

2011

NATIONAL
SUDÁR REGATTA
CLASS RULES



The Sudár Regatta was designed in 1990 by Imre Scholtz and was adopted as an national class in 2000

INDEX

Index.....	2
Part I – Administration.....	4
Section A – General.....	4
A.1 Type of Class Rules.....	4
A.2 Language.....	4
A.3 Abbreviations.....	4
A.4 Authorities.....	4
A.5 Administration of the Class.....	4
A.6 ISAF Rules.....	4
A.7 Class Rules Amendments.....	5
A.8 Class Rules Interpretation.....	5
A.9 NSRA BUILDING Plaque.....	5
A.10 Sail Numbers.....	5
A.11 Certification.....	5
A.12 Hull Certification.....	6
A.13 Initial Hull certification.....	6
A.14 Validity of Certificate.....	6
A.15 Hull Re-Certification.....	7
A.16 Retention of certification documentation.....	7
A.17 Measurers.....	7
Section B – Boat Eligibility.....	7
B.1 Certificate.....	7
B.2 Responsibility of the owner.....	7
B.3 Class Membership.....	7
Part II – Requirements and Limitations.....	8
Section C – Conditions for Racing.....	8
C.1 General.....	8
C.2 Crew.....	8
C.3 Personal Equipment.....	8
C.4 Advertising.....	8
C.5 Portable Equipment.....	8
C.6 Boat.....	9
C.7 Sails.....	9
C.8 Rigging.....	9
Section D – Hull.....	10
D.1 Parts.....	10
D.2 General.....	10
D.3 Hull Shell.....	11
D.4 Deck.....	11
D.5 ASSEMBLED Hull.....	11
Section E – Hull Appendages.....	12
E.1 Parts.....	12
E.2 General.....	12
E.3 Keel.....	12
E.4 Rudder Blade, Rudder Stock and Tiller.....	13
Section F – Rig.....	14
F.1 Parts.....	14
F.2 General.....	14
F.3 Mast.....	15
F.4 Boom.....	16

F.5 Spinnaker Pole.....	17
F.6 Standing Rigging.....	17
F.7 Running Rigging.....	18
Section G – Sails.....	18
G.1 Parts.....	18
G.2 General.....	18
G.3 Mainsail.....	19
G.4 Headsail.....	20
G.5 Gennua.....	20
G.6 Spinnaker.....	20
Part III – Appendices.....	22

PART I – ADMINISTRATION

Section A – General

A.1 TYPE OF CLASS RULES

A.1.1 These are closed class rules.

A.1.2 This is a One-Design Class. These rules and the official plans are intended to ensure that boats of this Class are as nearly alike as possible as regards shape and weight of hull and decking, shape and weight of keel, shape of rudder, shape and area of sail plan and in some other items which affect performance. All boats shall be built in accordance with the plans, with the exception of spars, standing and running rigging, sheeting arrangements, rudder stock with bearing, tiller and tiller extension, lifting eyes, cleats and fairleads. These items and their fittings need not comply with the official plans but shall, in some cases, be controlled in other ways by the following rules.

A.2 LANGUAGE

A.2.1 The official language of the class is English and in case of dispute over translation the English text shall prevail.

A.2.2 The word “shall” is mandatory and the word “may” is permissive.

A.3 ABBREVIATIONS

- A.3.1 ISAF International Sailing Federation
MNA ISAF Member National Authority
NSRA National Sudár Regatta Association
ERS Equipment Rules of Sailing
RRS Racing Rules of Sailing

A.4 AUTHORITIES

A.4.1 The national authority of the class is the MNA which shall co-operate with the NSRA in all matters concerning these **class rules**.

A.4.2 The MNA, an NSRA or an **official measurer** is under no legal responsibility in respect of these **class rules**.

A.4.3 Notwithstanding anything contained herein, the **certification authority** has the authority to withdraw a **certificate** and shall do so on the request of the MNA.

