



Class Rules

International L30 One Design Class Association



The L30 was designed in 2016 by Andrej Justin and was adopted as a World Sailing class in 2022.

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INTRODUCTION

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

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

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

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

*Rules regulating the use of equipment during a race are contained in Section C of these **class rules**, in ERS Part I and in the Racing Rules of Sailing.*

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

PART I – ADMINISTRATION

Section A – General

A.1 LANGUAGE

- A.1.1 The official language of the class is English and in case of dispute over translation the English text shall prevail.
- A.1.2 The word “shall” is mandatory and the word “may” is permissive.
- A.1.3 The term “permanently fastened” shall mean unable to be removed with simple tools, or bonded with glue or rivets.
- A.1.4. The term “permanent” for limit marks shall mean unable to be removed and repositioned without destroying them.

A.2 ABBREVIATIONS

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

A.3 AUTHORITIES AND RESPONSIBILITIES

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

No claim arising from these **class rules** can be entertained

A.4 ADMINISTRATION OF THE CLASS

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

A.5 WS RULES

- A.5.1 These **class rules** shall be read in conjunction with the ERS.
- A.5.2 Except where used in headings, when a term is printed in “**bold**” the definition in the ERS applies and when a term is printed in “*italics*” the definition in the RRS applies.

A.6 CLASS RULES VARIATIONS

- A.6.1 At World, Continental or Regional Championships the Notice of Race and Sailing Instructions may vary these **class rules** only with the agreement of L30CA and WS.
- A.6.2 At Offshore International events the Notice of Race and Sailing Instructions may vary these class rules only with the agreement of the L30CA.
- A.6.3 At National events the Notice of Race and Sailing Instructions may vary these **class rules** only with the agreement of the L30CA and the local NCA.
- A.6.4 A Notice of Race may specify additional or alternative safety equipment (see C.5).

A.7 CLASS RULES AMENDMENTS

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

A.8 CLASS RULES INTERPRETATION

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

A.9 INTERNATIONAL CLASS FEE AND WS BUILDING PLAQUE

- A.9.1 The hull LM shall pay the International Class Fee for each hull built.
- A.9.2 The L30CA shall, after having received the International Class Fee for the hull, send the WS Building Plaque to the licensed hull builder.
- A.9.3 Rights to build L30 boats shall rest only with builders duly licensed by LIC / WS and approved by the L30CA.

A.10 SAIL NUMBERS

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

A.11 HULL CERTIFICATION

- A.11.1 The L30CA shall issue a **certificate** to each boat. This **certificate** shall include the following:
 - (a) the hull LM's confirmation that the boat complies with the class rules and building specifications for hull, deck, keel, rudder, accommodation and deck gear, prior to delivery.
 - (b) The **boat weight** as measured by a **certification measurer** approved by the L30CA.
 - (c) The date of the **boat weight** measurement and accommodation details at that time.
 - (d) The WS Building plaque number / Sail number.
- A.11.2 Any change in the boat condition invalidates the **certificate** and a new measurement shall be taken before a new **certificate** may be issued.

Section B – Boat Eligibility

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

B.1 CLASS RULES AND CERTIFICATION

B.1.1 The boat shall:

- (a) be in compliance with the **class rules**,
- (b) have a valid boat LM **certificate**,
- (c) have valid **certification marks** as required by these **class rules**.

B.2 CLASS ASSOCIATION MARKINGS

B.2.1 All sails shall carry an L30 class sail royalty tag (button or sticker).

PART II – REQUIREMENTS AND LIMITATIONS

The **crew** and the **boat** shall comply with the rules in Part II when *racing* and when rules specify. A Notice of Race may specify that compliance shall be in effect from the moment equipment is presented for event inspection. In case of conflict, Section C shall prevail. The rules in Part II are **closed class rules**. Equipment inspection shall be carried out in accordance with the ERS except where varied by Part II of these **class rules**.

