watersportverbond

INTERNATIONAL
SAILHORSE
CLASS RULES
2020

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The Sailhorse was designed in 1970 by Tom Manders and was adopted as a national class in 1994

INDEX

INTRODUCTION

Sailhorse hulls, hull appendages, rigs and sails are measurement controlled.

Sailhorse hulls and hull appendages shall only be manufactured by manufacturers licensed by the Sailhorse Sailing Club (SSC) – in the class rules referred to as licensed manufacturers. Equipment is required to comply with the Sailhorse Building Specification and is subject to an SSC approved manufacturing control system.

Sailhorse 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.

PLEASE REMEMBER:

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

COMPONENTS, AND THEIR USE, ARE DEFINED BY THEIR DESCRIPTION.

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

Marginal markings indicate changes to the previous edition

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.1.3. 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.2. ABBREVIATIONS

A.2.1.

WS	World Sailing
RNYU	Royal Netherlands Yachting Union
MNA	ISAF Member National Authority
ISCA	International Sailhorse Class Association
NCA	National Class Association
ERS	Equipment Rules of Sailing
RRS	Racing Rules of Sailing

A.3. AUTHORITIES

A.3.1. The **Class Rules Authority** of the class is the Royal Netherlands Yachting Union which shall co-operate with the ISCA in all matters concerning these **class rules**.

A.3.2. The **Class Authority** of the Class is the International Sailhorse Class Association

A.3.3. Notwithstanding anything contained herein, the **certification authority** has the authority to withdraw a **certificate** and shall do so on the request of the RNYU

A.4. ADMINISTRATION OF THE CLASS

A.4.1. The Royal Netherlands Yachting Union (RNYU) 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 ISCA which may delegate the administration to an NCA.

A.5. CLASS RULES CHANGES

A.5.1. At Class Events – see RRS 89.1.d) – ISCA Regulations apply. At all other events RRS 87 applies

A.6. CLASS RULES AMENDMENTS

A.6.1. Amendments to these **class rules** are subject to the approval of the RNYU in accordance with the RNYA Regulations.

A.6.2. The latest version of the **class rules** applies which is approved and published by the RNYU.

A.6.3. All boats have to comply with the latest version of the **class rules**, also the **boats** manufactured before the effective date of the applicable **class rules.**

A.7. CLASS RULES INTERPTRETATION

A.7.1. Interpretation of **class rules** shall be made in accordance with the RNYU Regulations.

A.8. SAIL NUMBERS

A.8.1. Sail numbers shall be issued by the MNA..

A.8.2. Sail numbers shall be issued in accordance with the CIN number of the **boat**

A.9. HULL CERTIFICATION

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

1. Class
2. **Certification authority**
3. Sail number issued by the **certification authority**
4. Owner
5. Hull identification *(CIN Number)*
6. Builder/Manufacturers details
7. **Corrector weights**
8. Date of issue of initial **certificate**
9. Date of issue of **certificate**

A.10. INITIAL HULL CERTIFICATION

A.10.1. For a **certificate** to be issued to a **hull** not previously **certified**:

(a) **Certification control** shall be carried out by the **official measurer** who shall complete the appropriate documentation. The **certification control** shall take place on a place and time to be determined by the **official measurer**.

(b) The documentation and **certification** fee, if required, shall be sent by the owner to the **certification authority**. A fee for issuing the **certificate**, if required, shall be transferred to the **certification authority**

(c) Upon receipt of a satisfactorily completed documentation and **certification** fee, if required, the **certification authority** may issue a **certificate**. In addition the **boat** shall be provided with a **certification mark** consisting of a sticker mentioning class and **sailnumber**

A.11. VALIDITY OF CERTIFICATE

A.11.1. A hull **certificate** becomes invalid upon:

(a) the change to any items recorded on the hull **certificate** as required under A.9.

(b) the date of expiry,

(c) withdrawal by the **certification authority**,

(d) the issue of a new **certificate**

A.12. HULL RE-CERTIFICATION

A.12.1. **certification authority** may issue a **certificate** to a previously certified **hull**:

(a) when it is invalidated under A.11.1(a) or (b), after receipt of the old **certificate**, and **certification** fee if required.

(b) when it is invalidated under A.11.1 (c), at its discretion.

(c) in other cases, by application of the procedure in A.10.

A.13. RETENTION OF CERTIFICATION DOCUMENTATION

A.13.1. 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.1.2 Sails shall carry a valid **certification mark**.

