

Minisail Class Association – Class Rules

1. THE MINISAIL

a) The MiniSail is a single-handed class which is restricted to two separate one-design hulls, these being the Monaco and the Sprite. (see note 1) The intention of these rules is to ensure that in hull shape, mast and sail plan, these boats are as like their respective designs as possible.

2. IDENTIFICATION

a) The sail number and class emblem shall be placed on the sail in accordance with the Yacht Racing Rules of the ISAF

b) The minimum size of sail numbers shall be height 12" (305mm) width 8" (203mm) (except 1 and i) thickness 1 1/2".(38mm)

c) The sail number shall be affixed to the main bulkhead in a visible position as near to the centre line as practicable. Minimum height of the figures is to be 12.7mm (1/2")

d) Where the sail number is unknown the boat shall be allotted a new sail number. New sail numbers shall be issued by the reformed Minisail class association. (see note 2)

3. HULL MEASUREMENT

a) Maximum Overall Dimensions

MEASUREMENT	SPRITE	MONACO
Maximum length overall but excluding rudder fittings	4102mm	4013mm
Maximum beam including rubbing strips and outwales	1219mm	1168mm
Maximum depth of hull and deck unit	381mm	381mm

b) Measurement points

Three sections shall be fixed by measurement forward of the-aft face of the transom or where there is no transom, the aft perpendicular:

Section 3. shall be fixed 914mm forward of the transom (3')

Section 7. shall be fixed 2133mm forward of the transom (7')

Section 10 shall be fixed 3048mm forward of the transom (10')

A base line shall be fixed by measurement below the beaten of the hull, taken from the skin at the centre line at sections 3. and 10.

c) Section Measurements

MEASUREMENT	SPRITE	MONACO
Base line to keel section 3	83mm	60mm

Base line to keel section 10	79mm	44mm
Base line to chine at transom	146mm	135mm
Base line to chine at section 3	83mm	94mm
Base line to chine at section 7	41mm	70mm
Base line to chine at section 10	79mm	137mm
Base line to keel at transom		114mm
Base line to keel at section 7		19mm
Chine beam at transom	79mm	71.8mm
Chine beam at section 3	914mm	857mm
Chine beam at section 7	965mm	883mm
Chine beam at section 10	826mm	749mm
tolerance	+/- 19mm	+/- 12.7mm

d) The hull only in dry condition with all equipment not permanently attached to the hull removed, shall not weigh less than 43.09Kgs (95lbs). Correctors of wood may be fitted but must not weigh more than 4.53kgs (10lbs.)

4. CONSTRUCTION AND DECKING

- a) There is currently no GRP builder. New wooden boats may be built.
- b) Thickness and specific gravity of hull skin shall be constant. If of plywood construction, thickness of hull and deck skin shall not be less than 4mm. If the hull has been moulded in G.R.P., the thickness may not be reduced and only manufacturing irregularities may be corrected.
- c) A bulkhead must be fitted at the forward end of the cockpit, not more than 2286mm (7'6") from the transom nor less than 2095mm (6'10 1/2") from the transom.
- d) The compartment forward of the main bulkhead shall be completely decked, this deck to have a positive camber from gunwale to gunwale.

5. SAILS AND SPARS

- a) The mast must be unstayed and the rake fixed. The construction shell be of aluminium Alloy untapered tube (except the neck in the lower mast section at the socket and spigot joint). The whole mast or, in the case of sectioned masts, the upper sections shall be fully buoyant. The overall length of the mast shall not exceed 6020mm (19.9"). A measurement band of contrasting colour to the mast, not less than 12mm (1/2") wide shall be marked on the mast, the upper edge of which shall be 4877mm (16') from the top of the mast. The upper edge of the boom at the mast or in the case of loose footed sails, the tack, may not be tensioned down below the upper edge of the measurement band.
- b) The boom shall be unrestricted in design and materials, but shall be able to pass through a circle of 76mm (3") diameter after fittings have been removed. A measurement band as in 7a) shall be marked on the boom 3099mm (10'2") from its

inner edge to the mast, if the boom exceeds this length. The clew may not be pulled out beyond the inner edge of this band.

c) One sail only shall be set and shall be attached to the mast by a luff pocket not exceeding 140mm (5 1/2") in width. Method of attachment to the boom is unrestricted. The sail shall be all white or white with alternating panels of the same colour. Sail battens or other artificial stiffeners are not allowed, except for a triangular head board which may not exceed 152.4mm (6") on any side, or protrude beyond a line drawn from the head of the sail to the band on the boom. The leach shall be measured in a straight line and shall not exceed 5563mm (18'3") from the top of the luff pocket to the foot at the clew. A clear plastic window is allowed in the sail, but shall not exceed .279sq.M. (3 sq.ft) in area.

6. SEATS

a) Sitting-out aids of any design are permitted but must be removable and may not extend further than 1524mm (5.0") from the centre line of the boat.

7. CENTREBOARDS AND RUDDERS

a) The design of centreboards and rudders is unrestricted, but provision must be made so that they shall not be lost in the event of a capsiz.

8. BUOYANCY

a) Boats shall have sufficient buoyancy to support a weight of 81.65kgs (180 lbs) for 30 minutes when all compartments are flooded.

9. PROHIBITIONS

a) Trapezes, and ballast carried by helmsmen are not allowed.

Note 1.

Known Variants of the Minisail are thus: (Dates in Parenthesis are year of first manufacture)

Sprite The Sprite design has a flat bottomed hull and is constructed of plywood.

Sprite I has no cockpit (Mid Sixties)

Sprite II has a Cockpit (Mid to Late Sixties)

Monaco The Monaco design has a veed bottom and is constructed of either plywood. or G.R.P.

Monaco I in wood (1959)

Monaco I in GRP – No Cockpit (1963)

Monaco II in GRP – Cockpit (Mid Sixties)

Mini Sprint The Mini Sprint is based on the Monaco hull but has a different top deck.

Mini Sprint I As Monaco II of lighter construction with tracked boom and footed sail (1973)

Mini Sprint II As Sprint I in hull design with a slightly deeper trunked section, self-draining cockpit, built-on sliding seat, optional centre sheeting and drop centre board. (1975)

Meson As the Mini Sprint 2 in GRP hull design and drop centre board but with flush deck, optional sail plan. The deck is of wood. Optional Wing (1975)

Additionally the Monaco hull was made “available as a hull shell only, with or without rig, for plywood home decking and completion.” These will be referred to as Composites.

Note 2

Guidelines for Sail Numbers

- 1) Where a boat has a sail with an existing number, that number shall be recognised and recorded in the Class association log, **except**
 - a) Where the number is below 100 since such numbers are likely to be club or fleet numbers. If evidence can be shown to indicate that the number below 100 is genuine then the owner may appeal to the technical officer.
 - b) Where the sail number has already been registered for another boat by the class association
- 2) Where the sail number is unknown the hull number, if known, will be used as the sail number. Except as exempted in 1b above. (hull numbers on GRP hulls may be found stamped into the mast hole ring.)
- 3) Where both the Sail number *and* Hull number are unknown the technical officer shall allocate a sail number. Numbering shall start at 9000.