Section C – Conditions for Racing

C.1 GENERAL

C.1.1 RULES

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

C.1.2. LIMITATIONS

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

C.2 CREW

C.2.1. WEIGHTS

When this rule is invoked by a Notice of Race, the following limitations on **crew** weight shall apply:

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

C.2.2 LIMITATIONS

- (a) The **crew** shall consist of a minimum of 4 persons except for Double Handed events.
- (b) The number of **crew** shall not change during an event.
- (c) No **crew** member shall be substituted during an event without the approval of the Race Committee.
- (d) No L30 is permitted to race in an event unless the owner, or a joint owner, or a nominated representative of an organisation owning this L30 and the helmsperson are Members of the Class Association.
- (e) At L30CA World and Continental Championships, the **crew** of a boat can include not more than one member categorized as Group 3 competitor (WS Categorization Code). This **crew** member shall not be the **helmsperson** except in an emergency situation

C.3 PERSONAL EQUIPMENT

C.3.1 MANDATORY

- (a) The **boat** shall be equipped with a **personal flotation device** for each **crew** member to the minimum standard ISO 12402-5 (Level 50), or USCG Type III, or AS 4758 Level 50, or equivalent. A Notice of Race may specify higher level **personal flotation device** requirements.

C.3.2 OPTIONAL

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

- (a) Mobile telephones

C.4 ADVERTISING

C.4.1 LIMITATIONS

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

C.5 PORTABLE EQUIPMENT

Parts may be obtained from any supplier unless otherwise stated.

C.5.1 FOR USE

(a) MANDATORY

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

- (1) One horseshoe lifebuoy attached at the stern.
- (2) A bucket of minimum volume of 9 litres on a lanyard not less than 2m in length and 4mm in diameter.
- (3) One anchor which shall weigh minimum 8 kg (including a shackle) and a minimum of 2 m of 8 mm chain or lead-cored rope that shall be securely stowed inside the anchor locker or a cockpit locker when not in use.
- (4) A floating heaving line, with a minimum length of 15m and a minimum diameter of 6mm, readily accessible to cockpit.
- (5) Two fire extinguishers, each with a minimum weight of 1 kg,
- (6) A functioning VHF radio
- (7) First Aid Kit in waterproof container or bag
- (8) One rope-cutting knife, sheathed and securely restrained, easily accessible and attached to the steering wheel pedestal.
- (9) Toolkit of minimum weight of 3 kg including a wire cutting device
- (10) 2 batteries, each with a minimum weight of 20 kg

(b) OPTIONAL

- (1) Any electronic navigation or tactical racing devices

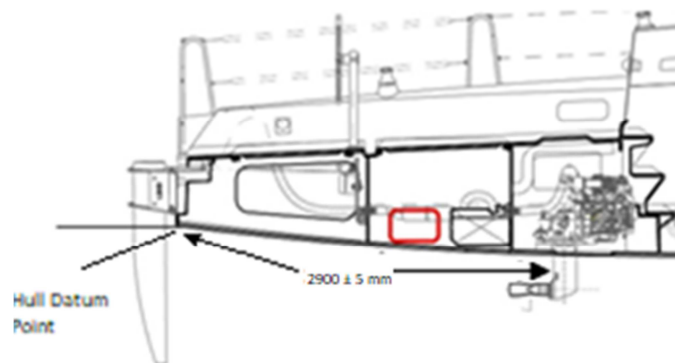
- (2) The carrying of loose ropes, fenders, spares, and any safety equipment is unrestricted provided their fixing does not change the structural properties of the **boat** and gives no performance advantage.
- (3) Any system of tape, rope or clips intended only to keep **crew** water bottles in place .
- (4) Charts and means for recording compass headings.
- (5) **Fittings** or bags may be added provided their sole function is to stowe equipment and/or food and/or drinks.
- (6) Weed sticks

