Effective date: 09 November 2025
Status: Approved

THE 11:METRE ONE DESIGN

Class Rules

International 11:Metre OD Class Association

The11:Metre OD was designed in 1990 by Ron Holland and Rolf Gyhlenius and was adopted as a World Sailing Class between 1991 to 2009 class and from XXXX

sport / nature / technology

World Sailing
Class Association

INDEX

INTRODUCTION

This introduction only provides an informal background and the International 11:Metre One Design Class Rules proper begin on the next page.

11:Metre One Design hulls, hull appendages and rigs shall be manufactured only by licensed manufacturers.

11:Metre One Design hulls, hull appendages and rigs may, after having left the manufacturer, only be altered to the extent permitted in Section C of the class rules.

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.

The class permits IHC for Section G sails.

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.2 ABBREVIATIONS

A.2.1

WS	World Sailing
MNA	Member National Authority
ICA	International 11:Metre OD Class Association
NCA	National 11:Metre OD Class Association
ERS	Equipment Rules of Sailing
RRS	Racing Rules of Sailing
LM	Licensed Manufacturer
OSR	Offshore Special Regulations

A.3 AUTHORITIES

A.3.1 The **class rules authority** is WS, which shall co-operate with the ICA in all matters concerning these **class rules**.

A.3.2 The **certification authority** in each country is the ICA, which may delegate this function to the respective MNA or NCA.

A.3.3 Neither WS, an MNA, the ICA, an NCA, a **certification authority**, or a **certification measurer** are under any legal responsibility in respect of these class rules and the accuracy of measurement, nor can any claims arising from these be entertained.

A.3.4 Notwithstanding anything contained herein, the **certification authority** has the authority to withdraw a **certificate** and shall do so on the request of WS or the ICA.

A.4 ADMINISTRATION OF THE CLASS

A.4.1 WS has delegated its administrative functions of the class to the ICA. The ICA may delegate part or all of its functions, as stated in these **class rules**, to an NCA.

A.4.2 In countries where there is no NCA, or the NCA 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 the respective MNA.

A.5 CLASS RULES AMENDMENTS

A.5.1 Amendments to these **class rules** are subject to the approval of the World Sailing in accordance with the World Sailing Regulations.

A.6 CLASS RULES INTERPRETATION

A.6.1 Interpretation of **class rules** shall be made in accordance with WS Regulations.

A.7 INTERNATIONAL CLASS FEE AND WS BUILDING PLAQUE

A.7.1 The **hull** LM shall pay the International Class Fee.

A.7.2 WS shall, after having received the International Class Fee for the **hull**, send the WS Building Plaque and a measurement form to the licensed **hull** manufacturer.

A.8 SAIL NUMBERS

A.8.1 **Sail** numbers shall correspond to the **hull** number moulded into the transom of each **boat.** Competitors may use the sail number of any boat chartered or owned by them.

A.8.2 The ICA shall retain the currently updated list of **hull** numbers and sail numbers.

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 **certification authority**
(d) Owner
(e) **Hull** identification
(f) Builder/Manufacturers details
(g) Date of issue of **certificate**
(h) **Boat Weight**
(i) **Corrector weights**

A.10.2 ICA has the authority to issue **certificates.**

A.11 INITIAL HULL CERTIFICTION

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 shall be sent to the **certification authority.**
(c) Upon receipt of a satisfactory completed documentation, the **certification authority** may issue a **certificate.**

A.12 VALIDITY OF CERTIFICATE

A.12.1 A **hull** certificate becomes invalid upon:

(a) The change of any items recorded on the **hull certificate** as required under A.11.
(b) Withdrawal by the **certification authority**
(c) 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) and/or after receipt of the old **certificate**, and **certification** fee if required.

(b) when it is invalidated under A.12.1 (b), at its discretion.

(c) in other cases, by application of the procedure in A.12.

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.

(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 **certificate**

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**. **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

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

(b) Hiking restriction: RRS 49.1 is changed and hiking is permitted with the following limitations: While sitting on the boat the spine shall not lean out more than vertical and no part of the thigh shall be outside the sheerline, except briefly to perform a necessary task.

C.2 CREW

C.2.1 LIMITATIONS

(a) The **crew** shall consist of a minimum of 3 to a maximum of 5 persons.

(b) No **crew** member shall be substituted during an event without written approval of the Race Committee. If a substitution is applied for, that substitute must weigh within +/- 10% of the original **crew** member.

(c) The number of **crew** shall not be changed during an event.

C.3 PERSONAL EQUIPMENT

C.3.1 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 4758 Level 50 or equivalent.

C.4 PORTABLE EQUIPMENT

C.4.1 FOR USE

(a) MANDATORY

(1) One bucket of not less than 9 litre capacity.

