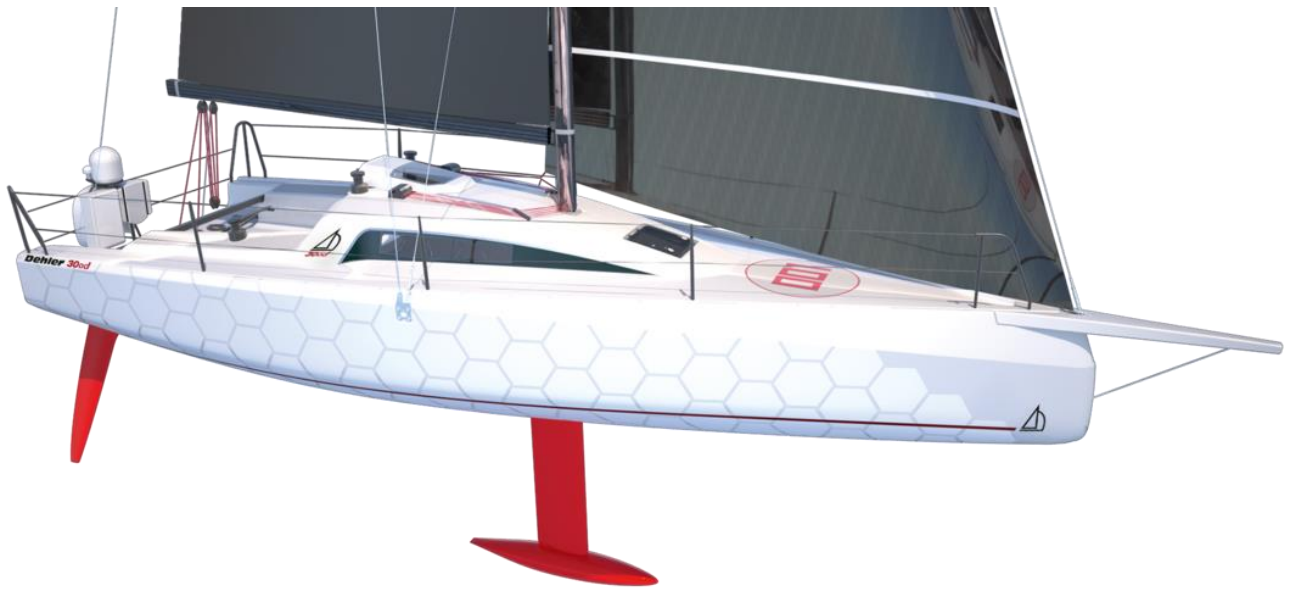


INTERNATIONAL
Dehler 30 one design
CLASS RULES
2020



This version has been updated to reflect the changes to the ERS 2020–2023.

Date of this version; 01.01.2020

The Dehler 30 one design was designed in 2019 by judel/vrolijk & co
The Dehler 30 one design are built at HanseYachts AG

INDEX

PART I – ADMINISTRATION

Section A – General

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

Section B – Boat Eligibility

B.1 Class Rules and Certification	6
B.2 Empty	6
B.3 Class Association Markings.....	6

PART II – REQUIREMENTS AND LIMITATIONS

Section C – Conditions for Racing

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

C.10 Sails	12
------------------	----

Section D– Hull

D.1 Parts	13
D.2 General	14
D.3 Water ballast Tanks.....	14

Section E – Hull Appendages

E.1 Parts	15
E.2 General	15
E.3 Keel	15
E.4 Rudder Blade	16

Section F – Rig

F.1 Parts	16
F.2 General	16
F.3 Mast	17
F.4 Standing Rigging	17
F.5 Running Rigging	18

Section G – Sails

G.1 Parts	18
G.2 General	19
G.3 Mainsail	19
G.4 Headsail	20
G.5 Headsail (Inner Staysail).....	21
G.6 Headsail set flying (Code Zero)	21
G.7 Asymmetric Spinnaker	22

PART III – APPENDICES

.....	23
-------	----

INTRODUCTION

Dehler 30 one design hulls, hull appendages, rigs and sails are measurement/manufacturing controlled.

Dehler 30 one design hulls, hull appendages and rigs shall only be manufactured by HanseYachts AG – in the class rules referred to as licensed manufacturers. Equipment is required to comply with the International Dehler 30 one design Building Specification and is subject to an WS approved manufacturing control system.

