

**NATIONAL  
HORNET™  
CLASS RULES**

**2009**



The Hornet was designed in 1952 by Jack Holt and was adopted as a national class in 1964.

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# INTRODUCTION

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*The National Hornet is an RYA class, where the intention of these **closed class rules** is to ensure that in hull form, sailing weight, sail plan and mast weight, the boats are similar.*

*Hornet hulls, hull appendages, rigs and sails are measurement controlled.*

*Hornet hulls, hull appendages, rigs and sails may be manufactured by optional builders.*

*Hornet hulls, hull appendages, rigs and sails may, after having left the manufacturer, only be altered to the extent permitted in Section C of the class rules.*

*Owners and crews should be aware that compliance with rules in Section C is **NOT** checked as part of the certification process.*

*Rules regulating the use of equipment during a race are contained in Section C of these class rules, in ERS Part I and in the Racing Rules of Sailing.*

*This introduction only provides an informal background and the National Hornet Class Rules proper begin on the next page.*

*The class permits IHC for items produced under section G.*

**PLEASE REMEMBER**  
**IF THESE RULES DO NOT SAY YOU**  
**CAN,**  
**THEN YOU CAN NOT**

# PART I – ADMINISTRATION

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## Section A – General

### A.1 LANGUAGE

- A.1.1 The official language of the class is English and in case of dispute over translation the English text shall prevail.
- A.1.2 The word “shall” is mandatory and the word “may” is permissive.

### A.2 ABBREVIATIONS

- A.2.1 ISAF International Sailing Federation
- RYA Royal Yachting Association
- NCA National Hornet Class Association
- ERS Equipment Rules of Sailing
- RRS Racing Rules of Sailing
- IHC ISAF In House Certification system

### A.3 AUTHORITIES

- A.3.1 The authority of the class is the RYA which shall co-operate with the NCA in all matters concerning these **class rules**.
- A.3.2 Notwithstanding anything contained herein, the **certification authority** has the authority to withdraw a **certificate**.
- A.3.3 The RYA, the NSA and **official measurers** are under no legal responsibility in respect of these rules, plans or accuracy of measurement and no claim arising from these **class rules** can be entertained.

### A.4 ADMINISTRATION OF THE CLASS

- A.4.1 The class shall be administered by the RYA in conjunction with the NCA

### A.5 ISAF RULES

- A.5.1 These **class rules** shall be read in conjunction with the ERS.
- A.5.2 Except where used in headings, when a term is printed in “**bold**” the definition in the ERS applies and when a term is printed in “*italics*” the definition in the RRS applies.

### A.6 CLASS RULES VARIATIONS

- A.6.1 **Class rules** shall not be varied at events without the approval of the RYA and the NCA.

### A.7 CLASS RULES AMENDMENTS

- A.7.1 Amendments to these **class rules** shall be approved by the RYA.

## **A.8 CLASS RULES INTERPRETATION**

A.8.1 Interpretation of **class rules** shall be made by the RYA who may consult the NCA.

## **A.9 CLASS FEE**

A.9.1 The hull builder shall pay the Class Fee of £172 plus VAT for UK registered boats on each boat built, whether or not is it subsequently measured and registered.

A.9.2 The RYA shall, after having received the Class Fee for the hull, issue a building fee receipt and sail number. The building fee receipt shall be delivered to the owner by the builder on the sale of the boat.

## **A.10 SAIL NUMBERS**

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

## **A.11 HULL CERTIFICATION**

A.11.1 A **certificate** shall record the following information:

- (a) Class
- (b) **Certification authority**
- (c) Sail number issued by the **certification authority**
- (d) Owner(s)
- (e) Hull identification
- (f) Builder/Manufacturers details
- (g) Date of issue of initial **certificate**
- (h) Date of issue of **certificate**
- (i) Weight and position of correctors
- (j) Sailing weight
- (k) Date built

## **A.12 INITIAL HULL CERTIFICATION**

A.12.1 For a **certificate** to be issued to **hull** not previously **certified**:

- (a) **Certification control** shall be carried out by the **official measurer** who shall complete the appropriate documentation.
- (b) The documentation and **certification** fee, if required, shall be sent to the **certification authority**.
- (c) The documentation shall include receipts for the class building fee.
- (c) Upon receipt of a satisfactorily completed documentation and **certification** fee, if required, the **certification authority** may issue a **certificate**.