(2) One first aid kit.

(3) One anchor with a minimum weight of 6 kg and with not less than 2 m of chain of not less than 8 mm in diameter.

(b) OPTIONAL

(1) Electrical devices to record, measure and calculate average speed and time, and indicate distance and water depth.

(2) Compass.

(3) Power source for Electrical devices.

(4) Navigation lights

(5) Bunk cushions and portable toilet

C.4.3 NOT FOR USE

(a) MANDATORY

(1) Towing rope minimum 20 m long of not less than 8 mm in diameter.

(2) One paddle minimum 1,2 m long.

(3) Equipment for cutting the **standing rigging** and **running rigging** in case of rig failure.

(b) OPTIONAL

(1) Mooring lines, fenders, spare lines, spare equipment, tool kit.

(2) One outboard engine.

(3) One outboard engine bracket.

C.5 ADVERTISING

C.5.1 LIMITATIONS

Advertising shall only be displayed in accordance the WS Advertising Code

C.6 BOAT

C.6.1 LIMITATIONS

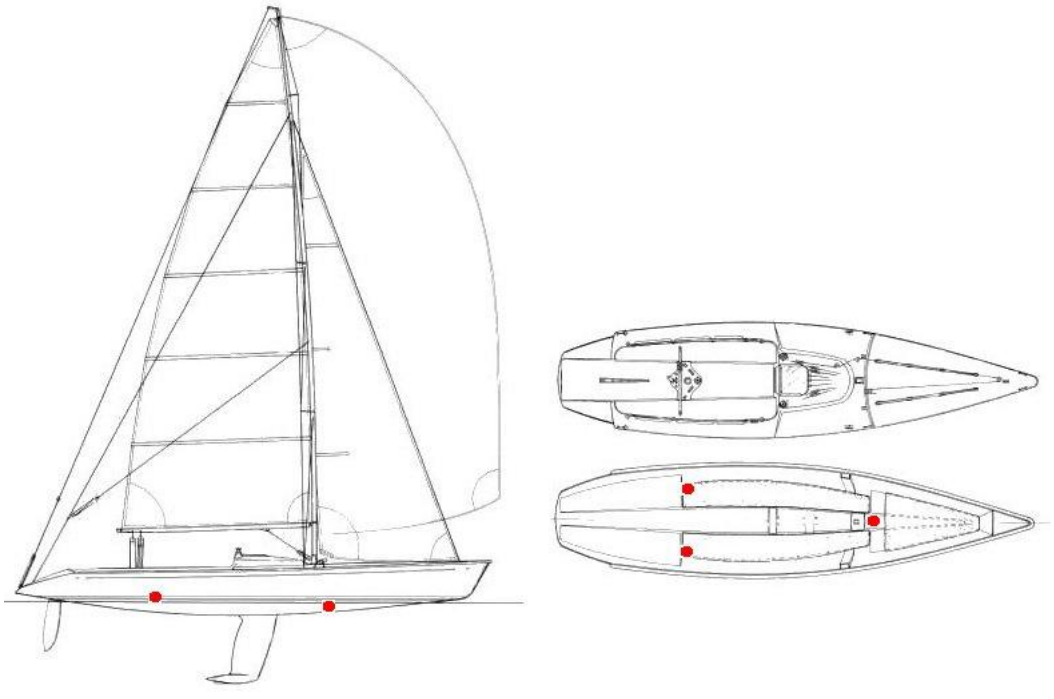
(a) The fittings and equipment installed by a LM shall not be replaced by other type, modified, removed or moved except were permitted by these **class rules**.

C.6.2 WEIGHT

	minimum	maximum
Boat Weight	1 600 kg	-

C.6.3 CORRECTOR WEIGHTS

(a) When the **boat weight** is less than the minimum requirement **Corrector weights** of lead shall be equally divided fore and aft and permanently fastened in the locations on the diagram below:



(b) The aft **corrector weights** on the fore side of the bulkhead shall be split equally *port* and *starboard.*

(c) **Corrector weights** shall not be reduced more than once every 12 months, except with a written permission from the ICA's Technical Committee.

C.7 HULL

C.7.1 MODIFICATIONS, MAINTENANCE AND REPAIR

(a) **Maintenance** is permitted.

(b) The following modifications are permitted without the approval of the ICA's Technical Committee:

(1) The entire surface area of the **hull** below the waterline shall be **coated**.

(2) Hollows and indentations on the **hull** exterior as supplied by the LM may be filled in order to achieve a fair surface, provided the as-moulded shape is not altered.

(3) Added support for forestay in the bow area.

(4) Installation of OSR approved pulpit, pushpit, stanchions and lifelines.

(5) A secure attachment of the forestay deck fitting to the hull may be fitted.

