the sailing instructions.
- (4) Bailers, buckets or similar.

## C.5.2 NOT FOR USE

- (a) OPTIONAL unless specifically prescribed by local regulations, Notice of Race or in the sailing instructions.
- (1) Paddles.
  - (2) Towing lines.

## C.6 BOAT

## C.6.1 WEIGHT

	minimum	maximum
<b>Hull weight</b> in dry condition .....	109 kg	.....

Hull weight includes essential fixed fittings which are normally screwed, glued or bolted in place and fixed buoyancy apparatus, but excludes the mast, boom, centreboard, rudder, detachable floor boards and other equipment.

	minimum	maximum
<b>Boat weight</b> (in dry condition) .....	136 kg	.....

Boat weight includes the sports equipment used by the crew to take part in a sailing race, including **hull, hull appendages, rig, sails**, buoyancy apparatus and associated fittings, blocks, sheets, control lines, and timing devices and compasses which are affixed to the **boat** and which remain installed at all times while racing; and excluding **consumables, personal equipment** and portable equipment (defined in C.5).

- (a) After completion of **certification control**, if fittings or other items are altered in a way that might cause Rule C.6.1 to be infringed, then Rule A.13.3 shall apply and a new **certification control** is required.
- (b) Correctors shall not be removed unless the boat is subjected to a new **certification control** under Rule C.6.2 and the revised weight is recorded on the certificate.

## C.6.2 CORRECTOR WEIGHTS

- (a) Corrector weights of lead shall be permanently fastened to the boat as prescribed in C.6.2 (b) and (c) when the hull weight is less than the minimum required in C.6.1.
- (b) Not more than 5kg of correctors may be fitted forward of the transom and they shall be not less than 250mm above the hog, not more than 150mm from the fore and aft centreline, nor more than 2400mm forward of the aft face of the transom.
- (c) The total amount of corrector weights shall not exceed 9 kg.
- (d) The total weight of correctors shall be recorded on the measurement certificate. Correctors shall not be removed unless the boat is re-weighed by a measurer who shall endorse the revised weight on the certificate.

## C 6.3 FLOTATION

- (a) *Reserved for use with UK national variation.*
- (b) *Reserved for use with UK national variation.*
- (c) *Reserved for use with UK national variation.*

- (d) A boat shall
  - (1) have a current buoyancy endorsement on its certificate (ref: H.1)
  - (2) be compliant with D.5 Buoyancy Apparatus
  - (3) be capable of passing buoyancy test (ref: H.1)
- (e) It is the helm's responsibility to ensure that the buoyancy apparatus is kept securely fastened and fully effective when afloat. Hatch covers and drain plugs for buoyancy units shall be kept in place at all times.

## C.7 HULL

### C.7.1 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) Routine maintenance such as painting, polishing and the repair of minor damage and abrasions is permitted without re-measurement and re-certification.
- (b) Any maintenance or repairs shall either restore the **hull** to current **class rules** or to **class rules** under which the **hull** was certified prior to undertaking the maintenance or repair.
- (c) Any modifications shall comply with current **class rules** and require re-measurement and certification.

### C.7.2 FITTINGS AND EQUIPMENT

- (a) *Reserved for use with UK national variation*
  - .
- (b) PROHIBITED - The following items are prohibited from use:
  - (1) Self-draining apparatus except for suction bailers and transom draining ports.
  - (2) Any apparatus or contrivance outboard, or extending outboard, the purpose or effect of which is, or may be, to support or assist in supporting a member of the crew outboard or partially outboard.
  - (3) Bow eyes which extend forward of the stem.

## C.8 HULL APPENDAGES

### C.8.1 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) Routine maintenance such as painting, polishing and the repair of minor damage and abrasions is permitted without re-measurement and re-certification.
- (b) Any maintenance or repairs shall either restore the **hull appendages** to current **class rules** or to **class rules** under which the **hull appendage** was certified prior to undertaking the maintenance or repair.
- (c) Any modifications shall comply with current **class rules** and require re-measurement and certification.

C.8.2 CENTREBOARD

(a) DIMENSIONS

	minimum	maximum
Leading edge of centreboard when lowered at 90 degrees to keel, measured along the keel from <b>Hull Datum Point (HDP)</b> as defined in D.2.4 (a) .....	2600 mm	2670 mm

(b) LIMITATIONS

When housed in the **hull** the **centreboard** shall not extend above the **sheerline** or below the **keel**.

C.8.3 RUDDER

(a) DIMENSIONS

	minimum	maximum
When fully lowered below <b>Hull Datum Point (HDP)</b> , Measured along the line of the face of the transom.....	550 mm	.....

C.9 RIG

C.9.1 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) Routine maintenance such as painting, polishing and the repair of minor damage and abrasions is permitted without re-measurement and re-certification.
- (b) Any maintenance or repairs shall either restore the **rig** to current **class rules** or to **class rules** under which the **rig** was certified prior to undertaking the maintenance or repair.
- (c) Any modifications shall comply with current **class rules** and require re-measurement and certification.

C.9.2 LIMITATIONS

- (a) *Reserved for use with UK national variation.*
- (b) Any apparatus or contrivance outboard, or extending outboard, the purpose or effect of which is, or may be, to support or assist in supporting a member of the crew outboard or partially outboard is prohibited.

C.9.3 MAST

(a) DIMENSIONS

	minimum	maximum
Foreside of the <b>mast spar</b> at the foot measured from the plane of the aft face of the transom .....	3250 mm	3350 mm
Foreside of the <b>mast spar</b> at deck level from measured perpendicular from the aft face of the transom ..	3225 mm	3330 mm
Bottom of stepped mast above the top of the hog (or equivalent in GRP boat) along the line of the spar.....		150 mm
<b>Mast Limit Mark</b> width .....	10 mm	.....
<b>Lower Point</b> height above <b>Mast Datum Point</b> .....	505 mm	610 mm

**Lower Point to Upper Point** .....5640 mm

(1) The **mast datum point** is positioned at **sheer**.

(b) USE

- 1) The **mast** shall be stepped in the mast step in such a way that the heel is not capable of moving more than 3 mm.
- 2) **Limit Marks** shall be indelibly marked.
- 3) Rigid stops shall be fitted to prevent the mast from moving beyond the deck limits in section C.9.3(a) above.
- 4) A rotating mast is prohibited.

C.9.4 BOOM

(a) DIMENSIONS

	minimum	maximum
<b>Limit Mark width</b> .....	10 mm	
<b>Outer Point distance</b> .....		2950mm

(b) USE

- (1) The intersection of the aft edge of the mast **spar** and the top of the boom **spar**, each extended as necessary, shall not be below the upper edge of the mast **lower limit mark** when the boom **spar** is at 90° to the mast **spar**.
- (2) **Limit Marks** shall be indelibly marked.

C.9.5 WHISKER POLE

(a) USE

- (1) The **whisker pole** may be used to sheet the headsail to windward or to leeward.
- (2) No part of the **whisker pole** or its fittings may extend more than 50mm outside of the headsail clew.

C.9.6 STANDING RIGGING

(a) DIMENSIONS

	minimum	maximum
Forestay height above <b>mast datum point</b> .....		4270 mm
Shrouds at deck from the aft face of the transom projected as needed.....		2795 mm

(b) USE

- (1) *Reserved for use with UK national variation.*
- (2) One forestay and two shrouds shall be fitted so that either or both the sails may be lowered without endangering the stability of the **mast** or its security in the boat at all times.
- (3) Any device to alter the effective shroud length while racing in the United States of America and/or Canada is prohibited. In other countries, purchase systems, links and rigging screws may be adjusted to alter the effective shroud length.

### C.9.7 RUNNING RIGGING

#### (a) USE

- (1) The **headsail** halyard shall not intersect the mast above the **forestay**
- (2) Headsail barber haulers or their equivalent may not be sheeted to a point outboard of the **sheerline**.

## C.10 SAILS

### C.10.1 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) **Sails** shall not be altered in any way except as permitted by these **class rules**.
- (b) Routine maintenance such as sewing, mending and patching is permitted without re-measurement and re-**certification**.
- (c) Battens may be placed in batten pockets.

### C.10.2 LIMITATIONS

- (a) Not more than 1 **mainsail** and 1 **headsail** shall be carried aboard which shall be endorsed in accordance with the rules below.
- (b) Not more than 1 **mainsail** and 1 **headsail** shall be endorsed on the certificate when originally issued
- (c) Sails may be added by endorsement as additions or replacements (but not both) at the rate of 1 **mainsail** and 1 **headsail** during each succeeding 12-month period commencing from the date of issue of the original/initial measurement certificate, except in the UK where 2 headsails may be endorsed in the same period.
- (d) The Association NCA shall have the discretion to permit the endorsement of further replacement sails in the event of loss of damage.
- (e) Sail zippers or other similar closing devices are prohibited.
- (f) **Double luff sails** are prohibited.