A.5 ADMINISTRATION OF THE CLASS

A.5.1 MNA has delegated its administrative functions of the class to NSRAs.

A.5.2 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 NSRA.

A.6 ISAF RULES

A.6.1 These **class rules** shall be read in conjunction with the ERS and measurements

shall be taken in accordance with these unless specified.

- A.6.2 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.7 CLASS RULES AMENDMENTS

- A.7.1 Amendments to these **class rules** shall be proposed by the NSRA, and shall be approved by the MNA in accordance with the ISAF Regulations.

A.8 CLASS RULES INTERPRETATION

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

A.9 NSRA BUILDING PLAQUE

- A.9.1 The only licensed (Style yacht Kft) hull builder shall make and build in, the Building Plaque in according to this class rule.

A.10 SAIL NUMBERS

- A.10.1 Sail numbers shall be issued by the MNA.
- A.10.2 Sail numbers shall be issued in consecutive order starting at “1”.
- A.10.3 The method of allocating registration numbers shall be at the discretion of the MNA or its appointed representative, provided that the same number shall never be allocated to two boats of the same nationality at the same time.
- A.10.4 The MNA shall inform the NSRA of the names and addresses of owners of boats issued with sail numbers.

A.11 CERTIFICATION

- A.11.1 The certificate shall be obtainable from the MNA in the following way:
- a) In the case of a new boat, or one so substantially reconstructed or repaired (**hull, keel or corrector weight**) as to require re-measurement, the completed measurement form, together with any registration fee that may be required, shall be sent to the MNA in the country where the boat is to be registered,
 - b) In the case of change of ownership by sending the invalid certificate to the MNA for endorsement with any re-registration fee that may be required. A new **measurement certificate** shall then be issued to the new owner.
- A.11.2 Upon receipt of a satisfactorily completed measurement form the MNA may issue a **measurement certificate**. The MNA shall retain a copy of the **measurement certificate** and of the **measurement form**.
- A.11.3 The **measurement certificate** (as required by Rule 78.1 of the RRS) shall be:
- a) The original **measurement form** or a certified true copy, which shall have been stamped by the MNA. Measurement Forms in loose pages shall be identified and signed on each page by the Measurer,
 - b) The official **measurement certificate** issued by the NSRA or a similar certificate (with all the items of the official certificate) issued by an MNA.
- A.11.4 All certified boats shall be liable to re-measurement at any time on protest or at the discretion of the MNA, NSRA or the Race Committee.

- A.11.5 Any re-measurement shall be in accordance with the current Class Rules. Only the foregoing exceptions may, at the owner's option, be in accordance with either the current class rules or the rules in force when the measurer signed the original measurement form. All replacement equipment shall comply with the class rules in force at the time the replacement is made.
- A.11.6 In the event of re-measurement of a sail such re-measurement shall be in accordance with the current **class rules**.
- A.11.7 A measurer, either on the first measurement or subsequently, may take random drillings to verify that the specifications of the laminates in the construction plans for the hull or decking or other specifications contained in these rules have been complied with. Such drillings shall be of the minimum size required to verify compliance and shall only be taken if no other adequate method of verification is available.
- A.11.8 If it is considered that there has been any attempt to depart from the design or these rules in any particulars, it shall be reported to the MNA, which shall withhold the **certificate** of measurement pending an examination of the case. The MNA may grant a **certificate** in consultation with the NSRA.

A.12 HULL CERTIFICATION

A.12.1 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 initial **certificate**
- (h) Date of issue of **certificate**

A.13 INITIAL HULL CERTIFICATION

A.13.1 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.14 VALIDITY OF CERTIFICATE

A.14.1 A hull **certificate** becomes invalid upon:

- (a) the change to any items recorded on the hull **certificate** as required under A.13.
- (b) the date of expiry,
- (c) withdrawal by the **certification authority**,
- (d) the issue of a new **certificate**,

A.15 HULL RE-CERTIFICATION

A.15.1 The **certification authority** may issue a **certificate** to a previously certified **hull**:

- (a) when it is invalidated under A.14.1(a) or (b), after receipt of the old **certificate**, and **certification** fee if required.
- (b) when it is invalidated under A.14.1 (c), at its discretion.
- (c) in other cases, by application of the procedure in A.13.

