

*... Il Monotipo é una Scelta di rigore sia da parte del Progettista che di colore che vi si appassionano, una “delle filosofie di questo sport” che non può prescindere da regole vincolanti per tutti.*

Ettore Santarelli  
(13 Gennaio 1996)

---

I N D E X

<b>ITEM 1</b>	- AIM OF THE RULES AND GENERAL REMARKS	PAG. 4
<b>ITEM 2</b>	- LANGUAGE, AUTHORITIES AND BUILDERS	PAG. 4
<b>ITEM 3</b>	- MEASUREMENT CERTIFICATE	PAG. 5
<b>ITEM 4</b>	- COSTRUCTION	PAG. 6
<b>ITEM 5</b>	- HULL AND DECK	PAG. 6
<b>ITEM 6</b>	- KEEL	PAG. 7
<b>ITEM 7</b>	- RUDDER, PORT AND TILLER	PAG. 7
<b>ITEM 8</b>	- SPARS	PAG. 7
	Mast	PAG. 8
	Boom	PAG. 9
	Spinnaker boom	PAG. 10
<b>ITEM 9</b>	- SAILS – GENERAL REMARKS	PAG. 10
<b>ITEM 10</b>	- MAINSAIL	PAG. 11
<b>ITEM 11</b>	- JIB	PAG. 12
<b>ITEM 12</b>	- GENOA	PAG. 12
<b>ITEM 13</b>	- SPINNAKER	PAG. 12
<b>ITEM 14</b>	- DECK EQUIPMENT AND RUNNING	PAG. 12
<b>ITEM 15</b>	- PARTICIPATION IN RACES AND EQUIPMENT	PAG. 13
<b>ITEM 16</b>	- CREW	PAG. 13
<b>ITEM 17</b>	- ADVERTISING	PAG. 14
<b>ITEM 18</b>	- AMENDMENTS OF THE RULES	PAG. 14
<b>ITEM 19</b>	- LIABILITY	PAG. 14
<b>ITEM 20</b>	- TEMPORARY RULE	PAG. 15
<b>PLAN 1A</b>	- HULL	PAG. 16
<b>PLAN 1B</b>	- KEEL AND RUDDER	PAG. 17
<b>PLAN 2A</b>	- SAILS     MAINSAIL AND HEAD SAILS	PAG. 18
	DETAILS	PAG. 19
<b>PLAN 2B</b>	- SPARS	PAG. 20
	DETAILS	PAG. 21

---

**ITEM 1) AIM OF THE RULES AND GENERAL REMARKS**

- a) The “Asso 99 ” is an ONE-DESIGN CLASS yacht.  
The aim of the Rules is to make sure that design features remain unchanged, to guaranteed the compliance of the yachts in Class “Asso 99” with a One-design Class, and to limit operation expenses.
- b) With the exeption of certain specifically authorized alterations, the yacht in the Class shall be identical with regard to the hull, deck, keel, rudder, spar measurements, weight and weight distribution, sail plan and equipment.
- c) All yachts shall comply with PLANS 1A and 1B, 2A and 2B, with the building specifications and the Class Rules; in case of doubt, the Rules shall always apply.  
All not precisely considered in These Rules must be regarded as forbidden and therefore any alteration, modification or unusual solution shall be submit to the Technical Committee - to whom is constitutionally due the interpretation of the Class Rules – and necessary obtain his previous approval.

**ITEM 2) LANGUAGE, AUTHORITIES AND BUILDERS**

- a) The official language of the Class is English.  
In the event of a dispute concerning the interpretation of the Class Rules translated into another language, the original Italian test shall apply.
- b) **Definitions** – To simplify the Rules the following terms are defined:
- |                              |  |
|------------------------------|--|
| the <b>Rules</b>             | : the Class Rules;   |
| the <b>Class</b>             | : the Class Association ASSO 99;                                   |
| the <b>Committee</b>         | : the Managing Committee of the Class ASSO 99;                     |
| the <b>Licensee Builders</b> | : the Boatyards and Builders authorised by the Designer;           |
| the <b>Certificate</b>       | : the Measurement or Rating Certificate ;                          |
| the <b>Yacht</b>             | : the yacht ASSO 99 in racing train excluding sails and equipment; |
- c) Competent Authorities - The Authorities are the National Federations and the Class.
- d) Builders – The ASSO 99 shall be built only by licensee Builders in accordance with the current Rules and the building specifications as formulated in detail by the Designer, deposited with the Class.  
The name of the holder of the design copyright shall be commicated to the Class in writing and brought up to date whenever the name of the copyright holder changes, even if this change of name is only temporary.  
Moreover, the Designer shall be obliged to inform the Class in writing of the names of all the licensee Builders.  
Permits are no required by the Builders of sails, instruments, deck equipment, sheets, halyards, shrouds, stays and any other part subjects to heavy wear.  
The Class reserves the right to prohibit the use of parts supplied by Builders which have seriously violated the current Rules.