### C.10.3 MAINSAIL

#### (a) USE

- (1) The **sail** shall be hoisted on a halyard. The arrangement shall permit hoisting and lowering of the **sail** at sea.
- (2) The highest visible point of the **sail**, projected at 90° to the mast **spar**, shall not be set above the lower edge of the mast **upper limit mark**. The intersection of the **leech** and the top of the boom **spar**, each extended as necessary, shall not be behind the fore side of the boom **outer limit mark**.
- (3) **Luff** and **foot** bolt ropes shall be in the **spar** grooves or tracks.

### C.10.4 JIB

#### (a) USE

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

## C.10.5 SPINNAKER

## (a) PROHIBITED

The use of spinnakers while racing is prohibited.

## SECTION D – HULL

### D.1 PARTS

## D.1.1 MANDATORY

- (a) **hull shell**
- (b) **deck**
- (c) buoyancy apparatus
- (d) deck overhang
- (e) benches

## D.1.2 OPTIONAL

- (a) bulkheads
- (b) thwart(s)

### D.2 GENERAL

## D.2.1 RULES

- (a) The **hull** shall comply with the **class rules** in force at the time of initial **certification**, unless recertified in accord with A.13.

## D.2.2 CERTIFICATION

See Rule A.11, 13 and 15.

## D.2.3 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) The **hull shell**, **deck**, buoyancy and internal structure shall not be altered in any way except as permitted by these **class rules**.
- (b) Routine maintenance such as painting, polishing and the repair of minor damage and abrasions is permitted without re-measurement and re-**certification**.
- (c) *Reserved for use with UK national variation.*
- (d) Any alteration or modification to a **hull** shall conform to current **class rules**.
- (e) Any repair to a **hull** shall conform to current **class rules** or to the rule in effect before undertaking the repair.

## D.2.4 DEFINITIONS (reference diagrams in H.4)

## (a) HULL DATUM POINT

The **hull datum point (HDP)** is the point on the fore and aft centreline where the extension of the aft face of the transom intersects the extension of the outside surface of the hull shell excluding keel and keel bands.

- (b) The Athwartships line (AL) shall be set 250mm vertically from the outside surface of the hull shell 150mm athwartships each side of the hull fore and aft centreline at section 1.
- (c) The Baseplane (BP) is a horizontal plane passing through the baseline (BL) and athwartships line (AL).

#### D.2.5 IDENTIFICATION

- (a) The **hull** shall display the sail number; either cut into or permanently marked on either the hog, transom or thwart in figures not less than 25mm in height.

#### D.2.6 BUILDERS

- (a) *Reserved for use with UK national variation.*
- (b) *Reserved for use with UK national variation.*
- (c) Apart from the restriction in D.2.6 (d) and (e), a **hull** may be finished by any professional or amateur builder.
- (d) The **hull** shall be built by a builder licensed by the IAA or the NCA of the country in which the builder operates. The IRC shall retain oversight and may require the NCA to withdraw the approval of a builder who repeatedly produces non-compliant hulls or unsatisfactory product.
- (e) All moulds and construction methods shall be approved by the IAA or the NCA of the country in which the builder operates prior to commencement of serial production. The NCA may delegate this responsibility to the IRC or the MNA of the country in which the builder operates.
  - (1) In the UK approval of construction methods and moulds is delegated to the RYA.

### D.3 HULL SHELL

#### D.3.1 MATERIALS

- (a) The **hull shell** including transom shall be built of wood and/or GRP that may include a core.
- (b) Paint and varnish may be used
- (c) Exotic materials as defined in Appendix H.5 are prohibited from use in **hull shell** including transom.

#### D.3.2 CONSTRUCTION

- (a) The wood **hull** shell shall be a moulded construction. It shall be of uniform thickness throughout excluding the transom. The transom shall be built into the shell by the licensed builder.
- (b) The GRP **hull** shall be constructed in accordance with the methods proposed by the builder and approved by the IRC and the NCA.
- (c) The outside shape of the **hull** shell shall be in accordance with the official line drawing as held by the RYA.
- (d) A fair and continuous keel capping, which should be bevelled to fair into the keel band, shall be fitted to wooden **hulls**. It shall extend from the

forefoot (intersection of stem and keel) to the transom and be not less than 12mm nor more than 20 mm clear of the skin at the centre.

- (e) GRP **hulls** shall have an integral keel capping as part of the mould.
- (f) Wooden **hulls** shall be fitted with a metal or plastic keel band extending the full length of the keel. The keel band may be faired into the keel capping.
- (g) A bilge keel shall be fitted to each side of a wood **hull**, so that the weight of the boat when on a level surface is supported by the main keel and one bilge keel only. The edges may be faired into the hull provided each edge fairing is similar. Each bilge keel may be extended to fair into the **hull** and the fairing at each end shall be similar.
- (h) GRP **hulls** shall have bilge keels as part of the mould.
- (i) The **sheer** shall be a fair and continuous concave curve.
- (j) The hull topsides may have tumblehome.
- (k) A transom shall be fitted, the top of which shall form a continuous curve below the level of the **sheerline**. Alternatively a tiller port may be fitted.
- (l) The transom below the **sheerline** shall have only a tiller port or a curved top, drain holes and drain ports as openings.
- (m) The transom may be fitted with drain holes and drain ports.
- (n) A drain port closing device shall be fitted to each drain port. They shall never act as an extension to the skin and shall be capable of being closed while sailing.
- (o) Slot gaskets of optional material and design may be used over the centreboard slot.

## D.4 DECK

### D.4.1 MATERIALS

- (a) The deck shall be built from wood, plywood and/or GRP, which may include a core.
- (b) Paint and varnish may be used.
- (c) Exotic materials as defined in Appendix H.5 are prohibited from use in **hull shell** including transom.

### D.4.2 CONSTRUCTION

- (a) Boats shall have a full foredeck extending aft from the stem.
- (b) The aft edge of the foredeck shall not be forward of the aft side of the mast, but may have a slot to allow movement of the mast.
- (c) No part of the upper surface of the foredeck, inside the **sheerline** shall fall below the sheer level.
- (d) Side decks shall be fitted between the foredeck and the transom or aft deck. They may be faired into the foredeck.
- (e) No part of the upper surface of the side decks inside the skin shall fall below the **sheerline**, except that the inner edge of the deck or carlin supporting the edge may be splayed or rounded.

- (f) An aft deck is optional.

## **D.5 BUOYANCY APPARATUS**

### **D.5.1 CONSTRUCTION**

- (a) The boat shall be fitted with buoyancy apparatus giving a total positive buoyancy of not less than 360kg. The buoyancy shall be in at least three units.
- (b) Where one or more units of buoyancy are contained or enclosed within another, they shall be counted together as one unit.
- (c) In boats with hull shells and decks constructed of buoyant material, the buoyancy may be of any type and may be fitted under the deck or side benches.
- (d) Boats constructed with hull shells and decks made of substantially of non-buoyant material shall include three units of not less than 0.06m<sup>3</sup> of closed cell foam buoyancy material and the builder shall certify on the measurement form that this buoyancy is fitted. Additional buoyancy of any type may be fitted under the deck or side benches.
- (e) Buoyancy apparatus shall not extend into the floor space, which shall be taken as 355mm from the centreline between the shrouds to 305mm from the centreline 915mm forward of the aft face of the transom.
- (f) The measurer shall be satisfied that inflatable buoyancy bags are in sound condition and that all buoyancy apparatus is securely attached to the hull or retained in an efficient manner.
- (g) Buoyancy apparatus shall be constructed such that when flooded, in full racing trim (but excluding sails) with 270kg of weight of iron (or denser material or of persons not immersed above the knee) added in the vicinity of the centreboard case, the gunwales remain clear of the water.

### **D.5.2 MATERIALS**

- (a) *Reserved for use with UK national variation..*
- (b) Exotic materials as defined in Appendix H.5 are prohibited from use in buoyancy apparatus and buoyancy tanks.

## **D.6 DECK OVERHANG**

### **D.6.1 MATERIALS**

- (a) *Reserved for use with UK national variation.*
- (b) Exotic materials as defined in Appendix H.5 are prohibited from use in **deck overhang**.

### **D.6.2 CONSTRUCTION**

- (a) The deck overhang shall run unbroken on each gunwale except that it may be faired in to the **hull** within 100mm of the bow and transom.

**D.7 BULKHEADS**

## D.7.1 MATERIALS

- (a) A **bulkhead** shall be built from wood, plywood and/or GRP which may include a core
- (b) Exotic materials as defined in Appendix H.5 are prohibited from use in **bulkheads**.

## D.7.2 CONSTRUCTION

- (a) Bulkheads are optional in design and construction.

**D.8 THWARTS AND BENCHES**

## D.8.1 MATERIALS

- (a) The thwarts and benches shall be built from wood, plywood and/or GRP which may include a core
- (b) Exotic materials as defined in Appendix H.5 are prohibited from use in **thwarts and benches**.

