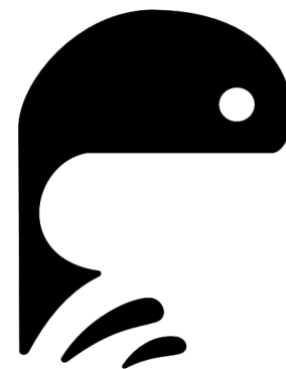


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# Class Rules

## Platu 25 Class Association



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The PLATU 25, designed by Bruce Farr, was adopted as a World Sailing 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 a World Sailing 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.1.3 The term “permanently fastened” shall mean unable to be removed with simple tools, or fixed with glue or rivets.
- A.1.4. The term “permanent” for limit marks shall mean unable to be removed and repositioned without destroying them.

### A.2 ABBREVIATIONS

- A.2.1 WS World Sailing
- MNA WS Member National Authority
- IPCA 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 WS which shall co-operate with the IPCA in all matters concerning these **class rules** according to IPCA 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 WS.
- A.3.3 No legal responsibility with respect to these **class rules**, or accuracy of measurement, rests with :
  - WS
  - an MNA
  - the IPCA
  - an NCA
  - a **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 WS has delegated its administrative functions of the class to IPCA. The IPCA may delegate part or all of its functions, as stated in these **class rules**, to an NCA

### 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 VARIATIONS**

- A.6.1 At World, Continental or Regional Championships the notice of race and sailing instructions may vary these **class rules** only with the agreement of IPCA and WS.
- A.6.2 At National events the notice of race and sailing instructions may vary these **class rules** only with the agreement of the NCA and the MNA
- A.6.3. A notice of race or sailing instruction may specify additional or alternative safety equipment.

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

- A.7.1 Amendments to these **class rules** shall be proposed by the IPCA to WS for approval, in accordance with the WS regulations.

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

- A.8.1 Interpretation of **class rules** shall be made in accordance with the WS Regulations.

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

- A.9.1 The licensed hull builder shall pay the International Class Fee for each hull built.
- A.9.2 The IPCA shall, after having received the International Class Fee for the hull, send the WS Building Plaque to the licensed hull builder.
- A.9.3 Rights to build Platu 25 shall rest only with builders duly licensed by FYD / WS and approved by the IPCA.

## **A.10 SAIL NUMBERS**

- A.10.1 Sail numbers shall be issued by the NCAs..
- A.10.2 Personal Sail numbers are permitted, and they shall be issued by the NCAs.

## **A.11 HULL CERTIFICATION**

- A.11.1 A builder certificate (for boats produced after 01/03/2008) 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 appendages, spars and rigging are subjected to **certification** by an **official measurer**.

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

- A.12.1 For a **certificate** to be issued to hull not previously **certified**:
  - (a) **Certification control** shall be carried out by an **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.12.2 **Certificates** shall expire by default 5 years after the date of issue.

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

- A.13.1 A boat **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 boat:
- (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 and give a certified copy to the owner.
  - (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 boat **certificate**
  - (c) have valid **certification marks** as required by these **class rules**
  - (d) have at least one member of the boat's NCA as 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 **boat** complies at all times with the current **class rules** and WS rules. The IPCA 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 the owner's expense. Only **official measurers** recognized by the IPCA shall measure Platu 25 **boats**. Instructions to the measurers, if necessary, shall be given by the IPCA.

### B.2 CLASS ASSOCIATION MARKINGS

- B.2.1 All sails shall carry the Platu 25 class sail button.
- B.2.2 All masts shall carry the Platu 25 class mast sticker.

# 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.

### C.3 PERSONAL EQUIPMENT

#### C.3.1 MANDATORY

- (a) The boat shall be equipped with personal buoyancy for each **crew** member to the minimum standard ISO 12402-5 (Level 50) or equivalent.

### C.4 ADVERTISING

#### C.4.1 LIMITATIONS

Advertising shall only be displayed in accordance with WS Regulation 20 - Advertising Code.