---

**ITEM 3) MEASUREMENT CERTIFICATE**

- a) The Certificate is the document which proves compliance of all ASSO99 yachts with the provisions of the Rules in force ; it is issued by the Committee upon the authorization of National Authority after certification by a measurement or rating Official recognized by the Class.  
The Certificate can be invalidated by the competent Authorities, should grave violations of current Rules be ascertained.
- b) The sail number shall be allotted by the Committee at the request of the licensee Builder, in consecutive numerical order and uniform progression.
- c) A change in the yacht ownership invalidates the Certificate, making a new registration necessary.  
The Committee, at the Owner's simple written request, will issue a new Certificate, without the necessity for a new measurement or rating, on condition that the both Owners gave a related declaration to have made no changes to the yacht.
- d) It is the Owner's responsibility to ensure that the yacht always complies with the Rules and that a copy of the certificate is kept on board.
- e) A change of keel or rudder shall invalidate the Certificate until a new measurement of replaced part or the part connected to it has been carried out. The Certificate is likewise invalidated by any repairs altering the previous weights, shapes or measures which result in a violation of the current Rules.
- f) Checking and measuring methods of the hull, spars and sails – unless differently expressed in the current Rules – shall be in accordance with ISAF recommendations.
- g) In the Certificate the measurement Official shall report anything esteemed to be a deviation from One-design class features or suspected as a violation of the current Rules.  
The Certificate shall be invalidated when the Technical Committee, summoned by the measurement Official, decides against the yacht charged with the infringement.  
The yacht can also be penalized for the races she has already participated in up to that date and to obtain a new Certificate she shall put matters right and submit herself to a new measurement.
- h) To check compliance with the current Rules the Technical Committee, independently or at the Class Committee's request, may carry out at any time checks on the construction of the yachts, using measurement Official.
- i) The weight of the yacht including dry equipment shall not be lower than 1.100 kg.  
When the yacht is weighed she shall have only the following equipment:  
- 1 mast, 1 boom, 1 spinnaker boom with the respective rigging;  
- mainsail, genoa and spinnaker sheets;  
- all the deck equipment in its final version;  
- cockpit hatch and bottom boards.  
The same equipment which the yacht had when her weight was checked shall be use races,

---

Any additional ballast found to be necessary during the measurement shall be composed of lead-plates, fastened to the hull at the heel of the mast between the two central bulkheads and impregnated with resin, and subsequently entered in the Certificate.

- j) The new yachts shall be delivered and already measured directly from the Licensee Builder.

**ITEM 4) CONSTRUCTION**

- a) The hull, deck, interior fittings and respective structures, keel, rudder and basic fittings shall comply with building specifications, the Rules and PLAN 1A and 1B.
- b) Any detected or suspected alteration in the structure of the hull, the deck, the interior structures and supports, items for which precise descriptions have not been laid down in the Rules or in the building specifications – or subsequent to a measurement or rating Official with samples taken with measurement and check from those 3 yachts drawn by lot and having sail number which are no more than 20 numbers from the yacht being checked. The contested yacht shall be accepted if there is no evidence of alteration. If there is evidence of alteration, the matter shall be referred to the Race Jury and/or the Committee, which will take the necessary action for such a case.

**ITEM 5) HULL AND DECK**

- a) The hull and deck shall be pressed from fibre-glass and vinylester resin according to the building and lamination specifications of the original design, in moulds authorized by the Designer.
- It is permitted to paint the hull in the colour of one's choice, to carry out repairs limited to an area of 0,2 square meters.
- More extensive repairs shall be approved by a licensee Builder or by a measurement or rating Official.
- b) The shape of the hull and deck, the position of the bulkheads and the supports, the interior structures, the mast gate for the heel of mast, and any other part attached to the hull and to the deck and impregnated with resin shall comply with the original PLANS supplied by the Builder.
- c) The following is absolutely forbidden:
- To remove material, to make holes in the deck not intended for inserting screws to fix the rigging or for inserting a maximum of two ventilators, to effect alterations or replacement of materials, to rub down or to alter the position of the regulation equipment in any way.
- To remodel the profile and contours of the hull, to make openings or holes in the planking of the hull which are not intended for only one echo-sounder and/or one log.

---

**ITEM 6) KEEL**

- a) The keel shall be supplied by a licensee Builder, made from a stainless steel casting 3 mm  $\pm$  0,2 mm thick, filled with lead, so that any extra vacant volume shall be situated in the upper part.  
The total weight shall be comprise between 450 and 480 kg.
- b) The keel shall comply with PLAN 1B and Class Rules.  
It may be only varnished to protect itself and for antivegetative use too.  
Deliberate changes in the shape and thickness of its sections are not allowed.  
it is not permitted to join the keel to the hull with filler or any other material.
- c) The Builder shall weigh the keel before it is fixed to the hull and register the weigh in a document which certifies its compliance with current Rules and the yacht for which it is intended.  
Its weight shall be registered by the measurement or rating Official on the Certificate.  
The Builder shall also put his mark onto the keel in a visible position, certifying its compliance with the current Rules.

**ITEM 7) RUDDER, PORT AND TILLER**

- a) The rudder shall be supplied by a licensee Builder, formed from a fibreglass and vinyl ester resin moulded shall authorized by the Designer, with its axle in aluminium or aluminium alloys and its core in wood and P.V.C. foam.  
The weight of the axle and the rudder together shall be exactly or above 8 kg.
- b) The external measurements and the shape of the rudder shall respect the official rudder design and the PLAN 1B.
- c) The tiller shall be made wood, the measurement of which are not regulated.  
An extension of any shape or material may be attached to the tiller.
- d) The jaws of the tiller shall be made of stainless steel.
- e) The bushes of the rudder, normally subject to much wear and tear, may be replaced freely and manufactured of any material, provided their measurements correspond to the original measurements

**ITEM 8) SPARS**

- a) The spars shall be made of extruded aluminium or aluminium alloys.  
The mast, the boom and the spinnaker boom shall comply with the spar specifications and PLANS 2A and 2B.  
Alterations or modifications of the extrusion of the spars are not permitted, except for installation of rigging and fittings as specified in the Rules.  
The sections of the extrusions used for building the mast, the boom and the spinnaker boom shall be identical to the samples deposited with the Class and cannot be altered without the authorization of the same, whereas the deposit of new sections of extrusions shall be subjected to the Technical Committee's control and evaluation – even if they comply with the deposited samples and with the present Class Rules – and the use of these new

---

sections must be preventively approved by the Assembly.  
The measurement or rating marks on the spars shall be permanently fixed, placed there by the Builder, and shall be at least 25 mm wide.

b) **Mast**

The mast shall be made in compliance with the designs in PLANS 2B, of extruded aluminium or aluminium alloy, the section having a minimum weight of 2,3 kg per linear meter.