(6) The support beam for the **mast** support column may be reinforced without **re-certification** of the **hull**. Materials used are optional.

Any other **modifications** may be made only by the **LM**, or by other repair facility after a formal request has been made to the ICA's Technical committee prior to commencing work and written approval received. This shall require the Measurement **certificate** to be re-issued by the ICA.

(c) If a **hull** is **repaired,** a **certification measurer** shall verify on the **certificate** that the external shape is the same as before the **repair** and that no substantial increase in stiffness, or other advantage has been gained as a result of the **repair**. The **certification measurer** shall also describe the details of the **repair** on the **certificate**

C.7.2 FITTINGS

(a) The following is permitted without the approval of the ICA's Technical Committee:

(1) Placement of line bags and winch handle holders in the cockpit.

(2) Lashing, tape and other anti-chafe gear on **hull**, **rig** or **sails.**

(3) Height and angle of mainsheet cleat riser and wedge may be modified.

(4) Addition of one cam cleat (size Harken 150 or equivalent) at the winches on the cabin house on each side for the tail from the winches.

(5) Nonslip material on deck to promote safe movement.

(6) Installation of a below decks spinnaker bag of optional design through the main companionway.

(7) Protective covers with slim fit may cover the **shrouds** and vang.

(b) Replacement of the following items is permitted without the approval of the ICA's Technical Committee, provided that the replacement part is of similar size, weight, power ratio and performs the same function:

(1) Blocks, cleats, mainsheet swivel base.

(2) Shackles, pins, open body turnbuckles.

(3) Mast tabernacle.

(4) Mast support column

C.8 HULL APPENDAGES

C.8.1 MODIFICATIONS, MAINTENANCE AND REPAIR

(a) **Maintenance** is permitted.

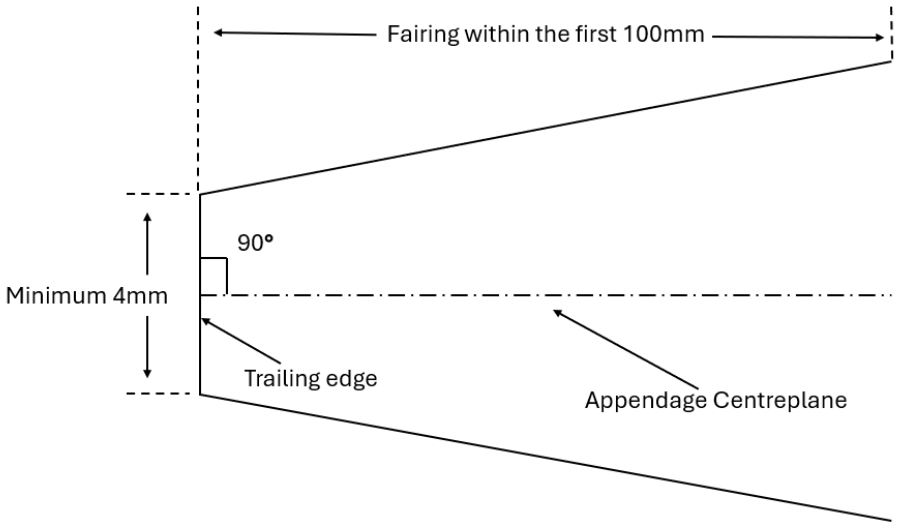
(b) The following modifications are permitted without the approval of the ICA's Technical Committee:

(1) The entire surface area of the **keel** and **rudder** below the waterline shall be **coated**.

(2) Hollows and indentations on the **keel** and **rudder** exterior as supplied by the LM may be filled in order to achieve a fair surface, provided the as-moulded shape is not altered.

(3) Fairing within 100 mm of the trailing edge of the **keel** in order to achieve a fair trailing edge is permitted providing the trailing edge is nowhere less than 8 mm and perpendicular to the **keel** centreplane.

(4) Fairing within 100 mm of the trailing edge of the **rudder** in order to achieve a fair trailing edge is permitted providing the trailing edge is nowhere less than 4 mm and perpendicular to the **rudder** centreplane.



Any other **modifications** may be made only by the **LM**, or by other repair facility after a formal request has been made to the ICA's Technical committee prior to commencing work and written approval received. This shall require the Measurement **certificate** to be re-issued by the ICA.

(c) If a **hull appendage** is **repaired,** a **certification measurer** shall verify on the **certificate** that the external shape is the same as before the **repair** and that no substantial increase in stiffness, or other advantage has been gained as a result of the **repair**. The **certification measurer** shall also describe the details of the **repair** on the **certificate**

C.8.2 FITTINGS

(a) **Tiller** extension of any material and length may be fitted.