## **A.13 VALIDITY OF CERTIFICATE**

A.13.1 A **hull certificate** becomes invalid upon:

- (a) the change to any items recorded on the **hull certificate** as required under A.11.
- (b) withdrawal by the **certification authority**,

- (c) the issue of a new **certificate**,

#### **A.14 HULL RE-CERTIFICATION**

A.14.1 The **certification authority** may issue a **certificate** to a previously certified **hull**:

- (a) when it is invalidated under A.13.1(a), after receipt of the old **certificate** when available, and **certification** fee if required.
- (b) when it is invalidated under A.13.1 (b), at its discretion.
- (c) in other cases, by application of the procedure in A.12.

#### **A.15 RETENTION OF CERTIFICATION DOCUMENTATION**

A.15.1 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 hull is exported.

## **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 **certification marks** as required

#### **B.2 FLOTATION CHECKS**

B.2.1 The hull shall be capable of passing the tests for buoyancy as per rule H.1.

B.2.2 A race committee or **official measurer** may require that a **boat** shall pass the tests in rule H.1.

#### **B.3 CLASS ASSOCIATION MEMBERSHIP**

B.3.1 The owner shall be a current full member of the NCA.

# PART II – REQUIREMENTS AND LIMITATIONS

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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 **closed class rules**. **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) RRS 43.1 (b) is changed as follows: The total weight of clothing and equipment worn or carried by a competitor, including any buoyancy apparatus but excluding trapeze harness or belt, shall not exceed 10kg when wet, measured as per RRS Appendix H.

RRS 49.1 is added to as follows: One sliding seat or pair of trapeze wires, which shall be used to support one person only, is permitted

- (b) The ERS Part I – Use of Equipment shall apply.

### C.2 CREW

#### C.2.1 LIMITATIONS

The **crew** shall consist of 2 persons if the **boat** is fitted with a sliding seat or trapeze, or 3 persons if no sliding seat or trapeze is fitted.

### C.3 PERSONAL EQUIPMENT

#### C.3.1 MANDATORY

The boat shall be equipped with **personal buoyancy** for each crew member to the minimum standard ISO 12402-5.

#### C.3.2 OPTIONAL

Trapeze harness. The weight shall not exceed 3.5 kg and shall have positive buoyancy.

### C.4 ADVERTISING

#### C.4.1 LIMITATIONS

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

## C.5 PORTABLE EQUIPMENT

### C.5.1 FOR USE

#### (a) OPTIONAL

- (1) Electronic or mechanical timing devices
- (2) Magnetic compasses
- (3) Electronic compasses which have functions not exceeding timing, heading and directional memory which may include a user programmed reference heading. All such devices shall be entirely self contained and with either an internal battery and/or solar power.
- (4) Bailers and/or sponges.

### C.5.2 NOT FOR USE

#### (a) OPTIONAL

- (1) Towing lines.
- (2) Paddles.
- (3) Spare parts such as blocks, shackles, ropes etc.

## C.6 BOAT

### C.6.1 DIMENSIONS

minimum maximum

Longitudinal distance from **hull datum point**  
to extension of headsail luff and **sheerline** ..... 4714 mm

### C.6.2 WEIGHT

minimum

The weight of the **boat** in dry condition.....126 kg  
The weight shall be taken excluding **sails** and all portable equipment as listed in C.5.

### C.6.3 CORRECTOR WEIGHTS

- (a) **Corrector weights** shall be permanently fastened to the **boat** if the weight is less than the minimum requirement.
- (b) The total weight of such **corrector weights** is optional.

### C.6.4 FLOTATION

- (a) The hull shall have flotation elements.

## C.7 HULL

### C.7.1 MODIFICATIONS, MAINTENANCE AND REPAIR

Maintenance, modification and repair is optional subject to current **class rules**

### C.7.2 FITTINGS

#### (a) USE

- (1) Buoyancy tank hand hole covers and drainage plugs shall be kept in place at all times.

- (2) No part of the headsail and spinnaker fairleads shall project beyond the outside edge of the rubbing strake when viewed in plan.

C.7.3 FLOTATION

- (a) The hull shall have flotation elements.

**C.8 HULL APPENDAGES**

C.8.1 LIMITATIONS

Only one **centreboard** and two **rudder** blades may be used during an event of less than 7 consecutive days, except when a **hull appendage** has been lost or damaged beyond repair.