The longitudinal section shall measure between 115 mm and 118 mm.

The cross section shall measure between 76 mm and 78 mm.

Masts the section measurements of which differ will only be admitted if built and installed before the current rules were approved; if replaced, however, they shall comply with the types registered.

b1) The rings connecting the spinnaker boom to the mast shall be permanently fixed, they shall not protrude more than 50 mm from the bow side of the mast and shall not be higher than 1.800 mm above the sides of the yacht.

b2) The halyards shall be:

- 1 mainsail halyard of steel wire 3 mm diameter in addition to woven rope with a minimum diameter of 8 mm;
- 2 genoa Halyards of steel wire 3 mm diameter in addition to woven rope with a minimum diameter of 8 mm;
- 1 spinnaker halyard of woven rope with a minimum diameter of 7 mm;
- 1 spinnaker boom topping lift of woven rope with a minimum diameter of 7 mm;

b3) The ropes of trapezes wires shall be either in made of steel cable with a minimum diameter of 2,5 mm. or in textile cables with a minimum diameter of 3,5 mm.

b4) The unifilar, spiralled stainless steel shrouds shall comprise:

- |                  |               |   |    |
|------------------|---------------|---|----|
| - bottom shrouds | min. diameter | 4 | mm |
| - middle shrouds | min. diameter | 3 | mm |
| - top shrouds    | min. diameter | 4 | mm |
| - top runners    | min. diameter | 4 | mm |
- with the runner return in woven rope max. diameter 10 mm and maximum ratio of runner/return of:
- 2:1 operated with a winch having 32 :1 maximum ratio of power;
  - 3:1 operated with a winch having 16 :1 maximum ratio of power.
- |                    |               |     |    |
|--------------------|---------------|-----|----|
| - bottom runners   | min. diameter | 2,5 | mm |
| - forestay         | min. diameter | 4   | mm |
| - prevent backstay | min. diameter | 2,5 | mm |
| - jumper shrouds   | min. diameter | 2,5 | mm |
| - jumper stay      | min. diameter | 2,5 | mm |

b5) The total weight of the mast, whole provided, shall be exactly or above 56 kg.

b6) The length of the forestay shall be between 10 445 mm and 10 415 mm, measured from the centre of the pin on the attachment to the mast down to

---

the deck at the point of attachment.

The stay shall be equipped with a groove (hallw stay), and it shall not be technically possible to lengthen or shorten it beyond the prescribed measurement.

A jib roller is not permitted.

- b7) The heel of the mast shall be in die-cast aluminium and shall be equipped with a groove to enter the pivot.

The position of the pivot in the mast gate may occupy various position, but the mast gate shall be firmly and permanently attached to the hull.

- b8) Changes in the position of the mast heel , adjustment of the shrouds and forestay are not permitted during a race.

So, even the temporary use of every rigging (standing or running one ) , in place of the forestay or to change its function, is forbidden.

Wedges are permitted for adjustment on deck and the use of the wedges is the only solution for adjustment on deck and therefore any other rigging or tools are forbidden for this adjustment.

- b9) The Builder shall also place to the mast the data necessary to facilitate measuring and particularly:

- engraving, on the stern side of the mast, at the 0.00 point of the borders line ;
- engraving, on the forward side of the mast, at 8945 mm, from the centre of the pin of the forestay attachment on the mast.

- b10) A batten of the aft stay set up in masthead shall be used.**

c) **Boom**

The boom shall be made in compliance with the design in PLANS 2A, in extruded aluminium or aluminium alloys.

The cross section of the boom shall measure a maximum of between 105 mm and 135 mm.

It shall not be permanently bent and shall not have more than 7 openings on each side, the maximum diameter of which shall be 60 mm; tapering is permitted in the last 350 mm.

The boom must have the rigging manned for the reefs and be provided with suitable and specific rigging on the deck.

The vang or kicking strap shall be made of steel and/or woven rope: hydraulic or permanently fixed vangs are forbidden.

d) **Spinnaker boom**

The length of the spinnaker boom, including fittings, shall not exceed 3600 mm. The spinnaker boom shall be equipped with two stainless steel bobstays extending the whole length in order to hook up the topping lift and the downhaul, there being no restrictions on the type of hook device or connecting lines.

**ITEM 9) SAILS – GENERAL REMARKS**

- a) During a race there shall be no more than one mainsail, ~~two~~ **one Genoa1** ~~genoa one of 1 type and one of 2 type~~, one jib and one spinnaker on board. Any member of the Jury or of the Race Committee may request this rule to be checked, but the Committee has the power to allow the equipment on

