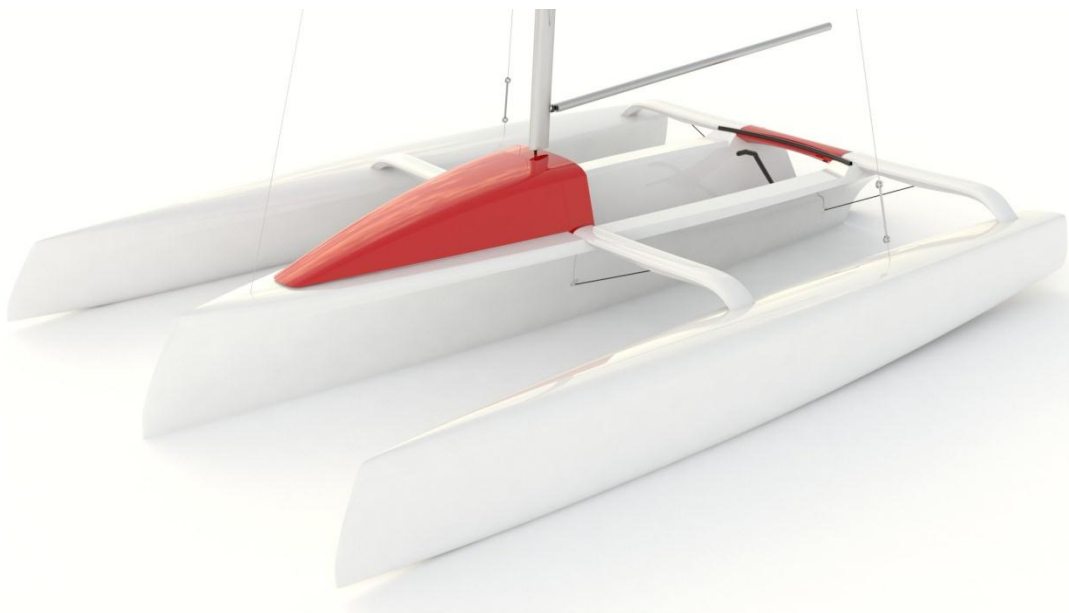


INTERNATIONAL



CLASS RULES

V1.2 2016



CORSAIR

MARINE
INTERNATIONAL

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INTRODUCTION

This introduction provides an informal background on the class, the official International Pulse 600 Class Rules begin on the following page.

The Pulse 600 Class has been created as a strict one-design Class where the true test when raced is between crews and not boats and equipment. The fundamental objective of these class rules is to ensure that this concept is maintained.

Pulse 600 hulls, hull appendages and rigs shall only be manufactured controlled and shall only be produced by (or a manufacturer licensed by) CORSAIR MARINE INTERNATIONAL. Equipment is built in accordance with the Pulse 600 Building Specification. These parts having left the manufacturer may only be altered to the extent permitted in Section C of the class rules.

*Pulse 600 sails are measurement controlled and may be made by any manufacturer. In order to confirm compliance with the class rules, sails are required to be **certified** by an **official measurer** or by a manufacturer licensed under the ISAF In House Certification. These parts may only be altered to the extent permitted in Section C of the class rules after **certification control** has been performed.*

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.

Prior to the Class being formed with suitable By-Laws, and with at least 100 active owners, CORSAIR MARINE INTERNATIONAL shall take the position of the International Class Association and the Executive Committee. Please contact info@corsairmarine.com with any inquiries.

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 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.1.4 Sections in **RED** text shall only become valid once the class reaches 75 boats and achieves ISAF Status.