A.16 RETENTION OF CERTIFICATION DOCUMENTATION

A.16.1 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.

A.17 MEASURERS

A.17.1 Fundamental measurement shall only be carried out by an official measurer.

Section B – Boat Eligibility

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

B.1 CERTIFICATE

B.1.1 No boat shall be entitled to race as a Sudar Regatta unless:

- a) The owner holds a valid **measurement certificate** in his own name for the yacht concerned.
- b) The annual dues have been paid to his NSRA.

B.2 RESPONSIBILITY OF THE OWNER

B.2.1 The owner shall be obliged to satisfy himself that the one-design principle has not been violated and to do nothing during the course of his ownership to cause this principle to be violated. Any modification or repair, which may change the **boats** conformity to the class rules, shall be authorized in advance by the **certification authority**.

Note: Alterations, repairs or replacements which are not re-measured may invalidate a yacht's certificate.

B.3 CLASS MEMBERSHIP

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

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.2 CREW

C.2.1 LIMITATIONS

- (a) The **crew** shall consist of 2-5 persons. At least 2 persons on National Championships, 3 persons night regattas. A crew nominated or listed for a regatta or series of races held over consecutive days including a lay day, shall remain the same throughout the event unless substitution is authorized by the race committee. If there is a substitution for the helmsperson, he/she must be one of the crew nominated at registration.

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 EN 393: 1995 (CE 50 Newtons), or USCG Type III, or AUS PFD 1.

C.4 ADVERTISING

C.4.1 LIMITATIONS

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

C.5 PORTABLE EQUIPMENT

C.5.1 MANDATORY

The following equipment shall be carried on board when racing in the cockpit above the cockpit sole:

- a) One anchor of 8kg \pm 2kg weight, with not less than 30 metres of rope of 12mm minimum diameter. A hollow rope shall not be used for the anchor warp.
- b) One paddle not less than 1200mm in length.

C.5.2 OPTIONAL

The following equipment may be carried on board when racing in the cockpit

- a) Digital compasses, GPS .
- b) Depth sounders.
- c) Bed mattresses.
- d) The motor fixed somewhere in the hull.
- e) Battery fixed somewhere in the hull.

C.6 BOAT

C.6.2 WEIGHT

- a) The dry weight of the complete boat as raced, including only the equipment listed below, shall be not less than 1600kg. The only equipment to be included when weighing is as follows: hull and deck with furnishing but without mattresses, rig with standing and running riggings with genua roller. Excluding sails and battens, paddle, life jackets, hand pump, hand bailers, anchor and anchor rope, mooring line, fenders, lifting slings, tool kit, personal effects, motor and batteries.
- b) Inside ballast is prohibited.

C.6.2 CORRECTOR WEIGHT

Corrector weights, totalling not more than 150kg, shall be permanently fastened to the underside of the deck. Permanently fastened means screwed or bolted and covered with one layer of glass cloth and resin for the life of the boat. Corrector weights shall be recorded on the **measurement certificate**. Corrector weights can be altered or removed only by an **official measurer** after the boat has been dried up to a constant weight. A new **certificate** may then be issued to the owner.

C.7 SAILS

C.7.1 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) **Sails** shall not be altered in any way except as permitted by these **class rules**.
- (b) Routine maintenance is permitted without re-measurement and **re-certification**.

C.7.2 LIMITATIONS

- (a) Not limitations of the number of the sails.

C.8 RIGGING

C.8.1 DIMENSIONS

- (a) The distance of the forestay from the Hull Datum Point (see D.2.4.a): 550+/-50mm.
- (b) The distance of the centre of the mast from the Hull Datum Point (see D.2.4.a): 3200+/-100mm.
- (c) The beckstay shell inside the hull.