- 
- board of a second spinnaker in relation to the type of race, giving the notice in Sailing Instruction or with a special advice.
- b) All sails shall be made by a cloth whose weight and structure shall be uniform in all the fixed minimum weight zone and shall comply with all the measurements in PLANS 2A.  
All sails shall be made with panel system not larger than 1,5 metres. They cannot make use of structural continuous fibres or yarns.
- c) The mainsail, the jib and the genoa may be equipped with a maximum of three transparent “windows” in any material.  
If present, not a single measurement of any window shall exceed 1 200 mm and not a single edge of any window shall be located less than 80 mm from the sail edge nearest to the window.  
Reinforcements and safety precautions against the effects of friction are permitted as long as the fabrics used are the same as those permitted for the sails.
- d) The sails shall be measured according to the recommendations of the ERS-ISAF, except the measures otherwise fixed in these Rules.  
For the mainsail and the bow sails shall be identified the zones with a minimum weight – according to PLANS 2A – as those areas placed back and included between the imaginary line connecting the halyard point to the third back medium of the cord strained from the clew point to the rope point and above the cord itself and the imaginary line connecting the rope point to the third lower medium of the luff.
- e) The National letters and the sail numbers – with the omission of 99 – must be positioned on the mainsail, while on the spinnaker only the sail number must be positioned and the national letters can be left out.
- f) The national letters and the sail numbers shall not be larger than the following measurement:  
- height: 380 mm  
- width: 260 mm  
- thickness: 80 mm  
- the space between adjoining letters and numbers: 80 mm
- g) Every sail shall be measured, stamped, dated and signed by a measurer in the vicinity of the tack. The sails shall be in conformity with the class rules during the measurement. The manufacturer’s indelible mark shall be displayed on the sails in the vicinity of the tack and shall measure no less than 15x15 cm indicating: his company, the sail number – with the exception of the 99 – the date of construction and the minimum weight of the cloth in the area according to the item 9/d gr./mq and the total weight of the sail in Kg. The SAIL –LABEL of the class shall be displayed on every sail. It shall be signed and dated by a measurer.
- h) A UNI disk shall be displayed by the manufacturer near the tack. It shall be made by the accounted cloth in the fixed weight zone and shall be directly sewed on the sail clew, so to be easy to move, to examine, to check and to use it for a visual comparison with the accounted cloth in the fixed weight zone.  
During the visual comparison, the UNI disk shall be super imposable to the accounted cloth in the fixed weight zone and it shall be of the same weft and of the same quantity of the structural yarns.

- i) The Class symbol, that must be positioned on the mainsail between the first and the second high batten., is represented by the number 99 in green colour underlined with a blue line on the right side and, on the left side, with a blue line – superimposed on the previous one – over the number 99 in green colour, and it shall comply with the PLANS 2A.

**ITEM 10) MANSAILS**

- a) The length of the luff ( P ) shall not exceed 11.250 mm ; the length of the foot ( E ) shall not exceed 4.150 mm and its shape shall have a bending almost uniform and its maximum rise (shelf) shall not exceed 350 mm.
- b) The measurements across shall be taken at three points: seven eighths, three quarters and half way up the leech.  
The maximum width at seven eighths, measured across the leech including the bolt rope, shall not exceed 990 mm.  
The maximum width at three quarters, measured as above, shall not exceed 1.700 mm.  
The maximum width half way up, measured as above, shall not exceed 2.800 mm.
- c) The sail shall be equipped with 5 battens, the two higher of which must be full-batten ones, and the lowest three shall not exceed 1.300 mm.  
The distance between the meeting point of the leech with the upper part of the top, and/or its extensions, and the upper part of the batten pocket, measured at the meeting point with the leech, shall not be lower than 1.600 mm for the first batten and than 3.000 mm for the second batten.
- d) The mainsail leech – in the various sectors through the top and the first batten, through the first and the second one and so on – must have a trend almost straight.
- e) The mainsail shall have at least one set of reefs to be deployed more than 1.200 mm above the boom.
- f) The cloth, in the related zone related of Art. 9/d, shall not be lower than 220 gr/mq (like about to 5.0 oz) in weight.
- g) The minimum weight of the mainsail, - battens excepted – shall not be lower than 11,50 kg.

**ITEM 11) JIB**

- a) The diagonal measurement (LP) shall not exceed 2.900 mm.
- b) The sail, when it is hoisted, shall be fixed with a swivel directly on the fitting link in the bow, the leech shall not be convex and could be supported by no more than three battens, the higher of which can be a full-batten one with a maximum length of 700 mm while the two lower ones shall be no longer than 500 mm.
- c) The cloth, in the related zone related of Art. 9/d, shall not be lower than 260 gr/mq (like about 4.1 oz) in weight.
- d) The minimum weight of the jib – battens included – shall not be lower than 6,00 kg.

---

**ITEM 12) GENOA**

- ~~a) The diagonal measurement (LP) of the genoa 1 shall not exceed 4.400 mm and over 4.500 mm in length and the cloth, in the related zone of Art. 9/d, shall not be less than 152 gr./mq (like about to 3.6 oz.) and over 180 gr./mq (like about 4.1oz) in weight.~~
- a) The measurement (LP) of the genoa 1 shall not less than 4.400 mm and over 4.500 mm. and the wight of the cloth, in the area as per Art. 9/d, shall not be less than 192 gr./square metre ( about to 4.5 oz.)
- b) The diagonal measurement (LP) the genoa 2 shall not be less than 4.200 mm and over 4.300 mm in length and the cloth, in the related zone of Art. 9/d, shall not be lower than 215 gr./mq (like about to 5.0 oz.) in weight.
- c) The sail, when it is hoisted, shall be fixed with a swivel directly on the fitting link in the bow and the leech shall not be convex in any case.
- d) The minimum weight of the Genoa 1 shall not be less than Kg. 7,00
- ~~d) The weight of the Genoa 1 shall be included between kg 5,70 and kg 6,30.~~
- ~~e) The minimum weight of the Genoa 2 shall not be lower than kg. 7,00.~~

**ITEM 13) SPINNAKER**

- a) The spinnaker shall have a symmetrical conformation, related to its axis.
- b) The length of its leech (SL) shall not exceed 10.000 mm.
- c) The maximum half-width (1/2 SMW) shall not exceed 3.300 mm.
- d) The cloth shall not be lower than 35 gr./mq (like about to 0.75 oz.) in weight .

**ITEM 14) DECK EQUIPMENT AND RUNNING RIGGING**

The deck equipment is not regulated except for the restrictions laid down by the current Rules and PLAN 1A.