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) A trapeze System may be used (change of RRS 49.1)

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

C.2. CREW

C.2.1. LIMITATIONS

(a) The **crew** shall consist of 2 or 3 persons.

(b) **Crew** members may be substituted during an event excluding the *person in charge* (RRS 47). Sailing instructions may change this rule.

C.3. PERSONAL EQUIPMENT

C.3.1. MANDATORY

(a) The **boat** shall be equipped with a **personal floatation device** for each **crew** member to the minimum standard ISO 12402-5 (CE 50 Newtons).

C.3.2. OPTIONAL

(a) Trapeze harness for one **crew** member, not being the helmsman.

C.4. ADVERTISING

C.4.1. LIMITATIONS

(a) Competitor's Advertising in accordance with WS Regulation 20.3.2 of the WS Advertising Code. (See WS Regulation 20) is not permitted.

C.5. PORTABLE EQUIPMENT

C.5.1. MANDATORY

(a) FOR USE

(1) A bailer with a capacity of at least 10 litres. Shape and material of the bailer are free

(2) One anchor of not less than 8 kg in weight and with not less than 25 m of line of not less than 10mm in diameter attached to the anchor. The anchor shall be ready for use and one end of the line shall be attached to the boat

(b) NOT FOR USE

(1) Towing rope minimum 12 m long of not less than 8 mm in diameter. The anchor mooring is not a substitute

(2) One paddle minimum 1000 mm long and with a blade area of minimum 0,02 m2

C.5.2. OPTIONAL

(a) FOR USE

(1) Electronic timing device and electronic compass. Electronic devices shall have an internal power supply and shall not be equipped with hardware and software to import and correlate data.

(2) Magnetic compass

(3) Mechanical Wind Indicators.

(b) NOT FOR USE

(1) Mobile telephone

C.6. BOAT

C.6.1. MODIFICATIONS, MAINTENANCE AND REPAIR

(a) Routine maintenance such as sanding, painting and small repairs is permitted without re-measurement and re-**certification.**

(b) Replacements and/or modifications to the **boat**, other than those stated in C.6.1(a), is only permitted after written permission from the **certification authority**.

C.6.2. OPTIONS

(a) Hydraulic, pneumatic, electric and electronic devices are not permitted excluding devices explicitly permitted in these class rules .

(b) A bulkhead shielding of the bow compartment. Construction is optional.

C.6.3. FLOTATION

(a) Rigid foam or expanded polystyrene may be used under the floors as flotation elements.

C.7. HULL

C.7.1. 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) Holes not bigger than necessary for the installation fittings and passage of lines may be made in the **deck**.

(c) Routine maintenance such as painting and polishing is permitted without re-measurement and re-**certification**.

(d) If any hull moulding is repaired in any other way than described in C.7.1(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**.

C.8. RIG

C.8.1. LIMITATIONS

(a) Only one set of **spars** and **standing rigging** shall be used during an event, except when an item has been lost or damaged, and the race committee has approved the substitution.

C.8.2. MAST

(a) DIMENSIONS

	minimum	maximum
Horizontal distance between the intersection of the aft side of the **spar** and upper surface of the **deck** and the **hull datum point.**	3770 mm	3850 mm
Vertical distance between the **lower point** and the mast reference plane		413 mm
Mast limit mark width	20 mm	-
Upper point height	-	7250 mm

(b) USE

(1) The **spar** shall be stepped in the mast step. The mast step shall be constructed out of aluminium or stainless with a minimum height of 35 mm and a maximum height of 80 mm. The mast step shall be mounted on the reinforced top of the dome. The mounting plane shall be the mast reference plane (see also CR F.2.3.(b))

(2) **Boats** with a CIN (Craft Identification Number) number lower than 2348 where the reinforced part on the dome is missing may use an alternative mast step that is mounted on the dome (see also CR F2.3(b))

C.8.3. BOOM

(a) DIMENSIONS

	minimum	maximum
Limit mark width	20 mm	-
Outer point distance		3150 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.8.4. STANDING RIGGING

(a) DIMENSIONS

	minimum	maximum
Intersection of the upper **shrouds**, extended if necessary, with the **deck**,measured diagonal form the **hull datum point**	3485 mm	3535 mm
Intersection of the lower **shrouds**, extended if necessary, with the **deck**,measured diagonal form the **hull datum point**	3565 mm	3615 mm
Distance between the outside of the hull and the intersection of the upper and lower **shrouds**, extended if necessary, with the **deck**		25 mm

(b) USE

(1) The intersection of the **forestay**, extended as necessary, with the **deck** shall be forward of the intersection of the luff of the **headsail**, extended as necessary, with the **deck**.

