The International One-Design was commissioned by Cornelius Shields & designed by Bjarne Aas in 1936.
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INTRODUCTION

The International One-Design (IOD) Class was conceived to build, maintain and race a fleet of "One-Design Yachts, distinctive in appearance and performance, using one-design racing, and especially to develop the competitive capacities of both helmsmen and crews under the fairest and most equal conditions."

The design of the International One-Design was inspired by a Six Metre created by the famous Norwegian naval architect and builder Bjarne Aas, in 1935. Cornelius Shields, Sr., impressed by her beauty and handling qualities, initiated action for an entire Class similar in design and appearance, but with a loftier rig and a short shelter and storage cabin. Aas submitted plans and specifications in 1936 and a syndicate was formed.

In late 1936, twenty-five International One-Designs yachts were delivered from Norway and commenced racing on Long Island Sound. Since that time, other fleets have formed in Norway, the UK, Bermuda, Canada and the United States. With 12 fleets in 5 countries and over 150 yachts actively racing, the International One Design was the first class to be recognized by ISAF as a "Classic" One Design Class.

2011 marked the 75th anniversary of the International One Design Class. This introduction only provides an informal background and the International One Design Class Rules proper begin on the next page.

IOD rigs and sails are measurement controlled. IOD hulls and hull appendages are measurement controlled, unless built with class-owned or class-approved molds.

IOD hulls, hull appendages, shall only be manufactured by class-approved builders – in the class rules referred to as approved builders. Equipment is required to comply with the International IOD Building Specifications.

IOD hulls, hull appendages, rigs and sails may, after having left the manufacturer, only be altered to the extent permitted in Section B of the class rules.

Owners and crews should be aware that compliance with rules in Section B is not checked as part of the certification process. Rules regulating the use of equipment during a race are contained in Section B of these class rules, in ERS Part I and in the Racing Rules of Sailing.

These are open class rules where if it does not specifically say that you shall not – then you may. Components and 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 translation the English text shall prevail.
A.1.2 The word “shall” is mandatory and the word “may” is permissive.
A.1.3 Except where used in headings, when a term is printed in “bold” the definition in the ERS applies and when a term is printed in “italics” the definition in the RRS applies.

A.2 ABBREVIATIONS
A.2.1 ISAF International Sailing Federation
MNA ISAF Member National Authority
IODWCA International One Design World Class Association
LFA Local Fleet Association
ERS Equipment Rules of Sailing
RRS Racing Rules of Sailing

A.3 AUTHORITIES
A.3.1 The international authority of the class is the IODWCA which shall preside over all matters concerning these class rules.
A.3.2 The certification authority is the IODWCA Executive Committee.
A.3.3 Notwithstanding anything contained herein, the certification authority has the authority to withdraw a certificate.

A.4 ADMINISTRATION OF THE CLASS
A.4.1 The IODWCA shall oversee all administrative functions of the class in accordance with the IODWCA Constitution and By-Laws.

A.5 ISAF RULES
A.5.1 The ISAF Equipment Rules of Sailing (ERS) apply, except as varied by these class rules.

A.6 CLASS RULE AMENDMENTS
A.6.1 Any amendments to these rules must be recommended by a majority of the IODWCA Technical Committee and approved by a two-thirds majority of the IODWCA Executive Committee.
A.6.2 Any approved amendment shall not take effect until the beginning of the following calendar year.

A.7 CLASS RULE INTERPRETATION
A.7.1 Interpretation of class rules shall be made by the IODWCA in accordance with the ISAF Regulations.
A.8 INTERNATIONAL CLASS FEE, CLASSS ROYALTY

A.8.1 Approved hull builder shall pay the International Class Fee.

A.8.2 New boats shall be required to pay a Royalty Fee to the IODWCA in accordance with the Schedule of Fees.

A.9 SAIL NUMBERS

A.9.1 Sail numbers shall be issued by the LFA. Numbers need not be consecutive.

A.10 HULL CERTIFICATION

A.10.1 A certificate shall record the following information:

A. Class
B. Certification Authority
C. Sail number issued by the LFA
D. Owner
E. Hull identification
F. Builder/Manufacturers details
G. Date of issue of initial certificate
H. Date of issue of certificate

A.11 INITIAL HULL CERTIFICATION

A.11.1 For a certificate to be issued to hull not previously certified:

A. Certification control shall be carried out by the official measurer who shall complete the appropriate documentation.

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.11.2 Hulls must be built by IODWCA-approved builders. Interested builders may apply to the IODWCA for designation as an Approved Builder. Approved commercial builders are as follows (active builders are underlined):

1974-1976, Fiberglass, Henrik Aas
1976-1979, Fiberglass, Harry Farmer
International One Design Class Rules (1/1/15)

1990-1994, Fiberglass, Silvers Marine, Ltd., Rosneath, Scotland
1990-1995, Fiberglass, Offshore Glass Co. Portland, ME
1997-2005, Fiberglass, C. W. Hood Yachts, Marblehead, MA
1996-Present Fiberglass, Tjorns Yacht Service, Tonsborg, Sweden
2006-2012, Fiberglass, Shaw Yachts, Rockland, ME
2009-Present Wood, Tern Boatworks, Chester Basin, NS, Canada

A.12 VALIDITY OF CERTIFICATE

A.12.1 A hull certificate becomes invalid upon:

A. the change to any items recorded on the hull certificate as required under A.10.
B. the date of expiry,
C. withdrawal by the certification authority,
D. the issue of a new certificate.