### C.5 PORTABLE EQUIPMENT

#### C.5.1 FOR USE

- (a) MANDATORY

Safety Equipment shall include:

- (1) 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.
- (2) 30 metres anchor rope having a diameter of not less than 10 mm.
- (3) one bilge bucket of stout construction of minimum capacity 9 litres fitted with a lanyard of 1 meter.
- (4) first aid equipment
- (5) one fire extinguisher
- (6) emergency flares
- (7) tool kit which shall include tools capable for disconnecting and severing standing rigging



(b) OPTIONAL

- (1) Electronic sailing equipment, navigation and tactical equipment of any type are permitted.
- (2) 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 (see drawing 1). There is no minimum weight of the electrical equipment and battery. If no electrical equipment is fitted, no battery shall be fitted.
- (3) The two standard accommodation cushions.
- (4) Separate fuel tanks.
- (5) Buoyancy bags.
- (6) Storm jib.

C.5.2 NOT FOR USE

(a) MANDATORY

- (1) Engine: One functional outboard engine shall be on board; The minimum nominal power of the engine is 2,5 hp. The supplied engine bracket shall be bolted at the standard position. If there is no engine bracket, a corrector weight of 1.5 kg shall be fixed in its place. The engine and any corrector weight shall be fixed on the engine bracket in the engine locker or in the same place, below the engine head, if there is no bracket.
- (2) Engine well cover plate and locker covers: The engine 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 in a non-permanent way.

## C.6 BOAT

### C.6.1 WEIGHT

	minimum	maximum
The weight of the boat in dry condition	1219 kg	

The weight shall be taken excluding **sails**, outboard engine and all **portable equipment** as listed in C.5, unless otherwise stated in this rule.

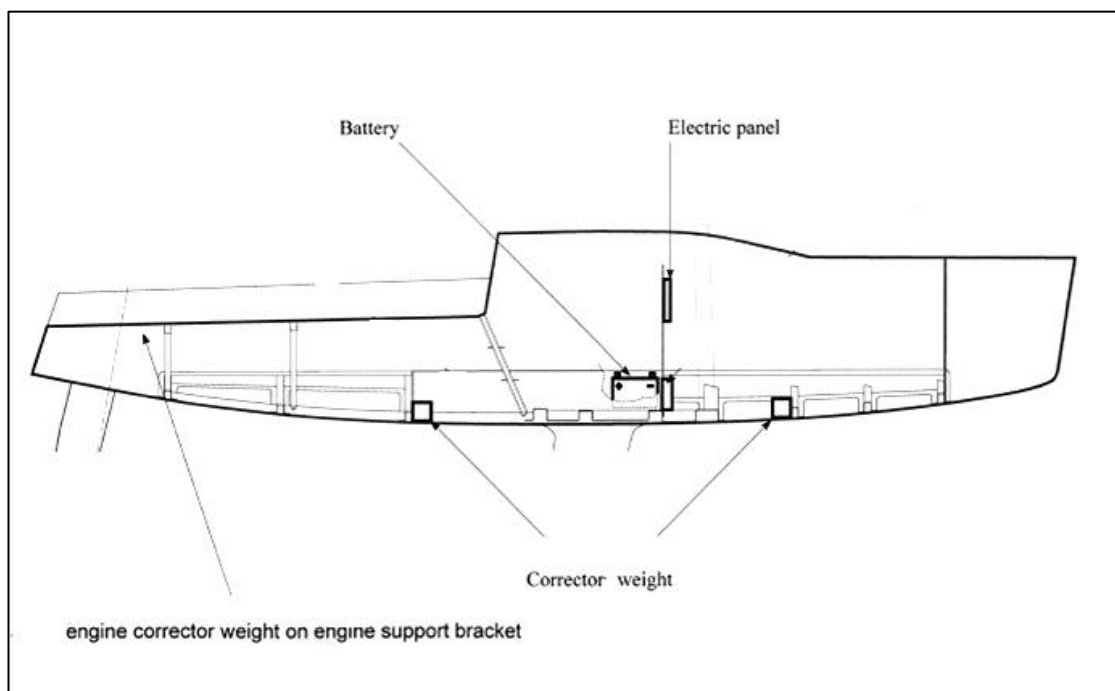
The weight is measured including the following equipment:

- (a) Hull, deck and appendages.
- (b) Standard accommodation including bilge pump.
- (c) Mast and its standard standing rigging.
- (d) Backstay adjustment system.
- (e) 3 halyards (main, genoa, spinnaker).
- (f) One spinnaker pole.
- (g) Pole foreguy and topping lift including blocks.
- (h) Headsail sheets with turning blocks.
- (i) Spinnaker sheets with 4 turning blocks.
- (j) Spinnaker tweakers 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 in the Platu 25 Deck Plan
- (p) All blocks as in the Platu 25 Deck Plan
- (q) Battery and electrical system, if installed
- (r) Engine bracket or its corrector weight
- (s) Standard floorboard
- (t) Four bunk hatch covers

C.6.2 CORRECTOR WEIGHTS

- (a) **Corrector weights**, if needed, shall be permanently installed at the locations shown in Drawing 1, with 50% of the weight at position 1 (which is in front), and the remainder split equally between positions 2 (port side aft) and 3 (starboard side aft). The weight shall be indicated on each **corrector weight** in a clearly visible way for equipment inspection.



