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Class Rules

VX ONE International Class Association



Photo credit: Nick Woviotis

The VX One designed in 2011 by Rodger Martin, Ross Weene & Brian Bennett and adopted as a World Sailing Class in XXXX

sport / nature / technology





CLASS RULES / INDEX

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INTRODUCTION

The VX ONE Class has been created as a strict one-design class where the true test when raced is between **crews**, not **boats** and equipment.

VX ONE **hulls, keel** assembly, **rudder, rig** and the forestay/ furler component of the **standing rigging** shall only be supplied by entities licensed by the CRH and referred to in the **class rules** as a Licensed Manufacturer. **Certified** equipment shall comply with the WS approved VX ONE Builders Construction Manual.

VX ONE **hulls, keel** assembly, **rudder, rig** and the forestay/ furler component of the **standing rigging**, may, after having left the manufacturer, only be altered to the extent permitted in Section C of the **class rules** and/or to match boats and equipment subsequently supplied by a Licensed Manufacturer. Owners and **crews** should be aware that compliance with rules in Section C is the responsibility of the competitor.

VX ONE **sails** are measurement controlled and may be manufactured by any sailmaker. **Sails** shall be measured by an approved measurer and appropriate markings placed on the **sails** to show **sail** measurement has been performed and they comply with these **class rules**.

Rules regulating the use of equipment during a race are contained in Section C of these **class rules**, in World Sailing's Equipment Rules of Sailing (**ERS**) and in the *Racing Rules of Sailing*.

The VX One class explicitly prohibits skippers or crew members being compensated for racing in the class. However, to be clear, World Sailing Category 3 sailors are welcome to race in the class if they are not compensated for doing so.

THESE RULES ARE CLOSED CLASS RULES WHERE ANYTHING NOT SPECIFICALLY PERMITTED BY THE CLASS RULES IS PROHIBITED.

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



PART I – ADMINISTRATION

Section A – General

A.1 LANGUAGE

- A.1.1 The official language of the VX ONE 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.2 ABBREVIATIONS

- A.2.1 WS WORLD SAILING/ International Sailing Federation
- MNA WORLD SAILING Member National Authority
- VXOICA VX ONE International Class Association
- NCA National VX One Class Associations
- ERS Equipment Rules of Sailing
- RRS Racing Rules of Sailing
- CRH Copy Right Holder (Mackay Boats)
- VXOICC VX ONE International Class Constitution
- TC VXOICA Technical Committee as defined in the VXOICC
- LM Licensed manufacturer

A.3 AUTHORITIES

- A.3.1 The **Class authority** of the class is the VXOICA.
- A.3.2 The **Class Rules authority** of the class is WS, which shall cooperate with the VXOICA in all matters concerning these **class rules**
- A.3.3 Neither WS nor the VXOICA accept any legal responsibility in respect of these **class rules** or any claim arising therefrom.

A.4 ADMINISTRATION OF THE CLASS

WS has delegated its administrative functions of the class to the VXOICA. The VXOICA may delegate part or all of its functions, as stated in these **class rules**, to an administrator and/or to NCAs.

A.5 WS 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 CHANGES

The Notice of Race may change the class rules only with the agreement of the VXOICA and WS.



A.7 CLASS RULES AMENDMENTS

Amendments to these **class rules** are subject to the approval of WS in accordance with WS regulations.

A.8 CLASS RULES INTERPRETATION

Interpretation of **class rules** shall be made by WS, in consultation with VXOICA, and in accordance with WS Regulations.

A.9 CLASS FEES AND BUILD PLAQUE

The licensed hull builder shall pay the International Class Fee and then will receive the corresponding WS building plaque for each hull built. No hull shall leave the builder's premises without the WS building plaque installed as per D.2 (b).

A.10 LICENSED MANUFACTURERS

VX ONE Certified Equipment shall only be manufactured by LMs licensed by the CRH and approved by WS.

A.11 HULL, SAIL AND BOW NUMBERS

A.11.1 **Hull** numbers shall be issued by the CRH.

A.11.2 The Sail Number shall be:

- a) The hull number shown on WS Plaque and/or hull serial number; or
- b) A VXOICA-issued personal sail number, which shall be renewed for a fee set by the VXOICA on an annual basis; or
- c) The number shown on the International Class building plaque and/or hull serial number of any hull still owned by a member of the boat's crew.

