

Flaar 24 Class Rules

International Flaar 24 Class Association

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Status:



INTRODUCTION

These **Class Rules** describe the requirements for the Flaar 24 (hereafter “Flaar 24” or “**Boat**”), a 7.23 m sport keelboat built in all-carbon composite construction with a swing **keel** and twin **rudders**. The design combines the performance of a high-powered dinghy with the practicality of a small cruiser that can be trailed, launched and recovered easily.

The Flaar 24 was conceived primarily for lake and coastal sailing, with a generous **sail plan** (square-head **mainsail**, furling headsail, large asymmetric gennaker and code zero) and a very light displacement for its length. The cockpit is optimised for *racing* with a **crew** of between two and six, while the interior provides simple accommodation for weekend use.

The aim of the Flaar 24 class is to deliver close, tactical one-design racing in a **boat** that is fast, responsive and fun to sail, while keeping purchase and maintenance costs under control. The performance of the **Boats** shall depend primarily on the skill of the crew rather than differences in construction, fittings or sail design. The class may seek World Sailing recognition in the future.

The **hull, appendages, rig and sails** of the Flaar 24 are defined by the Licensed Manufacturer approved Builders Construction Manual for the class together with these **Class Rules**. Certified **Boats** are supplied as one-designs by Licensed Manufacturers; any alteration is tightly controlled to preserve equality of performance and to protect the design.

These are **Closed Class Rules**. Anything that is not specifically permitted by these **Class Rules** or by the Builders Construction Manual is prohibited.

Part II, Section C contains most of the rules that apply while racing. For racing, these **Class Rules** shall be read in conjunction with the Racing Rules of Sailing (RRS). For equipment definitions and measurement terminology, the Equipment Rules of Sailing (ERS) shall apply unless otherwise stated in these **Class Rules**.

Reference Builders Construction Manual: [Flaar 24 Builders Construction Manual, v01, 12/03/2026]

PART I – ADMINISTRATION

Section A – General

A.1 LANGUAGE

A.1.1 The official language of the class is English. In the event of conflict between translated versions of these **Class Rules**, the English text shall take precedence.

A.1.2 The word “shall” indicates a mandatory requirement; the word “may” indicates a permitted practice.

A.1.3 Where a term appears in **bold** type the definition in the ERS applies. Where a term appears in *italics* the definition in the RRS applies, unless a different definition is given in these **Class Rules**.

A.2 ABBREVIATIONS AND DEFINITIONS

A.2.1 Abbreviations used in these **Class Rules**:

F24ICA – International Flaar 24 Class Association

NCA – National Flaar 24 Class Association recognised by F24ICA

ERS – World Sailing Equipment Rules of Sailing

RRS – World Sailing Racing Rules of Sailing

CRH – Copyright holder / design rights holder for the Flaar 24

LM – Licensed Manufacturer approved by the CRH to build Flaar 24 **hulls, hull appendages and rigs**

A.2.2 “Originally Supplied” means as delivered new by a Licensed Manufacturer, including any later official upgrades or **modifications** that have been authorised in writing by the CRH or F24ICA.

A.3 AUTHORITIES

A.3.1 The Class Rules authority is the International Flaar 24 Class Association (F24ICA). Until F24ICA is formally established, the Class Rules authority shall be the CRH or its appointed representative.

A.3.2 The Class Certification authority for day-to-day management of the class is F24ICA. Until F24ICA is formally established, class certification functions shall be carried out by the CRH or its appointed representative.

A.3.3 Neither F24ICA, any NCA, the CRH, any Licensed Manufacturer nor any appointed representative accepts legal liability in respect of these Class Rules or for any injury, loss or damage arising from the use of a Flaar 24.

A.4 ADMINISTRATION OF THE CLASS

A.4.1 Until the International Flaar 24 Class Association (F24ICA) is formally established, the class shall be administered by the CRH or its appointed representative. References in these Class Rules to F24ICA shall, until such establishment, be read as references to the CRH or its appointed representative. Upon establishment, F24ICA shall assume responsibility for class administration.

A.4.2 F24ICA may delegate administrative functions to NCAs, provided that such NCAs act consistently with these Class Rules and with any agreements with the CRH. In countries where no NCA exists, or where an NCA chooses not to carry out particular administrative functions, those functions shall be undertaken by F24ICA or, until F24ICA is established, by the CRH or its appointed representative.