## D.8.2 CONSTRUCTION

- (a) Benches, which may take the form of buoyancy tanks, shall be fitted on each side. The side benches shall extend forward from a point not more than 915 mm from the **HDP** to at least as far as the shrouds.
- (b) The inner edges of the benches may be splayed or rounded subject to the limitations in D.9.2.
- (c) Thwarts of optional design may be fitted

**D.9 ASSEMBLED HULL**

## D.9.1 FITTINGS

- (a) *Reserved for use with UK national variation.*

## D.9.2 DIMENSIONS

The sections shall be taken as vertical, transverse planes as defined in D.2.4. The baseline shall be on the centreplane of the **hull** as defined in D.2.4. Reference diagrams in section H.4.

Sections 1 to 12 inclusive: Sections shall be athwartships planes measured horizontally forward from the **hull datum point** as follows:

Section	Dimension
1	0mm
2	610mm
3	1220mm
4	1830mm
5	2285mm
6	2743mm
7	3353mm
8	3962mm
9	4115mm
10	4267mm
11	4419mm
12	4519mm

Baseline (BL): The baseline shall be set 150mm athwartships from the hull fore and aft centreline on the starboard side of the hull 250mm vertically from the outside surface of the hull shell at Section 1 and 142mm from the outside surface of the hull shell at Section 8.

	minimum	maximum
Hull length from <b>HDP</b> to intersection of deck and line of stem band if fitted		
.....	4555 mm	4585 mm

Vertical distance from baseplane (BP) to outside of **hull** shell at 150 mm athwartships on each side of the hull fore and aft centreline;

at section ... 2	164 mm	184 mm
at section ... 3	99 mm	119 mm
at section ... 4	50.5 mm	70.5 mm
at section ... 5	31 mm	51 mm
at section ... 6	24 mm	44 mm
at section ... 7	53 mm	73 mm
at section ... 8 (port side only)	132 mm	152 mm
at section ... 9	176 mm	196 mm

Vertical distance from base plane (BP) to outside of **hull** shell, excluding keelband or equivalent in GRP hull, on each side of the hull fore and aft centreline;

at section... 9	69 mm	89 mm
at section... 10	95 mm	115 mm
at section... 11	127 mm	147 mm

at section... 12 ..... 145 mm . . . 165 mm

Vertical distance from base plane (BP) to outside of **hull** shell at 300 mm  
athwartships on each side of the hull of fore and aft centreline;

at section... 1 ..... 266 mm . . . 286 mm  
at section... 3 ..... 121 mm . . . 141 mm  
at section... 5 ..... 56 mm . . . 76 mm  
at section... 7 ..... 115 mm . . . 135 mm  
at section... 8 ..... 282 mm . . . 302 mm

Vertical distance from base plane (BP) to outside of **hull** shell at 450 mm  
athwartships on each side of the hull of fore and aft centreline;

at section... 1 ..... 322 mm . . . 342 mm  
at section... 3 ..... 147 mm . . . 167 mm  
at section... 5 ..... 88 mm . . . 108 mm  
at section... 7 ..... 205 mm . . . 225 mm

Vertical distance from base plane (BP) to outside of **hull** shell at 600 mm  
athwartships on each side of the hull of fore and aft centreline;

at section... 3 ..... 196 mm . . . 216 mm  
at section... 5 ..... 145 mm . . . 165 mm

Vertical distance from base plane (BP) to outside of **hull** shell at 50 mm  
athwartships on each side of the hull of fore and aft centreline;

at section... 9 ..... 96 mm . . . 116 mm  
at section... 10..... 127 mm . . . 147 mm  
at section... 11..... 194 mm . . . 214 mm

Vertical distance from base plane (BP) to outside of **hull** shell at 100 mm  
athwartships on each side of the hull of fore and aft centreline;

at section... 9 ..... 130 mm . . . 150 mm  
at section... 10 ..... 180 mm . . . 200 mm

Width of keel capping on wood hull shells only

at all points..... 95mm  
at any point within 2850mm of the **HDP** ..... 75mm.....

Thickness of keel capping on wood hull shells only distance measured clear of  
skin at the centre..... 12 mm..... 20mm

Thickness of keel band on wood hulls only ..... 3mm..... 6mm

Length of bilge keels..... 1575 mm

Width of bilge keels ..... 50 mm..... 70 mm

Thickness of centre of bilge keels for at least 1220 mm of length .....	5mm.....
Height of stem from top of deck at centreline to line of keel projected .....	660 mm ... 725 mm
Depth of transom, vertically from sheerline to the bottom of the keel capping) .....	350 mm .....
Topside tumble home of <b>hull</b> , on each side ...	25 mm
Beam of <b>hull</b> excluding deck overhang and fittings, at <b>sheerline</b> at widest section ...	1535 mm ... 1575 mm
Depth of <b>hull</b> at mid-length; measured vertically from <b>sheerline</b> to the inside of the skin 150mm awlwardships from the fore and aft centreline) .....	570 mm ... 610 mm
Distance from <b>hull datum point (HDP)</b> measured along line of keel to forward end of centreboard slot .....	2670 mm
to aft end of centreboard slot .....	1140 mm.....
Height of centreboard case excluding any capping measured from and at 90 degrees to hog, or equivalent surface in GRP hull at any point .....	330 mm
within 2300mm of <b>HDP</b> .....	300 mm ...
Thickness of centreboard case sides .....	20 mm
Internal width of centreboard case.....	30 mm
Radius of lower edge of centreboard slot.....	5 mm
Centreboard case slot gasket recess:	
depth .....	25 mm
width .....	5 mm
Length of foredeck from stem measured at 75 mm from centreline... ..	1450 mm
Width of side decks in plan from <b>sheerline</b> aft of shrouds including optional carlin .....	80 mm ... 185 mm
Lower edge of deck or carlin below <b>sheer</b> at any point.....	50 mm
Splay or rounding of deck or carlin, measured in plan from inner edge of deck .....	50 mm
Aft deck, if fitted, from <b>HDP</b> .....	915 mm
Aft end of benches from <b>HDP</b> .....	915 mm
Upper surface of benches above level of highest point of centreboard case .....	10 mm
Width of benches... ..	300 mm ... 355 mm
Upper surface of benches, varying athwartships from from horizontal.....	10 mm
Splay or rounding of inner edges of benches forward of 1600 mm from the <b>HDP</b> (exception to the upper surface rule above)	
Plan.....	50 mm
Depth .....	50 mm

Any part of the curve of top of transom below <b>sheerline</b> .....	100 mm
Radius of curve of top of transom below <b>sheerline</b> .....	100 mm
Alternative tiller port	
width .....	230 mm
height.....	100 mm
Number of drain holes in transom.....	2 (two)
Area of each transom drain hole.....	500 mm <sup>2</sup>
Number of drain ports in transom.....	2 (two)
Area of each transom drain port.....	0.033 m <sup>2</sup>
Drain port distance from top of transom, any part of	
outside of hull and the other port or hole.....	25 mm.....
Drain port closing device from outside of skin of hull .....	15 mm
Longitudinal distance from <b>hull datum point</b> to	
shrouds at deck .....	2795 mm
Deck overhang projection	
width ... ..	12 mm ... 77 mm
Distances of fairing from transom and forward end of <b>hull</b> ,	
excluding stem head fitting ... ..	100 mm
Number of suction bailers .....	2 (two)
Total effective cross-sectional area of suction bailers .....	1300 mm <sup>2</sup>
Height of sail number carved in <b>hull</b> .....	25 mm
Thickness of wood <b>hull</b> shell.....	6 mm ... 10 mm
Thickness of wood <b>hull</b> shell transom .....	17 mm.....

### D.9.3 LIMITATIONS

- (a) Self-draining apparatus except those allowed and meeting the restrictions defined as in D.9.2 are prohibited.
- (b) Holes, openings or cutaways in the transom below the actual **sheerline**, except as provided in D.9.2, are prohibited.

## Section E – Hull Appendages

### E.1 PARTS

#### E.1.1 MANDATORY

- (a) **centreboard**
- (b) **rudder**

### E.2 GENERAL

#### E.2.1 Rules

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

E.2.2 MODIFICATIONS, MAINTENANCE AND REPAIR

- (b) **Hull appendages** shall not be altered in any way except as permitted by these **class rules**.
- (c) Routine maintenance such as painting, polishing and the repair of minor damage and abrasions is permitted without re-measurement and re-certification.
- (d) *Reserved for use with UK national variation.*
- (e) Any alteration or modification to a **hull appendage** shall conform to current **class rules**.
- (f) Any repair to a **hull appendage** shall conform to current **class rules** or to the rule in effect before undertaking the repair.

E.2.3 CERTIFICATION

- (a) The **official measurer** shall **certify hull appendages**.

E.2.4 MANUFACTURERS

- (a) The manufacturer of **hull appendages** is optional.

**E.3 CENTREBOARD**

E.3.1 MATERIALS

- (a) If of aerofoil section, the **centreboard** shall be built from wood, plywood, resin and/or GRP which may include a core except that the edges may be of brass strip, solid resin with optional filler or other protective material up to a maximum of 20mm from the edge.
- (b) If of metal, the **centreboard** shall be of normal commercial flat sheet.
- (c) Exotic materials as defined in Appendix H.5 are prohibited from use in the **centreboard**.

