

L30



L30 CLASS ASSOCIATION CLASS RULES

2022

The L30, designed by Andrej Justin, was adopted as a
World Sailing class in May 2022.

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INTRODUCTION

*The L30 Class has been created as a strict one-design sportsboat where the true test when raced is between crews and not boats and equipment. The fundamental objective of these **class rules** is to ensure that this concept is maintained.*

L30 hulls, hull appendages, steering system, and rigs shall only be manufactured by the licensed manufacturers. Equipment is required to comply with the L30 Building Specification and is subject to a World Sailing approved manufacturing control system.

*L30 hulls, hull appendages, rigs and steering system may, after having left the manufacturer, only be altered to the extent permitted in Section C of the **class rules**.*

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

*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.*

This introduction is intended to provide a non-binding overview. The L30 Class Rules proper begin on the next page.

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 The term “permanently fastened” shall mean unable to be removed with simple tools, or fixed with glue or rivets.
- A.1.4. The term “permanent” for limit marks shall mean unable to be removed and repositioned without destroying them.

A.2 ABBREVIATIONS

A.2.1	WS	International Sailing Federation
	MNA	WS Member National Authority
	L30CA	L30 Class Association
	NCA	National L30 Class Association
	ERS	Equipment Rules of Sailing
	RRS	Racing Rules of Sailing
	LIC	Licensors – L30 One Design OU
	LM	Licensed Manufacturers as agreed by the LIC and L30CA

A.3 AUTHORITIES AND RESPONSIBILITIES

- A.3.1 The international authority of the class is WS which shall co-operate with the LIC and L30CA in all matters concerning these **class rules** according to L30CA proposals.
- A.3.2 Notwithstanding anything contained herein, the **certification authority** is the L30CA and has the authority to withdraw a LM **certificate** and shall do so on the request of WS.
- A.3.3. No legal responsibility with respect to these **class rules**, or accuracy of measurement, rests with :
 - WS
 - an MNA
 - the L30CA
 - an NCA
 - the LICNo claim arising from these **class rules** can be entertained

A.4 ADMINISTRATION OF THE CLASS

- A.4.1 WS has delegated its administrative functions of the class to the L30CA. The L30CA may delegate part or all of its functions, as stated in these **class rules**, to an NCA

A.5 WS RULES

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

A.5.2 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.6 CLASS RULES VARIATIONS

A.6.1 At World, Continental or Regional Championships the notice of race and sailing instructions may vary these **class rules** only with the agreement of L30CA and WS.

A.6.2 At Offshore International events the notice of race and sailing instructions may vary these class rules only with the agreement of the L30CA.

A.6.3 At National events the notice of race and sailing instructions may vary these **class rules** only with the agreement of the L30CA, the NCA and the MNA

A.6.4 A notice of race or sailing instruction may specify additional or alternative safety equipment.

A.7 CLASS RULES AMENDMENTS

A.7.1 Amendments to these **class rules** shall be proposed by the L30CA to WS for approval, in accordance with the WS regulations.

A.8 CLASS RULES INTERPRETATION

A.8.1 Interpretation of **class rules** shall be made in accordance with the WS Regulations.

A.9 INTERNATIONAL CLASS FEE AND WS BUILDING PLAQUE

A.9.1 The licensed hull builder shall pay the International Class Fee for each hull built.

A.9.2 The L30CA shall, after having received the International Class Fee for the hull, send the WS Building Plaque to the licensed hull builder.

A.9.3 Rights to build L30 shall rest only with builders duly licensed by LIC / WS and approved by the L30CA.

A.10 SAIL NUMBERS

A.10.1 The Sail number for each boat is allocated by the L30CA and specified on the WS Building Plaque

A.11 HULL CERTIFICATION

A.11.1 A LM certificate shall be delivered with each L30 by the Builder. This certificate confirms that the boat complies with the class rules and building specifications for hull, deck, keel, rudder, accommodation and deck gear, prior to delivery from builder’s yard.

