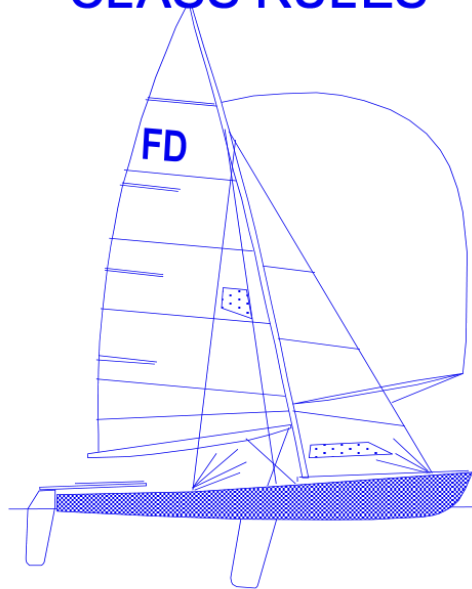


INTERNATIONAL FLYING DUTCHMAN CLASS RULES

Effective Date: March 2026

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THE INTERNATIONAL FLYING DUTCHMAN CLASS RULES



MARCH 2026



The Flying Dutchman was designed in 1951 by Conrad Gulcher & Uus Van Essen and was adopted as an international class in 1952. The FD was the Olympic two-person dinghy from 1960 to 1992.

THE INTERNATIONAL FLYING DUTCHMAN

CLASS RULES

Valid from 1 March 2026

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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, the English text shall prevail.
- A.1.2 The word “shall” is mandatory and the word “may” is permissive.
- A.1.3 The term "secured" shall mean held in place by positive means.
- A.1.4 The term "fastened" shall mean held in place with bolts, screws or rivets.
- A.1.5 The term "permanent" shall mean unable to be removed with simple tools, or fixed with glue or rivets or by glassing over. For **limit marks**, it shall mean unable to be removed and repositioned without destroying them.
- A.1.6 The term "alteration" shall mean a substantial change from the original condition.
- A.1.7 A dimension or other requirement in the text overrides the same in a Figure.
- A.1.8 All units are metric.
- A.1.9 All dimensions are in millimetres.

A.2 Abbreviations

- A.2.1 WS: World Sailing
MNA: World Sailing Member
ICA/IFDCO: International Flying Dutchman Class Organization
NCA: National Flying Dutchman Class Association
ERS: Equipment Rules of Sailing
RRS: Racing Rules of Sailing

A.3 Authorities

- A.3.1 The **class rules authority** is WS, which shall co-operate with the ICA in all matters concerning these **class rules**.
- A.3.2 The **certification authority** in each country is the ICA, which may delegate this function to the respective MNA or NCA.
- A.3.3 Neither WS, a MNA, the ICA, a NCA, a **certification authority**, or a **certification measurer** are under any legal responsibility in respect of these class rules and the accuracy of measurement, nor can any claims arising from these be entertained.
- A.3.4 Notwithstanding anything contained herein, the **certification authority** has the authority to withdraw a **certificate** and shall do so on the request of WS or the ICA.

A.4 Administration of the class

- A.4.1 WS has delegated its administrative functions for the class to the ICA.
In countries without an NCA, ICA may delegate administration to the respective MNA.
- A.4.2 In countries where there is no NCA, or the NCA does not wish to administrate the class, its administrative functions as stated in these **class rules** shall be carried out by the ICA which may delegate the administration to the respective MNA.

A.5 WS rules

- A.5.1 These **class rules** shall be read in conjunction with the current version of ERS and RRS.
- A.5.2 The Measurement instructions, appendices and the measurement plan form part of these **class rules**. However, in the case of conflict the written **class rule** takes precedence. The object of these rules is to ensure that the boats of this class at all times conform to these **class rules**, within the tolerances, in shape and weight of hull, **centerboard**, **rudder** and **mast**, and shape of sail-plan.
- A.5.3 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 “*italic*” the definition in the RRS applies.
- A.5.4 These rules are complementary to the Building Specification Plan and the Measurement Form.

A.6 Class rules changes

- A.6.1 At World, Continental or Regional Championships the Notice of Race and/or the Sailing Instructions may change the **class rules** only with the agreement of the ICA and WS.
- A.6.2 At National events the Notice of Race and Sailing Instructions may change the **class rules** only with the agreement of the ICA and the respective NCA.
- A.6.3 At any other class events, these **class rules** may be changed by the Notice of Race or Sailing Instructions only with the agreement of the ICA.

A.7 Class rules amendments

- A.7.1 Amendments to these **class rules** are subject to the approval of WS in accordance with the WS Regulations.

A.8 Class rules interpretations

- 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 and then will receive the corresponding WS building plaque for each hull built. No hull shall leave the builder's premises without the WS building plaque installed as per D.2.2.

A.10 World and continental championships

A.10.1 The IFDCO Championship Rules state: The measurement committee will be appointed by the Organizing authority from names to be submitted to the IFDCO Championship Organizing Committee for approval. The IFDCO chief measurer shall be President of the measurement committee (Principal Equipment Inspector).

A.10.2 For World and European Championships, only the latest version of the World Sailing Standard Sailing Instructions, RRS Appendix J2, as amended by the IFDCO and World Sailing to be in compliance with the FD Championship Rules, shall be used.

A.10.3 A measurer shall not measure his own boat, a boat built by him or when he is in some way an interested party.

A.11 Sail numbers

A.11.1 Sail numbers shall be issued by the NCA of the country where the boat is registered, which may delegate this function to the MNA.

A.11.2 Sail numbers shall be issued in consecutive order per country starting at "1".

A.11.3 In accordance with RRS Appendix G1.1 (c), the MNA or NCA may issue personal sail numbers (Sail numbers staying with the owner for every boat he owns as long as he sails FD). This number must be shown on the **certificate** and shall not conflict with existing numbers of active boats. After the sale of the boat, the new owner has to use her original sail number or his own personal number on his sails.

A.11.4 *Competitors* may use the sail number of any hull still owned by them, on any boat chartered or owned by them.

A.11.5 Each sail manufactured after 1 September 1984 shall have permanently fixed near to its tack an officially numbered IFDCO sail button or IFDCO sail sticker. No sail will be accepted for measurement without an IFDCO sail button or sail sticker. Buttons or stickers must not be transferred from one sail to another. The sail makers must obtain sail buttons or sail stickers from the IFDCO.

A.12 Hull numbers

A.12.1 The sail number of the boat or personal sail number must be shown on the transom. The height of the letters must not be less than a minimum of 18mm.

A.13 Hull certificate

A.13.1 No boat shall take part in class races unless it has a valid measurement **certificate** in the owner's name. The measurement **certificate** is only valid if the owner is a current member of a NCA or, if there is no NCA in his nation, Individual Member of the ICA as per the ICA Constitution.

A.13.2 A **certificate** shall record the following information:

- (a) Class.
- (b) **Certification authority.**
- (c) Sail number(s) in accordance with A.11.
- (d) Owner's name and address.
- (e) Hull identification as per D.2.
- (f) Builder / manufacturer's details.
- (g) Date of issue of **certificate.**

A.14 Initial hull certification

A.14.1 Measurement **certificates** are issued by the IFDCO after fundamental measurement by an IFDCO approved measurer, and receipt of the completed (electronic) measurement form.

A.14.2 Measurement Forms: An (electronic) **certificate** and sail number will be issued only upon the receipt by the IFDCO registration of an (electronic) measurement form, signed by the builder and an IFDCO measurer, which shows that the boat fully complies with all the rules.

A.14.3 When the boat is measured outside the country of origin, it is desirable to have the signature of the builder, but not obligatory. When the boat proves to be within the rules, the (electronic) form is to be signed by the IFDCO registration.

A.14.4 One (electronic) form is to be kept by the IFDCO Registration.

A.15 Validity of certificates

A.15.1 A hull **certificate** becomes invalid upon:

- (a) the change to any items recorded on the hull **certificate** as required under A.13.2.
- (b) the date of expiry, if any.
- (c) withdrawal by the **certification authority.**
- (d) the issue of a new **certificate.**

A.15.2 Older hulls need not be re-certified if the rules under which they were built are changed (grandfather rule).

A.15.3 The **certificate** of a second-hand boat is invalid until it has been put in the name of the new owner and countersigned by the IFDCO registration, which will issue a new sail number in the event of a country change.

A.16 Hull re-certification

A.16.1 The **certification authority** may issue a new **certificate** to a previously certified hull:

- (a) When the **certificate** has become invalid under A.15.1 (a) or (b), after receipt of the old **certificate**, and certification fee if required.
- (b) When the **certificate** has become invalid under A.15.1 (c), at its discretion.
- (c) In other cases, by application of the procedure required for initial hull certification.

A.17 Retention of measurement forms

A.17.1 The certification authority shall:

- (a) retain the original (electronic) measurement form upon which the current **certificate** is based and shall provide the owner with a certified electronic true copy of the measurement form.
- (b) upon request, transfer the measurement form to the new **certification authority** if the hull is exported.

SECTION B - BOAT ELIGIBILITY

B.1 General

B.1.1 For a boat to be eligible for racing, it shall comply with rules in this section.

B.2 Class rules and certification

B.2.1 For a boat to be eligible for racing, it shall comply with rules in this section.

B.2.2 The boat shall;

- (a) Be in compliance with the **class rules**.
- (b) Have a valid hull **certificate** and hull measurement form with sail number, and World Sailing (ISAF) plaque number shown.
- (c) Registration in the owner's name.
- (d) Numbered World Sailing (ISAF) plaque glued to the boat at the required place.
- (e) The **crew** have proof of yearly payment to the IFDCO.
- (f) A numbered IFDCO sail button or sail sticker on each sail.
- (g) Have valid certification marks as required.

B.3 Flotation checks

B.3.1 It is the responsibility of the owner to ensure at all times the water-tightness of the boat.

B.4 IFDCO labels

B.4.1 Sails shall carry a sail button / sticker issued by the IFDCO.

B.4.2 Each sail manufactured after 1 September 1984 shall have a permanently fixed, numbered IFDCO sail button or IFDCO sticker near the tack.

B.4.3 No sail shall be measured without such a button or IFDCO sticker.

PART II – REQUIREMENTS AND LIMITATIONS

The **crew** and the boat shall comply with the rules in Part II when racing and at any other time when rules specify. The Notice of Race or the Equipment Regulations may specify that compliance shall be in effect from the moment equipment is presented for **event inspection**. Measurement to check conformity with rules of Section C is not part of equipment certification control.

Only the owner and **crew** of the boat, the measurer, measurer's assistants, members of the Jury and the IFDCO *Technical Committee* may be present during measurement at a major regatta.

The rules in Part II are open **class rules**. Measurement shall be carried out in accordance with the current version of ERS except where varied in this Part. **Fittings** may be combined as long as no additional not-permitted function is added.

SECTION C - CONDITIONS FOR RACING

C.1 General

C.1.1 Rules

(a) The following RRS rules shall apply as amended below:

(i) RRS 49.1 is changed to: 'A **crew** member shall use no device designed to position his body outboard other than a **trapeze**, hiking straps and hiking aids worn under the thighs.'