A.13 HULL RE-CERTIFICATION

A.13.1 The certification authority may issue a certificate to a previously certified hull:

A. when it is invalidated under A.12.1(a) or (b), after receipt of the old certificate, and certification fee if required.
B. when it is invalidated under A.12.1 (c), at its discretion.
C. in other cases, by application of the procedure in A.11.

A.14 RETENTION OF CERTIFICATION DOCUMENTATION

A.14.1 The certification authority shall:

A. retain the original documentation upon which the current certificate is based.

A.15 APPLICATION/IMPLEMENTATION

A.15.1 For a boat to be eligible for racing, it shall comply with the rules in this Section.
A.15.2 Unless significantly altered after May 1, 2014, the hulls of all yachts constructed prior to that date need not comply with Section C.2 of these rules.
A.15.3 Substantial renovations or reconstructions after January 1, 2015 shall be allowed to recreate documented original conditions, but otherwise shall comply with these rules.
A.15.4 Questions regarding compliance shall be made in writing to the IODWCA Technical Committee.

A.16 LOCAL FLEET RULES
International One Design Class Rules (1/1/15)

A.16.1 Individual fleets must request permission from the IODWCA for any changes to the Class Rules. The IODWCA may grant fleet-specific amendments to these rules for local or historical conditions that warrant exception in accordance with the procedures in Section A.6. Fleet-specific amendments to these rules are listed below by Fleet.

A. Long Island Sound Fleet (LIS) established 1937
   1. All boats in the LIS Fleet shall use the Modern Rig.

B. Northeast Harbor Fleet (NEH) established 1938
   1. Masts in the NEH Fleet shall be made of wood to NEH's construction plan.

C. Bermuda Fleet (BDA) established 1937
   1. All boats in the BDA Fleet shall use the Modern Rig.

D. Marblehead Fleet (MHD) established 1938
   1. All boats in the MHD Fleet shall use the Classic Rig.

E. San Francisco Fleet (SFO) established 1952
   1. All boats in the SFO Fleet shall use the Classic Rig.

F. Swedish Fleet (SWE) established 1976
   1. Boats in the SWE Fleet shall use either the Modern or Classic Rig.

G. Oslo Inner Fjord Fleet (OIF) established 1939
   1. Boats in the OIF Fleet shall use either the Modern or Classic Rig.

H. Oslo Outer Fjord Fleet (OOF) established 1937
   1. All boats in the OOF Fleet shall use either the Modern or Classic Rig.

I. Fishers Island Fleet (FIS) established 1988
   1. All boats in the FIS Fleet shall use the Classic Rig.

J. Nantucket Fleet (NKT) established 1997
   1. All boats in the NKT Fleet shall use the Classic Rig.

K. Falmouth Fleet (FAL) established 2007
   1. All boats in the FAL Fleet shall use the Modern Rig.

L. Chester Fleet (CHE) established 2009
   1. All boats in the CHE Fleet shall use the Modern Rig.
A.17 LIST OF PLANS:

I   Rigging Plan, by Bjarne Aas, May, 1936
II  Working Plan, by Bjarne Aas, June, 1936 edited by R. Meslie, Oct 1, 1963
III Long Cabin, by Bjarne Aas, June 1936
IV  Fiberglass, by Henrik Aas, September, 1972
V   Sail Plan, by Bjarne Aas, 1936
VI  Lines, by Bjarne Aas, June, 1936
VII Diagonal Scheme, by Bjarne Aas, July, 1936
VIII Table of Offsets, by Bjarne Aas, July, 1936
IX  Lead Keel, by Bjarne Aas, June 23, 1936
X   Rudder, by Bjarne Aas, June, 1936 edited by R.W. Homer, Oct 1, 2001
XI  Wooden Spars, by Bjarne Aas, June, 1936
XII Classic Spars, by IOD Class, June, 2011
XIII Modern Spars, by IOD Class, June, 2011
XIV Class Logo & Sail Insignia, January 2014
PART II - REQUIREMENTS & LIMITATIONS

Section B - Conditions for Racing

B.1 PERSONAL EQUIPMENT

B.1.1 Hatch covers and cabin doors may be removed from the yacht for racing.

B.1.2 Electronic compasses, whether installed or hand held, unless allowed by the LFA are prohibited from use during all IODWCA Inter-Fleet competitions.

B.1.3 Performance instruments and systems, whether installed or hand held, are prohibited from use during all IODWCA Inter-Fleet competitions, except that,

A. Electronic watches and stopwatches are permitted.

B.1.4 Electronic communications systems, whether installed or hand held, are prohibited from use during all IODWCA Inter-Fleet competitions, except that,

A. VHF radios are permitted for authorized transmissions if specified in the Sailing Instructions.

B.2 PORTABLE EQUIPMENT

B.2.1 Yachts may install a head.

B.2.2 Yachts may carry an outboard motor with a maximum weight of 77 pounds (35 kg).

A. Yachts may carry a fuel container whose full weight shall not exceed 66 pounds (30 kg).

B.3 RIG

B.3.1 Movement of the mast in the step or at the partners while racing is not permitted.

B.4 SAILS

B.4.1 The sail inventory shall comply with the requirements of the LFA sail purchase plan.