C.8.2 CENTREBOARD

USE

The **centreboard** when housed shall not extend above the **sheerline**, nor shall project below the **hull**.

C.8.3 RUDDER

USE

The **rudder** shall be fitted to the boat in such a manner that it shall not part company with the **hull** during a capsize.

**C.9 RIG**

C.9.1 MODIFICATIONS, MAINTENANCE AND REPAIR

Maintenance, modification and repair is optional subject to current **class rules**

C.9.2 FITTINGS

All fittings are optional and unrestricted.

C.9.3 LIMITATIONS

Only one set of **spars** and standing **rigging** may be used during an event of less than 7 consecutive days, except when an item has been lost or damaged beyond repair.

C.9.4 MAST

(a) DIMENSIONS

	minimum	maximum
The <b>heel point</b> of the <b>spar</b> below the <b>sheerline</b> or deck, whichever is higher ... ..	229 mm	
Longitudinal distance from <b>hull datum point</b> ; to foreside of mast <b>spar</b> .. .. .	3263 mm	3289 mm

(b) USE

- (1) The **spar** shall be stepped in the mast step in such a way that the **heel point** shall not be capable of moving more than 4 mm.
- (2) The bottom of the **spar** shall take the full weight of the mast.

C.9.5 BOOM

(a) DIMENSIONS

	minimum	maximum
<b>Limit mark width</b> .....	10 mm	
<b>Boom point distance</b> .....		2667 mm

(b) USE

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**.

C.9.6 SPINNAKER POLE

USE

- (1) One or two **spinnaker poles** may be used.
- (2) The systems for **spinnaker poles** are optional.

C.9.7 STANDING RIGGING

USE

- (1) Special levers or devices to alter the effective length whilst *racing*, of rigging attached to the mast **spar** above the **mast datum point** are prohibited.
- (2) The effective length of not more than one strut or similar device and/or one pair of lower **shrouds**, attached to or bearing on the mast below the **lower point** may be adjusted whilst *racing*.

C.9.8 RUNNING RIGGING

USE

- (1) All running rigging and associated systems are optional.

**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.10.2 LIMITATIONS

- (a) Not more than 2 mainsail, 2 headsails and 2 spinnakers may be used during an event of less than 7 consecutive days, except when a **sail** has been lost or damaged beyond repair.

C.10.3 MAINSAIL

USE

- (1) The method of hoisting the **sail** is optional.
- (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 if fitted, shall be in the **spar** grooves or tracks.

#### C.10.4 HEADSAIL

##### USE

- (1) The method of hoisting the **sail** is optional.

#### C.10.5 SPINNAKER

##### USE

- (1) The method of hoisting the **sail** is optional.
- (2) The method of retrieval and stowage of the **sail** is optional.

## Section D – Hull

### D.1 PARTS

#### D.1.1 MANDATORY

- (a) External Hull shell excluding transom

#### D.1.2 OPTIONAL

- (a) Deck
- (b) Cockpit
- (c) Transom
- (d) Buoyancy Tanks
- (e) Gunwale Rubbing Strakes
- (f) Bulkheads
- (g) Thwarts
- (h) Sliding Seat
- (i) Any other item such as, but not limited to, spinnaker chute or storage bins.

### D.2 GENERAL

#### D.2.1 RULES

The **hull** shall comply with the **class rules** in force at the time of initial **certification**.

#### D.2.2 CERTIFICATION

See Rule A.12.

#### D.2.3 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) The hull shell shall not be altered in any way except as permitted by these **class rules**, without re-measurement and re-**certification**.
- (b) Routine maintenance such as painting, polishing and the repair of minor abrasions is permitted without re-measurement and re-**certification**.

#### D.2.4 DEFINITIONS

##### HULL DATUM POINT

The hull datum point is taken at right angles to the base line, on the centreline and as being through the aft most part of the hull, extended as necessary but excluding rudder fittings and any deck projection as defined in D.9.2.

#### D.2.5 IDENTIFICATION

The hull shall carry the sail number, either cut into or indelibly marked on the outside of the transom, in figures not less than 25 mm high.

#### D.2.6 BUILDERS

The hull builder is optional.

### D.3 HULL SHELL

#### D.3.1 MATERIALS

- (a) The hull shell may be built from approved materials.
- (b) If plywood is included in the external hull shell only (D.1.1.a), it shall be not less than 6mm nominal thickness.