(2) The **forestay** may be sailed without tension, but must be able to keep the **mast** upright in case of an emergency and when the jib has been lowered.

C.9. SAILS

C.9.1. MODIFICATIONS, MAINTENANCE AND REPAIR

(a) **Sails** shall not be altered in any way except as permitted by these **class rules**.

(b) Routine maintenance such as repair of seams and rips is permitted without re-measurement and re-**certification**.

C.9.2. LIMITATIONS

(a) Not more than one mainsail, one jib, one genoa and one spinnaker shall be carried aboard.

(b) Not more than one mainsail, one jib, one genoa and one spinnaker shall be used at an event, except a sail has been lost or damaged beyond repair and the race committee has approved the substitution

C.9.3. MAINSAIL

(a) 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 bolt rope and the foot bolt rope (when present) shall be in the spar grooves or tracks

C.9.4. GENUA/JIB

(a) USE

(1) The minimum distance of the intersection of the **luff** of the jib/genua, extended as necessary, and the **deck**, measured form the **hull datum point**, shall be 5825 mm.

(2) The **clew** may be adjusted through the **deck**. The construction is optional.

(3) Use of a furler is permitted. The construction is optional.

Section D – Hull

D.1. GENERAL

D.1.1. RULES

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

D.1.2. CERTIFICATION

(a) See Rule A.10.

D.1.3. DEFINITIONS

(a) HULL DATUM POINT

(1) The **hull datum point** is the point on the **hull** centreplane at the intersection of the outside of the hull shell and the aft side of the transom.

D.1.4. IDENTIFICATION

(a) The **hull** shall carry the manufacturers mark containing the CIN number and year of production.

D.1.5. BUILDERS

(a) The hull shall built by a builder licensed by SSC.

(b) All moulds shall be approved by SSC.

D.2. HULL COMPONENTS

D.2.1. MATERIALS

(a) The materials of the **hull** components shall comply with the Sailhorse Construction Manual issued by the SSC.

D.2.2. CONSTRUCTION

(a) The construction of the **hull** components shall comply with the Sailhorse Construction Manual issued by the SSC.

(b) Compartments in the double bottom shall be watertight.

D.3. ASSEMBLED HULL

D.3.1. FITTINGS

(a) Holes in the floor are prohibited, except inspection and drain holes, which shall be securely closed while racing.

D.3.2. WEIGHTS

	minimum	maximum
Hull Weight	470 kg	kg

The **hull weight** shall be taken including the **keel** but excluding **rudder**, **rig**, **sails** and all portable equipment as listed in C.5.

D.3.3. HULL CORRECTOR WEIGHTS

(a) The **Corrector weights** shall consist of two equal rectangular pieces of metal, - marked by an **official measurer** -, permanently fixed to the bottom of the **deck** at the cross section of the **hull** at the location of the mast step, one on port and one on starboard when the **boat** weight is less than the minimum requirement.

(b) The total weight of such **corrector weights** shall not exceed 30 kg.

Section E – Hull Appendices

E.1. GENERAL

E.1.1. RULES

(a) **Hull appendages** shall comply with the **class rules.**

E.2. KEEL/CENTREBOARD

E.2.1. CERTIFICATION

(a) A **keel**, produced after 01-07-2014, shall be provided with a certificate containing a production number, marked on the top side of the keel, production date and manufacturer.

(b) **Keels** without a certificate shall be measured separately without cover plate and bolts.

E.2.2. MANUFACTURERS

(a) Manufacturers shall be licensed by the SSC.

E.2.3. MATERIALS

(a) The material of the **keel** and the cover plate is optional.

E.2.4. CONSTRUCTION

(a) The **keel** shall be manufactured in compliance with the official plans 4, 4A and 5.

(b) The **keel** shall be retractable by means of a spindle attached to the cover plate

(c) Form and profile of **keel** and bulb are optional within the minimum and maximum measures as indicated on the official plans.

