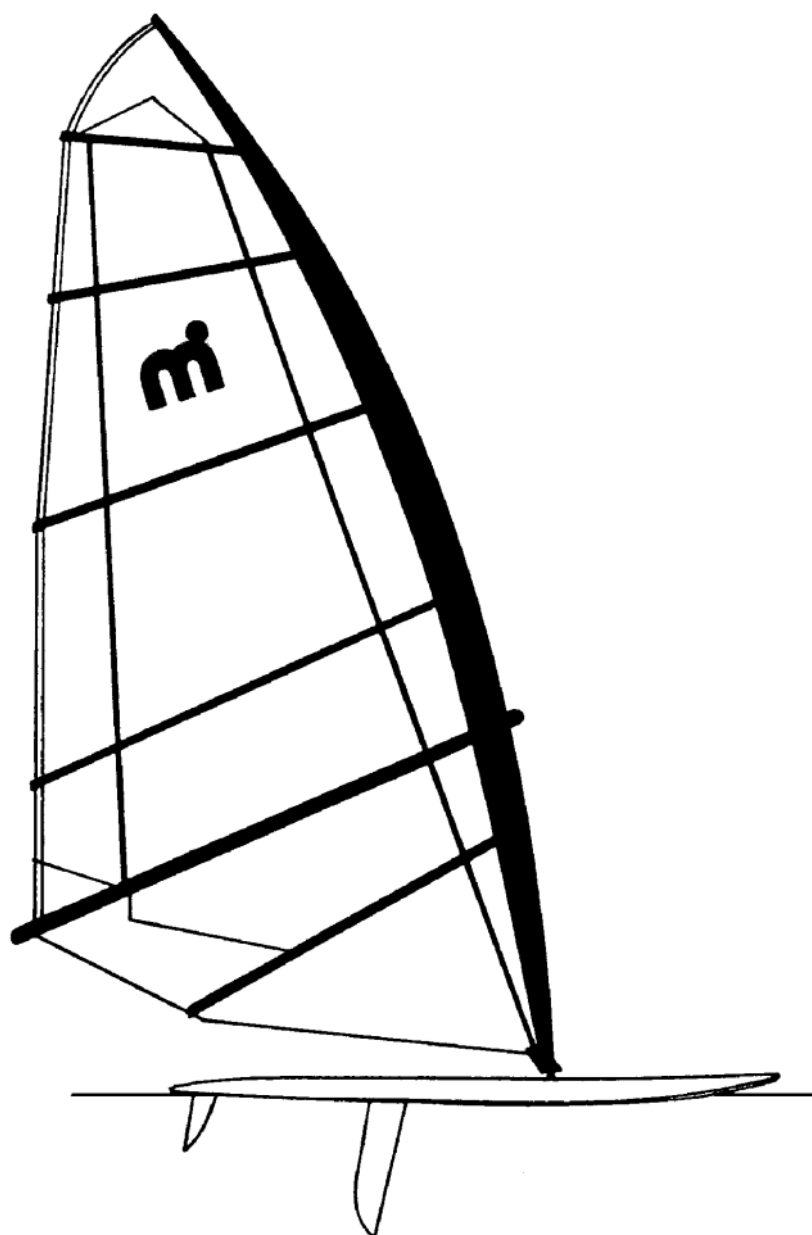


**INTERNATIONAL  
MISTRAL  
ONE DESIGN  
CLASS RULES**

**2005**



The Mistral was designed in 1989 and was accepted as an ISAF International Class the same year.

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# INTRODUCTION

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The Mistral One-Design is a sailboard designed by Boards & More GmbH.

Mistral One-Design hulls, hull appendages, rigs and sails shall only be manufactured by Mistral licensed manufacturers. Such equipment is required to comply with the Mistral One Design Building Specification and is subject to an ISAF approved manufacturing control system.

A hull, a hull appendage, a rig or a sail may, after having left the licensed manufacturer, only be altered to the extent permitted in Section C of these class rules.

Owners and crews should be aware that compliance with rules in Section C is not checked as part of the fundamental measurement process.

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

This introduction provides an informal background and is not part of the International Mistral One Design class rules.

# PART I – ADMINISTRATION

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## Section A – General

### A.1 LANGUAGE

A.1.1 The official language of the class is English and in case of dispute over translation the English text shall prevail

A.1.2 The word “shall” is mandatory and the word “may” is permissive.

### A.2 ABBREVIATIONS

A.2.1 ISAF International Sailing Federation

MNA ISAF Member National Authority

IMCO International Mistral Class Organisation Ltd.