- a) The chain plates, the rigging links of the runners and of the stays be in their original position in accordance with PLAN 1A.
- b) All the standing rigging and running rigging for every adjustment shall be positioned above deck.
- c) The bow pulpit and the stanchions shall be made of stainless steel and have a minimum height of 300 mm. The pulpit shall be made from two parts and have a minimum length of 1 meter.
- d) The number of granted winches in from 4 to 6 and they shall have a maximum power ratio of 32:1 and be operated with the use of handles with a maximum of 8" (mm 203) in length.
- e) The mainsail track or horse may be straight or curved with a camber of less than 80 mm.
- f) The total number of rails is 4, none of which may be over 1 meter and less than 40 cm in length.
- g) Only compass and speedometer are permitted as instruments on board.
- h) Sheets of any material are permitted.

---

**ITEM 15) PARTICIPATION IN RACES AND EQUIPMENT**

- a) In order to participate in races in the ASSO 99 Class it is indispensable to be in possession of the Certificate bearing the stamp valid for the year in question. Fully paid-up membership is also essential.  
The Certificate shall be submitted in the original or in the form of a identical copy at the enrolment for every race and the sticker of the Class – with the stamp valid for the year in question and visually attesting that yacht has fully paid-up the membership and it can participate in races in the Asso 99 Class for that year - shall be attached on the transom.
- b) The yachts are free to participate in races not provided for by the Class but of they represent the Class ASSO 99, they are obliged to fully observe these Rules. Failure to do so is punishable by the invalidation of the Certificate.
- c) The yachts shall have the safety equipment on board suited in the waters they are sailing in, but at least the following:
- a boat-hook;
  - a siren or foghorn;
  - a paddle;
  - a waterproof electric torch;
  - a bailer;
  - lifejackets for each crew member;
  - a horseshoe or round lifebuoy on deck within reach of the helmsman and ready for immediate use, equipped with 30 meters of floating safety line;
  - a first-aid kit for sailing with an instruction booklet;
  - an anchor of minimum 6 kg weight with 25 meters of cable, woven or otherwise, which has a minimum diameter of 8 mm.

**ITEM 16) CREW**

- d) The regulation number of crew member is a minimum of 4 and maximum of 6 persons.
- e) Only three crew members are permitted to stretch completely outboard and the trapeze is to be considered the only means suitable which it is compulsory to wear a lifejacket.  
Any device designed to increase the projection of the trapeze hands (e.g. pyramids, planks, etc.) are forbidden.
- f) The use of lifejackets for the purpose of increasing weight is prohibited; the clothing permitted is laid down by the rules of the ISAF
- g) The total weight of the trapeze hands shall not exceed 260 Kg.  
When the total weight of the heaviest three crew member, not including the helmsman, exceeds 260 Kg., the names of the trapeze hands shall be declared on the entry form of every race.  
If the number of enrolled trapeze hands is over three, or if they have not been declared, the three heaviest will be considered.  
During a race comprising several legs, the number of crew members shall remain the same for all the legs.

---

Any changes in crew shall be communicated in writing to the Jury before each leg.

- h) The total weight of the crew, including the helmsman, shall not exceed 520 Kg.

#### **ITEM 17) ADVERTISING**

With regards to advertising the rules of the ISAF (appendix 14) apply; in the event of the Class having its own sponsor it shall be compulsory to display him on the yacht in accordance with the rules applicable.

#### **ITEM 18) AMENDMENTS OF THE RULES**

Any amendment of these Rules shall be put forward by the Technical Committee via the Managing Committee or by the Managing Committee itself with a statement from the Technical Committee and shall be approved by the members' A.G.M.

The time it will come into force is fixed at 12 pm, December 31<sup>st</sup>. of the current year, unless postponements beyond this point in time are considered when the amendment is approved.

With the agreement of the Technical Committee the members convened at an E.G.M. may at any time and with immediate effect unanimously resolve any amendment of these Rules.

Any amendment will possibly mean the reprinting of the current Rules, in which event every page shall be numbered and dated; all the members will have the right to a new copy which will automatically annul previous editions.

#### **ITEM 19) LIABILITY**

The Class, despite its having issued a valid Certificate, does not assume any liability whatsoever for possible damage which might be incurred by the members, owners, crews or third parties during races and all situations connected with the use of ASSO 99 yachts.

#### **ITEM 20) TEMPORARY RULES**

The sails measured before 2003, December 31<sup>st</sup>. can't respect the limitations related in the previous:

- Item 9) letter b) second comma
- Item 9) letter d) first comma
- Item 9) letter g)
- Item 9) letter h)
- Item 10) letter g)

- 
- Item 11) letter d)
  - Item 12) letter d)
  - Item 12) letter e)

According to the recommendation of the IASS Rules **Item 7) TECHNICAL COMMITTEE**, the above mentioned changes must come into force at 12 p.m. of 2003, December 31<sup>st</sup>.

Munich, 15<sup>th</sup> December 2003

All sails measured by 31<sup>st</sup> December 2008 shall not be forced to respect any restriction as per:

Item 12) letter a)  
Item 12) letter b)  
Item 12) letter d)  
Item 12) letter e)

As per the IASS Rules Item 7) TECHNICAL COMMITTEE, the above mentioned changes shall come into force at 12:00 p.m. of 2008, December 31<sup>st</sup>.

From 1<sup>st</sup> January the Genoa 2 shall no longer be measured

From 1<sup>st</sup> January 2009 the new genoas 1 shall be measured according to the new rules.