(d) The bulb of the **keel** shall not extent in front of the **keel**

E.2.5. FITTINGS

(a) MANDATORY

(1) Spindel to move the **keel** up and down. This spindle shall be permanently attached to the **hull**

E.2.6. DIMENSIONS

	minimum	maximum
Distance between the front of the **keel** shaft and the **hull datum point** measured on the centreline of the **boat** along the outside of the **hull**	2970 mm	-
Vertical distance between the lowest point of the **keel** in its fully lowered position and the intersection of the aft inner side of the **keel** shaft with the outside of the **hull**.		800 mm

E.2.7. WEIGHTS

	minimum	maximum
Total weight of the **keel** (excluding cover plate and bolts)	180 kg	190kg

E.3. RUDDER BLADE, RUDDER STOCK AND TILLER

E.3.1. MATERIALS

(a) The material of the **rudder** blade, **rudder** stock and tiller is optional.

E.3.2. CONSTRUCTION

(a) The **rudder** may be constructed out of different parts.

(b) The **rudder** blade shall be constructed in compliance with official plan 5A.

(c) The construction of the **rudder** stock is optional.

(d) The **rudder** blade may be retractable.

(e) The profile of the **rudder** blade is optional.

E.3.3. FITTINGS

(a) MANDATORY

(1) Two rudder gudgeons

(b) OPTIONAL

(1) Tiller extension. Construction is optional.

(2) Control lines and cleats to fix the position of the **rudder** blade.

E.3.4. DIMENSIONS

	minimum	maximum
Rudder blade		
Thickness	20 mm	24 mm
Width	325 mm	335 mm
Vertical distance of the lowest point of the **rudder** blade in its fully lowered position from the **hull datum point**.	700 mm	750 mm
Horizontal distance between aft of transom and front side of **rudder** stock and/or **rudder** blade	60 mm	70 mm
Total length of tiller **measured from aft side of transom in boat centre plane**	-	1200 mm
Chamfer height: vertical dimension of the chamfer (projection on rudder front)	350 mm	370 mm
Chamfer width: transverse dimension of the chamfer (projection on rudder foot)	140 mm	160 mm

E.3.5. WEIGHTS

	minimum	maximum
Total weight of **rudder** blade, **rudder** stock and tiller	5 kg	-

Section F – Rig

F.1. PARTS

F.1.1. MANDATORY

(a) **Mast**

(b) **Boom**

(c) Standing **rigging**

(d) Running **rigging**

F.1.2. OPTIONAL

(a) **Spinnaker pole**

F.2. GENERAL

F.2.1. RULES

(a) The **spars** and their fittings shall comply with the **class rules,**

(b) The standing and running **rigging** shall comply with the **class rules**.

F.2.2. CERTIFICATION

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

(b) No **certification** of standing and running **rigging** is required.

(c) An MNA may appoint one or more **In-House Official Measurers** to measure and **certify rigs** produced by that manufacturer.

F.2.3. DEFINITIONS

(a) MAST DATUM POINT

(1) The **mast datum point** is the **lower point**.

(b) MAST REFERENCE PLANE

(1) The mast reference plane is parallel to the cockpit floor and in line with the front of the rounding of the edge of the dome on the centre line of the boat.

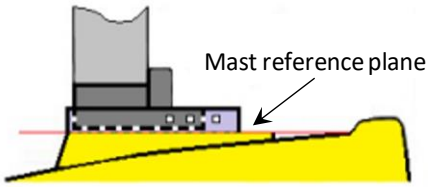


Figure 1: Mast Reference Plane

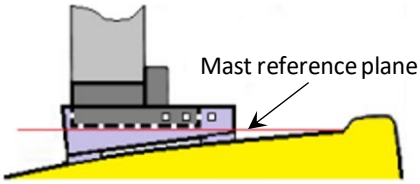


Figure 2: Alternative Mast Step

F.2.4. MANUFACTURER

(a) No licence is required.

F.3. MAST

F.3.1. MATERIALS

(a) The **spar** shall be of aluminium

(b) The **spar** may be anodized, painted or powder coated

F.3.2. CONSTRUCTION

(a) The **spar** extrusion shall include a fixed sail groove.