A.2 ABBREVIATIONS

- A.2.1 ISAF International Sailing Federation
- MNA ISAF Member National Authority
- ICA International Pulse 600 Class Association
- NCA National Pulse 600 Class Association
- ERS Equipment Rules of Sailing
- RRS Racing Rules of Sailing
- OSR Offshore Special Regulations
- OMR Offshore Multihull Rule
- LM Licensed Manufacturer of CORSAIR MARINE INTERNATIONAL

A.3 AUTHORITIES

- A.3.1 **The international authority of the class is the ISAF which shall co-operate with the ICA in all matters concerning these class rules.**
- A.3.2 Notwithstanding anything contained herein, the LM and CORSAIR MARINE INTERNATIONAL has the authority to withdraw the manufacturer declaration and may do so on the request of the ISAF.
- A.3.3 Neither CORSAIR MARINE INTERNATIONAL the LM nor an **official measurer**, an **international measurer** or an **equipment inspector** is under any legal responsibility in respect of these **class rules** or the accuracy of measurement. No claim arising from them shall be entertained.

A.4 ADMINISTRATION OF THE CLASS

- A.4.1 ISAF has delegated its administrative functions of the class excluding sails to the ICA.
- A.4.2 ISAF has delegated its administrative functions of the class in regard to sails to MNAs. The MNA may delegate part or all of its functions, as stated in these **class rules**, to an NCA.

A.4.3 In countries where there is no MNA, or the MNA does not wish to administrate the class, its administrative functions as stated in these **class rules** shall be carried out by the ICA which may delegate the administration to an NCA.

A.5 CLASS RULES CHANGES

A.5.1 Amendments to these **class rules** shall be proposed inline with the constitution and are subject to the approval of CORSAIR MARINE INTERNATIONAL.

A.5.2 Amendments to these **class rules** shall be proposed inline with the constitution and are subject to the approval of the ISAF in accordance with ISAF Regulations.

A.5.3 Amendments to the Configuration manual shall be proposed inline with the constitution and are subject to the approval of CORSAIR MARINE INTERNATIONAL.

A.6 RULES CHANGES AT EVENTS

A.5.1 At Class Events – see RRS 89.1.d) – ISAF Regulation 26.5(f) applies. At all other events RRS 87 applies.

A.5.2 Except that the Notice of Race or Sailing Instructions may change the following rules:

- (a) Require additional safety equipment to the minimums defined in Section C.

A.7 CLASS RULES INTERPRETATION

A.7.1 Interpretation of **class rules** shall be made in accordance with the ISAF Regulations.

A.7.2 Interpretation of **class rules** shall be made by the Class Executive Committee **in consultation with ISAF**.

A.8 INTERNATIONAL CLASS FEE AND ISAF BUILDING PLAQUE

A.8.1 ISAF shall, after having received the International Class Fee for the hull, send the ISAF Building Plaque and a measurement form to the licensed hull builder.

A.9 SAIL NUMBERS

A.9.1 Sail numbers shall correspond to the hull number marked on the transom of each boat.

A.10 BOAT MANUFACTURER DECLARATION

A.10.1 A Manufacturer's declaration shall record the following information:

- (a) Class
- (b) Quality Control Manufacturer Statement
- (c) Hull identification number
- (d) Builder/Manufacturers details
- (e) Date of issue of initial manufacturer's declaration
- (g) **Corrector Weights**

(h) Hull Weight

A.11 VALIDITY OF MANUFACTURER DECLARATIONS

A.11.1 A manufacturer declaration becomes invalid upon:

- (a) the change to any items recorded on the declaration as required
- (b) withdrawal by the ISAF, LM or CORSAIR MARINE INTERNATIONAL
- (c) the issue of a new manufacturer declaration

A.12 RE-ISSUE OF MANUFACTURER DECLARATIONS

A.12.1 The **LM or** may re-issue a Manufacturer Declaration to a **hull, if the hull conforms to the class rules.:**

- (a) when it is invalidated under A.11.1(a) or (b).
- (b) when it is invalidated under A.10.1 (g), (h), (i), (j) and A.11.1(f), (g) at its discretion and any remedial work shall be recorded on the re-issued declaration
- (c) in case of loss
- (d) **at the request of ISAF**

A.13 RETENTION OF DOCUMENTATION

A.13.1 The **skipper** shall retain the original manufacturer declarations

A.13.2 A copy of the manufacturer declarations shall be retained by the LM and a copy shall be sent to the ICA.

Section B – Boat Eligibility and Equipment Inspection

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 valid manufacturers declarations.
- (c) have valid **certification marks** on all sails used for class racing.