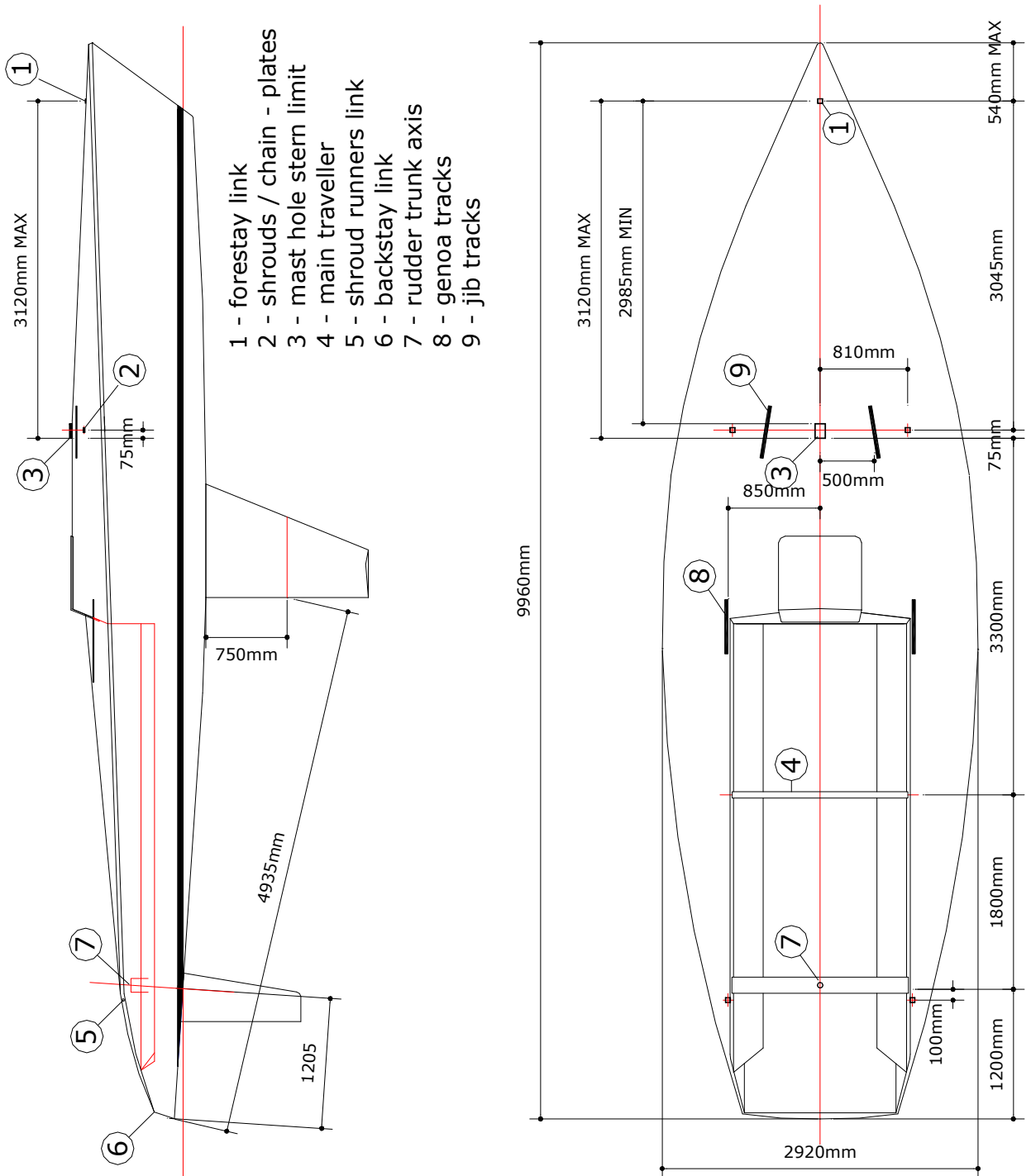
From 1<sup>st</sup> January 2009, during the races, there shall be only one Genoa 1 on board. The old Genoa shall be used, after previous declaration to the Measurement Committee before races, during the international championships.

From 1<sup>st</sup> January 2010, during the races, only one Genoa 1 shall be used and measured according to the new class rules.

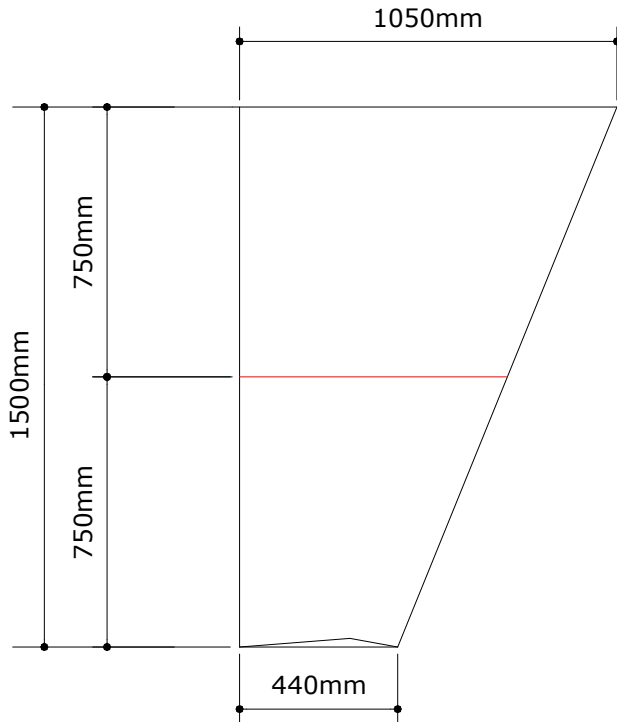
Chiemsee, 4<sup>th</sup> October 2008

**PLAN 1A – HULL**

Allowance on measurements ± 10 mm



## PLAN 1B – KEEL AND RUDDER



### KEEL

allowance on measurements  $\pm 10$  mm

THICK OF SECTIONS (in mm.)