NCA A National Class Association of the IMCO

ERS Equipment Rules of Sailing

RRS Racing Rules of Sailing

### A.3 AUTHORITIES AND RESPONSIBILITIES

A.3.1 The International Authority of the Class shall be the ISAF, which shall co-operate with the IMCO in all matters concerning these **class rules**.

A.3.2 Neither ISAF nor the IMCO accept any legal responsibility in respect of these **class rules** or any claim arising therefrom.

### A.4 ADMINISTRATION OF THE CLASS

A.4.1 ISAF has delegated its administrative functions of the class to MNAs. The MNA 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 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 IWOD which may delegate the administration to an NCA.

### A.5 ISAF RULES

A.5.1 These **class rules** shall be read in conjunction with the ERS.

A.5.2 Except where used in headlines, when a word is printed in “**bold**” type, the definition in the ERS applies, and when a term is printed in “*italic*” type the definition in the RRS applies.

### A.6 CLASS RULE VARIATIONS

A.6.1 At Class Events – see RRS 88.1.d) – ISAF Regulation 26.5(f) applies. At all other events RRS 86 applies.

### A.7 AMENDMENTS TO CLASS RULES

A.7.1 Amendments to these **class rules** require the approval of the ISAF after adoption by a simple majority of the delegates’ vote in a general meeting of the IMCO. Only delegates ‘in good standing’ in accordance with the IMCO Constitution are eligible to vote.

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

A.8.1 Interpretations of these **class rules** shall be made by the ISAF, which in coming to its decision shall consult the IMCO.

## **A.9 SAIL NUMBERS**

A.9.1 Sail numbers shall be issued nationally (i.e. each country issues its own numbers). If their owner's MNA is administering the Class, the owner shall apply to his/her MNA for a sail number, otherwise he/she shall apply for a sail number to his/her NCA.

## **A.10 LICENSED MANUFACTURERS**

A.10.1 Mistral One-Design equipment shall be manufactured by Boards & More GmbH or by other manufacturers appointed and licensed by Boards & More GmbH in consultation with the ISAF referred to as licensed manufacturers in these **class rules**.

## **A.11 COMPLIANCE WITH CLASS RULES**

A.11.1 A **sailboard** ceases to comply with the **class rules** upon:

- a) the use of equipment which does not comply with the **class rules**,
- b) a change of **class rules** that causes equipment in use to cease to be permitted, except where the equipment may comply with the **class rules** in force at the time of its initial construction.

A.11.2 Equipment shall comply with the class rules in force at the time of its initial construction with the exception that all boards shall comply with C 6.2(a) and (b).

## **Section B – Equipment Eligibility**

For equipment to be eligible to be used for *rac*ing, the rules in this section shall be complied with.

### **B.1 CERTIFICATE**

B.1.1 Hull **certificates** are not issued.

### **B.2 EVENT MEASUREMENT**

#### **B.2.1 GENERAL**

- a) For the purpose of RRS 78, **crews** are considered to be the owners.
- b) The role of **Equipment Inspectors** at an event is to verify that equipment has been produced by a Licensed Manufacturer and has not been subsequently altered, (other than as is permitted within these rules) using whatever inspection methods they deem appropriate, including comparison with a standard or a sample of other equipment presented for **Equipment Inspection**. Should this comparison reveal deviation greater than the measurer considers to be within manufacturing tolerances, this should be reported to technical representatives of ISAF and IMCO for investigation and a decision on the legality of the equipment. If this investigation takes longer than the time available for **Equipment Inspection**, the owner may present alternative equipment for **Equipment Inspection**.

### **B.3 EVENT LIMITATION MARKS**

- B.3.1 All items of a **crew's** equipment which are subject to control as per the scheduled on the Regatta Measurement Control Form and which require **event limitation marks** shall be so marked.
- B.3.2 Some items of equipment may receive two **event limitation marks**, one in a readily visible position and a second in a position protected from wear and tear.

### **B.4 REGISTRATION**

- B.4.1 In accordance with the requirements of the IMCO Measurement Regulations for International Regattas or the event organising authority, **crews** shall present their **hull, hull appendages, rig(s)** and **sail(s)** as intended to be raced for **event measurement** and shall not alter the number, size or type of any item of equipment after completing the measurement procedure.

## **PART II – REQUIREMENTS & LIMITATIONS**

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The **crew** and his/her equipment shall comply with the rules in this Part when *racing*. In case of conflict Section C shall prevail. **Equipment Inspection** to check conformity with the rules of Section C is not part of **fundamental measurement**.