C.5.2 NOT FOR USE

(a) MANDATORY

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

Diagram C.5.2 Saildrive installation



C.6 BOAT

C.6.1 WEIGHT

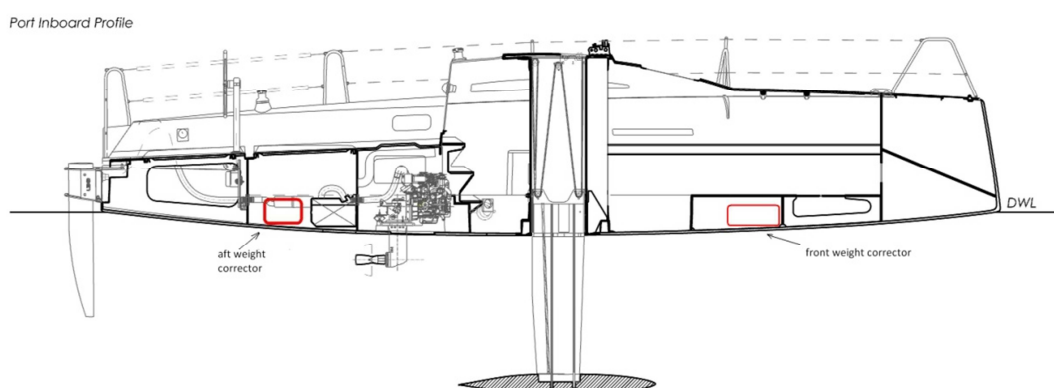
Boat weight shall be taken including the engine, batteries, permanently fastened compass bracket (if any), and any fittings or bags in C.5.1(b) (5) and excluding the mattresses.

	minimum	maximum
Boat weight	2190 kg	

C.6.2 CORRECTOR WEIGHTS

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

Diagram C.6.2 Corrector Weight Positions



C.6.3 MODIFICATIONS AND MAINTENANCE

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

C.7 HULL

C.7.1 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) Waxing and polishing of the **hull** is permitted provided the intention and effect is to polish the **hull** only.
- (b) **Repairs** are permitted; however, a **certification measurer** shall verify that the external shape is the same as before the **repair** and that no substantial stiffness or other advantage has been gained as a result of the **repair**.
- (c) Any work to the effect of lightening the **hull** or improving the shape or performance beyond the original is not permitted.
- (d) The standard accommodation as delivered by the hull LM may be modified but in such a case a new **certificate** shall be issued as per A.11.2

C.7.2 FITTINGS

(a) USE

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

(b) REPLACEMENTS

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

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

C.7.3 ADDITIONS AND ALTERATIONS TO HULL

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

- (a) Non slip material of any kind (maximum thickness 7mm) may be added to the deck and cockpit.
- (b) Packers may be fitted under cleats
- (c) Calibration marks
- (d) Fittings for speed/depth may be fitted flush to the **hull** surface.
- (e) Anti-fouling **coating** may be applied to the **hull** surface.

C.8 HULL APPENDAGES

C.8.1 MODIFICATIONS, MAINTENANCE AND REPAIR

(a) Permitted actions:

- (1) Waxing and polishing of the **hull appendages** provided that the intention and effect is to polish the **hull appendages** only.

- (2) **Repairs** are permitted; however, a **certification measurer** shall verify that the external shape is the same as before the **repair** and that no substantial stiffness or other advantage has been gained as a result of the **repair**.

C.8.2. LIMITATIONS

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

C.9 RIG

C.9.1 MODIFICATIONS, MAINTENANCE AND REPAIR

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

- (a) Cleats
- (b) Sheave blocks

C.9.2 LIMITATIONS

Only one **mast** one **boom** and one bowsprit provided by LM shall be used during an event, except when an item has been lost or damaged beyond repair. Such replacement may only be made with the approval of the event Technical Committee.

C.9.3 FITTINGS

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

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

C.9.4 STANDING RIGGING

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

(a) USE

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

C.9.5 RUNNING RIGGING

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

(a) USE

- (1) For boats built after 1 January 2019, **running rigging** shall be arranged as supplied by the LM according to the Deck & Rig Plan. Boats built before 1 January 2019 may use **running rigging** either as originally provided by the LM or according to the Deck and Rig Plan.

- (2) Ropes of any fibre may be used.

C.9.6 BOWSPRIT

(a) USE

- (1) The **bowsprit** shall be fully retracted at all times except when the asymmetric spinnaker is set or in the act of being set or recovered, or when the Code0 is hoisted.
- (2) The Bobstay may be fitted to the **bowsprit**.
- (3) The nylon **bowsprit** retainers may be **sanded**.