	min	max
UPPER	110	115
MIDDLE	95	105
LOWER	60	65

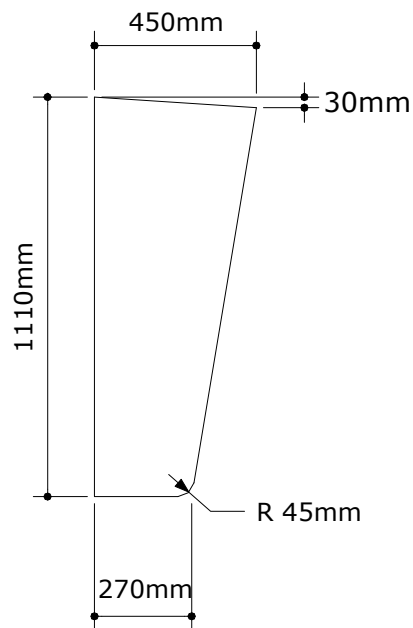
N.B.: the basic frame getted by modelling one stainless steel section,  $4 \pm 0,5$  mm thick, along its own simmetry axis, in order to from an angle included between  $90^\circ$  MIN end  $120^\circ$  MAX.

### RUDDER

allowance on measurements  $\pm 3$  mm

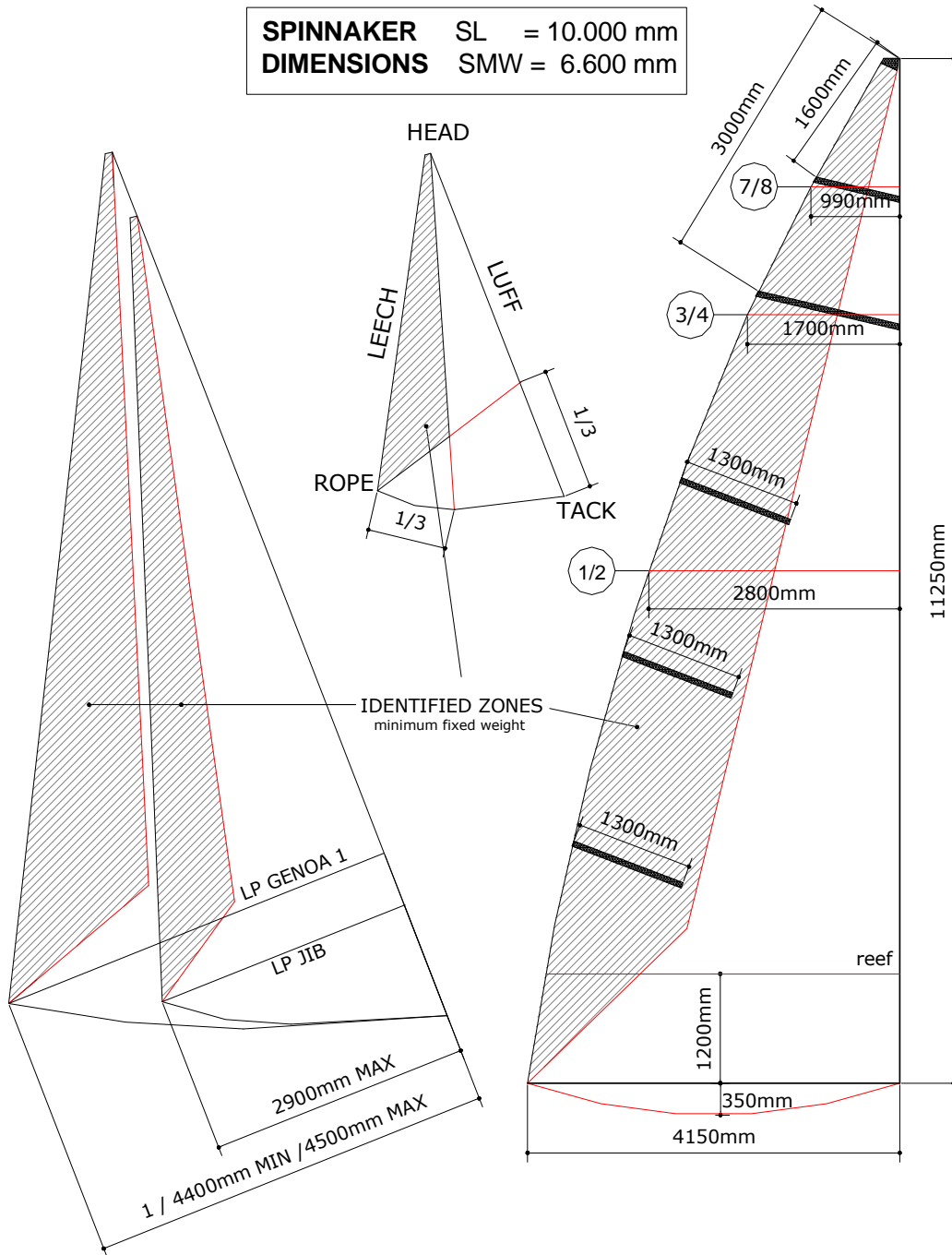
THICK OF SECTIONS (in mm.)

	min	max
UPPER	60	63
LOWER	40	43



**PLAN 2A SAILS  
 MAINSAIL AND HEAD SAILS**

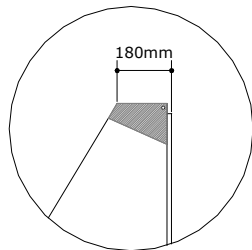
The showed measurements are the maximum ones