(b) The sail groove may be cutaway above the position of the gooseneck to permit entry of the mainsail

F.3.3. FITTINGS

(a) MANDATORY

(1) Mast head fitting

(2) Shroud tangs

(3) Forestay tang

(4) A set of spreaders

(5) Mainsail halyard sheave box

(6) Headsail halyard sheave box

(7) Gooseneck

(8) Kicking strap attachment

(b) OPTIONAL

(1) Spinnaker halyard sheave box

(2) Spinnaker pole fitting

(3) Spinnaker pole lift block with attachment

(4) Spinnaker pole downhaul block with attachment

(5) Heel fitting with sheaves for halyards

(6) One mechanical wind indicator

(7) Compass bracket

(8) Mast-head light

F.3.4. DIMENSIONS

	minimum	maximum
Mast length	7750 mm	-
Mast spar curvature	-	20 mm
Mast spar cross section (total spar) ;		
fore-and-aft	90 mm	98 mm
transverse	62 mm	78 mm
Masts manufactured before 01-01-1975		
fore-and-aft	90 mm	100 mm
transverse	60 mm	74 mm
Forestay height	5807 mm	5833 mm
Upper **Shroud height**	5782 mm	5826 mm
Lower **Shroud height**	2457 mm	2483 mm
Headsail hoist height	5590 mm	5640 mm
Spinnaker pole fitting:		
height	642 mm	692 mm
projection	-	50 mm
Spinnaker hoist height	5870 mm	5920 mm
Projection of centre of spinnaker sheave to the forward face of the mast **spar**		80 mm
Spreader;		
length	550 mm	650 mm
height	2600 mm	2650 mm
		-

F.4. BOOM

F.4.1. MATERIALS

(a) The **spar** shall be of aluminium.

(b) The **spar** may be anodized, painted or powder coated

F.4.2. CONSTRUCTION

(a) The **spar** extrusion may include a fixed sail groove

(b) The **spar** may be chamfered at both bottom ends over a maximum length of 150 mm.

(c) The sail groove may be cutaway at each end of the **spar** to permit entry of the mainsail

F.4.3. FITTINGS

(a) MANDATORY

(1) A minimum of two mainsheet block attachments.

(2) A clew attachment arrangement

(3) Kicking strap fitting

(4) Gooseneck attachment

(b) OPTIONAL

(1) Clew outhaul blocks and attachments

(2) Spinnaker pole stowage fittings

F.4.4. DIMENSIONS

	minimum	maximum
Boom spar curvature	-	5 mm
Boom spar cross section (total spar)		
vertical	78 mm	86 mm
transverse	62 mm	70 mm
Booms manufactured before 01-01-1975		
Vertical	70 mm	84 mm
transverse	46 mm	70 mm

F.5. SPINNAKER POLE

F.5.1. MANUFACTURER

(a) Manufacturer is optional.

F.5.2. MATERIALS

(a) The material of the **spar** is optional.

F.5.3. CONSTRUCTION

(a) The spar may be evenly tapered from 500 mm of both ends of the **spar**

F.5.4. FITTINGS

(a) Fittings are optional.

F.5.5. DIMENSIONS

	minimum	maximum
Spinnaker pole spar cross section up to 500 mm from both ends of the **spar**	38 mm	
Spinnaker pole length	-	2300 mm

F.6. STANDING RIGGING

F.6.1. MATERIALS

(a) The standing **rigging** shall be of stainless steel excluding the forestay.

(b) The material of the forestay is optional.

F.6.2. CONSTRUCTION

(a) MANDATORY

(1) A **forestay** with a breaking strength equal or greater that the breaking strength of 3 mm 1x19 steel wire.

(2) A pair of upper **Shrouds** of 1x19 3mm wire

(3) A pair of lower **Shrouds** of 1x19 3mm wire

(b) OPTIONAL

(1) A pair of trapeze wires. The construction is optional.

F.6.3. FITTINGS

(a) MANDATORY

(1) **Forestay** rigging link. The construction is optional but the breaking strengths of this rigging link shall be equal or greater than the breaking strengths of 3 mm 1x19 steel wire.

(2) **Shroud** rigging screws for all **shrouds**.

(b) OPTIONAL

(1) The **forestay** rigging link may be adjustable and led through the **deck**.

F.7. RUNNING RIGGING

F.7.1. MATERIALS

(a) Materials are optional.

F.7.2. CONSTRUCTION

(a) Construction is optional

Section G - Sails

G.1. PARTS

G.1.1. MANDATORY

(a) **Mainsail**

(b) Headsail (jib or genua)

G.1.2. OPTIONAL

(a) Spinnaker

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**. The certification fee, if any, shall be paid to the official measurer.

(b) The MNA may appoint one or more **In-House Official Measurers** to measure and **certify sails** produced by that manufacturer in compliance with a licence agreement between the MNA and the manufacturer or the WS regulations concerning **in-house certification.**

(c) The **certification mark** shall be permanently attached to the **sail** and shall not be re-used

G.2.3. SAILMAKER

(a) No licence is required.