B.2 CLASS ASSOCIATION MARKINGS

B.2.1 A valid Class Association Membership Sticker, if required by the NCA or the ICA, shall be affixed to the transom in a conspicuous position.

B.3 EQUIPMENT INSPECTION

B.3.1 In the case of a dispute at an event alleging non-compliance with **class rules** and building specification and construction manual where specific measurements are not stated, the Event **Equipment Inspector** shall adopt the following procedure:

- a) A sample measurement of the disputed item shall be obtained by taking the identical measurement from a randomly selected group of boats or items of equipment (control group).
- b) The measurement of the disputed boat or items of its equipment, taken using the same technique as above, shall be compared to the sample.
- c) If any of the measurements obtained from the disputed boat or item of equipment lie outside the corresponding range of measurements found in the control group, the matter together with the details of the measurement methods and any other relevant information shall be referred to the Race Committee.

B.4 EVENT LIMITATION MARKS

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

PART II – REQUIREMENTS AND LIMITATIONS

The **crew** and the **boat** shall comply with the rules in Part II when *racing*. In case of conflict Section C shall prevail.

The rules in Part II are **closed class rules**.

Section C – Conditions for Racing

C.1 GENERAL

C.1.1 RULES

- (a) RRS G1.3 (d) shall not apply.
- (b) RRS 42.3 (i) shall not apply.
- (c) The ERS Part I – Use of Equipment shall apply.

C.2 ADVERTISING

C.2.1 LIMITATIONS

Advertising shall only be displayed in accordance the ISAF Advertising Code. (See ISAF Regulation 20)

C.3 CREW

C.3.1 LIMITATIONS

- (a) There shall be a minimum of 2 **crew** onboard.
- (b) No **crew** member shall be substituted during a national or world championship and any event of less than 4 days, without the approval of the race committee.
- (c) The **skipper** may not be relieved for any event of less than 6 days without the approval of the race committee.
- (d) A **crew** member may relieve the **skipper** providing the skipper remains onboard for the entire event.
- (e) The **skipper** must be helming when crossing the start and finish lines.

C.3.2 WEIGHTS

	minimum	maximum
The total weight of the crew dressed in shorts and t-shirt	160 kg	450 kg

C.3.3 CORRECTOR WEIGHTS

- (a) **Corrector weights** of bottled water shall be sealed in a manner whereby any tampering may be identified and shall be located within the watertight locker under the mast when the **crew** weight is less than the minimum requirement.

C.4 PERSONAL EQUIPMENT

C.4.1 MANDATORY

- (a) The boat shall be equipped with a **personal floatation device** for each crew member to the minimum standard ISO 12402-5 (Level 50), or USCG Type III, or AUS PFD 2.

C.5 PORTABLE EQUIPMENT

C.5.1 MANDATORY

(a) NOT FOR USE

- (1) Outboard engine (may be removed from outboard bracket when racing but must be onboard at all times)

C.5.2 OPTIONAL

(a) FOR USE

- (1) Electronic or mechanical speed/timing devices
- (2) One magnetic compass
- (3) Water bottle holder
- (4) Wind indicators
- (5) Rope bag

(b) NOT FOR USE

- (1) Electronic navigation devices
- (2) Mobile Telephone
- (3) Towing rope
- (4) One anchor and line
- (5) One manual bilge pump
- (6) One bucket
- (7) Mooring line

C.6 BOAT

C.6.1 WEIGHT

	minimum
The weight of the boat in dry condition	458 kg

The weight shall be taken excluding **sails**, all portable equipment as listed in C.4. & C.5. and washboards.

C.6.2 CORRECTOR WEIGHTS

- (a) **Corrector weights** of lead shall be permanently fastened to the main bulkhead, under the mast when the **boat** weight is less than the minimum requirement.

C.6.6 MODIFICATIONS, MAINTENANCE AND REPAIR

The following is permitted without the approval. Unless stated otherwise items mentioned in this section may be obtained by any manufacturer or supplier.