Drawing 1. Boat corrector weights position

## C.7 HULL

### C.7.2. INTERIOR

#### C.7.2.1 USE

- (a) The standard floorboard shall be installed in its intended position.
- (b) The four bunk-top hatch covers shall be carried on board and in place.

### C.7.3 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) No alterations to the configuration of the hull, deck, interior, keel, rudder, rig or the actual measurements on the Measurement Certificate of a Platu 25 are permitted, unless otherwise stated in these **class rules**. 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 IPCA.
- (b) It is not permitted to:
  - (1) 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.
  - (2) Change the shape or outline of the hull, deck, interior structure
  - (3) Remove any gelcoat surface except light sanding in preparation for painting.
  - (4) Fair-in or remove the bilge pump skin fitting.
- (c) Permitted actions:
  - (1) Fairing of the flotation line.
  - (2) Installation of additional through-hull fittings for added equipment (speed transducer, depth sounder etc.)
  - (3) Polishing
  - (4) Painting
- (d) If any hull moulding is repaired in any other way than described in C.7.3(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 Technical Committee. The **official measurer** shall also describe the details of the repair on the **certificate**.

## C.8 HULL APPENDAGES

### C.8.1 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) Permitted actions:
  - (1) The keel may be painted and faired over the cast iron surface, but fairing that removes metal is prohibited.
  - (2) Fairing of the hull to keel junction within 200 mm of the flange.
  - (3) Rudder fairing.
  - (4) Chamfering of trailing edges on keel and rudder
  - (5) Line-up of the axis of keel and rudder
  - (6) Painting
- (b) Routine maintenance such as painting and polishing is permitted without re-measurement and re-certification.

## C.9 RIG

### C.9.1 USE

- (a) Altering the position of the mast at the step and at deck level while *racing* is not permitted
- (b) Adjustment of **shroud** and/or **forestay** tensions and length while *racing* is not permitted.
- (c) Use of any **standing rigging** permitted in F.6 for other than its intended purpose is not permitted.

### 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.

## 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 an event sails may be repaired after written permission has been received from the event *Technical Committee*. These sails shall be checked and if necessary re-certified by an **official measurer**. Minor repairs, such as taping small holes, are permitted without the above mentioned procedure of permission and re-measurement.

### C.10.2 LIMITATIONS

- (a) Not more than 1 mainsail, 1 heavy jib, 1 medium jib, 1 light jib, 1 storm jib, 1 spinnaker and 1 spare spinnaker shall be carried aboard.
- (b) Not more than 1 mainsail, 1 heavy jib, 1 medium jib, 1 light jib, 1 storm jib and 1 spinnaker shall be used during an event of less than 8 consecutive days, except when a **sail** has been lost or damaged beyond repair.
- (c) An additional spinnaker may be presented for event measurement and carried on board as a spare (as in C.10.2 (a) ), but shall not be used during an event except when the primary spinnaker has been lost or damaged to the point where it cannot be effectively repaired while afloat.

### C.10.3 MAINSAIL

#### (a) IDENTIFICATION

The insignia, national letters and sail numbers shall comply with RRS Appendix G except where prescribed otherwise in these **class rules**.

#### (b) USE

The highest visible point of the **mainsail**, 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.10.4 SPINNAKER