Section D – Hull

D.1 PARTS

D.1.1 MANDATORY

- (a) Hull shell
- (b) Deck

D.2 GENERAL

D.2.1 RULES

- (a) The **hull and the deck** shall comply with the **class rules** in force at the time of initial **fundamental measurement**
- (b) Measurement shall be carried out in accordance with the ERS.

D.2.2 CERTIFICATION

See Rule A.13.

D.2.3 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) The hull shell, deck, bulkheads, shall not be altered in any way except as permitted by these **class rules**.
- (b) Routine maintenance such as painting and polishing is allowed without re-**measurement** and re-**certification**.
- (c) If any hull moulding is repaired in any other way than described in D.2.3(b), 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

The **hull datum point** is the intersection of the deck and the counter on the front of the boat on the centreline.

(b) KEEL DATUM POINT

The **keel datum point** is the intersection of the bottom line extension and the keel line extension on the centreline.

D.2.5 IDENTIFICATION

- (a) A unique builders number shall be moulded into or permanently engraved on the hull.

D.2.6 BUILDERS

- (a) The hull shall be built by Style Yacht Kft.
- (b) All moulds shall be approved by NSRA.

D.3 HULL SHELL

D.3.1 MATERIALS

- (a) The hull and deck construction shall be in accordance with the official construction plans and specifications and except as shown on such plans any additional strengthening or support of the hull or decking is prohibited.

D.3.2 CONSTRUCTION

- (a) Construction shall be of glass reinforced polyester resin and shall be in accordance with the relevant general arrangement and construction plans and specification. The use of fibres other than glass is prohibited in the construction of the hull or deck. The builder shall construct the hull by installing the backbone, stringers, bulkheads and floor before it leaves the mould. The hull and the deck shall be assembled with the deck in the approved mould or in a jig approved by a Measurer appointed by the MNA and approved by the NSRA. In either case the necessary support shall be given so that the sheerline is as shown on the plans. Such support shall be approved by a Measurer appointed by the MNA and approved by the NSRA.
- (b) Production moulds for hull, backbone, deck and rudder shall be made from GRP plugs obtained from the one current official GRP master mould. The casting pattern for the fin keel shall be of aluminium cast from the one current official master pattern. The national Measurer shall measure and issue a certificate giving the dimensions of each plug, keel pattern and rudder mould. Such imensions shall be within a tolerance of half the permitted building tolerances. The shape and form of the patterns, plugs and moulds shall not be amended or altered unless specifically authorised by the NSRA. The primary control shall be by means of a single uniform source of plugs and moulds.
- (c) The hull dimensions and shape shall be controlled by the moulds and the GRP construction and lay up shall be as shown on the plans.

D.4 DECK

D.4.1 MATERIALS

- (a) The hull and deck construction shall be in accordance with the official construction plans and specifications and except as shown on such plans any additional strengthening or support of the hull or decking is prohibited.

D.5 ASSEMBLED HULL

D.5.1 FITTINGS

- (a) Fittings of assembled hull are optional.

D.5.2 DIMENSIONS

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

	minimum	maximum
Hull length	7960 mm	8005 mm
Overall height of mast step	280mm	280mm

D.5.3 WEIGHTS

	minimum	maximum
Hull Mass	No limit	No limit

Section E – Hull Appendages

E.1 PARTS

E.1.1 MANDATORY

- (a) **Keel**
- (b) **Rudder**

E.2 GENERAL

E.2.1 RULES

- (a) The **keel and rudder** shall comply with the **class rules** in force at the time of initial **fundamental measurement**
- (b) Measurement shall be carried out in accordance with the ERS.

E.2.2 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) Hull appendages shall not be altered in any way except as permitted by these class rules.
- (b) Routine maintenance is permitted without **re-measurement** and **re-certification**.

E.2.3 CERTIFICATION

- (a) The **official measurer** shall **certify hull appendages** and shall sign and date the **certification mark**.