E.3.2 CONSTRUCTION

- (a) The area of the of the **centreboard** below the lower width measurement may be of any shape except that it shall be within the area bounded by the straight line extensions of the leading and trailing edges.
- (b) The top of the **centreboard** above the upper width measurement may be of any shape, but shall be of uniform thickness.
- (c) *Reserved for use with UK national variation.*
- (d) A centreboard shall have no moving parts or devices to change the angle or pitch in the transverse plane.

E.3.3 DIMENSIONS

	minimum	maximum
Thickness of metal <b>centreboard</b> ...	6 mm	.....
Fairing of metal centreboard edge .....	.....	25 mm

**Width of centreboard:**

at center of pivot hole measured at 90° to leading edge 340 mm ...360 mm

at 1000mm below centre of pivot hole measured at

90° to leading edge .....270 mm ... 290 mm

Length of **centreboard** from centre of pivot hole to tip ...1220 mm ...1270 mm

Deviation of leading and trailing edges from a straight

line between points defined by width measurements ..... 5 mm

**E.4 RUDDER, RUDDER STOCK AND TILLER****E.4.1 MATERIALS**

(a) *Reserved for use with UK national variation.*

(b) *Reserved for use with UK national variation.*

(c) *Reserved for use with UK national variation.*

(d) Exotic materials as defined in Appendix H.5 are prohibited from use in the **rudder**, rudder stock, tiller and tiller extension.

**E.4.2 CONSTRUCTION**

(a) The shape, design and construction of the **rudder** blade are optional.

(b) The design and construction of the stock and tiller are optional.

**Section F – Rig****F.1 PARTS****F.1.1 MANDATORY**

(a) **mast**

(b) **boom**

(c) **standing rigging**

(d) **running rigging**

**F.1.1 OPTIONAL**

(a) **whisker poles**

**F.2 GENERAL****F.2.1 RULES**

(a) The **spars** and their fittings shall comply with **class rules** in force at the time of **certification** of the **spar**.

(b) The **standing** and **running rigging** shall comply with **class rules** in force at the time of certification.

**F.2.2 MODIFICATIONS, MAINTENANCE AND REPAIR**

(a) **Spars** shall not be altered in any way except as permitted by these **class rules**.

- (b) Routine maintenance such as cleaning, polishing and the repair and replacement of fittings is permitted without re-measurement and re-certification.
- (c) Any alteration or modification to a **spar** shall conform to current **class rules**.
- (d) Minor repair to a **spar** shall conform to current **class rules** or to the rule in effect before undertaking the repair.
- (e) Major repairs (those involving additional support such as sleeving) shall be approved by official measurer and noted on certificate. In the case of emergency repair, approval shall be obtained as soon as practical and lack of approval shall not be grounds for a protest under this rule.

#### F.2.3 CERTIFICATION

- (a) The **official measurer** shall **certify spars**.
- (b) No certification of **standing** and **running rigging** is required.

#### F.2.4 DEFINITIONS

- (a) MAST DATUM POINT  
The **mast datum point** is the **sheerline**.

#### F.2.5 MANUFACTURER

- (a) No license is required.

### F.3 MAST

#### F.3.1 MATERIALS

- (a) The **mast** shall be of wood or standard grade marine aluminium alloy.
- (b) Exotic materials as defined in Appendix H.5 are prohibited from use in the **masts**, fittings or sail tracks.

#### F.3.2 CONSTRUCTION

- (a) The spar extrusion shall include a fixed sail groove or track which may or may not be integral with the spar.
- (b) Tapering of the **mast** is allowed above the forestay attachment.
- (c) The **mast spar** surfaces shall be relatively smooth with no additional fairings on the surface of the **spar**.
- (d) The **mast spar** may have only one set of spreaders and/or one pair of jumper struts.
- (e) An aluminium **mast spar** shall be either sealed to keep out water, or filled for at least the top 4270 mm with closed cell expanding foam or foam pellets, or have openings at each end to facilitate quick draining.

#### F.3.3 FITTINGS

- (a) OPTIONAL

#### F.3.4 DIMENSIONS

- (a) The **mast** complete with sail track, but excluding other fittings, shall be able to pass through a 100 mm diameter circle.

	minimum	maximum
<b>Mast spar</b> including sail track, but excluding rigging and fittings shall pass through a circle- diameter.....		100 mm
<b>Mast spar</b> tube section weight where un-tapered .....	0.90 kg/m	
<b>Mast spar</b> tube section wall thickness as specified		
By manufacturer .....	1.5 mm	
<b>Whisker pole</b> fitting:		
projection .....		40 mm

**F.4 BOOM**

F.4.1 MATERIALS

- (a) The **spar** shall be of wood or aluminium alloy.
- (b) Exotic materials as defined in Appendix H.5 are prohibited from use in the **boom**, fittings or sail tracks.

F.4.2 CONSTRUCTION

- (a) The **spar** extrusion shall include a fixed sail groove or track which may or may not be integral with the spar.

F.4.3 FITTINGS

- (a) OPTIONAL

F.4.4 DIMENSIONS

	minimum	maximum
The <b>boom</b> spar including sail track, but excluding rigging and fittings shall pass through a circle- diameter. ....		100 mm

**F.5 WHISKER POLE**

F.5.1 MATERIALS

- (a) *Reserved for use with UK national variation.*
- (b) Exotic materials as defined in Appendix H.5 are prohibited from use in the **whisker pole**.

F.5.2 CONSTRUCTION

- (a) Construction is optional.

F.5.3 FITTINGS

- (a) Fittings are optional.

F.5.4 DIMENSIONS

	minimum	maximum
<b>Whisker pole</b> length .....		1830 mm

**F.6 STANDING RIGGING**

F.6.1 MATERIALS

- (a) The **standing rigging** – excluding any purchase system, which shall be considered **running rigging** - shall be of stainless steel.

- (b) Exotic materials as defined in Appendix H.5 are prohibited from use in the **standing rigging** excluding any purchase system.

F.6.2 CONSTRUCTION

- (a) Mandatory
  - (1) forestay
  - (2) shrouds
- (a) Optional
  - (1) jumper wires
  - (2) diamond wires

F.6.3 FITTINGS

- (a) Optional

F.6.4 DIMENSIONS

	minimum	maximum
(a) Forestay (excluding any purchase systems) .....	3200 mm	.....
(b) Shrouds (excluding any purchase systems).....	3200 mm	.....

**F.7 RUNNING RIGGING**

F.7.1 MATERIALS

- (a) Material is optional.

F.7.2 CONSTRUCTION

- (a) Construction is optional.

F.7.3 FITTINGS

- (a) Fittings are optional.

## Section G – Sails

### G.1 PARTS

#### G.1.1 MANDATORY

- (a) Mainsail
- (b) Headsail

### G.2 GENERAL

#### G.2.1 RULES

- (a) **Sails** shall comply with the **class rules** in force at the time of **certification**.
- (b) Spinnakers are prohibited.
- (c) Double **luff** headsails are prohibited
- (d) Sail zippers or other similar closing devices are prohibited.
- (e) Anything not specifically permitted by these class rules is PROHIBITED.

#### G.2.2 CERTIFICATION

- (a) The **official measurer** shall **certify** mainsails and headsails by signing and dating a **certification mark** located near the **tack** and writing in the sail area of the jib near the **tack**.

#### G.2.3 SAILMAKER

- (a) No licence is required.

### G.3 MAINSAIL

#### G.3.1 IDENTIFICATION

- (a) The class insignia shall conform to the dimensions and requirements as detailed in the diagram contained in Section H.3.
- (b) The class insignia, national letters and sail numbers shall comply with the RRS except where prescribed otherwise in these **class rules**.

#### G.3.2 MATERIALS

- (a) The **ply** fibres shall consist of polyester.
- (b) **Stiffening** shall consist of:
  - (1) Cornerboards of plastic or aluminium
  - (2) Battens of wood, plastic or GRP.
- (c) **Sail reinforcement** shall consist of polyester.

#### G.3.3 CONSTRUCTION

- (a) The construction shall be: **soft sail, single ply sail**.
- (b) The **body of the sail** shall consist of the same **woven ply** throughout, except within 350mm of the **foot**.
- (c) The **sail** shall have a maximum of 4 batten **pockets** in the **leech**.

- (d) The following are permitted: Stitching, glues, tapes, bolt ropes, corner eyes, headboard with fixings, Cunningham eye or pulley, **batten pocket patches**, batten pocket elastic, batten pocket end caps, mast and boom slides, leech line with cleat, two **windows**, tell tales, sail shape indicator stripes, chafe patches and items as permitted or prescribed by other applicable *rules*.