#### (a) IDENTIFICATION

Identification shall comply with RRS Appendix G

## Section D – Hull

### D.1 PARTS

#### D.1.1 MANDATORY

- (a) Hull shell
- (b) Deck

### D.2 GENERAL

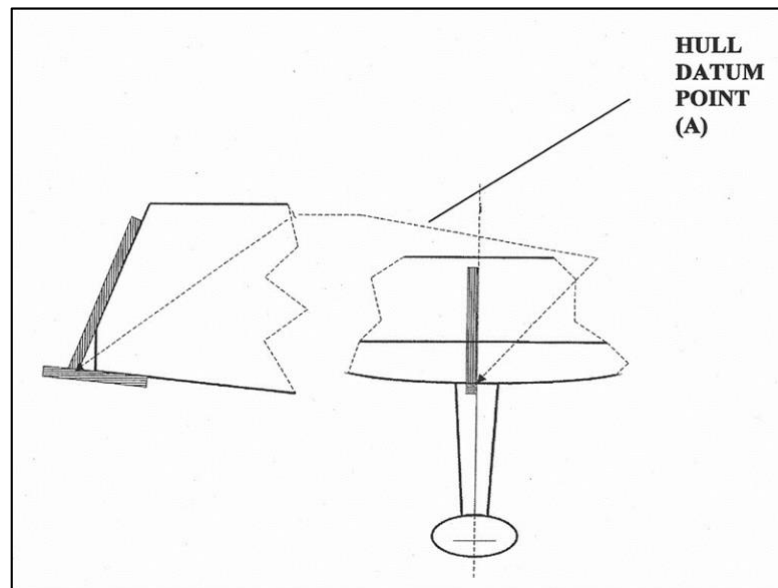
#### D.2.1 RULES

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

#### D.2.3 DEFINITIONS

##### (a) HULL DATUM POINT

The **hull datum point** (Point A) is on the centreline at the hull to transom junction, as shown in drawing 2.



Drawing 2 Hull HDP (Point A)

#### D.2.4 IDENTIFICATION

- (a) The **hull** shall carry the WS Plaque permanently placed at starboard side, inside the cockpit near the transom.
- (b) The builder's number shall be engraved on the port aft corner of the **hull** close to and under the sheerline.

### **D.3 HULL SHELL**

#### **D.3.1 CONSTRUCTION**

- (a) The hull shell shall be built in a FYD approved mould in accordance with the IPCA building specification.

### **D.4 DECK**

#### **D.4.1 CONSTRUCTION**

- (a) The deck shall be built in a FYD approved mould in accordance with the IPCA building specification.

### **D.5 ASSEMBLED HULL**

#### **D.5.1 FITTINGS**

(a) **MANDATORY**

The deck layout shall comply with the Platu 25 Deck Plan with regard to function, specification and location of deck gear. All deck gear items shown on the Platu 25 Deck Plan are mandatory and shall not be modified unless otherwise permitted in the **class rules**.

The following fittings shall be positioned in accordance with the Platu 25 Deck Plan:

- Jib Tracks: Usable length of clear track measured between end stops shall be min. 440 mm and max. 460 mm. The distance between the centre of the forestay pin hole on the boat and the forward end of usable length on the track on each side of the yacht, shall be min 2890 mm and max 2930 mm. Only one traveller 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.
- Hiking lines: The stainless steel wire hiking lines may be tied between pulpit and its aft mounting point such that when pushing down hard on the hiking lines at the mid-point between the two centre stanchions, no part of the hiking line including padding shall touch the 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. On each side a padeye may be mounted on deck near the gunwale for pulling down the hiking lines: It shall be positioned at the midpoint between the aft stanchion and the pushpit +/- 50 mm. The hiking lines 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.

- The Bilge pump and its 2 m pipe shall be installed as per building specifications. The centre of the hole for the discharge fitting shall be on the port side of the hull shell, at a longitudinal distance of minimum 1775mm and maximum 1825 mm from the **Hull Datum Point** and at minimum 580mm and maximum 620mm from the **sheerline**, the latter measured along the hull side.

(b) Optional

- Jib Cunningham system's. The standard cleats and blocks may be removed from the boat if the system is not used.

## Section E – Hull Appendages

### E.1 PARTS

#### E.1.1 MANDATORY

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

### E.2 GENERAL

#### E.2.1 CERTIFICATION

- (a) The builder shall record on the Builder’s declaration 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** by recording measurements in the measurement form.
- (c) No **certification mark** is necessary for **hull appendages**