#### D.3.2 CONSTRUCTION

- (a) The construction methods for the **hull** are optional except that the chines shall continue on to an athwartships plane through the **hull datum point**.
- (b) The round on the chines between the **hull datum point** and section 5 shall be measured from the point at which the outer faces of the bottom and topside panels would meet if extended.
- (c) The foreside of the mast slot shall be rigid and it or its extension at the sheerline shall conform to the dimensions in D.10.2
- (d) For the purpose of incorporating a spinnaker chute, the topside and/or gunwales forward of section 5 may extend outboard.
- (e) The **hull** topside panels may be cut forward to meet the deck, should the deck be less than the length to the **hull datum point**.
- (f) The hull may be fitted with a permanently fixed skeg/fairing for a bailer system.

### D.4 DECK

#### D.4.1 MATERIALS

The deck may be built from approved materials.

#### D.4.2 CONSTRUCTION

The construction and design is optional except that the **sheerline** shall be continuous and able to be located from the stem head to a point not more than 160mm from the **hull datum point**.

## **D.5 BUOYANCY TANKS**

### **D.5.1 CONSTRUCTION**

- (a) Buoyancy systems shall comprise of sufficient to float the boat, plus 200kg: approximately level when full of water for at least 30 minutes, with the weight evenly placed about the centre line within 200mm of section 3.

## **D.6 GUNWALE AND RUBBING STRAKES**

### **D.6.1 MATERIALS**

- (a) The rubbing strakes may be built from optional materials.

### **D.6.2 CONSTRUCTION**

- (a) Measured in the (athwartships) transverse plane, the rubbing strake shall not project more than 65mm from the **sheerline**.

## **D.7 BULKHEADS**

### **D.7.1 MATERIALS**

Optional

### **D.7.2 CONSTRUCTION**

Optional

## **D.8 THWARTS**

### **D.8.1 MATERIALS**

Optional

### **D.8.2 CONSTRUCTION**

Optional

## **D.9 SLIDING SEAT**

### **D.9.1 MATERIALS**

Optional

### **D.9.2 CONSTRUCTION**

- (a) Optional
- (b) The weight of the sliding seat shall include fittings but exclude any bridge.

## **D.10 ASSEMBLED HULL**

### **D.10.1 FITTINGS**

- (a) **MANDATORY**

The following fittings shall be positioned in accordance with the measurement dimensions:

- (1) Shroud plates fixed to topsides, gunwales or pads thereon.
- (2) No fitting shall be attached to any deck projection beyond the transom.

(b) OPTIONAL

All fittings unless specifically stated to the contrary are optional.

D.10.2 DIMENSIONS

The keel line shall be taken as the intersection line from transom to stem of the hull shell and the **hull** centreplane.

The sections shall be taken as vertical, transverse planes at the following positions:

- Section 1: at 762 mm from **hull datum point** as defined in D.2.4
- Section 2: at 1524 mm from **hull datum point**.
- Section 3: at 2438 mm from **hull datum point**.
- Section 4: at 3353 mm from **hull datum point**.
- Section 5: at 4267 mm from **hull datum point**.

The baseline shall be on the centreplane of the **hull** at the following vertical distances:

- at Section 1: 162 mm from the **hull** shell
- at Section 5: 178 mm from the **hull** shell

	minimum	maximum
<b>Hull length</b> (including stem band) .....	4865 mm	4890 mm
Vertical distance from baseline to underside of <b>hull</b> shell;		
at section <b>hull datum point</b> .....	225 mm	251 mm
at section 2 .....	85 mm	111 mm
at section 3 .....	44 mm	70 mm
at section 4 .....	70 mm	96 mm
at <b>sheerline</b> at stem .....	737 mm	763 mm
Distance from <b>hull datum point</b> to point of intersection of: extension of straight line of stem, including stem band, and base line ... ..	4737mm	4777 mm
Distance from a point 270mm from base line, measured along extension of straight line of stem, including stem band, to nearest point of keel including keel band .....	30mm	50 mm
Distance from point of intersection of: extension of straight line of stem, including stem band, and extension of line of keel from keel including keel band to base line, measured along line of stem .....	260mm	280 mm
Base line to chine;		
at transom .....	304 mm	330 mm
at section 1 .....	251 mm	277 mm
at section 2 .....	197 mm	223 mm
at section 3 .....	184 mm	210 mm
at section 4 .....	254 mm	280 mm
at section 5 .....	375 mm	401 mm