(ii) RRS 42 Propulsion All of RRS 42.3(c) is altered (as permitted by RRS 86.1 (c) to read as follows: 'On a free leg of the course, the following actions are permitted for the sole purpose of accelerating a boat down the face of a wave (surfing) or, when planing conditions exist, responding to an increase

in the velocity of the wind: Not more than a maximum of three rapidly-repeated trims and releases of any sail (pumping). There must be no further pumping with respect to that wave or increase of wind.’

- (b) The ERS Part I – Use of Equipment shall apply except where varied by these rules.

C.2 Crew

C.2.1 Limitations

- (a) The **crew** shall consist of two persons
- (b) No **crew** member shall be substituted during an event, unless authorized by the *Race Committee*.
- (c) The **trapeze** system shall not be used by more than one **crew** member at any time. A **crew** member using a **trapeze** shall be in contact with the hull at all times except in the situation of accidental movement and/or a maneuver.

C.3 Class membership

- C.3.1 The **crew** shall be current members of a NCA who shall be in good standing with the ICA, or if there is no NCA in their country, the **crew** shall be current Individual Members of the ICA. A Notice of Race may change this rule.

C.4 Personal equipment

C.4.1 Mandatory

- (a) The boat shall be equipped with a **personal flotation device** for each **crew** member to the minimum standard ISO 12402-5, or USCG Type III, or AS 4758 Level 50 or equivalent. Inflatable **personal flotation devices** are not permitted.

	Minimum	Maximum
Two personal buoyancy aids of buoyancy	50 N	

C.4.2 Optional

- (a) Trapeze harness. The weight shall not exceed 4.0 kg, measured according to RRS Appendix H. The trapeze harness is separate from, and shall not constitute a **personal flotation device** (PFD).

	Minimum	Maximum
Weight of the trapeze harness		4.0 kg

C.5 Total weight

C.5.1 Wet Clothing Weights are to be determined as specified in RRS Appendix H and must be as specified below:

C.5.2 **Crew:** Total weight of clothing and equipment worn or carried, excluding trapeze harness, socks and shoes, must not exceed a maximum of 10.0 kg

C.5.3 **Helmsman:** Total weight of clothing and equipment worn must not exceed a maximum of 7.0 kg; weighed as for the **crew**.

C.6 Advertising

C.6.1 Advertising is permitted in accordance with World Sailing Regulation 20, but in accord with World Sailing Regulation 20.3.2 is restricted to: (See Appendix A)

- (a) **Hull:** One advert on both sides of Maximum length 2250 mm, only 1513 mm aft of the stem point.
- (b) **Mast:** One advert on both sides of Maximum length 950 mm.
- (c) **Boom:** One advert on both sides of Maximum length 470 mm.
- (d) **Mainsail OR genoa:** One advert on both sides, below the sail letters and numbers, of Mainsail Maximum length 1900 mm, Maximum width of 620 mm. Clearly separated from letters and numbers. Genoa: Maximum length 2300 mm, Maximum width of 620 mm.
- (e) **Spinnaker:** Unrestricted, but clearly separated from the sail letters and numbers.

C.7 Portable equipment

C.7.1 Mandatory

- (a) 2 paddles, minimum length 1000 mm; each of minimum weight 0.25 kg.
- (b) 1 towing line, synthetic material, minimum diameter 8.0 mm, minimum length 15.0 m and dry weight not less than a minimum of 0.50 kg.
- (c) An anchor plus anchor line are required only when and as specified in the Notice of Race and/or in the Sailing Instructions.

	Minimum	Maximum
Two paddles length each	1000 mm	
Two paddles weight each	0.25 kg	
Tow line length	15.0 m	
Tow line diameter	8.0 mm	
Tow line weight	0.5 kg	

C.7.2 Optional

- (a) Tools and spare parts such as blocks, shackles, ropes, etc.

- (b) The use of hydraulic, pneumatic and electrical/electronic devices and instruments while racing is prohibited except that, when mandated by the NoR and SIs, VHF radios may be carried. However, while racing VHF radios, cell phones or other electronic devices may only be used for communication with the RC, except in emergencies.
- (c) Electronic timing devices and magnetic and electronic compasses are permitted, provided they do not correlate simultaneously data. Devices using the GPS and providing data to the *competitor*, while racing, are prohibited.

C.8 Hull

C.8.1 Limitations

- (d) Only one hull shall be used during an event except in case of damage beyond repair.
- (e) Hulls must be complete in every respect, and must have a World Sailing (ISAF) plaque (D.2.2) when presented for fundamental measurement. Sails, **masts** and other required gear may be measured separately.
- (f) Partly built boats can be partly measured, but the measurer must put under his signature - Partly measured - and must list on the measurement form the unmeasured items. The measurement form of such boats must also bear the name of the measurer who completed the measurement.

C.9 Equipment limitation

C.9.1 The equipment limitations specified in C.9.3 shall apply to Flying Dutchman World and European Championships but are discretionary for all other regatta series. In other regatta series, certain limitations regarding equipment may be enforced when the Notice Of Race and Sailing Instructions contain the following provisions: "This regatta series named _____ from _____ to _____ has limitations as to equipment in accordance with Rule C.9."

C.9.2 Definition of regatta series: A regatta series is a number of races scheduled to be sailed on consecutive days (one or two days or rest days or non-sailing days do not break the sequence) or on two consecutive weekends or long weekends, for one points prize or title.

C.9.3 The limitations regarding equipment for a series are: 1 mainsail, 1 spinnaker, 2 genoas, 1 **mast**, 1 **boom**, 2 **spinnaker poles**, 1 **centerboard**, 1 **rudder**.

C.9.4 If there is any damage to the equipment as mentioned under subparagraph C.9.3, it is at the discretion of the jury to allow replacements.

C.9.5 Marking limited equipment: The equipment mentioned in C.9.3 shall be identified by clearly visible markings, which cannot be transferred to other equipment.

PART III – TECHNICAL SPECIFICATIONS

Expensive Materials

Unusually expensive materials or equipment shall be deemed to be contrary to the spirit of the class and may be prohibited. Before using such materials and/or equipment, permission must be obtained from the General Committee of the IFDCO. Composite materials such as those incorporating boron and other materials of limited availability are prohibited. Carbon fibre (Fibre of graphite) and/or aromatic polyamides (aramids) such as Kevlar (Dupont trade name) are prohibited in the body of the sail.

SECTION D - HULL

D.1 General

D.1.1 The hull shall comply with the **class rules** and official plans in force at the time of initial certification, but all **fittings** shall comply with the current rules.

D.1.2 Hull measurement procedures

- (a) Boats shall be measured with official certified full FD **templates**, including their matched tie bars. The set number of the **templates** used for fundamental measurement shall be recorded on the measurement form.
- (b) The Flying Dutchman lines are specified by offsets in vertical and waterline planes. The Construction Water Line (CWL) intersects the **keel line** at **stations** 0 and 10, thus the **Hull Datum Point (HDP)**, which is at the intersection of the plane of the transom and the **keel line** is 11 mm above the origin, which is on the CWL. The planes of the measurement **templates**, which are determined by points measured along the **keel line** and **sheerline**, are therefore only ideally at the **station** planes.
- (c) The official **templates** will be issued by the IFDCO and World Sailing, and consist of 6 Hull shape **templates** with tie bars, 1 Stem **template**, 1 Transom angle-height **template** and 1 Sheer guard **template**. Each **template** must have the serial number of the set, must have been certified as correct and identified as such by a special mark made by the person appointed by IFDCO to check the **templates**.

- (d) If measurers find deviations which do not contravene the exact letter of the rules but which might contravene the spirit of the rules, they must, before signing the measurement form, submit the matter to the IFDCO Executive Committee.
- (e) Only the IFDCO Executive committee can decide to give a waiver for a rule on which a boat deviates. The deviation and waiver are to be noted and countersigned by the IFDCO Chief measurer on the (electronic) **certificate** before the **certificate** can be issued and become valid.
- (f) The General Committee of the IFDCO reserves the right to exclude a boat from racing even if it measures within the letter of these **class rules**, if the owner or builder has taken advantage of a loophole in the rules in order to build a boat which is different in shape and/or weight of hull, **centerboard**, **rudder**, **mast** or sail plan, from the plans of the class.

D.2 Builders

- D.2.1 Yachts of the Flying Dutchman Class may be built by any yard that has paid the required annual fee and acquired a license from World Sailing Ltd. On request, and after advice from IFDCO, builders who do not build more than two Flying Dutchman a year shall receive a free license from World Sailing Ltd. Yards and amateurs building shells only do not need a license.
- D.2.2 The International Class Fee will be set by World Sailing in conjunction with IFDCO. Payment has to be directed to World Sailing Ltd. As receipt for the International Class Fee payment, a numbered WS plaque will be sent by World Sailing and must be glued to the boat before Fundamental measurement:
 - (a) To the starboard forward bulkhead (just forward of the **mast**), or if this is not possible:
 - (b) To the starboard aft side of the aft bulkhead of a half double bottom, or if this is not possible:
 - (c) To the starboard side of the hog (vertical inner keel) about 300 mm from the transom, or if this is not possible:
 - (d) To the aft bulkhead of the cockpit.

D.3 Hull

D.3.1 Deviations from the tolerances due to fair wear and damage, which do not affect the performance of the boat, shall not invalidate a **certificate** for a particular race, but shall be repaired, and put right as soon as possible.

D.3.2 Within the tolerances allowed, the hull shape must conform to the Mylar plan of the sections, stem and transom at full size and the master plan of lines and verticals to be controlled by the table of offsets. The skin curvature radius must not be less than a minimum of 75 mm, except within 100 mm from the keel band. Hollows exceeding 1 mm in depth in the keel or in the hull surface aft of section 7 are not allowed. (For the lines plan see Appendices J and K, and for the table of Offsets see Appendix L)

	Minimum	Maximum
Skin Curvature radius, except within 100 mm of keel	75 mm	
Hollows aft of station 7		1 mm

D.3.3 Overall hull length, measured along the **deck line**, is to be between 6040 mm and 6070 mm.

	Minimum	Maximum
Hull length along deck line	6040 mm	6070 mm

D.3.4 Body sections: transom, 1, 3, 5, 7 and 9 must be verified with official numbered **templates** applied in the manner shown in the measurement plan.

Tolerances: For the sections: transom, 1, 3, 5 and 7, the negative deviation must not exceed a maximum of 12.5 mm per section. For section 9, the positive deviation must not exceed a maximum of 12.5 mm. Boats built after 1 November 1981 have to conform to this rule.

Template gaps, measured in the template plane	Minimum	Maximum
Sections: transom, 1, 3, 5 & 7	12.5 mm	25.0 mm
Section 9	0 mm	12.5 mm

D.3.5 **Sheerline** height: The tolerance is plus 12 mm and minus 6 mm.