The rules in Part II are **closed class rules**. **Equipment Inspection** shall be carried out in accordance with the ERS except where varied in this Part.

### **Section C – Conditions for Racing**

#### **C.1 GENERAL**

##### **C.1.1 RULES**

- a) The following ERS shall not apply: A.2 Certificate; B.9 Setting, Sheeting and Changing Sails.

#### **C.2 CREW**

##### **C.2.1 LIMITATIONS**

The **crew** shall consist of one person.

##### **C.2.2 MEMBERSHIP**

No **crew** is permitted to race at an International Regatta unless he/she is a member of his/her NCA. If there is no NCA, then the **crew** must be a member of the IMCO.

##### **C.2.3 DIVISIONS**

###### **a) Gender Divisions**

- i) Men (A)
- ii) Women (B)

###### **b) Age Divisions**

- i) Youth (C) is a man or a woman who is less than 20 years old;
- ii) A Master (G) is a man who has turned 35 years of age and is less than 45 years of age or a woman who has turned 30 years of age and is less than 40 years of age;
- iii) A Grand Master (H) is a man who has turned 45 years of age and is less than 55 years of age or a woman who has turned 40 years of age and is less than 50 years of age;
- iv) A Veteran (I) is a man who has turned 55 of age or a woman who has turned 50 years of age.
- v) A **crew** must have reached the minimum age limit, in the relevant age division, by December 31<sup>st</sup> before the year of competition. A **crew** must not be older than the maximum age limit, in the relevant age division, by December 31<sup>st</sup> in the year of competition.

###### **c) Weight Divisions - men only**

- i) A heavyweight **crew** shall weigh more than 70 kg.
- ii) A lightweight **crew** shall weigh less than 75 kg.

- iii) A **crew** weighing more than 70 kg but less than 75 kg shall nominate the weight division they intend to compete in at the time of registration.

d) **General**

- i) A minimum of 5 entries is required to constitute a class or a division within a class.

### C.3 PERSONAL EQUIPMENT

C.3.1 **Personal equipment** does not have to be produced by a licensed manufacturer.

C.3.2 a) **Optional**

- i) A harness
- ii) A buoyancy vest or jacket (which may be prescribed as mandatory in the Sailing Instructions)
- iii) A container for holding beverages in accordance with RRS Appendix B2.1(b).

b) **Mandatory**

- i) Clothing and equipment worn or carried by the crew shall not weigh more than 4kg when weighed in accordance with RRS Appendix H.

### C.4 PORTABLE EQUIPMENT

C.4.1 Portable equipment does not have to be produced by a licensed manufacturer.

C.4.2 a) **Optional**

- i) A towrope of minimum length 5 m and a recommended thickness of 5 mm may be carried by the **crew**.

### C.5 ADVERTISING

C.5.1 Only such advertising as permitted by ISAF Regulation 20 - ISAF Advertising Code, Category C shall be displayed.

### C.6 HULL

C.6.1 LIMITATIONS

- a) Only one **hull** shall be used during an event, except when lost or unintentionally damaged beyond repair. Such replacements may be made only with the approval of the jury. The jury shall then cause to have an **event limitation mark** attached to the replacing **hull** and to have removed or defaced any **event limitation mark** attached to the replaced **hull**.
- b) A maximum of 11 and a minimum of 6 footstraps shall be fitted to the existing inserts using any stainless steel screws and round washers with a maximum diameter of 17mm. Footstraps shall be fitted with at least one screw at each end. If used, the Long Light Foam beating straps shall count as two footstraps if fitted with at least one additional screw in the middle.

C.6.2 HULL WEIGHT

- a) The weight of the **hull** including mast track and mast socket, centreboard cassette, gasket assembly and gaskets shall not be less than 15.40 kg.



- b) The centre of gravity of the hull in the condition for C.6.2(a) and with the mast track slider in its aft most position shall be not more 1750mm and not less than 1700mm from the HDP.
- c) Any **corrector weights** shall be securely fixed in a visible position that ensures compliance with C.6.2(a) and (b).
- d) The **hull** may be weighed wet after a minimum of 10 minutes draining standing vertically on its aft edge.