Base line to **sheerline**;

at transom <u>Where applicable</u> .....	509 mm	....	535 mm
at section 1 .....	528 mm	....	554 mm
at section 2 .....	556 mm	....	582 mm
at section 3 .....	590 mm	....	616 mm
at section 4 .....	634 mm	...	660 mm
at section 5 .....	699 mm	....	725 mm

Beam at chine;

at transom .....	826 mm	....	852 mm
at section 1 .....	1054 mm	..	1080 mm
at section 2 .....	1194 mm	..	1220 mm
at section 3 .....	1182 mm	..	1208 mm
at section 4 .....	927 mm	...	953 mm
at section 5 .....	419 mm	....	445 mm

Longitudinal distance from **hull datum point**;

to fore end of centreboard slot .....	2884 mm	..	2910 mm
to aft end of centreboard slot .....	1740 mm	..	1766 mm

Width of centreboard slot ..... 40 mm

Deviation of external hull surface at sections 1, 2, 3 and transom  
from a straight edge placed on the hull surface at right angles

to the centreline ..... 5 mm

Round on chine - as per D.3.2 - between;

transom and section 4 .....	8 mm
sections 4 and 5 .....	12 mm

Beam of **hull**, excluding rubbing strakes and fittings, at  
**sheerline**;

at transom <u>where applicable</u> .....	927 mm	....	953 mm
at section 1 .....	1194 mm	..	1220 mm
at section 2 .....	1366 mm	..	1392 mm
at section 3 .....	1385 mm	..	1411 mm
at section 4 .....	1207 mm	...	1233 mm
at section 5 .....	733 mm	....	759 mm

Longitudinal distance from **hull datum point**;

to foreside of mast slot D.3.2.c .....	3263 mm	..	3289 mm
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Longitudinal distance from **hull datum point**

to intersection of shrouds at <b>sheerline</b> .....	2732 mm	..	2758 mm
--	---------	----	---------

Horizontal distance forward of any part of the boat from the  
point 80mm aft of the forward most part of the

<b>hull</b> on the centreline .....	125 mm
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Projection of deck;	
beyond aft face of transom .....	12 mm
below deck surface at transom .....	30 mm
Gunwale rubbing strakes;	
Width in plan from <b>sheerline</b> .....	65 mm
Sliding seat if fitted;	
extension beyond <b>sheerline</b> .....	990 mm
Weight including all fittings .....	8.2 kg

## 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 MANUFACTURERS

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

### E.3 CENTREBOARD

#### E.3.1 MATERIALS

The **centreboard** may be of any material.

#### E.3.2 CONSTRUCTION

- (a) The shape and construction of the **centreboard** is optional.
- (b) The **centreboard** shall have no moving parts

### E.4 RUDDER BLADE, RUDDER STOCK AND TILLER

#### E.4.1 MATERIALS

The **rudder** blade, **rudder** stock, tiller and tiller extension may be of any material.

#### E.4.2 CONSTRUCTION

The construction and design of the **rudder** blade, **rudder** stock, tiller and tiller extension is optional.

#### E.4.3 FITTINGS

##### MANDATORY

A system to prevent the rudder parting company from the boat during a capsize.

## Section F – Rig

### F.1 PARTS

#### F.1.1 MANDATORY

- (a) **Mast**
- (b) **Boom**
- (c) Standing **rigging** comprising of two **shrouds**.
- (d) **Spinnaker pole**

#### F.1.2 OPTIONAL

- (a) One **forestay**
- (b) Two lower **shrouds**
- (c) Strut or similar
- (d) Running **rigging**

### F.2 GENERAL

#### F.2.1 RULES

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

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

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

#### 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

##### MAST DATUM POINT

The **mast datum point** is the upper edge of a band, not less than 10mm wide, with that edge level with the **sheerline**.

#### F.2.5 MANUFACTURER

The manufacturer is optional and no licence is required.

### F.3 MAST

#### F.3.1 MATERIALS

The **spar** may be of any material excluding carbon fibre.

#### F.3.2 CONSTRUCTION

- (a) The construction of the **spar** is optional.
- (b) The extension of the line of the forestay if fitted and headsail luff shall meet the mast below the edge of the shroud band.