A.4.3 A Technical Committee may be appointed by F24ICA to advise on the interpretation of these Class Rules, on measurement matters, and on technical issues affecting the class. Until such a committee is established, these functions shall be carried out by the CRH or its appointed representatives.

A.5 REFERENCE RULES

A.5.1 For racing, these Class Rules shall be read together with the RRS. For equipment definitions and measurement terminology, these Class Rules shall be read together with the ERS, unless otherwise stated in these Class Rules.

A.5.2 Where there is a conflict between the ERS and these Class Rules, these Class Rules take precedence. Where there is a conflict between these Class Rules and the RRS, the RRS take

precedence except where they are expressly changed by these Class Rules or by the Notice of Race or Sailing Instructions in accordance with the RRS.

A.6 CLASS RULES VARIATIONS

A.6.1 These **Class Rules** are **closed Class Rules**. Any alteration of the **Boat** or its equipment that is not specifically permitted by these **Class Rules** or by the Builders Construction Manual is prohibited.

A.6.2 At events conducted under the RRS and designated as Flaar 24 class events, these Class Rules may be changed by the Notice of Race or Sailing Instructions only with the prior written approval of F24ICA or, until F24ICA is formally established, the CRH or its appointed representative. Where the event is held within the racing system of a national authority, rule variation procedure required by that authority shall also be complied with.

A.7 CLASS RULES AMENDMENTS

A.7.1 Amendments to these **Class Rules** may be proposed by F24ICA in accordance with its constitution and shall become effective only after approval by F24ICA and on the date stated in the amendment. Until F24ICA is formally established, amendments shall become effective only after approval by the CRH or its appointed representative and on the date stated in the amendment.

A.8 CLASS FEE AND BUILDING PLAQUE

A.8.1 Each new **hull** shall receive a class Building Plaque issued by F24ICA or, until F24ICA is formally established, by the CRH or its appointed representative.

A.8.2 No **hull** shall leave the Licensed Manufacturer's premises without the class Building Plaque permanently fixed in the position prescribed in Section D.

A.9 CLASS RULES INTERPRETATION

A.9.1 Requests for interpretation of these **Class Rules** shall be made to F24ICA or, until F24ICA is formally established, to the CRH or its appointed representative. F24ICA may consult the CRH, the Technical Committee, the **Certification Measurer** or other technical advisers where appropriate.

A.9.2 Official interpretations shall be published by F24ICA or, until F24ICA is formally established, by the CRH or its appointed representative. Where these **Class Rules** are used within the racing system of a national authority, interpretations shall also comply with the applicable interpretation procedure of that authority.

A.10 SAIL NUMBERS

A.10.1 Each **hull** shall be assigned a unique **hull** number by the CRH or its delegate.

A.10.2 The standard **sail number** shall be the **hull** number. F24ICA may issue personal **sail** numbers, which shall be unique within the class. All personal **sail** numbers shall be recorded in a central register maintained by F24ICA and shall be used only with the approval of the relevant NCA.

A.11 MANUFACTURE

A.11.1 All **hulls**, decks, internal structures, swing **keels**, **rudders**, **masts**, **booms** and **bowsprits** for the Flaar 24 shall be built only by Licensed Manufacturers using tooling approved by the CRH and in accordance with the Builders Construction Manual.

A.11.2 Certified **hulls** and equipment shall not be altered, re-tooled or reproduced except as permitted by these **Class Rules** or by written authorisation from the CRH and F24ICA.

A.11.3 **Sails** shall be measurement-controlled. Any sailmaker may manufacture Flaar 24 **sails**, provided that the **sails** comply with these **Class Rules**, and carry the required F24ICA royalty label.

Section B – Boat Eligibility

B.1 CLASS ASSOCIATION MARKINGS

B.1.1 A valid NCA membership sticker, where required by the NCA, shall be displayed on the **hull** in the position prescribed by the class.

B.1.2 Each certified **sail** shall carry an F24ICA royalty label.

B.2 CLASS RULES AND BUILDING SPECIFICATION COMPLIANCE

B.2.1 To be eligible to race as a Flaar 24, the Boat and its equipment shall comply with these **Class Rules**, the Builders Construction Manual, and all applicable registration and **Certification** documents, including those originally supplied by the Licensed Manufacturer.

B.2.2 Compliance with the **class rules** is the responsibility of the owner.