(b) The upper **rudder** bearing may be relocated to achieve alignment with the **keel.**

C.8.3 LIMITATIONS

(a) Only one **keel** and one **rudder** shall be used during an event, except when a hull appendage has been lost or damaged beyond **repair** and the event technical committee has approved the substitution.

C.9 RIG

C.9.1 MODIFICATIONS, MAINTENANCE AND REPAIR

(a) **Maintenance**, and replacement of **fittings** is permitted.

(b) **Spars** shall not be modified in any way except as permitted by these **class rules**.

C.9.2 FITTINGS

(a) Unless stated otherwise, items mentioned in this section may be obtained from any manufacturer or supplier:

(1) Telltales, Windex and other non-electronic wind indicators.

(2) **Running rigging** may be replaced by line of any type but shall meet the minimum dimensions stated in section F.7.4.

C.9.3 LIMITATIONS

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

(b) If an item has been lost or damaged beyond **repair** it may be replaced only with the written approval of the event Technical Committee or in its absence the Race Committee.

C.9.4 MAST

(a) DEFINITION

(1) The **mast datum point** is the centre of the upper bolt hole attaching to the mast tabernacle.

(b) USE

(1) The **mast** shall be stepped to the **mast** tabernacle with one bolt placed at the top **fitting** in the **mast** tabernacle.

(c) OPTIONAL

(1) A second bolt may be placed in the lower fitting of the **mast** tabernacle.

C.9.6 SPINNAKER POLE

(a) USE

(1) The **spinnaker pole** may only be used with the spinnaker.

C.9.7 STANDING RIGGING

(a) USE

(1) The **forestay** and **shrouds** shall not be adjusted whilst *racing*.

(2) The permanent **backstay** shall be fixed to the **mast** head crane and the permanent **backstay** bridle with spliced loops (if rope) or talurit pressing (if wire) at both ends.

(3) A system with minimum equal strength as the permanent **backstay** preventing the **mast** top to go forward of vertical from the **mast** base.

C.9.8 RUNNING RIGGING

(a) USE

Each function of the **running rigging**, except for **headsail sheet**, permanent **backstay** and **running backstays**, shall be controlled by one tail, if not stated otherwise in these **class rules**. The following is permitted:

(1) One **spinnaker halyard** led to one or two cleats on the **mast** and/or a clutch on the cabin house.

(2) One **main halyard** led to a clutch on the cabin house.

(3) One **headsail halyard** led to a clutch on the cabin house.

(4) One **boom** vang system led to a cleat on the cabin house.

(5) One **mainsail** outhaul in a tackle system led to a cleat on the **boom** or the cabin house.

(6) One **mainsail** Cunningham in a tackle system led to a cleat on the cabin house.

(7) The permanent **backstay** controlled by a bridle in a tackle system, minimum power ratio 4:1, led to cleats on the cockpit console or in the cockpit.

(8) One of the following two **running backstay** systems:

i) One control for each **running backstay** led to a winch on the cockpit console in a 2:1 maximum power ratio system.
or

ii) Two controls for each **running backstay**, on each side in a double system, in one end with a maximum power ratio 2:1, and in the other end a fine tune system with a maximum power ratio of 16:1. No winch shall be used together with this double system and no hardware shall be installed in front of the companionway bulkhead with this double system

(9) **Mainsail sheet** traveller control lines.

(10) One **mainsail sheet** to a cleat on the **mainsail sheet** cleat riser.

(11) Two **spinnaker sheets** passing through the aluminium tubes in the cockpit and clutches on each side of the boat.

(12) One of the following two **headsail sheet** systems:

i) One **headsail sheet** passing through the aluminium tube on port side. Power ratio 1:1. One cleat/clutch on the cabin house.
or

ii) One **headsail sheet** passing through the aluminium tubes on foredeck. System behind the **mast** is free. All hardware and lines shall be on top of the deck and the cabin house and all hardware in front of the **mast** shall be secured fastened to the deck, the headsail track traveller and the headsail. Maximum two trim tails.

(13) One **spinnaker pole** downhaul in a tackle system of minimum power ratio 2:1 led to a cleat on the cabin house and/or a cleat on the **mast**.

(14) One **spinnaker pole** topping lift led to a cleat on the **mast** and/or the cabin house.

(15) One **headsail traveller** control line led to a cleat on the cabin house.

(16) Two **barber haulers** with block for **spinnakers sheets**. One cleat and maximum two fixed blocks/padeyes on each side of the boat mounted aft of the chainplates.