B.5 SAFETY EQUIPMENT

B.5.1 All boats must comply with the specific safety equipment requirements of the local jurisdiction while racing, however, at a minimum each boat must carry the following:

A. Paddle.

B. 2.5 gal bucket.

C. Bilge pump

D. Fog horn.

E. First aid kit.

Section C - Hull

C.1 GENERAL

C.1.1 Hull Construction
International One Design Class Rules (1/1/15)

A. Wooden **hulls** shall be in general accordance with Plans I, II, III, VI, VIII, & IX above, as amended by these rules.

B. Fiberglass **hulls** shall be in general accordance with Plans I, IV, VI, VIII, & IX above, as amended by these rules.

C. Other methods & materials may be used for construction, provided they are compatible with the weights and measures applicable to these one-design standards and the IOD yacht specifications and approved by the IODWCA in writing.

D. No material may be added to or removed from **hull or deck** other than routine sanding and painting as provided for under C.8 Reconstruction.

C.2 HULL SHELL

C.2.1 Hull Measurement

A. Principal Dimensions

1. Length   33’-5 3/16” (10190mm)
2. LWL    21’-5” (6528mm)
3. Beam    6’-9 5/16” (2066mm)
4. Draft   5’-2” (1575mm)
5. Displacement 7,200 lbs (3266 kg)
6. Sail Area 390 sf (36 sqm)

C.2.2 Fore-Aft Datum

A. The fore & aft measurement **datum** shall be the plane described as Station 10.

1. On wooden **boats**, Station 10 is the plane defined by the aft edge of the large frame near the front of the cabin house, or the front of the cabin house, if aligned with the aft edge of that station frame.

2. On fiberglass **boats**, Station 10 is the plane perpendicular to the **centerline** a distance from the **transom** either the fixed distance of 20’-2 ½” (6160mm) forward of the **transom**, or 60.4% of the overall length of the **boat** from the **transom**.

3. If it can be shown that Station 10 is located in some other plane, by laser measurement or other similar means, and accepted by the Class Measurer, then that **datum point** should be marked accordingly.

C.2.3 Methodology

A. Station Interval is 1’-11 5/8” (600mm).

B. Establish the following fore/aft reference points by locating points permanently at 3” (76mm) from edge of deck, 3” (76mm) below **shear** and approximately 3” (76mm) above **waterline**, This can be done with screws in wooden boats or dimples in fiberglass boats.

   (a) Station 2
(b) Station 10
(c) Station 14

C. Level boat athwartships

D. Level boat fore/aft so that,
   1. The difference between the shear heights at Station 2 and Station 14 is 7” (179mm).
   2. The difference in height along the centerline between the bow and transom is 10 1/8” (256mm).

E. Stations shall conform to Plan VII, but tolerances shall not exceed the following at each station:

<table>
<thead>
<tr>
<th>Station</th>
<th>Tolerance</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>± 1/2” (13mm)</td>
</tr>
<tr>
<td>4</td>
<td>± 5/8” (16mm)</td>
</tr>
<tr>
<td>6</td>
<td>± 5/8” (16mm)</td>
</tr>
<tr>
<td>8</td>
<td>± 3/4” (19mm)</td>
</tr>
<tr>
<td>10</td>
<td>± 5/8” (16mm)</td>
</tr>
<tr>
<td>12</td>
<td>± 5/8” (16mm)</td>
</tr>
<tr>
<td>14</td>
<td>± 1/2” (13mm)</td>
</tr>
</tbody>
</table>

C.2.4 Hull Weight

A. The weight of a yacht fully rigged is 7,120 lbs (3230 kg), plus or minus two (±2%) percent.

B. The hull shell weight is 2,800 lbs (1270 kg), plus or minus two (±2%) percent.

C. Corrector weights

1. Corrector weights shall be permanently fixed in place.

2. A maximum of 200 lbs (90.72 kg) may be added between the lifting eye and the front of the mast step.

3. The remaining corrector weight must be distributed evenly throughout the boat as directed by the technical committee or as follows: 1/3 aft of Station 3, 1/3 between Stations 8 and 10 attached to the cockpit sole or higher and 1/3 forward of Station 14.

C.3 DECK

C.3.1 General

A. The deck shall be in general accordance with Plans I, II, III or IV.

C.3.2 Material

A. The deck may be rebuilt in 5/8” (16mm) T&G pine or in ½” (13mm) marine plywood with a minimum weight of 1.56 lbs./sq. ft.
1. Additionally, a wood deck may be fiber-glassed.
   B. The deck may be foam-cored fiberglass built to the class-approved laminate schedule.

C.3.3 Partners
   A. The forward limit of the partner opening can be no further forward than 18” (457mm) in front of Station 10.
   B. The aft limit of the partner opening can be no further aft than 9” (229mm) in front of Station 10.

C.3.4 Headstay
   A. The headstay point shall be a maximum of 9’-7 3/4” (2940mm) forward of Station 10.

C.3.5 Backstay
   A. The backstay point shall be a maximum of 18’-9” (5715mm) aft of Station 10.

C.3.6 Chain Plates
   A. The chain plates shall be of optional design.
   B. On wooden boats there shall be a minimum of three tabs at each side.

C.4 CABIN

C.4.1 General
   A. Yachts may use either the original long cabin or short cabin.
      1. The short cabin shall be in general accordance with Plans II or IV.
      2. The long cabin shall be in general accordance with Plans I or III.