E.2.4 MANUFACTURERS

- (a) The **hull appendages** shall be made by Style Yacht Kft.

E.3 KEEL

E.3.1 MATERIALS

- (a) The **keel** shall be of a stainless steel carrier plate and around it lead, which should be in a GRP shell.
- (b) The **keel** shall be covered with GRP.

E.3.2 DIMENSIONS

	minimum	maximum
Bottom edge length	792 mm	808 mm
Thickness		95 mm

	minimum	maximum
Forward edge length (until the radius)	1290mm	1310mm
Backward edge length (until the radius)	890mm	910mm
The distance of the Keel Datum Point (see D.2.4.b) the aft end of the centreline	3320mm	3380mm
All edge shell be straight line from any view		

E.3.3 WEIGHTS

	minimum	maximum
Weights of the keel	720 kg	750 kg

E.4 RUDDER BLADE, RUDDER STOCK AND TILLER

E.4.1 MATERIALS

- (a) The **rudder** blade shall be made of GRP.
- (b) The **rudder** stock shall be of stainless steel.

E.4.2 CONSTRUCTION

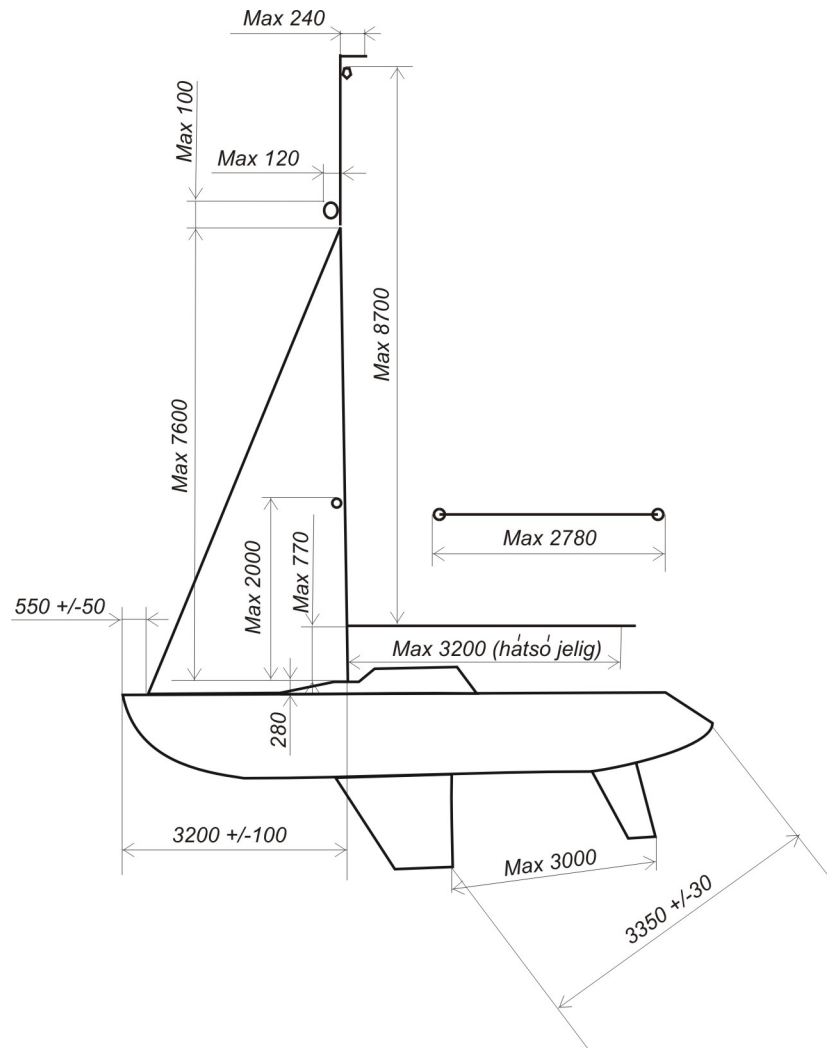
- (a) The **rudder** blade shall be manufactured in a mould approved by the NSRA.
- (b) The rudder blade shall look like a trapezoid.