(17) One of the following two **checkstay** systems:

i) Each **checkstay** shall be controlled in a minimum 3:1 ratio tackle system. The tackle with cleat shall be attached to the aft/lower end of the **checkstay** and the **running backstay**.
or

ii) Each **checkstay** shall be controlled by a rope where the upper part of each **checkstay** shall be running through a block fastened to the end of the rope. Each rope shall be running through a block secured fastened on the **mast**. There shall be one block at the *starboard* side and one block at the *portside* of the **mast**. The blocks shall be fixed at a distance 1 140 mm ± 15 mm below the position of the **checkstay rigging point**, measured to the center of the block. From said blocks the rope(s) shall be lead down – inside or outside the **mast** – to cleat(s) at the cabin house. Any tackle system is optional. The aft/lower end of the **checkstay** shall be attached to the **running backstay**.

C.10 SAILS

C.10.1 MODIFICATIONS, MAINTENANCE AND REPAIR

(a) **Maintenance** such as sewing, mending and patching is permitted without re-**certification**. **Repairs** are permitted but a **certification measurer** shall check compliance with these **class rules** afterwards. **Sail** modifications shall require re-**certification** of the **sail**.

(b) If a **sail** has been lost or damaged it may be repaired or replaced only with the approval of the event Technical Committee and in its absence the Race Committee.

(c) Battens may be placed in the **batten pockets**.

C.10.2 LIMITATIONS

(a) Not more than 1 **mainsail**, 1 **headsail**, 1 **spinnaker** and 1 spare **spinnaker** shall be carried aboard.

(b) Only one **mainsail**, **headsail** and **spinnaker** shall be used during an event except when a **sail** has been lost or damaged beyond **repair** and the event Technical Committee, or in its absence the Race Committee, has approved the substitution.

(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. Application

for approval of the change of **spinnaker** shall be made on the first possibility after the incident.

(d) Only one set of battens may be used during an event except when the batten has been lost or damaged beyond repair and the event Technical committee, or in its absence the Race committee, has approved the substitution.

C.10.3 MAINSAIL

(a) IDENTIFICATION

The national letters and sail numbers shall comply with the RRS appendix G.

(b) USE

(1) The **sail** shall be hoisted on a **halyard**. The arrangement shall permit hoisting and lowering of the **sail** whilst afloat.

(2) The **luff** bolt rope or **mainsail** sliders shall be in the **mast** groove.

(3) The **mainsail** shall be attached to the **boom** at the **clew**

(c) OPTIONAL

(1) The **mainsail** foot bolt rope may be fastened to the **boom** in the **boom** groove.

C.10.4 HEADSAIL

(a) USE

(1) The **sail** shall be hoisted on a halyard. The arrangement shall permit hoisting and lowering of the sail whilst afloat.

(2) The **headsail** shall be attached to the **forestay** with fasteners, each not wider than 40 mm and not closer together than 450 mm, except within 100 mm from the centreline of a full-length **batten pocket** whereas the distance is free.

C.10.5 SPINNAKER

(a) IDENTIFICATION

The sail numbers shall comply with the RRS appendix G

Section D – Hull

D.1 PARTS

D.1.1 MANDATORY

(a) **Hull** shell

(b) Deck

(c) Internal mouldings, bulkheads and structural supports

(d) Cockpit console

(e) Mast support column

D.2 GENERAL

D.2.1 RULES

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

D.2.2 MANUFACTURER

(a) The **hull** shall be manufactured by a LM.

D.2.3 IDENTIFICATION

(a) **Hulls** shall carry the WS Plaque permanently placed on the fore *starboard* side of the main bulkhead.

Section E – Hull Appendages

E.1 PARTS

E.1.1 MANDATORY

(a) **Keel**

(b) **Rudder**

E.1.2 OPTIONAL

(a) Tiller extension.

E.2 GENERAL

E.2.1 RULES

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

E.2.2 MANUFACTURER

(a) The **keel and rudder** shall be manufactured by a LM.

(b) The **tiller** manufacturer is optional.

E.2.3 MATERIALS

(a) The **tiller** shall be of wood and optionally reinforced with fiber reinforced plastic.

E.3 KEEL

E.3.1 CONSTRUCTION

(a) The **keel** shall be manufactured by the **LM.**

E.3.2 DIMENSIONS

(a) The **keel** shall conform with the official templates.

E.4 RUDDER AND TILLER

E.4.1 CONSTRUCTION

(a) The **rudder** shall be manufactured by the **LM.**

E.4.2 DIMENSIONS

(a) The **rudder** shall conform with the official templates.

Section F – Rig

F.1 PARTS

F.1.1 MANDATORY

(a) **Mast**

(b) **Boom**

(c) **Standing rigging**

(d) **Running rigging**

(e) **Spinnaker pole**

F.2 GENERAL

F.2.1 RULES

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

(b) The **standing rigging** and **running rigging** shall comply with the **class rules**.

F.3 MAST

F.3.1 MANUFACTURER

(a) The **mast** shall be manufactured by a LM.