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 boat LM **certificate**
- (c) have valid **certification marks** as required by these **class rules**

B.2 CLASS ASSOCIATION MARKINGS

B.2.1 All sails shall carry an L30 class sail button.

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**.. Any equipment inspection shall be carried out in accordance with the ERS except where varied by Part II of these **class rules**.

Section C – Conditions for Racing

C.1 GENERAL

C.1.1 RULES

- (a) The ERS Part I – Use of Equipment shall apply.
- (b) RRS 55.4 shall not apply.
- (c) RRS Appendix G.1.3 (c) (3) shall not apply.

C.1.2. LIMITATIONS

- (a) The L30 shall only be raced with **hull, hull appendages**, rig and steering system, as supplied by the LM conforming to these rules.
- (b) Where specified in these **class rules**, parts or equipment may be replaced providing that the replacement is of a similar weight, size and type, performs the same function and is not made of carbon fibre. The replacement parts or equipment may be obtained from any supplier.

C.2 CREW

C.2.1. WEIGHTS

When this rule is invoked by a NoR, the following limitations on crew weighing shall apply:

- (a) The total weight of the **crew** dressed in swimwear shall be minimum 300 kg.
- (b) **Crews** shall be weighed during the registration period prior to racing.

C.2.2 LIMITATIONS

- (a) The **crew** shall consist of a minimum of 4 persons except for Double Handed events.
- (b) The number of **crew** shall not change during a race series
- (c) No **crew** member shall be substituted during an event without the approval of the race committee.
- (d) No person is permitted to race a L30 in any event unless the owner, or a joint owner, or a nominated representative of an organisation owning the L30 is a current Full Member and one person on board is either a Full Member or Associate Member of the Class Association.

C.3 PERSONAL EQUIPMENT

C.3.1 MANDATORY

- (a) The **boat** shall be equipped with a **personal flotation device** for each **crew** member to the minimum standard ISO 12402-5 (Level 50), or USCG Type III, or AUS PFD 1. A NoR may specify higher level **personal flotation device** requirements.

C.3.2 OPTIONAL

The following items may only be carried on board when permitted in the Notice of Race and/or Sailing Instructions:

- (a) Mobile telephones

C.4 ADVERTISING

C.4.1 LIMITATIONS

Advertising shall only be displayed in accordance with WS Regulation 20 - Advertising Code.

C.5 PORTABLE EQUIPMENT

Replacement of the following items is permitted. Parts may be obtained from any supplier unless otherwise stated.

C.5.1 FOR USE

(a) MANDATORY

Safety Equipment shall include the following items, however a NoR may specify additional safety equipment items:

- (1) One horseshoe lifebuoy attached at the stern.
- (2) A bucket of minimum volume 9 litres on a lanyard not less than 2m in length and 4mm in diameter.
- (3) One anchor shall not weigh less than 8 kg (including shackle) and a minimum of 2 m of 8 mm chain or lead-cored rope that shall be securely stowed in anchor locker when not in use.
- (4) A non-floating line, minimum of 30m long of not less than 10mm in diameter.
- (5) A floating throwing line, minimum of 10m long and 6mm in diameter shall be attached at the stern.
- (6) Two fire extinguishers, minimum weight of 1.0kg,
- (7) A functioning VHF radio
- (8) First Aid Kit in waterproof container or bag
- (9) One rope-cutting knife easily available, attached to the steering wheel pedestal.
- (10) Toolkit of minimum weight of 3,0 kg incl. wire cutting device
- (11) Four flares, two red and two orange smoke, within date, shall be stored in a watertight container or bag.
- (12) 2 batteries of minimum weight 20.0 kg each

(b) OPTIONAL

- (1) Any electronic navigation or tactical racing devices are allowed to use while *racing*.
- (2) The carrying of loose ropes, fenders, spares, and any safety equipment is unrestricted provided their fixing does not change the structural properties of the **boat** and gives no performance advantage.
- (3) Any system of tape, rope or clips intended only to keep **crew** water bottles in place .