### C.6.3 MAINTENANCE AND MODIFICATIONS

- a.) The **hull** shall not be altered in any way except as permitted by these **class rules**.
- b) Repairs may be carried out provided such repairs are made in such a way that the essential shape, characteristics or function of the original are not affected. The serial number shall remain legible.
- c) Repairs to the under surface of the hull shall be carried out in a contrasting colour.
- d) The under surface of the hull may be rubbed down and polished
- e) The deck grip may be restored to its original condition with a clear coating provided that the original deck graphics can be clearly seen.
- e) Footstraps may be cut and taped and extra attachment holes may be made in the strap.
- f) The mast track pedal may be locked and the recessed area aft of the pedal may be filled.
- g) A lubricant may be used on the mast track assembly and the gaskets
- h) The white stopper at the bottom of the forward end of the **centreboard** cassette shall be permanently fixed in place.
- i) The **centreboard** cassette may be shimmed although the shimming material shall not be fixed to the **hull** shell.
- j) No more than two pieces of foam may be used in the aft half of the **centreboard** well to reduce movement. Each piece shall be no more than 100 mm in dimension in any direction. One piece of self adhesive plastic or fabric tape not measuring more than 125 mm in any direction may be bonded to the hull over the forward end of the centreboard slot flushers.
- k) A strap manufactured by a licensed manufacturer may be fitted over the **centreboard** well to prevent over-rotation.

## C.7 HULL APPENDAGES

### C.7.1 LIMITATIONS

Only one **centreboard** and one **fin** shall be used during an event, except when lost or unintentionally damaged beyond repair. Such replacements may be made only with the approval of the jury. The jury shall then cause to have an **event limitation mark** attached to the replacing **hull appendage** and to have removed or defaced any **event limitation mark** attached to the replaced **hull appendage**.

### C.7.2 MAINTENANCE AND MODIFICATIONS

- a) The **hull appendages** shall not be altered in any way except as permitted by these **class rules**.

- b) Repairs may be carried out provided such repairs are made in such a way that the essential shape, characteristics or function of the original are not affected.
- c) The centreboard shall be fitted with a deck stopper installed so that it cannot extend more than 1420 mm from the **Hull Datum Point (HDP)**. On centreboards supplied following the introduction of the Tuned version of the board the 1420 dimension may be adjusted by filing a flat on the stopper or by bonding a hard shim to the top surface of the cassette at the contact point with the stopper, replacing any factory fitted rubber shim. Centreboards not supplied with the factory fitted stopper shall have a deck stopper fixed in the head (not the horns), made of a material strong enough not to bend under racing conditions and shall be firmly fixed in place.
- d) A lubricant may be used within the **centreboard** cassette and on the **centreboard** buttons.
- e) The sides of the fin root may be sanded or shimmed to fit the box, but filling or fairing material may not extend beyond the surface of the hull.

## C.8 RIGS

### C.8.1 LIMITATIONS

Only two **rigs** each with a different size **sail**, may be used during an event, except when an item has been lost or unintentionally damaged beyond repair. Such item may only be replaced with the same type of item and with the approval of the jury. The jury shall then cause to have an **event limitation mark** attached to the replacing item and to have removed or defaced any **event limitation mark** attached to the replaced item.

### C.8.2 MAINTENANCE AND MODIFICATIONS

- a) The **rigs** shall not be altered in any way except as permitted by these **class rules**.
- b) Repairs may be carried out provided such repairs are made in such a way that the essential shape, characteristics or function of the original are not affected.
- c) The **mast spar** shall be lengthened using an extension.
- d) The **mast spar** extension may be shimmed with any self adhesive tape.
- e) The **mast** spigot may be shimmed.
- f) Any uphaul of the **crew's** choice shall be fitted.
- f) A safety line or device to secure the **rig** to the **hull** may be fitted.
- g) Any adjustable downhaul of the **crew's** choice may be used.
- h) Any adjustable outhaul of the **crew's** choice may be used.
- i) The surface of the **boom spar** grip may be roughened using abrasive material.
- j) The **boom spar** may be lengthened by using extensions produced by a licensed manufacturer.
- k) Any harness lines of the **crew's** choice may be used.

## C.9 SAILS

### C.9.1 LIMITATIONS

- a) Only two **sails** of different size may be used during an event, except when a **sail** has been lost or unintentionally damaged beyond repair. Such replacement may be made only with a **sail** of the same size and with the approval of the jury. The jury shall then cause to have an **event limitation mark** attached to the replacing **sail** and to have removed or defaced any **event limitation mark** attached to the replaced **sail**.
- b) Only one set of battens per sail shall be used during an event. NCAs may allow other battens to be used at non-International events within their jurisdiction.
- c) Only two camber inducers per sail shall be used during an event.

### C.9.2 SAIL IDENTIFICATION

#### a) National Letters and Numbers

The national letters and sail number shall be black in colour and applied “back to back” on an opaque white background to the **sail** immediately above batten 4 and as close to the **leech** as possible. The opaque background shall extend a minimum of 40 mm beyond the national letters and sail number. In all other respects they shall comply with RRS.