F.3.2 FITTINGS

(a) MANDATORY

(1) **Mast** head crane

(2) T-ball fittings for **shrouds**, **running backstays** and **checkstays**

(3) Two set of fixed **spreaders** and one set of fixed jumper **spreaders**

(4) **Mainsail** halyard sheave

(5) **Headsail** halyard sheave box

(6) **Spinnaker** halyard sheave or block

(7) **Spinnaker pole** fitting, fixed eye to the **mast**

(8) **Spinnaker pole** topping lift sheave box or block

(9) Fixed gooseneck

(10) **Boom** vang fitting

(11) **Mast** tabernacle with sheaves or blocks for halyards and other running rigging

(12) Fixed eye, placed 20 mm above the **mast datum point**, for stepping the **mast.**

(13) Fairings in the **mast** foot for **headsail** track adjuster and **spinnaker pole** downhaul.

(b) OPTIONAL

(1) One mechanical wind indicator

(2) Blocks for **checkstay** control

(3) Cleats for **spinnaker** halyard, **spinnaker pole** topping lift and **spinnaker pole** downhaul.

F.3.3 DIMENSIONS

	Minimum	Maximum
Mast length	12 085 mm	12 095 mm
Mast limit mark with	20 mm	-
Mast top point	11 920 mm	11 930 mm
Lower point height	775 mm	785 mm
Upper point height	11 775 mm	11 785 mm
Forestay height	9 642 mm	9 652mm
Upper **shroud height**	9 575 mm	9 585 mm
Middle **shroud height**	6 405 mm	6 415 mm
Lower **shroud height**	3 200 mm	3 210 mm
Jumper **shroud height**, lower attachment point	6 645mm	6 655 mm
Jumper **shroud height**, upper attachment point	11 715 mm	11 725 mm
Headsail hoist height	9 535 mm	9 545 mm
Spinnaker hoist height	11 895 mm	11 905mm
Lower **spreader length**	955 mm	965 mm
Upper **spreader length**	645 mm	655 mm
Spreader angle, lower and upper, backword	5,5º	6,5º
Jumper **spreader length**	325 mm	335 mm
Jumper **spreader a**ngle, forward swept	19,5º	20,5º
Lower **spreader height**	3 320 mm	3 330 mm
Upper **Spreader height**	6 520 mm	6 530 mm
Jumper **spreader height**	10 025 mm	10 035 mm
Spinnaker pole topping lift hoist **height**	8 495 mm	8 505 mm
Running backstay height	9 775 mm	9 785 mm
Checkstay height	4 930 mm	4 940 mm
Spinnaker pole fitting **height**	925 mm	935 mm

F.4 BOOM

F.4.1 MANUFACTURER

(a) The **boom** shall be manufactured by a LM.

F.4.2 FITTINGS

(a) MANDATORY

(1) Two mainsheet blocks with attachments

(2) **Clew outhaul** and **fittings**

(3) **Boom vang fitting**

(4) Gooseneck attachment

(b) OPTIONAL

(1) **Spinnaker pole** stowage fittings

(2) Reefing **fittings**

(3) Cleat for the **outhaul** bridle

F.4.3 DIMENSIONS

	minimum	maximum
Limit mark width	20 mm	-
Outer point distance	-	4 150 mm

F.5 SPINNAKER POLE

F.5.1 MANUFACTURER

(a) Manufacturer is optional.

F.5.2 MATERIALS

(a) The **spar** shall be made of an aluminium alloy extrusion and have the same diameter over its full length.

F.5.3 FITTINGS

(a) The **spinnaker pole** shall be equipped with bridals for **spinnaker pole** downhaul and **spinnaker pole** topping lift.

(b) The **Spinnaker pole** shall have bridles for downhaul and pole lift, two piston-type fittings of any kind. Tripping line or lines are permitted.

(b) Other fittings are optional.

F.5.4 DIMENSIONS

	Minimum	Maximum
Spinnaker pole length	-	4 000 mm
Spinnaker pole outer diameter	63 mm	-

F.5.5 WEIGHTS

(a) The weight, including fittings, shall not be less than 5,7 kg.

F.6 STANDING RIGGING

F.6.1 MANUFACTURER

(a) Manufacturer is optional.

F.6.2 CONSTRUCTION

(a) MANDATORY

(1) A **forestay** of 1x19 stainless wire

(2) **Shrouds** of 1x19 stainless wire

(3) Jumper **shrouds** of 1x19 stainless wire

F.6.3 DIMENSIONS

	Minimum	Maximum
Forestay diameter	5 mm	-
Upper **shrouds** diameter	5 mm	-

Middle **shrouds** diameter	3 mm	-
Lower **shrouds** diameter	5 mm	-
Jumper **shrouds** diameter	4 mm	-

Forestay length**:** Finger hook measure	minimum	maximum
Sparcraft	-	10 490 mm
Nordic Mast	-	10 420 mm
John Mast	-	10 500 mm

F.7 RUNNING RIGGING

F.7.1 MANUFACTURER

(a) Manufacturer is optional.