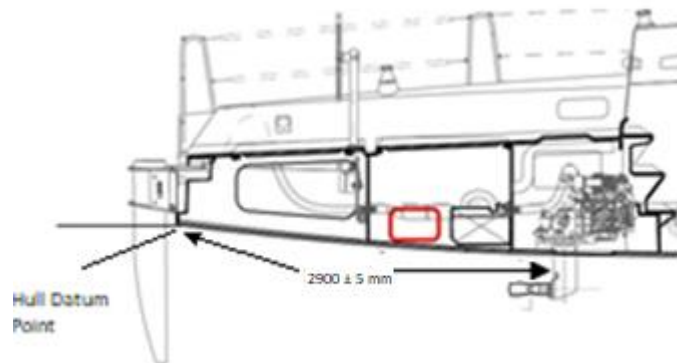
- (4) Charts and means for recording compass headings.
- (5) Fittings or bags may be added provided their sole function is to stow equipment and/or food and/or drinks.
- (6) Weed sticks

C.5.2 NOT FOR USE

(a) MANDATORY

- (1) An engine of minimum 4 kW power in functional condition. If the engine is of the outboard or retractable type, a dummy saildrive obtained by an LM shall be installed on the centreplane at a distance of 2900 mm +/- 5mm from the **hull datum point** to aft edge of the intersection of the hull and the saildrive measured along the hull surface, as in diagram C.5.2

Diagram C.5.2 Saildrive installation



C.6 BOAT

C.6.1 WEIGHT

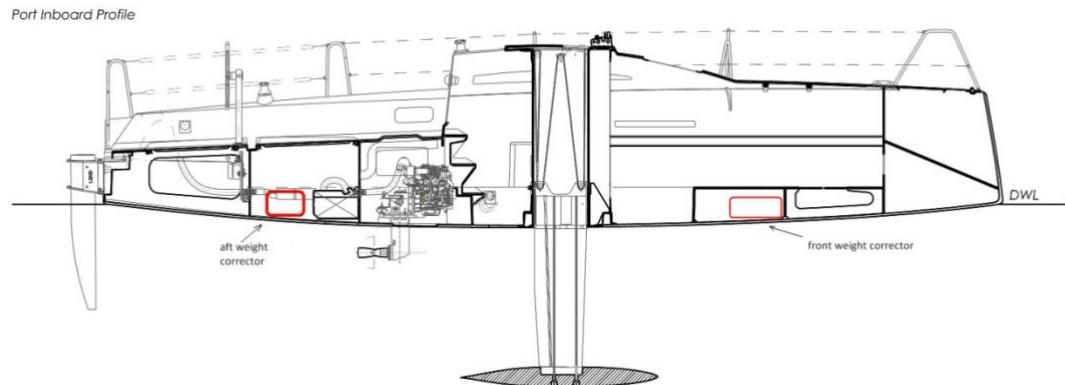
weight shall be taken including the following: the engine, batteries, compass bracket, throwing line in C.5.1 (a) (5) and any fittings or bags in C.5.1(b) (5).

	minimum	maximum
Boat weight	2230 kg	

C.6.2 CORRECTOR WEIGHTS

- (a) **Corrector weights**, if needed, shall be installed in water containers at the locations shown in Drawing 1, with 50% of the weight at position 1 (in front), and 50% of the weight in position 2 (aft). The weight shall be indicated on each **corrector weight** in a clearly visible way for equipment inspection.