E.4.3 DIMENSIONS

	minimum	maximum
Top edge length	495mm	505mm
Bottom edge length	235mm	245mm
Forward edge length	872mm	888mm
Backward edge length	842mm	858mm
Diagonal length (top-forw./bottom-backw. edge extension)	1005mm	1035mm
Thickness		50mm
The bottom backward corner length from the Keel Datum Point (see D.2.4.b)		3000mm

E.4.4 WEIGHTS

	minimum	maximum
Rudder weights	No limit	No limit



Section F – Rig

F.1 PARTS

F.1.1 MANDATORY

- (a) **Mast**
- (b) **Boom**
- (c) **Spinnaker pole**
- (d) Standing **rigging**
- (e) 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

- (a) **Spars** shall not be altered in any way except as permitted by these **class rules**.
- (b) Routine maintenance is permitted without re-measurement and re-**certification**.

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 bottom end of the mast.

F.2.5 MANUFACTURER

- (a) No licence is required.

F.3 MAST

F.3.1 MATERIALS

- (a) The **spar** shall be of an alloy extrusion with a minimum 90 per cent aluminium content.

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** but shall be of the same material.
- (b) Holes may be made in the mast only for fittings and rigging
- (c) Spreader shall be fix and shall not foreward orientated.
- (d) Lower shrouds shell be at maximum 100mm under the spreader.
- (e) Spinnaker pole fitting shall be at maximum 2000mm form Mast Datum Point (see F.2.4.a).
- (f) A bracket or chock may be fitted at the mast head to keep the backstay (preventer) clear of the sail. This bracket shall not extend more than 240mm from the aft edge of the mast.
- (g) Measurement bands each not less than 15mm wide and clearly discernible while racing shall be marked on the mast as follows:
 - (a) with its upper edge maximum 770mm above the deck. This measurement shall be taken along the aft side of the mast in its most upright position.
 - (b)) and with its lower edge 8700mm maximum above the upper edge of the lower point.

F.3.3 FITTINGS

- (a) Fittings of the mast are optional.

F.3.4 DIMENSIONS

	minimum	maximum
Mast length	8700mm	9600mm
Mast spar cross section between Mast Datum Point (See F.2.4.a) and 7600mm;		
fore-and-aft	110mm	135 mm
transverse	70mm	95 mm
Mast spar cross section between 7600 mm and top conical is allowed;		
Lower point, boom height		770mm
Lower point to upper point	-	8700mm
Forestay height	mm	7600mm
Upper shroud height	mm	7600mm
Spinnaker halyard fitting:		
Height	mm	7700mm
projection	mm	120 mm
Spinnaker halyard distance to forstray	mm	100mm
Spreader;		
length	750mm	900mm
Height from Mast Datum Point (See F.2.4.a)	3800mm	4200mm

F.3.5 WEIGHTS

	minimum	maximum
Mast Mass	2.2 kg/m	kg

F.4 BOOM

F.4.1 MATERIALS

- (a) The **spar** shall be of an alloy extrusion with a minimum 90 per cent aluminium content.

F.4.2 CONSTRUCTION

- (a) The **spar** extrusion and shall include a fixed sail groove or track which may or may not be integral with the **spar** but shall be of the same material.
- (b) A measurement band not less than 15mm wide and clearly discernible while racing shall be marked on the boom with its forward edge not more than 3200mm from the line of the aft edge of the mast, projected if necessary and disregarding any local projections or cut outs

F.4.3 FITTINGS

- (a) Fittings of the boom are optional.

