

Translators note:-  
This translation is meant for guidance only.

**IN CASE OF DOUBT THE ORIGINAL NORWEGIAN RULES TAKE PRECEDENCE**

Enjoy your sailing  
Peter Stanton

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## **PART 1 ADMINISTRATION**

### **SECTION A GENERAL RULES**

#### **A1 Class rules**

A1.1 These CRG are closed rules i.e. things that aren't here are forbidden.

#### **A2 Language**

A2.1 The official language of the class is Norwegian.

A2.2 The word *shall* means demanded. The word *can* means allowed.

#### **A3 Abbreviations**

A3.1	n	Norwegian
	ISAF	International Sailing Federation
	NSF	Norwegian Sailing Federation
	IRR	International Racing Rules (n: IKA)
	GJC	Grimstadjolle Club (n: GJK)
	CRG	Class Rules for Grimstadjolle (n: KLV)
	ERS	ISAF Equipment Rules

#### **A4 Administration**

A4.1 The Classes highest authority is NSF, Which together with the committee of the GJC, enforce these rules.

A4.2 Neither the NSF or The GJC accept legal or economic responsibility for these rules.

#### **A5 Class administration**

A5.1 The GJC shall, in co – operation with the NSF and an authorized measurer, ensure that these CRG are followed.

#### **A6 International racing rules**

A6.1 These CRG shall be read and interpreted together with the IRR.

#### **A7 Suggested changes in the class rules**

A7.1 Suggested changes shall be presented to GJC annual meeting for approval.

A7.2 Changes must be approved by NSF before they are valid.

## **A8 Changes in the class rules**

A8.1 Changes in these CRG are valid from annual meeting, and shall be such that existing boats shall be able to sail under the new CRG. Otherwise it must be possible to update older boats.

## **A9 Changes in the class rules under competition**

A9.1 Changing the CRG under a competition is not allowed.

## **A10 Class charges and the ISAF shield**

A10.1 Class charges and the ISAF shield are not required.

## **A11 Sail Number**

A11.1 Sail number shall be issued by NSF in cooperation with GJC

A11.2 Sail number shall only be issued after the boat has been measured and approved of an authorized measurer.

## **A12 New boats and building certificates**

A12.1 Building certificates are not needed.

A12.2 If one wants to build a new boat, one must notify GJC and an authorized measurer.

A12.3 An authorized measurer shall measure the boat, during and after building to ensure that the boat complies with these CRG and the current drawings.

## **A13 Authenticity of certificates**

A13.1 Certificate of measurement issued by GJC, is only valid for the person to whom it is issued. It is valid as long as there are no changes done to the boat after it was measured.

## **A14 Certificates of Measurement**

A14.1 Before a boat gets its certificate of measurement, a measurement form must be filled out, and this must be signed by an authorized measurer.

A14.2 After a boat changes ownership, a new certificate of measurement must be issued.

A14.3 A new certificate of measurement must be issued after changes has been done to the boat that require this. To get a new certificate, a new measurement form must be filled out, that clearly shows the changes.

## **SECTION B THE BOATS IDENTITY**

**All boats shall comply with this section before being allowed to participate in a regatta.**

### **B1 Sail measurements and owner declaration**

- B1.1 The boat owner shall have a copy of the certificate of measurement for the sails, signed by an authorized measurer
- B1.2 The boat owner shall present a declaration that the boat is equipped in accordance with these CRG when the organizers of an event demand it.

### **B2 Certificate of measurement**

- B2.1 The boat owner shall have a copy of the boats certificate of measurement.

### **B3 Buoyancy tanks**

The Buoyancy tanks on board need no certificate, but the crew shall use approved life vests

### **B4 Class emblem**

The boat shall be marked with identity plaque received from GJC. The plaque shall be mounted on the bottom board between aft end of the flooring, and the rudder penetration through the bottom board.

## **PART 2 DEMANDS AND RESTRICTIONS**

The boat and crew shall comply with this section when they participate in a regatta. The demanded measurements shall be basic measurements. They can only be checked by an authorized measurer.