PART II – REQUIREMENTS & LIMITATIONS

The **crew** and the **Boat** shall comply with Part II of these **Class Rules** when *racing*. In the event of conflict between Part II and other sections of the **Class Rules**, Part II shall prevail.

Section C – Conditions for *Racing*

C.1 GENERAL MODIFICATIONS

C.1.1 The following **modifications** and additions are permitted without written approval, provided that they do not alter the function or mechanical advantage of any control system, do not alter the mechanical properties of any component and can be removed without leaving permanent damage:

(a) The use of adhesive tape, Velcro, rope, shock cord and similar materials to secure knots, prevent rope ends from fraying, prevent snagging, protect surfaces from chafe and to retain loose lines, **halyards** or covers.

(b) The application of non-skid pads or thin foam padding in the cockpit to improve grip and **crew** comfort, provided that the original surface is not removed outside the padded area and the padding follows the shape of the underlying structure.

(c) The **fitting** of scales or labels on **spars**, deck or control lines.

(d) The addition of soft **chafe patches**, wear strips or local protection on the **hull**, **spars**, deck or **sails** in way of **sheets**, **halyards** and control lines.

(e) The replacement of control lines, **halyards**, **sheets** and shock cords with lines of any material and colour, provided that any minimum diameters specified in these **Class Rules** are complied with.

(f) The replacement of shackles, clips, blocks, fairleads and cleats with alternatives of similar size and function that do not significantly alter the lead or mechanical advantage of the system.

(g) The application of antifouling or other protective **coatings** to the underwater **hull** and **appendages**, provided that the surface is fair and not deliberately modified to influence hydrodynamic performance.

C.2 ADVERTISING & DECORATION

C.2.1 Advertising shall comply with the with the World Sailing Advertising Code.

C.2.2 Vinyl film, paint or other decorative material may be applied to the **hull** above and below the **waterline** and to the **sails** for the purposes of decoration, **boat** names, numbers or advertising, provided that such material is not specially textured or arranged to influence the flow of air or water and does not cover a required vision panel in a **sail**.

C.2.3 Event bow numbers, sponsor logos and other event-specific markings shall be placed as directed by the NoR and SI.

C.3 CREW

C.3.1 LIMITATIONS ON THE CREW

(a) While *racing* the **crew** shall consist of not fewer than two persons, except in solo sailing races, where one person is allowed.

(b) The crew shall remain the same for all races in an event unless a change is approved in writing by the Event *Technical Committee* or, where no such committee is appointed, the *Race Committee*.

(c) The total weight of the **crew**, measured in light clothing (shorts and T-shirt, excluding footwear, **personal equipment** and **Personal Flotation Device**), shall not exceed 375 kg. In the event of a change of **crew** members, the new **crew** shall comply with this limit.

C.3.2 HELM PERSON

(a) For each event a helm person shall be designated. After the *warning signal* until the **Boat finishes** or retires, the **Boat** shall be steered only by the designated helm person, except for brief periods when another **crew** member may steer for safety, personal needs or sail handling.

(b) In an emergency involving the safety of the **Boat** or **crew** any **crew** member may steer. Any such incident shall be reported to the *Race Committee*, which may *protest* the **Boat**.

C.3.3 CREW POSITIONING

(a) While *racing*, each **crew** member's torso shall remain inside the **sheerline** of the **hull**. A **crew** member may move their torso outside the **sheerline** only when necessary for the safe operation of the **Boat**, including changing position, sail handling, or clearing gear.

(b) **Crew** may sit with their legs outside the **sheerline**, provided that no part of the torso extends outside the vertical plane of the hiking line or lifeline. The hiking line or lifeline shall be fitted in its originally supplied position, shall be kept taut while *racing*, and shall not be adjusted or loosened for the purpose of allowing **crew** to project their bodies further outboard. The safety lines shall not deflect more than 100mm when a force of 2 kg is applied at the point of maximum deflection.

(c) **Crew** shall not use the **shrouds**, **forestay**, **mast**, **bowsprit**, or other **rigging** to support, project, or launch their bodies in order to enhance performance or promote a manoeuvre.

(d) Except when righting the **Boat**, making **repairs**, recovering a person from the water or for other safety reasons, **crew** shall not stand on the foredeck forward of the **mast** or aft of the transom.

C.3.4 MEMBERSHIP

(a) To be eligible to compete in events designated as Flaar 24 class events, the owner or charterer and the helm person shall be current members of their NCA, or of F24ICA where no NCA exists.