	Minimum	Maximum
Sheerline height tolerance	-6 mm	12 mm

Station	1	2	3	4	5	6	7	8	9
Keel line mark	732	1283	1835	2385	2936	3486	4036	4587	5137
Sheerline mark	745		1856		2958		4068		5210

D.3.6 **Stem, Profile and Height**: The gap between the hull and stem **template**, when positioned as per instruction D.3.10 (a), shall be between zero and a maximum of 6 mm. The height of the stem point, i.e. the top of the stem, shall be within plus/minus 6 mm of the mark on the **template**. A bulbous stem is not permitted.

	Minimum	Maximum
Stem template gap	0 mm	6 mm
Stem point height tolerance	-6 mm	+6 mm

D.3.7 **Transom**: The height of the transom on the centerline, excluding the keel band, shall be between a minimum of 284 mm and a maximum of 296 mm. A hard chine transom is not permitted.

	Minimum	Maximum
Transom height above HDP	284 mm	296 mm

D.3.8 The transom must be placed at the extreme end of the hull and must be vertical to the waterline. The spacing between the transom **template** lug and the baseline controls this, and it must be between 5 mm and 15 mm.

	Minimum	Maximum
Transom template lug to baseline	5 mm	15 mm

D.3.9 No projections or apertures are permitted in the transom within 20 mm of the outside of the hull other than **rudder** pintles and 2 drain holes, each not larger than a maximum of 20 mm diameter. Corks or normal drain hole **fittings** protruding aft of the transom are allowed.

	Minimum	Maximum
Transom drain holes within 20 mm of outside of hull		20 mm

D.3.10 **Keel line** measurements: The shape of the **keel line** shall be checked by measuring the minimum distance to the baseline, which is the line drawn from a point 100 mm under the keel at the transom to a point 120 mm under the keel at **station 9**. These minimum distances, “H” measurements, must be taken at each **station**:

Station	1	2	3	4	5	6	7	8	9
“H”	72	56	45	40	40	46	59	80	120

Tolerance: The absolute value of the algebraic difference between the maximum and minimum deviations including zero at **station 9** must not exceed 12.5 mm.

	Minimum	Maximum
Absolute Diff. between the Max. & Min. H deviations		12.5 mm

D.3.11 Keelbands: Keelbands of metal, hardwood, plastic or glass-reinforced plastic must be fitted and must measure between 3 and 10 mm in thickness and between 6 and 15 mm in width. The keelband must run the full length of the hull along the keel including the stem to form a stem band.

If the keelband is faired into the hull so that its width and thickness cannot be determined, the junction between the hull and the keelband shall be taken such that the dimensions of the assumed keelband conform to the above limits, that is, at least 6 mm wide and 3 mm thick.

Adjacent to the **centerboard** slot, the keelband must be duplicated and must clearly overlap the center keelband but by not more than a maximum of 50 mm at each end. Keelband joining fishplates are permitted.

	Minimum	Maximum
Keel band thickness	3 mm	10 mm
Keel band width	6 mm	15 mm
Keel band overlap at C/B slot	0 mm	50 mm

D.3.12 **Centerboard** slot: The aft end of the **centerboard** slot must be between 2000 and 2106 mm and the forward end must be between 3396 and 3408 mm from the transom **station**.

The width of the slot must not exceed a maximum of 40 mm.

	Minimum	Maximum
Aft end of C/B slot to HDP	2000 mm	2106 mm
Forward end of C/B slot to HDP	3396 mm	3408 mm
Width of C/B slot		40 mm

D.3.13 Deck: The deck shall not be higher than the **deck line** and shall be below the **deck line** at the **mast** partners. The **deck line** is the imaginary line between the top of the transom at the centerline and the stem point, that is, the highest point on the deck at the stem. (excluding stem **fittings**).

	Minimum	Maximum
150 mm reference line to deck	150 mm	

D.3.14 The depth from the **deck line** to the **keel line** at section 9 must be between a minimum of 603 mm and a maximum of 615 mm.

	Minimum	Maximum
Depth from the deck line to the keel line at section 9	603 mm	615 mm

D.3.15 Cockpit: The area of the hull, including **spinnaker** holes, not covered by fixed decking must be between a minimum of 1.5 m² and a maximum of 4.2 m². Fixed decking is decking which is screwed, nailed, glued or moulded-in with the hull, which must not be removable during the race and which lies above or at the same level as the sheer height.

	Minimum	Maximum
Area of hull not covered by fixed decking	1.5 m ²	4.2m ²

D.3.16 Sheer Guards (Rubbing Strakes): All hulls must be fitted with sheer guards (rubbing strakes) along the full length of the hull at the **sheerline**, which must nowhere measure more than a maximum of 50 mm or less than a minimum of 5 mm perpendicular to the hull shell and parallel to the hull shell more than a maximum of 35 mm or less than a minimum of 10 mm. The sheer guard is to be placed along the topsides at the **sheerline**. The width of a rubbing strake across the transom if fitted and/or forward of the stem must not exceed a maximum of 12.5 mm.

	Minimum	Maximum
Width of sheer Guard	5 mm	50 mm
Height of sheer Guard	10 mm	35 mm

D.3.17 The **bearing point** of the jib sheet on its **fairlead** must be forward of a plane perpendicular to the **deck line** and 2000 mm along the **deck line** from the transom. It must be impossible to fix the **bearing point** of the jib sheet on its **fairlead**, or to extend the operational clew **cringle** of the jib, aft of this plane. The **bearing point** of the jib sheet on its **fairlead** must not exceed a maximum of 60 mm above the upper side of the deck. The **bearing point** of the jib sheet is the after most point of the bottom of the groove of a **sheave**, or the forward side of the opening of a **fairlead** for the jib sheet. (See Appendices C and D)

	Minimum	Maximum
Bearing point of jib sheet to transom, along deck line	2000 mm	

D.3.18 When the boat is fully rigged with **mast** vertical, sails hoisted in racing trim and sheeted for windward sailing, no part of the jib **luff** wire, excluding **cringles**, shall project more than 5 mm forward as measured perpendicular to the **luff**, of an imaginary line drawn from a point on the **deck line** a maximum 5450 mm from the aft side of the transom to a point on the front of the **mast** at a maximum 5250 mm above the **deck line**, that is below the lower edge of **Limit mark (band)** number 4. (See Appendices D and E)

	Minimum	Maximum
Intersection of jib luff wire forward edge with deck line , to transom		5450 mm
Intersection of jib luff wire forward edge with mast forward edge, to deck line		5250 mm
Jib/genoa luff wire forward edge forward of line		5 mm

D.3.19 Weight: The hull weight, including all fixed and movable **fittings** (including trapeze hooks, shroud length adjustment systems, and baby stays), buoyancy apparatus as prescribed in Rules D.3.24 – D.3.27 (whether removable or fixed) and running gear, but not including main, genoa and spinnaker sheets, shall not be less than a minimum of 130.0 kg

	Minimum	Maximum
Hull weight, including all fixed and movable fittings	130.0 kg	
Hull corrector weights		15 kg

D.3.20 Outrigger: The outrigger may extend no more than 60 mm outside the hull and shall be located no more than 500 mm from the **shrouds**, and may be used for leading the spinnaker guy.

	Minimum	Maximum
Outrigger outside the hull		60 mm
Outriggers from the shrouds		500 mm

D.3.21 Foot straps: Foot straps, which support the **crew's** feet, further outboard than the sheer guards (rubbing strakes) are prohibited.

D.3.22 Corrector weights: If the hull as weighed in Rule D.3.19 weighs less than 130.0 kg, lead corrector weights must be permanently fastened to the underside of the deck, forward of the **mast**, be easily visible and stamped by the measurer. The actual weight must be stated on the measurement form. No boat shall carry more than a maximum of 15.0 kg of corrector weights.

D.3.23 The corrector weights may only be adjusted to comply with the minimum hull weight, Rule D.3.19, after a measurement by an IFDCO approved measurer. The amount removed shall be marked on the measurement form and certified by the measurer.

D.3.24 Buoyancy: The boat shall float its own weight when all buoyancy tanks or bags have been removed or filled with water. Boats built of non-buoyant material shall have rigid buoyancy made of closed cell foam plastic, or similar buoyant material, which is permanently attached to the hull. Buoyancy tanks or bags shall provide a minimum of 220 kg of positive buoyancy. At least two completely independent buoyancy tanks or bags, of at least 50 kg buoyancy each, are required.

	Minimum	Maximum
Hull positive buoyancy	220 kg	
Number of independent tanks of Minimum 50 kg	2	

D.3.25 Side Deck Pads: Detachable side deck pads, are allowed aft of the **bearing point** of the jib sheet (Rule D.3.17) but must not project outside of the maximum permitted width of the sheer guards (rubbing strakes) (Rule D.3.16).

D.3.26 Buoyancy apparatus must be kept securely fastened and fully effective at all times.

D.3.27 The buoyancy must be fitted to the hull such that in the event of complete flooding, the boat will float approximately level with an effective weight of not less than a minimum of 220 kg placed at a point between the **mast** and a position 1500 mm aft of the **mast**.

SECTION E - TRAPEZE AND APPENDAGES

E.1 Trapeze

E.1.1 RRS 49.1 is amended to allow a trapeze, which consists of 2 wires or lines attached directly or indirectly to the **mast**, one on each side, which can be fastened to a trapeze harness. The trapeze shall not be used to support more than one person at a time. The weight of the trapeze hooks, handles, rings, and gear to adjust the length between the trapeze wire or line and the trapeze harness, must not exceed a maximum of 1.0 kg.

	Minimum	Maximum
Weight of the trapeze hooks, handles, rings, etc.		1.0 kg
Weight of the trapeze harness		4.0 kg
Trapeze quick release time		2 sec

E.1.2 The trapeze harness may be attached directly or indirectly to a trapeze wire or line but only by means of a single quick release system (2 seconds). The weight of the trapeze harness must not exceed a maximum of 4.0 kg and shall float after complete immersion. The trapeze harness is separate from, and shall not constitute a **personal flotation device** (PFD), as required by rule C.4.1.