F.3.3 FITTINGS

All fittings including **spreaders** cross trees and struts are optional.

F.3.5 DIMENSIONS

*Where no limit(s) for a particular dimension is given then the item is not controlled and need not be measured.*

	minimum	maximum
<b>Mast spar curvature</b> .....		50 mm
<b>Mast limit mark width</b> .....	10 mm	
<b>Lower point height</b> .....	655 mm	760 mm
<b>Upper point height</b> .....		6705 mm
<b>Forestay height</b> The extension of the line of the forestay if fitted and headsail <b>luff</b> above <b>mast datum point</b> .....		4650 mm
<b>Lower point to upper point</b> .....		5945 mm
<b>Spinnaker pole fitting:</b> <b>projection</b> .....		50 mm
<b>Spinnaker hoist height</b> above <b>mast datum point</b> .....		4755 mm
Spinnaker hoist fitting: <b>projection</b> .....		100 mm
Distance from <b>mast datum point</b> as defined in F.2.4 to centre of gravity in condition as described in ERS H.4.6 .....		2440 mm
Mast tenon depth.....		25mm

F.3.16 WEIGHTS

	minimum	maximum
<b>Mast weight</b> .....	9.0 kg	

F.4 BOOM

F.4.1 MATERIALS

The material of the **spar** is optional.

F.4.2 CONSTRUCTION

The construction of the **spar** is optional.

F.4.3 FITTINGS

All fittings are optional.

F.4.5 DIMENSIONS

*Where no limit(s) for a particular dimension is given then the item is not controlled and need not be measured.*

	minimum	maximum
<b>Boom spar curvature</b> .....		25 mm
<b>Boom spar cross section</b> Complete with any track but excluding fittings, must pass through a circle of diameter .....		100 mm

**F.5 SPINNAKER POLE**

F.5.1 MANUFACTURER  
Manufacturer is optional.

F.5.2 MATERIALS  
**Spar** materials are optional

F.5.3 CONSTRUCTION  
Construction is optional.

F.5.4 FITTINGS  
Fittings are optional.

F.5.5 DIMENSIONS  

	minimum	maximum
<b>Spinnaker pole length</b> .....		2500 mm

**F.6 STANDING RIGGING**

F.6.1 MATERIALS  
The material of the standing **rigging** is optional.

F.6.2 CONSTRUCTION  
Optional

F.6.3 FITTINGS  
Optional

F.6.4 DIMENSIONS  
Optional

**F.7 RUNNING RIGGING**

F.7.1 MATERIALS  
Optional

F.7.2 CONSTRUCTION  
Optional.

F.7.3 FITTINGS  
Optional.

**Section G – Sails**

**G.1 PARTS**

G.1.1 MANDATORY  
(a) **Mainsail**  
(b) **Headsail**

G.1.2 OPTIONAL  
(a) **Spinnaker**

## G.2 GENERAL

### G.2.1 RULES

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

### G.2.2 CERTIFICATION

- (a) The **official measurer** shall **certify** mainsails and headsails in the **tack** and spinnakers in the **head** and shall sign and date the **certification mark**.
- (b) An RYA may appoint one or more persons at a sailmaker to measure and **certify sails** produced by that manufacturer in accordance with the ISAF In-house Certification Guidelines.

### G.2.3 SAILMAKER

The Sailmaker is optional.

## G.3 MAINSAIL

### G.3.1 IDENTIFICATION

- (a) (a) The class insignia shall be not less than 300mm high or 125mm wide and shall conform with the visual form shown in the diagram below, and shall be placed in accordance with RRS 77, appendix G.



- (b) The sail number and National letter(s) (if displayed) shall be placed as laid down in RRS 77, Appendix G.

### G.3.2 MATERIALS

- (a) The **ply** fibres shall consist of polyester or HMPE.
- (b) **Stiffening** shall consist of:
  - (1) Cornerboards: material optional.
  - (2) Battens: material optional.
- (c) **Sail reinforcement** shall consist of materials listed in (a) above.

### G.3.3 CONSTRUCTION

- (a) The construction shall be: **soft sail, single ply sail**.
- (b) The **body of the sail** shall consist of either **woven** and/or **laminated ply** throughout.