MODIFICATIONS

- (a) Below the waterline, the gelcoat may be lightly abraded to allow for the application of anti-foul paint, for boats that are to be primarily wet-sailed in their home waters. The abrasion of gelcoat shall be the minimum needed to ensure the adhesion of the paint and shall not involve fairing of any sort. If an epoxy barrier coat is applied, then anti-foul paint shall also be applied.
- (b) Routine maintenance of the **hull**, such as polishing is permitted, provided the intent and effect is to polish only.
- (c) The **hull** topside gelcoat surface shall not be removed except for light sanding prior to topside painting.
- (d) Holes may be made and local reinforcement in the **hull** for the fitting of electronic navigation systems.
- (e) Gelcoat scratches and minimal damaged areas may be repaired.

FITTINGS

- (a) Placement of line bags, winch handle holders and other storage devices.
- (b) Lashing, tape and other anti-chafe gear on **hull, rig** or **sails**.
- (c) A ngle of cleats may be modified vertically.
- (d) Nonslip material on deck to promote safe movement.
- (e) Installation of a belowdecks spinnaker bag of optional design through the main companionway.
- (f) Installation of an external luff spinnaker furler.
- (g) Replacement of the following items is permitted provided that the replacement part is of similar size, weight, power ratio and performs the same function.
 - (1) Blocks, cars and track.
 - (2) Shackles, pins, turnbuckles.
 - (3) Inspection hatches.
 - (4) Tiller extensions (may be replaced for any size/type)
 - (5) Nets

(6) Cleats (may be replaced for any size/type)

C.7 HULL APPENDAGES

C.7.1 LIMITATIONS

- (a) Only one **daggerboard** and one **rudder** blade shall be used during an event of less than 6 consecutive days, except when a **hull appendage** has been lost or damaged beyond repair.

C.7.2 MODIFICATIONS, MAINTENANCE AND REPAIR

The following is permitted without the approval. Unless stated otherwise items mentioned in this section may be obtained by any manufacturer or supplier.

- (a) Appendage repair may be undertaken by any builder given that the shape, structural integrity, and weight has been returned to its original condition.
- (b) Repairs shall be made using fibreglass materials and Vinylester or Polyester resins only.

C.8 RIG

C.8.1 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, and the race committee has approved the substitution.
- (b) There shall be no means of forced rotation fitted to the spar or deck.
- (c) Mast rake shall not be adjusted while racing.
- (d) Diamond wires and spreaders shall not be adjusted while racing.

C.8.2 MAST

(a) DIMENSIONS

	maximum
Extrusion length	9500 mm

C.8.3 BOOM

(a) DIMENSIONS

	maximum
Extrusion length	2740 mm

C.8.8 RUNNING RIGGING

(a) USE

- (1) The **mainsail sheet** shall be of endless type, led back to the **mainsail traveller** and long enough to reach the float.

- (2) The **headsail sheet** shall be of continuous type, led from port to stbd headsail blocks and shall be long enough to reach the float.
- (3) The **spinnaker sheet** shall be of continuous type, led to the cockpit and long enough to reach the float.
- (4) The **spinnaker tack** or furler line shall be led to the cockpit.
- (5) The **mainsail outhaul** shall be controlled from the boom.
- (6) The **mainsail cunningham** control shall be controlled from the mast.
- (7) The **rotation** control line shall be controlled from the mast.

C.8.9 MODIFICATIONS, MAINTENANCE AND REPAIR

The following is permitted without the approval of the LM. Unless stated otherwise items mentioned in this section may be obtained any manufacturer or supplier.

MODIFICATIONS

- (a) Running rigging may be replaced with rope of no lesser diameter than those stated in the below table.

Sheet/Halyard	Size
Main Sheet	8mm
Jib Sheet	8mm
Spinnaker Sheet	8mm
Main Halyard	6mm
Spinnaker Halyard	6mm

MAINTENANCE

- (b) Normal servicing or replacement on a like for like basis of running rigging and fittings.

REPAIR

- (c) Mast and boom may be lightly sanded and repainted or recoated

C.9 SAILS

C.9.1 LIMITATIONS

- (a) Not more than 1 mainsail, 1 jib and 1 spinnaker shall be carried aboard.
- (b) Not more than 1 mainsail, 1 jib and 1 spinnaker shall be used during an event of less than 4 consecutive days, except when a **sail** has been lost or damaged beyond repair.