(b) The owner shall be the person named on the valid **Measurement Certificate** or registration document issued by the NCA or F24ICA.

C.4 PERSONAL EQUIPMENT

C.4.1 OPTIONAL

(a) Any crew member may wear a protective helmet. The helmet shall comply with EN1385, EN1077 or an equivalent national standard. The NoR or SI may make the wearing of helmets mandatory.

(b) Each crew member may wear body protection or an **impact vest**.

(c) Additional personal clothing and equipment intended solely for keeping warm and dry, or for protection of the body, may be worn without restriction.

(d) A crew member may wear a watch, including a smartwatch, provided that any electronic functions used while racing comply with C.6.2(c).

C.5 PORTABLE EQUIPMENT

C.5.1 MANDATORY

The following portable equipment shall be carried on board while *racing*, unless the NoR or SI provide otherwise or local regulations require more:

(a) A tow line of not less than 20 m in length and not less than 8 mm in diameter, capable of towing the **Boat** in moderate conditions.

(b) At least one paddle or oar.

(c) A knife readily accessible to the **crew**.

(d) Any additional safety equipment required by local law, national regulations, or by the NoR or SI (for example an anchor, first aid kit or VHF radio).

C.5.2 OPTIONAL – FOR USE

(a) Electronic or mechanical timing devices.

(b) Magnetic or electronic compasses and associated mounting brackets.

(c) Non-wired electronic devices (for example GPS receivers, sailing instruments, tablets or smart phones) and associated mounting brackets, provided that such devices do not receive information from off the **Boat** during *racing* except:

(i) GPS-based position, speed and heading information;

(ii) signals or tracking data simultaneously broadcast to all **Boats** by the *Organising Authority*;

(iii) publicly available safety information such as distress, weather or navigation warnings.

(d) Wind direction indicators and tell-tale ribbons attached to the **rigging** or **sails**.

(e) Spare parts, tools and **repair** materials carried for use during the event.

(f) Hand-held wind measuring devices.

(g) Drinking water, food and personal gear.

C.5.3 OPTIONAL – CARRIED BUT NOT FOR USE

(a) Mooring lines, fenders and additional anchors may be carried on board but shall not be used while *racing* except when required for safety, by local law or by the *Race Committee*.

C.6 BOAT – MODIFICATIONS, MAINTENANCE AND REPAIR

C.6.1 MAINTENANCE

(a) Routine **maintenance** is permitted and shall include **cleaning, polishing, lubricating** and replacement of **fasteners**, lines and **fittings** with equivalent parts.

(b) The owner is responsible for maintaining the watertight integrity and seaworthiness of the **Boat** at all times.

C.6.2 REPAIR

(a) **Repairs** to any part of the **Boat** may be carried out, provided that the intention and effect of the **repair** is to restore the relevant component as closely as reasonably possible to its Originally Supplied shape, stiffness, weight and performance.

(b) Where significant damage has occurred, the owner shall be prepared to demonstrate to a measurer or to the Technical Committee that the repair complies with C.7.2(a).

(c) Where internal access is required to carry out **repairs**, inspection hatches of internal diameter not greater than 150 mm may be installed inside the cockpit or in closed bulkheads. Such hatches shall remain closed while *racing*.

C.6.3 LIMITATIONS

(a) During a race series or championship, only one **hull**, one **swing keel**, one set of **rudder** blades, one **mast** and one **boom** shall be used, except when an item has been lost or damaged beyond **repair** and written permission for replacement has been obtained from the Event *Technical Committee* (or *Race Committee* if no *Technical Committee* is appointed).

C.7 HULL

C.7.1 The hull, deck and internal structure shall remain as Originally Supplied except as permitted by C.7.

C.7.2 Chips, scratches or minor surface damage to the **hull** or deck may be filled and faired locally as part of a **repair**, provided that the **fairing** is confined to the immediate damaged area and the original shape is restored.

C.7.3 No **ballast** shall be carried, except as permitted by these **Class Rules**. Water shall not be carried as **ballast**.

C.8 HULL APPENDAGES (SWING KEEL AND RUDDERS)

C.8.1 USE

(a) From the preparatory signal until the **Boat finishes** or *retires*, the **swing keel** shall be fully lowered and maintained in the normal *racing* position, except when it is temporarily raised to avoid grounding or collision, to free debris or to recover a person or object from the water. The **keel** shall be returned to the *racing* position as soon as reasonably possible.

