

69F

CLASS RULES

International 69F Class Association



@Marta Rovatti Studihrad.

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INTRODUCTION

This introduction only provides an informal background and the 69F Rules properly begin on the next page.

The 69F has been created as a strict one-design boat where the true test when racing is between crews and not boats and equipment. The fundamental objective of these rules is to ensure that this concept is maintained.

69F hulls, appendages, rigs and sails are manufacturing controlled.

69F hulls, appendages, rigs and sails shall only be manufactured by Coming Solutions srl or by a manufacturer licensed by Coming Solutions srl, in the rules referred to as licensed manufacturers.

Equipment is required to comply with the 69F Building Specification.

69F hulls, hull appendages, rigs and sails may, after having left the manufacturer, only be altered to the extent permitted in Section C of the rules or the Building Specifications itself.

Owners and crews should be aware that compliance with rules is the responsibility of the competitor.

Rules regulating the use of equipment during a race are contained in Section C of these rules, in ERS and in the Racing Rules of Sailing.

PLEASE REMEMBER:

COMPONENTS AND THEIR USE ARE DEFINED BY THEIR DESCRIPTION.

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

PART I – ADMINISTRATION

Section A – General

A.1. LANGUAGE

- A.1.1 The official language of 69F 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
	MNA	World Sailing Member National Authority
	P69F	69F (the boat)
	69F	69F Class Association
	ERS	Equipment Rules of Sailing
	RRS	Racing Rules of Sailing
	NFC	Near Field Communication tag
	LM	Licensed Manufacturer
	OM	Owners Manual

A.3. AUTHORITIES

- A.3.1 The international authority of the class is WS which shall cooperate with the 69F in all matters concerning these **class rules**.
- A.3.2 Neither WS or the 69F or an **official measurer** is under any legal responsibility in respect of these class rules.

A.4. ADMINISTRATION OF 69F

- A.4.1 WS has delegated its administrative functions to 69F.
- A.4.2 **Official measurers** shall be recognised by 69F.

A.5. CLASS RULES CHANGES

- A.5.1 Amendments to these **rules** shall be proposed by 69F and are subject to the approval of WS in accordance with WS Regulations.
- A.5.2 Amendments to the WS approved Builders Construction Manual are proposed by 69F and approved by WS.

A.6. RULES CHANGES AT EVENTS

- A.6.1 At all events World Sailing Regulation 10.5(f) applies.

A.7. RULES INTERPRETATION

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

A.8. INTERNATIONAL CLASS FEE AND WORLD SAILING BUILDING PLAQUE

A.8.1 The licensed hull builder shall pay the International Class Fee.

A.8.2 WS shall, after having received the International Class Fee for the **hull**, send the WS Building Plaque to the licensed **hull** builder.

A.9. SAIL NUMBERS

A.9.1 Sail numbers shall be either:

- (a) a sail number issued by the 69F or
- (b) a personal sail number issued to the owner, annually purchased from 69F.

A.10. BOAT CERTIFICATION

A.10.1 A **certificate** shall record the following information:

- (a) **Boat** type
- (b) WS plaque number
- (c) name of the **official measurer**
- (d) Owner
- (e) Full list of NFC
 - **Hull**
 - Deck
 - **Mast** (top and bottom sections)
 - **Boom**
 - **Daggerboard**
 - **Rudder**
 - **Rudder** foil
 - Foils
 - **Bowsprit**
 - Deck Cover
 - Racks
- (f) Builder/Manufacturers details
- (g) **Boat weight** and **corrector weight**
- (h) Date of issue of initial certificate
- (i) Date of last issue of certificate

A.11. VALIDITY OF CERTIFICATE

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

- (a) the change to any items recorded on the **certificate** as required under A.10 (boat certification),
- (b) the modification, intentional or not of any equipment,

- (c) withdrawal by the **certification authority**,
- (d) the issue of a new **certificate**.

A.12. BOAT RE-CERTIFICATION

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

- (a) when it is invalidated under A.12.1(a) or (e) after receipt of the old **certificate**, and **certification** fee if required,
- (b) when it is invalidated under A.12.1 (b) and (c), at its discretion,
- (c) in other cases, by other applicable 69F rules.

Section B – Boat Eligibility

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

B.1. RULES AND CERTIFICATION

B.1.1 The boat shall:

- (a) be in compliance with the **class rules**,
- (b) have a valid **certificate**.

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 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) RRS 42.2 shall not apply
- (b) RRS 49.1 is changed to read: competitors shall use no device designed to position their bodies outboard, other than hiking straps.

C.2. CREW

C.2.1 Limitations

- (a) The **crew** shall consist of 3 or 4 persons.
- (b) No **crew** member shall be substituted during an event, unless permitted by the notice of race or event rules.
- (c) The notice of race may prescribe limitations to the crew (age, skill, ecc).
- (d) For safety reasons, when the **boat** is displacing or not flying, and in any case sailing at a speed lower than 6 knots, not more than 1 **crew**

may go forward of the **mast** to perform a **repair**, fix an issue with the gennaker, **repair** or fix issues with the jib.

- (e) When the boat is flying, none of the **crew** are permitted to go forward of the **mast**.
- (f) No more than 3 **crew** members shall position their body simultaneously on the rack.
- (g) No part of 4th person on board torso shall be outboard of a line extending upward from the sheerline perpendicular to the horizon.
- (h) The **crew's** feet may be put on the foils only when recovering the boat from a capsize.
- (i) Pulling of any line by more than one person is prohibited, except for the gennaker sheet when trimming it.
- (j) The use of any equipment for a purpose other than that intended or specifically permitted is prohibited. Any additions, omissions or alterations to the equipment supplied are prohibited.

C.3. PERSONAL EQUIPMENT

C.3.1 Mandatory

- (a) From the time the **boat** leaves its dock or mooring until the **boat** has returned to the dock or mooring each day:
 - (i) When afloat, each **crew** member shall wear **personal flotation device** to the minimum standard ISO 12402-5 (Level 50), or USCG Type III, or AS 4758 Level 50, or equivalent. Inflatable buoyancy vests are not permitted.
 - (ii) Each **crew** member shall wear a helmet that shall be to the minimum standard EN1385, EN1077, EN 966, ASTM 2040, Snell S98 or equivalent. Each **crew** member shall carry a cutting device with a blade length of no more than 150mm. protected by a cover or equivalent.
 - (iii) Each **crew** member shall wear shoes.

C.4. PORTABLE EQUIPMENT

C.4.1 Mandatory

- (a) FOR USE
 - (i) N°1 Vakaros Atlas 2 system with its bracket and its terminal.
- (b) NOT FOR USE
 - (i) N° 2 69F paddles.

C.4.2 Optional

- (a) FOR USE
 - (i) Mooring lines,
 - (ii) Non-electronic wind Indicators like WINDEX and telltales,
 - (iii) Action cameras.
- (b) NOT FOR USE
 - (i) Mobile telephones.

C.5. ADVERTISING

C.5.1 Limitations

(a) see Section H.

C.6. BOAT

C.6.1 Modifications, maintenance and repair

- (a) **Modifications** to the **boat** (including any **fittings**) are not permitted. Upgrades to OM will be published on the 69F website,
- (b) **Maintenance** is permitted as per OM.
- (c) **Repair** to any extent of damage needs prior written approval of the L.M.
- (d) NFC tags shall not be removed or transferred,
- (e) The use of sanding paper, abrasive sponge, grinding or polish paste or cream or any liquid or cream or filler like nanotech or similar is not permitted. Cleaning is permitted.
- (f) Grease or lubricant may be used only in **fittings** like blocks, cleats, pins or similar as per OM.

C.6.2 Weight

	minimum	maximum
Boat weight in dry condition	380 kg	390 kg
Corrector weight		15 kg

C.6.3 Corrector Weights

- (a) **Corrector weights** shall be permanently placed inside the **corrector weight** box (CW box). Such CW box shall not be opened or removed.
- (b) CW box is positioned inside the boat on the starboard side of the daggerboard case.

C.7. HULL

C.7.1 Modifications, maintenance and repair

MODIFICATIONS

- (a) Hull plastic wrap shall not be removed; it may be replaced with written approval of the LM.
- (b) Deck foam may be changed with the same product as specified in the OM.

MAINTENANCE

- (c) **Maintenance** is permitted as per OM.

REPAIR

- (d) **Repair** to any extent of damage requires written approval of the LM.
- (e) Where equipment is not anymore available on the market, a formal request of solution shall be submitted to 69F.

C.7.2 Fittings

(a) USE

- (i) inspection hatch lids shall be kept in place at all times,
 - (ii) **modifications** are not permitted. Upgrades to OM will be published on the 69F website.
- (b) Blocks, shackles, ropes, wires and other equipment may be replaced with the same brand and catalog reference number.
- 📄 Gear Guide (R3 - 25.01.24).pdf**
- (c) Where equipment is not anymore available on the market, a formal request of solution shall be submitted to 69F.

C.7.3 Racks

(a) USE

- (i) the net shall be assembled in compliance with the Builder specifications as described in the OM.

C.8. HULL APPENDAGES

C.8.1 Modifications, maintenance and repair

MODIFICATIONS

- (a) **Modifications** are not permitted.

MAINTENANCE

- (b) **Maintenance** is permitted as per OM.

REPAIR

- (c) **Repair** to any extent of damage requires written approval of the LM.
- (d) Blocks, shackles, ropes, wires and other equipment may be replaced with the same brand and catalog reference number.
- (e) Where equipment is not anymore available on the market, a formal request of solution shall be submitted to 69F.

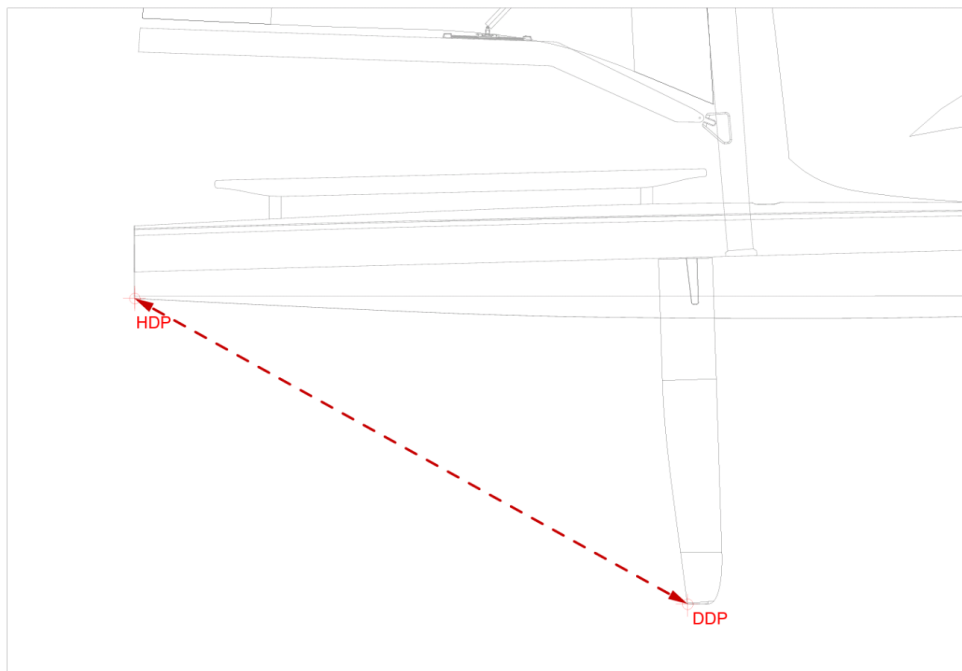
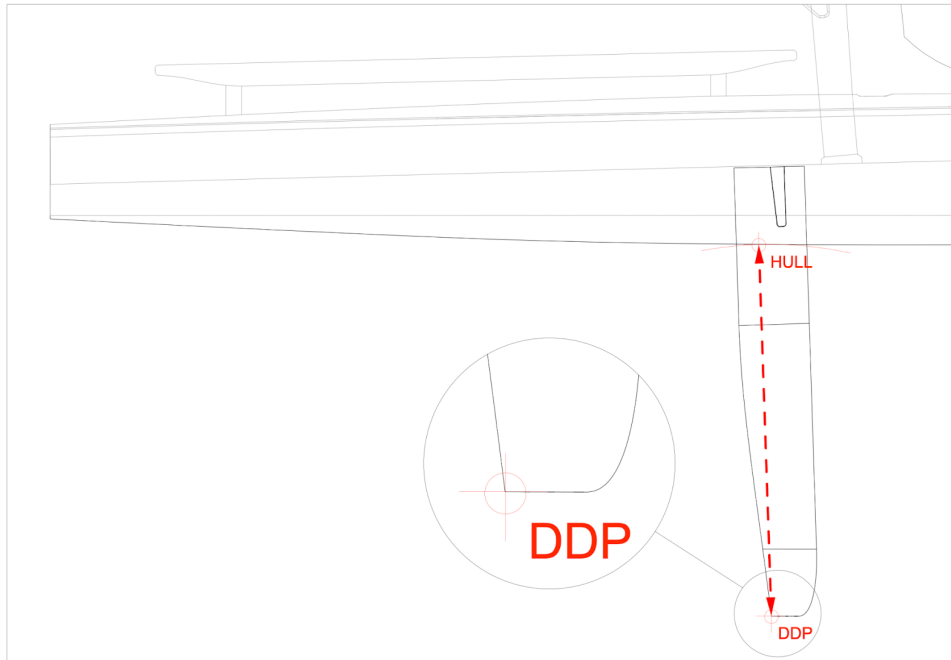
C.8.2 Limitations

- (a) Only one set of **daggerboard**, **2 foils** and one **rudder** including its **foil** shall be used during an event; except when a **hull appendage** has been lost or damaged beyond **repair**.

C.8.3 Daggerboard

(a) DIMENSIONS

	minimum	maximum
Maximum projection from the bottom of the hull to the DDP (See Rule E.3.1(a))	1650 mm	1654 mm
Distance between HDP (See Rule D.4.2(a)) and DDP	3670 mm	3680 mm



(b) USE

- (i) The daggerboard shall be fixed down as per OM

C.8.4 Foil

(a) USE

- (i) Foil shall not be lowered further than the limit mark relative to the top bearing

C.8.5 Rudder

(a) DIMENSIONS

	minimum	maximum
Rake angle range	7.5°	8.5°
Shortest distance measured between the point where the pin bear the upper side of the top bearing and the transom with the bearing fully forward	10 mm	12 mm
Shortest distance measured between the point where the pin bear the upper side of the top bearing and the transom with the bearing fully aft	45 mm	51 mm

(b) USE

- (i) Shims In the rudder system or between the rudder strut and the hull are not permitted,
- (ii) Shims between the bottom bearing and the transom are not permitted,
- (iii) The rudder shape shall not be modified.

C.8.6 Rudder foil

(a) USE

- (i) Shims or spacers in the rudder system or between the rudder strut and the rudder foil are not permitted,
- (ii) The rudder foil's recess shape shall not be modified.

C.9. RIG

C.9.1 Modifications, Maintenance and repair

MODIFICATIONS

- (a) Blocks, shackles, ropes, wires and other equipment may be replaced with the same brand and catalogue reference number.

MAINTENANCE

REPAIR

- (b) **Repair** to any extent of damage needs written approval of the LM,
- (c) Where equipment is not anymore available on the market, a formal request of solution shall be submitted to 69F.

C.9.2 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.9.3 Mast

(a) DIMENSIONS & SETUP

	minimum	maximum
Rake range measured between BDP (see D.4.2 (b)) and the gennaker halyard fully hoisted with standard soft shackle and plastic ball	10460 mm	10500 mm
Uppers tension (Spinlock RGS 0508)	550 kg	750 kg
D2 tension (Spinlock RGS 0508)	250 kg	450 kg
D1 tension (Spinlock RGS 0508)	200 kg	400 kg

(b) USE

- (i) The **spar** shall be stepped in the mast step as described in the OM.

C.9.4 Boom

(a) USE

- (i) The **boom** shall be set as described in the OM.

C.9.5 Bowsprit

(a) DIMENSIONS

	maximum
Maximum distance between bowsprit's hull exit ring and the foremost point of the bowsprit	1488 mm

(b) USE

- (i) The bowsprit pull-out line shall be set as described in the OM.

C.9.6 Standing Rigging

(a) USE

- (i) **Shrouds** and **forestay** must meet dimension, material and specifications as described below and led as described in the OM,

- (ii) **Forestay** lashing and **shrouds** lashings can't be trimmed from the time the boat leaves its dock or mooring until the **boat** has returned to the dock or mooring each day,
- (iii) The **forestay** tuning shall only be carried out as described in the OM

C.9.7 Running Rigging

(a) USE

- (i) Sheets must meet dimension, material and specifications as described in the OM.
 - 📄 [Rope Guide \(R3 - 25.01.24\).pdf](#)
 - 📄 [Rigging Layout \(R3 - 25.01.24\).pdf](#)
- (ii) The use of shock cord diameter max 5 mm is permitted without approval unless stated otherwise, but in any case can not modify the effective purchase, or rigging or sheeting position of an equipment and provided that such shock cord shall not be used to create a fitting or extend or modify a function of a permitted fitting. 69F reserves the right to prohibit any shock cord that for any reason is considered inappropriate.

C.10. SAILS

C.10.1 IDENTIFICATION

(a) Mainsail

- (i) The national letters and sail numbers shall comply with the RRS 77.
- (ii) The 69F logo shall conform with the dimensions and requirements detailed in G 4.3.

(b) Gennaker

- (i) Sail identification is not required on the gennaker

C.10.2 Modifications, maintenance and repair

MAINTENANCE

REPAIR

- (a) **Repair** to any extent of damage needs written approval of the LM,
- (b) Blocks, shackles, ropes, wires and other equipment may be replaced with the same brand and catalogue reference number.
- (c) Where equipment is not anymore available on the market, a formal request of solution shall be submitted to 69F.

C.10.3 Limitations

- (a) Not more than 1 **mainsail**, 1 **jib**, 1 **gennaker** shall be carried aboard,
- (b) Not more than 1 **mainsail**, 1 **jib**, 1 **gennaker** shall be used during an event, except when a **sail** has been lost or damaged beyond **repair**.

C.10.4 USE

- (a) The **sails** shall be set as per OM.

- (b) The **mainsail foot** when hoisted cannot extend under the **boom**
- (c) The **mainsail** and **jib** shall be hoisted for the entire duration of a race
- (d) When sailing the gennaker must be properly trimmed, not left flapping except:
 - during manoeuvres
 - for short moments in order to pass a mark or obstruction
 - to avoid any dangerous situation
- (e) The **gennaker** shall not be set or be in the process to set between the warning signal and the last minute before the start.

Section D - HULL

D.1. PARTS

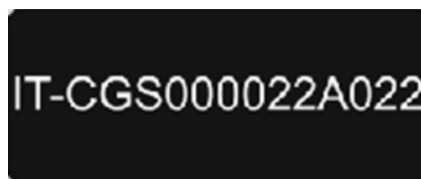
D.1.1 Mandatory






- (a) Hull
- (b) Deck cover
- (c) Racks
- (d) Rudder tower
- (e) Jib track bridge
- (f) Mast foot.

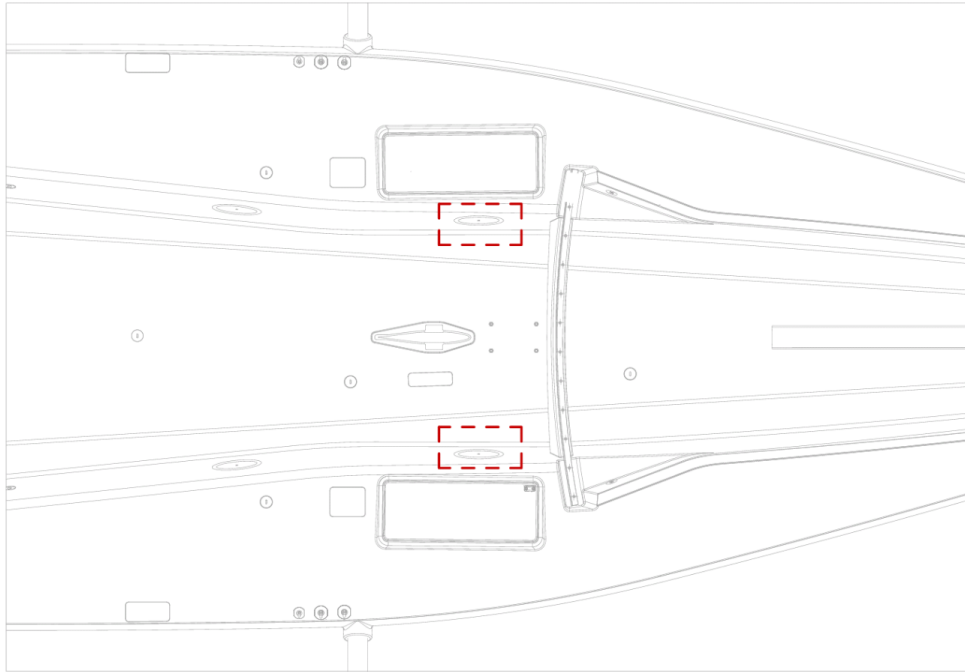
D.2. IDENTIFICATION

- (a) The **hull** shall display the LM serial number fixed to the port side foil box visible opening the port inspection hatch on the coloured strip
- (b) The **hull** shall display the WS 69F plaque; the position of the plaque is inside the cockpit, near the transom port side.
- (c) The **hull** shall carry the unique NFC tag

Sample:



Coming Solution Srl Via Isonzo n°11 - 37126 - Verona -ITALIA		
MODELLO: 69 F		
CATEGORIA DI PROGETTO BOAT DESIGN CATEGORY	C	D
 MAX N°: (MAX PEOPLE ABOARD)	3	4
(MAX LOAD)		
3 X  -  = 307 kg		
4 X  -  = 402 kg		
CE 0966		



D.3. MATERIAL, CONSTRUCTION AND DIMENSION

- (a) All items listed in D.1 shall comply with the WS approved Builders Construction Manual

D.4. GENERAL RULES

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

D.4.1 Modifications, maintenance and repair

- (a) The following **modification** may be made by the LM of the **boat**, or by anybody else only after written approval is received by the owner from the ICA's Technical Committee. The Technical Committee will decide whether to grant or deny approval in concurrence with the L.M. Upon completion, the **boat certification** will be re-issued by the 69F, stating the work done in either case:

- (i) if any **hull** is damaged and is required to be **repaired** in any other way than described in section C
- (b) **Maintenance** is permitted as per OM.

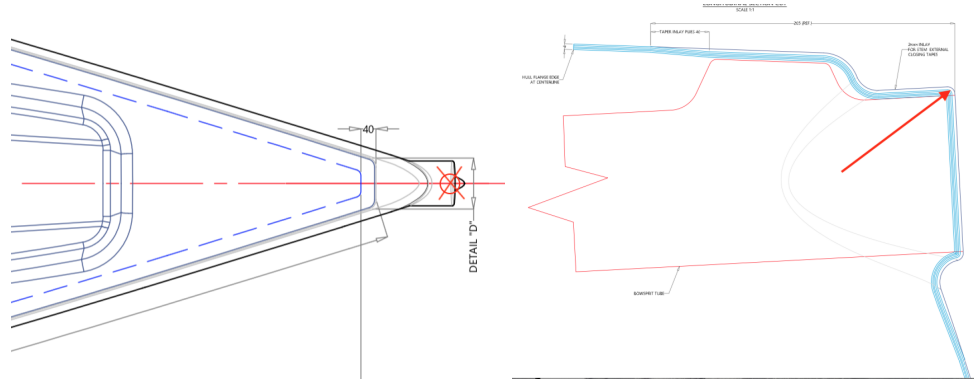
D.4.2 Definitions

- (a) HULL DATUM POINT

The **hull datum point** (HDP) is the intersection between the extension of the **hull** bottom and the extension of the transom on the center plane.

- (b) BOW DATUM POINT

The bow datum point (BDP) is the topmost and foremost point of the bowsprit cover tube.



D.5. ASSEMBLED HULL

(a) The deck-cover and rack shall be installed as per OM.

D.5.1 Dimensions

	minimum	maximum
Assembled max hull beam	3861 mm	3871 mm

Section E – Hull Appendages

E.1. PARTS

E.1.1 Mandatory

- (a) **Daggerboard**
- (b) **Rudder**
- (c) **Rudder Foil**
- (d) **2 Foils**
- (e) Tiller and 2 tiller extensions
- (f) 2 foil rake systems
- (g) Rudder rake system

E.1.2 Weight

- (a) A record of the **weight** of each part is kept by the LM. Such weight can be spot checked at any time during an official 69F event and its alteration will render the part unfit for use

E.1.3 MANUFACTURERS

- (a) All items listed in D.1 shall only be manufactured by LM.
- (b) The LM is Coming Solutions srl.

E.1.4 IDENTIFICATION

(a) The 4 items listed in E.1.1 (a), (b),(c) and (d) shall carry the unique NFC tag

E.1.5 MATERIAL, CONSTRUCTION AND DIMENSION

(a) All items listed in E.1 shall comply with the WS approved Builders Construction Manual.

E.2. GENERAL

E.2.1 Rules

(a) **Hull appendages** shall comply with the **rules** in force at the time of **certification**.

E.2.2 Manufacturers

(a) All items listed in D.1 shall only be manufactured by LM.
(b) The LM is Coming Solutions srl.

E.3. DAGGERBOARD

E.3.1 Dimensions

(a) DAGGERBOARD DATUM POINT

The daggerboard datum point (DDP) is the intersection of the extension of the trailing edge and the bottom of the daggerboard at 90°.

E.4. TILLER AND TILLER EXTENSIONS

E.4.1 Dimensions

	minimum	maximum
Tiller distance between tiller extensions' mid point attachment and the center of the rudder pin hole	1267 mm	1269 mm
Tiller extensions length (rubber joint incl.)	2400 mm	2505 mm

E.5. FOIL

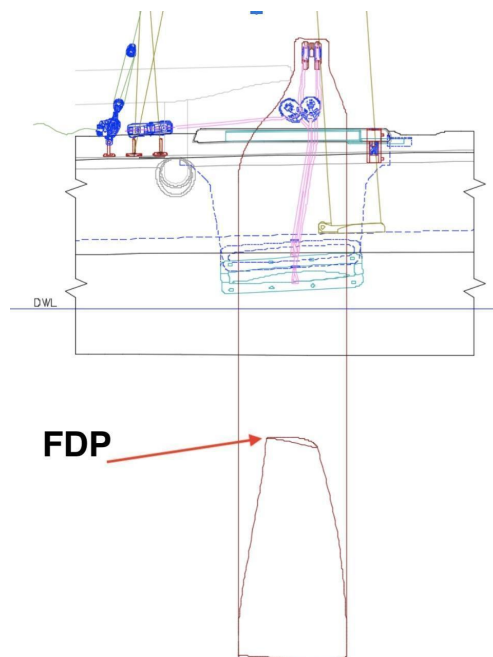
E.5.1 Dimensions

	minimum	maximum
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The distance between the Foil Datum Point (see E.5.1 (b)) and the Foil Limit Mark at the trailing edge	2312 mm	2320 mm
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E.5.2 Definitions

- (a) The **limit mark** is a painted, 3mm white stripe. The stripe is painted on the tension side at 90° relative to the leading edge.
- (b) The **datum point** is the intersection of the trailing edge and the foil tip end at 90°.



Section F – Rig

F.1. PARTS

F.1.1 Mandatory

- (a) Mast
- (b) Boom
- (c) Vang post
- (d) Standing rigging
- (e) Running rigging
- (f) Bowsprit

F.2. MANUFACTURERS

- (a) All items listed in F.1 shall only be manufactured by LM.
- (b) The LM is Coming Solutions srl.

F.3. IDENTIFICATION

- (a) The mast, boom vang post and bowsprit shall carry the unique NFC tag.

F.4. MATERIAL, CONSTRUCTION AND DIMENSIONS

- (a) All items listed in F.1 shall comply with the WS approved Builders Construction Manual

F.5. GENERAL

F.5.1 Rules

- (a) The **spar** 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.5.2 Modifications, Maintenance and repair

- (a) The **spar** shall not be altered in any way except as permitted by these **rules**.