C.10 SAILS

C.10.1 MODIFICATIONS, MAINTENANCE AND REPAIR

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

C.10.2 LIMITATIONS

- (a) Not more than 1 mainsail, 1 light jib, 1 medium jib, 1 heavy jib, 1 asymmetric A2 spinnaker, 1 asymmetric A3 spinnaker and 1 Code0 and only one set of the full length mainsail battens (#1, #2 and #3, see G.3.3(b)) shall be used during an event except when an item has been lost or damaged beyond repair. Such replacement may only be made with the approval of the event Technical Committee.
- (b) A Notice of Race may prescribe that 1 asymmetric A1 spinnaker may be added to the inventory in C.10.2(a) and used during an event. Replacement of such a sail will be as per the terms of C.10.2(a) for other equipment.

C.10.3 MAINSAIL

(a) IDENTIFICATION

- (1) The sail identification shall be in accordance with RRS Appendix G except as amended below and shall be displayed on each side of the mainsail as shown on Diagram C.10.3(i).
- (2) For **boats** chartered or loaned for an event, the sail number may not correspond with the number specified in A.10.1
- (3) The Class Insignia shall be the L30 logo as prescribed by the LIC and shown in diagram G.3.1, and shall be displayed below batten #2 as shown on Diagram C.10.3(i), approximately equidistant from the luff and the leech.
- (4) the National flag shall be attached on both sides of the sail, spanning the full width of the mainsail and with a height of 800+/-25mm, with its top front corner at 800+/-25mm from the **head point**, as shown on Diagram C.10.3(i)
- (5) For sails first **certified** after 1 January 2025, national letters and sail numbers shall be of the typeface shown in Diagram C.10.3(ii).. The height of the figures shall be 500±10 mm, and the positioning as in diagram C.10.3(i). The spacing between national letters shall be between

50 and 70 mm, and the spacing between numbers shall be between 70 and 90 mm. This changes Appendix G.1.2(a) (4) and G.1.2(b).