C.4.2 Dimensions
   A. Cabin Length
      1. Short Cabins: The length of the cabin is 4’-1 ½” (1257mm).
      2. The forward face of the bulkhead on Plan II is at Station 8, two rib positions forward of the original 1936 design. Shortening of the cabin beyond this point is not allowed.
      3. Long Cabins: The length of the cabin is 5’-5 ¼” (1657mm).
   B. Cabin Width
      1. Forward end
         (a) The forward end of the cabin is 2’-6” (762mm) wide.
      2. Aft end
         (a) Short Cabins: The aft end of the cabin is 4’-1 ½” (1257mm) wide.
         (b) Long Cabins: The aft end of the cabin is 4’-2 ¾” (1289mm) wide.
C. Cabin Height
   1. The height of the cabin front at centerline is 7 ¾” (197mm).

D. Cabin Hatch
   1. The dimensions of the cabin top hatch opening are 20” (508mm) wide and 23” (584mm) long plus or minus 4” (100mm).

C.4.3 Materials
   A. The cabin roof shall be a minimum of ½” (13mm) T&G white pine or not less than 3/8” (10mm) marine plywood.
   B. The cabin bulkhead may be moved or replaced with 5/8” (16mm) teak or mahogany or ½” (13mm) marine plywood.
   C. Cabins may be built in fiberglass according to the class-approved laminate schedule.

C.4.4 Seats
   A. Cabin seats or bunks may be of optional design but must exist in approximately the locations shown on the Plans II, III or IV.
   B. Total seating surface area must be at least 8 sq ft (.74sm).

C.5 COCKPIT

C.5.1 General
   A. The cockpit shall be in general accordance with Plans II, III or IV.

C.5.2 Dimensions
   A. Short Cabins: The cockpit length is 8’-6” (2591mm).
   B. Long Cabins: The cockpit length is 7’-2 ¼” (2191mm).

C.5.3 Seats
   A. Cockpit seats may be of optional design but must exist.
   B. Total potential seating area between the cockpit coamings must be at least 300 sq in (.194 sq m).
   C. Design thickness of the surface is 19/32” (15mm).
   D. Minimum thickness should be maintained at not less than ½” (13mm).

C.5.4 Coamings
   A. Thickness
      1. Cockpit Coamings have a design thickness of 11/16” (17mm).
      2. Coamings may be rebuilt with not less than 5/8” (16mm) mahogany or teak.
   B. Length
1. Short Cabins: The length of the coamings from the cabin bulkhead @ Station 8 is 13’-1” (3988mm).

2. Long Cabins: The length of the coamings from the cabin bulkhead is 11’-9 ¼” (3588mm).

C. Height

1. Minimum coaming heights above the deck on all boats are as follows:
   (a) 6” (152mm) at the cabin bulkhead.
   (b) 4 ½” (114mm) at the midpoint
   (c) 3” (76mm) at the after end of the cockpit.

C.6 BULKHEADS

C.6.1 The cabin bulkhead may be moved or replaced with 5/8” (16mm) teak or mahogany or ½” (13mm) marine plywood.

C.6.2 The bulkhead on Plan II is two rib positions forward of the original 1936 design Plan III. Shortening of the cabin beyond this point is not allowed.

C.7 MAST STEP

C.7.1 The forward limit of the mast butt is 1’-7 ½” (457mm) forward of Station 10.

C.7.2 The aft limit of the mast butt is 10 ½” (229mm) forward of Station 10.

C.7.3 The mast step may be level up to the design waterline.

C.8 RECONSTRUCTION

C.8.1 Any reconstruction shall maintain the weight and balance of the original yacht. Efforts to alter the performance characteristics of the yacht by altering the weight distribution of the original design is not allowed.

C.8.2 The cabin bulkhead may be moved or replaced with 5/8” (16mm) teak or mahogany or ½” (13mm) marine plywood. The bulkhead on the Plan II is two rib positions forward of the original 1936 design Plan III. Shortening of the cabin beyond this point is not allowed.

C.8.3 Fiber-glassing of the hull is allowed. Design thickness of the hull is ¾” (19mm). Preparation of the wooden surface should involve rough sanding but sandblasting may be utilized, in either case maintain a minimum wood thickness of 5/8” (16mm).

Section D - Hull Appendages

D.1 KEEL

D.1.1 General

A. The keel shall be in accordance with Plans I, II, IV, VI, and X.

D.1.2 Material

A. The keel shall be made of lead.
D.1.3 Weight
   A. The lead keel shall weigh 4,100 lbs (1860 kg), plus or minus two (± 2%) percent.

D.2 RUDDER, STOCK & TILLER
D.2.1 Rudder
   A. General
      1. The rudder shall be in general accordance with Plans I, II, IV, VI, and VII.
      2. At least one 2” (51mm) wide metal strap, approximately mid-way up the rudder post, shall be attached to the hull to support the leading edge of the rudder.
      3. No fairwaters may be installed where the rudder meets the hull.
      4. The addition of a rudder heel pintel is allowed.
   B. Material
      1. The rudder shall be made of either solid mahogany or cored fiberglass.
      2. The rudder shall be 1 1/2” dia stainless steel or bronze.
   C. Weight
      1. The rudder including stock shall weigh a minimum of 65 lbs (29.48 kg).
   D. Dimensions
      1. The leading edge of the rudder shall be radiused and have a minimum diameter of 1 ½” (38mm).
      2. The trailing edge of the rudder shall be radiused and have a minimum diameter of ½” (13mm).
D.2.2 Tiller
   A. Tillers are required, but may be of optional design.