E.2 Centerboard (See Appendix F)

- E.2.1 The shape of the under hull part of the **centerboard**, in its lowest position, must conform to the profile as defined in Appendix F. With the leading edge fully up against the leading edge line, within a tolerance of maximum 3 mm for local gaps, the tolerance is plus or minus 6 mm on the bottom and trailing edges and on the curves at the bottom of the **centerboard**.
- E.2.2 A stop must be fitted on the **centerboard** to prevent it from being lowered farther than a maximum of 1060 mm under the hull. The use and position of a **centerboard** bolt, notch or holes are optional.
- E.2.3 The weight of the complete **centerboard** including blocks of maximum combined weight of 300g, must not be less than a minimum of 5.50 kg.
- E.2.4 Thickness of the under hull part of the **centerboard** must not exceed a maximum of 23.0 mm.
- E.2.5 It must be possible to raise the **centerboard** into its case by rotating it so that the leading edge of the **centerboard** is close to and approximately parallel to the **keel line**.
- E.2.6 When it is fully or partly lowered, no part of the **centerboard** shall be aft of the extension of that part of the trailing edge that is below the hull. (See Appendix F)

	Minimum	Maximum
C/B profile deviation from Appendix F outline		6 mm
Depth of C/B under the hull		1060 mm
Weight of the complete centerboard	5.5 kg	
Thickness of the under hull part of the centerboard		23.0 mm

E.3 Rudder (See Appendix F)

- E.3.1 The shape of the part of the **rudder** blade, when in its lowest position, which is situated under the extended **keel line**, must conform to the profile as defined in Appendix F. With the leading edge fully up against the leading edge line, within a tolerance of maximum 3 mm for local gaps, the tolerance is plus or minus 6 mm on the bottom and trailing edges, and on the curves at the bottom of the **rudder**. (See Appendix F)
- E.3.2 The total weight of the complete **rudder** including **fittings**, tiller and tiller extension must not be less than a minimum of 4.00 kg.
- E.3.3 The part of the **rudder** projecting under the extended line of the keel must not project under this line more than a maximum of 810 mm. (See Appendix F)
- E.3.4 The leading edge of this part of the **rudder** shall make an angle that must not exceed a maximum of 105 degrees with the **keel line**. When racing, boats with lifting **rudder** blades must fix the position of the leading edge as above by means of a pin, unless a special exception is made in the sailing instructions. (See Appendices B and G)
- E.3.5 The distance from the leading edge of the **rudder**, at the point of intersection with the extended **keel line**, must not exceed a maximum of 60 mm from the transom. (See Appendices B and G)
- E.3.6 A safety device must be fitted so that the **rudder** cannot come off unintentionally if the boat is inverted.
- E.3.7 Tiller: The tiller may extend aft of the transom not more than a maximum of 1000 mm.
- E.3.8 Double **rudders** and **rudders** fully or partly forward of the plane of the transom are prohibited. Trim tabs, lifting foils or similar contrivances, attached to the **rudder** and/ or transom are prohibited.

	Minimum	Maximum
Rudder profile deviation from Appendix F outline		6 mm
Depth of rudder under the hull		810 mm
Weight of rudder including fittings , tiller & extension	4.00 kg	
Angle of rudder leading edge with keel line		105 deg
Leading edge of the rudder to transom		60 mm
Tiller extension aft of the transom		1000 mm

SECTION F - SPARS AND RIGGING

F.1 Mast

F.1.1 Rotating **masts** are prohibited.

The **Mast Spar** Curvature shall be less than 20 mm.

F.1.2 The weight of the **mast** (excluding trapeze hooks, shroud length adjustment systems, and baby stays, but including a compass bracket and shroud rollers of combined maximum weight less than 400g) shall not be less than a minimum of 8.50 kg. **Mast** corrector weights of lead shall be permanently attached to the **mast** above **limit mark (band)** No. 1.

The height of the center of gravity of the **mast** must not be less than a minimum of 2500 mm above the top of **Limit mark (band)** number 1.

F.1.3 The **mast** must have openings near the top and the heel to allow the **mast** to drain. The sum of the areas of the openings at the top and at the heel must not be less than a minimum of 150 mm².

	Minimum	Maximum
Mast Spar Curvature		20 mm
Weight of the mast (excluding trapeze hooks etc.)	8.5 kg	
Height of mast CG above Limit mark 1	2500 mm	
Sum of areas of drain openings at top and heel	150 mm ²	
Mast heel measurement point to transom		3600 mm

F.1.4 **Mast Spar** Cross-Section, including the sail track or its extension, for the sections:

	Minimum	Maximum
From the heel to the limit point No 4, fore and aft	70 mm	100 mm
From the heel to the limit point No 4, transverse	50 mm	100 mm

- F.1.5 **Mast Position:** A stop must be fitted at the **mast** step to prevent the “**mast** heel measurement point” from being moved aft of a point perpendicularly down from the **deck line** and 3600 mm from the transom, as measured along the **deck line**. The **mast** heel must be on the centerline. Slides or carriages on the **mast** heel track are prohibited. (See Appendix D)
- F.1.6 **Mast Rigging:** Running **backstays** and rigid **forestays** are prohibited, and only an optional single adjustable centerline **backstay** is allowed. All **shrouds** must be installed such that movement of their lower ends is impossible while racing. A flexible or solid baby stay, if fitted, must not be attached higher than the Lower point, i.e. the upper edge of **band** number 2 (see Rule F.1.9).
- F.1.7 A **forestay**, of minimum diameter 2.00 mm, and of material of strength equivalent to stainless steel wire, shall be rigged. The position of the **forestay** shall be forward of the **luff** of the jib and within 200 mm of the centerline, see RRS 54. The **forestay** must be independent of the jib, and must support the **mast** when the jib is lowered, or the jib halyard or tack is broken in a strong wind. The measurer must be convinced of a seaman-like job, also under the foredeck.

	Minimum	Maximum
Forestay diameter	2.00 mm	

- F.1.8 It must normally be possible to lower the main and the jib from the cockpit, while the **mast** is standing in its normal sailing position.
- F.1.9 **Limit marks** must be bands around the whole **spar**, of minimum **limit marks** width 10 mm, white or yellow on black **masts**, in contrasting colour for other **spars**, and except for **Limit mark 1** which shall be below deck level, must remain visible while racing. The relevant edge shall be as follows:
- No 1: The upper edge of this **limit mark (band)** must be under the deck level at the **mast**.
 - No 2: The Lower point (**Mast Datum Point**), the upper edge of the **Lower limit mark (band)** must be less than a maximum of 800 mm above the upper edge of **band** No 1.
 - No 3: The Upper point, the lower edge of the **Upper limit mark (band)** must be less than a maximum of 6400 mm above the lower point (upper edge of **band** No 2).
 - No 4: The lower edge of this **limit mark (band)** must be less than a maximum of 5250 mm above the upper edge of **band** No 1. There must be a stop to prevent extending beyond **Upper Point**.

	Minimum	Maximum
Lower point to upper edge of the Lower limit mark		800 mm
Upper point height		6400 mm
Lower edge of limit mark 4 to upper edge of band 1		5250 mm
Outer Point Distance		2840 mm

- F.1.10 Contrary to ERS F.2.3 (l) the final **bearing point** of the spinnaker halyard on its **fairlead** or **sheave** must be below and aft of the line from a point on the forward edge of the **mast** 500 mm above the lower edge of the No 4 **band**, to a point 160 mm forward (measured perpendicular to the forward edge of the **mast** of the lower edge of the No 4 **band**. (See Appendix E)
- F.1.11 The extension of the top of the **boom**, when perpendicular to the **mast**, shall not cross the **mast** at a point lower than the Lower point, i.e. the upper edge of the **band** number 2. A stop on the **boom** shall prevent the **clew point** of the mainsail from extending beyond the outer point. (See Appendix E)
- F.1.12 Except when in the center plane of the **mast spar**, the central axis of the **boom spar** shall intersect the **mast spar** center plane at a distance of not more than 90 mm from the aft edge of the **mast spar**.
- F.1.13 Loose **footed** mainsails shall have a system to prevent the **clew point** to be positioned more than 60mm from the **boom** outer point. To achieve this, the clew outhaul shall pass under a strap positioned at or forward of the plane of the **outer limit mark**.
- F.1.14 The Trapeze consists of 2 wires or lines attached directly or indirectly to the **mast**, one on each side, which can be fastened to a trapeze harness. The trapeze shall not be used to support more than one person at a time. The weight of the trapeze hooks, handles, rings, and gear to adjust the length between the trapeze wire or line and the trapeze harness, must not exceed a maximum of 1.0 kg.

F.2 Boom

- F.2.1 **Boom**. Permanently bent **booms** are prohibited.
- F.2.2 The **boom**, without **fittings**, must be able to pass through a circle having a diameter of 150 mm.
- F.2.3 **Boom** Outer point, the inner edge of the **Outer limit mark (band)** must be less than a maximum of 2840 mm from the aft side of the **mast**. (See Appendix E)

	Minimum	Maximum
Boom must pass through a circle of		150 mm
Boom spar axis to aft edge of mast spar		90 mm

F.3 Spinnaker pole

F.3.1 The **Spinnaker Pole** length must not exceed a maximum of 2500 mm. The **spinnaker pole fitting** projection must not exceed a maximum of 50 mm.

	Minimum	Maximum
Spinnaker Pole length		2500 mm
Spinnaker pole fitting projection		50 mm

SECTION G - SAILS

G.1 Parts

G.1.1 Mandatory

- (a) Mainsail
- (b) Jib/Genoa

G.1.2 Optional

- (a) Spinnaker
- (b) 2nd Jib/Genoa

G.2 General

G.2.1 Sails shall comply with the current **class rules**:

- (a) The dimensions given on the sail plan are maximum, except the measurement giving the position of the top **batten** (minimum dimension). Sails must be of woven ply (Mylar or Kevlar are prohibited (see PART III – TECHNICAL SPECIFICATIONS Expensive materials)).
- (b) All sails must be single woven ply. The body of the mainsail and the genoa must each be of a single colour except for **sail windows**, and **markings** in accordance with RRS 77 and Appendix G. **Reinforcements** are permitted without limitation but it must be possible to fold the sail, including **reinforcements**, by hand in any direction within an outside diameter of 8.0 mm.
- (c) Double **luff** sails are prohibited.
- (d) Sail openings, except **eyelets**, **cringles** and windows, are prohibited. Windows made of any material and with a total area that must not exceed a maximum of 1.00 m² in each sail are permitted, but only in the mainsail and in the genoa.

- G.2.2 Emblems - Sail Letters – Numbers: The class emblem shall be the letters FD. The sail number, letters and class emblem must be in accordance with the RRS Appendix G. In addition to RRS Appendix G1.1(b) mainsails must carry Boa and sail numbers are not required on either genoas or spinnakers.
- G.2.3 After a sail has passed measurement, the measurer shall stamp and sign the sail.

G.3 Mainsail (See Appendices G and H)

- G.3.1 The **mainsail top width** shall not exceed a maximum of 150 mm. (See Appendix H)
- G.3.2 The mainsail when set must lie between the **upper point** and the **lower point** on the **mast** and the **outer point** on the **boom**, i.e. between the **bands**.
- G.3.3 The **leech** length must not exceed a maximum of 6800 mm.
- G.3.4 The **upper width** of the mainsail is the shortest distance from the **upper leech point**, which is 3400 mm from the **head point**, to the **luff**, and must not exceed a maximum of 1900 mm.
- G.3.5 The extension of the upper edge of the inside of the upper **batten pocket** must meet the **luff** at a point a minimum of 1500 mm from the **head point** (the **luff** being stretched so as to remove wrinkles in the material of the sail). The distance from this point to the **leech**, measured along the inner edge of the upper **batten pocket** must not exceed a maximum of 1010 mm. (See Appendix H)
- G.3.6 A maximum of 4 sail **battens** are permitted in the mainsail. The **batten pockets** must divide the **leech** into equal parts plus or minus 100 mm. The **batten pocket** inside widths must not exceed a maximum of 60 mm. The **batten pocket** inside lengths must not exceed a maximum of 1000 mm.