A.11.3 Bow Numbers shall be applied and shall match the sail number.



Section B – Equipment Eligibility

B.1 CLASS RULES

To be eligible for racing, the **boat** shall be in compliance with the **class rules**.

B.2 CLASS ASSOCIATION MARKINGS

B.2.1 A VXOICA royalty button or sticker shall be affixed in proximity of the **tack** to each **sail** manufactured after 1st September 2025.

B.3 VX ONE LABELS

B.3.1 Each **hull**, **mast**, **keel** assembly and **rudder** shall be labelled with a **Licensed Manufacturer's Mark**, which shall be installed by a LM or CRH or their delegate.



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

Section C contains rules and requirements during an event, including *racing*, and permitted alterations to VX One **hulls**, **hull appendages**, **rigs**, **rigging** and **sails**.

C.1 GENERAL

C.1.1 RULES

- (a) RRS Appendix G is modified as per C.10.3(b)

C.2 CREW

C.2.1 LIMITATIONS

- (a) The **crew** shall consist of a minimum of 2 persons. Any member of the **crew** may act as **helmsperson** at any time if they meet the provisions of C.2.1 (c).
- (b) No **crew** member shall be substituted during an event unless express written consent is granted by the Race Committee. If a **crew** substitution is approved, the total **crew** weight shall not change by more than 10 kg.
- (c) Each **helmsperson** shall be a VXOICA active or associate member in good standing with the VXOICA.

C.3 PERSONAL EQUIPMENT

C.3.1 MANDATORY

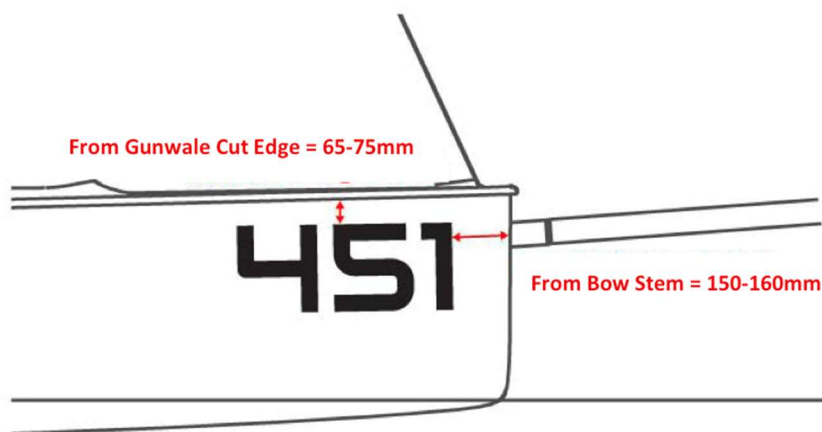
While *racing* each **crew** shall wear a **personal flotation device** to the minimum standard ISO 12402-5 (CE 50 Newtons), or USCG Type III, or AUS 4758 Level 50 or equivalent.

C.4 ADVERTISING

C.4.1 LIMITATIONS

Advertising shall only be displayed in accordance with the WORLD SAILING Advertising Code.

- (a) Prefabricated VXCA Class Bow Number graphics may be produced using artwork provided by the CRH office. The overall number height shall be 235mm to 255mm and shall be on a white background with at least 65mm white all around the numbers.
- (b) The Bow Number shall be placed as per below:
 - (1) Top edge parallel to and 65-75 mm below the cut edge of the gunwale.
 - (2) Leading edge 150-160 mm behind the bow stem



C.5 PORTABLE EQUIPMENT

C.5.1 MANDATORY

(a) FOR USE

- (1) Working VHF radio to receive from **Race Committee** only
- (2) Keel lifting tackle, or separate purchase arrangement, when used to secure the main halyard in the hoisted position

(b) NOT FOR USE

- (1) A tow line consisting of not more than two lines with a combined length of not less than 20 meters, and with a diameter of not less than 6 mm
- (2) One paddle

C.5.2 OPTIONAL

(a) FOR USE

- (1) Electronic or mechanical timing devices
- (2) Non-wired electronic devices and associated mounting brackets. Such devices shall not receive any outside communication except from GPS and the Race Committee
- (3) Wind direction indicator(s)
- (4) Magnetic compass and associated mounting bracket
- (5) Spare parts and tools
- (6) Hand-held wind reading device

(b) NOT FOR USE

- (1) Mooring lines
- (2) Mobile phones



C.6 BOAT

C.6.1 WEIGHT

- a) The minimum **boat weight** in dry condition, including the Keel lifting tackle and the equipment specified in C.5.2(a)2, 3 and 4, shall be 255 kg.
- b) **Corrector weights** shall be permanently fastened and shall not exceed 8kg.
- c) **Corrector weights** shall be fastened against the forward side of the aft face of the foredeck hood with approximately 50% placed symmetrically on both sides of the mast gate.

For **Corrector weights** placed according to previous rule and verified by a Class Measurer prior to 31 August 2025: 50% shall be bolted to the inside of the rudder pod on the portside or located on the **hull** surface beneath the **rudder** pod and 50% shall be equally divided and located outboard under the aft lip of the deck hood. When 1 kg or less of **corrector weight** is required, the entire weight shall be affixed inside the rudder pod (expiry 31 December 2027).

C.6.2 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) The use of shock cord or adhesive tape is in general unrestricted, except that such material shall not be used in such a way as to create a fitting or extend a function of a permitted fitting.
- (b) Protective coverings made of any soft material over exposed fittings are permitted. Such coverings shall not alter the function of a fitting.
- (c) Trim marks may be added.
- (d) Flexible material such as tape may be added along the rail forward of the chainplates on each side of the hull for the sole purpose of retaining gennaker sheets on the boat.
- (e) The jib traveller car track may be shimmed to eliminate binding of the traveller car.
- (f) Stowage apparatus for paddle(s), **sail** bags and other equipment may be added.

C.7 HULL

C.7.1 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) Replacement or addition of non-skid is permitted.
- (b) **Maintenance** is permitted.
- (c) Structural damage may be **repaired** and/or the hull painted and/or covered with vinyl (or equivalent) wrap. During an event, the **repair** shall be approved by the Event Technical Committee or in its absence the Race Committee

C.7.2 FITTINGS

- (a) Inspection ports shall be in place while *racing*.



C.8 HULL APPENDAGES

C.8.1 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) **Maintenance** and **Repair** are permitted. During an event, the **repair** shall be approved by the Event Technical Committee or in its absence the Race Committee

C.8.2 LIMITATIONS

- (a) Only one **keel** assembly and one **rudder** shall be used during an event except when a **hull appendage** has been lost or damaged beyond **repair** and the Event Technical Committee or in its absence the Race Committee has approved the substitution.

C.8.3 KEEL ASSEMBLY

- (a) **Keel** blocks and retaining bolts, studs and nuts, or their combination shall be installed to prevent any keel movement.
- (b) **Keel** blocks and top plate shall not be shimmed to adjust the fore and aft angle of the **keel**.
- (c) The weed cutter, if fitted, shall be removed, and the cutter slot may be filled or covered with thin adhesive film.
- (d) Lead may be removed from the **keel** bulb, without altering its shape, if the **boat** exceeds minimum weight without **corrector weights**.
- (e) A stud and nut may be used to secure the keel top plate to **hull** connection. The stud may be tapered.

C.8.4 RUDDER, TILLER AND TILLER EXTENSION

- (a) The **rudder** shall be positively secured.
- (b) The tiller shall be as supplied by the builder
- (c) The tiller extension may be of any design or material.

C.9 RIG AND RIGGING

C.9.1 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) **Maintenance** and **Repair** are permitted. During an event, the **repair** shall be approved by the Event Technical Committee or in its absence the Race Committee.
- (b) **Mast**, **boom** and other carbon items may be coated with clear UV-protection.
- (c) Sail track supports provided by a LM may be added to the **mast** where full length battens may impact the sail track.

C.9.2 LIMITATIONS

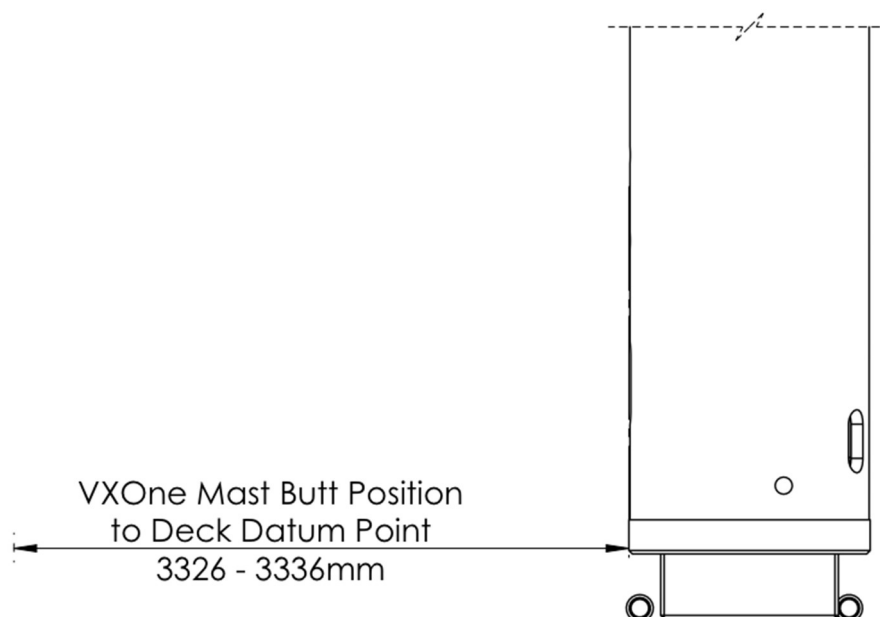
- (a) Only one set of **spars** and **standing rigging** shall be used during an event, except when an item has been lost or damaged beyond **repair** and the Event Technical Committee or in its absence the Race Committee has approved the substitution.



C.9.3 MAST

(a) MAST DIMENSIONS

	Minimum	Maximum
1. Mast Butt Position: Aft edge of mast at base (see diagram) to deck datum point (see D.3) with the front edge of the tenon against the forward mast step bolt.	3326 mm	3336 mm



(b) MAST TENON CHOCK

It is permitted to add a chock (referred to as the “mast tenon chock”) on the aft side of the mast tenon between the tenon and the aft bolt in the mast step to reduce mast tenon movement. This chock can be of any material and dimension provided that it doesn’t extend past the top or aft edge of the mast base. The mast shall not sit on the chock. The chock may only extend past the aft mast bolt if it has a hole in it through which the aft mast bolt can still be used in its normal position.

C.9.6 STANDING RIGGING

(a) CONDITIONS FOR USE

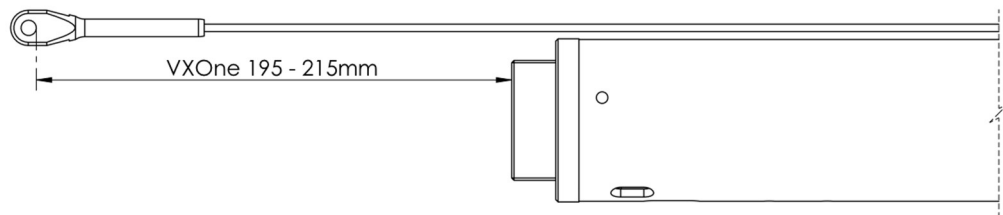
- (1) The **rigging** links and **rigging** turnbuckles shall not be adjusted after the *start* signal.

(b) MODIFICATIONS, MAINTENANCE AND REPAIR

- (1) Apparatus for adjusting and securing **rigging** turnbuckles
- (2) Rigid eye-straps may be replaced with soft eye-straps



- (c) **FORESTAY LENGTH:** The **forestay** length is controlled by laying the **forestay** along the forward face of the **mast spar** and measuring the extension of the **forestay** beyond the mast heel. With the T-tang firmly bearing against the bearing point on the mast, this distance shall be taken between the forward extension of the bottom of the heel tenon and the upper bearing surface of the **forestay** pin and shall be minimum 195mm and maximum 215mm.



C.9.9 RUNNING RIGGING

- (a) **Running rigging** shall be led through and attached to the fittings supplied for the function except that the Cunningham apparatus may be run through the mast gate rather than the grommet in the deck.
- (b) **MODIFICATIONS, MAINTENANCE AND REPAIR**
- (1) **Running rigging** may be modified or relocated to match any factory supplied configuration or location.
 - (2) Control line materials are not restricted.
 - (3) **Halyards**, sheets and control lines may be tapered
 - (4) Mainsheet swivel cam arm and block with cleat on centreline of cockpit floor
 - (5) Mainsheet cleat on the inboard **boom** block
 - (6) One or two ratchet blocks in the mainsheet purchase
 - (7) Shackles, strops or line may be used to adjust the jib **tack** height above the furler tri-link fitting.
 - (8) Apparatus to prevent re-cleating of the gennaker **halyard**
 - (9) Gennaker sheet pennant limited to 20 cm
 - (10) Handheld hiking line(s) attached to the keel top pad eye or hiking strap attachments.
 - (11) Jib lead change strop for temporarily adjusting the jib **clew attachment** point.
 - (12) Cleats, parts or equipment may be replaced provided that the replacement is of similar weight, size or type and performs the same function. Replacement parts or equipment may be obtained from any supplier.



- (13) Jam and clam cleats may be replaced with cam cleats
- (14) Any block may be replaced with a block of the same number of sheaves of similar or greater diameter.
- (15) Any attachment of blocks may be replaced. Attachments for blocks shall be of substantially the same size and design.
- (16) Fittings and fixings may be replaced or added, if the function of the fitting or part is not altered and where required to facilitate a repair the fitting may be modified to accommodate slightly larger fixings.
- (17) The main **halyard** may have an in-line loop. A single-ended maximum 4:1 purchase system with hook used to raise the keel may also be used to secure the **halyard** to the attachment on the keel top plate or adjacent starboard side deck similar to the jib halyard arrangement.
- (18) The gnav line may be continuous and lead through outboard turning points, which may include friction rings.
- (19) Outhaul purchase maximum 4:1 as supplied by the builder.
- (20) A friction ring may be used at the split in the mainsheet.
- (21) Jib traveller cleat may be inverted.

C.10 SAILS

C.10.1 MODIFICATION, REPAIR AND REPLACEMENT

- (a) A **sail** damaged beyond **repair** may be replaced with the permission of the Event Technical Committee or in its absence the Race Committee.

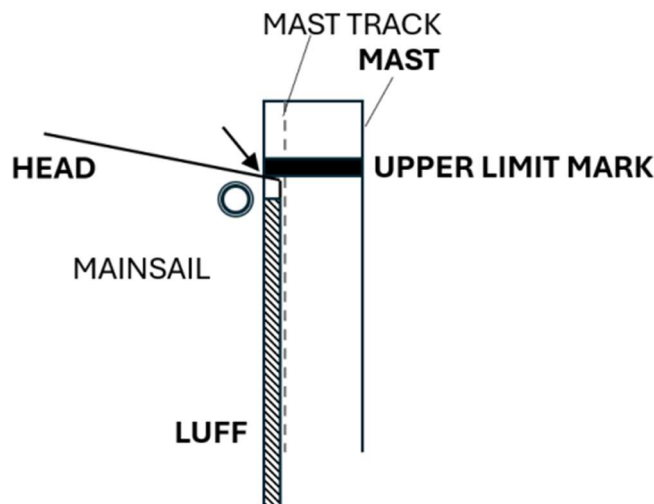
C.10.2 LIMITATIONS

- (a) Not more than 1 **mainsail**, 1 jib, 1 primary gennaker and one back-up gennaker may be carried aboard.

C.10.3 MAINSAIL

(a) CONDITION FOR USE

- (1) The mainsail luff top point (see G.3.3.e.4) projected at 90 degrees to the spar, shall not be set higher than the **upper point**.



- (2) The intersection of the **leech** and the top of the **boom**, each extended as necessary, shall not be behind the fore side of the **boom outer limit mark**.
- (3) The **luff** bolt rope shall be in the **mast** bolt rope track.

(b) IDENTIFICATION

National letters and Sail Numbers should be positioned above and below batten number four as per one of the diagrams below – this changes RRS Appendix G 1.3 b:



C.10.4 JIB

(a) CONDITIONS FOR USE

The use of a zipper **luff** around the forestay is mandatory.

C.10.5 GENNAKER

(a) CONDITIONS FOR USE

When in use, the **gennaker** shall be hoisted on a **halyard**, the tail of which shall be secured to a recovery point on the **sail** such that when the sail is retrieved, it shall be pulled back through the launching ring and into the gennaker sock.

Section D – Hull

D.1 MANUFACTURERS

- (a) The **hull** shall be manufactured by a CRH Licensed Manufacturer.

D.2 IDENTIFICATION

- (a) The VX One class insignia, as shown below and available in digital format from the CRH shall be 100mm high by 360mm wide (all +/- 3mm) and the aft edge shall be 100-200mm from the aft tank edge on both port and starboard **hull** liner.



- (b) The WS Plaque shall be affixed on the port side of the **rudder** pod.

D.3 MEASUREMENT - DECK DATUM POINT

The deck datum point is the top aft edge of the top transom pintle.

D.4 MATERIALS, CONSTRUCTION AND DIMENSIONS

The **hull** shall comply with the WS approved Builders Construction Manual

Section E – Hull Appendages

E.1 MANUFACTURERS

The **keel** assembly, **rudder** and tiller shall only be manufactured by a LM.

E.2 MANDATORY PARTS

- (a) **Keel** Assembly
- (b) **Keel** Blocks
- (c) **Rudder**
- (d) Tiller and Tiller Extension

E.3 MATERIALS, CONSTRUCTION AND DIMENSIONS

Keel Assembly, **keel** blocks, **rudder** and tiller shall comply with WS approved Builders Construction Manual.

E.4 KEEL ASSEMBLY

E.4.1 FITTINGS

- (a) MANDATORY
 - (1) Top plate, lifting ring and bolts
 - (2) Retaining bolts and/or studs and nuts
 - (3) Keel extrusion
 - (4) Lead bulb and rigid moulded casing
- (b) OPTIONAL
 - (1) Filler or thin adhesive film on the weed cutter slot

E.4.2 KEEL ASSEMBLY WEIGHT

	Minimum	Maximum
Keel assembly comprising bulb, fin, top plate and the bolts to fix the top plate to the fin.	60.0 kg	76.0 kg

E.5 RUDDER

E.5.1 MANDATORY

- (a) **Rudder** blade
- (b) Factory-supplied gudgeons
- (c) Securing apparatus to retain **rudder**



Section F – Spars and Rigging

F.1 MANUFACTURER

- (a) The **Spars** shall only be manufactured by a LM.
- (b) **Shrouds** may be manufactured by any manufacturer.
- (c) The **forestay** incorporating roller furling drum, stainless steel tri-link plate and upper swivel shall only be manufactured by a LM.

F.2 PARTS

- (a) **Mast Sections**
- (b) **Spreaders**
- (c) **Boom**
- (d) **Vang** (Gnav)
- (e) **Bowsprit**
- (f) **Standing Rigging**
- (g) **Running Rigging**

F.3 MEASUREMENT

The **mast datum point** is the **heel point**.

F.4 MATERIALS, CONSTRUCTION AND DIMENSIONS

All items listed in F.2, except the **shrouds**, shall comply with the WS approved Builders Construction Manual

(a) MAST DIMENSIONS

	Minimum	Maximum
1. An upper limit mark must be on the mast. Mainsail luff mast distance from the lower point (mark not required) to the upper point		7026 mm
2. Limit mark width	18 mm	

(b) BOOM DIMENSIONS

	Minimum	Maximum
1. Outer Point Distance		2970 mm
2. Limit Mark Width	18 mm	

F.5 STANDING RIGGING

F.5.1 MANDATORY COMPONENTS

- (a) Two-part upper **shroud** and **spreader** tip link plate
- (b) Lower **shroud**
- (c) **Check stay**



- (d) **Forestay** complete with furler drum, stainless steel tri-link plate, and upper swivel to allow jib to be raised and lowered along the forestay with the rig standing
- (e) Open-bodied, non-calibrated turnbuckles similar to those provided by the CRH licensed manufacturer, with total adjustment range 60mm minimum to 80mm maximum.
- (f) Chain plates

F.5.2 OPTIONAL COMPONENTS

- (a) **Shroud** adjustment devices fixed to the shroud

F.5.3 STANDING RIGGING WIRES

Standing rigging construction shall be 1x7 stainless wire rope of 3.4mm to 3.6mm diameter.

F.6 RUNNING RIGGING

F.6.1 CONTROL LINES

(a) MANDATORY

- (1) **Bowsprit** setting line
- (2) Jib sheet
- (3) Jib car control line
- (4) Gennaker **halyard**
- (5) Jib **halyard**
- (6) **Mainsail halyard**
- (7) Cunningham control line effecting up to 8:1 purchase without altering any manufacturer-supplied fittings fixed to hull or mast; rope and floating fittings are optional
- (8) Jib **halyard** tension line
- (9) GNAV control line
- (10) Outhaul control line
- (11) Gennaker sheet
- (12) Gennaker **tack** line
- (13) Mainsheet
- (14) Mainsheet bridle
- (15) Jib Furler control line



Section G – Sails

G.1 PARTS

G.1.1 MANDATORY

- (a) Mainsail
- (b) Jib
- (c) Gennaker

G.2 GENERAL

G.2.1 RULES

- (a) **Sails** shall comply with the current **class rules**.

G.2.2 CERTIFICATION

- (a) A **certification measurer** shall **certify** the mainsail, jib and gennaker(s) and shall sign and date the **certification mark**.
- (b) All **sails** acquired after institution of such device shall carry the VXOICA button/sticker located at the **tack**.
- (c) A Sailmaker Declaration as shown below shall be applied to each sail near the tack point declaring manufacturer, materials used, cloth weight, bag weight of mainsail and jib (sail plus battens only), date of manufacture.

		Sailmaker Declaration	
Cloth GSM		Date	
Cloth Type		Signed	
Bag Weight			

G.2.3 SAILMAKERS

- (a) No license is required.

G.3 MAINSAIL

G.3.1 IDENTIFICATION

- (a) The VX One class insignia, as shown below and available in digital format from the CRH shall be 187mm high by 670mm wide (all +/- 3mm) and shall be between battens 2 and 3 and oriented parallel to either the **mainsail head** edge or battens. The aft edge shall be 150-200mm from the **leech**.



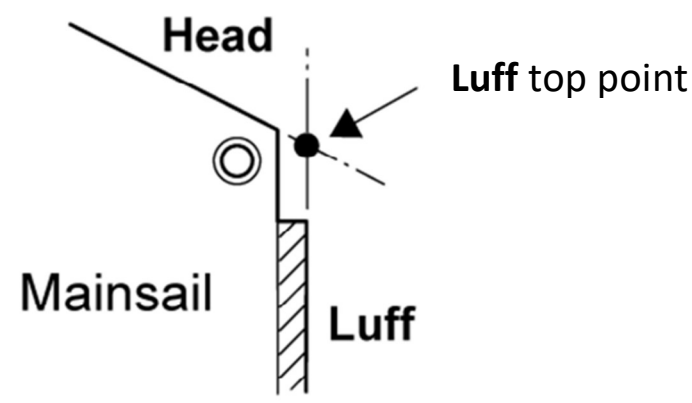
- (b) The national letters and **sail** numbers shall comply with the RRS Appendix G.

G.3.2 MATERIALS

- (a) **Body of the sail** and **reinforcement** shall be made of polyester fiber or film.
(b) Battens shall be made of fiberglass.

G.3.3 CONSTRUCTION

- (a) The construction shall be: **soft sail, single-ply sail**.
(b) The **mainsail** shall have 5 **batten pockets** in the **leech**.
(c) The centreline of the **batten pocket** number 2 shall be below the **upper leech point**.
(d) The following are permitted: stitching, glues, tapes, bolt ropes, **corner** eyes and rings, webbing, headboard with fixings, cunningham eye or pulley, **batten pocket patches**, **batten pocket** elastic, **batten pocket** end caps, **leech** line with cleat, foot line with cleat, **window(s)**, tell tales, **sail** shape indicator stripes, spreader **chafing patches**.
(e) The **leech** and **head** edge shall not extend beyond 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**,
(3) The **clew point** and the intersection of the **leech** and the lower edge of the nearest **batten pocket**,
(4) The **aft head point** and the Luff Top Point.





G.3.4 **WEIGHT:** The weight of the **mainsail** shall be no less than 5 kg including battens.

G.3.5 **MAINSAIL DIMENSIONS**

	Minimum	Maximum
Weight of the body of the sail	180 g/m ²	
Head Control Point (measured from Luff top point to the intersection at the Head Edge)	500 mm	
Luff Control Point (measured from Luff top point down to the intersection at the Luff Edge)	500 mm	
Head Angle Control Length (measured from Head Control Point to Luff Control Point)	737 mm (95°)	767 mm (100°)
Primary Reinforcement		1000 mm
Secondary Reinforcement	Not limited	
Shortest distance from the quarter leech point to the luff . The quarter leech point is the point equidistant from the half leech point and the clew point .		2650 mm
Shortest distance from the half leech point to the luff . The half leech point is the point equidistant from the aft head point and the clew point		2210 mm
Shortest distance from the three-quarter leech point to the luff . The three-quarter leech point is the point equidistant from the aft head point and the half leech point		1580 mm
Shortest distance from the upper leech point to the luff . The upper leech point is the point at 820mm from the aft head point .		1135 mm
Distance between the clew point and the luff top point (see CR G.3.3.e.4)		7470 mm
Head Length Distance from the aft head point to the luff top point (see CR G.3.3.e.4)		670 mm
The centreline of batten pocket 2 shall be below the upper leech point		
Maximum outside batten pocket lengths (numbered top to bottom)		
Pockets 4 and 5		1210 mm
Sail Leech Hollow		10 mm
Clew point to intersection of leech and centreline of lowermost batten pocket	1770 mm	

G.4 **JIB**

G.4.1 **MATERIALS**

- (a) **Body of the sail** and **reinforcement** shall be made of polyester fiber or film.
- (b) Battens shall be made of fiberglass.

G.4.2 **CONSTRUCTION**

- (a) The construction shall be: soft, **single-ply** or **laminated ply**.



- (b) The jib shall have a zipper **luff**
- (c) The **jib** shall have 2 **batten pockets** in the **leech**.
- (d) The **jib battens** shall be angled approximately parallel to the **luff** such that the **jib** shall be able to be fully furled.
- (e) The following are permitted: stitching, glues, tapes, webbing, **corner** eyes or pressed ring, **batten pocket** elastic, **batten pocket patches**, **batten pocket** end caps, **leech** line with cleat, **windows**, tell tales, **sail** shape indicator stripes

G.4.3 WEIGHT: The weight of the **jib** shall be no less than 2.2 kg including battens.

G.4.4 JIB DIMENSIONS

		Minimum	Maximum
Weight of ply of the body of the sail		180 g/m ²	
Foot Length			2215 mm
Leech Length			5705 mm
Luff Length			6320 mm
Quarter Width (luff zipper closed)			1568mm
Half Width (luff zipper closed)			1104 mm
Three-Quarter Width (luff zipper closed)			614 mm
Top Width			65 mm
Foot Median			6030 mm
Primary Reinforcement			350 mm
Secondary Reinforcement			Not limited
Maximum outside batten pocket lengths			
Pocket 1 (top)			670 mm
Pocket 2 (bottom)			955 mm



G.5 GENNAKER

G.5.1 MATERIALS

- (a) The **ply** fibers shall consist of nylon.
- (b) **Sail reinforcement** shall consist of **ply** build up and or webbing straps.

G.5.2 CONSTRUCTION

- (a) The construction shall be: **soft sail, single-ply sail**
- (b) Permitted: Stitching, glues, tapes, corner eyes, recovery line eyes, tell tales

G.5.3 GENNAKER DIMENSIONS

		Minimum	Maximum
Weight of ply of the body of the sail		37 g/m ²	
Primary Reinforcement			1000 mm
Secondary Reinforcement		Not limited	
Foot Length			4328 mm
Leech Length			6515 mm
Luff Length			8515 mm
Half Width			4175 mm
Foot Median			7760 mm

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