## **SECTION C REQUIREMENTS FOR RACING**

### **C1 Crew**

#### **C1.1 Restrictions**

When racing there shall not be more than 3 people onboard, all of them amateurs

- C1.2 There are no weight restrictions on the crew.

### **C2 Advertisements**

#### **C2.1 Restrictions**

Advertisements on the boat or sails are allowed under the IRR

### **C3 Equipment**

#### **C3.1 Compulsory equipment to be on board when racing**

- 1 paddle
- 4 adequate buoyancy tanks
- 1 Anchor, at least 5 kg. (11 lb.)
- 1 anchor rope, at least 20 m (66 ft.)
- 2 mooring ropes, at least 8 m 26 ft.9 each
- 1 bailer

#### **Restrictions**

Only one set of sails is allowed onboard.

#### **C3.2 Optional equipment when racing**

- 1 spinnaker boom, max 1,4 m (4 ft. 7 in.)
- 1 forsail boom max 2,1 m (6ft. 11 in.)
- 1 tiller extension

### **C4 The Boat**

#### **C4.1 Dimensions**

See appendix no 1. (measurement form)

#### **C4.2 Weigh**

Only the steel keel has a stipulated weight.

#### **C4.3 Extra weights**

Compensation weights are not demanded.

#### **C4.4 Buoyancy**

The prescribed buoyancy tanks shall always be onboard, and always be as shown in the measurement form and in compliance with drawing no. 51 appendix no.2

### **C5 The hull**

#### **C5.1 Equipment**

Sitting out straps are not allowed, but foot straps to secure against falling overboard are allowed. Sitting out on the freeboard is not allowed. Weighted vests and other artificial increasements in weight are not allowed.

Boat with sharp bough fittings of steel or other hard metals shall use a protective bough fender when racing.

#### **C5.2 Maintenance**

When a regatta lasts a number of days, a bout shall not be lifted on shore, or lifted out of the water unless this is expressly allowed in the rules.

## **C6 Additions to the hull**

### **C6.1 Restrictions**

One is not allowed to have extra set of parts or equipment for the hull under a regatta.

### **C6.2 Maintenance**

If some of the hull parts needs changing or repair during a regatta, this shall be reported to the race leader, and measured again by an authorized measurer.

### **C6,3 Keel**

A; It is not allowed to have an extra set of keel equipment during a regatta.

B; If parts of the keel needs changing or repair during a regatta, this shall be reported to the race leader, and measured again by an authorized measurer.

### **C6,4 Rudder.**

If parts of the rudder needs changing or repair during a regatta, this shall be reported to the race leader, and measured again by an authorized measurer.

## **C7 Rigging**

### **C7,1 Restrictions**

It is not allowed to have spare parts for the rigging under a regatta, except for the parts of running rig mentioned in C.7.7.

### **C7.2 Maintenance**

If parts of the rigging needs changing or repair during a regatta, this shall be reported to the race leader, and measured again by an authorized measurer. This does not apply to the running rig.

### **C7.3 Mast**

Shall be in compliance with the specifications in section F

### **C7.4 Spinnaker boom**

Shall be in compliance with the specifications in section F

### **C7.5 Standing rig**

Shall be in compliance with the specifications in section F

### **C7.6 Running rig**

Shall be in compliance with the specifications in section F



It is allowed to adjust the mainsail on the boom, as long as the sail does not extend outside center of the bolt in the pulley and the fastenings are not changed.

## **C8 Sails**

### **C8.1 Restrictions**

During racing, there shall only be one set of sails on board (mainsail, foresail and spinnaker). When the regatta consists of a series of races, it is not allowed to change a set of sails without the permission of the jury. This can be repealed if the sailing rules expressly permit such a change.

### **C8.2 Maintenance**

Routine maintenance of the sails is allowed. Repairs using spinnaker tape are allowed.

### **C8.3 Mainsail**

The sail shall have the class emblem and sail no. on both sides, and be in Compliance with IRR and appendix no. 3 regarding the class emblem.

### **C8.4 Foresail**

There is no requirement for identification marks in the foresail.