### E.3 KEEL

#### E.3.1 RULES

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

#### E.3.3 DEFINITIONS

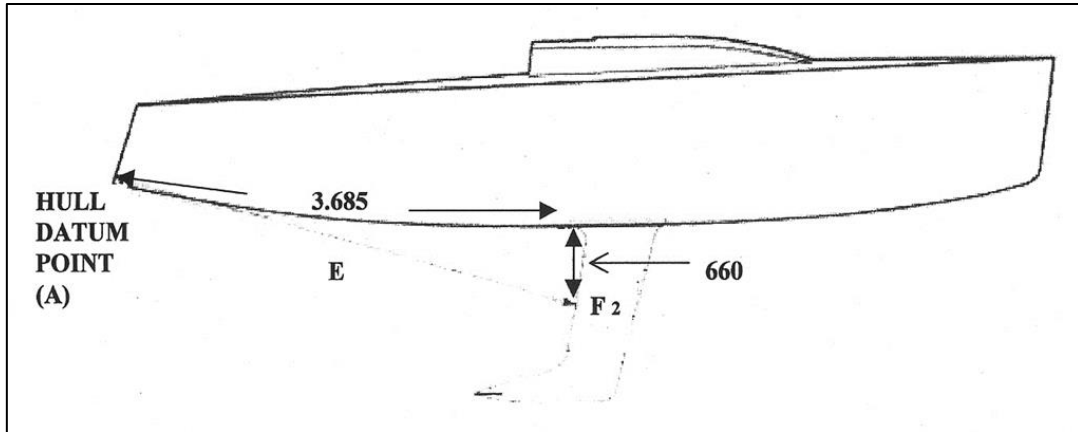
- (a) Point F2 is on the trailing edge of the keel, 660 mm below the hull centreline point set at 3.685 mm from point A measured along the hull (Drawing 3).
- (b) Point F1 is on the trailing edge 550 mm above point F2 measured along the keel trailing edge (Drawing 4).
- (c) Point F3 is on the trailing edge 300 mm below point F2 measured along the keel trailing edge (Drawing 4).

#### E.3.4 DIMENSIONS

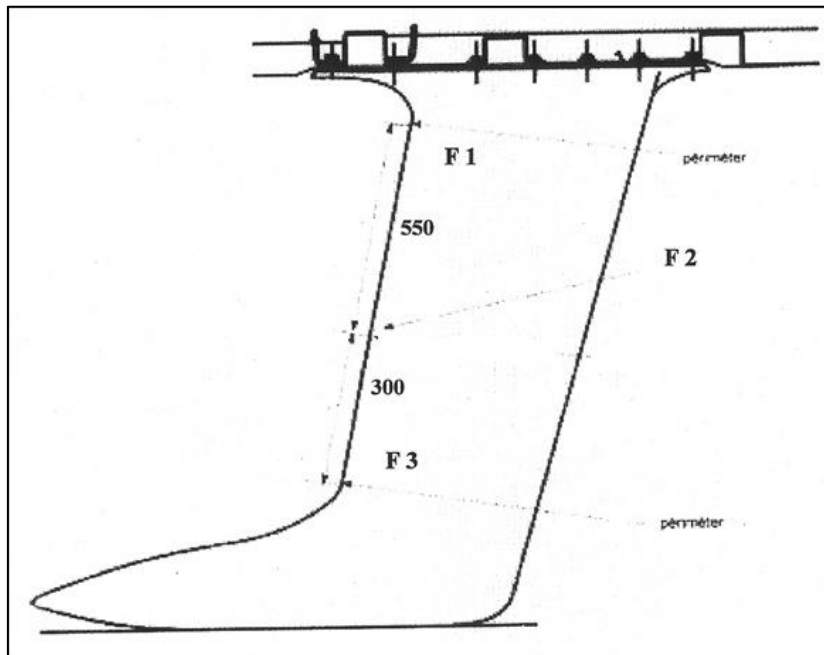
	minimum	maximum
Location : Distance “E” between point A and point F2 as in Drawing 3	3780 mm	3820 mm
Span: Shortest distance from the underside of the keel flange on one side of the keel, around the bulb and back to the underside of the keel flange on the other side of the keel	2920 mm	2960 mm
Maximum 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	1070mm	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  $\pm 2$  mm.