- (c) The **sail** shall have no more than 7 batten **pockets** in the **leech** which may extend to the **luff**.
- (d) The sail may be loose footed.
- (e) The following are permitted: Stitching, glues, webbing, tapes and PTFE tapes, bolt ropes/shock cord, corner eyes, corner rings, Velcro or other fastenings, headboard with fixings, Cunningham eye or pulley, batten pocket elastic, batten pocket end caps, mast and boom slides, leech line with cleat, **windows**, tell tales, sail shape indicator stripes and items as permitted or prescribed by other applicable *rules*.

G.3.4 DIMENSIONS

*Where no limit(s) for a particular dimension is given then the item is not controlled and need not be measured.*

	minimum	maximum
<b>Leech length</b> .....	6465 mm	
<b>Quarter width</b> .....	2370 mm	
<b>Half width</b> .....	1860 mm	
<b>Three-quarter width</b> .....	1120 mm	
<b>Upper width at upper leech point</b> 300 mm from <b>head point</b> .....	280 mm	
<b>Top width</b> .....	130 mm	
<b>Batten pocket width:</b>		
<b>inside</b> .....	60 mm	

G.4 HEADSAIL

G.4.1 MATERIALS

- (a) The **ply** fibres shall consist of polyester or HMPE.
- (b) **Stiffening** shall consist of:
  - (1) Cornerboards: material optional
  - (2) Battens: material optional
- (c) **Sail reinforcement** shall consist of materials listed in (a) above.

G.4.2 CONSTRUCTION

- (a) The construction shall be: **soft sail, single ply sail**.
- (b) The **body of the sail** shall consist of either **woven** and/or **laminated ply** throughout.
- (c) The headsail shall have not more than 3 **batten pockets** in the **leech**.
- (d) The following are permitted: Stitching, glues, webbing, tapes, luff wire, corner eyes, corner rings, clew board with fixings, hanks, Velcro or press studs, Cunningham eye with cleat, batten pocket elastic, batten pocket end caps, leech line with cleat, one **window**, tell tales, sail shape indicator stripes and items as permitted or prescribed by other applicable *rules*.

G.4.3 DIMENSIONS

Where no limit(s) for a particular dimension is given then the item is not controlled and need not be measured.

	minimum	maximum
<b>Luff length</b> .....	4115 mm	
<b>Leech length</b> .....	3963 mm	
<b>Foot length</b> .....	2134 mm	
<b>Foot median</b> .....	4115 mm	
<b>Top width</b> .....	30 mm	
<b>Batten pocket length:</b>		
<b>inside</b> .....	315 mm	
<b>Batten pocket width:</b>		
<b>inside</b> .....	60 mm	

G.5 SPINNAKER

G.5.1 IDENTIFICATION

- (a) The national letters need not be displayed on the spinnaker.
- (b) The sail number and National letter(s) (if displayed) shall be placed as laid down in RRS 77, Appendix G, except that they may be shown on the leeward side only.

G.5.2 MATERIALS

- (a) The **ply** fibres shall consist of **polyester** or **polyamide**.
- (b) **Sail reinforcement** shall consist of materials listed in (a) above.

G.5.3 CONSTRUCTION

- (a) The construction shall be: **soft sail, single ply sail**.
- (b) The **body of the sail** may consist of different **woven ply** throughout.
- (c) The following are permitted: Stitching, glues, webbing, tapes, corner eyes, corner rings, recovery line eyes, headboard with fixings, tell tales and items as permitted or prescribed by other applicable *rules*.

G.5.4 DIMENSIONS

Where no limit(s) for a particular dimension is given then the item is not controlled and need not be measured.

	minimum	maximum
<b>Leech and Luff lengths</b> .....	4350 mm	
<b>Foot length</b> .....	3000 mm	
<b>Foot Median</b> .....	5100 mm	
Difference between <b>diagonals</b> .....	50 mm	
<b>Half width</b> .....	2830 mm	3350 mm
Headboard in any direction .....	105 mm	

## PART III – APPENDICES

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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

- (a) Buoyancy apparatus shall comprise of sufficient to float the boat, plus 200kg: approximately level when full of water for at least 30 minutes, with the weight evenly placed about the centre line within 200mm of section 3.
- (b) If the buoyancy apparatus consists, wholly or in part, of built-in bulkheads the boat shall be measured with one buoyancy compartment flooded.
- (c) If the measurer is in any doubt about the adequacy of the buoyancy arrangements, he shall order an immersion test.