### **C8.4 Spinnaker**

There is no requirement for identification marks in the spinnaker.

## **SECTION D THE HULL**

### **D1 Material specifications**

#### **D1.1 Compulsory**

- A The skin of the hull of Scandinavian pine; the frames of oak; the deck beams fore and aft of the cockpit and the beams forward of the mast shall also be of oak. There are no restrictions for the rest of the hull.
- B The deck of optional wood type, at least 13 mm (1/2 in) thick, covered in sail cloth. Or solid hardwood at last 13 mm(1/2 in) thick.
- C Buoyancy tanks of solid expanded polystyrene, plastic or steel tanks.

#### **D1.2 Improvements**

Changes in the form of the rudder or keel, are regarded as a change in construction, and are not allowed.

## **D2 General**

### **D2.1 Measurements**

Measurements shall be done by an authorized measurer, and in compliance with these rules.

### **D3 Certificate**

When a boat's hull is measured and found to be in accordance with the hull rules, a measuring certificate will be issued. This certificate is part of the boat certificate.

### **D4 Identification on board**

The boat shall be marked with identity plaque received from GJC. The plaque shall be mounted on the bottom board between aft end of the flooring, and the rudder penetration through the bottom board.

### **D5 Permission to build**

Special permission to build a boat is not needed, but the class club shall be informed when a build starts. The boat must be approved before a GJ no. is issued

The boat must be built according to Sam O. Berge's drawings and specifications, and these rules. It is allowed to choose fittings, but not otherwise deviate from the drawings. One or two lifting bolts are allowed in the keel or keel timber.

## **D6 The outer hull**

### **D6.1 Materials**

- A Skin of at least 12 mm (15/32") Scandinavian pine. Bottom board; 22mm (7/8"). that narrows towards the ends, as shown in the drawings. The bottom is rounded fore and aft. Thins down aft of the waterline to 15 mm (19/32"), at the stern plate.
- B Prow of oak, 57 mm (2 1/4") thick. Stern plate of oak or other hardwood 22mm (7/8"). Beam shelves of spruce or Scandinavian pine 25x60 mm (1" x 2 3/8").
- C Timbers of oak or other hardwood, at least 26\*35 mm (1 1/32" x 1 3/8") at the indentation. Spacing between timbers as shown in the drawings (approx. 350 mm (14")). From timber no. 6, the lower end must be clinked to the bottom board, the rest of the timbers are nailed to the bottom board. Timbers made by gluing 2 steamed timbers and without profiles cut in them, may be used.
- D Deck beams of optional wood type, exempt those fore and aft of the cockpit, and those forward of the mast. These shall be of oak, at least 22\*55 mm (7/8" x 25/32") at the middle. The other beams 22\*43 mm (7/8" x 1 11/16"). Between beams, approx. 350 mm (14"). Beams must be slotted into the beam shelf, and nailed/screwed to it.

- E Floor of 12 mm (15/32") pine. Removable boards laid athwart with yokes down under can also be used.
- F The bottom beams of oak or other hard wood, at least 35 mm (1 3/8") thick at the keel bolts, otherwise 26mm (1 1/32"). They must reach up to the floor boards. Those fore and aft of the keel secured to the bottom board with 1/4" galvanised iron or steel bolts those over the keel, but without keel bolts, secured through bottom board with large nails or screws.
- G Mast step of Scandinavian pine, 50\*140mm (2"x5 1/2"), jointed into the bottom board. Length as in drawing. Max. slot length 120 mm (4 3/4").

#### D6.2 Construction

The boat is clinker built.

### D7 Deck

#### D7.1 Materials

- A Deck edging of mahogany, oak or other wood. If edging is not used, then the deck cloth shall be stretched over the gunwales, stapled, and edged with a moulding. A wooden moulding or board can be laid over the deck cloth amidships. A support of 150\*20 mm (6"25/35") oak is jointed in between the beams at the mast.
- B Coaming round cockpit of oak or other hard wood, approx. 20mm (3/4") as in drawings.