Dehler 30 one design 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 International Dehler 30 one design Class Rules proper begin on the next page.

In memoriam of B. Hepp "RTFM"

THESE RULES ARE CLOSED CLASS RULES WHERE IF IT DOES NOT SPECIFICALLY SAY THAT YOU "MAY" THEN YOU "SHALL NOT."

PART I – ADMINISTRATION

Section A – General

A.1 LANGUAGE

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

A.2 ABBREVIATIONS

- A.2.1 WS World Sailing
MNA WS Member National Authority
ICA International Class Association
NCA National Class Association
ERS Equipment Rules of Sailing
RRS Racing Rules of Sailing
OSR Offshore Special Regulations

A.3 AUTHORITIES

- A.3.1 The international authority of the class is WS which shall co-operate with the ICA 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 WS.

A.4 ADMINISTRATION OF THE CLASS

- A.4.1 WS has delegated its administrative functions of the class to MNAs. The MNA may delegate part or all of its functions, as stated in these **class rules**, to an NCA.
- A.4.2 In countries where there is no MNA, or the MNA does not wish to administrate the class, its administrative functions as stated in these **class rules** shall be carried out by the ICA which may delegate the administration to an NCA.

A.5 WS 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 At Class Events – see RRS 89.1.d) – ISAF Regulation 26.5(f) applies. At all other events RRS 87 applies.

A.7 CLASS RULES AMENDMENTS

A.7.1 Amendments to these **class rules** are subject to the approval of the WS in accordance with the WS Regulations.

A.8 CLASS RULES INTERPRETATION

A.8.1 Interpretation of **class rules** shall be made in accordance with the WS Regulations.

A.9 SPARE

A.10 SAIL NUMBERS

A.10.1 Sail numbers shall correspond with the hull number. Except charter boats may have sail numbers different to the hull number, provided the approval has been obtained from the Race Committee or the event Technical Committee.

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
- (e) Hull identification
- (f) Builder/Manufacturers details
- (g) Date of issue of **certificate**
- (h) Weight of the boat
- (i) Weight of the permanently installed equipment
- (j) Weight of added **corrector weights**

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) 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) or (b), after receipt of the old **certificate**, and **certification** fee if required.
- (b) when it is invalidated under A.13.1 (c), 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 FLOATATION MARKS

B.2.1 Beschreibung kommt noch

B.3 CLASS ASSOCIATION MARKINGS

B.3.1 **Sails** shall carry a Class Association Sail Label.

B.3.2 A valid Class Association Membership Sticker shall be affixed to the **hull** in a conspicuous position at the aft starboardside.

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 **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) The ERS Part I – Use of Equipment shall apply.

C.1.2 LIMITATIONS

(a) The waterballast shall be only used in singlehand or doublehand races

C.2 CREW

C.2.1 LIMITATIONS

(a) The **crew** shall consist of a maximum of 4 persons. Except for doublehand races.

(b) The number of crew shall not be changed during an event.

(c) No **crew** member shall be substituted during an event of less than 6 days consecutive days, without approval of Race Committee or the event Technical Committee.

(d) The driver shall be a current class member in good standing.

C.2.2 WEIGHTS

	minimum	maximum
The total weight of the crew dressed in underwear.		360 kg

C.3 PERSONAL EQUIPMENT

C.3.1 MANDATORY

- (a) The boat shall be equipped with **personal buoyancy** for each crew member to the minimum standard of the OSR Kat. 3.

C.4 ADVERTISING

C.4.1 LIMITATIONS

Advertising shall only be displayed in accordance with Category C of the WS Advertising Code. (See ISAF Regulation 20)

C.5 PORTABLE EQUIPMENT

C.5.1 MANDATORY

(a) FOR USE

- (1) One throwable floating device in the reach of the helmsman
- (2) One bucket not less than 9 liter capacity
- (3) One anchor of not less than 8 kg in weight and with not less than 40 m of line of not less than 8 mm in diameter
- (4) One marine first aid kit in a waterproof container or bag.
- (5) One fire extinguisher, minimum weight 2kg
- (6) Toolkit of minimum 5 kg weight, including a wire cutting device or an iron saw.
- (7) An functioning VHF radio