F.7.2 MATERIALS

(a) Materials are optional according to F.7.3.

(b) Wire shall be 7x19 stainless steel.

(c) Composite rope shall be double braid rope with optional core and cover material

(d) HMPE rope shall be single braid rope of HMPE material.

F.7.3 CONSTRUCTION

(a) MANDATORY

(1) **Mainsail halyard** of wire and/or composite rope

(2) **Mainsail sheet** of composite rope

(3) **Mainsail outhaul** of wire and/or composite rope

(4) **Mainsail** Cunningham line of composite rope

(5) **Vang** of composite rope

(6) **Headsail halyard** of wire and/or composite rope

(7) **Headsail sheet** of composite rope

(8) **Spinnaker halyard** of wire and/or composite rope

(9) **Permanent backstay** of wire or HMPE rope

(10) **Permanent backstay** bridle of composite rope or HMPE rope

(11) **Running backstay** of wire or HMPE rope

(12) **Checkstay** of wire or HMPE rope

(b) OPTIONAL

(1) **Spinnaker sheets** of composite rope

(2) **Spinnaker pole** topping lift of composite rope

(3) **Spinnaker pole** downhaul of composite rope

(4) Single line **spinnaker** barber haulers capable of modifying the sheeting angle in one direction only of composite rope

(5) Reefing Lines

F.7.4 DIMENSIONS

(a) Dimensions. All measures are minimum diameter:

		Wire	Composite rope	HMPE rope
(1)	**Mainsail halyard**	4 mm	8 mm	-
(2)	**Headsail halyard**	4 mm	8 mm	-
(3)	**Spinnaker halyard**	-	8 mm	-
(4)	Permanent **backstay**	5 mm	-	5 mm
(5)	Permanent **backstay** bridle	-	6 mm	5 mm
(6)	**Running backstay**	5 mm	-	5 mm
(7)	**Running backstay** adjuster according to: - C.9.8 (a) (8) i - C.9.8 (a) (8) ii (2:1) - C.9.8 (a) (8) ii (16:1)	 - - -	 8 mm 8 mm 5 mm	 - - -
(8)	**Checkstay**	3 mm	-	3 mm
(9)	**Checkstay** adjuster according to: C.9.8 (a) (17) i C.9.8 (a) (17) ii	 - -	 4 mm 4 mm	 - -
(10)	**Mainsail sheet**	-	10 mm	-
(11)	**Mainsail sheet** traveller line		6 mm	-
(12)	**Headsail sheet** according to: - C.9.8 (a) (12) i - C.9.8 (a) (12) ii	 - -	 8 mm 6 mm	 - -
(13)	**Spinnaker sheets**	-	8 mm	-
(14)	**Spinnaker pole** topping lift	-	6 mm	-
(15)	**Spinnaker pole** downhaul	-	8 mm	-
(16)	**Spinnaker** barber hauler	-	6 mm	-

(b) All other control lines have optional dimensions.

F.7.5 FITTINGS

(a) OPTIONAL

(1) One block or eye on each **spinnaker** barber hauler to run on **spinnaker sheet**.

Section G – 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.**

G.2.2 CERTIFICATION

(a) The **certification measurer** shall certify **mainsails** and **jibs** in the tack and **spinnakers** in the head and shall sign and date the certification mark

(b) WS or an MNA may appoint one or more **In-House certification Measurers** to measure and **certify sails** produced by that manufacturer.

(c) For **spinnakers** manufacturered after the 1st of January 2026**,** the weight in g/m2 of the **body of the sail**, see G.5.2(d), shall be indelibly marked in the head by the sailmaker together with the date and the signature or stamp.

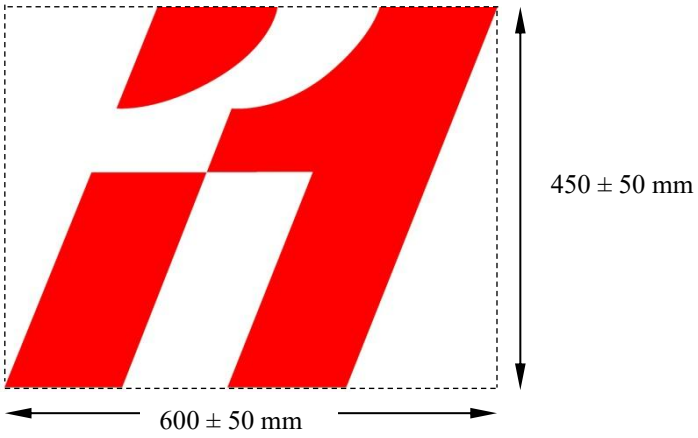
G.2.3 SAILMAKER

(a) The sailmaker is optional.

