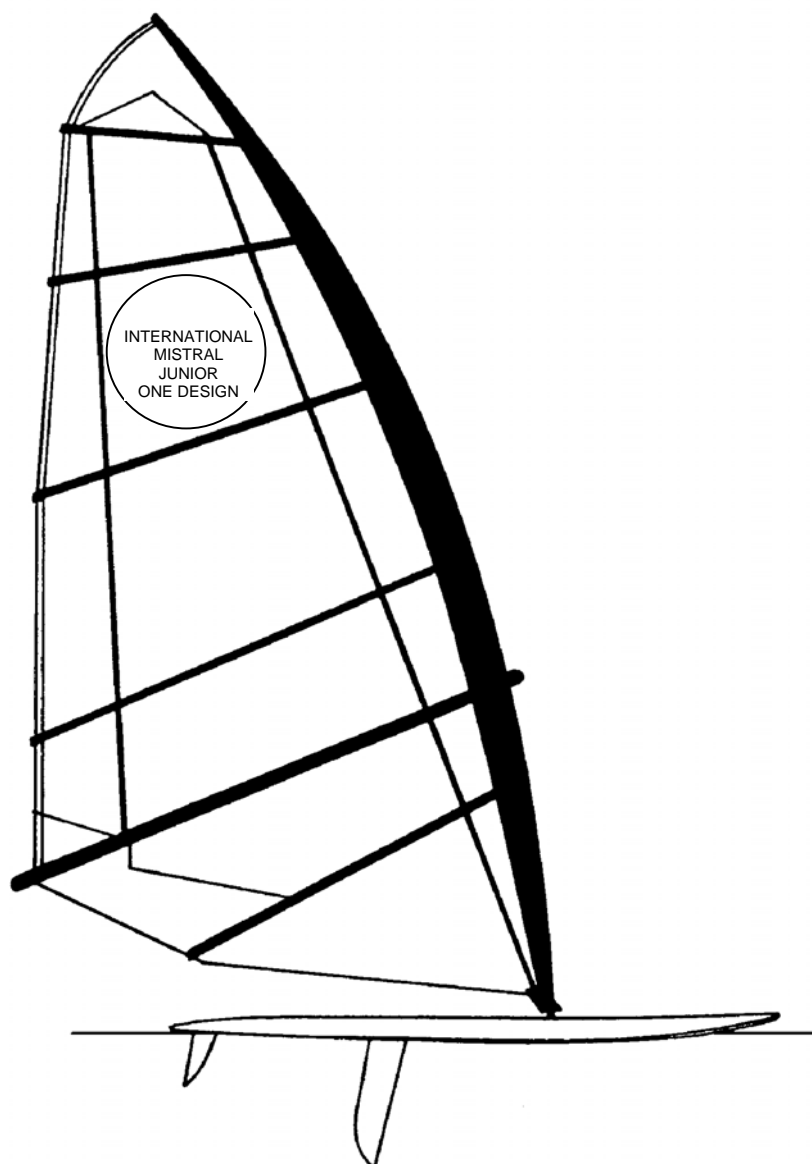


# INTERNATIONAL MISTRAL JUNIOR ONE DESIGN CLASS RULES

2005



The Mistral Junior One Design Class, formerly known as the Mistral Junior One Design Class, was accepted as an ISAF International Class in November, 2000.

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## INTRODUCTION

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The Mistral Junior One Design Class uses a sailboard designed by Boards & More GmbH.

Mistral One Design hulls, hull appendages, rigs and sails shall only be manufactured by 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 Mistral Junior One Design class rules.

**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
- MJOD Mistral Junior One Design Class Organisation
- NCA National Class Organisation of the MJOD
- 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 MJOD in all matters concerning these **class rules**.
- A.3.2 Neither ISAF nor the MJOD accept any legal responsibility in respect of these **class rules** or any claim arising there from

**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 MJOD, 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 87.1.d) – ISAF Regulation 26.5(f) applies. At all other events RRS 86 applies.

**A.7 CLASS RULE AMENDMENTS**

- 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 MJOD. Only delegates 'in good standing' in accordance with the MJOD Constitution are eligible to vote.

**A.8 CLASS RULE INTERPRETATION**

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

**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**

A10.1 Mistral Junior 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 **hulls** shall comply with C.6.2(a) and (b).

## **Section B – Equipment Eligibility**

For equipment to be eligible to be used for *racing*, it shall comply with the rules in this section.

### **B.1 CERTIFICATE**

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

### **B.2 EVENT INSPECTION**

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

- a) For the purpose of RRS 78, **crews** are considered to be the owners.
- b) The role of the **Equipment Inspector** at an event is to verify that equipment has been produced by a licensed manufacturer and has not been subsequently altered, using whatever inspection methods deemed appropriate, including comparison with a standard or a sample of other equipment presented for **Equipment Inspection**. Should this comparison reveal deviation greater than the **Equipment Inspector** considers to be within manufacturing tolerances, this should be reported to technical representatives of ISAF and MJOD 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 Equipment Inspection 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 MJOD Equipment Inspection 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 registration 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 Inspections** 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 MJOD.

##### C.2.3 DIVISIONS

###### a) Age Divisions

- a) Junior (D) is a boy or girl who is less than 17 years old and must have reached the age of 15.
- ii) Minim (E) is a boy or girl who is less than 15 years old and must have reached the age of 13.
- iii) Mini-Minim (F) is a boy or girl who is less than 13 years old and must have reached the age of 9.
- iv) 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.

###### b) 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
- iii) A container for holding beverages in accordance with RRS Appendix B4.2.