(b) NOT FOR USE

- (1) Towing rope minimum 15 m long of not less than 10 mm in diameter.
- (2) Minimum of 20 liter fuel

C.5.2 OPTIONAL

(a) FOR USE

- (1) Electronic or mechanical timing devices
- (2) One magnetic compass
- (3) Mooring lines, fenders
- (4) Water Bottle Holder
- (5) Wind Indicators
- (6) Mobilephone (in case of an emergency)

C.6 BOAT

C.6.1 WEIGHT

	minimum	maximum
The weight of the boat in dry condition	kg	kg

- (a) The weight shall be taken excluding **sails** and all portable equipment as listed in C.5.
- (b) The cushions and nets from the bow may be removed for racing and weighing

C.6.2 CORRECTOR WEIGHTS

- (a) when the **boat** weight is less than the minimum requirement. **Corrector weights** of lead shall be permanently fastened in accordance with **Appendix A**.

C.7 HULL

C.7.1 MODIFICATIONS, MAINTENANCE AND REPAIR

Any modifications or work intended for or with the effect of lightening the **hull**, improving the shape or otherwise improving the performance beyond the original is not permitted.

The following points are permitted without the approval of the ICA

- (a) Holes may be added to the **hull** for the fitting of through-hull electronic sensors. These through-hull transducers may be made flush with the local surface. The position is only permitted in the intended area.
- (b) Non-Skid material of any kind may be added only on the cockpit floor and horizontal surfaces of the cockpit and coachroof. Thickness shall not exceed 8mm
- (c) Below the waterline the **hull** may be lightly sanded in preparation for the application of anti-foul paint. If an epoxy barrier coat is applied, then an anti-foul paint shall also be applied
- (d) Routine maintenance of the **hull**, such as polish is permitted
- (e) Gelcoat scratches, minimal damaged areas may be sanded and repaired, provided the as-moulded shape is not altered
- (f) Placing the hullnumber on the foredeck out of non-skid material. Shape, color and size as per instructions from HanseYachts AG

C.7.2 FITTINGS

- (a) USE
 - (1) Inspection hatch covers and drainage plugs shall be kept in place at all times.
 - (2) Lifelines shall be made out of uncovered 1x19 stainless steel

- (3) The rear gate line shall be made out of uncovered 1x19 stainless steel
- (4) The rear gate line shall be closed while racing
- (5) Following items may be replaced, provided that the replaced part is of similar size, weight, power ratio and performs the same function. Blocks, Cleats, swivel bases, shackles, pins, lashings and inspection hatches

C.7.3 LIMITATIONS

- (1) When a 4kg deflection force is applied at the mid-point of the longest span between the supports deflection shall not exceed:
at the upper lifeline 50mm
at the lower lifeline 100mm
- (2) The rear gate line shall not deflect more than 50mm when 2kg is applied to the point of maximum deflection
- (3) Minimum diameter of lifelines 4mm

C.8 HULL APPENDAGES

C.8.1 MODIFICATIONS, MAINTENANCE AND REPAIR

Any modifications or work intended for or with the effect of lightening the **hull**, improving the shape or otherwise improving the performance beyond the original is not permitted.

The following points are permitted without the approval of the ICA

- (a) The appendages may be lightly sanded in preparation for the application of anti-foul paint. If an epoxy barrier coat is applied, then an anti-foul paint shall also be applied
- (b) Routine maintenance of the **hull** appendages, such as polish is permitted
- (c) Gelcoat scratches, minimal damaged areas may be sanded and repaired, provided the as-moulded shape is not altered
- (d) At the aft edge of the **keel** it is allowed to add 15mm of filler which may be sanded to not less than 3mm to create a trailing edge.
- (e) At the aft edge of the **rudder** it is allowed to add 10mm of filler which may be sanded to not less than 3mm to create a trailing edge.
- (f) The gap between **hull** and **rudder** may be closed by adjusting the **rudder** positions.
- (g) The angles of the **rudders** to the **centerline** may be adjusted while racing

C.8.2 KEEL

(a) DIMENSIONS

	minimum	maximum
Maximum projection from the bottom of the hull	mm	mm

C.9 RIG

C.9.1 MODIFICATIONS, MAINTENANCE AND REPAIR

Any modifications or work intended for or with the effect of lightening the **rig** and improving the performance beyond the original is not permitted.