G.3 MAINSAIL

G.3.1 IDENTIFICATION

(a) The class insignia shall conform with the dimensions and requirements as detailed in the diagram below.



(b) The class insignia shall be in red with overall dimensions of 600 ± 50 x 450 ± 50 mm, as described in the diagram above.

(c) An 11:Metre OD World Champion may elect to display the class insignia in gold.

(d) The class insignia shall be positioned on both sides of the **mainsail**, not lower than the third batten pocket from the top.

G.3.2 CONSTRUCTION

(a) The construction shall be **soft sail**.

(b) Material is optional.

(c) **Reinforcements** are unlimited for size and position.

(d) Type, weight and numbers of **ply** is optional.

(e) The **mainsail** shall have 5 **batten pockets**. The battens shall be a full-length batten. A full-length batten is defined as a batten from **leech** to **luff**.

(f) One reef position may be fitted.

(g) Two windows are permitted:

(1) One **window** below the bottom **batten pocket**

(2) One **window** along the luff between the 3rd an 4th **batten pocket** from the top

(h) The following are permitted: Stitching, glues, webbing, woven and PTFE tapes, bolt ropes, corner eyes, corner rings, headboard with fixings, Cunningham eye or pulley, Velcro or other **fastenings**, reefing points, **batten pocket patches**, **batten pocket** elastic, **batten pocket** end caps, batten retaining devices, **mast** and **boom** slides, **leech** line with cleat, **windows**, tell tales, **sail** shape indicator stripes, sailmaker label and items as permitted or prescribed by other applicable *rules*.

G.3.3 DIMENSIONS

	Minimum	Maximum
Leech length	-	11 600 mm
Foot median	-	11 450 mm
Quarter width	-	3 720 mm
Half width	-	2 930 mm
Three quarter width	-	1 600 mm
Top width	-	160 mm
Headboard **width** from **head point**	-	160 mm
Foot irregularity	-	100 mm

G.4 HEADSAIL/JIB

G.4.1 CONSTRUCTION

(a) The construction shall be **soft sail**.

(b) Material is optional.

(c) **Reinforcements** are unlimited for size and position.

(d) Type, weight and numbers of **ply** is optional.

(e) The **headsail** shall have 3 **batten pockets** in the **leech**. The top batten shall be a full-length batten. The middle and lower batten may be full length battens.

(f) The following are permitted: Stitching, glues, webbing, woven and PTFE tapes, corner eyes, corner rings, clew board, hanks, **batten pocket patches**, **batten pocket** elastic, **batten pocket** end caps, batten retaining devices, **leech** line with cleat, **windows**, tell tales, **sail** shape indicator stripes, sailmaker label and items as permitted or prescribed by other applicable *rules*.

G.4.2 DIMENSIONS

	Minimum	Maximum
Luff length	-	9 600 mm
Leech length	-	8 800 mm
Foot median	-	9 400 mm
Foot length	-	2 950 mm
Quarter width	-	2 150 mm
Half width	-	1 500 mm
Three quarter width	-	820 mm
Top width	-	60 mm
Foot irregularity	-	100 mm
Centre of top **batten pocket** at **leech** from **head point**	2 170 mm	2 230 mm
Centre of middle **batten pocket** at **leech** from **head point**	4 370 mm	4 430 mm
Centre of lower **batten pocket** at **leech** from **head point**	6 570 mm	6 630 mm
Middle and lower **batten pocket inside length**	500 mm	-

G.5 SPINNAKER

G.5.1 MATERIALS

(a) The **ply** fibres shall consist of **woven ply** of polyethylene terephthalate (PET) or nylon.

G.5.2 CONSTRUCTION

(a) The construction shall be **soft sail**, **single ply sail**.

(b) **Reinforcements** are unlimited for size and position.

(c) The **body of the sail** shall consist of the same **woven ply** throughout.

(d) The weight of the **body of the sail** shall be minimum 35 g/m^2

(e) The following are permitted: Stitching, glues, tapes, corner eyes, corner rings, recovery line eyes, **leech** line, tell tales, sailmaker label and items as permitted or prescribed by other applicable *rules*.

G.5.3 DIMENSIONS

	Minimum	Maximum
Luff length	12 000 mm	12 500 mm
Leech length	12 000 mm	12 500 mm
Foot length	6 800 mm	7 000 mm
Foot median	13 000 mm	14 300 mm
Half width	6 800 mm	7 160 mm
Difference between **diagonals**		150 mm

Publication Date: 13 October 2025
Effective Date: 09 November 2025