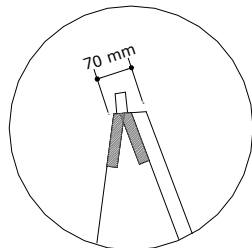
## PLAN 2A SAILS DETAILS

The showed measurements are the maximum ones

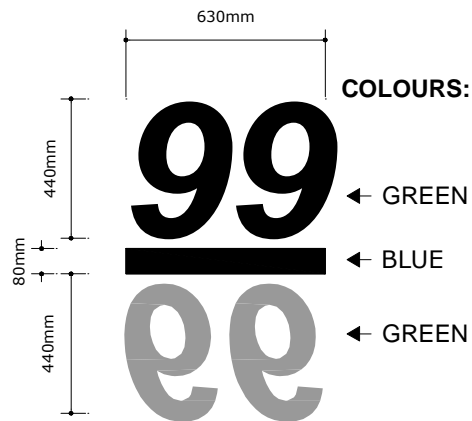
### MAINSAIL TOP ENLARGED



### HEAD SAILS TOP ENLARGED



### CLASS SYMBOL SIZE



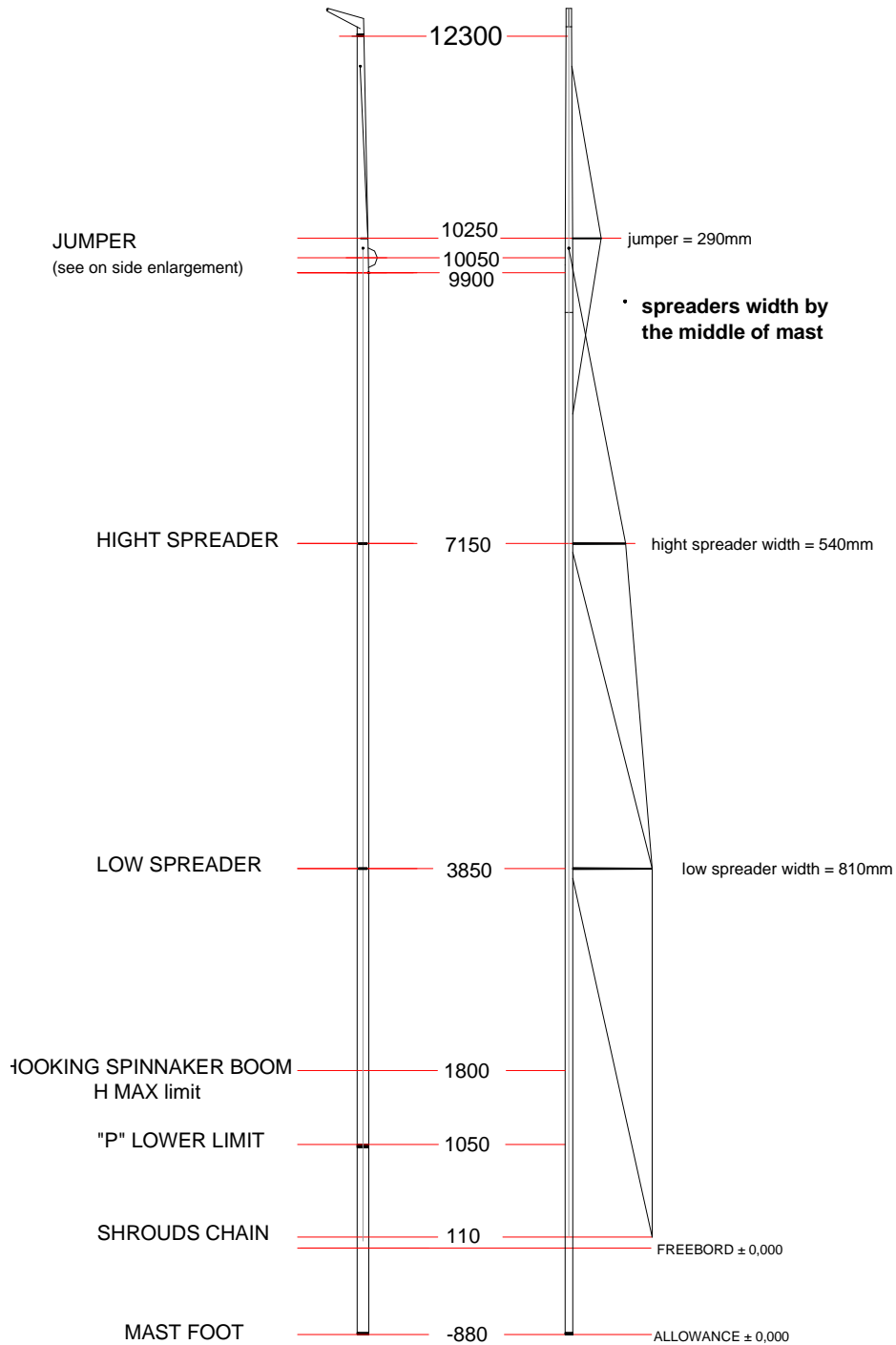
TYPE: HELVETICA  
STYLE: ITALIC / BOLD  
TYPE SIZE: BREVIER / 81 POINTS

### RECOMMENDED LIMITS (APPENDIX 2 - I.Y.R.U. - 1993 Ed.)

	MAINSAIL	HEADSAIL	SPI
PRIMARY REINFORCEMENT	650	500	450
SECONDARY REINFORCEMENT	1650	1600	1350
FLUTTER PATCHES	200	180	-
CHAFTING PATCHES	1650	1600	-
BATTEN POCKET PATCHES	276	250	-
SEAMS	30	25	-
TABLING	55	50	-

## PLAN 2B - SPARS

ALLOWANCES: ± 5 mm. to "I" limit - ± 10 mm. to any other measurers



## PLAN 2B - SPARS DETAILS

ALLOWANCES: ± 5 mm. to "I" limit - ± 10 mm. to any other measurer