The following points are permitted without the approval of the ICA

- (a) Routine maintenance such as cleaning, polishing and repair of minor abrasions
- (b) A protective pad surrounding the **mast**
- (c) Telltales, Windex or other wind indicators
- (d) **Running rigging** may be replaced but shall meet the minimum dimensions
- (e) Chafe protections
- (f) Non-Skid materials may be placed on top of the **bowsprit**
- (g) Elastic cord as **running backstay** retainer from the **mast**
- (h) Chafe protection sleeve or cover over the boom vang system

C.9.2 LIMITATIONS

- (a) Only one set of **spars** and standing **rigging** shall be used except when a item has been lost or damaged beyond repair.

C.9.3 MAST

(a) DIMENSIONS

	minimum	maximum
P, between mast lower limit mark and mast upper limit mark		mm
Limit mark width	25 mm	

(b) USE

- (1) The **spar** shall be stepped in the mast step in such a way that the heel shall not capable of moving
- (2) Brackets for displays are allowed to be placed below the **mast lower limit mark**
- (3) A VHF antenna with cable shall be permanently installed at the **mast** top.

C.9.5 BOOM

(a) DIMENSIONS

	minimum	maximum
Limit mark width	25mm	-
Outer point distance		mm

(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**.

C.9.6 STANDING RIGGING

(a) USE

- (1) The **forestay** and **shrouds** should not be adjusted while racing, adjusting is only permitted for the **backstay** and the **running backstay**
- (2) The **forestay** should not be adjusted from the time the boat leaves the dock or it's mooring until the boat finished racing

C.9.7 OUTRIGGER

(a) USE

- (1) An aluminium outrigger may be rigged between the padeye at the cockpit and the spinnakersheet

(b) LIMITATIONS

- (1) a diameter of not less than 40mm
- (2) a length of not more than 1,80m between the bearing points

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, minor repairs and the addition of telltales and draftstripes is permitted without re-measurement and re-**certification**
- (c) **Sails** shall not be recertified during an event without permission of the Race Committee or the event Technical Committee
- (d) If a sail is damaged beyond repair or lost it may be only replaced with the approval of the Race Committee or the event Technical Committee

C.10.2 LIMITATIONS

- (a) Not more than 1 **mainsails**, 2 **headsails**, 1 **headsail set flying** and 2 **asymetric spinnakers** shall be carried aboard.
- (b) One of the two **headsails** shall be a heavy weather jib in accordance with the OSR, which shall be set as inner staysail
- (c) The 2 **asymetric spinnaker** shall not be same in size and shape as defined in G.7.3.

C.10.3 MAINSAIL

(a) IDENTIFICATION

The national letters and sail numbers shall comply with the RRS

(b) USE

- (1) The **sail** shall be hoisted on a halyard. The arrangement shall permit hoisting and lowering of the **sail** whilst afloat.
- (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) The **luff** shall be attached with mast sliders to the **mast**

C.10.4 HEADSAIL

(a) USE

- (1) The Jib shall be attached to the **forestay** with hanks. Or if the **luff** is running with a boltrope in a groove the jib shall be furled and not dropped when *racing*
- (2) The Staysail may be furled and shall be set inside the **forestay**

C.10.6 ASYMETRIC SPINNAKER

(a) IDENTIFICATION

The sail numbers shall comply with the RRS

(b) USE

- (1) The asymmetric **spinnaker** shall be tacked on the bowsprit outer tackline
- (2) The asymmetric **spinnaker** may be hoisted fractional

Section D – Hull

D.1 PARTS

D.1.1 MANDATORY

- (a) Hull shell
- (b) Deck
- (c) Buoyancy Tanks
- (d) Water Ballast Tank

- (e) Internal mouldings and bulkheads

D.2 GENERAL

D.2.1 RULES

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

D.2.2 CERTIFICATION

See Rule A.13.

D.2.3 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) The hull shell and deck shall not be altered in any way except as permitted by these **class rules**.
- (b) Routine maintenance such as painting and polishing is permitted without re-measurement and re-**certification**.
- (c) If any hull moulding is repaired in any other way than described in D.2.3(c), an **official measurer** shall verify on the **certificate** that the external shape is the same as before the repair and that no substantial stiffness, or other, advantage has been gained as a result of the repair. The **official measurer** shall also describe the details of the repair on the **certificate**.