#### G.3.4 DIMENSIONS

	minimum	maximum
<b>Leech length</b> .....		6120 mm
<b>Half width</b> .....		1850 mm
<b>Three-quarter width</b> .....		1045 mm
<b>Top width</b> .....		125 mm
Weight of <b>ply</b> of the <b>body of the sail</b> .....	128.4 g/m <sup>2</sup>	
<b>Primary reinforcement</b> .....		350 mm
<b>Secondary reinforcement:</b>		
from <b>sail corner measurement points</b> .....		1050 mm
for <b>flutter patches</b> .....		120 mm
for <b>chafing patches</b> .....		1050 mm
for <b>batten pocket patches</b> .....		175 mm
<b>Tabling width</b> .....		40 mm
<b>Seam width</b> .....		20 mm
<b>Window area</b> .....		0.19 m <sup>2</sup>
<b>Window to sail edge</b> .....	150 mm	
<b>Batten pocket length:</b>		
uppermost and lowermost pockets:		
<b>inside</b> .....		770 mm
intermediate pockets:		
<b>inside</b> .....		1030 mm
<b>Batten pocket width:</b>		
<b>inside</b> .....		50 mm
<b>outside</b> .....		90 mm
<b>Head point</b> to intersection of <b>leech</b> and centreline of uppermost <b>batten pocket</b> .....	1175 mm.....	1224mm
<b>Clew point</b> to intersection of <b>leech</b> and centreline of lowermost <b>batten pocket</b> .....	1175 mm.....	1224mm

### G.4 HEADSAIL

#### G.4.1 MATERIALS

- (a) The **ply** fibres shall consist of polyester.  
 (b) **Sail reinforcement** shall consist of polyester.

#### G.4.2 CONSTRUCTION

- (a) The construction shall be: **soft sail, single ply sail**.  
 (b) The **body of the sail** shall consist of the same **woven ply** throughout.

- (c) The **leech** shall not extend beyond a straight line from the aft **head point** to the **clew point**.
- (e) The following are permitted: Stitching, glues, tapes, corner eyes, hanks, Cunningham eye, leech line with cleat, one **window**, tell tales, sail shape indicator stripes, chafe patches and items as permitted or prescribed by other applicable *rules*.

G.4.3 DIMENSIONS

	minimum	maximum
<b>Sail Area</b> .....		3.310 m <sup>2</sup>

**Luff (in mm) x Luff Perpendicular (in mm)**

**2.000.000**

The area is to be rounded up to the next 0.001m<sup>2</sup>

<b>Top width</b> .....		30 mm
------------------------	--	-------

Weight of <b>ply</b> of the <b>body of the sail</b> .....	128.4 g/m <sup>2</sup>	
-----------------------------------------------------------	------------------------	--

<b>Primary reinforcement</b> .....		300 mm
------------------------------------	--	--------

**Secondary reinforcement:**

from <b>sail corner measurement points</b> .....		900 mm
--------------------------------------------------	--	--------

for <b>flutter patches</b> .....		100 mm
----------------------------------	--	--------

for <b>chafing patches</b> .....		900 mm
----------------------------------	--	--------

<b>Tabling width</b> .....		40 mm
----------------------------	--	-------

<b>Seam width</b> .....		20 mm
-------------------------	--	-------

<b>Window area</b> .....		0.19 m <sup>2</sup>
--------------------------	--	---------------------

<b>Window to sail edge</b> .....		150 mm
----------------------------------	--	--------

## PART III – APPENDICES

---

The rules in Part III are **closed class rules**. Measurement shall be carried out in accordance with the ERS except where varied in this Part.

### Section H

#### H.1 BUOYANCY TESTS

##### H.1.1 ENDORSEMENTS

- (a) Buoyancy tests shall be undertaken by the owner who shall sign and date the certificate and arrange for such signature to be witnessed and endorsed by a person or persons in each country designated by the respective NCA.
- (b) Buoyancy endorsements shall expire at the end of the test interval indicated in H.1.3. taken from the date of the original buoyancy test or any subsequent buoyancy test recorded on the certificate.

##### H.1.2 NEW BOATS

- (a) A fundamental buoyancy test (H.1.4.1) must be performed on all boats as part of certification control, except as allowed in H.1.2 (b).
- (b) A boat design which has been approved by the NCA or its designate in the country where it is built may substitute either a dry pressure/vacuum test (H.1.4.2), a full immersion test (H.1.4.3) or a half immersion test (H.1.4.4) for a fundamental buoyancy test.

##### H.1.3 TEST INTERVALS

- (a) Boats with hull shells and decks constructed substantially of wood shall have, at yearly intervals, their buoyancy apparatus checked by the owner (reference rule A.13.1(b)) who shall be satisfied that the buoyancy apparatus is in a sound condition. Every third year or, if the owner is in any doubt as to the adequacy of the buoyancy apparatus, such a boat shall undergo and pass a dry pressure/vacuum test (H.1.4.2), a full immersion test (H.1.4.3) or a half immersion test (H.1.4.4) in order to retain certification.
- (b) Boats with hull shells and/or decks constructed substantially of GRP shall have buoyancy tested annually. Every year, or, if the owner is in any doubt as to the adequacy of the buoyancy apparatus, a boat shall undergo and pass a dry pressure/vacuum test (H.1.4.2), a full immersion test (H.1.4.3) or a half immersion test (H.1.4.4) in order to retain certification.

##### H.1.4 TYPES OF BUOYANCY TESTS

###### H.1.4.1 Fundamental buoyancy test shall be conducted as follows:

- (a) Check that all buoyancy tanks or compartments are dry.
- (b) Flood **boat** excluding sails
- (c) Locate a weight of 270kg of iron (or denser material, or of persons not immersed above the knee) in the vicinity of the centreboard case.
- (d) Verify that gunwales remain clear of the water.

- (e) Add or subtract weight such that all buoyancy apparatus and tanks are submerged by at least 40 mm of water.
- (f) Maintain boat in condition (e) for at least 5 minutes.
- (g) Raise boat, drain cockpit of water and position boat such that when tank drain ports are opened any water contained in tanks can be captured and measured.
- (h) Open one tank and capture any and all water in tank for measurement.
- (i) Tanks with more than 500 ml of water shall be recorded as failing.
- (j) Repeat steps (h) and (i) for all tanks.
- (k) Boats with one or more tanks that fail or boats which do not meet criteria (d) shall be recorded as failing buoyancy test and shall not be endorsed on the certificate.

H.1.4.2 Dry pressure/vacuum buoyancy test shall be conducted as follows:

- (a) All openings in buoyancy compartments shall be closed with their own stoppers except where tubes for a pressure/vacuum gauge and source are connected.
- (b) Equipment for producing and assessing pressure differentials between buoyancy compartments and surrounding atmosphere shall be connected to the compartment.
- (c) Super or sub atmospheric pressure shall be applied to the compartment, sufficient to produce a reading of at least 125mm water gauge.
- (d) After isolating the buoyancy compartment from the pressure or vacuum source, the pressure differential shall not reduce from 125mm to 50mm water gauge in less than 30 seconds. Tanks which do not meet this criteria shall be recorded as failing.
- (e) Boats with one or more tanks that fail shall be recorded as failing buoyancy test and shall not be endorsed on the certificate

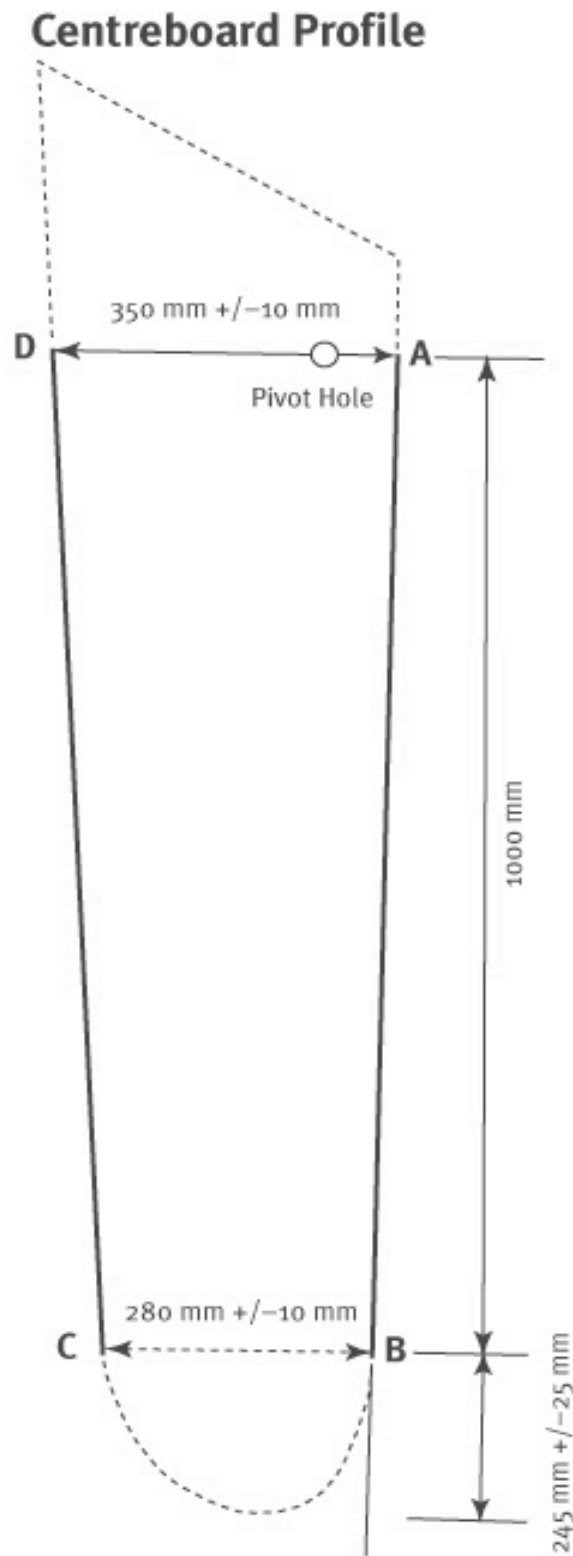
H.1.4.3 Full immersion buoyancy test shall be conducted as follows:

- (a) Check that all buoyancy tanks or compartments are dry.
- (b) Flood boat in full racing trim excluding sails.
- (c) Add weight such that all buoyancy apparatus and tanks are submerged by at least 40 mm of water.
- (d) Maintain boat in condition (c) for at least 5 minutes.
- (e) Raise boat, drain cockpit of water and position boat such that when tank drain ports are opened any water contained in tanks can be captured and measured.
- (f) Open one tank and capture any and all water in tank for measurement.
- (g) Tanks with more than 500 ml of water shall be recorded as failing.
- (h) Repeats steps (f) and (g) for all tanks.
- (i) Boats with one or more tanks that fail shall be recorded as failing buoyancy test and shall not be endorsed on the certificate.

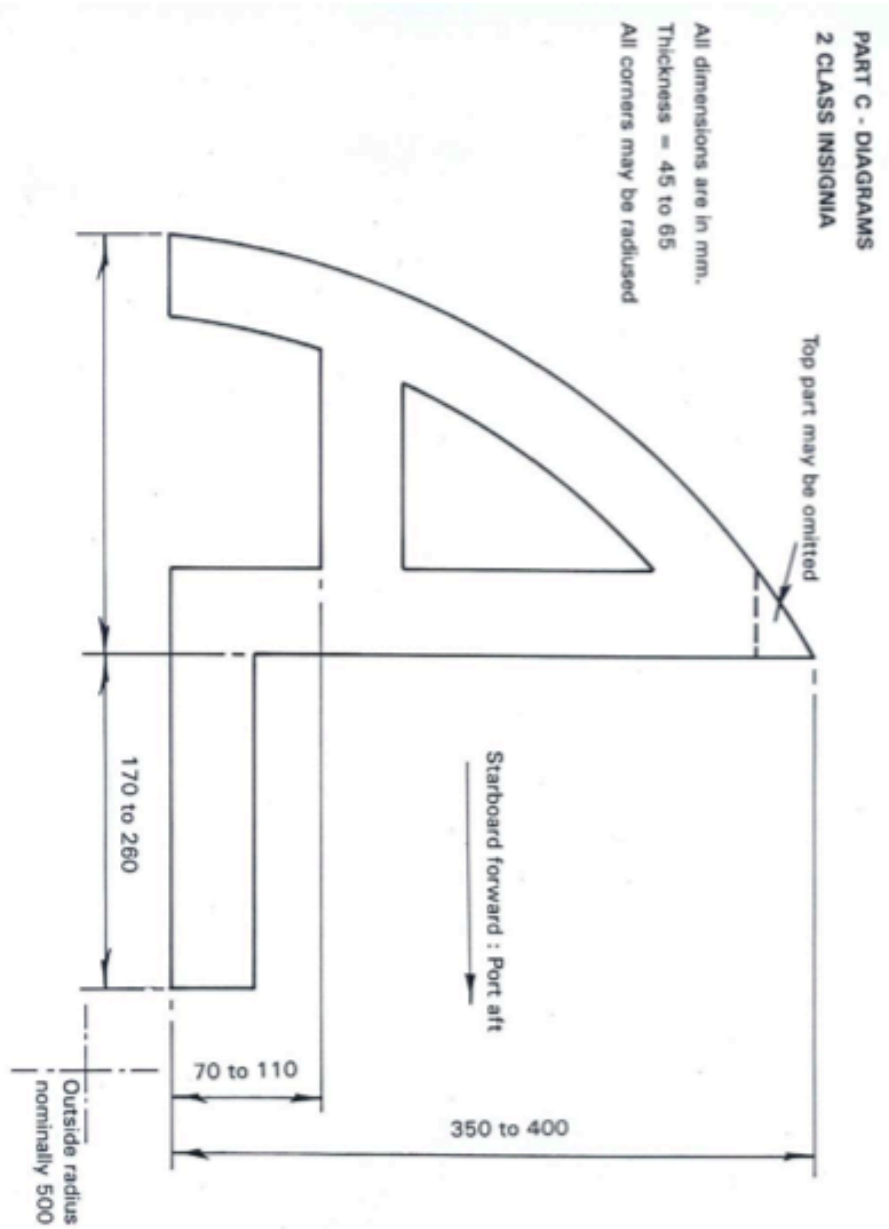
H.1.4.4 Half immersion buoyancy test shall be conducted as follows:

- (a) Check that all buoyancy tanks or compartments are dry.
- (b) Capsize boat and flood boat with centreplane coplanar with water.
- (c) Add weight such that centreplane of boat is submerged by at least 40 mm of water.
- (d) Maintain boat in condition (c) for at least 5 minutes.
- (e) Raise boat and repeat steps (b) through (d) on the opposite half of the boat.
- (f) Raise boat drain cockpit of water and position boat such that when tank drain ports are opened any water contained in tanks can be captured and measured.
- (g) Open one tank and capture any and all water in tank for measurement.
- (h) Tanks with more than 500 ml of water shall be recorded as failing.
- (i) Repeats steps (g) and (h) for all tanks.
- (j) Boats with one or more tanks that fail shall be recorded as failing buoyancy test and shall not be endorsed on the certificate.

## H.2 CENTREBOARD PROFILE DIAGRAM



### H.3 INSIGNIA DIAGRAM SAIL INSIGNIA DIAGRAM



## H.4 MEASUREMENT DIAGRAMS

Diagrams showing hull measurements and other Albacore specific measurements are included below. Where these diagrams and descriptions conflict with the ERS, these diagrams and descriptions shall prevail.

*No additional drawings incorporated at this time.*

## H.5 MATERIAL LIMITATIONS

H.5.1 The use of exotic materials is prohibited in the construction of any part of the completed boat except, except fittings. Such materials include:

- (a) Kevlar
- (b) Carbon fibre
- (c) Titanium

## H.6 REDUCED MEASUREMENT OF GRP HULLS

H.6.1 Conditions and Limits

- (a) All **hull shells** must be built by class licensed builders (D.2.6) and all **boats** produced must go through full **certification control** in order to compete (A.11), except that, a licensed builder of Albacores or a finisher of Albacores (hereafter collectively referred to as an “assembler”) may apply to the class using the procedure defined in H.6 to have a hull assembly process approved for reduced measurement during **certification control**.
- (b) **Boats** produced from an “approved assembly process” (AAP) must comply with all class rules, but may be exempt from inspection of items 5-55 on the measurement form during **certification control** as provided by the class rules (A.11.3 (c)). Review and approval of an AAP will be at the discretion of the NCA or its designate (hereafter referred to collectively as the NCA) with oversight by the IAA to resolve conflicts or interpretations as needed.
- (c) Only complete “hull assemblies” (defined as the integration of a hull shell, transom, decks and all internal structure including centreboard case, bulkheads, seats, buoyancy tanks and thwarts) constructed from GRP **hull shells** that have been produced by a licensed Albacore manufacturer shall be considered for an AAP.

H.6.2 Application for Approved Assembly Process

- (a) An assembler of Albacores or Albacore components that wishes to establish a approved assembly process (AAP) shall apply to the NCA (or its designate) in the country in which the assembly will be performed.
- (b) The NCA will give temporary approval to develop an AAP when it is satisfied the following conditions are met:
  - 1) the assembler has been briefed on the letter and intention of the class rules that will apply to their product.

- 2) the assembler has provided documentation or demonstration of capability to meet the class rules that will apply to their product.
- 3) the NCA and the assembler have documented and agreed on the steps each party will take to establish the AAP, including first article and pre-production gates with number of hull assemblies and documentation to be delivered for inspection at each stage. A minimum of one hull assembly must be delivered and inspected at first article stage. A minimum of five hull assemblies must be delivered and inspected at pre-production stage.

#### H.6.3 First Article hull assemblies

- (a) The assembler shall submit at least one first article hull assembly. The NCA will review the hull assembly for compliance with the applicable **class rules**.
- (b) If the hull assembly is acceptable, the NCA will give approval to proceed to the next stage of the AAP.
- (c) If the hull assembly is unacceptable, the NCA will inform the assembler of any discrepancy with **class rules** and cause for rejection. Both parties will agree on a plan to correct the discrepancy, and the need for additional hull assembly samples before proceeding to the next stage.