C.9.2 MAINSAIL

- (a) IDENTIFICATION

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

(b) USE

- (1) The **sail** shall be hoisted on a **halyard**. The arrangement shall permit hoisting and lowering of the **sail** whilst afloat.
- (2) **Luff** and bolt ropes shall be in the **spar** track.

C.9.3 JIB

(a) USE

- (1) The sail shall be fitted to a furler and must be able to be furled from the cockpit.

C.9.6 SPINNAKER

(a) USE

- (1) The sail shall be tacked from the foremost bowsprit mounted padeye
- (2) The sail may be furled using an external luff furling system.

C.9.1 MODIFICATIONS, MAINTENANCE AND REPAIR

The following is permitted without (re-**certification** or) approval and may be done by anyone.

- (a) Routine maintenance such as the addition of sail tape and repair patches less than .5 sqm in size of matching cloth type.
- (b) Addition of tell tales
- (c) Addition of camber stripes
- (d) Battens may be placed in the **batten pockets**

Section D – Hull

D.1 GENERAL

D.1.1 RULES

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

D.1.2 IDENTIFICATION

- (a) The hull shall carry the ISAF Plaque permanently placed within 100mm of the transom on the stbd hull side.

D.1.3 BUILDERS

- (a) The hull shall be built by CORSAIR MARINE INTERNATIONAL.

D.2 MODIFICATIONS, MAINTENANCE AND REPAIR

The following may be done by a LM, or by anybody after a formal request has been made to the LM and written approval is received by the owner. This shall require the manufacturer's declaration to be re-issued stating the work done.

D.2.1

REPAIR

- (a) If any **hull**, float, beam or **appendage** is damaged and requires repaired in any other way than described in section C.

D.3 ASSEMBLED HULL

D.3.1 FITTINGS

(a) MANDATORY

The following fittings shall be positioned in accordance with the measurement diagram:

- (1) Bowsprit padeye
- (2) Forestay padeye
- (3) Shroud padeyes
- (4) Headsail sheet blocks
- (5) Mainsheet track with one traveller
- (6) Mast step

(b) OPTIONAL

- (1) Headsail Cunningham blocks, fairleads and cleats
- (2) Spinnaker blocks
- (3) Tiller lock
- (4) Toe straps
- (5) Hand holds on/in deck
- (6) Stowage clips for paddle(s), sail bags and other equipment
- (7) One inspection hole in each buoyancy tank, provided that the watertight integrity of the buoyancy tank is maintained and covers are capable of resisting accidental dislodgement.
- (8) Draining holes in buoyancy tanks, provided that the watertight integrity of the buoyancy tank is maintained and plugs are capable of resisting accidental dislodgement.
- (9) Magnetic compasses
- (10) Electric GPS speed device
- (11) Deck clips for cockpit cover and/or tent
- (12) Outboard Bracket

D.3.2 WEIGHTS

	minimum	maximum
Hull Mass	225 kg	235 kg

D.3.3 HULL CORRECTOR WEIGHTS

- (a) Hull corrector weights shall be installed to the main bulkhead directly below the mast, if required.

Section E – Hull Appendages

E.1 PARTS

E.1.1 MANDATORY

- (a) **Daggerboard**
- (b) **Rudder**

E.2 DAGGERBOARD

E.2.1 RULES

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

E.2.2 CERTIFICATION

- (a) The **official measurer** shall **certify centreboards** and shall sign and date the **certification mark**.

E.2.3 MANUFACTURERS

- (a) The **Daggerboard** shall be manufactured by **CORSAIR MARINE INTERNATIONAL**

E.2.4 MATERIALS

- (a) The **daggerboard** shall be made using PVC foam core.
- (b) The **daggerboard** shall be covered with Fiberglass reinforcement

E.3 RUDDER BLADE AND RUDDER CASE

E.3.1 RULES

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

E.3.2 CERTIFICATION

- (a) The **official measurer** shall **certify rudder** blades and shall sign and date the **certification mark**.