(b) Both **rudder** blades shall be in their fully lowered designed position while *racing*, except during launching, recovery or when temporarily lifted to clear debris, after which they shall be returned to that position as soon as reasonably possible.

C.8.2 MODIFICATIONS, MAINTENANCE AND REPAIR

(a) Modifications, maintenance and repairs to the swing keel and rudder blades shall comply with Section C.7.

(b) The thickness, planform and section shape of the **keel fin**, **keel bulb** and **rudder** blades shall not be altered other than by local **repair** necessary to correct damage or manufacturing imperfections.

(c) Leading and trailing edges may be lightly sanded and filled as part of **repair** work, provided that the original design profiles are maintained and no additional **fairings**, fences or vortex generators are added.

(d) Any weed-cutting devices supplied as standard by the Licensed Manufacturer shall remain as supplied. Additional devices or **modifications** intended primarily to influence hydrodynamic performance or shed weed are not permitted.

C.9 RIG AND RIGGING

C.9.1 SPARS

(a) **Spars** shall remain as Originally Supplied except as permitted by these **Class Rules**.

(b) It is permitted to coat carbon **spars** with clear or pigmented UV-protective **coatings**. Such **coatings** shall be of approximately uniform thickness and shall not be used to fair or significantly change the shape of the **spars**.

(c) **Fittings** may be re-fastened or replaced with equivalent **fittings** in the same locations using similar **fasteners**. New holes shall not be drilled in **spars** except as necessary for such replacement and shall not materially weaken the **spar**.

C.9.2 STANDING RIGGING

(a) The layout of the **standing rigging**, including **forestay** with **furling** drum, diamond **stays** and swept-back **shrouds**, shall remain as Originally Supplied.

(b) **Standing rigging** materials and diameters shall be as supplied by the Licensed Manufacturer, except that turnbuckles or tension devices may be replaced with equivalents of similar adjustment range and strength.

(c) Devices such as locking clips, pins or lashing systems may be fitted to prevent inadvertent rotation or loosening of **rigging** screws.

(d) Covers or tubes of soft material may be fitted around **shrouds** and **stays** to prevent **sail chafe** and to reduce the risk of injury to the **crew**.

C.9.3 RUNNING RIGGING

(a) **Running rigging** may be replaced by the owner and shall be of rope or rope-covered material.

(b) The arrangement and purchase of control systems shall remain as Originally Supplied, except that:

(i) purchase ratios may be increased up to a maximum of 16:1 for any single control;

(ii) additional small blocks, low-friction rings or fairleads may be added to improve line handling, provided that their positions are the same as the Originally Supplied **fittings** and do not change the fundamental lead or geometry of the system.

(c) The mainsheet may be trimmed from any point in the system.

C.9.4 BOWSPRIT

(a) The **bowsprit** shall remain fully retracted within the **hull** or bow structure at all times except when the gennaker is being hoisted, flown or retrieved.

(b) The **bowsprit** shall be retracted at the first reasonable opportunity after the gennaker has been completely lowered or furled.

(c) While extended, the **bowsprit** is not considered part of the **hull** for the purposes of establishing *overlaps* or right of way.

(d) A shock-cord retraction system, fairleads, low-friction rings and a small bumper or batten at the outboard end of the **bowsprit** may be added or modified to improve retraction and to reduce snagging of **sheets**.

C.10 SAILS

C.10.1 LIMITATIONS

Sail limitations for an event may be specified in the Notice of Race or Sailing Instructions.

C.10.2 USE

(a) **Sails** shall be used only for their intended purpose.

(b) The **Headsail** shall be hoisted on the **forestay** furler and attached by means of the **luff** zipper or other system supplied by the Licensed Manufacturer. When *racing* the **luff** zipper shall be fully closed.

(c) The gennaker shall be hoisted on the gennaker **halyard** and tacked to the **bowsprit** using the standard tack line and **fittings**. When not in use it may be stowed in a gennaker chute or bag as supplied.

(d) The positions of **sails** when hoisted or set shall be determined by the physical dimensions and configuration of the **mast, boom and bowsprit**, including their **fittings** and attachment points. No separate **sail limit marks** are required on the **spars**. No **sail** shall exceed the maximum dimensions specified in Section G.

Section D – Hull

D.1 MANUFACTURERS

D.1.1 **Hulls** shall be manufactured only by Licensed Manufacturers approved by the CRH and shall comply with the Builders Construction Manual for the Flaar 24.

