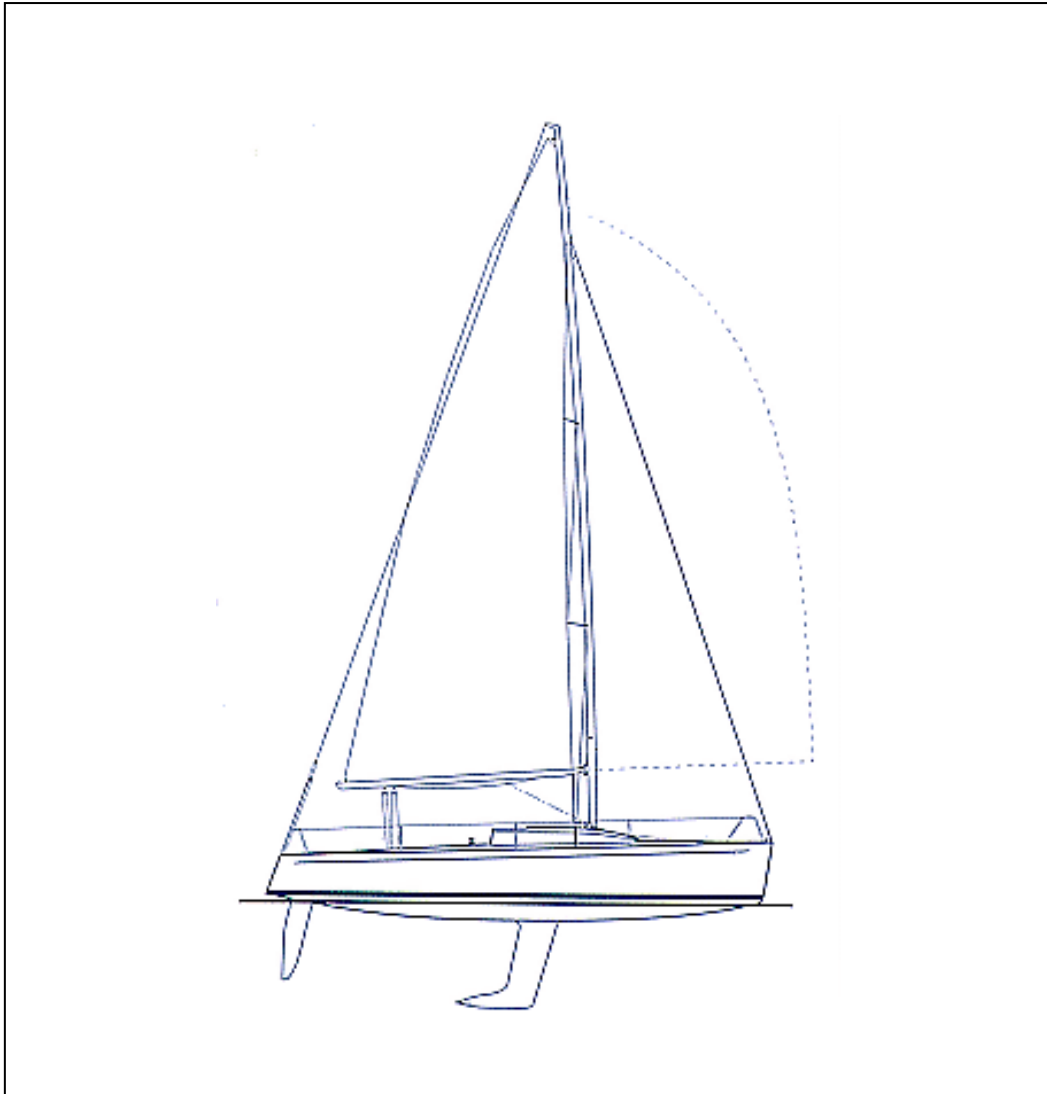


# **PLATU 25**

## **CLASS RULES**

**2007**



The PLATU 25, designed by Bruce Farr, was adopted as a recognised class in November 2005.

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# INTRODUCTION

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*PLATU 25 hulls and hull appendages are manufacturer controlled; rigs and sails are measurement controlled.*

*PLATU 25 hulls and hull appendages shall only be manufactured by builders in the class rules referred to as licensed manufacturers. Equipment is required to comply with the International PLATU 25 Building Specification and is subject to an ISAF approved manufacturing control system.*

*PLATU 25 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.*

*This introduction only provides an informal background and the International PLATU 25 Class Rules proper begin on the next page.*

# PART I – ADMINISTRATION

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## 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.2 ABBREVIATIONS

- A.2.1 ISAF International Sailing Federation
- MNA ISAF Member National Authority
- ICA International Platu 25 Class Association
- FYD Farr Yacht Design
- NCA National Class Association
- ERS Equipment Rules of Sailing
- RRS Racing Rules of Sailing

### A.3 AUTHORITIES AND RESPONSIBILITIES

- A.3.1 The international authority of the class is the ISAF which shall co-operate with the ICA in all matters concerning these **class rules** according to ICA proposals.
- A.3.2 Notwithstanding anything contained herein, the **certification authority** has the authority to withdraw a **certificate** and shall do so on the request of the ISAF.
- A.3.3 No legal responsibility with respect to these **class rules**, or accuracy of measurement, rests with :
  - the ISAF
  - the MNA
  - the ICA
  - an NCA
  - the **Certification Authority**, CA
  - an **official measurer**

No claim arising from these **class rules** can be entertained

### A.4 ADMINISTRATION OF THE CLASS

- A.4.1 ISAF 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 ICA which may delegate the administration to an NCA.

### 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 87.1.d) – ISAF Regulation 26.5(f) applies.

## **A.7 CLASS RULES AMENDMENTS**

A.7.1 Amendments to these class rules shall be proposed by the ICA and require to be approved by the ISAF, in accordance with the ISAF regulations.

## **A.8 CLASS RULES INTERPRETATION**

A.8.1 Interpretation of **class rules** shall be made in accordance with the ISAF Regulations by ICA.

## **A.9 INTERNATIONAL CLASS FEE AND ISAF BUILDING PLAQUE**

A.9.1 The licensed hull builder shall pay the International Class Fee.

A.9.2 ISAF shall, after having received the International Class Fee for the hull, send the ISAF Building Plaque to the licensed hull builder.

A.9.3 Rights to build Platu 25 shall rest only with builders duly licensed by BRUCE FARR & ASSOCIATES.

Current licensed builders are:

- MAC DELL MARINE LTD (NEW ZEALAND)
- BENETEAU (FRANCE)
- BENETEAU (USA)

## **A.10 SAIL NUMBERS**

A.10.1 **Certificates** and sail numbers shall be issued by the NCAs under the supervision of the MNAs, if not differently stated by each MNA.

A.10.2 Sail numbers shall be composed by the national letters together with numbers released by NCAs.

A.10.3 Personal Sail numbers shall be allowed.

## **A.11 HULL CERTIFICATION**

A.11.1 A builder certificate (for boats produced after 31/03/2007) shall be delivered with each Platu 25 by the Builder. This certificate confirms that the boat complies with the current class rules and building specifications for hull, deck, keel, rudder, accommodation and deck gear, prior to delivery from builder’s yard.

A.11.2 Hull, spars and rigging are subjected to measurement certification by **official measurer**

A.11.3 The NCA shall deliver the measurement form and the certificate to each owner member of the class association after completion of measurement.

## **A.12 INITIAL HULL CERTIFICATION**

A.12.1 For a **certificate** to be issued to hull not previously **certified**:

- (a) **Measurement control** shall be carried out by the **official measurer** who shall complete the appropriate documentation (measurement form)
- (b) The documentation and **certification** fee, if required, shall be sent to the **certification authority**
- (c) Upon receipt of a satisfactorily completed documentation and **certification** fee, if required, the **certification authority** may issue a **certificate**.

### **A.13 VALIDITY OF CERTIFICATE**

A.13.1 A hull **certificate** becomes invalid upon:

- (a) the change to any items recorded on the hull **certificate** as required under A.11
- (b) the date of expiry
- (c) withdrawal by the **certification authority**
- (d) the issue of a new **certificate**.

### **A.14 HULL RE-CERTIFICATION**

A.14.1 The **certification authority** may issue a **certificate** to a previously certified **hull**:

- (a) when it is invalidated under A.13.1(a) or (b), after receipt of the old **certificate**, and **certification** fee if required
- (b) when it is invalidated under A.13.1 (c), at its discretion
- (c) at any change of ownership the measurement certificate is invalidated and shall require a new Measurement certificate
- (d) in other cases, by application of the procedure in A.12.

### **A.15 RETENTION OF CERTIFICATION DOCUMENTATION**

A.15.1 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 by these **class rules**
- (d) A full member of the Owner's Association is member of the **crew**.

B.1.2 It is responsibility of the owner to keep the measurement certificate up to date and to ensure that the yacht complies at all times with the current class rules and ISAF rules. The Management Group Class Association cannot be held responsible for any accident occurring in connection with application of the present rules, or of any subsequent claim.

B.1.3 Measurement costs are at owner expense. Only **official measurers** shall measure Platu 25 **boats**. Instructions to the measurers shall be given by the ICA.

### **B.2 CLASS ASSOCIATION MARKINGS**

B.2.1 Sail buttons and Sticker for the hull are not presently adopted by ICA.

# PART II – REQUIREMENTS AND LIMITATIONS

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

### C.2 CREW

#### C.2.1 LIMITATIONS

- (a) The **crew** shall consist of a minimum of 4 persons.
- (b) The number of crew shall not change during a race series
- (c) No **crew** member shall be substituted during an event without the approval of the race committee.
- (d) Hiking out is not permitted.

#### C.2.2 WEIGHTS

minimum    maximum

Total weight of the **crew** dressed in underwear  
at the weigh-in prior to the start of the first race ..... 400 kg.  
At the weigh-in crew members have to show an identity card with photo.

### C.3 PERSONAL EQUIPMENT

#### C.3.1 MANDATORY

- (a) The boat shall be equipped to the minimum standard ISAF Offshore Special Regulations .

### C.4 ADVERTISING

#### C.4.1 LIMITATIONS

Advertising shall only be displayed in accordance with Category C of the ISAF Advertising Code.



## **C.5 PORTABLE EQUIPMENT**

### **C.5.1 FOR USE**

#### **(a) MANDATORY**

Safety Equipment shall include:

- One anchor with a total weight of min 8 kg. An optional chain of max 2 kg may be included in the total anchor weight.
- 30 metres anchor rope having a diameter of not less than 10 mm
- one bilge bucket of stout construction
- first aid equipment
- one fire extinguisher
- one lifevest for each crew member
- emergency flares
- tool kit
- storm jib (optional)

All safety equipment shall weigh more than 18 kg. Corrector weights and an optional stormjib may be included to reach this weight, if necessary.

Further safety equipment may be included in the notice of race. This shall not be included in the 18kg.

#### **(b) OPTIONAL**

- Electronic sailing equipment, navigation and tactical equipment of any type are allowed.
- Electrical Equipment: A battery of max 18 kg and electrical equipment may be installed. If electrical equipment is installed, the battery shall be fixed on the aft side of the port mast bulkhead. There is no minimum weight of the electrical equipment and battery. If no electrical equipment is fitted no battery shall be fitted.
- The two standard accommodation cushions.
- Separate fuel tanks are allowed. They are not included in the boat weight.
- Buoyancy bags are allowed. They are not included in the boat weight

### **C.5.2 NOT FOR USE**

#### **(a) MANDATORY**

- Engine: An engine on board is compulsory; engine weight shall be minimum 21 kg without fuel. The minimum nominal power of the engine is 2,5 hp. The boat shall depart from the dockside with a separate container with a minimum of 3 litres fuel and it shall be used only after the last race of the day. The engine bracket shall be bolted at standard position. If there is no engine bracket, a corrector weight of 1.5 kg shall be fixed in its place. The engine and the eventual corrector weight shall be bolted on the engine bracket in the engine locker or in the same place, below the engine head, if there is no bracket. Separate fuel tanks are not weighed.
- Motor well cover plate and hatches: The motor well cover plate shall be removable at all times. A hole may be drilled on the cover plate. Fairing the cover plate is permitted. Engine well and engine locker covers may be

waterproofed using any method from the interior. The space between the engine well and the engine locker may be closed non permanently.

(b) **OPTIONAL**

A rowing fork fitting is allowed

**C.6 BOAT**

**C.6.1 WEIGHT**

	minimum	maximum
The weight of the <b>boat</b> in dry condition	1240 kg	1300 kg

The weight shall be taken excluding **sails** and all portable equipment as listed in C.5.

The weight is measured including the following equipment:

- (a) Hull, deck and appendages.
- (b) Standard accommodation including bilge pump.
- (c) Mast and its standard standing rigging.
- (d) Backstay adjustment system.
- (e) The 3 halyards (main, genoa, spinnaker).
- (f) One spinnaker pole.
- (g) Pole foreguy and topping lift including blocks.
- (h) Genoa sheets with turning blocks.
- (i) Spinnaker sheets with 4 turning blocks.
- (j) Spinnaker tweekers with 4 blocks.
- (k) Main sheet with its 4 blocks.
- (l) Boom vang and blocks.
- (m) Boom with outhaul, and blocks.
- (n) Companionway hatchboard.
- (o) Standard deck fittings as drawing N ° 1
- (p) All blocks as drawing N ° 1
- (q) Footstraps, if mounted
- (r) Battery and electrical system if installed.
- (s) Engine and corrector weights
- (t) Engine bracket or its corrector weight.
- (u) Standard floorboard
- (v) Four bunk hatchcovers

**C.6.3 CORRECTOR WEIGHTS**

- (a) Up to 9 lead corrector weights in portions of 6 kg +/- 0.5 kg may be added to reach the minimum weight. They cannot be divided and shall be installed as per drawing N° 2 The installation will be starting at position 1 (which is in front), then 2 (port side aft), then 3 (starbord side aft). If more than 3 corrector weights are necessary the next one shall be placed again at position 1 and so on. The last corrector weight may be less than 6.5 Kg, infact it only has to weigh the necessary amount to reach the minimum boat weight.

## **C.7 HULL**

### **C.7.1 DIMENSION**

	minimum	maximum
The hull length shall be .....	7 490 mm	7 530 mm
The overall beam of the <b>hull</b> , excluding rubbing strakes and fittings, at sheerline shall be .....	2 520 mm	2 600 mm

### **C.7.2. INTERIOR**

#### **(a) USE**

The floorboard shall be installed in its intended position.

### **C.7.3 MODIFICATIONS, MAINTENANCE AND REPAIR**

- (a) No alterations to the configuration of the hull, deck, interior, keel, rudder, rig nor the actual measurements on the Measurement Certificate of a Platu 25 are permitted. Any boat showing clear evidence that an attempt has been made to change its shape, or where evidence is available to suggest this, shall have its certificate withdrawn and the matter referred to the Class Association.
- (b) Skin Fittings:
  - 1) Additional through-hull fittings for added equipment (speedtransducer, depth sounder etc)
  - 2) It is not in any way permitted to fair-in or to move the bilge pump skin fitting.
- (c) It is not permitted to:
  - I. Drill out, core, rebuild, replace materials, grind, plane or relocate standard equipment or parts in any way to reduce weight or to improve pitching moments or to directly or indirectly improve performance.
  - II. Change the shape or outline of the hull, deck, interior structure
  - III. Remove any gelcoat surface except light sanding in preparation for painting.

## **C.8 HULL APPENDAGES**

### **C.8.1 MODIFICATIONS, MAINTENANCE AND REPAIR**

- (a) The keel may be painted and faired over the cast iron surface. Fairing that removes iron is prohibited.
- (b) Fairing of the hull to keel junction within 200mm of the flange.
- (c) Rudder fairing.
- (d) Chamfer trailing edges on keel and rudder
- (e) Line up of the axis of keel and rudder
- (f) paints and antifouls

## **C.9 RIG**

### **C.9.1 MODIFICATIONS, MAINTENANCE AND REPAIR**

- a) Fittings

C.8.2 USE

- (a) Altering the location of the mast at the step at deck level while *racing* is not permitted
- (b) Adjustment of shroud and/or forestay tensions and length while *racing* is not permitted.

**C.8.3. SPINNAKER POLE**

(A) MANUFACTURER

Spinnaker pole may be produced by any manufacturer no licence is required

(B) MATERIALS

The spinnaker pole shall be an aluminium untapered tube.

(C) DIMENSIONS

	minimum	maximum
<b>Spinnaker pole spar diameter</b> .....	50 mm	
<b>Spinnaker pole length</b> .....		3 300 mm

(D) WEIGHTS

	minimum	maximum
<b>Spinnaker boom weight (including fittings)</b> .....		2.4 kg

C.8.3 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.
- (b) Two spinnaker pole may be on board.

**C.10 SAILS**

C.10.1 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) **Sails** shall not be altered in any way except as permitted by these **class rules**.
- (b) During a Regatta sails may be repaired after written permission has been received from the Jury. These sails shall be re-measured by a measurer. Minor repairs, such as taping small slices, are allowed without the above mentioned procedure of permission and re-measurement.

C.10.2 LIMITATIONS

- (a) Not more than 1 mainsails, 1 heavy jibs, 1 Medium Jib, 1 Light Jib, 1 Storm Jib and 1 spinnakers shall be carried aboard. Unless the notice of race in invokes rule C10.2.(d) in which case 2 spinnakers may be aboard.
- (b) Not more than 1 mainsails, 1 heavy jibs, 1 Medium Jib, 1 Light Jib, 1 Storm Jib and 1 spinnakers shall be used during an event of less than 8 consecutive days. Unless the notice of race in invokes rule C10.2.(d) in which case 2 spinnakers may be aboard.
- (c) If stated in the notice of race that a reserve spinnaker is permitted. It shall be equipment inspected and present on board in a sealed by the **equipment inspector**. It may be used only in the case of the main spinnaker being damaged. At the end of the race in which the main spinnaker has got

broken and/or the reserve spinnaker has been used the skipper shall immediately inform the Race Committee. On shore a declaration shall be made to Jury on the cause happening no later than the protest time limit together with the main broken spinnaker.

#### C.10.3 MAINSAIL

##### (a) IDENTIFICATION

- The national letters and sail numbers shall comply with the RRS except where prescribed otherwise in these **class rules**.
- The class emblem shall be on both sides of the mainsail and above national letters

##### (b) USE

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**, and the aft-most visible part of the **leech**, projected at 90° to the **boom spar**, shall be forward of the **outer point** on the boom.

#### C.10.6 SPINNAKER

##### (a) IDENTIFICATION

Identification shall comply with RRS 77

## Section D – Hull

### D.1 PARTS

#### D.1.1 MANDATORY

- (a) Hull shell
- (b) Deck

### D.2 GENERAL

#### D.2.1 RULES

- (a) The **hull** shall comply with the **class rules** in force at the time of initial **certification**.
- (b) The hull, deck interior structure and deck hardware shall conform to the construction specifications and **Class Rules**
- (c) All tolerances referred to in these documents are for manufacturing purposes only, and shall not be used for optimization
- (d) Moulds for hull, deck and interior structure shall be generated from the original tooling at Mac Dell Marine Ltd.

#### D.2.2 CERTIFICATION

- (a) The builder shall weigh the hull, painted inside, as it is lifted from the hull mould, and record this weight on the Builder's Certificate (for boat produced after 31/03/2007).
- (b) The builder shall weigh the deck, painted inside, as it is lifted from the deck mould, and record the weight on the Builder's Certificate (for boat produced after 31/03/2007).
- (c) No alteration to the configuration of the hull is permitted, unless where described in the **class rules**

#### D.2.3 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) The hull shell, deck, bulkheads and interior mouldings shall not be altered in any way except as permitted by these **class rules**.
- (b) Holes not bigger than necessary for the installation of fittings may be made in the **hull**
- (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 D.2.3(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, in consultation with the class international measurer. The **official measurer** shall also describe the details of the repair on the **certificate**.

#### D.2.4 DEFINITIONS

##### (a) HULL DATUM POINT

The **hull datum point** (Point A) is on the centreline at the hull to transom junction, as per drawing No. 3

#### D.2.5 IDENTIFICATION

(a) The hull shall carry the ISAF Plaque permanently placed at starboard side inside the cockpit near the stern.

(b) The builder's number shall be engraved on the starboard aft corner of hull just under the sheerline at port side

#### D.2.6 BUILDERS

(a) The hull shall be built by a builder licensed by ISAF.

(b) Moulds shall be approved by ISAF and Bruce Farr and Associates.

(c) Current licensed builders are:

- Mac Dell Marine Ltd (New Zealand)
- Beneteau (France)
- Beneteau (USA)

### D.3 HULL SHELL

#### D.3.1 MATERIALS

(a) The hull shall be built in an Bruce Farr and Associates approved mould in accordance with the construction specifications issued by Bruce Farr and Associates.

#### D.3.2 CONSTRUCTION

(a) The hull shall be moulded only in tooling that has been made from the original Mc Dell Marine Plug. In case of any dispute regarding the hull shape, reference should be the designer's drawing. The tolerance shall not be greater than +/- 10 mm, with the exception of maximum beam at deck level (+ / - 40 mm). Hull mould verification templates will be generated by Mac Dell Marine Ltd.

The flotation line can be faired in.

### D.4 DECK

#### D.4.1 CONSTRUCTION

(a) The deck shall be built in an Bruce Farr and Associates approved mould and comply with construction drawing N° 1.

(b) The deck shall be moulded only in tooling that has been made from original Mc Dell Marine Plug. In case of any dispute regarding the deck shape, reference should be the designer's drawings. The tolerance will be +/- 10 mm, with the exception of maximum beam at deck level (+ / - 40 mm).

## **D.5 INTERIOR OF HULL**

### **D.5.1 CONSTRUCTION**

- (a) Polyester liner : the liner moulding including keel floors shall conform to the construction drawing n. 4
- (b) Fixed furniture : Standard floorboard shall be installed in its intended position
- (c) Bunktop: The four bunktop hatches shall be carried on board when *racing*.

## **D.6 ASSEMBLED HULL**

### **D.6.1 FITTINGS**

#### **(a) MANDATORY**

- The deck layout shall comply with drawing N° 1 with regard to size, specification and location of deck gear. All deck gear items shown on drawing N° 1 are mandatory and shall not be modified unless otherwise permitted in the **class rules**.
- The following fittings shall be positioned in accordance with drawing n. 1:
  - Jib Tracks: Usable length of clear track measured between end stops shall be 450 mm +/- 10 mm. The distance between the forestay pin on the boat and the forward end of usable length on the track on same side of yacht, shall be 2910 mm +/- 20 mm. Only one genoa car is permitted on each track.
  - Mainsheet System: Only one car is permitted on the mainsheet track. Only one swivel base is permitted. No extra cleats are permitted on deck or traveller car for the mainsheet system. Mainsheet shall have a maximum 6:1 purchase. Traveller controls shall have 3:1 purchase. Strops on blocks are permitted.
  - Outhaul: The outhaul shall be an in-boom max 4:1 purchase led to a cabin top cleat.
  - Main Cunningham: The main cunningham shall be a max 6:1 purchase led to a cabin top cleat.
  - Vang: The maximum boom vang purchase shall be max 16:1, led to a cabin top cleat.
  - Foreguy: The foreguy shall be a 2:1 purchase led aft to a cabin side or top cleat.
  - Spinnaker Tweakers: The spinnaker tweakers shall be located on existing padeyes
  - Jib Barber-Hauler: Jib barber-haulers may pull the clew towards or away from the centreline. Maximum purchase shall be 4:1 and led to a cabin top or side cleat. Extra padeyes for the jib barber-haulers are not permitted.
  - The hiking line may be tied between pulpit and its aft mounting point such that when a 15 kg weight is attached to the middle of the span and all slack is taken up between the central stanchions, the hiking line shall not be closer than 100 mm from deck. The hiking lines may be terminated by rope, as long as the distance bridged by the



rope doesn't exceed 400 mm in length, and the rope construction has the equivalent strength of 3 mm steel wire. A padeye may be mounted on deck near the gunwale for pulling down the hiking line : it may be positioned at the mid point between the aft stanchion and the pushpit +/- 50 mm. The hiking line shall be attached to the pushpit, being optionally led through the pad eye on deck or shall be terminated at the padeye. The aft stanchion and pushpit may be reinforced.

Bilge pump and its 2 m pipe shall be installed as per builder's specification.

D.6.2 DIMENSIONS

Headsail track length .....440 mm .... 460 mm

## Section E – Hull Appendages

### E.1 PARTS

#### E.1.1 MANDATORY

- (a) **Keel**
- (b) **Rudder**

### E.2 GENERAL

#### E.2.1 RULES

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

#### E.2.2 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) Hull appendages shall not be altered in any way except as permitted by these **class rules**.
- (b) Routine maintenance such as painting and polishing is permitted without re-measurement and re-certification.
- (c) If any appendage is repaired in any other way than described in E.2.2(b), 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, in consultation with the class international measurer. The **official measurer** shall also describe the details of the repair on the **certificate**

#### E.2.3 CERTIFICATION

- (a) The builder shall record on the Builder's Certificate that the weight of hull appendages, as measured under the conditions described, is within the allowed weight.
- (b) The **official measurer** shall **certify hull appendages** recording measurements in the measurement form, together with the other entire boat measurement components.
- (c) No **certification mark** is provided for hull appendages

#### E.2.4 MANUFACTURERS

- (a) The **hull appendages** shall be made by manufacturers licensed by ISAF.

### E.3 KEEL

#### E.3.1 RULES

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

#### E.3.2 CERTIFICATION

- (a) The builder shall record on the Builder's Certificate that the weight measured is within the weight limits.

E.3.3 DEFINITIONS

- (a) Point F2 is on the trailing edge of the keel 660 mm vertically below the hull at a distance of 3.685 mm from point A measured along the hull.
- (b) Point F1 is 550 mm above point F2 measured along the trailing edge.
- (c) Point F3 is 300 mm below point F2 measured along the trailing edge.

E.3.4 MANUFACTURERS

- (a) Manufacturers shall be licensed by the ISAF.

E.3.5 MATERIALS

- (a) The **keel** shall be of cast iron as provided by manufacturer construction manual.

E.3.6 CONSTRUCTION

The keel shall comply with the approved tooling generated from the original tooling of Mac Dell Marine Ltd

E.3.7 DIMENSIONS

	minimum	maximum
Location : Distance “E” between point A and point F2 as per drawing N° 4.....	3780 mm	3820 mm
Span: Shortest distance from the underside of the keel flange on one side of the keel, around the bulb and back to the underside of the keel flange on the other side of the keel as per Section H 4 .....	2920 mm	2960 mm
Maximum thickness of the keel, measured in the height of F1 .....	63 mm	73 mm
Maximum thickness of the keel, measured in the height of F3 .....	55 mm	65 mm
Maximum thickness of the bulb .....	340 mm	348 mm
Shortest perimeter around the keel at F1 including trailing edge thickness .....	1075 mm	1105 mm
Shortest perimeter around the keel at F3 including trailing edge thickness .....	915 mm	975 mm
Between F1 and F3 the trailing edge shall be straight +/- 2 mm.		
A chamfer is permitted on the trailing edge of the keel.		
The keel surface shall be smooth, without bumps.		

E.3.8 WEIGHTS

	minimum	maximum
Keel .....	500 kg	520 kg

**E.4 RUDDER BLADE, RUDDER STOCK AND TILLER**

E.4.1 RULES

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

E.4.2 CERTIFICATION

- (a) The official measurer shall certify rudder blades recording measurements in the measurement form, together with the other entire boat measurement component.
- (b) No certification mark is provided for hull appendages.

E.4.3 MANUFACTURERS

- (a) Manufacturers shall be licensed by the ISAF.

E.4.4 MATERIALS

- (a) The rudder shall be moulded from an approved tool.
- (b) The rudder mould shall be generated from the original tooling of Mac Dell Marine. In case of any dispute regarding the mould shape, reference should be made to the designer’s drawings. The tolerance will be +/- 10 mm.

E.4.5 CONSTRUCTION

- (a) The gelcoat or moulded surface shall not be altered other than light sanding in preparation for painting.
- (b) A chamfer is permitted on the trailing edge of the rudder

E.4.6 DIMENSIONS

	minimum	maximum
Location:		
Distance between point A and the lowest point of the rudder blade.....	1270 mm	.....1290 mm
Distance between point A and the top of the leading edge of the rudder blade .....	605 mm	.....615 mm
Distance between the top part of the rudder blade and the hull.....	3 mm	.....
Dimensions:		
Thickness of the rudder (the minimum thickness must be measured at not less than 150 mm from the lowest edge of the rudder) .....	17 mm	.....50 mm
Distance between the hull and the lowest point of the rudder .....	1210 mm	.....1230 mm

E.4.7 WEIGHTS

The rudder shall be weighed in a painted and finished condition including bearings, tiller head, tiller and tiller extension. The weight shall be not less than 7,6 kg.

	minimum	maximum
Rudder.....	7,6 kg	
(including bearings, tiller head, tiller and tiller extension)		

## Section F – Rig

### F.1 PARTS

#### F.1.1 MANDATORY

- (a) Mast
- (b) Boom
- (c) Standing rigging
- (d) Running rigging
- (e) Spinnaker pole

### F.2 GENERAL

#### F.2.1 RULES

- (a) The **spars** 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 current **class rules**.

#### F.2.2 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) **Spars** shall not be altered in any way except as permitted by these **class rules**.
- (b) Spars shall not be modified from the approved drawings in any way without written approval from a licensed boat builder.

#### F.2.3 CERTIFICATION

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

#### F.2.4 DEFINITIONS

##### (a) MAST DATUM POINT

The **mast datum point** (MDP) is situated at the **heel point**

- (b) The **limit marks** shall be of a contrasting colour, and with a minimum width of 20 mm, and shall be permanently marked on the spars.

#### F.2.5 MANUFACTURER

- (a) Mast and boom including spares and replacements shall be supplied by a licensed spar supplier and shall comply with the Platu 25 Class Rules .
- (b) Mast and boom shall be manufactured from production aluminium sections made from approved dies.
- (c) The spar manufacturer shall submit workshop drawings to the boat builder for approval and he shall receive written approval from the boat builder prior to manufacturing spars. Current licensed spar builders are:
  - Z-Spars
  - Sparcraft
- (d) Spinnaker pole may be produced by any manufacturer as no licence is necessary

### F.3 MAST

#### F.3.1 MATERIALS

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

#### F.3.2 CONSTRUCTION

The aluminium mast collar shall not be larger than the laminated polyester plinth on the deck. The distance measured from the centre of the forestay pin on the bow to the mast at the upper edge of the mast collar shall not be greater than 2.620 mm nor less than 2.600 mm

The mast step shall not be larger than the laminated polyester plinth inside the boat.

No part of mast extrusion shall be outside of mast step. A stainless steel tie rod wire of minimum diameter 4 mm shall be permanently installed.

#### F.3.3 FITTINGS

##### (a) MANDATORY

The mast shall have sheave boxes, sheaves, pins and rope (wire is not permitted) halyards for:

- One main halyard
- One spinnaker halyard
- One jib halyard
- One topping lift

These four halyards shall have a diameter of not less than 6 mm

##### (b) OPTIONAL

- (1) One mechanical wind indicator
- (2) Compass bracket
- (3) A batten may be fixed to the backstay crane for the purpose of lifting a lightly loaded backstay above the top batten. This shall not change the attachment point of the backstay, nor alter the line of the backstay under load between the attachment points.
- (4) A positive stopper device for the mainsail halyard, to enable application of C.10.3.b

#### F.3.4 DIMENSIONS

	minimum	maximum
<b>Mast length</b> .....	11 740 mm	
<b>Bottom of Taper</b> .....	9 200 mm	
<b>Mast spar cross section</b> between 0 mm and 9200mm above <b>MDP</b> :		
<b>Fore-and-aft</b> .....	120 mm	
<b>Transverse</b> .....	79 mm	
<b>Weight</b> .....	2.65 kg/m	
<b>Mast spar cross section</b> between 9200 mm above MDP and the <b>upper point</b> :		
<b>Fore-and-aft</b> .....	78 mm	
<b>Transverse</b> .....	62 mm	
<b>Mast limit mark width</b> .....	20 mm	
<b>Upper point from MDP</b> .....	11 575 mm	11 585 mm

<b>Lower point from MDP</b> .....	2180 mm	..	2 190 mm
<b>Forestay height</b> .....	10 100 mm		10 170 mm
<b>Vang- take off height (if mounted at the mast)</b> .....	1 320 mm	.	1 350 mm
<b>Spinnaker pole fitting:</b>			
<b>Height</b> .....	2 150 mm	.	2 300 mm
<b>Spinnaker hoist height</b> .....	...		10.680 mm
<b>Lower Spreader;</b>			
<b>Height</b> .....	4 280 mm	.	4 320 mm
<b>Length</b> .....	958 mm		
<b>Upper Spreader;</b>			
<b>Height</b> .....	7 300 mm	.	7 340 mm
<b>Length</b> .....	598 mm		
Topping lift exit point.....	6 500 mm		

The spreader lengths shall be measured from the centreline of the mast to the rigging bearing surface at their outer end.

### F.3.5 WEIGHTS

The assembled mast with all normal hardware in place including instrument brackets below the lower point when permanently fastened, without

- Mast Step
- Windex or mast head unit and wire
- Antennas
- Compass, instrument displays and cables (if compass brackets are permanently incorporated in the mast, they are included in the weight)

shall have a **tip weight** of 16,5 kg or more when measured as follows:

- Halyards are in sailing position (tails on the sawhorse as below) and mast in horizontal
- Mast is supported at the lower point on sawhorse or other suitable pivot.
- All rigging is tensioned so that none of it above the lower measurement band sags lower than 600 mm below the spar or touches the ground. Tying with light twine is permitted.
- All rigging extending below the measurement band is draped over the sawhorse.
- A scale reading of tip mast weight is taken at the **upper point**.

A lead corrector weight to reach the tip weight may be added at any location on the mast above the upper point provided that it is permanently fastened.

The total weight of the mast in the above conditions, if necessary including the tip corrector weight, shall not be less than 39 kg. An additional lead corrector weight to reach the total weight may be added at the lower point, provided that it is permanently fastened.

	minimum	maximum
<b>Mast tip weight</b> .....	16.5 kg	
<b>Mast weight</b> .....	39 kg	

**F.4 BOOM**

F.4.1 MATERIALS

The **spar** shall be of aluminium

F.4.2 CONSTRUCTION

Boom including spares and replacements shall be supplied by a licensed spar supplier and shall comply with the Platu 25 Class Rules.

F.4.3 DIMENSIONS

	minimum	maximum
<b>Boom spar cross section</b>		
<b>Vertical</b> .....	94 mm	
<b>Transverse</b> .....	67 mm	
<b>Outer limit mark width</b> .....	20mm	
<b>Outer point distance</b> .....		3650mm

F.4.4 WEIGHTS

	minimum	maximum
Minimum boom bare section weight .....	2.12 kg/m	
<b>Boom weight</b> .....	9 kg	

The total weight of the boom shall be measured complete with all attached fittings, outhaul, but without clew strap and boom vang system.

**F.6 STANDING RIGGING**

F.6.1 MATERIALS

- (a) The standing **rigging** shall be of 1x19 stainless steel round wire (Dyform is prohibited).
- (b) Top mast backstay may be of spectra rope with a diameter of not less than 5 mm.

F.6.2 CONSTRUCTION

- (a) MANDATORY
  - Additional standing rigging or attempts to use any standing rigging, for other than its intended purpose, is prohibited
  - Head foil system is forbidden
  - Top Mast Backstay: The topmast backstay shall have an 8:1 minimum and 16:1 maximum purchase, and shall be led to each side of cockpit near the helmsman.

F.6.3 FITTINGS

- (a) MANDATORY
  - (1) Forestay rigging link consisting of plate, holes and pins. No other method of forestay adjustment is permitted.
  - (2) Shroud rigging screws.



#### F.6.4 DIMENSIONS

	minimum	maximum
Minimum wire diameters are		
V1:	5 mm	
V2/D3:	4 mm	
D1:	5 mm	
D2:	3 mm	
Top mast backstay:	4 mm if wire	5 mm if spectra
Forestay:	5 mm	

### F.7 RUNNING RIGGING

#### F.7.1 MATERIALS

- (a) Materials are optional.

#### F.7.2 CONSTRUCTION

##### (a) MANDATORY

- (1) Mainsail halyard: the main halyard with a max purchase of 1:1 shall have a cleat or a jammer at the mast step and be led below deck to a cleat mounted on the mast heel.
- (2) Headsail halyard: the jib halyard with a max purchase of 2:1 shall lead aft to a cabin top cleat
- (3) Spinnaker halyard: the spinnaker halyard cleat may be located on the mast, an extra cabin top cleat is allowed.
- (4) Topping lift: the topping lift shall lead aft to a cabin top cleat.

##### (b) OPTIONAL

- (1) Mainsail Cunningham line
- (2) Mainsail outhaul
- (3) Headsail Cunningham line
- (4) Single line headsail Barber haulers capable of modifying the sheeting angle in one direction only

#### F.7.3 FITTINGS

##### (a) OPTIONAL

- (1) One block or eye in each headsail for Barber hauler to run on headsail sheet
- (2) One eye in each spinnaker sheet for Barber hauler to run on spinnaker sheet or guy

## Section G – Sails

### G.1 PARTS

#### G.1.1 MATERIALS

- (a) Sail material is specified in the next paragraphs.
- (b) Carbon, aramid and polyethylene fibres are prohibited except for leech and foot lines. Dacron, Mylar and polyester fibre laminated plies are allowed.

#### G.1.1 MANDATORY

- (a) Sails shall be constructed and measured in accordance with ERS except for reinforcements, which are free, and for all definitions outlined in the present class rules
- (b) The class insignia shall conform with the dimensions, colours and requirements as detailed in the diagram contained in Section J
- (c) The following items are permitted :
  - Mainsail and jib luff Cunningham holes,
  - Leech and foot lines
  - Camber stripes,
  - Chafing patches,
  - Windows in sails (not in the jib),
  - Tell tales

### G.2 GENERAL

#### G.2.1 RULES

- (a) **Sails** shall comply with the **class rules** in force at the time of **certification control**.

#### 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**.

### G.3 MAINSAIL

#### G.3.1 IDENTIFICATION

- (a) The class insignia shall conform with the dimensions and requirements as detailed in the diagram contained in Appendix J and be placed in accordance with the diagram contained in Appendix J.
- (b) Sail Numbers shall be positioned with the national letter above the sail number in accordance with the diagram contained in Appendix J

#### G.3.2 MATERIALS

Dacron and/or Mylar and polyester fibre laminated ply is allowed.

### G.3.3 CONSTRUCTION

- (a) Max 4 Battens are allowed: the upper batten most battens may be full length the lower battens
- (b) One or more reefs are optional.
- (c) The following are permitted: Stitching, glues, tapes, bolt ropes, corner eyes, headboard with fixings, Cunningham eye or pulley, **batten pocket patches**, batten pocket elastic, batten pocket end caps, mast and boom slides, leech lines with cleat, **windows of free size**, tell tales, sail shape indicator stripes and items as permitted or prescribed by other applicable *rules*.
- (d) 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**,
  - 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,
  - the **clew point** and the intersection of the **leech** and the lower edge of the nearest **batten pocket**.

### G.3.4 DIMENSIONS

	minimum	maximum
<b>Leech length</b>	mm	10070mm
<b>Half width</b>	mm	2370 mm
<b>Three-quarter width</b>	mm	1380 mm
<b>Top width</b>	-	150 mm
Distance from <b>clew point</b> to <b>foot</b> bolt rope	-	200 mm
Distance from <b>tack point</b> to <b>foot</b> bolt rope	-	200 mm
<b>Batten pocket length:</b>		
uppermost and lowermost pockets:		
<b>inside</b>	-	Unlimited
Intermediate pockets:		
<b>inside</b>	-	1240 mm
Lowermost pockets		
<b>Inside</b>	-	900 mm
<b>Head point</b> to intersection of <b>leech</b> and centreline of uppermost <b>batten pocket</b>	-	mm

## G.4 HEADSAIL

### G.4.1 MATERIALS

Dacron, Mylar and polyester fibre laminated ply is allowed for the light and medium Jibs

Dacron only is allowed for the heavy jib.

Transparent windows of any size and material may be fitted only in the light and heavy jibs

G.4.2 CONSTRUCTION

- (a) The construction shall be: **soft sail, single ply sail.**
- (b) The **leech** shall not extend beyond a straight line from the aft **head point** to the **clew point**.
- (c) The following are permitted: Stitching, glues, tapes, corner eyes, hanks, batten pocket elastic, **batten pocket patches**, batten pocket end caps, leech line with cleat, one **window**, tell tales, sail shape indicator stripes jib Cunningham eye and items as permitted or prescribed by other applicable *rules*.

G.4.3 DIMENSIONS LIGHT JIB

	minimum	maximum
<b>Luff length</b> .....	9 250 mm	
<b>Luff Perpendicular</b> .....	2 730 mm	
<b>Top width</b> .....	75mm	
If fitted the <b>Outside Batten pocket length</b>		
mid and lowerr .....	600 mm	
upper.....	Unlimited mm	
The centreline of the battens pockets if fitted shall intersect the leech within 100 mm of the quarter, mid and three-quarter leech points		

G.4.4 DIMENSIONS MEDIUM JIB

	minimum	maximum
<b>Luff length</b> .....	8 700 mm	
<b>Luff Perpendicular</b> .....	2 730 mm	
<b>Top width</b> .....	75 mm	
If fitted the <b>Outside Batten pocket length</b>		
mid and lowerr .....	600 mm	
upper.....	Unlimited mm	
The centreline of the battens pockets if fitted shall intersect the leech within 100 mm of the quarter, mid and three-quarter leech points		

G.4.5 DIMENSIONS JIB

	minimum	maximum
<b>Luff length</b> .....	7 000 mm	
<b>Luff Perpendicular</b> .....	2 730 mm	
<b>Top width</b> .....	75 mm	
If fitted the <b>Outside Batten pocket length</b>		
mid and lowerr .....	600 mm	
upper.....	Unlimited mm	
The centreline of the battens pockets if fitted shall intersect the leech within 100 mm of the quarter, mid and three-quarter leech points		
Window, except for tell tales, are prohibited		

G.4.6 DIMENSIONS STORM JIB

- Batten prohibited
- Window prohibited

Storm jib area shall not be greater than 5.0 m<sup>2</sup>  
Polyester fibre woven ply only is allowed

## **G.5 SPINNAKER**

### G.5.1 MATERIALS

Nylon or polyester woven ply is allowed

### G.5.2 CONSTRUCTION

- (a) The construction shall be: **soft sail, single ply sail.**
- (b) The following are permitted: Stitching, glues, tapes, corner eyes, recovery line eyes, tell tales and items as permitted or prescribed by other applicable *rules.*
- (c) The **body of the sail** shall consist of the same **woven ply** throughout.

### G.5.3 DIMENSIONS

	minimum	maximum
<b>Leech lengths</b> .....	9 500 mm	
Maximum width .....	5 640 mm	
<b>Half Width</b> .....	5 640 mm	

The **leech** and the **foot** shall be contained with the straight line for by a 110° arc around the **clew point**

### G.5.4 DESIGN FEATURES

- (a) The spinnaker shall be approximately symmetrical about its centreline

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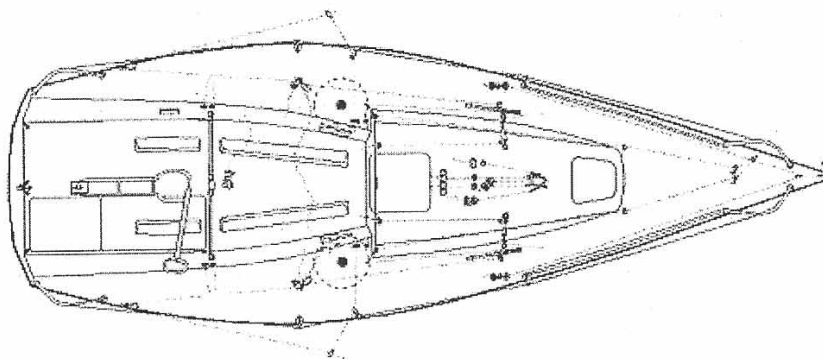
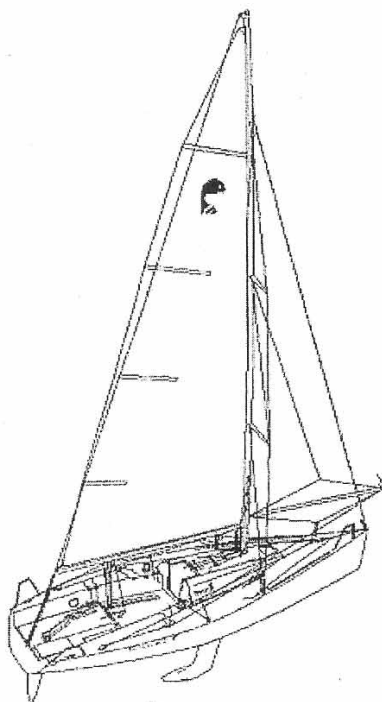
## PART III – APPENDICES

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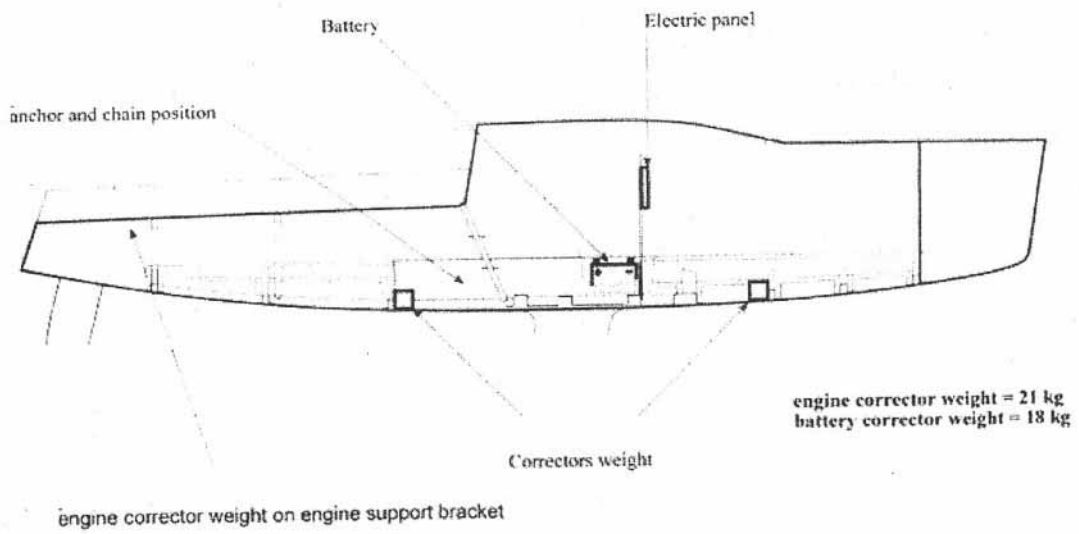
The rules in Part III are **closed class rules**. Measurement shall be carried out in accordance with the ERS except where varied in this Part.

### Section H – Measurement diagram

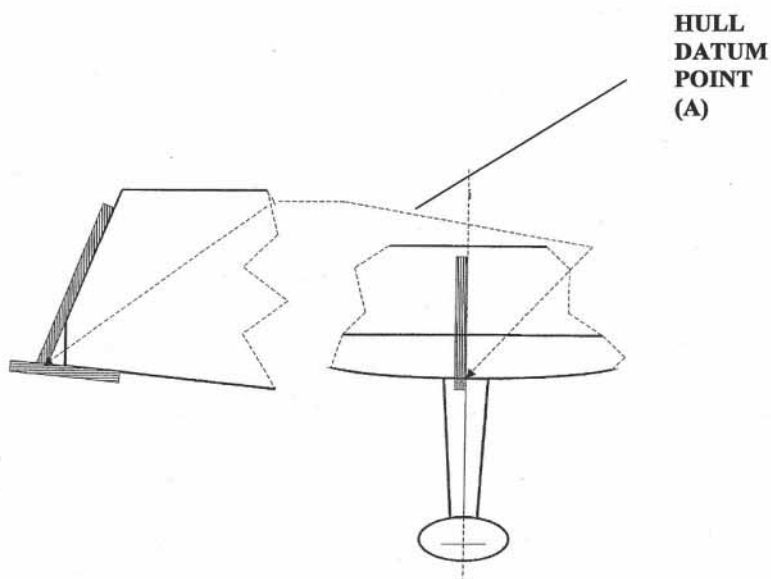
#### H.1 STANDARD DECK FITTING AND BLOCKS

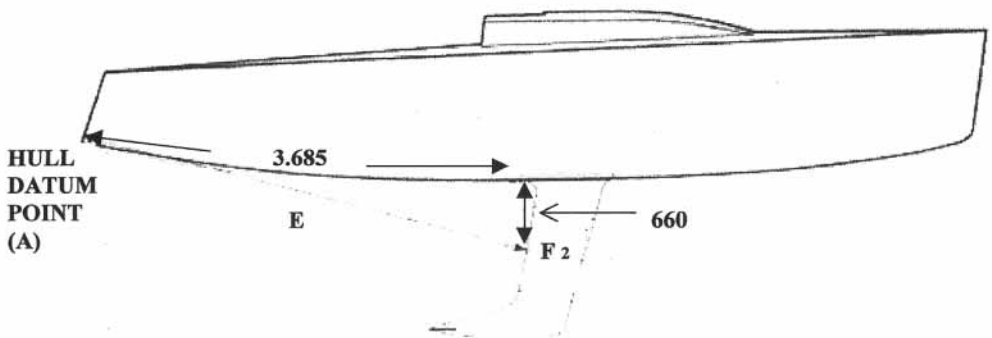
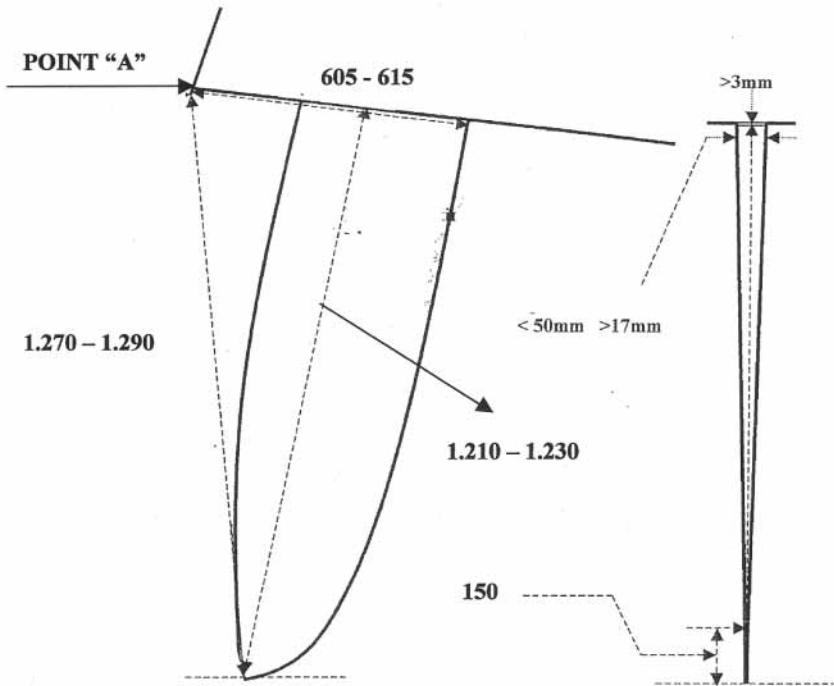


## H.2 CORRECTOR WEIGHTS



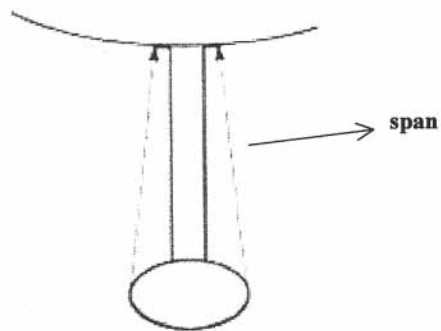
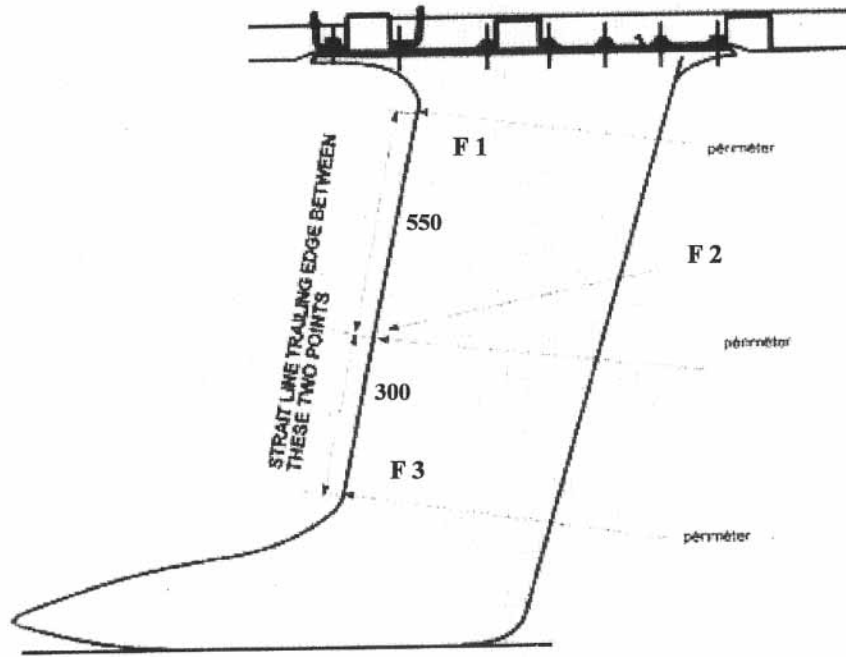
## H.3 HULL AND RUDDER







#### H.4 KEEL



## **Section J – CLASS INSIGNA**



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