D.2.4 DEFINITIONS

- (a) HULL DATUM POINT
- (b) The **Hull Datum Point** is the intersection on the centerplane of the **hull** between the underside of the shell and the transom

D.2.5 IDENTIFICATION

- (a) The **hull** shall carry the ICA Plaque permanently placed on the starboard side at the most aft end of the cockpit visible from astern

D.2.6 BUILDERS

- (a) The **hull** shall be built by Hanse Yachts AG

D.3 WATER BALLAST TANKS

D.3.1 CONSTRUCTION

- (a) Permanently installed

D.3.2 LIMIT

- (a) 230 liter maximum

Section E – Hull Appendages

E.1 PARTS

E.1.1 MANDATORY

- (a) **Keel**
- (b) **Rudder**, 2 blades

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

- (a) Hull appendages shall not be altered in any way except as permitted by these class rules.

E.2.3 CERTIFICATION

- (a) The **official measurer** shall **certify hull appendages** see A.12
- (b) An MNA may appoint one or more persons at a manufacturer to measure and **certify hull appendages** produced by that manufacturer in accordance with the Class Rules

E.2.3 DEFINITIONS

- (a) Empty

E.2.4 MANUFACTURERS

- (a) The **hull appendages** shall be made by Hanse Yachts AG

E.3 KEEL

E.3.1 RULES

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

E.3.2 CERTIFICATION

- (a) The **official measurer** shall **certify hull appendages** see A.12

E.3.3 DEFINITIONS

- (a) Empty

E.3.4 MANUFACTURERS

- (a) Manufacturers shall be licensed by the ICA

E.4 RUDDER BLADE

E.4.1 RULES

- (a) The **rudder** blade shall comply with the **class rules** in force at the time of **certification**.

E.4.2 CERTIFICATION

- (a) The **official measurer** shall **certify hull appendages** see A.12

E.4.3 DEFINITIONS

- (a) Empty

E.4.4 MANUFACTURERS

- (a) Manufacturers shall be licensed by the ICA

Section F – Rig

F.1 PARTS

F.1.1 MANDATORY

- (a) **Mast**
- (b) **Boom**
- (c) Standing **rigging**
- (d) Running **rigging**

- (e) **Bowsprit**
- (f) Outtrigger

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

- (a) **Spars** shall not be altered in any way except as permitted by these **class rules**.
- (b) Routine maintenance such as cleaning, polishing and repair of minor abrasions is permitted without re-measurement and re-**certification**.
- (c) Two attachment rings are allowed to be placed at the front side of the **mast**

F.2.3 MANUFACTURER

- (a) **Spars** shall be supplied by a licenced manufacturer and build in accordance with the manufacturing specifications
- (b) The manufacturer of the standing and running rigging is optional

F.3 MAST

F.3.1 DIMENSIONS

	minimum	maximum
Mast weight, including spreaders, standing rigging, lights, VHF antenna and cable	kg	kg

(a) The running rigging shall be replaced for the measuring process with a pilot rope of not more than 4mm diameter and not more than 15g weight per meter

F.4 STANDING RIGGING

F.4.1 MATERIALS

(a) The standing **rigging** shall be of stainless steel except the **backstay** and the bobstay

F.4.2 CONSTRUCTION

(a) MANDATORY

- (1) A **forestay** made of stainless steel
- (2) **Shrouds** made of stainless steel
- (3) **Backstay** made out of Polyethylen
- (4) Bobstay made out of Polyethylen

(b) OPTIONAL

- (1) an extra **stay** may be used to support the **mast** which will be rigged instead of setting the inner staysail

F.4.3 FITTINGS

(a) MANDATORY

- (1) Forestay rigging screw
- (2) Shroud rigging screw

F.4.4 DIMENSIONS

	minimum	maximum
Forestay diameter	5,7 mm	
Backstay diameter		
Upper shroud diameter	5,7 mm	
Lower shroud diameter	5 mm	
Bobstay diameter	-	
Checkstay diameter		

F.5 RUNNING RIGGING

F.5.1 MATERIALS

- (a) Materials shall be Polyester or Polyethylen

F.5.2 CONSTRUCTION

(a) MANDATORY

- (1) Mainsail halyard
- (2) Mainsail sheet
- (3) Headsail halyard
- (4) Headsail sheets
- (5) Spinnaker halyard
- (6) Spinnaker sheet
- (7) Staysail halyard
- (8) Staysail sheet
- (9) Tackline