Section E - Rig
E.1 GENERAL
   A. There are two class-approved rig configurations, the Classic rig and the Modern rig.
      1. The Classic rig is the original 1937 configuration. It is a double spreader ¾ rig with an upper diamond and jumpers. Measurement information for this rig follows.
      2. The Modern rig was developed in the 1970s and is sometimes referred to as the Long Island Sound rig. It is a single spreader 7/8 rig with jumpers and no upper diamond. Measurement information for the Modern rig is found in Section G of these rules.
   B. The LFA must specify which configuration(s) are permitted to race within that Fleet.
   C. Masts shall be made of a single material, fasteners, fittings, corrector weights and adhesives excluded. Approved materials are wood, aluminum, or carbon fiber.
E.2 MAST

E.2.1 Measurement Points

A. Datum - The datum point should be 2’-8 7/8” (835mm) above the deck and is limited to plus or minus 3/8” (10mm).
   1. All vertical mast dimensions are measured to this datum point.
   2. The datum point shall be permanently etched into the surface of the mast.

B. Top Point - The top point shall be a maximum of 39’-5” (12014mm), above the datum.

C. Heel Point - The heel point can vary but shall be a minimum of 5’-2” (1575mm) below the datum.

D. The upper limit point shall be 38’-10” (11836mm), above the datum.

E. The lower limit point is the datum.

F. Mast Bands
   1. The distance between the lower mast band and the upper mast band shall not exceed 38’-10” (11836mm).

E.2.2 Weight

A. The mast weight shall be a minimum of 200 lbs (90.7kg).

B. The mast center of gravity shall be a minimum of 14’-4 1/8” (4372mm) above the datum point.

E.2.3 Section

A. Fore-aft dimension
   1. The typical fore-aft dimension of the mast section shall be a minimum of 5 5/8” (143mm) and a maximum of 6 ¼” (159mm).
   2. The fore-aft dimension of the mast section at the top of the taper shall be a minimum of 3 7/8” (98mm) and a maximum of 4 1/8” (105mm).
   3. The fore-aft dimension of the mast section at the top of the taper on wood masts shall be a minimum of 4 3/8” (111mm).

B. Transverse dimension
   1. The typical transverse dimension of the mast section shall be a minimum of 3 7/8” (98mm) and a maximum of 4 1/8” (105mm).
   2. The transverse dimension of the mast section at the top of the taper shall be a minimum of 3 7/8” (98mm).
   3. The transverse dimension of the mast section at the top of the taper on wood masts shall be 2 ¼” (57mm).

E.2.4 Taper
A. The mast taper shall not begin below the forestay height.

B. Wood masts shall conform to the Plan IX Wooden Spars.
   1. Taper begins at 9’-4 13/16” (2865mm) above mast datum.

E.2.5 Spreaders
A. Lower spreaders
   1. The lower spreader length is 3’-4” (1016mm) with a minimum of 3’-3” (991mm) and a maximum of 3’-5” (1041mm).
   2. The lower spreader height is 13’-6 9/16” (4129mm) with a minimum of 13’-6 1/16” (4116mm) and a maximum of 14’-0 1/16” (4269mm).

B. Diamond spreaders
   1. The diamond spreader length is 2’-4” (711mm) with a minimum of 2’-0” (610mm) and a maximum of 2’-5” (737mm).
   2. The diamond spreader height is 27’-2 ¾” (8300mm) with a minimum of 26’-10 5/16” (8186mm) and a maximum of 27’-3 5/16” (8313mm).

C. Jumper spreader
   1. The jumper spreader length is 2’-0” (610mm) with a minimum of 1’-11” (584mm) and a maximum of 2’-1” (635mm).
   2. The jumper spreader separation is 2’-0” (610mm) with a minimum of 2’-0” (61mm) and a maximum of 2’-6” (762mm).
   3. The jumper spreader height is 27’-7 ¾” (8426mm) with a minimum of 27’-7 ¼” (8413mm) and a maximum of 28’-1 11/16” (8578mm).

E.2.6 Mast Crane
A. The mast crane length is 6” (152mm) with a minimum of 6” (152mm) and a maximum of 8” (203mm).

E.2.7 Halyards
A. Main Halyard
   1. The maximum main halyard height shall be 38’- 5” (11709mm).

B. Jib Halyard
   1. The jib halyard height shall be less than the forestay height.

C. Spinnaker Halyard
   1. The spinnaker halyard height is 27’-6 ¼” (8388mm) with a minimum of 26’-10 ¼” (8185mm) and a maximum of 27’-6 ¼” (8388mm).

E.3 BOOM
E.3.1 General
A. The **boom** shall be made of a single material, fasteners, fittings, **corrector weights** and adhesives excluded. Approved materials are wood, aluminum, and carbon fiber.

E.3.2 Measurement Points

A. The **outer point** distance shall be a max of 16’-2” (4928mm).

E.3.3 Weight

A. The minimum **boom weight** shall be 40 lbs (18.1kg).

B. The **center of gravity** of the **boom** shall be a minimum of 8’-0” (2438mm) from the aft edge of the **mast**.

E.3.4 Section

A. The minimum vertical dimension of the **boom section** shall be 4 ½” (114mm).

B. The minimum transverse dimension of the **boom section** shall be 2 ¾” (70mm).

E.4 SPINNAKER POLE

E.4.1 Spinnaker Pole - General

A. The **spinnaker pole** shall be made of a single material, fasteners, fittings, **corrector weights** and adhesives excluded. Approved materials are wood aluminum, and carbon fiber.