	Minimum	Maximum
Mainsail top width		150 mm
Mainsail leech length		6800 mm
Mainsail upper width at 3400 mm		1900 mm
Head point to the intersection of upper edge of the inside of the upper batten pocket with the luff		1500 mm
Leech to the intersection of upper edge of the inside of the upper batten pocket with the luff		1010 mm
Mainsail Foot Median		6700 mm

G.4 Jib/Genoa (Note Rules D.3.17 and D.3.18 are repeated for convenience)

G.4.1 See Rule D.3.17.

	Minimum	Maximum
Bearing point of jib sheet to transom, along deck line	2000 mm	

G.4.2 See Rule D.3.18.

G.4.3 No part of the jib/genoa shall extend more than 10 mm in front of the forward edge of the **luff** wire when the **luff** is tensioned.

	Minimum	Maximum
Intersection of jib luff wire forward edge with deck line , to transom		5450 mm
Intersection of jib luff wire forward edge with mast forward edge, to deck line		5250 mm
Jib/genoa luff wire forward edge forward of line		5 mm
Jib/genoa extent forward of the LE of the luff wire		10 mm

G.4.4 Elastic strips and regulating cords in or attached to the **foot** of the jib or genoa are prohibited.

G.4.5 No **headboard**, **battens** or **foot** club are allowed in the jib.

G.5 Spinnaker (See Appendix I)

G.5.1 Spinnakers must be symmetrical in form and construction.

G.5.2 The **luff lengths** must not exceed a maximum of 5500 mm.

G.5.3 The **Foot median** must not exceed a maximum of 6600 mm.

G.5.4 The straight-line distance from the **Clew points** to the Mid **foot** point must not exceed a maximum of 2050 mm. The **Foot** Irregularity must not exceed a maximum of 20 mm.

G.5.5 The **upper leech points** are at 2750 mm from the **head point**. The **spinnaker upper width** must not exceed a maximum of 3950 mm.

G.5.6 The spinnaker **headboard** must not exceed a maximum of 150 mm in any direction.

	Minimum	Maximum
Spinnaker luff lengths		5500 mm
Spinnaker Foot median		6600 mm
Spinnaker upper width at 2750 mm from head point		3950 mm
Spinnaker Clew points to the Mid foot point		2050 mm
Spinnaker Foot Irregularity		20 mm
Spinnaker headboard in any direction		150 mm

Appendices

These appendices are not to scale and in the event of discrepancies between these appendices and the written rules, the written rules shall take precedence.

A.1 Equipment required for measurement

- (a) Copy of current **Class rules** and Mylar measurement plan
- (b) Triplicate measurement form (white, green. and blue)
- (c) Stamps for marking the boat and gear
- (d) Self-adhesive paper (pencil etc.) for marking station points
- (e) Set of certified official templates
- (f) 3 padded trestles
- (g) Accurate weighing machine (up to 150 kg, 0.1 kg)
- (h) Accurate weighing machine (up to 15 kg, 0.1 kg)
- (i) 7 m fine strong thin line
- (j) 10 m steel tape
- (k) 2 or 3 m steel tape
- (l) Two 150 mm, 0.5 mm steel rules
- (m) Micrometer
- (n) Calipers of the inside and outside type
- (o) Centerboard thickness gauge (23 mm)
- (p) Feeler gauges, 0.10 and 2.0 mm
- (q) 2 mm feeler
- (r) 1000 mm straight edge
- (s) 1100 mm flexible batten

A.2 Appendix A: Advertising

Flying Dutchman Dimensions

Deck Length 6.055 m
 Length LOA 6.050 m
 Length DWL 5.500 m
 Beam ~1.78 m

Hull Weight 130.0 kg
 Sailing Weight ~165.0 kg

Mainsail ~10.2 m²
 Genoa ~8.4 m²
 Spinnaker ~21 m²

MAINSAIL
 1 Advert both sides
 Below sail letters & Numbers
 Max. Length 1900 mm
 Max. Height 620 mm
 Clearly separated from
 sail letters and numbers

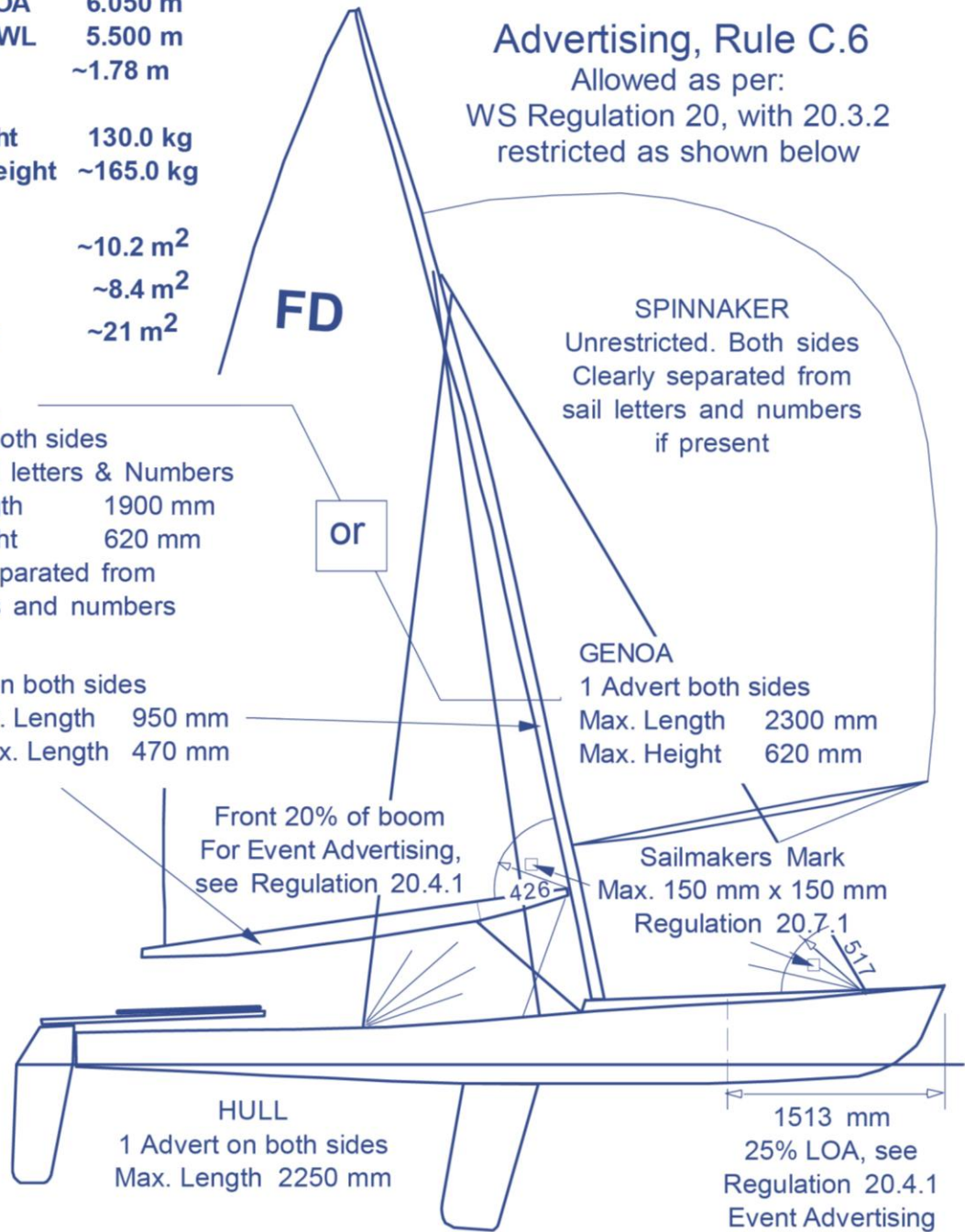
SPARS
 1 Advert on both sides
 Mast: Max. Length 950 mm
 Boom: Max. Length 470 mm

Front 20% of boom
 For Event Advertising,
 see Regulation 20.4.1

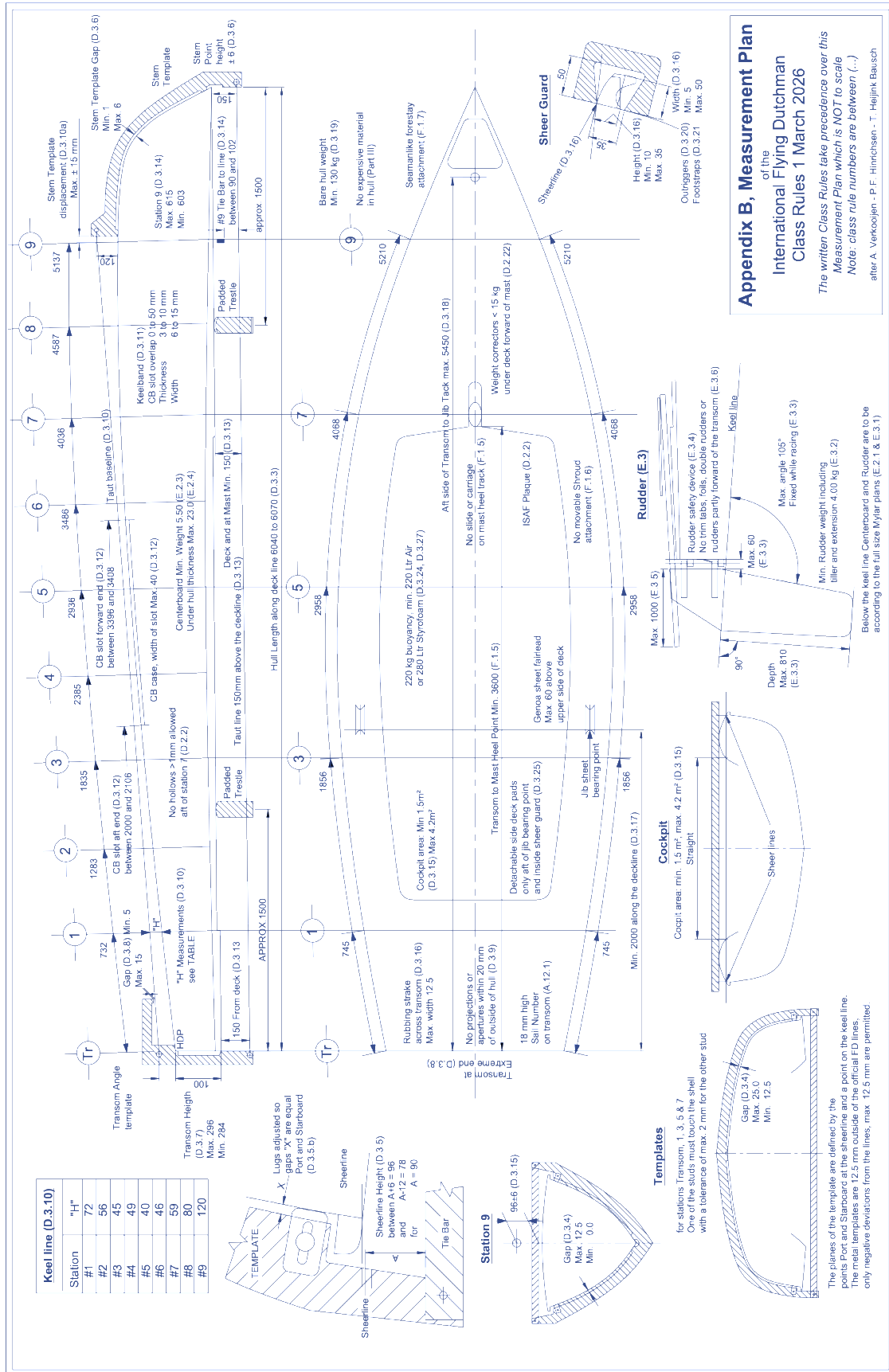
HULL
 1 Advert on both sides
 Max. Length 2250 mm