Diagram C.6.2 Corrector Weight Positions



C.6.3 MODIFICATIONS AND MAINTENANCE

- (a) No performance advantage shall be obtained from any replacement, addition or **repair** permitted by these **class rules**.
- (b) The method of attachment of any fitting to the **boat** is unrestricted but shall not modify the fitting's position, the effective operation of the fitting nor the intended purpose or action of any equipment and provided their fixing gives no performance advantage.
- (c) The use of flexible adhesive tape, plastic or stainless rings, Velcro, rope or shock cord, shackles and bobbles is unrestricted as long as this does not modify the effective sheeting of any **sail** nor the intended purpose or action of any equipment.
- (d) Replacement of any **boat** equipment, including but not limited to **hull appendages**, rig, **sails**, battens, steering wheels, shall be only those produced by a LM except where otherwise authorised by these **class rules**.
- (e) **Repairs** and **maintenance** including but not limited to painting and **sanding** may be carried out provided repairs are made in such a way that the essential shape, characteristics or function of the original are not affected.
- (f) **Maintenance** may include the replacement of fastenings with alternatives from any supplier, provided that the equipment is replaced in the original position.
- (g) PVC film may be attached to any part of the **hull**, **sails** or **spars**, provided their fixing gives no performance advantage.
- (h) Tell tales may be added to any part of the jib, mainsail or rig.

C.7 HULL

C.7.1 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) Waxing and polishing of the **hull** is permitted provided the intention and effect is to polish the **hull** only.
- (b) **Repairs** are permitted; however, an **official measurer** shall verify that the external shape is the same as before the repair and that no substantial stiffness, or other, advantage has been gained as a result of the repair.
- (c) Any work intended or with the effect of lightening the **hull** or improving, shape or performance beyond the original is not permitted.

C.7.2 FITTINGS

(a) USE

(1) Fittings shall be arranged as supplied by the LM except that the spinnaker sheet blocks may be arranged with the ratchet block

(b) REPLACEMENTS

Replacement of the following items is permitted. Parts may be obtained from any supplier

- (1) Blocks
- (2) Cleats
- (3) Mainsheet swivel base
- (4) Shackles, pins,
- (5) Inspection hatches

C.7.3 ADDITIONS AND ALTERATIONS TO HULL

The following additions and alterations are permitted. Parts may be obtained from any supplier:

- (a) Non slip material of any kind (maximum thickness 5mm) may be added to the deck and cockpit.
- (b) Packers may be fitted under cleats
- (c) Calibration marks
- (d) Fittings for speed/depth may be fitted flush to the **hull** surface.
- (e) Anti-fouling coating may be applied to the **hull** surface.

C.8 HULL APPENDAGES

C.8.1 MODIFICATIONS, MAINTENANCE AND REPAIR

(a) Permitted actions:

- (1) Waxing and polishing of the **hull appendages** provided the intention and effect is to polish the **hull appendages** only.
- (2) **Repairs** are permitted; however, an **official measurer** shall verify that the external shape is the same as before the repair and that no substantial stiffness, or other, advantage has been gained as a result of the repair.

C.8.2. LIMITATIONS

- (a) Only one **keel** and two **rudder** blades provided by LM shall be used during an event, except when an item has been lost or damaged.
- (b) The keel shall be of the category B type. The nominal maximum **fin depth** of the category B type keels shall be 1440 mm.

C.9 RIG

C.9.1 MODIFICATIONS, MAINTENANCE AND REPAIR

Replacement of the following items is permitted. Parts may be obtained from any supplier:

- (a) Cleats

- (b) Sheave blocks

C.9.2 FITTIGS

The following may be added to the rig. Parts may be obtained from any supplier:

- (a) A mechanical wind indication device may be fitted to the top of the **mast**.
- (b) A cover may be fitted around the **mast** between the deck and the gooseneck provided its fixing gives no performance advantage.

C.9.3 STANDING RIGGING

Replacement of the standing **rigging** is permitted using only parts as supplied by the LM.

(a) USE

- (1) Standing **rigging** shall be arranged as supplied by the LM according to the Deck & Rig Plan.

C.9.4 RUNNING RIGGING

Replacement of the running **rigging** is permitted and may be obtained from any supplier. Ropes may be tapered.