Diagram C.10.3(i) Mainsail Identification

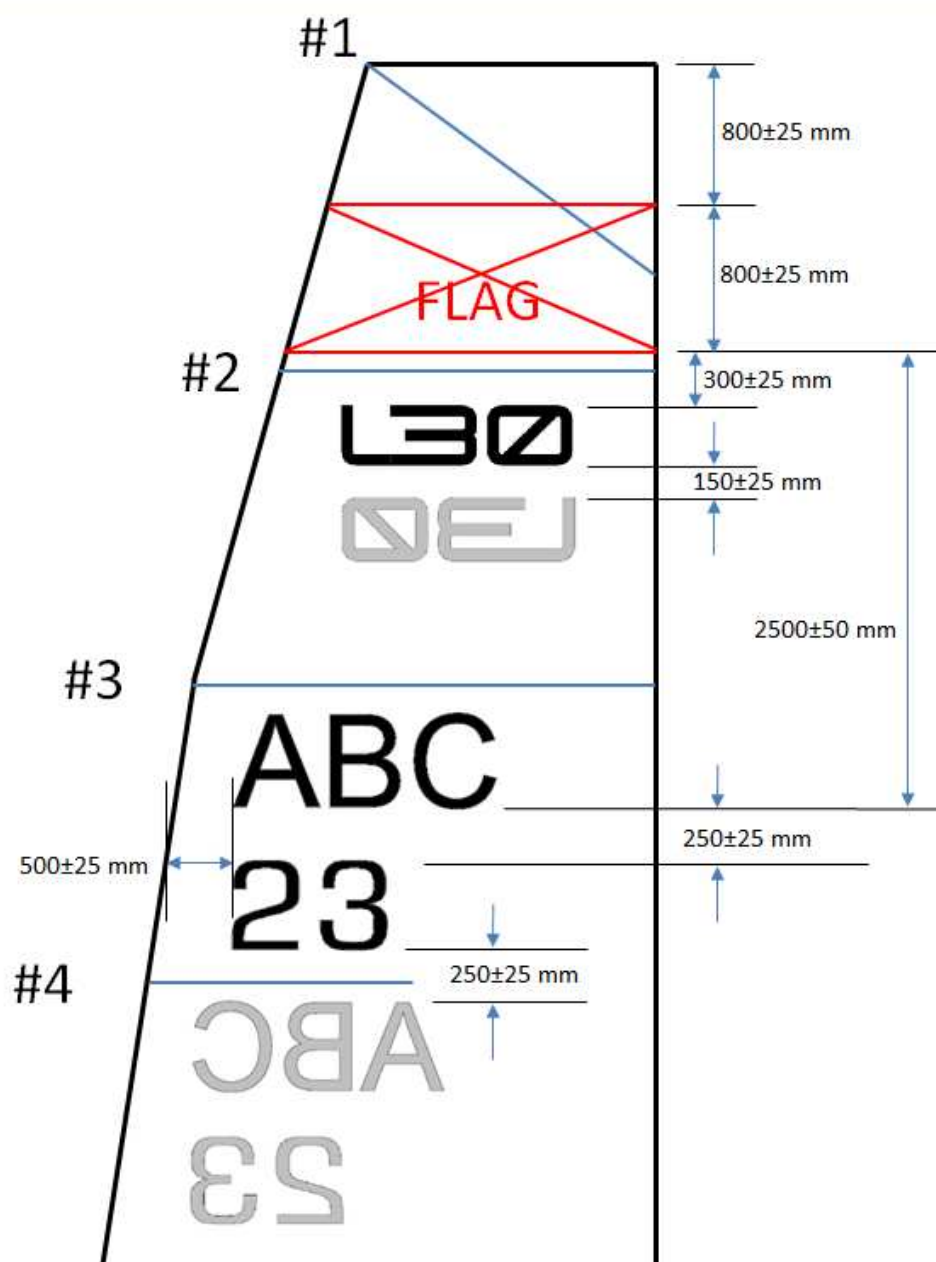


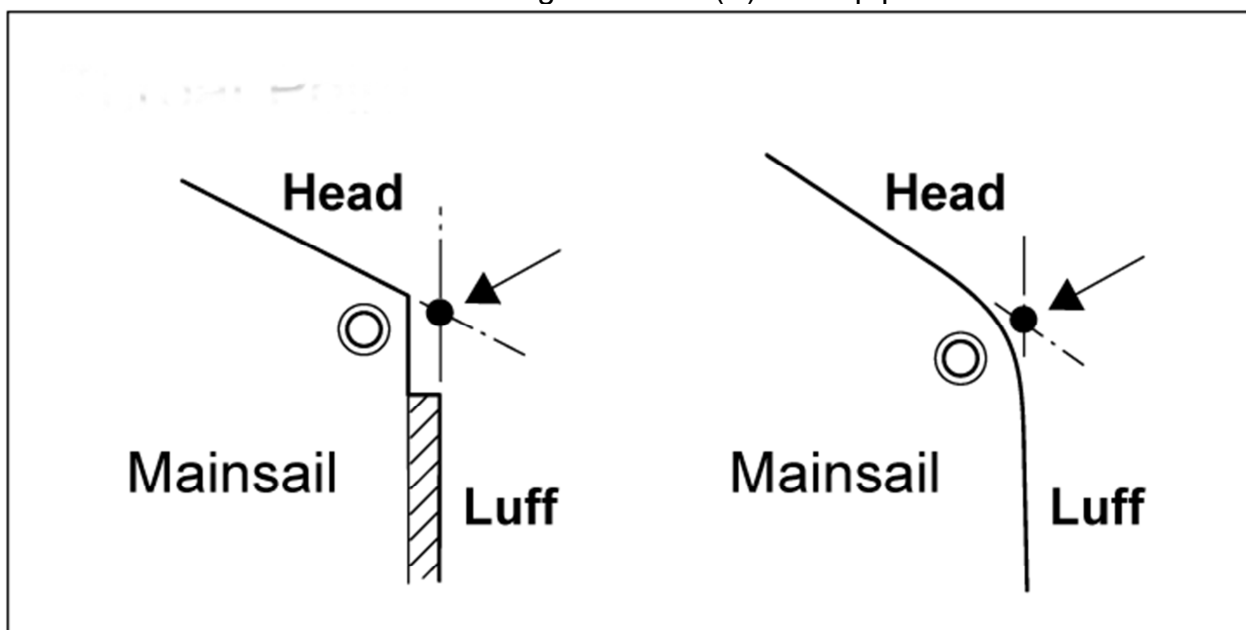
Diagram C.10.3(ii) Mainsail identification typeface types