Advertising, Rule C.6

Allowed as per:
 WS Regulation 20, with 20.3.2
 restricted as shown below

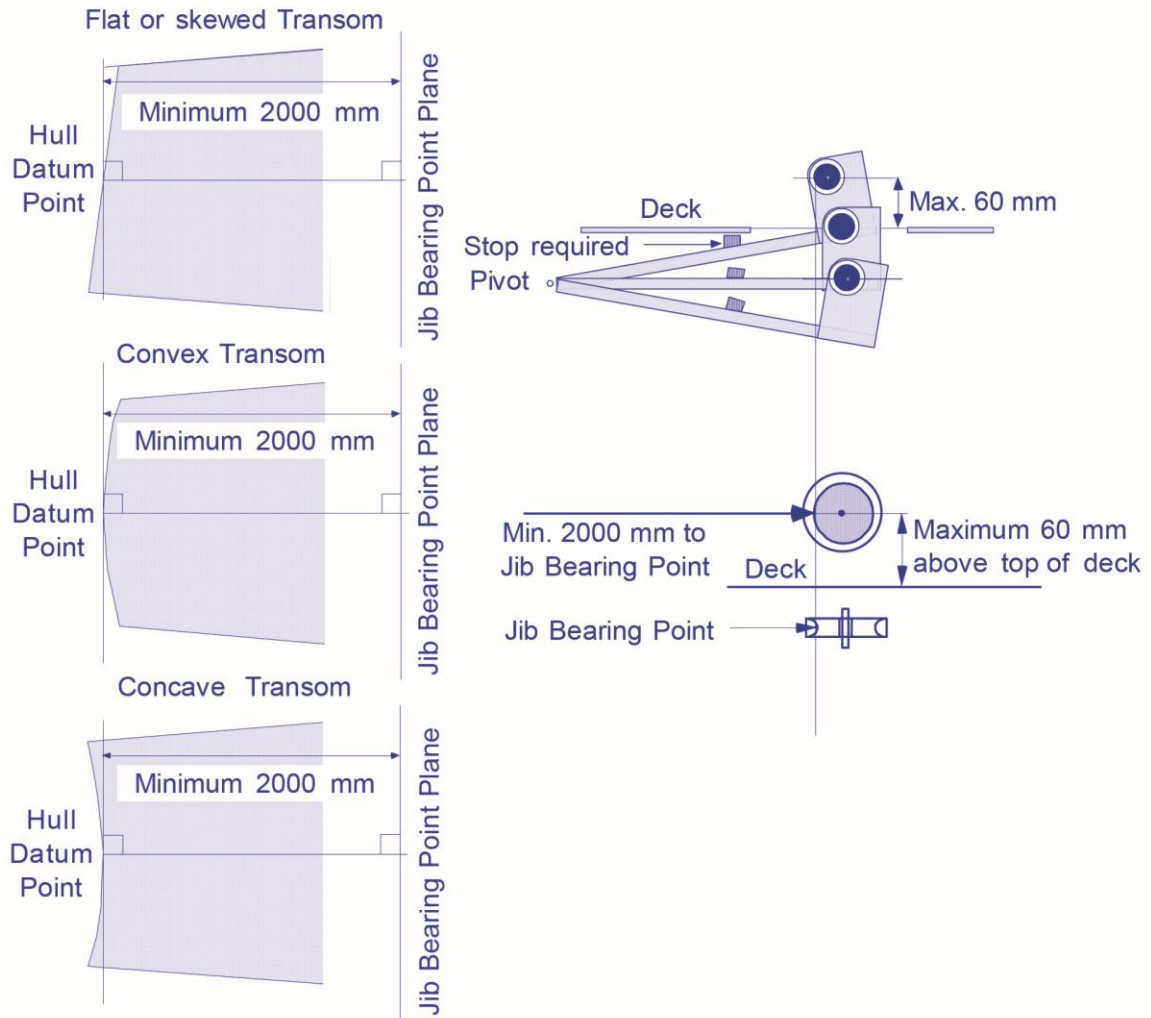


A.3 Appendix B: Measurement Plan



A.4 Appendix C: Genoa Sheet Fairlead

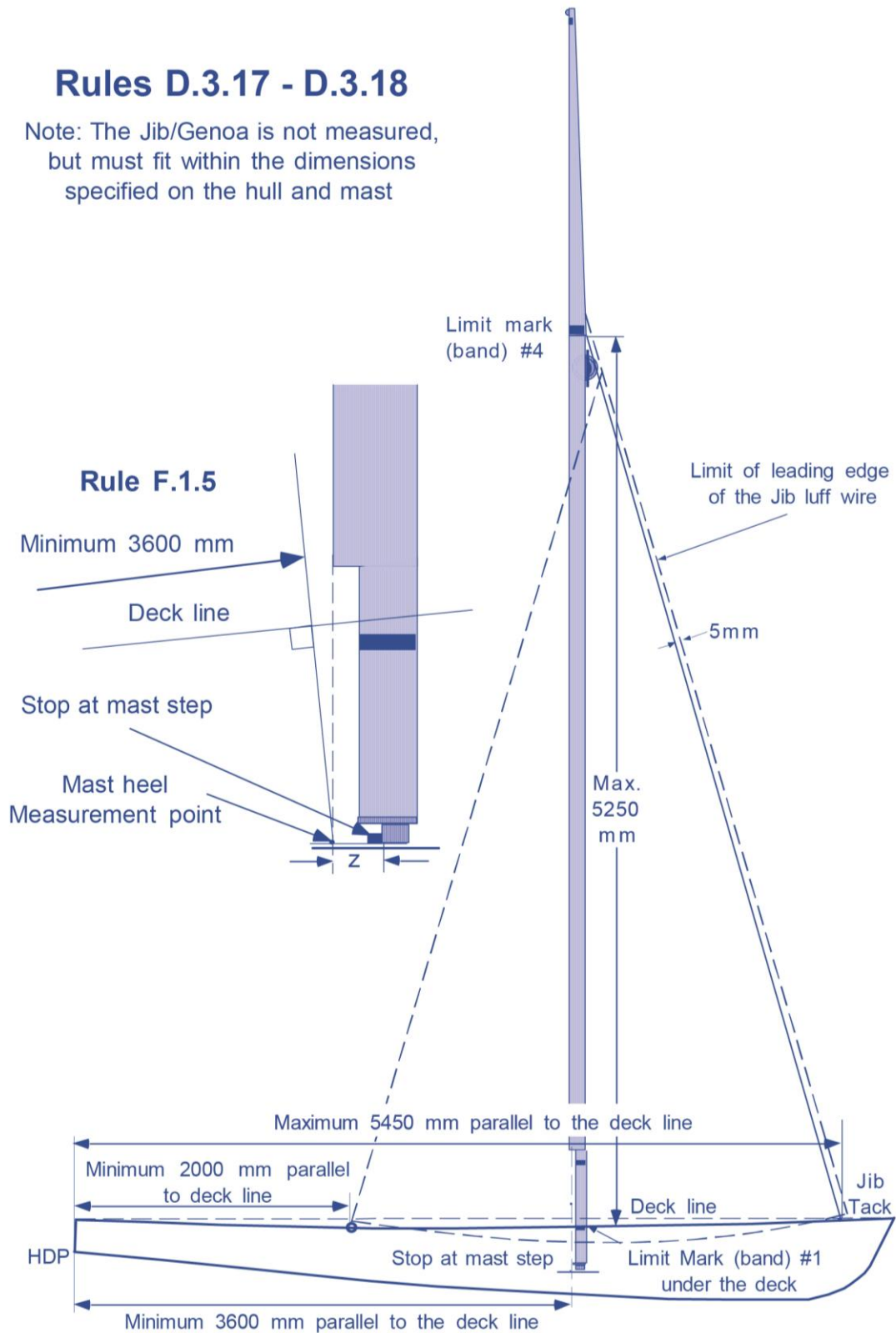
Class Rule D.3.17



A.5 Appendix D: Jib/Genoa

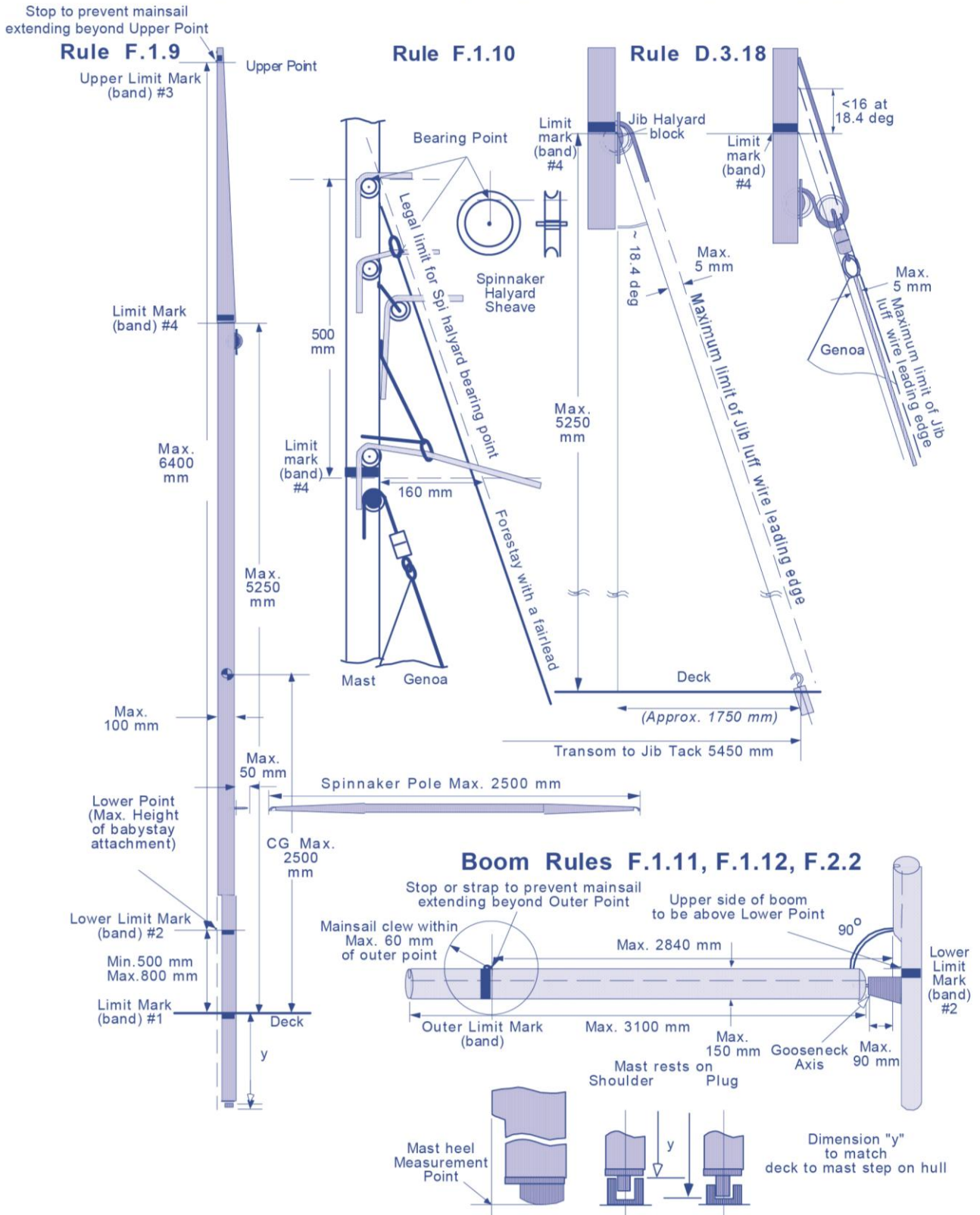
Rules D.3.17 - D.3.18

Note: The Jib/Genoa is not measured, but must fit within the dimensions specified on the hull and mast



A.6 Appendix E: Genoa, Mast and Boom

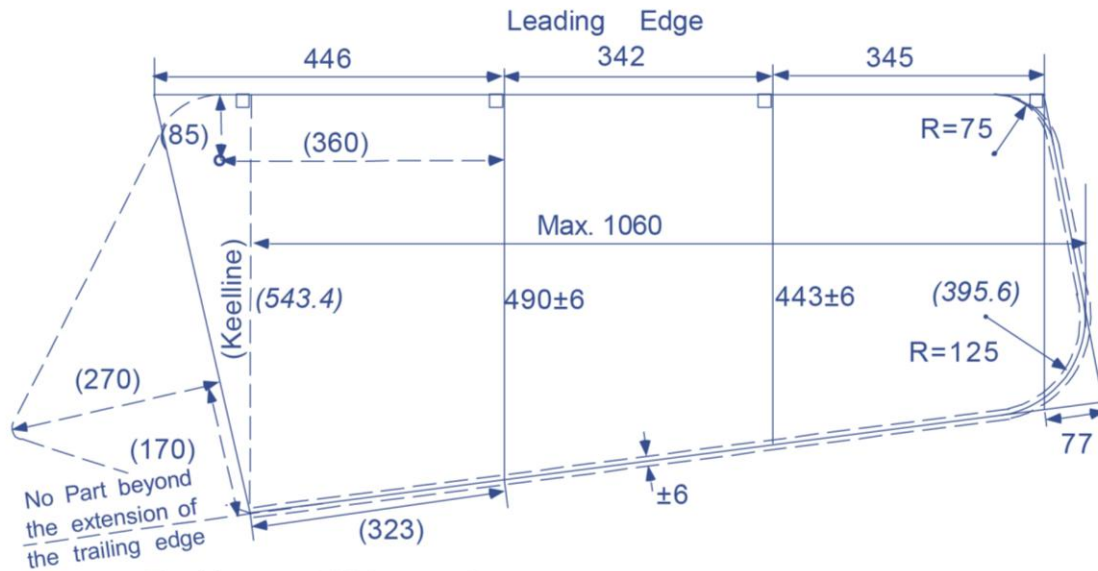
Genoa Rule D.3.18, Mast and Boom Rules F



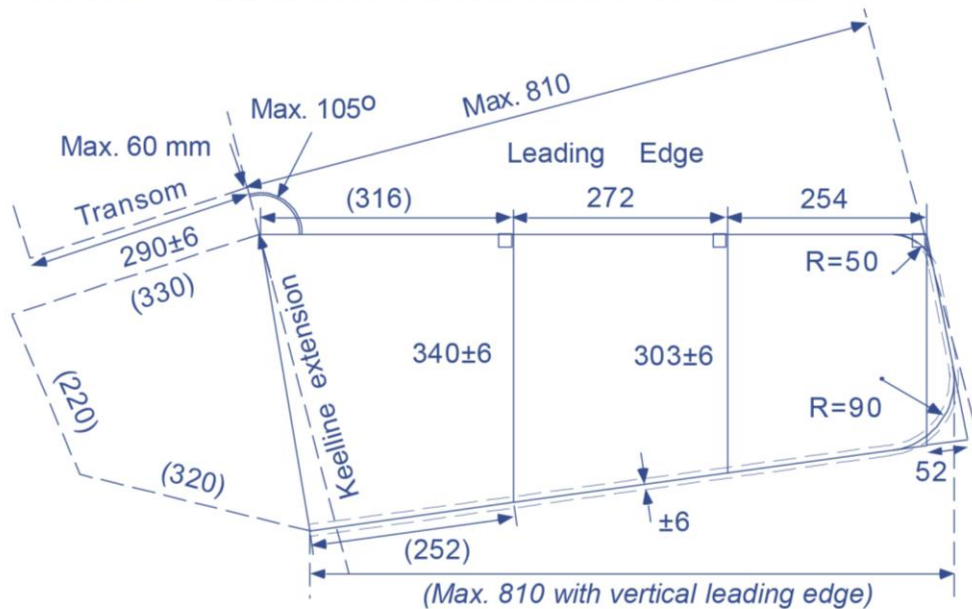
A.7 Appendix F: Centerboard and Rudder

Centerboard and Rudder Rules E.2 - E.3

Centerboard
Rule E.2 Max. thickness 23.0 mm
Min. weight 5.50 kg



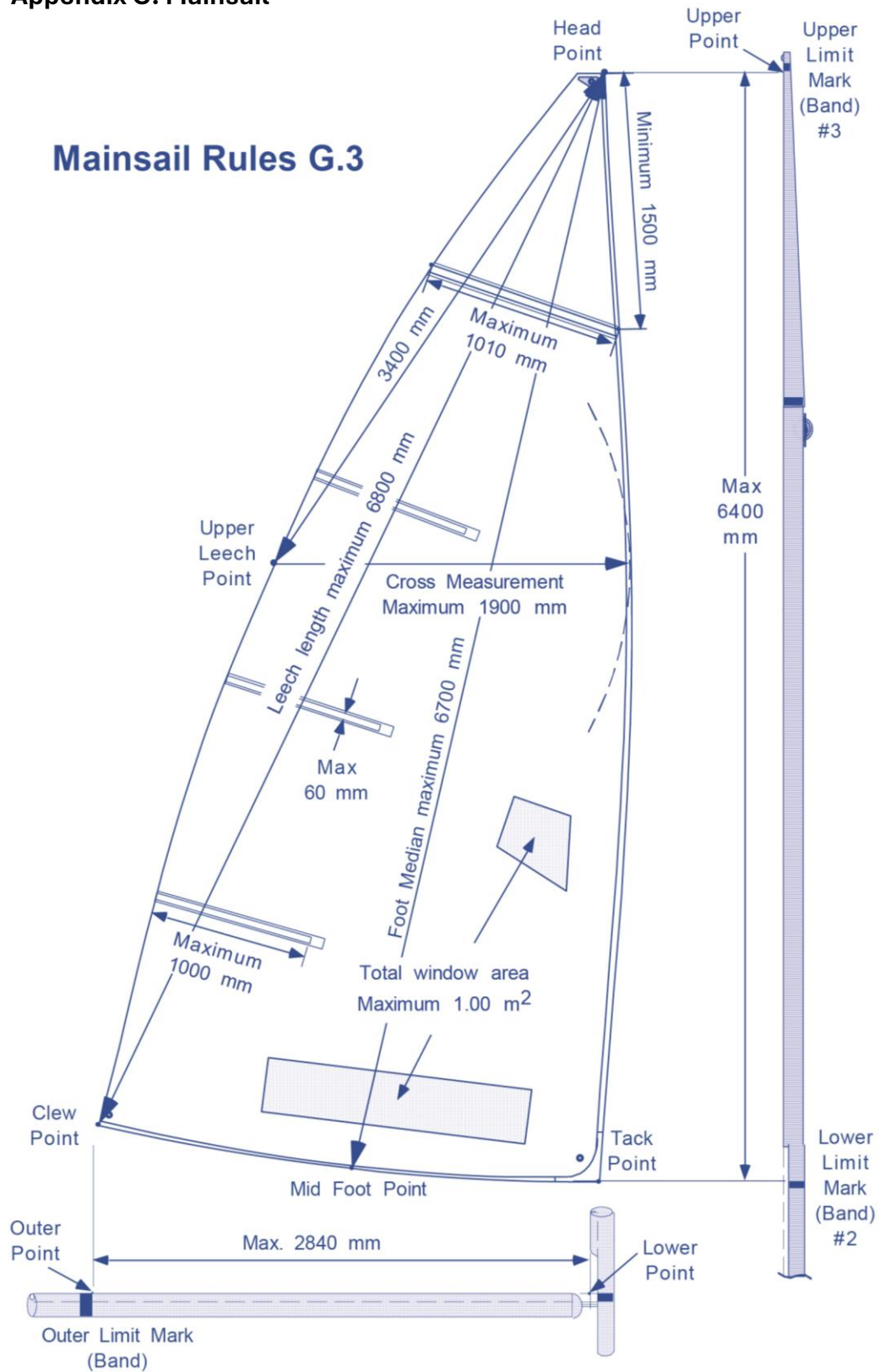
Rudder Thickness: free
Rule E.3 Min. weight: 4.0 kg (including tiller and extension)



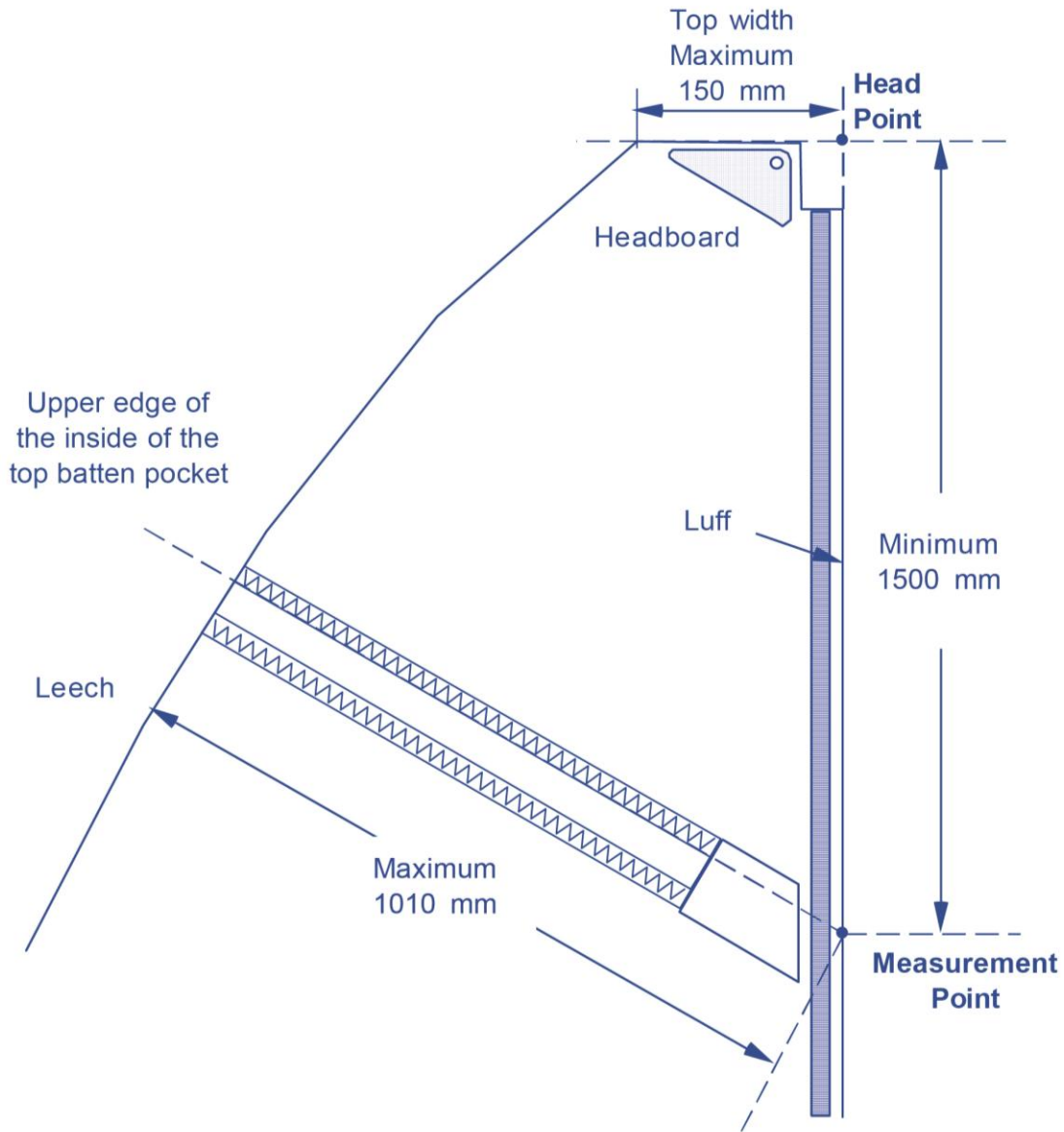
Notes: Only under keel line part must conform
Dashed lines are advised shapes and dimensions only
Keel line drawn perpendicular to C/B leading edge, at Max. depth.
Leading edge of rudder drawn at 105° to keel line, at Max. Depth
Dimensions in mm, (suggested in brackets), (derived in italics).

A.8 Appendix G: Mainsail

Mainsail Rules G.3

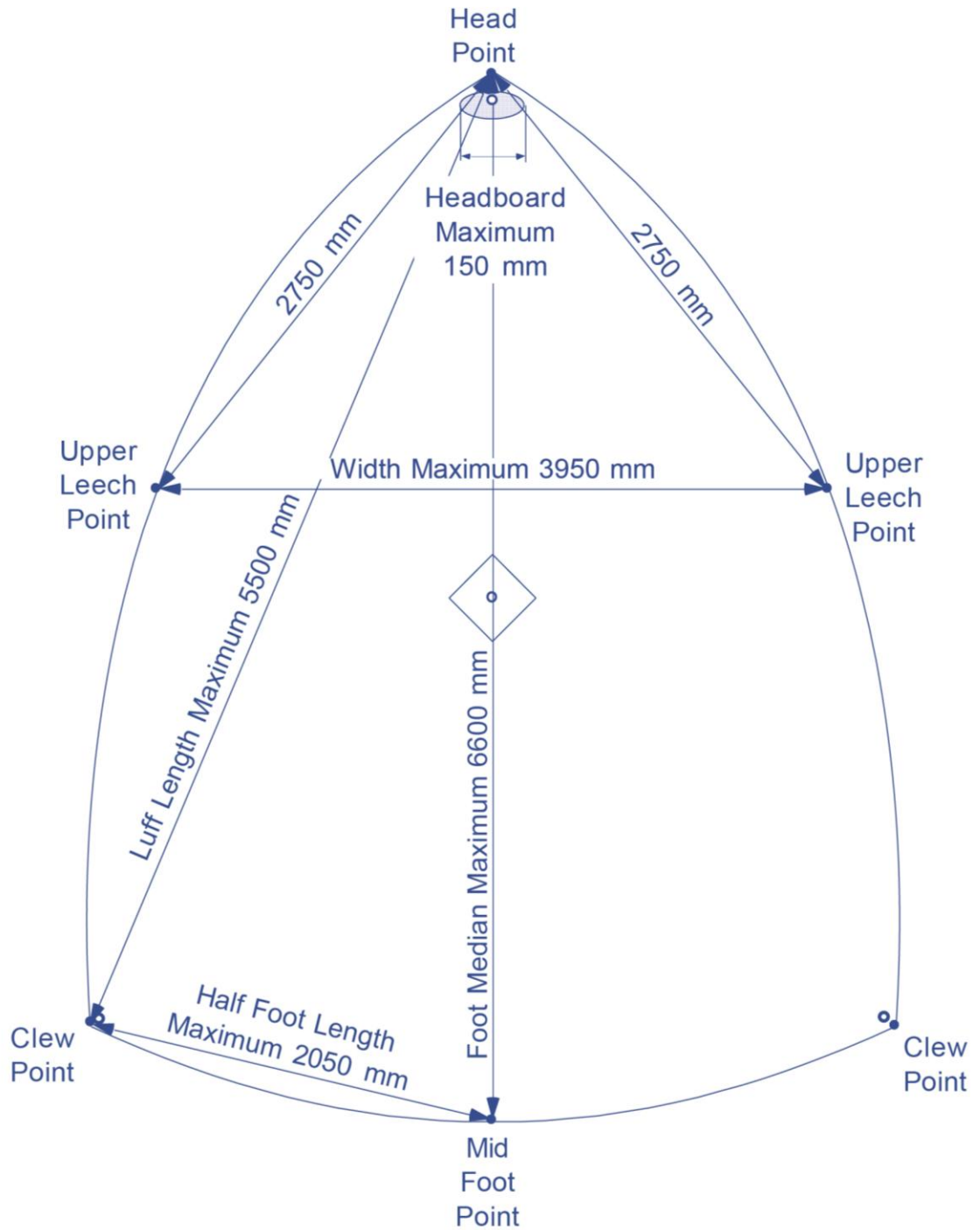


Mainsail Rules G.3



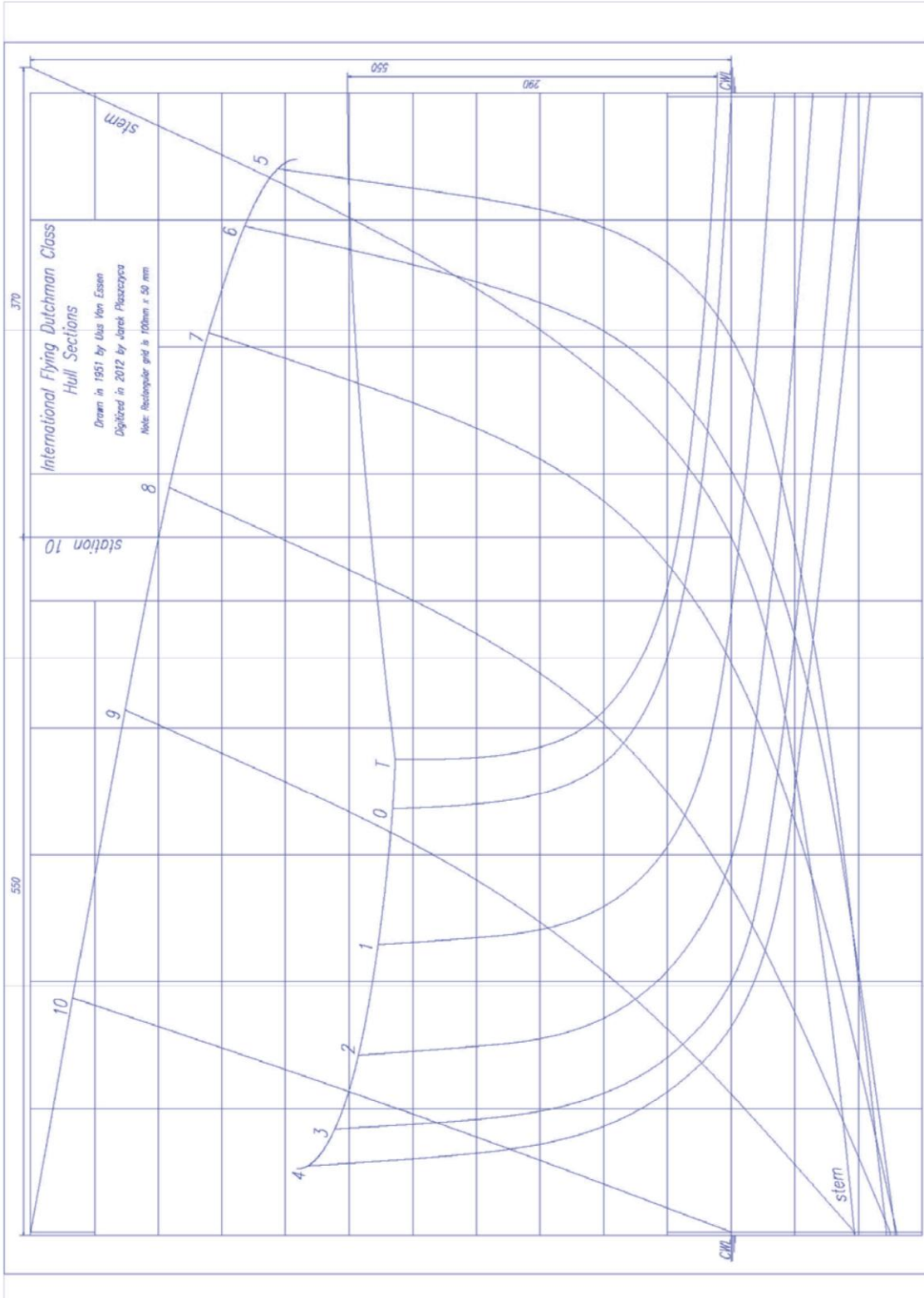
Spinnaker Rules G.5

Rule G.5.2 Spinnaker must be symmetrical in form and construction



A.11 Appendix J: Full size drawing

Full size drawing, AutoCad file and Spreadsheet of Bezier curves available from IFDCO



A.12 Appendix K: Line Planes