E.4.2 Length

A. The maximum **spinnaker pole length** shall be 8’-5” (2565mm).

E.4.3 Weight

A. The minimum **spinnaker pole weight** shall be 8 lbs (3.6kg).

B. The **center of gravity** of the **spinnaker pole** shall be approximately equidistant from each end.

E.4.4 Section

A. The minimum cross-sectional dimension of the **spinnaker pole** shall be 2 ¼” (57mm).

E.5 STANDING RIGGING

E.5.1 General

A. The measurement information that follows is for **yachts** rigged with Classic **spars**.

B. The rules governing sails for Modern **spars** are found in Section G of the Appendix of these rules.

C. Rod **rigging** is not allowed.

E.5.2 Forestay

A. The **forestay height** is 26’-7 ½”” (8116mm) with a minimum of 26’-6 1/16” (8078mm) and a maximum of 27’-5 ½” (8370mm).
B. The forestay shall be 3/16” dia 1x19 or 7x19 stainless steel wire.

C. Pennants may be ¼” dia 7x19 stainless steel wire.

E.5.3 Backstay

A. The backstay height is 39’-1 7/16” (11924mm) with a minimum of 39’-1 3/16” (11918mm) and a maximum of 39’-3 3/16” (11968mm).

B. The backstay shall be 5/32” dia 1x19 or 7x19 stainless steel wire.

C. Pennants may be 5/32” dia 7x19 stainless steel wire.

E.5.4 Upper shrouds

A. The upper shroud height is 27’-1 13/16” (8276mm) with a minimum of 26’-10 1/16” (8180mm) and a maximum of 27’-6 1/16” (8384mm).

B. Upper shrouds shall be 3/16” dia 1x19 stainless steel wire.

E.5.5 Lower shrouds

A. The lower shroud height is 13’-6 9/16” (4129mm) with a minimum of 13’-0 15/16” (3986mm) and a maximum of 13’-8 7/16” (4177mm).

B. Lower shrouds shall be 3/16” dia 1x19 stainless steel wire.

E.5.6 Diamond shrouds

A. The diamond shroud top height is 38’-4 15/16” (11708mm) with a minimum of 38’-4 1/16” (11686mm) and a maximum of 38’-11 1/16” (11864mm).

B. The diamond shroud bottom height is 13’-8 15/16” (4189mm) with a minimum of 13’-8 3/16” (4170mm) and a maximum of 14’-6 3/16” (5339mm).

C. Diamond shrouds shall be 1/8” dia 1x19 stainless steel wire.

E.5.7 Jumper shrouds

A. The jumper shroud top height is 39’-1 1/8” (11916mm) with a minimum of 38’-5 1/8” (11713mm) and a maximum of 39’-1 1/8” (11916mm).

B. The jumper shroud bottom height is 16’-1 15/16” (4926mm) with a minimum of 16’-1 3/16” (4907mm) and a maximum of 17’-6 3/16” (5339mm).

C. Jumper shrouds shall be 1/8” dia 1x19 stainless steel wire.

E.6 RUNNING RIGGING

E.6.1 General

A. In order to stimulate individual initiative and to improve control, unless specifically prohibited, nothing in these rules should limit the creativity or design of the running rigging, fittings, controls or equipment.

E.6.2 Jib Sheeting
A. Other than the spinnaker pole, no device or method may be employed to lead a sheet outside of the chain plates.

Section F - Sails

F.1 MAINSAIL

F.1.1 Dimensions

A. The distance between the forward head point and the aft head point shall not exceed 6 11/16” (170mm).

1. The length of the leech measured between the forward head point and the clew point shall not exceed 41’-6” (12,650mm).
   (a) The mainsail shall have 4 battens that divide the leech into 5 nearly equal parts.

2. The mainsail shall attach to the mast by a boltrope.

3. Boltropes shall not be cut away from the head or tack points by more than 2’-5 ½” (750mm).

F.1.2 Mainsail Girths

A. The closest point of the luff of the mainsail shall not exceed:

1. 5’-5 15/16” (1675mm) from a point on the leech 10’-4 13/16” (3170mm) below the forward head point.

2. 9-9 5/16” (2980mm) from a point on the leech 20’-10” (6350mm) below the forward head point.

3. 13’-2 11/16” (4030mm) from a point on the leech 31’-3 3/16” (9530mm) below the forward head point.

F.1.3 Miscellaneous

A. The sail insignia must be displayed on both sides of the mainsail at approximately two-thirds the height of the sail and may be displayed on both sides of the spinnaker in approximately the middle of the sail.

B. In accordance with the ISAF RRS Appendix G, the sail insignia shall be at least 1’-7” (483mm) in height and not more than 2’-0” (610mm).

C. The Yacht’s number in its Fleet shall be displayed underneath the sail insignia on the main sail and spinnaker in the same size as the sail insignia.

F.2 JIB

F.2.1 Dimensions

A. The luff length measured between the forward head point and the tack point shall not exceed 25’-7 1/16” (7800mm).

B. The leech length measured between the forward head point and the clew point shall not exceed 23’-9 13/16” (7260mm).
C. The **foot length** measured between the **tack point** and the **clew point** shall not exceed 9’-6 3/16” (2900mm).

D. The distance between the **forward head point** and the **mid-foot point** shall not exceed 25’-2 3/16” (7675mm). **Foot irregularity** shall not exceed 2” (50mm).

E. The distance between the **forward head point** and the **aft head point** shall not exceed 2” (50mm).

F.2.2 Jib Girths

A. The closest point of the **luff** of the **jib** shall not exceed:

1. 2’-7 1/8” (790mm) from a point on the **leech** 5’-11 ¼” (1810mm) below the forward **head point**.