D.2 IDENTIFICATION

D.2.1 Each **hull** shall carry a moulded Vehicle Identification Number (VIN) in accordance with the requirements of the country of manufacture.

D.2.2 Each **hull** shall have a class Building Plaque permanently fixed on the inside surface of the cockpit or other location specified in the Builders Construction Manual.

D.3 MATERIALS, CONSTRUCTION AND DIMENSIONS

D.3.1 The **hull**, deck, internal structure and cockpit of the Flaar 24 are constructed in carbon fibre reinforced plastic with foam sandwich cores using vacuum-infusion or equivalent processes as detailed in the Builders Construction Manual. No changes shall be made to the structural laminate schedule, core material or principal dimensions without prior written approval from the CRH and, after F24ICA is formally established, also from F24ICA.

D.3.2 The principal dimensions (**length overall, beam, freeboard** and other **hull** measurements) shall conform to the tolerances set out in the Builders Construction Manual. Measurement of hulls shall be carried out in accordance with that Manual and the ERS.

D.4 MODIFICATIONS

D.4.1 Except where specifically permitted by these **Class Rules**, the **hull**, deck, internal structure, cockpit mouldings, **keel** case and **rudder fittings** shall remain as Originally Supplied.

Section E – Hull Appendages

E.1 MANUFACTURERS

E.1.1 The swing **keel**, **keel** head structure, **rudder** blades, **rudder** stocks and associated **fittings** shall be manufactured by Licensed Manufacturers in accordance with the Builders Construction Manual.

E.2 PARTS

E.2.1 **Hull appendages** for the Flaar 24 shall consist of:

- (a) One swing **keel** with internal **ballast**;
- (b) Twin **rudder** blades and associated stocks;
- (c) **Keel** lifting and locking hardware supplied as standard.

E.3 MATERIALS, CONSTRUCTION AND DIMENSIONS

E.3.1 The materials, construction, weight and principal dimensions of all **hull appendages** shall comply with the Builders Construction Manual.

E.3.2 The design **ballast** weight of the swing **keel** is approximately 200 kg. The class minimum and tolerance shall be as specified in the Builders Construction Manual.

E.4 MODIFICATIONS

E.4.1 Except where specifically permitted by these **Class Rules**, **hull appendages** shall remain as Originally Supplied.

Section F – Rig

F.1 MANUFACTURERS

F.1.1 The **mast**, **boom** and **bowsprit** shall be manufactured only by Licensed Manufacturers in accordance with the Builders Construction Manual.

F.1.2 **Standing rigging** wires or rods may be supplied either by the Licensed Manufacturer or by other manufacturers approved by the CRH, provided they meet the specifications in the Builders Construction Manual.

F.2 PARTS

F.2.1 **Standing rigging** shall consist of:

- (a) **Forestay** with **furling** drum;
- (b) Upper **shrouds**;
- (c) Diamond **stays**;
- (d) Associated **fittings**.

F.3 MATERIALS, CONSTRUCTION AND DIMENSIONS

F.3.1 **Standing rigging** shall be of stainless-steel wire or rod in accordance with the Builders Construction Manual.

F.4 RUNNING RIGGING

F.4.1 The following **running rigging** items shall be fitted:

- (a) **Mainsail halyard**;
- (b) **Headsail halyard**;
- (c) Gennaker or code zero **halyard**;
- (d) Mainsheet system;
- (e) **Headsail sheets** (including any barber haulers or tweakers supplied);
- (f) Gennaker or code zero **sheets**;
- (g) **Outhaul**;
- (h) Cunningham or **luff** tension control for **mainsail**;
- (i) **Vang** system as supplied;
- (j) **Bowsprit** extension and retraction lines;
- (k) Furling line for the **headsail**.

F.4.2 Minimum rope diameters shall be: 4 mm for **halyards** and control lines; 6 mm for mainsheet, **headsail sheets** and gennaker **sheets**.

F.4.3 **Halyards, sheets** and control lines may be tapered, spliced or joined, and may incorporate in-line loops and soft eyes.

F.4.4 **Running rigging** arrangements, including lead positions and sheeting geometry, shall be as Originally Supplied, subject to the permitted changes in C.10.3.

F.5 MODIFICATIONS

F.5.1 Except where specifically permitted by these **Class Rules, standing rigging** attachment points and **fittings** shall remain as Originally Supplied.