(a) USE

- (1) For boats built from January 2019, **running rigging** shall be arranged as supplied by the LM according to the Deck & Rig Plan. Boats built until December 2018 may use **running rigging** either as originally provided by the LM or according to the Deck and Rig Plan.
- (2) Ropes of any fibre may be used.

C.9.5 BOWSPRIT

(a) USE

- (1) The **bowsprit** shall be fully retracted at all times other than when the spinnaker is set or in the act of being set or recovered.
- (2) Bobstay may be fitted to the **bowsprit**.
- (3) The nylon **bowsprit** retainers may be sanded.

C.10 SAILS

C.10.1 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) **Sails** shall not be altered in any way except as permitted by these **class rules**.
- (b) Routine **maintenance** and **repairs** are permitted

C.10.2 LIMITATIONS

- (a) Not more than 1 mainsail, 1 light jib, 1 medium jib, 1 heavy jib, 2 asymmetric spinnakers and 1 Code0 shall be used at an event.

C.10.3 MAINSAIL

(a) IDENTIFICATION

- (1) The sail number shall be in accordance with the RRS Appendix G and shall be displayed on each side of the mainsail as shown on Diagram C.10.3.
- (2) For **boats** chartered or loaned for an event, the sail number may not correspond with the number specified in A.10.1

Section D – Hull

D.1 PARTS

D.1.1 MANDATORY

- (a) Hull shell
- (b) Deck

D.2 GENERAL

D.2.1 RULES

- (a) The **hull** shall comply with the IL30CA building specification and the **class rules** in force at the time of initial **certification**
- (b) All tolerances referred to in these documents are for manufacturing purposes only, and shall not be used for optimization
- (c) Moulds for hull shell, deck and interior structure shall be generated from the original tooling of L30 One Design OU.

D.2.3 DEFINITIONS

(a) HULL DATUM POINT

The **hull datum point** is on the centreplane at the hull to transom intersection.

D.2.4 IDENTIFICATION

- (a) The **hull** shall carry the WS Plaque permanently placed at starboard side, inside the cockpit near the transom.
- (b) The builder's number incorporating the **boat** sail number shall be engraved on the starboard aft corner of the **hull** close to and under the sheerline.

D.3 HULL SHELL

D.3.1 CONSTRUCTION

- (a) The hull shell shall be built by a LM in a LIC approved mould in accordance with the L30CA building specification.

D.4 DECK

D.4.1 CONSTRUCTION

- (a) The deck shall be built by a LM in a LIC approved mould in accordance with the L30CA building specification.

D.5 HULL MODIFICATIONS

- D.5.1 The **hull** shall not be modified in any way except as permitted by Section C of these **class rules**.

D.6 HULL FITTINGS

- D.6.1 **Hull** fittings shall comply with the Building Specification in force at the time of manufacture except when altered, added or replaced as permitted by Section C of these **class rules**.

Section E – Hull Appendages

E.1 PARTS

E.1.1 MANDATORY

- (a) **Keel**
- (b) **Rudder**

E.2 GENERAL

E.2.1 KEEL AND RUDDER SPECIFICATIONS

- (a) The **keel, rudder** blade and **rudder** stock assembly shall comply with the Building Specification in force at the time of manufacture.

E.2.2 MANUFACTURER

- (a) The **keel, rudder** blade and **rudder** stock shall be made only by a LM.

E.2.3. KEEL AND RUDDER ALTERATIONS

- (a) The **keel, rudder** blade and **rudder** stock shall not be altered in any way except as permitted by Section C of these **class rules**.

Section F – Rig

F.1 PARTS

F.1.1 MANDATORY

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

F.2 GENERAL

F.2.1 RULES

- (a) The **spars** and their fittings shall comply with the L30CA Building Specification in force at the time of manufacture of the spar.
- (b) The **standing** and **running rigging** shall comply with the L30CA Building Specification in force at the time of manufacture of the spar.