#### H.6.4 Process Documentation

- (a) To assure a repeatable assembly process, the assembler will document and disclose to the NCA those items that will have critical impact on the control of the shape of the hull assembly (including, as needed, moulds, jigs, tooling, fixtures materials or assembly processes).
- (b) The NCA will review and assure it is satisfied with this documentation before proceeding to the next step.

#### H.6.5 Pre-Production Samples

- (a) The assembler shall submit at least five pre-production hull assemblies built in accordance with the Process Documentation (H.6.4). The NCA will review the pre-production hull assemblies for compliance with the applicable **class rules**. In addition, the NCA will assess that the AAP is capable of consistently producing hull assemblies that are the same and acceptably within specifications of the **class rules**.
- (b) If pre-production hull assemblies are acceptable, the NCA will give approval to proceed to the next stage of the AAP.
- (c) If the pre-production hull assemblies are unacceptable, the NCA will inform the assembler of any discrepancy with **class rules** and cause for rejection. Both parties will agree on a plan to correct the discrepancy, and the need for additional pre-production hull assemblies before proceeding to the next stage.

#### H.6.6 Inspection Plan

- (a) The NCA shall draft a brief “inspection plan” to make explicit how hull assemblies produced under an AAP will be inspected and managed in serial production to assure compliance with **class rules**. As a minimum this plan shall include:

- 1) a sampling plan detailing the frequency and quantity of production hull assemblies which must be fully inspected in accord with all applicable items in **certification control**. Random inspections are to be included.
- 2) a corrective action plan addressing action to be taken if discrepancies are found, including clearly stating how the class will treat any assembled hulls approved under this process which are subsequently found not to measure in (certificates will be revoked) and how the assembler will address such issues.
- 3) a notification and review process for addressing any substantial changes to the Process Documentation in H.6.4 with provision for how to obtain prior written approval by the NCA to allow changes.
- 4) an amendment process for changing the Inspection Plan in H.6.6

(b) Both parties shall agree to the Inspection Plan prior to approval in H.6.7.

#### H.6.7 Approval for Reduced Measurement

- (a) Assemblers that are able to demonstrate the ability to consistently manufacture hull assemblies that are fully compliant with **class rules** in accord with an AAP as defined by H.6.1 through H.6.6 may be “approved” by the NCA.
- (b) A list of “approved” assemblers and their status will be published on the official class website.
- (d) “Approved” status does not imply any responsibility for design or construction of the hull assemblies by the NCA. It only provides an option for completing **certification control** while measuring less than 100% of items on the measurement form.

### H.7 CLASS RULE AMENDMENT PROCESS

H.7.1 All permanent revisions to **class rules** shall follow in sequence the four-step process described in H.7.1 (a-d). Only revisions that pass all four steps shall become **class rules**.

- (a) Proposals for changes to **class rules** shall first be approved by a majority vote of the International Rules Committee (IRC) of the IAA.
- (b) Proposed rule revisions shall then be approved by a majority of votes of Members of the IAA (not including Associate Members).
- (c) Proposed rule revisions shall then be ratified at a General Meeting of each NCA.
- (d) The IAA shall submit any agreed rule changes to the NAA to negotiate with the Royal Yachting Association for incorporation into the National Albacore Class Rules (a national variation of these International Class Rules).

H.7.2 When, in the opinion of the IRC, a critical rule revision must be addressed and timing does not allow for a permanent revision to class rules as prescribed in H.7.1, then the IRC may make an interim revision to **class rules** subject to H.7.2 (a –d).

- (a) Interim rules must be unanimously approved by the IRC
- (b) An interim class rule shall carry the full force of a **class rule** while in effect.
- (c) Interim class rules shall be published on the official International Albacore Class website (<http://albacore.org/rules>) and provided to each NCA for further distribution to members as the NCA deems appropriate.
- (d) Interim rules shall expire at the next General or Special Meeting of the IAA unless previously approved as a permanent class rule according to the process in H.7.1.

## **H.8 MEASUREMENT FORM**

This measurement form is to be used by class measurers when performing fundamental or subsequent measurements of boats or parts of boats. Measurements are to be recorded on this form and the form submitted to the certification authority.

## Measurement Form

International Albacore Association

In order to issue a certificate each of the following steps must be completed:

- 1) Builder must make application and pay building fee to the IAA to obtain sail number for the boat.
- 2) An official class measurer approved by an NCA or the IAA shall take all required measurements and certify on this form that the boat conforms with the current class rules.
- 3) If there is any doubt as to the interpretation of a class rules, the matter shall be referred to the Chief Measurer of the NCA where the boat is being measured for resolution with notes added to this measurement form as needed.
- 4) The measurer shall collect the measurement fee plus expenses from the owner and issue the attached receipt that is valid as a temporary measurement certificate for 30 days from the date of issue.
- 5) The measurer shall send the completed measurement form to the Chief Measurer of the NCA who will issue the Measurement Certificate directly to the owner.

## Temporary Measurement Certificate

Valid for 30 days from date of issue

Albacore Hull/Sail Number: \_\_\_\_\_

### Official Receipt

Received from \_\_\_\_\_

the sum of \_\_\_\_\_

for measuring Albacore Hull/Sail # \_\_\_\_\_

Measurement included:

- |                                              |                  |
|----------------------------------------------|------------------|
| 1) Hull, spars, foils and/or other equipment | Acceptable _____ |
| 2) Sails                                     | Acceptable _____ |
| 3) Buoyancy test                             | Acceptable _____ |

Issued by \_\_\_\_\_

Date \_\_\_\_\_

### Measurer Declaration

I declare that I have measured and weighed Albacore # \_\_\_\_\_ and it complies to the best of my knowledge in every respect with the International Albacore Class Rules except as stated below in the Measurer's Remarks.

I have witnessed that the buoyancy test was carried out in accordance with Appendix H.1 as required by the class rules and certify that I have witnessed the owner's signature applied to the measurement certificate.

Measurer's Remarks:

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Measurer name (print): \_\_\_\_\_

Signature of Measurer: \_\_\_\_\_

Completed forms should be submitted to:

*Insert name and address of the NCA responsible for measurement*

Owner's Name \_\_\_\_\_ Sail # \_\_\_\_\_

Owner's Address \_\_\_\_\_

City \_\_\_\_\_ Province/State \_\_\_\_\_

Postal Code \_\_\_\_\_ Country \_\_\_\_\_

Owner's Club \_\_\_\_\_

Builder \_\_\_\_\_ Date built \_\_\_\_\_

Boat Weight \_\_\_\_\_

Sail	Sailmaker	Serial #	Date Measured	Measurer
Head Sail				
Main Sail				

**Note:** The measurer shall stamp, serialize and sign each sail near the tack. The format for serial numbers recorded on this form and on sail shall be: hull/sail number, a dash, a consecutive number for the boat, and a letter "M" (to designate a mainsail) or the letter "J" (to designate a headsail). Example: 5555-2M or 5555-3J.

Item No	Rule No.	Dimensions	Minimum	Maximum
		<b>HULL</b>		
1	D.9.2	Sail Number cut into or indelibly marked on the hog, transom or thwart in figures at least 25mm in height	YES/NO	
2	D.9.2	Length overall	4555	4585
3	D.9.2	Width of keel capping from stern to 2850mm from aft face of transom	75	95
4	D.9.2	Thickness of keel band extending full of keel (wood hull)	3	6

The hull shell is of GRP construction and is built by an approved assembly process as listed on the class web site. If "YES" then list assembler on this form and continue measurement at item 56.

Yes / No  
Assembler \_\_\_\_\_

5	D.9.2	BP to hull surface 150mm to port at section 2	164	184
6	D.9.2	BP to hull surface 150mm to starboard at section 2	164	184
7	D.9.2	BP to hull surface 150mm to port at section 3	99	119
8	D.9.2	BP to hull surface 150mm to starboard at section 3	99	119
9	D.9.2	BP to hull surface 150mm to port at section 4	50.5	70.5
10	D.9.2	BP to hull surface 150mm to starboard at section 4	50.5	70.5
11	D.9.2	BP to hull surface 150mm to port at section 5	31	51
12	D.9.2	BP to hull surface 150mm to starboard at section 5	31	51
13	D.9.2	BP to hull surface 150mm to port at section 6	24	44
14	D.9.2	BP to hull surface 150mm to starboard at section 6	24	44
15	D.9.2	BP to hull surface 150mm to port at section 7	53	73
16	D.9.2	BP to hull surface 150mm to starboard at section 7	53	73
17	D.9.2	BP to hull surface 150mm to port at section 8	132	152
18	D.9.2	BP to hull surface on centreline at section 9	69	89
19	D.9.2	BP to hull surface on centreline at section 10	95	115
20	D.9.2	BP to hull surface on centreline at section 11	127	147
21	D.9.2	BP to hull surface on centreline at section 12	145	165
22	D.9.2	BP to hull surface at 300mm to port at Section 1	266	286
23	D.9.2	BP to hull surface at 300mm to starboard at Section 1	266	286
24	D.9.2	BP to hull surface at 300mm to port at Section 3	121	141
25	D.9.2	BP to hull surface at 300mm to starboard at Section 3	121	141