F.4.4 DIMENSIONS

	minimum	maximum
Boom spar cross section;		
length	3100mm	3500mm
vertical	No limit	No limit
transverse	No limit	No limit

F.4.5 WEIGHTS

	minimum	maximum
Boom Mass	1.25kg/m	kg

F.5 SPINNAKER POLE

F.5.1 MATERIALS

- (a) The **spar** shall be of an alloy extrusion with a minimum 90 per cent aluminium content.

F.5.2 FITTINGS

- (a) Fittings are optional.

F.5.3 DIMENSIONS

	minimum	maximum
Spinnaker pole spar cross section	No limit	No limit
Spinnaker pole length	2500 mm	2780 mm

F.5.4 WEIGHTS

	minimum	maximum
Spinnaker Pole Mass	No limit	No limit

F.6 STANDING RIGGING

F.6.1 MATERIALS

- (a) The standing **rigging** shall be of stainless steel.

F.6.2 CONSTRUCTION

- (a) The upper and lower shrouds shall meet the deck at minimum 100mm and maximum 450mm aft of the mast, and minimum 750mm from the centreline of the deck. Allowed one or to point fixing and this point could not move between the above limits under race.

F.6.3 FITTINGS

- (a) Fittings are optional except where specifically restricted or prohibited by these rules.

F.6.4 DIMENSIONS

	minimum	maximum
Forestay length	No limit	No limit
Forestay diameter	4 mm	mm
Shroud length	No limit	No limit
Shroud diameter	4 mm	mm
Backstay length	No limit	No limit
Backstay diameter	3 mm	mm

F.7 RUNNING RIGGING

F.7.1 MATERIALS

(a) Materials are optional.

F.7.2 CONSTRUCTION

(a) Construction are optional.

F.7.3 FITTINGS

(a) Fittings are optional except where specifically restricted or prohibited by these rules.

Section G – Sails

G.1 PARTS

G.1.1 MANDATORY

- (a) Mainsail
- (b) Gennua
- (c) Spinnaker

G.1.2 OPTIONAL

- (a) Headsail

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, gennaker and headsails in the **tack** and spinnakers in the **head** and shall sign and date.

G.2.3 SAILMAKER

(a) No licence is required.

G.2.4 MATERIALS

The sails have to be made of polyamid materials. Not allowed to use Kevlar, mylar and foil. Maximum window size is 1,5m²/sail.

G.3 MAINSAIL

G.3.1 IDENTIFICATION

- (a) The class insignia shall be in the upper quarter of the mainsail. It should be a red and green S letter which high is 500+/-100mm.



- (b) The sail number which high min. 350mm shall be in the second upper quarter of the mainsail.

G.3.2 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 **sail** shall have 4 batten **pockets** in the **leech**. The batten pockets shall divide the leech 5 equal parts.
- (d) The sail may 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** and four corresponding points in the **body of the sail**.
- (e) The following are permitted: Stitching, glues, tapes, corner eyes, hanks, batten pocket elastic, **batten pocket patches**, batten pocket end caps, leech line with cleat, three **windows**, sailmaker label, royalty label, sail button, tell tales, sail shape indicator stripes, **certification mark**.

G.3.3 DIMENSIONS

	minimum	maximum
Leech length	mm	9370 mm
Luff length		8700 mm
Foot length		3200 mm
Half width (with sliders)	mm	2050 mm
Top width	-	120 mm
Mass of ply of the body of the sail	No limit	No limit
Primary reinforcement	-	120 mm
Batten pocket length:		
uppermost		
inside	-	No limit
outside	-	No limit
intermediate and lowermost pockets:		
inside	-	850 mm
outside	-	850 mm
Batten pocket width:		
inside	-	No limit
outside	-	No limit

G.4 HEADSAIL

G.4.1 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 headsail shall not have any **batten pockets** in the **leech**.
- (d) 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, batten pocket elastic, **batten pocket patches**, batten pocket end caps, leech line with cleat, three **windows**, sailmaker label, royalty label, sail button, tell tales, sail shape indicator stripes, **certification mark**.