#### D7.2 Construction

- A Deck of sail cloth or caulked planks
- B Cockpit 1700 mm (5'7") long 700 mm (2'3 1/2") wide. Deviation from the drawings is not allowed.

### D8 Buoyancy tanks

There shall be 4 buoyancy tanks, 2 fixed under the deck forward, and 2 fixed under the deck astern.

Recommended total buoyancy, approx. 400 L. (106 us gal (88 uk gal), but at least as shown in the drawings, 250 L (66 us gal (56 uk gal))

#### D9 Gunwale

Not relevant

#### D10 Bulkheads

Not relevant

#### D11 Thwarts

Not relevant

## D12 Hull

### D12.1 Equipment

#### A Obligatory positioning

The following equipment shall be placed as described.

- I Backstay shall be fastened in the deck amidships, but longitudinal positioning is optional
- II The mast shall go through the deck 2.1 m (6'11'') from the bow (appendix 2) The mast gate shall not be bigger than the mast diameter + 15 mm (19/32'')
- III The mainsail halyard and other halyards can go down to the deck by the mast, or go through the deck and down to the foot of the mast.
- IV The mast step is positioned according to the drawings. Max. slot length 120 mm (4 3/4'').
- V The shrouds are fitted to chain plates, or to bolts that go through the deck on the outside of, or through the beam shelf.

#### B Permitted extra equipment

- I A spinnaker is permitted, but the spinnaker halyard shall not be higher than 5.05m (16'7'') over the deck. The spinnaker boom shall have fittings at both ends, and not be longer than 1.4m (4'7'').
- II The boom for the foresail shall not be over 2.1m (6'11''), and is made so that one end fits against the mast at the deck, and the other in the clew ring.
- III Cunningham is allowed, but not be fitted over the reefing holes.
- IV A tiller extension is allowed.
- V A vang (kicking strap) is allowed, sitting is optional.

### D12.2 Measurements

The boat shall conform with the drawings, these rules, and the measurement form. Appendices 1 and 2.

When measuring a new boat an error of 1% is allowed on all the main measurements unless otherwise stated. Use a steel measuring tape.

The hull

Overall length	5.65 m	19ft. 6in
Legth at waterline	4.15 m	14ft. 7in.

Greatest width	1.5 m	5ft. 11in.
Greatest depth	0.88m	3 ft 11 in.
Freeboard amidships	0.38m	1ft. 3in.
Sail height over deck	6.70m	22ft.

#### D12.3 Weight

No special weight for the hull is specified.

#### D12.4 Weight corrections

Not relevant

### SECTION E KEEL AND RUDDER

#### E1 Materials

##### E1.1 Compulsory

- A Ballast keel of iron as in drawing appendix no. 2. Keel bolts of ½” galvanised iron or steel. Placed as in drawing appendix no. 2
- B Bare attaching rudder to tiller of ¾” galvanised iron or steel. Placed as in drawing appendix no. 2. The Rudder shall be of wood.

##### E1.2 Trimming

Trimming of the rudder or the keel is not allowed.  
The rudder wood keel and iron keel, shall be as drawn in appendix no.2.

#### E2 General

##### E2.1 Measuring

The keel and rudder are measured together with the hull, as in the measuring form.

#### E3 Keel

##### E3.1 Certificate

There must be a certificate from the foundry stating that the keel is of the correct weight.

##### E3.2 Identification

The keel shall be made according to drawings.

##### E3.3 Construction

No mark is required on the keel.

##### E3.4 Dimensions

The keel shall be 52mm (2 1/16”).

- E3.5 Weight  
The iron keel shall weigh 170kg (375 ib.). An error of 3 % is allowed. There are no demands as to the weight of the wooden keel.
- E4 Rudder**
- E4.1 Certificate  
No certificate is required for the rudder.
- E4.2 Identification  
No mark is required on the rudder.
- E4.3 Construction  
The rudder shall be built according to drawings.
- E4.4 Dimensions  
The rudder shall be 52mm (2 1/16'') thick forward, narrowing astern.
- E4.5 Weight  
There are no demands as to weight for the rudder.