E.3.3 MANUFACTURERS

- (a) The **Daggerboard** shall be manufactured by **CORSAIR MARINE INTERNATIONAL**

E.3.4 MATERIALS

- (a) The **rudder** shall be made using PVC foam core.
- (b) The **rudder** shall be covered with Fiberglass reinforcement
- (c) The **rudder** case shall be of carbon fibre.

Section F – Rig

F.1 PARTS

F.1.1 MANDATORY

- (a) **Mast**
- (b) **Boom**
- (c) Standing **rigging**
- (d) Running **rigging**

F.2 GENERAL

F.2.1 RULES

- (a) The **spars** and their fittings shall comply with the **class rules** in force at the time of **certification** of the **spar**.
- (b) The standing and running **rigging** shall comply with the **class rules**

F.4 MODIFICATIONS, MAINTENANCE AND REPAIR

The following alterations may be made by a LM, or by anybody after a formal request has been made to CORSAIR MARINE INTERNATIONAL and written approval is received by the owner. This shall require the manufacturers declaration to be re-issued

- (a) If any **spar** is damaged and requires repaired in any other way than described in section C the details shall be recorded on the Manufacturers declaration.

F.3 MAST

F.3.1 MATERIALS

- (a) The **spar** shall section be of Aluminium.
- (b) The sleeve shall be composite carbon/E-glass construction.

F.3.2 CONSTRUCTION

- (a) The **spar** extrusion shall include a fixed sail groove or track which will be integral with the **spar**.
- (b) The spar shall be built in two pieces, split at the spreader location.

F.3.3 FITTINGS

(a) MANDATORY

- (1) Mast head fitting
- (2) Shroud tangs
- (3) A set of fixed spreaders
- (4) Mainsail halyard sheave box
- (5) Headsail halyard sheave box
- (6) Spinnaker halyard sheave box

- (7) Gooseneck
- (8) Heel fitting with ... sheaves for halyards
- (b) OPTIONAL
 - (1) One mechanical wind indicator
 - (2) Instruments bracket

F.3.16 WEIGHTS

	minimum	maximum
Mast Mass	38 kg	40 kg

F.4 BOOM

F.4.1 MATERIALS

- (a) The **spar** shall be of Aluminium.

F.4.2 CONSTRUCTION

- (a) The **spar** extrusion and shall be cylindrical and shall include no sail grooves or ribs.

F.4.3 FITTINGS

(a) MANDATORY

- (1) Mainsheet strop
- (2) Clew outhaul blocks and attachments
- (3) Rotation control fitting
- (4) Gooseneck attachment
- (5) Furler dogbone

(b) OPTIONAL

- (1) Not more than two strops for mainsheet blocks
- (2) Instruments bracket

F.4.16 WEIGHTS

	minimum	maximum
Boom Mass	2.5 kg	3.5 kg

F.5 BOWSPRIT

F.5.1 MANUFACTURER

- (a) Manufacturer must be CORSAIR MARINE.

F.5.2 MATERIALS

- (a) The **spar** shall be of carbon fibre

SECTION G – SAILS (MEASUREMENT CONTROLLED SAILS)

G.1 PARTS

G.1.1 MANDATORY

- (a) **Mainsail**
- (b) Headsail

G.1.2 OPTIONAL

- (a) Spinnaker

G.2 GENERAL

G.2.1 RULES

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

G.2.2 CERTIFICATION

- (a) The **official measurer** or **In-House Official Measurer** shall **certify** mainsails and headsails in the **tack** and spinnakers in the **head** and shall sign and date the **certification mark**.
- (b) The ISAF or an MNA may appoint one or more **In-House Official Measurers** to measure and **certify sails** produced by that manufacturer.
- (c) A maximum of one Main, one Jib and one Spinnaker shall be measured in for use per Regatta. Unless damaged beyond repair additional sails may not be used during a regatta.

G.2.3 SAILMAKER

- (a) No licence is required.
- (b) The weight in g/m^2 of the **body of the sail** shall be indelibly marked near the **head point** by the sailmaker together with the date and his signature or stamp.