2. 4’-9 ¾” (1465mm) from a point on the **leech** 11’-10 ½” (3620mm) below the forward **head point**.

3. 6’-10 ¾” (2100mm) from a point on the **leech** 17’-6 ¼” (5430mm) below the forward **head point**.

F.2.3 Miscellaneous

A. The **jib** shall have three battens that divide the **leech** into four nearly equal parts.

B. The **jib** shall attach to the **forestay** by hanks.

F.3 SPINNAKER

F.3.1 General

A. The **spinnaker** shall be symmetrical around its **centerline**.

F.3.2 Dimensions

A. The **luff length** shall not exceed 30’-1 7/16” (9180mm).

B. The **girth** shall not exceed 20’-0 3/16” (6100mm) at any point.

C. The distance from the **head point** to the **mid-foot point** shall not exceed 34’-9 11/16” (10610mm).
PART III - APPENDICES

Section G - Modern Rig

G.1 SPARS

G.1.1 MAST

A. General

1. There are two class-approved rig configurations, the Classic rig and the Modern rig.
   (a) The Modern rig was developed in the 1970s and is sometimes referred to as the Long Island Sound rig. It is a single spreader 7/8 rig with jumpers and no upper diamond.
   (b) The Classic rig is the original 1937 configuration. It is a double spreader 3/4 rig with an upper diamond and jumpers. Measurement information for this rig is contained in the IOD World Class Rules above.

2. LFA must specify which configuration(s) are permitted to race within their Fleet.

3. Masts shall be made of a single material, fasteners, fittings, corrector weights and adhesives excluded. Approved materials are wood, aluminum, or carbon fiber.

B. Measurement Points

1. The datum point should be 2'-8 7/8” (835mm) above the deck and is limited to plus or minus 1/4” (6mm).
   (a) All vertical mast dimensions are measured to this datum point.
   (b) The datum point shall be permanently etched into the surface of the mast.

2. The top point shall be a maximum of 39'-8 7/8” (12114mm), above the mast datum.

3. The heel point can vary but shall be a minimum of 5'-2” (1575mm) below the mast datum.

4. The upper limit point shall be 38’-11 5/8” (11878mm), above the mast datum.

5. The lower limit point is the mast datum.

6. Mast Bands
   (a) The distance between the lower mast band and the upper mast band shall not exceed 38’-10” (11836mm).

7. Boom Band
   (a) The distance from the aft face of the mast to the inner edge of the boom band shall not exceed 16’-2” (4928mm).

C. Weight

1. The mast weight shall be a minimum of 200 lbs (90.7kg).
2. The **mast center of gravity** shall be a minimum of 14’-4 1/8” (4372mm) above the **mast datum**.

D. Section

1. Fore-aft dimension
   (a) The typical fore-aft dimension of the **mast section** is 5 1/4” (133mm).
   (b) The fore-aft dimension of the **mast section** at the top of the **taper** is 4” (102mm).

2. Transverse dimension
   (a) The typical transverse dimension of the **mast section** is 4 1/8” (105mm).
   (b) The transverse dimension of the **mast section** at the top of the taper is 3 7/8” (98mm).

3. Taper
   (a) The **mast taper** shall not begin below the **forestay height**.

E. Spreaders

1. Lower spreaders
   (a) The **lower spreader length** is 3’-4” (1016mm) with a minimum of 3’-3” (991mm) and a maximum of 3’-5” (1041mm).
   (b) The **lower spreader height** is 13’-6 9/16” (4129mm) with a minimum of 13’-6 1/16” (4116mm) and a maximum of 14’-0 1/16” (4269mm).

2. Jumper spreader
   (a) The **jumper spreader length** is 1’-8 1/4” (515mm).
   (b) The **jumper spreader separation** is 3’-2” (965mm).
   (c) The **jumper spreader height** is 30’-8 1/2” (9361mm).

3. Mast Crane
   (a) The **mast crane length** is 5 1/4” (133mm).

F. Standing Rigging

1. Forestay
   (a) The **forestay height** is 29’-9 7/8” (9090mm).
   (b) The **forestay** shall be 3/16” dia 1x19 or 7x19 stainless steel wire.
   (c) Pennants may be 1/4” dia 7x19 stainless steel wire.

2. Backstay
   (a) The **backstay height** is 39’-7 3/4” (12084mm).
(b) The **backstay** shall be 5/32” dia 1x19 or 7x19 stainless steel wire.

(c) Pennants may be 5/32” dia 7x19 stainless steel wire.

3. **Upper shrouds**
   
   (a) The **upper shroud height** is 30’-7 3/4” (9340mm).
   
   (b) **Upper shrouds** shall be 3/16” dia 1x19 stainless steel wire.

4. **Lower shrouds**
   
   (a) The **lower shroud height** is 15’-5 7/8” (4721mm).
   
   (b) **Lower shrouds** shall be 3/16” dia 1x19 stainless steel wire.

5. **Jumper shrouds**
   
   (a) The **jumper shroud top height** is 39’-2 3/4” (11956mm).
   
   (b) The **jumper shroud bottom height** is 15’-6 5/8” (4739mm).
   
   (c) **Jumper shrouds** shall be 1/8” dia 1x19 stainless steel wire.
   
   (d) Extension of the **jumper stays** to a control point inside the **cabin** is allowed.

6. **Rod rigging** is not allowed.

**G. Halyards**

1. **Main Halyard**
   
   (a) The maximum **main halyard height** shall be 38’- 5” (11709mm).

2. **Jib Halyard**
   
   (a) The **jib halyard height** shall be less than the **forestay height**.

3. **Spinnaker Halyard**
   
   (a) The **spinnaker halyard height** is 30’-9 1/4” (9380mm).

**G.1.2 Boom**

**A. General**

1. The **boom** shall be made of a single material, fasteners, fittings, **corrector weights** and adhesives excluded. Approved materials are wood aluminum, and carbon fiber.

**B. Measurement Points**

1. The **outer point** distance shall be a max of 16’-2” (4928mm).

**C. Weight**

1. The minimum weight of the **boom** shall be 40 lbs (18.1kg).

2. The **center of gravity** of the **boom** shall be a minimum of 8’-0” (2438mm) from the aft edge of the **mast**.
International One Design Class Rules (1/1/15)

D. Section

1. The minimum vertical dimension of the **boom section** shall be 4 1/2” (114mm).
2. The minimum transverse dimension of the **boom section** shall be 2 3/4” (70mm).

G.1.3 Spinnaker Pole

A. General

1. The **spinnaker pole** shall be made of a single material, fasteners, fittings, **corrector weights** and adhesives excluded. Approved materials are wood, aluminum, and carbon fiber.

B. Length

1. The maximum **spinnaker pole length** is 8’-5” (2565mm).

C. Weight

1. The minimum **spinnaker pole weight** shall be 8 lbs (3.6kg).
2. The **center of gravity** of the **spinnaker pole** shall be approximately equidistant from each end.

D. Section

1. The minimum cross-sectional dimension of the **spinnaker pole** shall be 2 1/4” (57mm).

G.2 SAILS

G.2.1 Mainsail

A. The distance between the **forward head point** and the **aft head point** shall not exceed 6 11/16” (170mm).

B. The **leech length** measured between the **forward head point** and the **clew point** shall not exceed 41’-4” (12,597mm).

C. The **mainsail** shall have four **battens** that divide the **leech** into five nearly equal parts.

D. The **mainsail** shall attach to the **mast** by a boltrope.

1. Boltropes shall not be cut away from the **head** or **tack points** by more than 2’-5 1/2” (750mm).

E. Mainsail Girths

1. The **one quarter girth** shall not exceed 13’-5 1/8” (4092mm).
2. The **one half girth** shall not exceed 10’-1 3/4” (3092mm).
3. The **one quarter girth** shall not exceed 5’-10 5/8” (1800mm).

F. The sail insignia must be displayed on both sides of the **mainsail** at approximately two-thirds the height of the **sail** and may be displayed on both sides of the **spinnaker** in approximately the middle of the **sail**.
1. In accordance with the ISAF RRS Appendix G, the sail insignia shall be at least 1'-7” (483mm) in height and not more than 2'-0” (610mm).

2. The Yacht's number in its Fleet shall be displayed underneath the sail insignia on the main and spinnaker in the same size as the class insignia.

G.2.2 Jib

A. The luff length measured between the forward head point and the tack point shall not exceed 29'-3” (8915mm).

B. The leech length measured between the forward head point and the clew point shall not exceed 27'-6 1/8” (8384mm).

C. The foot length measured between the tack point and the clew point shall not exceed 9'-3” (2819mm).

D. Foot irregularity shall not exceed 2” (50mm).

E. The distance between the forward head point and the aft head point shall not exceed 2” (50mm).

F. Jib Girths

1. The maximum one quarter girth is 6'-9 1/4” (2064mm).

2. The maximum one half girth is 4’-8 1/4” (1428mm).

3. The maximum one quarter girth is 2’-6 3/4” (780mm).

G. The jib shall have three battens that divide the leech into four nearly equal parts

H. The jib shall attach to the forestay by hanks.

G.2.3 Spinnaker

A. The spinnaker shall be symmetrical around its centerline.

B. The maximum luff length is 32’-0” (9754mm).

C. The maximum half girth is 19’-12” (6096mm).

D. The maximum foot round is 9 7/8” (250mm).
Long Cabin
International One-Design World Class Rules
Working Plan - Fiberglass

International One-Design World Class Rules
The dimensions shown in this drawing have been changed in the Class Rules. The drawing has been included for general arrangement & historical reference.
Lines
International One-Design World Class Rules
### Table of Offsets

**International One-Design World Class Rules**

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**One Design Class**

- July 1976
- PWB

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**Table of Offsets**

**International One-Design World Class Rules**

VIII
Lead Keel

International One-Design World Class Rules
Rudder
International One-Design World Class Rules
Wooden Spars
International One-Design World Class Rules
XI
MEASUREMENTS SHALL CONFORM TO ISAF EQUIPMENT RULES OF SAILING, UNLESS SPECIFICALLY NOTED OTHERWISE.

ALL VERTICAL MAST DIMENSIONS ARE MEASURED TO THE DATUM POINT.

CLASSIC SPARS

International One-Design World Class Rules
MEASUREMENTS SHALL CONFORM TO ISAF EQUIPMENT RULES OF SAILING, UNLESS SPECIFICALLY NOTED OTHERWISE
ALL VERTICAL MAST DIMENSIONS ARE MEASURED TO THE DATUM POINT

Modern Spars
International One-Design World Class Rules

XIII
The layout of this sail insignia is intended to standardize the Class symbol which has varied considerably over time. This design is based on the earliest insignias from the original Long Island Sound Fleet.

This logo was used by Bjarne Aas on the original design drawings for the Class.