F.2.2 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) **Spars** shall not be altered in any way except as permitted by these **class rules**.

F.2.3 DEFINITIONS

- (a) The **limit marks** shall be of a contrasting colour, and with a minimum width of 20 mm, and shall be permanently marked on the spars.

F.2.4 MANUFACTURER

- (a) Mast, boom and bowsprit including spares and replacements may be produced only by a LM.

Section G – Sails

G.1 PARTS

G.1.1 MANDATORY

- (a) Mainsail
- (b) Headsails

G.1.2 OPTIONAL

- (a) Assymetric spinnaker
- (b) Code0

G.2 GENERAL

G.2.1 RULES

- (a) Sails shall be constructed and measured in accordance with ERS except for reinforcements, which are free, and for all definitions outlined in the present **class rules**.
- (b) **Sails** shall comply with the current **class rules**.
- (c) The following applies to **headsails**:
 - (i) When the **clew** or the **tack** has a cut-out, the **corner point** shall be found by extending the associated **sail edges** beyond the cut-out starting points and then finding the intersection point.
 - (ii) An FRP batten of uniform stiffness and approximately 2 mm in thickness shall be used to create **sail edge** extensions.
 - (iii) Not more than 200mm of the batten's length shall be used for **sail edge** extension purposes.
 - (iv) The batten shall be held at points outside the part used for extensions.
 - (v) The batten shall be positioned with one point approximately at the expected **corner point** and a second point touching the **sail edge** to be extended at not more than 200mm away from the first point.
 - (vi) If the **sail edge** is curved, the batten shall be bent to follow the **sail edge** between the cut-out starting point and the second point described in (v).
 - (vii) The procedure above shall be repeated to find the other **sail edge** extension.
 - (viii) Rule G.2.1(c) modifies ERS H.5.4.

G.2.2 CERTIFICATION

- (a) The **official measurer** shall **certify** mainsails and headsails in the **tack** and spinnakers in the **head** and shall sign and date the **certification mark**. Sails may be **certified** without identification on them.
- (b) Sails shall carry the sail button/sticker issued by L30CA attesting that the class royalty fee has been paid, and located for mainsails and headsails in the tack and spinnakers in the head.

G.2.3 SAILMAKER

- (a) The sailmaker is optional.

G.3 MAINSAIL

G.3.1 IDENTIFICATION

The class insignia design is shown in Diagram G.3.1

Diagram G.3.1 L30 Insignia



G.3.2 MATERIALS

- (a) The ply and ply fibres may consist of any material.
- (b) Sail reinforcement may consist of any material

G.3.3 CONSTRUCTION

- (a) The construction shall be: soft sail;
- (b) The mainsail shall have six batten pockets in the leech numbered in order from head to clew. The top three batten pockets (#1, #2 & #3) shall be full length extending from luff to leech.
- (c) Battens shall be made of GRP.
- (d) The following are permitted: Stitching, glues, tapes, bolt ropes, corner eyes, headboard with fixings, Cunningham eye or pulley, **batten pockets, batten pocket patches**, batten pocket elastic, batten pocket end caps, mast and boom slides, leech lines with cleat, **windows** of free size, reefing points, tell tales, sail shape indicator stripes and items as permitted or prescribed by other applicable *rules*.
- (e) The **leech** shall not extend aft of straight lines between:
 - the **aft head point** and the intersection of the **leech** and the upper edge of the nearest **batten pocket**,
 - the intersection of the **leech** and the lower edge of a **batten pocket** and the intersection of the **leech** and the upper edge of an adjacent **batten pocket** below,
 - the **clew point** and the intersection of the **leech** and the lower edge of the nearest **batten pocket**.