##### b) Mandatory

- i) Clothing and equipment worn or carried by the **crew** shall not weigh more than 4 kg 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 Optional

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

## C.5 ADVERTISING

- C.5.1 Only such advertising as permitted by RRS Section II, Appendix 1 - 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 complete, centreboard cassette, gasket assembly and gaskets shall not be less than 15.50 kgs.
- 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 than 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.
- f) Footstraps may be cut and taped and extra holes may be made in the strap.
- g) The mast track pedal may be locked and the recessed area aft of the pedal may be filled.
- h) A lubricant may be used on the mast track assembly and the gaskets
- i) The white stopper at the bottom of the forward end of the **centreboard** cassette shall be permanently fixed in place.
- j) The **centreboard** cassette may be shimmed although the shimming material shall not be fixed to the **hull** shell.
- k) 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.
- l) One piece of adhesive plastic or fabric tape not measuring more than 125mm in any direction may be bonded to the **hull** over the forward end of the **centreboard** slot flushers.
- m) A strap produced by a licensed manufacturer shall be fitted over the **centreboard** well to prevent over-rotation.
- n) A mast foot protector of the **crew's** choice may be fitted.

## C.7 HULL APPENDAGES

### C.7.1 LIMITATIONS

Only one **centreboard** and one **fin** shall be used during an event, except when lost or 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). Such deck stoppers shall be fixed in the head (not the horns) and made of a material strong enough not to bend under racing conditions and shall be firmly fixed in place. On **centreboards** supplied with a factory fitted deck stopper, the 1420mm dimension may be adjusted by filing a flat on the stopper or by bonding hard shims to the top surface of the cassette at the contact points with the stopper, replacing any factory fitted rubber shims.
- 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 materials may not extend beyond the surface of the **hull**.

### C.8 RIGS

#### C.8.1 LIMITATIONS

Only two **rigs** each of a different size **sail**, may be used during an event, except when an item 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 item and to have removed or defaced any **event limitation mark** attached to a 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.
- g) A safety line or device to secure the **rig** to the **hull** may be fitted.
- h) Any adjustable downhaul of the **crew's** choice may be used.
- i) Any adjustable outhaul of the **crew's** choice may be used.
- j) The surface of the **boom spar** grip may be roughened using abrasive material.
- k) The **boom spar** may be lengthened by using extensions produced by a licensed manufacturer.
- l) 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 – 6.6 m<sup>2</sup> and 5.9 m<sup>2</sup> for Junior and Minim **crews** and 5.9 m<sup>2</sup> and any other **sail** less than 5 m<sup>2</sup> of the **crew's** choice for Mini-Minim **crews** – 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.
- c) Only one Design battens shall be used with One Design **sails**.
- d) A maximum of two camber inducers shall be used per sail during an event.
- e) Only One Design camber inducers shall be used with One Design **sails**.

#### 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 the 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:

###### Junior

- Boy - Black outlined square
- Girl - Red diamond and a black outlined square

###### Minim

- Boy - Coloured ribbon attached to boom end
- Girl - Red diamond and a coloured ribbon attached to boom end

###### Mini-Minim

- Boy - Coloured ribbon attached to end of top batten pocket
- Girl - Red diamond and a coloured ribbon attached to end of top batten pocket.

#### 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.

##### 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 have a serial number moulded in by the licensed manufacturer and shall carry an International Windsurfing One Design logo in a circular recess in the deck forward of the mast track.

- b) The **hull** shall carry the words "International One Design".

## D.2 MATERIALS, CONSTRUCTION AND DIMENSIONS

Shall comply with the International Windsurfing One Design Building Specifications.

## 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.

#### E.1.2 IDENTIFICATION

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

### E.2 MATERIALS, CONSTRUCTION AND DIMENSIONS

Shall comply with the International Windsurfing One Design Building Specifications

## Section F – Rigs

### F.1 GENERAL

#### F.1.1 MANUFACTURERS

**Masts, booms** and fittings shall be produced only by a licensed manufacturer except that any **mast spar** and any **boom spar** may be used when a **sail** of 5.9m<sup>2</sup> or less is used or when a North Sting 30 (30% carbon) 4600mm **mast spar** is used.

#### 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 top and bottom sections of the **mast spar** and the **boom spar** shall be identified by the words "Mistral One Design" applied in the factory.
- c) When a **sail** of 5.9m<sup>2</sup> or less is used or when a North Sting 30 (30% carbon) 4600mm **mast spar** is used F.1.2 a) and b) are not applicable.

### F.2 MATERIALS, CONSTRUCTION AND DIMENSIONS

Shall comply with the Mistral One Design Building Specifications except for the **mast spar** and **boom spar** used with a **sail** of 5.9m<sup>2</sup> or less or when a North Sting 30 (30% carbon) 4600mm **mast spar** is used.

### F.3 FITTINGS

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

## **Section G – Sails**

### **G.1 PARTS**

- a) 6.6 m<sup>2</sup> One Design **sail**
- b) 5.9 m<sup>2</sup> One Design **sail**
- c) **Sails** less than 5.0 m<sup>2</sup> of the **crew's** choice

### **G.2 GENERAL**

#### **G 2.1 MANUFACTURERS**

One Design **sails** and fittings shall be produced only by a licensed manufacturer.

#### **G 2.2 IDENTIFICATION**

##### **a) Sails**

i) One Design **sails** shall have a Class insignia applied by the manufacturer.

##### **b) Battens**

i) One Design 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) Any battens and camber inducers of the **crew's** choice may be used with non One Design **sails**.

### **G.3 MATERIALS, CONSTRUCTION AND DIMENSIONS**

Shall comply with the International Windsurfing One Design Building Specifications

### **G.4 FITTINGS**

- a) Battens
- b) Camber inducers

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