F.6. MAST

F.6.1 Dimensions

	minimum	maximum
Mast length	10955 mm	11005 mm

F.7. BOOM

F.7.1 Dimensions

	minimum	maximum
Shortest distance between boom aft end and center of the fork pin	3410 mm	3440 mm
Forwardmost position of the front end of the vang car (number on coloured scale)	17.5	18.5
Distance between top of rudder tower and underside of double 57mm block	700 mm	720 mm

F.8. STANDING RIGGING

F.8.1 Dimensions

	minimum	maximum
Forestay length	9780 mm	9830 mm
Forestay diameter	6 mm	6mm
D1 length	2320 mm	2360 mm
D1 diameter	8.3 mm	8.3 mm
D2 length	5360 mm	5400 mm
D2 diameter	7.2 mm	7.2 mm
D3 length	9030 mm	9080 mm
D3 diameter	7.2 mm	7.2 mm

Section G – Sails

G.1. PARTS

- G.1.1 Mandatory
 - (a) Mainsail
 - (b) Jib
- G.1.2 Optional
 - (a) Gennaker

G.2. MANUFACTURERS

- (a) All items listed in G.1 shall only be manufactured by Coming Solutions srl or by a manufacturer licensed by Coming Solutions srl.

G.3. GENERAL

- G.3.1 Rules
 - (a) **Sails** shall comply with the WS approved Builders Construction Manual
- G.3.2 Sailmaker
 - (a) **Sails** shall be supplied by Coming Solutions srl or by a manufacturer licensed by Coming Solutions srl.

G.4. MAINSAIL

G.4.1 Construction

- (a) The construction shall be: **soft sail, single ply sail**
- (b) The **mainsail** shall have 6 full battens
- (c) The following are permitted: **primary and secondary reinforcements**, stitching, glues, tapes, plastic bolt rope, corner eyes, cunningham pulley, **batten pocket patches**, **batten pocket** end caps, **batten** receptacles, **leech** line with cleat, tell tales, **spreader chafing patch**, **sail** shape indicator stripes, zipper, **head** stiffening, velcro, buckles, **windows**, **foot** line.
- (d) Battens shall be only the original supplied by Coming Solutions srl

G.4.2 Dimensions

	minimum	maximum
Leech length	9780 mm	9840 mm
Three-quarter width	2115 mm	2145 mm
Top width	1590 mm	1620 mm

G.4.3 Sail insignia diagram

- (a) 69F logo:

mm 600 x 280



- (b) 69F logo shall be positioned on the **mainsail** at 200 mm from the **foot** and 500 mm from the **leech** (+- 50 mm).

G.5. JIB

G.5.1 Construction

- (a) The construction shall be: **soft sail, single ply sail**
- (b) Jib shall have 3 full battens
- (c) The following are permitted: **primary and secondary reinforcements**, stitching, glues, tapes, plastic bolt rope, corner eyes, cunningham pulley, **batten pocket patches**, **batten pocket** end caps, **batten** receptacles, **leech** line with cleat, tell tales, **spreader chafing**

- patch, sail** shape indicator stripes, zipper, **head** stiffening, velcro, buckles, **windows**, soft hanks, hanks, **luff** line, **foot** line, **clew** board.
- (d) Jib clew shall be fitted with a carbon clew board with a maximum of 4 jib sheet attachment cringles. Jib clew board shall fit into a rectangle 290mm x 60mm. No part of the clew board shall be more than 70 mm from the **foot**.
- (e) Battens shall be only the original supplied by Coming Solutions srl

G.5.2 Dimensions

- (a) The **clew point** is the intersection of **leech** and **foot** considering only the last 20cm of the sail edges. This changes ERS H 5.4.

	minimum	maximum
Luff length	7660 mm	7720 mm
Leech length	6780 mm	6830 mm
Luff Perpendicular	2630 mm	2660 mm
Half width	1655 mm	1685 mm
Top width	-	65 mm

G.6. GENNAKER

G.6.1 General

- (a) The weight in gr/sqm of the **body of the sail** shall be indelibly marked in the head point by the sailmaker together with the date and his signature or stamp.

G.6.2 Construction

- (a) The construction shall be: **soft sail, single ply sail** made of non-Polyester material.
- (b) The following are permitted: stitching, glues, tapes, corner eyes, leech line, luff line, foot line, tell tales, one retriever patch.

G.6.3 Dimensions

	minimum	maximum
Luff length	10780 mm	10880 mm
Leech length	9050 mm	9130 mm
Foot length	6060 mm	6120 mm

Half width	2940 mm	3000 mm
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