(b) OPTIONAL

- (1) Mainsail Cunningham line
- (2) Mainsail outhaul
- (3) Headsail Cunningham line
- (4) Headsail floating sheetingpoint capable of modifying the sheeting angle
- (5) Spinnaker floating sheetingpoint capable of modifying the sheeting angle

F.5.3 DIMENSIONS

	Minimum diameter
Mainsail halyard	8 mm
Mainsail sheet	8 mm
Jib halyard	8 mm
Jib sheet	8 mm
Staysail halyard	8 mm
Staysail sheet	8 mm
Spinnaker halyard	8 mm
Spinnaker sheet	8 mm
Tackline	8 mm

- (a) Tapering of trimlines, sheets and running rigging is allowed on areas where no cleats or jammers are used. Parts which are used on winches and have been hold by hand shall not tapered

Section G – Sails

G.1 PARTS

G.1.1 MANDATORY

- (a) Mainsail
- (b) Headsail

G.1.2 OPTIONAL

- (a) Asymetric Spinnaker
- (b) Headsail set flying
- (c) Inner staysail

G.2 GENERAL

G.2.1 RULES

- (a) **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 MNA may appoint one or more persons at a sailmaker to measure and **certify sails** produced by that manufacturer
- (c) The sail measurement should be done accordingly to the IMS Rule Part G

G.2.3 SAILMAKER

- (a) No licence is required.

G.3 MAINSAIL

G.3.1 IDENTIFICATION

- (a) The class insignia shall conform with the dimensions and requirements as detailed and be placed in accordance with the diagram contained in Appendix B... .

G.3.2 MATERIALS

- (a) The **ply** fibres shall not consist of Carbon or PBO
- (b) **Stiffening** shall consist of **battens**
- (c) Sail **reinforcements** shall not consist of Carbon or PBO
- (d) **Battens** shall be made out of glasfibre

G.3.3 CONSTRUCTION

- (a) The construction shall be: **soft sail, single ply sail**.
- (b) The **sail** shall have 5 batten **pockets** in the **leech**.
- (c) The sail should have a minimum of 2 functional reefs
- (d) The 2nd reef shall not be lower than 4 meter, of the **luff** measured from **tack**
- (e) The **luff** shall be connected with sliders to the **mast**
- (f) The sail shall be constructed so that it can be reefed by means of slab reefing at two points adjacent to the **luff**, two points adjacent to the **leech**

- (g) 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, one **window**, tell tales, sail shape indicator stripes and items as permitted or prescribed by other applicable *rules*.
- (h) The **leech** shall not extend aft of straight lines between:
- (1) the **aft head point** and the intersection of the **leech** and the upper edge of the nearest **batten pocket**,
 - (2) the intersection of the **leech** and the lower edge of a **batten pocket** and the intersection of the **leech** and the upper edge of an adjacent **batten pocket** below,
 - (3) the **clew point** and the intersection of the **leech** and the lower edge of the nearest **batten pocket**.

G.3.4 DIMENSIONS

	minimum	maximum
Sailarea		33,5m ²
Window ply area	-	1 m ²
MHB	-	1,40 m

- (a) The sail area shall be calculated as follow:

$$\text{Area} = 1,5 \times (3,9 + 2\text{MQW} + 2\text{MHW} + 1,5\text{MTW} + \text{MUW} + 0,5\text{MHB})$$

G.4 HEADSAIL

G.4.1 MATERIALS

- (a) The **ply** fibres shall not consist of Carbon or PBO
- (b) **Stiffening** shall consist of **battens**
- (c) **Sail reinforcements** shall not consist of Carbon or PBO
- (d) **Battens** shall be made out of glasfibre

G.4.2 CONSTRUCTION

- (a) The construction shall be: **soft sail, single ply sail**.
- (b) The **headsail** shall have a maximum of 4. **batten pockets** in the **leech**.
- (c) The sail shall have 1 functional reef.
- (d) The following are permitted: Stitching, glues, tapes, corner eyes, hanks, batten pocket elastic, **batten pocket patches**, batten pocket end caps, leech line with cleat, max 2 **windows**, tell tales, sail shape indicator stripes and items as permitted or prescribed by other applicable *rules*.
- (e) The **leech** shall not extend aft of straight lines between:
 - (1) the **aft head point** and the intersection of the **leech** and the upper edge of the nearest **batten pocket**,
 - (2) the intersection of the **leech** and the lower edge of a **batten pocket** and the intersection of the **leech** and the upper edge of an adjacent **batten pocket** below,
 - (3) the **clew point** and the intersection of the **leech** and the lower edge of the nearest **batten pocket**.