## **SECTION F-RIG DETAILS**

### **F1 Material specifications**

- F1.1 Compulsory
- A Mast of solid or glued spruce or pine with a groove for the luff aft. Dimensions as drawing for mast in GJC archives.
  - B Boom of solid or glued spruce or scandinavian pine with a rectangular cross-section. Dimensions as drawing for mast in GJC archives.
  - C Standing rig of steel wire. Shrouds and forestay at least 4mm (5/32''), cross tree stays 3.5mm (2/16''), backstay 2mm (3/32'').
  - D The running rig is optional.
  - E Cross trees with a length of 250mm (9 27/32'').
- F1.2 Trimming
- A Wooden spinnaker boom with fittings in both ends, no longer than 1.4m (4'7'').
  - B Foresail boom of up to 2.1m (6'11'') with a rounded indentation at one end that fits against the mast at the deck. The boom shall not be fixed to the mast.

## **F2 General**

### **F2.1 Measurements**

Measuring shall be performed by an authorised measurer, and conform with ERS.

## **F3 Mast**

### **F3.1 Certificate**

When the mast with equipment is measured and built according to the specifications, a measuring form will be issued, as a part of the certificate.

### **F3.2 Identification**

Identification mark is not required on the mast.

### **F3.3 Permission to built**

No permission needed to build a mast.

### **F3.4 Material**

The mast shall be in accordance with F1.1 A.

### **F3.5 Construction**

The mast shall have a black mark/ring 0.7m (2'4'') (top of mark) and 6.7m (22') (bottom of mark) above deck. The mark shall be at least 20mm (25/32'') wide.

The forestay shall meet the mast 5.0m (16'5'') above deck, and meet the deck 1.4m (4'7'') in front of the leading edge of the mast.

The fastening for the spinnaker shall be a max of 5.05m (16'7'') above deck.

The cross trees as drawn. They shall point forwards, but a line between the two outer points must not be further forward than a tangent to the front of the mast.

### **F3.6 Equipment**

There are no requirements for technical equipment on the mast, but any equipment shall be placed according to the drawings.

### **F3.7 Dimensions**

Dimensions and length shall be as in the drawings and the measuring form. See drawing in GJC archives.

### **F3.8 Weight**

There are no weight requirements for the mast.

## **F4 Boom**

### **F4.1 Certificate**

When the boom and equipment is measured and built according to the specifications, a measured form will be issued, as part of the certificate.

- F4.2 Identification  
No identification mark is required on the boom.
- F4.3 Permission to built  
No permission needed to build a boom.
- F4.4 Material  
The boom shall be wooden, everything else is optional.
- F4.5 Construction  
The boom shall be as in the drawings. Either a grove or a runner can used.
- A metal pulley on a bolt through the boom, as an outhaul for the mainsail, is fitted into the boom according to drawings. The bolt shall be 2.4m (7'10'') aft of the trailing edge of the mast.
- The mainsheet shall run straight down from the boom to the deck, as in the drawings. A slide (horse and traveller) is not allowed.
- A boom vang (kicking strap) is allowed, its position is optional.
- F4.6 Equipment  
There are no requirements for technical equipment on the boom, but any equipment shall be placed according to the drawings.
- F4.7 Dimensions  
Dimensions and length shall be as in the drawings and the measuring form. See drawing in GJC archives.
- F4.8 Weight  
There are no requirements as to weight for the boom.
- F5 Spinnaker boom**
- F5.1 Certificate  
When the spinnaker boom and equipment is measured and built according to the specifications, a measuring form will be issued, as a part of the certificate.
- F5.2 Identification  
No identification mark is required on the spinnaker boom.
- F5.3 Permission to build  
No permission needed to build a spinnaker boom.
- F5.4 Material  
The spinnaker boom, shall be built as specified in F1.2 A.
- F5.5 Construction  
Spinnaker boom, shall have fittings at both ends, and not be longer than 1.4m (4'7'')



- F5.6 **Equipment**  
There is no requirement to technical equipment on the spinnaker boom.
- F5.7 **Dimensions**  
Dimensions and length shall be as in the drawings and the measuring form. See drawing in GJC archives.
- F5.8 **Weight**  
There is no requirement as to weight for the boom.
- F6 Standing rig**  
The standing rig is specified under F1.1 C and shall be set as in the drawings in appendix 4.
- F7 Running rig**  
The running rig is specified under F1.1 D
- F8 Barber haul**  
It is allowed to use un-adjustable barber haul on the spinnaker brace. This is to be understood as a fixed point (open hook) mounted on deck. Placing is free. The brace may pass through the open hook, to avoid the spinnaker boom sliding backwards, away from the spinnakers brace corner.

## **SECTION G SAILS**

### **G1 Materials**

#### **G1.1 Compulsory sails**

A The mainsail shall be soft and made of cotton or unlaminated Dacron.

B The foresail has the same specification as the mainsail.

The mainsail and foresail together shall not exceed 10 sq. m (108 sq .ft.)using triangular measure. The spinnaker shall not exceed 10 sq. m (108 sq .ft.).

### **G2 General**

#### **G2.1 Measurements**

Measuring shall be by an authorised measurer, and conform with IRR rules.

Unless the class rules say otherwise, measurements shall be made according to ISAF Sail Measurement Rules.

Reinforcements on the mainsail shall be as in according to ISAF Sail Measurement Rules. Meaning max 15cm + 3% of the Luff.

All measurements are made in a straight line, unless specified otherwise.

They shall made with a tension of 5kg. (11 lb.).

All measurements given with a max. measurement shall not be exceeded. The difference between the given max. measurement and the minimum measurement is 80mm (3 5/32''), unless specified otherwise.

All sails shall have smooth lines between measuring point.

The sail area for mainsail and foresail together shall not exceed 10 sq. m (108 sq.ft.) using triangular measure.

Batten pockets shall be measured on the inside.

The foresail shall not be released from its fastening to the deck, and shall be hooked onto the forestay.

### **G3 Certificate**

- G3.1 When the sails have been measured and comply with the specifications, a measuring form is issued. This is part of the boat certificate. Appendix 1 page 3.
- G3.2 A measurer authorised by NSF can measure sails and issue a certificate.
- G3.3 An authorised measurer shall, after a certificate has been issued, mark the sails with licence no., date and signature. The mainsail shall be marked at the tack the foresail at the clew, and the spinnaker in the top corner.
- G3.4 It is not necessary to mark the cloth weight on the sail.

### **G4 Sail maker**

All sail makers are allowed to sew sails to a grimstadjolle.

### **G5 Mainsail**

#### **G5.1 Identification**

The sail number shall be at least 220mm (8 21/32'') high, and shall be 40mm (1 9/16'') wide. The number shall be placed in accordance with IRR:

The class letters shall be in accordance with the attached sketch, measurements are minimum measurements. The letters shall be 40mm (1 9/16'') wide. The emblem shall be placed in accordance with IRR:

#### **G5.2 Construction**

The construction shall be in accordance with the attached measuring form for sails, drawings, sketches, and the specifications below. Appendices no 1 pg3, no5 and no 8.

The mainsail shall be of Dacron with a cloth weight of min 190 and max 220 g pr m<sup>2</sup> ( USA 4,4 and 5.1 oz/yd; UK 5.6 and 6.5 oz/sq.yd). Cotton sails of an equivalent quality are allowed.

The mainsail luff is measured from tack to top of headboard, and is a max measurement.

The foot of mainsail shall be attached to the boom with the foot running in a groove, or with a runner. If a runner is used, it shall have at least 8 sliders, evenly spaced, and permanently fastened to the foot of the sail.

The mainsail shall have 4 batten pockets, placed so that they divide the leech into 5 equal parts. Allowed deviation +/- 50 mm ( 1 31/23”), measured from the centre of the pocket. Max width of pocket 60 mm ( 2 3/8”).

There can be reef points, with a reinforcement in the leech. They shall be parallel with the boom, and max 0,5 m ( 1`7 11/16”) over the foot, measured along the luff.

Three width measurements shall be taken on the mainsail, MGU, MGM and MGL, in accordance with ERS. Details on sketch in appendix 8

The mainsails top measurement is measured at right angles to the luff 300 mm (11 13/16”) from the top.

Cunningham is allowed, but must not be fitted over the reef points.

A leach cord is allowed.

A window in the mainsail is allowed, max area 0,3 sq m (3,2 sq ft.)

The headboard is measured at right angles to the luff and is max 300 mm (11 13/16”), allowed deviation 30 mm (1 3/16”).

### G5.3 Dimensions

	<b>Measurement</b>	<b>Tolerance</b>
Luff	6.0 m (19`8 7/32" )	+0
Leech	6.2 m (20`4 3/32")	+0
Foot	2,3 m ( 7`6 9/16" )	+0
Headboard	120 mm ( 4 23/32" )	+0
Top batten pocket	500 mm ( 19 11/16" )	
Middle batten pockets	750 mm ( 29 17/32" )	
Bottom batten pocket	600 mm ( 23 5/8" )	
MGU	0,83 m (28`11/16" )	+0
MGM	1,45 m ( 4`9 3/32" )	+0
MGL	1,93 m (6`3 31/32" )	+0
Top measurement	270 mm ( 10 5/8" )	+0

## **G6 Foresail**

### **G6.1 Construction**

In accordance with the attached measuring form for sails, drawings, sketches, and the specifications below. Appendices no1 pg3, and no6.

Shaping of the forestay is not allowed.

The top of the foresail is defined as the point where the leech crosses a line drawn parallel to but 35mm (1 3/8'') on the inside of the luff.

The foot shall have a smooth curve. The leech shall not have a convex curve.

The luff shall evenly spaced forestay hooks, and be attached to the forestay.

The middle-height shall be measured from the top to a point on the cured foot. The middle height shall cut the foot as its mid-point, and shall be 130mm (5 1/8'') shorter than the luff.

A window in the foresail is allowed, max area 0.18 sq m (1.9 sq ft. )

A cew board is not allowed.

A leach cord is allowed

A maximum of 2 battens are allowed, with a length of 250mm (9 27/32''), and placed so that they divide the leech into equal parts. Allowed deviation +/- 50mm (1 31/32''), measured from the centre of the pocket.

	<b>Measurement</b>	<b>Tolerance</b>
Luff	4.4 m (14' 5 7/32" )	+0
Leech	4.0 m (13' 1 15/32" )	+0
Foot	1,57 m 5' 1 13/16" )	+0

The middle-height shall be 130 mm (5 1/8") shorter than the luff.

## **G7 Spinnaker**

### **G7.1 Construction**

In accordance with the attached measuring form for sails, drawings, sketches, and the specifications below. Appendices no1 pg3, and no7.

The spinnaker shall have 3 corners, and be symmetrical about centreline.

The spinnaker shall not embody any device capable of altering its shape.

When being measured, the spinnaker shall be folded such that the starboard and port luffs lie over each other.

The foot shall be measured as a half length.

The diagonal is measured as a straight line from the top diagonally down to the outer corner of the foot.

The spinnakers A measurement is made by marking a point 2.25m (7' 4 19/32'') down the curve of the luff, and then measuring the distance between these two points.

	<b>Measurement</b>	<b>Tolerance</b>
Luff	4,5 m ( 14`9 5/32" )	+0
Foot	1,3 m ( 4`3 3/16" )	+0
Diagonal	4,8 m ( 15`8 31/32" )	+0
Spinnakers A measurement	1,3 m ( 4`3 3/16" )	+0

## SECTION H DRAWINGS AND APPENDICES

### Appendix

- No. 1. Measuring form (3 pages )
  - No. 2. Drawing no.59
  - No. 3. Class emblem
  - No. 4. Drawing of sail rig
  - No. 5. Mainsail
  - No. 6. Foresail
  - No. 7. Spinnaker
  - No. 8. Mainsail measurement details
- Translators note Weights and measures