Drawing 3 Point F2 on Keel



Drawing 4 Points F1 & F3 on Keel

**E.4 RUDDER**

**E.4.1 RULES**

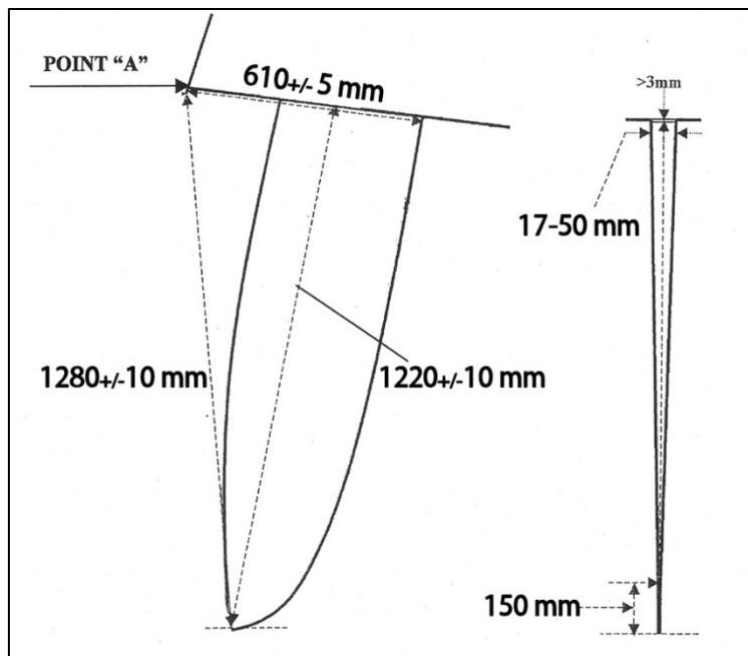
(a) The **rudder** blade shall comply with the current **class rules**.

**E.4.2 CONSTRUCTION**

(a) The rudder shall be moulded from an approved tooling generated from the original tooling of Mac Dell Marine Ltd.

**E.4.3 DIMENSIONS**

	minimum	maximum
Location: Distance between point A and the lowest point of the rudder blade as per drawing 5	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	
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
Shortest distance between the upper edge and the lowest point of the rudder	1210 mm	1230 mm



Drawing 5 Platu 25 Rudder

## 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 current **class rules**.
- (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**.

#### F.2.3 CERTIFICATION

- (a) **Certification** is required for the mast. The **official measurer** shall **certify** it by recording measurements in the measurement form

#### F.2.4 DEFINITIONS

- (a) 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, boom and spinnaker pole including spares and replacements may be produced by any manufacturer.

### F.3 MAST

#### F.3.1 GENERAL

- (a) The **mast datum point** (MDP) is situated at the **heel point**
- (b) The mast spar and **spreaders** shall be made of aluminium alloy.

#### F.3.2 CONSTRUCTION

- (a) The **spar** shall include a fixed groove or track which shall be integral with the **spar**.
- (b) 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 hole on the bow to the mast at the upper edge of the mast collar shall be max 2620 mm and min 2600 mm
- (c) The mast step shall not be larger than the laminated polyester plinth inside the boat
- (d) No part of the mast spar shall be outside of the mast step. A stainless steel tie rod wire of minimum diameter 4 mm shall be installed between mast step and deck.

### F.3.3 FITTINGS

#### (a) MANDATORY

- (1) Gooseneck
- (2) Spinnaker pole fitting
- (3) The mast shall have sheave boxes, sheaves, pins and rope (wire is not permitted) halyards for:
  - One main halyard
  - One spinnaker halyard
  - One headsail halyard
  - One topping lift
- (4) Attachments for **shrouds, forestay**
- (5) Masthead fitting with attachment for **backstay**
- (6) Two pairs of **spreaders**
- (7) Boom vang attachment

#### (b) OPTIONAL

- (1) One mechanical wind indicator
- (2) Navigation lights and cable
- (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) Instrument brackets
- (5) A positive stopper device for the mainsail halyard, to enable application of C.10.3.b

### F.3.4 DIMENSIONS

	minimum	maximum
Bottom of Taper from MDP	9200 mm	
<b>Mast spar cross section</b> between MDP and bottom of taper:		
<b>Fore and aft</b>	120 mm	
<b>Transverse</b>	79 mm	
In this region the mast section shape and wall thickness shall be constant along the length of the spar		
<b>Mast spar cross section</b> between bottom of taper and the <b>upper point</b>		
:	78 mm	
<b>Fore and aft</b>	62 mm	
<b>Transverse</b>		
<b>Mast limit mark width</b>	20 mm	
<b>Upper point height</b>		11585 mm
<b>Lower point height</b>	2180 mm	
<b>Forestay height</b>	10100 mm	10170 mm
<b>Spinnaker pole fitting Height</b>	2150 mm	2300 mm
<b>Spinnaker hoist height</b>		10680 mm
Lower Spreader;		
<b>Height</b>	4280 mm	4320 mm

<b>Length</b>	955 mm	
<b>Upper Spreader; Height Length</b>	7300 mm	7340 mm
	598 mm	

#### F.3.5 WEIGHTS

The assembled mast with all normal hardware in place including navigation lights and cables if permanently installed and instrument brackets below the lower point when permanently fastened, but without

- Mast Step
- Wind indicator
- Antennas
- Compass, instrument displays and associated cables

shall have a **tip weight** of minimum 16,5 kg.