G.3. MAINSAIL

G.3.1. DENTIFICATION

(a) The class insignia shall conform with the dimensions and requirements as detailed in the diagram contained in official plan 7. The colour of the class insignia shall be the same as that of the sail number

(b) The class insignia, national letters and sail numbers shall comply with RRS appendix G.

G.3.2. MATERIALS

(a) The **ply** fibres shall consist of polyester.

(b) Material for **Stiffening** is optional.

G.3.3. CONSTRUCTION

(a) The construction shall be: **soft sail**, **single ply sail**.

(b) The **body of the sail** shall consist of the same **woven ply**.

(c) The **sail** shall have four batten **pockets**, spaced equidistantly in the **leech.**

(d) The sail shall be constructed so that it can be reefed by means of slab reefing at two points, one adjacent to the **luff** and one adjacent to the **leech**. These points shal be place at a minimum distance of 1150 mm above the **boom spar** Reefing points in the **body of the sail** are permitted**.**

(e) The following are permitted: Stitching, glues, tapes, bolt ropes, corner eyes, Cunningham eye or pulley, **batten pocket patches**, batten pocket elastic, batten pocket end caps, leech line with cleat, **windows**, tell tales, sail shape indicator stripes and items as permitted or prescribed by other applicable *rules*.

(f) A headboard with a maximum width of 120 mm measured at 90° to the **luff** is permitted

(g) The **leech** shall not extend aft of straight lines between the **aft head point** and the intersection of the **leech** and the upper edge of the nearest **batten pocket**

(h) **Sail leech hollows** between adjacent **batten pockets** are permitted

G.3.4. DIMENSIONS

	minimum	maximum
Leech length	7564 mm	7800 mm
Half width	-	2250 mm
Three-quarter width	-	1390 mm
Top width	-	150 mm

	minimum	maximum
Mass of **ply** of the **body of the sail**	200 g/m^2	
Primary reinforcement	-	350 mm
Secondary reinforcement:		
from **sail corner measurement points**	-	700mm
for **flutter patches**	-	100 mm
for **batten pocket patches**	-	200 mm
Window area	0,28 m^2-	0,5 m^2
Batten pocket length:		
uppermost pocket:		
outside	-	1100 mm
2nd pockets:		
outside	-	1050 mm
3rd pocket		
outside		1200 mm
Lowermost pocket		
outside		1350 mm
Batten pocket width:		
outside	-	60 mm
Head point to intersection of **leech** and centreline of uppermost **batten pocket**	1465 mm	1515 mm
Tack point to center of reefpoint adjacent to the **Luff**	1150 mm	-

G.4. GENUA

G.4.1. MATERIALS

(a) The **ply** fibres shall consist of polyester

G.4.2. 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) A steel wire of at least 3 mm shall be included in the **luff** of the sail.

(d) The following are permitted: Stitching, glues, tapes, corner eyes, hanks, leech line with cleat, **windows**, tell tales, sail shape indicator stripes and items as permitted or prescribed by other applicable *rules*.

G.4.3. DIMENSIONS

	minimum	maximum
Luff length	6160 mm	6350 mm
Leech length	6110 mm	6300 mm
Foot length	3430 mm	3540 mm
Foot median	-	6190 mm
Half width	-	1730 mm
Three quarter width		875 mm
Top width	-	35 mm
Foot irregularity	-	20 mm
Mass of **ply** of the **body of the sail**	200 g/m^2	-
Primary reinforcement		330 mm
Secondary reinforcement:		
from **sail corner measurement points**	-	660 mm
for **flutter patches**	-	100mm
Window area	0,28 m^2	0,5 m^2

G.5. JIB

G.5.1. MATERIALS

(a) The **ply** fibres shall consist of polyester

G.5.2. 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) A steel wire of at least 3 mm shall be included in the **luff** of the sail.

(d) The following are permitted: Stitching, glues, tapes, corner eyes, hanks, leech line with cleat, **windows**, tell tales, sail shape indicator stripes and items as permitted or prescribed by other applicable *rules*.