26	D.9.2	BP to hull surface at 300mm to port at Section 5	56	76
27	D.9.2	BP to hull surface at 300mm to starboard at Section 5	56	76
28	D.9.2	BP to hull surface at 300mm to port at Section 7	115	135
29	D.9.2	BP to hull surface at 300mm to starboard at Section 7	115	135
30	D.9.2	BP to hull surface at 300mm to port at Section 8	282	302
31	D.9.2	BP to hull surface at 300mm to starboard at Section 8	282	302
32	D.9.2	BP to hull surface at 450mm to port at Section 1	322	342
33	D.9.2	BP to hull surface at 450mm to starboard at Section 1	322	342
34	D.9.2	BP to hull surface at 450mm to port at Section 3	147	167
35	D.9.2	BP to hull surface at 450mm to starboard at Section 3	147	167
36	D.9.2	BP to hull surface at 450mm to port at Section 5	88	108
37	D.9.2	BP to hull surface at 450mm to starboard at Section 5	88	108
38	D.9.2	BP to hull surface at 450mm to port at Section 7	205	225
39	D.9.2	BP to hull surface at 450mm to starboard at Section 7	205	225
40	D.9.2	BP to hull surface at 600mm to port at Section 3	196	216
41	D.9.2	BP to hull surface at 600mm to starboard at Section 3	196	216
42	D.9.2	BP to hull surface at 600mm to port at Section 5	145	165
43	D.9.2	BP to hull surface at 600mm to starboard at Section 5	145	165
44	D.9.2	BP to hull surface at 50mm to port at Section 9	96	116
45	D.9.2	BP to hull surface at 50mm to starboard at Section 9	96	116
46	D.9.2	BP to hull surface at 50mm to port at Section 10	127	147
47	D.9.2	BP to hull surface at 50mm to starboard at Section 10	127	147
48	D.9.2	BP to hull surface at 50mm to port at Section 11	194	214
49	D.9.2	BP to hull surface at 50mm to starboard at Section 11	194	214
50	D.9.2	BP to hull surface at 100mm to port at Section 9	130	150
51	D.9.2	BP to hull surface at 100mm to starboard at Section 9	130	150
52	D.9.2	BP to hull surface at 100mm to port at Section 10	180	200
53	D.9.2	BP to hull surface at 100mm to starboard at Section 10	180	200
54	D.9.2	BP to hull surface at 150mm to port at Section 9	176	196
55	D.9.2	BP to hull surface at 150mm to starboard at Section 9	176	196

56	D.9.2	Bilge keel width	50	70
57	D.9.2	Bilge keel thickness at centre of 1220mm of its length	5	
58	D.9.2	Overall length of each bilge keel		1575
59	D.9.2	Aft face of transom to fore end of centreboard slot measurement along the keel		2670
60	D.9.2	Aft face of transom to aft end of centreboard slot measured along the keel	1140	
61	C.8.2 (a)	Leading edge of centreboard, when lowered and at 90° to keel, from aft face of transom measured along the keel	2600	2670
62	E.3.3	Centreboard thickness (if metal)	6	
63	E.3.3	Centreboard fairing from edges (if metal)		25
64	C.8.3 (a)	With rudder fitted to hull and blade fully lowered distance from tip of rudder blade to intersection of line of keel with aft face of transom	550	
65	D.9.2	Stem height from deck at centreline to line of keel projected	660	725
66	D.9.2	Depth at mid length measured vertically from <b>sheerline</b> to inside of skin 150mm from the fore and aft centreline	570	610
67	D.9.2	Transom depth from <b>sheerline</b> to bottom of keel capping	350	
68	D.9.2	Depth of centreboard case excluding capping measured and at right angles to the hog		330
69	D.9.2	Depth of centreboard case measured as above within 2300mm from aft face of transom	300	
70	D.9.2	Length of fore deck from stem measured 75mm from centreline		1450
71	D.9.2	Aft face of transom to: (a) foreside of aft deck, if any		915
72	D.9.2	Beam to outside of skin at widest point	1535	1575
73	D.9.2	Projection of deck overhang outboard of sheerline at any point except within 100mm of bow and transom	12	77
74	D.9.2	Width of side decks at any point aft of shrouds	80	185
75	D.9.2	Lower edge of deck or carlin below sheer at any point		50
76	D.9.2	How far, measured in plan, does splay or rounding of deck or carlin extend from inner edge of deck		50
77	D.9.2	Thickness of centreboard case sides		20
78	D.9.2	Internal width of centreboard case		30
79	D.9.2	Side benches are fitted extending from shroud position to within 915mm of the aft face of the		

		transom with upper surfaces not more than 10mm above the level of the highest point of the centreboard case. Splay or round and upper surface in accordance with Rule	YES/NO	
80	D.9.2	Width of side benches within limits stated above	300	355
81	D.9.2	Transom dishing or tiller port in accordance with rule	YES/NO	
82	D.9.2	Number of drain holes fitted		2
83	D.9.2	Drain holes are more than 25mm from top of transom, tiller port, any part of the outside skin of the hull or the other port	YES/NO	
84	D.9.2	Area of each drain hole		500 mm <sup>2</sup>
85	D.9.2	Number of drain ports fitted		2
86	D.9.2	Drain ports are more than 25mm from top of transom, tiller port, any part of the outside skin of the hull or the other port	YES/NO	
87	D.9.2	Area of each drain port		0.033m <sup>2</sup>
88	D.3.2 (n) and D.9.2	Drain port closing devices are fitted to each port which: (a) never act as extension of hull skin (b) never come within 15mm of the outside of the hull skin (c) are capable of being re-closed while sailing	YES/NO	
89	D.9.2	Number of suction bailers fitted		2
90	D.9.2	Total effective cross-sectional area of bailers		1300mm <sup>2</sup>
91	D.9.2	Buoyancy shall not extend into the floor space defined as 355mm from centreline between the shrouds to 305mm from centreline 915mm from aft face of transom.	YES/NO	
92	H.1	Buoyancy conforms to Appendix H. 1.	YES/NO	
		<b>WEIGHT</b>		
93	C.6.1	Weight of stripped hull in dry condition	109kg	
94	C.6.2 (c)	Weight of correctors		9kg
		<b>MEASUREMENTS ON CENTREBOARD</b>		
95	E.3.3	Width of centreboard at pivot hole measured at right angles to the leading edge	340	360
96	E.3.3	Width of centreboard 1000mm below pivot hole measured at right angles to the leading edge	270	290
97	E.3.3	Length from centre of pivot hole to tip	1220	1270
		<b>MEASUREMENT ON SPARS</b>		

98	F.3.2 (d)	Mast fitted with not more than one set of spreaders and/or one pair of jumper struts	YES/NO	
99	F.3.1 (a) & F.3.4	Mast of wood or aluminium alloy and able to pass through a 100mm diameter circle	YES/NO	
100	C.9.3 (a)	Upper edge of band No. 1 above sheer	505	610
101	C.9.3 (a)	Lower edge of band No. 2 above upper edge of band No. 1		5640
102	C.9.3 (a)	Foreside of mast at deck level from aft face of transom	3225	3330
103	C.9.3 (b)	Are rigid stops fitted to prevent movement of mast outside tolerance given in item 99	YES/NO	
104	C.9.3 (a)	Foreside of mast at the foot from aft face of transom	3250	3350
105	F.4.1 (a) F.4.4	Boom of wood or aluminium alloy and able to pass through a 100mm diameter circle	YES/NO	
106	C.9.4 (a)	Inner edge of band on boom from extension of the line of the aft side of the mast track		2950
107	F.5.4	Headsail pole length including fittings		1830
108	C.9.6 (a)	Point of intersection of foreside of mast and forestay and headsail halyard above sheerline		4270
109	C.9.6 (a)	Shrouds at deck from aft face of transom		2795
		<b>MEASUREMENTS ON MAINSAIL</b>		
110	G.3.4	Length of leech		6120
111	G.3.4	Inside length of upper and lower batten pockets		770
112	G.3.4	Inside length of other batten pockets		1030
113	G.3.4	Inside width of batten pockets		50
114	G.3.4	Centreline of upper and lower batten pockets comply with rule	YES/NO	
115	G.3.4	Top width		125
116	G.3.4	Width of mainsail at half leech point		1850
117	G.3.4	Width of mainsail at three-quarter leech point		1045
		<b>MEASUREMENTS ON HEADSAIL</b>		
118	G.4.3	Length of Luff (L)		
119	G.4.3	Luff perpendicular (LP)		
120	G.4.3	Area of headsail from $(L \times LP) / 2,000,000$ rounded up to $0.001m^2$		$3.310m^2$
121	G.4.3	Top width		30

Effective: 1 September 2010\*  
Previous issues none

\* approved by CAA and USAA; approval by NAA pending.