A lead **corrector weight** of maximum 2,5 kg to shall be permanently fastened when necessary at any location on the mast above the **upper limit mark**.

The **mast weight**, including the tip **corrector weight** if present, shall not be less than 39 kg. An additional lead corrector weight to reach the min **mast weight** shall be permanently fastened at the height of the **lower point**, .

### F.4 BOOM

#### F.4.1 MATERIALS

The **spar** shall be made of aluminium

#### F.4.3 DIMENSIONS

	minimum	maximum
<b>Boom spar cross section</b>		
<b>Vertical</b>	94 mm	
<b>Transverse</b>	67 mm	
Except within 150 mm from each spar end, the boom section shall be constant		
<b>Outer limit mark width</b>	20mm	
<b>Outer point distance</b>		3650mm

### F.5 SPINNAKER POLE

#### F.5.1 MATERIALS

The **spinnaker pole** spar shall be made of aluminium and of constant section.

#### F.5.2 DIMENSIONS

	minimum	maximum
<b>Spinnaker pole spar diameter</b>	50 mm	
<b>Spinnaker pole length</b>	....	3300 mm

### F.6 STANDING RIGGING

#### F.6.1 MATERIALS

- (a) The **standing rigging** shall be of 1x19 stainless steel round wire. Dyform type wire is not permitted.

(b) **Backstay** may be of stainless steel wire or rope.

#### F.6.2 CONSTRUCTION

- A Head foil system is not permitted on the forestay
- The **Backstay** control system 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 screw adjusters.

#### F.6.4 DIMENSIONS

	minimum
Minimum wire diameters are	
V1:	5 mm
V2/D3:	4 mm
D1:	5 mm
D2:	3 mm
<b>Backstay:</b>	4 mm if of wire
<b>Forestay:</b>	5 mm

### F.7 RUNNING RIGGING

#### F.7.1 MATERIALS

(a) Rope halyard materials are optional.

#### F.7.2 CONSTRUCTION

##### (a) MANDATORY

- (1) Mainsail halyard: it shall be led below deck to a cleat mounted on the mast spar near the heel.
- (2) Headsail halyard: it shall be led aft to a cabin top cleat
- (3) Spinnaker halyard: the spinnaker halyard cleat shall be located on the mast spar. An extra cabin top cleat is permitted.
- (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 or block in each spinnaker sheet for Barber hauler to run on spinnaker sheet or guy

## Section G – Sails

### G.1 PARTS

#### G.1.1 MANDATORY

- (a) Mainsail
- (b) Headsails

#### G.1.2 OPTIONAL

- (a) Spinnaker

### G.2 GENERAL

#### G.2.1 RULES

- (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) **Sails** shall comply with the current **class rules**.
- (c) The following applies to **headsails**:
  - (i) When the **clew** or the **tack** has a cut-out, the **corner point** shall be found by extending the associated **sail edges** beyond the cut-out starting points and then finding the intersection point.
  - (ii) An FRP batten of uniform stiffness and approximately 2 mm in thickness shall be used to create **sail edge** extensions.
  - (iii) Not more than 200mm of the batten's length shall be used for **sail edge** extension purposes.
  - (iv) The batten shall be held at points outside the part used for extensions.
  - (v) The batten shall be positioned with one point approximately at the expected **corner point** and a second point touching the **sail edge** to be extended at not more than 200mm away from the first point.
  - (vi) If the **sail edge** is curved, the batten shall be bent to follow the **sail edge** between the cut-out starting point and the second point described in (v).
  - (vii) The procedure above shall be repeated to find the other **sail edge** extension.
  - (viii) Rule G.2.1(c) modifies ERS H.5.4.

#### 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**. Sails may be certified without identification on them.
- (b) Sails shall carry the sail button/sticker issued by IPCA attesting that the class fee has been paid, and located for mainsails and headsails in the tack and spinnakers in the head.