Section G – Sails

G.1 PARTS

G.1.1 The following **sails** are permitted for class *racing*:

- (a) One **mainsail**;
- (b) One **headsail** and, optionally, one small staysail for heavy winds;
- (c) One or more asymmetric **gennakers**;
- (d) One Code zero

G.2 GENERAL

G.2.1 **Sails** shall comply with these **Class Rules** and with any official sail plans or measurement templates issued by F24ICA or, until F24ICA is formally established, by the CRH or its appointed representative.

G.2.2 Patch, **reinforcement** and batten arrangements shall follow the principles in this Section.

G.2.3 Each **sail** shall display the sailmaker's identification.

G.3 MAINSAIL

G.3.1 The **mainsail** shall be a soft, **single-ply** sail made primarily from **woven or laminated** polyester or other fibre approved by F24ICA or, until F24ICA is formally established, by the CRH or its appointed representative. It shall have a square-head with full-length top battens as shown on the class sail plan.

G.3.2 The approximate **sail** area of the **mainsail** is 20.7 m². Exact dimensions, including **luff**, **leech** and **foot lengths** and cross-widths, shall be defined on the official sail plan and measurement form issued by F24ICA.

G.3.3 The **mainsail** shall carry the Flaar 24 class insignia and national letters and **sail number**.

- (a) The class insignia shall be positioned on the **mainsail** above the **sail** number.
- (b) National letters and **sail** numbers shall comply with RRS Appendix G, except as varied herein.
- (c) The size, spacing and positioning shall be as specified in drawings issued by F24ICA.



G.3.4 Battens, **windows**, reef points, cunningham eye, headboard, bolt ropes and **corner reinforcements** are permitted in accordance with the official **sail plan**.

G.4 HEADSAIL (JIB OR GENOA)

G.4.1 The standard **headsail** is a furling **jib** or short-overlapping **genoa** with approximate **sail** area 17.0 m². Exact dimensions and **leech** profile shall be as defined on the official **sail plan** and measurement form issued by F24ICA.

G.4.2 The **headsail** shall be capable of being fully furled around the **forestay** using the standard **furling** drum and swivel. The **luff** shall normally incorporate a zipper or **luff** tape system as supplied by the Licensed Manufacturer.

G.4.3 The **headsail** may have **leech** battens and **windows** as shown on the class sail plan, arranged so that the **sail** can still be furled without difficulty.

G.4.4 When permitted, a code zero may be used as an alternative **headsail**. Its construction and dimensions shall be defined in an additional sail plan approved by F24ICA or, until F24ICA is formally established, by the CRH or its appointed representative.

G.5 GENNAKER

G.5.1 The gennaker shall be a **soft, single-ply asymmetric spinnaker** manufactured predominantly from nylon or other light spinnaker cloth approved by F24ICA or, until F24ICA is formally established, by the CRH or its appointed representative.

G.5.2 The approximate **sail** area of the standard gennaker is 72.8 m². Exact dimensions, including **luff**, **leech** and **foot** lengths and **half-width**, shall be defined on the **official sail plan** and measurement form issued by F24ICA.

G.5.3 The gennaker shall be tacked to the **bowsprit** and sheeted as prescribed in the Builders Construction Manual. Retrieval patch or strop for use with a retrieval line is not allowed.

G.5.4 Colour of the gennaker is unrestricted, ~~subject to any limitations set out in the NoR or SI.~~

G.6 CODE ZERO

G.6.1 When permitted, a code zero is considered a **headsail** for the purposes of these **Class Rules**. The code zero shall comply with a sail plan approved by F24ICA or, until F24ICA is formally established, by the CRH or its appointed representative.

G.7 STAYSAIL

G.7.1 The staysail shall be used only in heavy wind conditions and shall comply with the class sail plan.

G.8 SAIL MEASUREMENT FORM

Sail	Dimension	Max [mm]
Mainsail	Luff	8910
	Leech	9345
	Foot	3195
	Top width	1050
	1/4 width	2830
	1/2 width	2340
	3/4 width	1750
	7/8 width	1290
Headsail	Luff	8655
	Leech	8160
	Foot	3805
	Luff perpendicular	3575
	Top width	100
Code zero	Luff	10400
	Leech	9910
	Luff perpendicular	6240
	Top width	50
Gennaker	Luff	12260
	Leech	10020
	Foot	8300
	Half width	7355

Effective date of these **Class Rules**: 27/05/2026