



INTERNATIONAL *29er* CLASS RULES



2015

The 29er Class was designed in 1997 by Julian Bethwaite and was adopted as an ISAF International Class in 2001.

INDEX

PART I – ADMINISTRATION

Section A – General

A.1	Language	4
A.2	Abbreviations	4
A.3	Authorities and Responsibilities	4
A.4	Administration of the Class	4
A.5	ISAF Rules	4
A.6	Class Rules Variations	4
A.7	Class Rule Amendments	5
A.8	Class Rules Interpretation	5
A.9	International Class Fee and ISAF Building Plaque	5
A.10	Licensed Manufacturers	5
A.11	Sail Numbers	5
A.12	Hull Certification	5

Section B – Boat Eligibility

B.1	Class Rules and Certification	5
B.2	Class Association Markings	5
B.3	Event Inspection	5
B.4	Event Limitation Marks	6

PART II – REQUIREMENTS AND LIMITATIONS

Section C – Conditions for Racing

C.1	General	7
C.2	Crew	7
C.3	Personal Equipment	7
C.4	Advertising	7
C.5	Portable Equipment	8
C.6	Boat	8

C.7	Hull	8
C.8	Hull Appendages.....	10
C.9	Rig	10
C.10	Sails	12

Section D– Hull

D.1	Manufacturers	13
D.2	Parts	
D.3	Identification	13
D.4	Materials, Construction and Dimensions	13

Section E – Hull Appendages

E.1	Manufacturers	13
E.2	Parts	13
E.3	Identification	14
E.4	Materials, Construction and Dimensions	14

Section F – Rig

F.1	Manufacturer	14
F.2	Parts.....	14
F.3	Identification	14
F.4	Materials, Construction and Dimensions	14

Section G – Sails

G.1	Manufacturer.....	14
G.2	Parts.....	14
G.3	Identification	14
G.4	Materials, Construction and Dimensions	14

INTRODUCTION

This introduction only provides an informal background and the International 29er Class Rules proper begin on the next page.

29er hulls, hull appendages, rigs and sails are manufacture controlled.

29er hulls, hull appendages, rigs and sails shall only be manufactured by licensed manufacturers – in the class rules referred to as licensed manufacturers. Equipment is required to comply with the International 29er Builders Construction Manual and is subject to an ISAF approved manufacturing control system.

29er 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 responsibility of the sailor. Rules regulating the use of equipment during a race are contained in Section C of these class rules, in ERS Part I and in the Racing Rules of Sailing.

PLEASE REMEMBER

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

COMPONENTS AND THEIR USE, ARE DEFINED BY THEIR DESCRIPTION

PART I – ADMINISTRATION

Section A –General

A.1 LANGUAGE

- A.1.1 The official language of the class is English and in case of dispute over the 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 29er Class Association
- NCA National Class Association
- ERS Equipment Rules of Sailing
- RRS Racing Rules of Sailing
- CRH Copyright Holder

A.3 AUTHORITIES AND RESPONSIBILITIES

- A.3.1 The international authority of the International 29er Class is the ISAF, which shall cooperate with the ICA in all matters concerning these **class rules**.
- A.3.2 Neither ISAF or the ICA is under any legal responsibility in respect of these **class rules**.

A.4 ADMINISTRATION OF THE CLASS

- A.4.1 ISAF has delegated its administrative functions of the class to the ICA.

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 “*italic*” the definition in the RRS applies.

A.6 CLASS RULE VARIATIONS

- A.6.1 ISAF Regulation 10.11 applies

A.7 CLASS RULE AMENDMENTS

- A.7.1 In accordance with ISAF Regulations amendments to the **class rules** require the approval of ISAF after their adoption by a simple majority vote of the members in a general meeting of the ICA held in accordance with its constitution.

A.8 CLASS RULE INTERPRETATIONS

- A.8.1 Interpretation of **class rules** shall be made by ISAF in consultation with the class and CRH
- A.8.2 Interpretation of **class rules** at an event shall be carried out in accordance with the RRS. The event organising authority shall, as soon as practical after the event, inform the ISAF and ICA of any such interpretations.