G.3.4 Dimensions

Mainsail	Minimum	Maximum
Luff length		10695mm
Leech length		11250 mm
Foot length		3660 mm
Top width		1200 mm
Clew point to aft head point distance		10900 mm
Three-quarter width		1940 mm
Half width		2640 mm
Inside batten pocket length (#4 #5 #6):		1350 mm

G.4 HEADSAILS

G.4.1 GENERAL

- (a) Jibs shall be sheeted on the furling system above deck.
- (b) Transparent windows of any size and material may be fitted only on the Light Jib and Medium Jib.
- (c) The Heavy Jib **tack** may be attached to the rolling cleat (item 3 of Deck Plan) aft from the forestay

G.4.2. MATERIALS

- (a) The ply and ply fibres may consist of any material.
- (b) Battens shall be made of GRP.

G.4.2 CONSTRUCTION

- (a) The construction shall be: **soft sail**.
- (b) The **leech** shall not extend beyond a straight line from the aft **head point** to the **clew point**.
- (c) The following are permitted: Stitching, glues, tapes, corner eyes, hanks, **batten pockets**, batten pocket elastic, **batten pocket patches**, batten pocket end caps, leech line with cleat, one **window**, tell tales, sail shape indicator stripes, jib Cunningham eye and items as permitted or prescribed by other applicable rules. Battens shall be removable.
- (d) The Light Jib may have no more than 3 batten pockets on the leech. The other Jibs shall not have any batten pockets.
- (e) The Light Jib and the Medium Jib may be fitted with a single zipper luff that encloses the forestay.

G.4.3 DIMENSIONS LIGHT JIB

	minimum	maximum
Leech Length		10080 mm
Luff length		11280 mm
Luff Perpendicular		3725 mm
Top width		55 mm
Foot median		10700 mm
Outside Batten pocket length		1200 mm

G.4.4 DIMENSIONS MEDIUM JIB

	minimum	maximum
Leech Length		8815mm
Luff length		10300 mm
Luff Perpendicular		3135 mm
Top width		55mm
Foot median		9770 mm

G.4.5 DIMENSIONS HEAVY JIB

	minimum	maximum
Leech Length		7180 mm
Luff length		8100 mm

Luff Perpendicular		2910 mm
Top width		55 mm
Foot Median		7590mm

G.5 ASYMMETRIC SPINNAKER

G.5.1 MATERIALS

- (a) The **body of the sail** shall be manufactured from woven nylon **ply** of minimum 38 g/m². The actual weight in g/m² of the **body of the sail** shall be indelibly marked at the **head** by the sailmaker together with the date and his signature or stamp.

G.5.2 CONSTRUCTION

- (a) The construction shall be: **soft sail, single ply sail**.
- (b) The following are permitted: Stitching, glues, tapes, corner eyes, tell tales and items as permitted or prescribed by other applicable *rules*.
- (c) The **body of the sail** shall consist of the same **woven ply** throughout. This limitation does not apply for the color.

G.5.3 DIMENSIONS

(a) A2

	minimum	maximum
Luff length		14540 mm
Leech length		12210 mm
Foot length		7300 mm
Half Width		7570 mm
Foot Median		14200 mm
Luff diagonal		9520 mm
Leech diagonal		11150 mm

(b) A3

	minimum	maximum
Luff length		14160 mm
Leech length		11000 mm
Foot length		7100 mm
Half Width		6715 mm
Foot median		12950 mm
Luff diagonal		14160 mm
Leech diagonal		11000 mm

G.6 CODE0

G.6.1. MATERIALS

- (a) The **ply** and may consist of any material.
- (b) Sail reinforcement may consist of any material
- (c) The construction shall be: **soft sail**;

G.6.2 DIMENSIONS

	minimum	maximum
Luff length		13040 mm
Leech length		11500 mm
Foot length		8900mm
Half Width		4390 mm
Foot Median		11020 mm

OFFICIAL DOCUMENTS:

- L30 Class Rules
- Builder's Certificate (January 2018)
- L30 Deck & Rig Plan (V.1 January 2022)

Effective Date 1st June 2022