G.2.4 MODIFICATIONS, MAINTENANCE AND REPAIR

If any **sails** is damaged and requires repair in any other way than described in section C. The **sails** will require re-**certification** which may require **fundamental measurement**.

G.3 MAINSAIL

G.3.1 IDENTIFICATION

- (a) The class insignia shall conform with the dimensions and requirements as detailed in the diagram contained in appendix a and be placed in accordance with the diagram contained in appendix b.

G.3.2 MATERIALS

- (a) The **ply** fibres shall consist of Dacron, Aramid or Carbon. String or custom load path sails (such as Stratis, 3Di, 3DL, Fusion, D4) are prohibited.

G.3.3 CONSTRUCTION

- (a) The construction shall be: soft, single ply sail.
- (b) The **sail** shall have 6 full length battens extending from leech to luff.
- (c) The sail shall be constructed so that it can be reefed by means of slab reefing at one point adjacent to the **luff**, one point adjacent to the **leech** and a zipper system securing the **body of the sail**.
- (d) The following are permitted: Stitching, glues, tapes, bolt ropes, corner eyes, headboard with fixings, Cunningham eye, **batten pocket patches**, batten pocket end caps, mast and boom slides, leech line with cleat, one **window**, tell tales, sail shape indicator stripes, and items as permitted or prescribed by other applicable *rules*.
- (e) The **leech** shall not extend aft of straight lines between:
- (1) the **aft head point** and the intersection of the **leech** and the upper edge of the nearest **batten pocket**.
 - (2) the intersection of the **leech** and the lower edge of a **batten pocket** and the intersection of the **leech** and the upper edge of an adjacent **batten pocket** below.
 - (3) the **clew point** and the intersection of the **leech** and the lower edge of the nearest **batten pocket**.

G.3.4 DIMENSIONS

	maximum
Leech length	9.100 m
Quarter width	2.440 m
Half width	2.125m
Three-quarter width	1.680m
Upper width at upper leech point	1.255 m
Top width	1.050 m
Minimum Mainsail weight (inc battens)	11kg
Window area	.5 m ²
Batten pocket width:	
inside	60mm
outside	90mm

G.4 HEADSAIL

G.4.1 MATERIALS

- (a) The **ply** fibres shall consist of Dacron, Aramid or Carbon. String or custom load path sails (such as Stratis, 3Di, 3DL, Fusion, D4) are prohibited.

G.4.2 CONSTRUCTION

- (a) The construction shall be: **soft, single ply sail**.
- (b) The headsail shall have no **batten pockets**.
- (c) The **leech** shall not extend beyond a straight line from the aft **head point** to the **clew point**.
- (d) The following are permitted: Stitching, glues, tapes, corner eyes, hanks, zipper luff, leech line with cleat, one **window**, tell tales, sail shape indicator stripes and items as permitted or prescribed by other applicable *rules*.

G.4.3 DIMENSIONS

	maximum
Luff length	8.11 m
Leech length	7.46m
Luff Perpendicular	1.96m
Foot length	2.11 m
Foot median	7.85m
Half width	.90m
Top width	.040m
Window area	1m ²
Minimum Sail weight	3.5kg

G.5 SPINNAKER

G.5.1 MATERIALS

- (a) The **ply** fibres shall consist of Woven Nylon.
- (b) **Sail reinforcement** shall consist of Woven Nylon.

G.5.2 CONSTRUCTION

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

G.5.3 DIMENSIONS

	minimum	maximum
Leech length and luff length		9.45 m
Foot length		4.53 m
Foot Median		9.28 m
Half width		4.28 m
Mass of ply of the body of the sail	40 g/m ²	

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APPENDIX A



*PULSE 600 Insignia:
The insignia shall be white or black
and of a contrasting color to the sail
cloth used. On models launched
before May 2016 the previous class
insignia shall still be permitted.*

APPENDIX B

*PULSE 600 Insignia:
The insignia shall be installed
evenly between the two topmost
horizontal battens. Port and
starboard heights should be offset as
per the diagram below.*