G.4.2 DIMENSIONS

	minimum	maximum
Foot length	mm	4200 mm
Mass of ply of the body of the sail	No limit	No limit

G.5 GENNUA

G.5.1 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, hanks, batten pocket elastic, **batten pocket patches**, batten pocket end caps, leech line with cleat, three **windows**, sailmaker label, royalty label, sail button, tell tales, sail shape indicator stripes, **certification mark**.

G.5.2 DIMENSIONS

	minimum	maximum
Foot length	mm	4200 mm
Mass of ply of the body of the sail	No limit	No limit

G.6 SPINNAKER

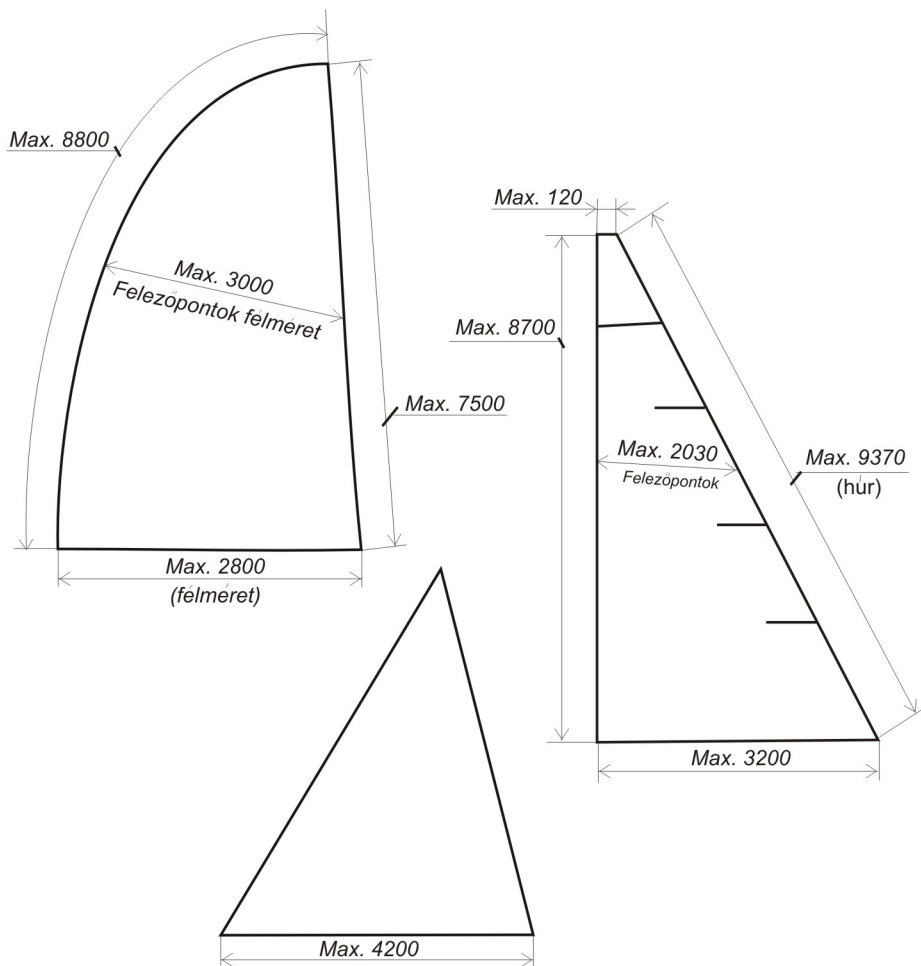
G.6.1 CONSTRUCTION

- (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, tell tales and items as permitted or prescribed by other applicable *rules*.

G.6.2 DIMENSIONS

	minimum	maximum
Leech lengths	mm	7500 mm

	minimum	maximum
Foot length	mm	5600 mm
Half width	mm	3000 mm
Center line length		8800mm
Mass of ply of the body of the sail	38 g/m ²	-



PART III – APPENDICES

Official Plans:

SR02-00 Technical Specification 1996.07.15

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