G.5.3. DIMENSIONS

	minimum	maximum
Luff length	6160 mm	6350 mm
Leech length	5770 mm	6000 mm
Foot length	2330 mm	2400 mm
Foot median	-	6180 mm
Half width	-	1190 mm
Three quarter width		600 mm
Top width	-	35 mm
Foot irregularity	-	20 mm
Mass of **ply** of the **body of the sail**	200 g/m^2	-
Primary reinforcement		330 mm
Secondary reinforcement:		
from **sail corner measurement points**	-	660 mm
for **flutter patches**	-	100mm
Window area	0,28 m^2	0,5 m^2

G.6. SPINNAKER

G.6.1. IDENTIFICATION

(a) The sail numbers shall comply with the RRS except where prescribed otherwise in these **class rules**.

G.6.2. MATERIALS

(a) The **ply** fibres shall consist of nylon or polyester.

(b) **Sail reinforcement** may consist of polyester.

G.6.3. 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) The following are permitted: Stitching, glues, tapes, corner eyes and items as permitted or prescribed by other applicable *rules*.

G.6.4. DIMENSIONS

	minimum	maximum
Leech length and **luff length**	5624 mm	5800 mm
Foot length	4556 mm	4700 mm
Foot Median	-	6820mm
Half width	-	4670 mm
Three-quarter width	-	2560 mm
Primary reinforcement	-	330 mm
Secondary reinforcement:		

	minimum	maximum
from **sail corner measurement points**	-	660 mm
for **flutter patches**	-	100 mm

PART III - APPENDICES

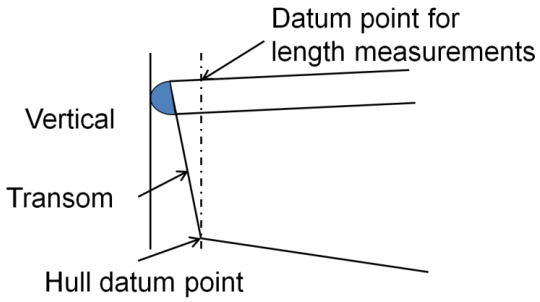
The rules in Part III are **closed class rules**. Measurement shall be carried out in accordance with the ERS except where varied in this Part.

Section H – Measurement Diagrams

H.1. GENERAL

In case of measurement of a Sailhorse, the boat -on the trailer- must be level. The floor of the Sailhorse inner deck is the level plane.

H.2. DIAGRAMS



Length measurements measurend over **deck** from the **hull datum point** with the **boat** put level.

Section I – Official Plans

I.1. GENERAL

I.1.1. COPYRIGHT

(a) All **boats** shall be built according to the standard drawings provided by or through the International Sailhorse Sailing Club. Copying of drawings or parts thereof provided by or through the International Sailhorse Sailing Club is prohibited by copyright laws.

I.1.2. PRIORITY

(a) In case of conflict between the standard drawings and the regulations of Part II, the regulations shall prevail

I.2. OFFICIAL PLANS

Plan	Description	Date
1	Hull, scale 1:10	1 June 1977
2	Deck, scale 1:10	1 June 1977
3	Construction plan, scale 1:10	22 July 1998
4	Ballast keel, scale 1:1	1 June 1977
4a	Ballast keel dimensions	31 March 2015
5B	Rudder, scale 1:1	30 June 2007
6A	Sail and rigging, scale 1:20	22 July 1998
7	Class insignia, scale 1:1	1 June 1977
8	Laminate	

Section J – Building Specifications

J.1. GENERAL

J.1.1. The Sailhorse Sailing Club - a legal entity (association), established in Leusden - owns the copyright of the model of the sailboat Sailhorse and of the molds with which the hull of this sailboat can be manufactured.

J.1.2. The Sailhorse Sailing Club can grant a builder license to manufacture and put into circulation hulls and boats.

J.1.3. Before construction is started, builders must ensure that of the latest version of the plans and class rules are used.

J.1.4. In case of conflict between the building specifications and the regulations of Part II, the regulations shall prevail

J.2. CONSTRUCTION

J.2.1. The **hull**, the **deck** and the double bottom shall be constructed of GRP or a sandwich of foam and GRP. The double bottom shall be equipped with watertight buoyancy compartments.

J.2.2. Compartments may be constructed underneath the side decks and against the transom.

J.2.3. The **hull** shall contain two self bailers symmetrically placed on the middle cross section of the **hull**. The transom may contain draining holes with a total maximum surface of 0,02 m^2. The construction is optional

J.2.4. The rubbing strake shall have a minimum width of 25 mm. and a maximum width of 85 mm, except at the transom, where the minimum width may be 0 mm