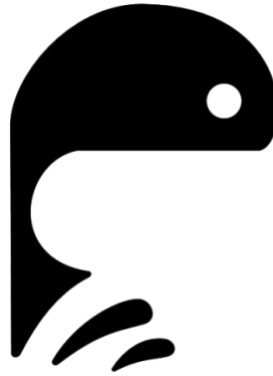
#### G.2.3 SAILMAKER

- (a) The sailmaker is optional.

### G.3 MAINSAIL

#### G.3.1 IDENTIFICATION

The class insignia is shown in Drawing 6.



Drawing 6 Platu 25 Insignia

G.3.2 MATERIALS

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

G.3.3 CONSTRUCTION

- (a) Maximum of 4 removable battens are permitted.
- (b) One or more reefs are permitted
- (c) The following are permitted: Stitching, glues, tapes, bolt ropes, corner eyes, headboard with fixings, Cunningham eye or pulley, **batten pockets, 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>		10070mm
<b>Half width</b>		2370 mm
<b>Three-quarter width</b>		1380 mm
<b>Top width</b>		150 mm
<b>Batten pocket length:</b> uppermost pockets: <b>inside</b>		Unlimited
Intermediate pockets: <b>inside</b>		1270 mm
Lowermost pockets <b>inside</b>		930 mm
<b>Head point</b> to intersection of <b>leech</b> and centreline of uppermost <b>batten pocket</b>	1860 mm	



## G.4 HEADSAILS

### G.4.1 MATERIALS

Dacron and/or Mylar and polyester fibre **laminated ply** is permitted for the light and medium Jibs.

Only Dacron is permitted for the heavy and storm jibs.

**Windows** may be fitted only in the light and medium jibs

### G.4.2 CONSTRUCTION

- The construction shall be: **soft sail, single ply sail**.
- The **leech** shall not extend beyond a straight line from the aft **head point** to the **clew point**.
- The following are permitted: Stitching, glues, tapes, corner eyes, hanks, **batten pockets**, 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. Battens shall be removable.

### G.4.3 DIMENSIONS LIGHT JIB

	minimum	maximum
<b>Luff length</b>		9250 mm
<b>Luff Perpendicular</b>		2730 mm
<b>Top width</b>		75mm
<b>Outside Batten pocket length</b>		
mid and lower		630 mm
upper		unlimited
The centreline of the <b>batten pockets</b> shall intersect the leech within 100 mm of the <b>quarter, mid and three-quarter leech points</b>		

### G.4.4 DIMENSIONS MEDIUM JIB

	minimum	maximum
<b>Luff length</b>		8700 mm
<b>Luff Perpendicular</b>		2730 mm
<b>Top width</b>		75mm
<b>Outside Batten pocket length</b>		
mid and lower		630 mm
upper		unlimited
The centreline of the <b>batten pockets</b> shall intersect the leech within 100 mm of the <b>quarter, mid and three-quarter leech points</b>		

### G.4.5 DIMENSIONS HEAVY JIB

	minimum	maximum
<b>Luff length</b>		7000 mm
<b>Luff Perpendicular</b>		2730 mm
<b>Top width</b>		75mm
<b>Outside Batten pocket length</b>		
mid and lower		630 mm
upper		unlimited

The centreline of the <b>batten pockets</b> shall intersect the leech within 100 mm of the <b>quarter, mid</b> and <b>three-quarter leech points</b> . <b>Windows</b> , except for tell tales, are prohibited		
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G.4.6 DIMENSIONS STORM JIB

The storm jib shall be made of polyester fibre woven ply. Battens and windows are not permitted. The Storm jib area shall not be greater than 5.0 m<sup>2</sup>.

**G.5 SYMMETRIC SPINNAKER**

G.5.1 MATERIALS

Spinnakers shall be made of Nylon or polyester **woven ply**

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. This limitation does not apply for the color.

G.5.3 DIMENSIONS

	minimum	maximum
<b>Leech length</b> and <b>Luff Length</b>		9500 mm
<b>Half Width</b>		5640 mm
<b>Foot Length</b>		5640 mm
<b>Foot Median</b>		10600 mm

**OFFICIAL DOCUMENTS:**

- Platu 25 **Class Rules**
- Measurement Form and Builder’s Declaration (January 2018)
- Platu 25 Deck Plan V.1 January 2018

Effective Date 1<sup>st</sup> March 2018

Previous Issue 1<sup>st</sup> February 2011