A.9 INTERNATIONAL CLASS FEE AND ISAF BUILDING PLAQUE

- A.9.1 Licensed manufacturers of hulls shall pay an International Class Fee for each hull manufactured.
- A.9.2 The ICA shall, after having received the International Class Fee for the hull, send the ISAF Building Plaque to the Licensed Manufacturer.

A10 LICENSED MANUFACTURERS

- A10.1 29er equipment shall only be manufactured by those appointed and licensed by the CRH in consultation with ISAF. Such licensees shall be referred to as Licensed Manufacturers within these **class rules**.

A.11 SAIL NUMBERS

- A.11.1 Sail numbers shall correspond to the number shown on the ISAF International Class building plaque except where stated otherwise in these **class rules**.

A.12 CERTIFICATION

- A.12.1 Written **certification** is not issued.

Section B – Equipment Eligibility

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

B.1 CLASS RULES

B.1.1 The boat shall comply with the **class rules**.

B.2 CLASS ASSOCIATION MARKINGS

B.2.1 **Sails** shall carry an ICA **sail** label.

B.2.1 **Mast**, spreaders, **bowsprit**, **daggerboard** and **rudder** blade shall carry an ICA 9er equipment label.

B.3 EVENT INSPECTION

B.3.1 GENERAL

A role of **Equipment Inspectors** at an event is to verify that equipment has been produced by a Licensed Manufacturer and has not been subsequently altered (other than as is permitted within these rules) using whatever inspection methods they deem appropriate, including comparison with a reference sample of the type of equipment presented for Inspection. Should this comparison reveal deviation greater than what the Equipment Inspector considers being within manufacturing tolerances, the procedure of class rule A.8.2 shall apply. Such occurrences shall be reported to ISAF and the ICA technical committee for investigation and a ruling on the eligibility of the equipment for racing.

B.4 EVENT LIMITATION MARKS

B.4.1 Where an event uses **event limitation marks** these marks shall not be removed during an event. If the **event limitation mark** becomes damaged or lost this shall be reported to the event race committee as soon as possible.

PART II – REQUIREMENTS & 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**. Equipment 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 50.4 shall not apply.
- (b) If the wind is consistently 10 knots or above, measured at deck level, the Race Committee may signal in accordance with RRS Appendix P5 that “pumping, rocking an ooching” are permitted. This changes RRS 42.2(a), RRS 42.2(b) and RRS 42.2(c).
- (c) RRS 49.1 is amended such that 1 member of the crew may use a trapeze.

C.2 CREW

C.2.1 LIMITATIONS

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

C.2.2 MEMBERSHIP

In international events each **crew** member shall be a current member of the ICA.

C.3 PERSONAL EQUIPMENT

C.3.1 MANDATORY

- (a) The boat shall be equipped with personal flotation devices (PFD) for each crew member to the minimum standard EN393 or ISO 12402-5 Level 50 or the Notice of Race may prescribe alternatives.
- (b) The use of inflatable buoyancy vests is not permitted while racing.

C.4 ADVERTISING

C.4.1 Advertising is permitted as provided in ISAF Regulation 20.

C.4.2 For the purpose of the ISAF Advertising Code, the mainsail **tack** shall be taken as the lowest point of the forward edge of the mast sleeve and the length of the **foot** shall be taken to be 2100 mm.

C.4.3 For the purpose of ISAF Advertising Code, the gennaker shall be deemed a spinnaker.

C.5 PORTABLE EQUIPMENT

C.5.1 OPTIONAL

- (a) Timing devices, removable for weighing.
- (b) Maximum two compasses with brackets, removable for weighing.

- (c) Electronic compasses are permitted.
- (d) Spare parts and tools, removable for weighing.

C.6 BOAT

C.6.1 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.
- (b) Replacement of non-skid tape or paint to the deck moulding is permitted.
- (c) Any cleat may be replaced with a cleat of any material and of substantially the same size and design.
- (d) Any cleat including integrated fairlead may be replaced with a cleat of any material and of substantially the same size and design.
- (e) Any block may be replaced with a block of the same number of sheaves of similar or greater diameter. Ratchet blocks have no sheave diameter restrictions. Ratchet blocks may be used for the gennaker sheets and as the forward mainsheet block on the boom.
- (f) Any attachment of blocks may be replaced. Attachment for blocks shall be of substantially the same size and design.
- (g) Any other fitting than those mentioned in C.6.1 (e), (f) and (g), shall only be replaced by the same model or a replacement by a licensed builder.
- (h) Replacements shall be fitted in the same position as the standard fitting, or as close as is structurally possible.
- (i) To facilitate advertising painting and vinyl or similar may be added to the **sails, hull** and **spars** for this purpose except that as per C.7.3.(a) hull may not be painted.
- (j) The distance between the centre of the centre hole in the stemhead fitting and the front face of the **mast spar** at the top of the heel plug, measured in a straight line between these two points shall be a minimum 1820mm maximum 1830mm.
- (k) An additional wedge may be fitted under the mast partner, adjacent to and in front of the gennaker halyard turning block to facilitate the retraction of the **bow sprit**.
- (l) The **shrouds** may be fitted with a turnbuckle between the wire end and the hull fixing point.

C.7 HULL

C.7.1 MODIFICATIONS,

- (a) Maximum 2 foot straps on each gunwale for which holes may be drilled.
- (b) A block, in the gennaker halyard behind the two floor blocks, with a sheave of not more than 20 mm diameter and attached with a shockcord, which may pass through an additional block with a sheave diameter of not more than 20 mm.

- (c) One tie down loop, bolted through the gunwale flange on each side to be totally within 700 mm to 1000 mm in front of the rear corner of the gunwale chainplates, to facilitate securing the **hull** to a trailer or dolly.
- (d) Wedges may be fitted under the vang, and cunningham and gennaker halyard cleats.
- (e) Fittings made from flexible material may be added along the rail forward of the chainplates on each side for the hull for the sole purpose of retaining the spinnaker sheets on the boat.
- (f) No holes may be made in the **hull** or deck mouldings except:
 - (i) for fittings specified in C.7.1 (a) and (c)
 - (ii) for the purpose of making repairs.
 - (iii) for the purpose of converting to the 29erXX racing configuration
- (g) The **daggerboard** case packing may be of any material and shall not extend less than 20mm or more than 100mm from the top and bottom of the case.
- (h) For **hulls** with an ISAF Building Plaque number less than 1400,
 - (a) The horizontal underside of the mast partner and the aft flange including that attached to the cockpit may be reinforced with glass fibre and either polyester or vinylester resin provided such reinforcement does not exceed 50mm in width when measured at 90 degrees to the aft flange of the mast partner. A foam or coremat stringer, not exceeding 25mm x 25mm may also be placed under the glass fibre laminate at the corner formed by the flange and the mast partner's horizontal surface.
 - (i) Wedges may be fitted under the mast base tenon for the purpose of heel tune. Furthermore the aft face of the tenon shall at all time be in contact with the mast step bearing surface. Wedges shall not be removed or adjusted during an event.

C.7.2 MAINTENANCE

- (a) The watertight integrity of the **hull** shall be maintained.
- (b) The breather hole in the centre plinth shall remain open and unrestricted.
- (c) Fittings may be bedded in provided they can be removed without damage.

C.7.3 REPAIR

- (a) In the event of damage to any part of the **hull**, necessary repairs may be made provided repairs are made in such a way that the essential shape and function is not materially affected. Areas of damage repair may be filled, sanded and polished over.
- (b) Replacement of non-skid tape or paint to the deck moulding is permitted.

C.7.4 LIMITATIONS

- (a) Only one **hull** shall be used in an event, except when lost or unintentionally damaged beyond repair. Any replacement shall only be made with the approval of the Race Committee.

C.7.5 HULL WEIGHT

- (a) The weight of the **hull** including gennaker sock, **bowsprit**, **rudder** head (including tiller), permanently fixed fittings and control lines, foot straps

and any **hull corrector weight**, but excluding **daggerboard**, **rudder** blade and non permanently fixed fittings and equipment listed in C.5 shall not be less than 74.0 kg with all items in a dry condition.

C.7.6 CORRECTOR WEIGHTS

- (a) **Corrector weights** of lead shall be permanently fastened with bolts through the jib track under the mast partner when the hull as in C.7.5 (a) is less than the minimum requirement.
- (b) The total weight of such **corrector weights** shall not exceed 2.0kg.

C.8 HULL APPENDAGES

C.8.1 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) Repairs to damage in the leading and trailing edge may be filled and blended in. (Advisory note: nowhere is re-finishing, fairing of the **daggerboard** and **rudder** blade permitted except to facilitate localised repair in this rule).
- (b) The **daggerboard** and **rudder** blade ends maybe sanded, filled or painted in order to maintain their original shape.
- (c) The tiller forward of the **rudder** head may be modified.
- (d) The **rudder** head packing may be of any material.
- (e) The tiller extensions may be replaced without any restrictions as to design and material.

C.8.2 LIMITATIONS

- (a) Only one **daggerboard** and one **rudder** blade shall be used during an event except when an item has been lost or damaged beyond repair. Any replacement shall only be made with the approval of the Race Committee.

C.9 RIG

C.9.1 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) Replacement of fittings may be made and if needed to facilitate repair the fitting may be modified to accommodate slightly larger fixings.
- (b) Standing **rigging** may be replaced and shall comply with the following:
 - (i) The forestay and shrouds shall be 3.0mm - 3.5mm diameter 1x7 or 1x19 stainless steel wire.
- (d) The lower part of the forestay and shrouds, and their attachment fittings may be covered with protective covering; however, the function of the fittings shall not be changed.
- (e) Rig pins may be replaced by quick pins or any other type of pins.
- (f) Tufts or ribbons attached to the **rigging** are permitted.

C.9.2 LIMITATIONS

- (a) Only one set of **spars** and **standing** rigging shall be used except when an item has been lost or damaged beyond repair

C.9.3 DIMENSIONS

- (a) 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. This distance shall be taken between the forward extension of the bottom of heel tenon and the lower bearing surface of the forestay pin OR an attached shackle and shall be a minimum 445mm and maximum 460mm.

C.9.4 FITTINGS

- (a) Optional mechanical wind indicators.

C.9.5 STANDING RIGGING

USE

- (a) The forestay shall be fitted to the centre hole of the stem head fitting.
- (b) **Standing rigging** shall not be adjusted after the *start*.

C.9.6 RUNNING RIGGING

(a) MODIFICATIONS, MAINTENANCE AND REPAIR

- (i) Trapeze lines shall include a minimum of 3350mm of stainless steel wire.
- (ii) Sheets and lines may be replaced without any restrictions as to length, diameter and taper providing the part is not made of wire.
- (iii) A continuous main sheet and jib sheet is permitted.
- (iv) A fairlead/eye for the end of the mainsheet may be attached to the floor plinth.
- (v) Mainsail halyard and jib halyard may be replaced by lines of any material.
- (vi) Gennaker halyard may be lead externally. If lead externally, no additional fittings shall be used.
- (vii) A block may be added in the gennaker halyard between the sail and the mast spar, with a sheave of not more than 20 mm diameter. This block may be attached to a shock cord lead through a shackle, existing fitting or loop of rope on the mast and then attached to the mast spar.
- (viii) Shockcord tails may be added to ropes.
- (ix) A clip or shackle may be fitted at the end of the jib sheet attachment line where it attaches to the clewboard of the jib.
- (x) The trapeze arrangement may be modified to include a continuous system and/or adjustable hook height provided that the attachment methods to the mast spar are not changed.

C.9.7 USE

- (a) Running rigging shall be led through and attached to the fittings supplied for the function.

- (b) Standing rigging shall not be adjusted after the *start*.

C.10 SAILS

C.10.1 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) **Sails** shall not be recut, except as permitted in C.10.4(a), or otherwise change or affect any aspect of the **sail** or pierce the **sail** for any reason other than effecting necessary repairs or as permitted by these rules.
- (b) The length of the **battens** may be altered to adjust the tension in the batten pocket, provided the **batten** fits within the original pocket and the **sail** is not altered other than by cutting and renewing the **batten** pocket stitching at either end.
- (c) The **sail battens** identified by a unique identification graphic and as supplied by a licensed manufacturer and shall not be altered in stiffness.
- (d) Tell Tales may be added to the sails.
- (e) Chaffing patches may be added to mainsail.

C.10.2 LIMITATIONS

- (a) Not more than 1 mainsail, 1 jib and 1 gennaker shall be used during an event except when a sail has been lost or damaged beyond repair. Any replacement shall only be made with the approval of the Race Committee.

C.10.3 MAINSAIL

(a) IDENTIFICATION

- (i) The national letters and the sail numbers shall be black and shall comply with the RRS G.1.2 except where specified in C.10.3 (ii).
- (ii) National letters shall be placed in front of or above the sail numbers for which both shall comply with the specifications in the RRS Appendix G1.2 for boats under 3.5 metres.
- (iii) The national letters and the sail numbers shall be wholly between the 2nd and 4th batten pockets from the head point.
- (iv) The base of the national letters and the sail numbers shall be approximately parallel to the batten pockets
- (v) The sail number shall be either:
 - (1) If either of the crew has finished in the top 25 in the preceding 29er world championship their sail number may be that place, 1st to 9th single digit, otherwise two digits.
 - (2) Otherwise, the sail number shall be that shown on the ISAF hull plaque.
 - (3) Should there be multiplicity in numbers due to C.10.3(a) (v) (1), a race committee may make an arrangement suitable for the duration of the event involved.

10.4 GENNAKER

(a) MODIFICATIONS

The gennaker may be modified by having graphics cut in, which shall not extend within 800 mm of the **head point** or **tack** and shall not extend

within 600mm of the **luff, leach** or **foot**. Such actions may not alter the original shape of the **sail**.

Section D – Hull

D.1 MANUFACTURERS

(a) **Hulls** shall only be manufactured by Licensed Manufactures

D.2 PARTS

- (a) **Hull**
- (b) **Gennaker Sock**

D.3 IDENTIFICATION

The **hull** shall carry the manufacturer's serial number displayed on the aft trailing edge of the transom.

D.4 MATERIALS, CONSTRUCTION AND DIMENSIONS

Shall comply with the ISAF approved Builders Construction Manual

Section E – Hull Appendages

E.1 MANUFACTURERS

(a) **Hull appendages** shall only be manufactured by Licensed Manufactures

E.2 PARTS

- (a) **Daggerboard**
- (b) **Rudder** blade
- (c) **Rudder** stock
- (d) **Rudder** frame

E.3 IDENTIFICATION

The **daggerboard** and **rudder** blade shall carry an ICA 9er equipment label.

E.4 MATERIALS, CONSTRUCTION AND DIMENSIONS

Shall comply with the ISAF approved Builders Construction

Section F – Rig

F.1 MANUFACTURER

Rig shall only be manufactured by a Licensed Manufacturer

F.2 PARTS

- (a) **Mast**
- (b) **Spreaders**

- (c) **Boom**
- (d) **Bowsprit**
- (e) Boom vang arm

F.3 IDENTIFICATION

The **mast**, spreaders, and **bowsprit** shall carry an ICA 9er equipment label.

F.4 MATERIALS, CONSTRUCTION AND DIMENSIONS

Shall comply with the ISAF approved Builders Construction Manual.

Section G – Sails

G.1 MANUFACTURER

Sails shall only be manufactured by Licensed Manufacturers

G.2 PARTS

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

G.3 IDENTIFICATION

The mainsail, jib and gennaker shall carry the ICA sail label

G.4 MATERIALS, CONSTRUCTION, AND DIMENSIONS

Shall comply with the ISAF approved Builders Construction Manual.

Effective Date: 16 January 2015
Published Date: 16 January 2015
Previous issues: 4 July 2012
1 January 2011

© *ISAF*