(f) The **leech** shall have no negative curves extending 5cm

G.4.3 DIMENSIONS

	minimum	maximum
Sailarea		28,2 m ²
Window ply area		0,75 m ²
Reef above tack	1,00m	-

(a) The sail area shall be calculated as follow:

$$\text{Area} = 0,1125 \times \mathbf{HLU} \times (1,445 \mathbf{HLP} + 2 \mathbf{HQW} + 2 \mathbf{HHW} + 1,5 \mathbf{HTW} + \mathbf{HUW} + 0,5 \mathbf{HHB})$$

G.5 HEADSAIL (INNER STAYSAIL)

G.5.1 MATERIALS

(a) The **ply** fibres shall not consist of Carbon or PBO

G.5.2 CONSTRUCTION

- (a) The construction shall be: **soft sail, single ply sail.**
- (b) The **headsail** shall have no battens
- (c) Furling is permitted
- (d) The following are permitted: Stitching, glues, tapes, corner eyes, hanks, leech line with cleat, one **window**, tell tales, sail shape indicator stripes and items as permitted or prescribed by other applicable *rules*.
- (e) The sail shall comply OSR as heavy-weather jib
- (f) the **aft head point** and the intersection of the **leech** and **clew** shall not extend aft of a straight line
- (g) Carbon is only permitted as furling band in the **luff**, not wider than 10cm

G.5.3 DIMENSIONS

	minimum	maximum
Sailarea		15 m ²
HLP		3,4m

(a) The sail area shall be calculated as follow:

$$\text{Area} = 0,1125 \times \mathbf{HLU} \times (1,445 \mathbf{HLP} + 2 \mathbf{HQW} + 2 \mathbf{HHW} + 1,5 \mathbf{HTW} + \mathbf{HUW} + 0,5 \mathbf{HHB})$$

G.6 HEADSAIL SET FLYING (CODE ZERO)

G.6.1 MATERIALS

(b) The **ply** fibres shall not consist of Carbon or PBO

G.6.2 CONSTRUCTION

- (a) The construction shall be: **soft sail, single ply sail.**
- (b) The **headsail** shall have no battens
- (c) Furling is permitted
- (d) The following are permitted: Stitching, glues, tapes, corner eyes, hanks, leech line with cleat, one **window**, tell tales, sail shape indicator stripes and items as permitted or prescribed by other applicable *rules*.
- (e) Carbon is only permitted as furling band in the **luff**, not wider than 8cm

G.6.3 DIMENSIONS

	minimum	maximum
HHB		0,08m
Sailarea		52 m ²

(a) The sail area shall be calculated as follow:

$$\text{Area} = 0,1125 \times \text{HLU} \times (1,445 \text{ HLP} + 2 \text{ HQW} + 2 \text{ HHW} + 1,5 \text{ HTW} + \text{HUW} + 0,5 \text{ HHB})$$

G.7 ASYMETRIC SPINNAKER

G.7.1 MATERIALS

(a) The **ply** fibres shall consist of woven Nylon/ Polyamid.

G.7.2 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 following are permitted: Stitching, glues, tapes, corner eyes, recovery line eyes, tell tales and items as permitted or prescribed by other applicable *rules*.

(d) One reef is permitted

G.7.3 DIMENSIONS

	minimum	maximum
Sailarea (A2)		100 m ²
Mass of ply of the body of the sail	40g/m ²	
Sailarea (A5)		85m ²
Mass of ply of the body of the sail	60g/m ²	

(a) The sail area shall be calculated as follow:

$$\text{ASL} = \frac{\text{SLU} + \text{SLE}}{2}$$

$$\text{Area} = \frac{\text{ASL} \times (\text{SFL} + 4\text{SHW})}{6}$$

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

Appendix A = position of corrector weights

Appendix B = Class Insignia

Appendix C = position of Freeboardstations

Effective Date:

Published Date:

Previous issues: