



International NACRA F18 CLASS ASSOCIATION

Rules 2009

The International NACRA F18 Class Rules are based upon the International Formula 18 Catamaran Association Rules, under which NF18s are designed to sail. Any NF18 that wishes to sail in the IF18 class must conform to the IF18 Rules, which require additional measurement control and Measurement Certificates.

It is the intention of the INF18CA that all NACRA catamarans built to the International Formula 18 Catamaran Rules, and sailing with original or factory-supplied replacement hulls, platform, appendages, all spars and sails be allowed to sail and compete together, regardless of year built, model name.

**The NACRA F18s are designed and built by
Performance Sports International Inc.
Santa Ana, California, USA
and were adopted as a Recognised class in 2004**

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INTRODUCTION

The original Formula 18 catamaran concept was for a strict box measurement rule to allow manufacturers to develop catamarans so that they are price competitive, but at the same time give them the freedom to continually develop higher levels of performance. NACRA has built, and will continue to develop and build, competitive boats under the International Formula 18 Catamaran Association (IF18CA) **class rules**. The purpose of these **class rules** and the INF18CA is to encourage participation and competition among all of the NACRA designs produced under the IF18CA **class rules**, to support and encourage participation of older designs, with restrictions on equipment to provide a more controlled development and competition environment without the additional administrative requirements of a multi-builder class.

Nacra F18 **hulls**, regardless of designer, **hull appendages**, **rigs** and **sails** shall only be manufactured by Performance Sports International Inc – in the **class rules** referred to as PSI.

Nacra F18 **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.

Notice is called to the fact that these are **closed class rules**, where anything not specifically permitted is prohibited ERS C.2.2.

Part I Administration

Section A General

A.1 Language

- A.1.1 The official language of the INF18CA 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
MNA ISAF Member National Authority
IF18CA International Formula 18 Catamaran Association
INF18CA International Nacra F18 Class Association
NCA National Class Association
ERS Equipment Rules of Sailing
RRS Racing Rules of Sailing
IHC In House Certification
PSI Performance Sports International Inc, California, USA, and its predecessors and successors, the builders and licence-holders of NACRA catamarans.

A.3 Authorities

- A.3.1 The International Authority of the INF18CA is the ISAF which shall co-operate with the INF18CA in all matters concerning these rules.
- A.3.2 Notwithstanding anything contained herein, the INF18CA has the authority to withdraw eligibility of any **boat** to participate in INF18 Class events and shall also do so on the request of the ISAF.
- A.3.3 The INF18CA shall keep a record of **Official Measurers** and **International Measurers** who are authorized to represent PSI regarding origin of equipment.
- A.3.4 PSI is the licence-holder and builder, and is the final authority on the origin of equipment - manufacturing control - in the event of any dispute PSI and its agents shall determine authenticity.

A.4 Administration of the Association

- A.4.1 The **class** is administered by the INF18CA.
- 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 rules shall be carried out by the INF18CA.

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 At Class Events see RRS 89.1 (d). ISAF Regulation 26.5(f) applies. At all other events RRS 86 applies.

A.7 Association Rules Amendments

- A.7.1 Amendments to the IF18 Class Rules Part II and Part III that do not conflict with manufacturing control that have been ratified by ISAF shall be accepted by the INF18CA without further action.
- A.7.2 The INF18CA shall not make **Class rules** other than those relating to manufacturing control that are in conflict with IF18 **Class Rules**.
- A.7.3 Amendments to **Class Rules** are subject to the approval by the governing Committee of the INF18CA and then approval by ISAF in accordance with the ISAF Regulations, before implementation.

A.8 Class Rules Interpretation

- A 8.1 Interpretations of class rules shall be made in accordance with ISAF regulations.

A.9 International Class Fee and ISAF Building Plaque

- A 9.1 The INF18CA shall pay the International Class Fee annually, and PSI pay plaque fees for all boats built after 1st. September 2009.
- A.9.2 ISAF shall, after receiving the International Class Fee and plaque fees, send the ISAF plaque to PSI or receive delivery through the INF18CA.

A.10 Sail Numbers

- A.10.1 Each NCA shall keep a complete record of all **hull** and **sail** numbers.
- A 10.2 Main **sails** shall be supplied by PSI with **sail** numbers with consequential **sail** numbers

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 comply with these **class rules**.

B.1.2 All 18-foot NACRA catamarans built by PSI to compete within the International Formula 18 Catamaran Class are eligible to sail under these **class rules**. These include but are not limited to the models identified as Nacra Inter 18, Nacra F18, and Nacra F18 Infusion.

B.1.3 The **boat** when entered for an event shall:

- (a) be in compliance with these **Class rules**
- (b) be PSI-supplied **hull, spars, platform, sails, appendages**
- (c) have valid builder marks as may be required, including a builder Serial Number

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** where anything not specifically permitted by the **Class rules** is prohibited. **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 Class rules

- (a) The ERS Part 1 Use of equipment shall apply .
- (b) RRS 49.1 shall not apply.
- (c) RRS 50.4 shall not apply
- (d) RRS Appendix G.1.3 (d) shall not apply.

C2. Advertising

C.2.1 INF18CA events shall conform to the ISAF Advertising Code, (ISAF Regulation 20)

C.3 Crew

C.3.1 The **crew** shall consist of two persons.

C.3.2 Crew Weights

(a) The total weight of the **crew** dressed in underwear:

(1) **Crews** in between 115 kgs and 130 kgs shall sail with the small **jib** and **small** spinnaker sails (see Sails) and carry extra weight equal to half the difference between their actual weight and 130 kgs.

(2) **Crews** in between 130 kgs and 140 kgs shall sail with small **jib** and **spinnaker** sails and shall not carry extra weight.

(3) **Crews** in between 140 and 150 kgs may use large **jib** and large **spinnaker** sails and carry extra weight equal to half the difference between their actual weight and 150 kgs.

(4) **Crews** over 150 kgs shall not carry extra weight.

(b) **Crews** shall be weighed at Registration for a regatta and again at any time as directed at the discretion of the Jury. Extra weight shall be securely fastened to the outside of the forward crossbeam on the port side and shall be removable for checking. Extra weights shall be of metal, e.g., lead.

C.4 Personal Equipment

C.4.1 Mandatory

(a) The **boat** shall be equipped with **personal floatation device** for each **crew** member to the minimum standard of either the country of residence or host of the event.

(b) Weight jackets or further ballast of any kind are not permitted.

(c) In accordance with RRS 43.1(b) the total weight of worn equipment shall not exceed 10 kgs.

C.4.2 Optional

(a) Trapeze harness for each member of **crew**.

(b) All other **personal equipment**.

C.5 Portable Equipment

C.5.1 MANDATORY

(a) One righting line of minimum of 4 meters and 10mm thickness.

C.5.2 OPTIONAL

- (a) Magnetic compasses.
- (b) Mechanical timing devices
- (c) Electronic devices that provide timing, heading, and heading memory but which do not transmit or receive data.
- (d) Water, food and clothing containers.
- (e) Emergency Positioning Indicating radio beacons (EPIRB) devices.
- (f) Towing line. If required in the Sailing Instructions, must be a minimum of 25m long by 5mm diameter.
- (g) A paddle, fit for purpose, if required by the Sailing Instructions.

C.6 Use of Equipment

C.6.1 Platforms

- (a) Inspection hatch covers and drain plugs shall be kept in place at all times.

C.6.2 Appendages

- (a) Only two **daggerboards** and two **rudder blades** shall be used during an event, except when an appendage has been lost or damaged beyond repair.
- (b) **Rudders** must be in the locked-down position while *racing*. A **boat** may not be penalized under this section for a temporary, unintended kick-up of a **rudder** or **rudders**.

C.6.3 Rig

- (a) Only one set of **spars** and standing **rigging** shall be used in an event except when an item has been lost or damaged beyond repair.
- (b) Standing **rigging** shall not be adjusted during *racing*.

C.6.4 Sails

- (a) Only one set of **sails**, consisting of one **mainsail**, one **jib**, and one **spinnaker**, may be used in an event except when an item has been lost or damaged beyond repair.
- (b) **Luff** or bolt ropes shall be in the spar grooves.

C.6.5 Maintenance, Modification and Repair

- (a) Platform, **Spars**, Standing **Rigging**, and **sails** may not be altered in any way except as permitted by these **class rules**.
- (b) routine maintenance and repairs may be made during an event.

C.6.6 Identification

- (a) The national letters and numbers shall comply with the

RRS 2009-2012 Appenidix G, and be displayed on the mainsail in addition to sail numbers issued by either PSI or by the NCA.

C.6.7 The minimum weight of the complete boat for *racing* shall be 180 kgs excluding the weight of the towing line. C.5.2 (f) above.

SECTION D - HULLS

D.1 Parts

- D.1.1 Mandatory
 - (a) **Hull** shells
 - (b) Front beam
 - (c) Rear beam
 - (d) Trampoline

D.2 General

- D.2.1 The **hull** and those parts enumerated below as Beams and Trampoline shall be original equipment built and/or by PSI or its licensed agents, with any repairs or refinishing only as allowed in these **Class rules**.
- D.2.2 **Certification:** An MNA may appoint one or more persons at a manufacturer to **certify hulls** built by that manufacturer in accordance with the ISAF IHC guidelines.
- D.2.3 Modifications, Maintenance and repair
 - (a) Holes not bigger than necessary for the installation fittings and passage of lines may be made in the **hull**.
 - (b) Routine maintenance such as minor repairs to include filling, sanding and cleaning, polishing and waxing is permitted.
 - (c) Application of personal or sponsor decals and/or painting of personal or sponsor materials is permitted as allowed under ISAF Category C Advertising, however any such paint or other **hull** coating other than the original repaired surface material may not cover the entire wetted surface or otherwise be intended in whole or part to reduce **hull** friction through the water.
 - (e) Large scale repairs or resurfacing must have as a finish coat a material equal or similar to the original surface material, e.g., gelcoat or similar.
- D.2.4 Identification
 - (a) For **boats** built after 01.09.2009 **hulls** shall carry the ISAF Plaque permanently placed on the starboard transom.

D.2.5 Builders: Only PSI and any builders licensed by PSI may build **hulls** and completed boats.

D.3 Platforms

D.3.1 All platforms, consisting of **hulls** (2), beams (2), and trampoline shall be built solely by PSI and any builders licensed by PSI.

D.3.2 Hulls

- (a) **Sail** adjustments fittings, running **rigging** fairleads, blocks and cleats may be attached to the **hulls**.
- (b) Non slip surfaces, built in or applied to the **hulls**.
- (c) Foot loops, toe straps, trapeze gear, **crew** restraining line may be changed or added.
- (d) **Daggerboard** retention/placement fittings may be changed or added.

D.3.3 Beams

- (a) The beams shall not be convex except for the necessary pre-bend to counteract the **mast** loading. The pre-bend shall be limited to a maximum of 15mm
- (b) Compass holders may be mounted anywhere on the front beam.
- (c) Materials for fittings and compass holders are optional excluding carbon.
- (d) **Spinnaker** handling cleats and pulleys are optional, and may be mounted anywhere on the front beam.
- (e) A **jib** traveler track may be added to the front beam. It must be a PSI-supplied track and track-mounting hardware.
- (f) Any holes for fittings may only be as large as necessary to house the fittings.

D.3.4 Trampoline

- (a) Lacing and lacing eyes which do not otherwise change the area of a trampoline may be changed or added.
- (b) Storage bags and pouches, including a **spinnaker** bag if a pole-mounted **spinnaker** bag is not used are permitted.
- (c) Additional grommets and eyes for running **rigging**, rigging tails, trapeze shock cords, **mast** and **sail** control lines are permitted.

Section E Hull Appendages

E.1 Parts

E.1.1 Mandatory

(a) **Rudders**

- (b) **Tillers**
 - (c) **Tiller** connecting bar
 - (d) **Daggerboards**
- E.1.2 Optional
 - (a) **Tiller** extension - may be any length or material, and may be adjustable.
- E.2 General
 - E.2.1 **Hull** appendages shall be original or replacement equipment built and supplied by PSI or its licensed agents.
 - E.2.2 Modifications, Maintenance and repair
 - (a) Routine maintenance such as minor repairs to include sanding and cleaning, polishing and waxing is permitted.
 - E.2.3 **Certification**
 - (a) A Measurer may sign and date **rudders** and **boards** above their waterline in indelible pen to certify these appendages for an event.
 - (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 ISAF IHC Guidelines.
 - E.2.4 **Daggerboard** height restraining systems may be fitted.

Section F - Rig

- F.1 Parts
 - F.1.1 Mandatory
 - (a) **Mast**
 - (b) Standing **rigging**
 - (c) Running **rigging**
 - (d) **Bowsprit**
 - F.1.2 Optional
 - (a) **Spinnaker** retrieval system
- F.2 General
 - F.2.1 **Class rules**
 - (a) The spars and their fittings shall be original or replacement equipment built and/or supplied by PSI or its licensed agents. Only one set of **spars** may be used during an event, unless an item is lost or damaged beyond repair.
 - (b) Routine maintenance such as cleaning, waxing and minor repairs is permitted.
 - F.2.3 Certification

- (a) A **Measurer** may sign and date **mast**, **bowsprit**, and boom in indelible pen to certify these parts of the rig for an event.
- (b) An MNA may appoint one or more persons at a manufacturer to measure and certify rigs produced by that manufacturer in accordance with the ISAF IHC Guidelines.

F.3 **Mast**

F.3.1 Mandatory.

- (a) **Spinnaker** halyard guide
- (b) **Spinnaker** halyard block and attachments
- (c) **Mast** rotation control fittings
- (d) Cunningham downhaul fittings, may not exceed 16:1 purchase.
- (e) No fittings may be attached to the mast that compromise the sealed portion of the mast.

F.3.2 Optional

- (a) Mechanical wind indicator(s)
- (b) Timing devices

F.4 **Boom**

F.4.1 Mandatory

- (a) **Sail** adjustment fittings

F.4.2 Optional

- (a) Timing devices
- (b) **Mast** rotation control devices

F.5 **Bowsprit**

F.5.1 Mandatory

- (a) **Sail** adjustment fittings
- (b) **Spinnaker** tack end block
- (c) The **bowsprit** must be fixed on the longitudinal centreline of the **boat**
- (d) "Snuffer systems" may be any PSI supplied system, either end **bowsprit** or mid **bowsprit**.
- (e) Pole ends shall be capped, smooth, rounded, and blunt.

F.5.2 Optional

- (a) Wind indicators
- (b) Timing devices

F.6 **Standing Rigging**

F.6.1 Mandatory

- (a) The standing rigging consisting off shrouds, forestay and bridles shall be of 1 x 19 or 1 x 7 stranded stainless steel wire and shall have a minimum of 4mm diameter. (Dyform or similar are prohibited.)

- (a) Trapeze wires shall be of 2.5mm stranded stainless steel wire.
 - (b) Trapeze rings, hooks,
- F6.2 Optional
- (a) Height adjustment fittings
 - (b) trapeze adjustment blocks may include carbon

F.7 Running Rigging

- F.7.1 Optional
- (a) Materials for all lines
 - (b) Mainsail Cunningham line
 - (c) **Mainsail** outhaul
 - (d) **Jib** Cunningham line
 - (e) **Spinnaker** tack out and up haul line
 - (f) Single line **spinnaker** uphaul / outhaul and retrieval
 - (h) All blocks, cleats, eyes and other line-handling equipment, except that carbon is not allowed.

Section G Sails

This section applies primarily to PSI-licensed or authorized sailmakers and to PSI and its authorized agents.

G.1 Parts

- G.1.1 Optional
- (a) Fully battened **jib** (after 01.03.07)

G.2 General

- G.2.1 **Class rules - Sails** shall be original equipment or replacements supplied by PSI or its licensed agents, and shall not be recut or otherwise reshaped.

G.2.2 **Certification**

- (a) For an event, an official **measurer** may certify **sails** with his/her signature and date, marked in indelible pen on the starboard side of the sail within 10 cm of the sailmaker's mark. Only one suit of sails may be used at an event, unless a sail has been damaged or lost beyond repair, and then only with agreement of Race Committee.
- (b) An MNA may appoint one or more persons at a sail maker to measure and certify sails produced by that manufacturer in accordance with the ISAF IHC Guidelines.
- (c) Routine maintenance is permitted as long as it does not alter size or shape..

- (d) **Sails** corresponding to the different weight categories of crew (C.2.2) shall be identified as follows:
- #1. Large **Jib**
 - #2. Small **Jib**
 - #3. Large **Spinnaker**
 - #4. Small **Spinnaker**.

G 2.4 Sailmakers

- (a) Only sailmakers licensed by PSI shall produce **sails**, and such **sails** shall only be available through PSI or its agents.

G.3 **Mainsail**

G.3.1 Identification

- (a) The Association insignia shall not be removed or otherwise altered.

G.3.2 Optional alterations by the owner

- (d) Cunningham eye or pulley, batten pocket patches, batten pocket elastic, batten pocket end caps, tell tales, sail shape indicator stripes and items as permitted or prescribed by other applicable rules.

G.3.3 **Measurement**

- (a) The **sail** shall conform to the Sailcloth List of the International Formula 18 Class Association.

(b) Construction shall be soft **sail**, single **ply**

- (c) The following are permitted at the time of construction:
Stitching, glues, tapes, corner eyes, headboard with fixings, Cunningham eye or pulley, **batten pocket** patches, **batten pocket** elastic, batten pocket and end caps, leech line with cleat, tell tales and window.

- (d) The **leech** may 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**.

(d) Dimensions - Maximums

Sail area including the side area of the **mast** spar - 17sq m

- (1) Any hollows in the **leech** between **battens** shall be bridged and classed as sail area for **measurement** purposes.

Top Width - 1000mm

Upper width at upper **leech** point 1500mm from the **head point** - 1290mm

Window area to be placed in lower third of the **sail** - 1.0sqm
The **aft head point** of the **mainsail** shall not be above the
head point

G.3.4 Battens

- (a) there shall a maximum of 10 **battens** of maximum 30mm in width, and shall not protrude more than 100mm from the **leech** and shall have no moving parts. The **battens** may be shaped in thickness.

G.4 Jib

G.4.1 Materials

Class rule 1 all existing NF18 catamarans prior to 1st March 2007.

- (1) The construction shall be soft **sail**, single **ply** sail with material in the IF18CA cloth list.
- (2) The body of the sail may consist of woven **ply** or laminated ply or a combination of both.
- (3) The maximum number of battens is four. The **battens** and/or **batten pockets** shall not exceed a distance of 250 mm from the leach.
- (4) **Chaffing patches** are permitted
- (5) A corner board at the **clue** is permitted
- (6) The following are permitted at the time of construction:
Stitching , glues, tapes, corner eyes, headboard with fixings, Cunningham eye or pulley, zips, Velcro and sleeve luffs, batten pocket patches, batten pocket elastic, batten pocket and end caps, leech line with cleat, tell tales and window.
- (7) Self tacking jib devices are permitted
- (8) Roller reefing units are permitted
- (9) Cunningham systems are permitted
- (10) The jib shall carry a transparent window of a minimum of 0.3 sq meters, and be made of clear vinyl or clear mylar and be placed in lower third of the sail

Jib Rule 2. In use after 1st March 2007

- (1) The construction shall be soft sail, single ply sail
- (2) The body of the sail may consist of woven ply or laminated ply or a combination of both
- (3) The maximum number of battens is THREE which shall be a maximum of 25 mm in width which shall not have moving parts and be made of fiberglass.

- (4) Chaffing patches are permitted
- (5) A corner board at the clue is permitted
- (6) The following are permitted at the time of construction:
Stitching , glues, tapes, corner eyes, headboard with fixings, Cunningham eye or pulley, zips, Velcro and sleeve luffs, batten pocket patches, batten pocket elastic, batten pocket and end caps, leech line with cleat, tell tales and window .
- (7) Self tacking jib devices are permitted
- (8) Roller reefing units are permitted
- (9) Cunningham systems are permitted
- (10) The jib shall carry a transparent window of a minimum of 0.3 sq. meters, and be made of clear vinyl or clear mylar film, and be placed in the lower third of the sail.

G.4.2 Construction - in addition to the provisions of Jib Rules 1 and 2 above, in G.4.1

- (a) The sail shall conform to the Sailcloth List of the International Formula 18 Class Association.
- (b) The leech shall not extend beyond a straight line from the aft head point to the clew point.
- (b) The following alterations are permitted by the owner: batten pocket elastic, batten pocket patches, 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 - Maximums

Sail area (small jib) - 3.45 sq m

Sail area (large Jib) - 4.15 sq m

Top Width - 50mm

Window in lower third of the sail - 0.3 sq m.

- (a) Two sizes of jibs are permitted as a function of **crew** weight.
(See C.2.2)
- (b) The jib **tack point** shall not be fixed below the apex point of the bridle wires.

G.5 Spinnaker

G.5.1 General

- (a) Battens, stiffening devices except leech lines are not permitted

G.5.2 Materials

- (a) The ply shall consist only of nylon or polyester materials
- (b) Impregnation of nylon and polyester cloths with silicon is permitted.
- (c) The **sail** shall conform to the Sailcloth list of the International Formula 18 Class Association.

G.5.3 Construction

- (a) The construction shall be: soft sail, single ply **sail**.
- (b) The body of the **sail** shall consist of the same woven ply throughout.
- (c) Primary and secondary reinforcement is permitted at the **sail** corners and the recovery points.
- (d) The following are permitted at the time of construction
Stitching, glues, tapes, corner eyes, recovery line eyes, patches or loops, tell tales and items as permitted or prescribed by other applicable rules.
- (e) The following are alterations permitted by the owner: recovery line eyes, patches or loops, and tell tales.
- (f) Windows may fitted in the lower one third of the spinnaker and shall be not more than 600mm x 800 mm.

G.5.4 Dimensions - Maximums

Sail area (small spinnaker) - 19 sq m.

Sail area (large spinnaker) - 21 sq m.

- (1) Two sizes of spinnakers are permitted as a function of crew weight. (See C.2.2.)

Part III Appendices

--none listed--