#### b) Division Identification

At events where the organising authority specifies the use of identification of division, the identification shall be displayed on the **sail** above the class insignia. The minimum height of the display shall be 230 mm. The divisions and displays shall be:

OLYMPIC FLEET COMPETITORS		Black square	
IMCO MEN HEAVY	IMCO MEN LIGHT	IMCO WOMEN	IMCO YOUTH
Black circle	Black semi circle	Red diamond	Black triangle

### C.9.3 MAINTENANCE AND MODIFICATIONS

- a) **Sails** and fittings shall not be altered in any way except as permitted by these **class rules**.
- b) Repairs may be carried out provided such repairs are made in such a way that the essential shape, characteristics or function of the original are not affected.
- c) Transparent self-adhesive mono-film patches may be attached to the **sail** adjacent to the **boom spar**.
- d) A lubricant may be used on the camber inducers.
- e) Telltales may be used.

## Section D – Hull

### D.1 GENERAL

#### D.1.1 MANUFACTURERS

- a) The **hull** and fittings shall be produced only by a licensed manufacturer.

- b) The **hull** shall be produced only by using moulds in the possession of Cobra International, Thailand.

#### D.1.2 DEFINITIONS

##### **Hull Datum Point**

The point on the **hull** centreplane at the intersection of the underside of the shell and the transom, each extended as necessary.

#### D.1.3 IDENTIFICATION

- a) The **hull** shall carry the serial number issued by the licensed manufacturer in a legible condition. A **hull** built after serial No 30201677 shall have the serial number embossed into the deck on the centreline forward of the towing eye.
- b) The **hull** shall carry the words "Mistral One Design" and a **hull** built after serial No 30201677 shall carry a Mistral One Design 2005 logo in a circular recess in the deck forward of the mast track.

### D.2 MATERIALS, CONSTRUCTION AND DIMENSIONS

Shall comply with the Mistral One Design Building Specification

### D.3 FITTINGS

- a) mast track complete
- b) centreboard cassette
- c) fin box
- d) gasket assembly
- e) gaskets
- f) towing eye
- g) footstrap fixing inserts
- h) footstraps

## Section E – Hull Appendages

### E.1 GENERAL

#### E.1.1 MANUFACTURERS

**Hull appendages** shall be produced only by a licensed manufacturer in consultation with the ISAF.

#### E.1.2 IDENTIFICATION

- a) The **centreboard** shall have a serial number moulded in by the licensed manufacturer.
- b) The **fin** shall carry the words "Mistral One Design".

### E.2 MATERIALS, CONSTRUCTION AND DIMENSIONS

Shall comply with the Mistral One Design Building Specification

## Section F – Rigs

### F.1 GENERAL

#### F.1.1 MANUFACTURERS

**Masts, booms** and fittings shall be produced only by a licensed manufacturer.

#### F.1.2 IDENTIFICATION

- a) The top and bottom sections of the **mast spar** shall be manufactured with an identifying red strand within the wall thickness and each shall carry an engraved serial number issued by the licensed manufacturer in a readable condition.
- b) The **mast spar** top and bottom sections and the **boom spar** shall be identified by the words “Mistral One Design” applied in the factory.

### F.2 MATERIALS, CONSTRUCTION AND DIMENSIONS

Shall comply with the Mistral One Design Building Specification

### F.3 FITTINGS

- a) a **mast spar** extension
- b) a universal
- c) **boom spar** extensions

## Section G – Sails

### G.1 PARTS

- a) 7.4 m<sup>2</sup> **sail**
- b) 6.6 m<sup>2</sup> **sail**

### G 2 GENERAL

#### G 2.1 MANUFACTURERS

**Sails** and fittings shall be manufactured by a licensed manufacturer.

#### G 2.2 IDENTIFICATION

##### a) Sails

- i) Class insignia shall be applied by the manufacturer.
- b) Battens
  - i) Battens shall have an identification sticker with barcode applied in the factory and be numbered 1 to 5 according to position in the **sail** from the **head**.
  - ii) Battens shall be rectangular pultruded clear polyester resin except batten No 4 in the 7.4m<sup>2</sup> **sail**, which shall be the rectangular laminated grey Robichaud batten.

### G.3 MATERIALS, CONSTRUCTION AND DIMENSIONS

Shall comply with the Mistral One Design Building Specification

### G.4 FITTINGS

- a) Battens

b) Camber inducers

Effective Date: 1 January 2005

Previous issue: 23 January 2004