(b) USE

- (1) The **sail** shall be hoisted on a halyard
- (2) The **luff** shall be attached to a mainsail luff slide system.
- (3) The **clew** shall be attached to the outhaul and down to the boom
- (4) The **sail** shall be set so that the aftmost visible part of the **leech**, projected at 90° to the **boom**, is forward of the **outer point**. This changes ERS B.1.3.
- (5) The **sail** shall be set on the **mast** so that the luff top point indicated in Diagram C.10.3(iii) shall not be higher than the **upper point**. This changes ERS B.1.1(a).

Diagram C.10.3(iii) Luff top point



Section D – Hull

D.1 PARTS

D.1.1 MANDATORY

- (a) Hull shell
- (b) Deck

D.2 GENERAL

D.2.1 RULES

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

D.2.3 DEFINITIONS

(a) HULL DATUM POINT

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

D.2.4 IDENTIFICATION

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

D.3 HULL SHELL

D.3.1 CONSTRUCTION

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

D.4 DECK

D.4.1 CONSTRUCTION

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

D.5 HULL MODIFICATIONS

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

D.6 HULL FITTINGS

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

Section E – Hull Appendages

E.1 PARTS

E.1.1 MANDATORY

- (a) **Keel**
- (b) **Rudders**

E.2 GENERAL

E.2.1 KEEL AND RUDDER SPECIFICATIONS

The **keel**, **rudder** blades and **rudder** stock assembly shall comply with the Building Specification in force at the time of manufacture.

E.2.2 MANUFACTURER

The **keel**, **rudder** blades and **rudder** stock shall be made only by a LM.

E.2.3. KEEL AND RUDDER ALTERATIONS

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

Section F – Rig

F.1 PARTS

F.1.1 MANDATORY

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

F.2 GENERAL

F.2.1 RULES

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

F.2.2 MODIFICATIONS, MAINTENANCE AND REPAIR

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

F.2.3 DEFINITIONS

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

F.2.4 MANUFACTURER

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

F.2.5 DIMENSIONS

	Minimum	Maximum
Lower point height		845 mm
Mainsail Luff mast distance		10750 mm
Boom Outer distance		3700 mm

Section G – Sails

G.1 PARTS

G.1.1 MANDATORY

- (a) Mainsail
- (b) Headsails

G.1.2 OPTIONAL

- (a) Asymmetric spinnakers
- (b) Code0

G.2 GENERAL

G.2.1 RULES

- (a) Sails shall be constructed and measured in accordance with ERS except for **reinforcements**, which are free, and for all definitions outlined in the present **class rules**.
- (b) **Sails** shall comply with the current **class rules**.

G.2.2 CERTIFICATION

- (a) The **certification measurer** shall **certify** mainsails and headsails in the **tack** and spinnakers in the **head** and shall sign and date the **certification mark**. Sails may be **certified** without identification on them.
- (b) Sails shall carry the sail button/sticker issued by L30CA attesting that the class royalty fee has been paid, and located for mainsails and headsails in the tack and spinnakers in the head.
- (c) WS or an MNA may appoint one or more **In-House certification Measurers** to measure and **certify** sails produced by that manufacturer.

G.2.3 SAILMAKER

- (a) No licensing is required.

G.3 MAINSAIL

G.3.1 IDENTIFICATION

The class insignia design is shown in Diagram G.3.1 with a height of 300±10 mm.

Diagram G.3.1 L30 Insignia



G.3.2 MATERIALS

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

G.3.3 CONSTRUCTION

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

G.3.4 Dimensions

	Minimum	Maximum
Leech length		11250 mm
Top width		1230 mm
Clew point to aft head point distance		10900 mm
Three-quarter width		1940 mm
Half width		2650 mm
Inside batten pocket length (#4 #5 #6):		1400 mm

G.4 HEADSAILS

G.4.1 GENERAL

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

G.4.2. MATERIALS

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

G.4.2 CONSTRUCTION

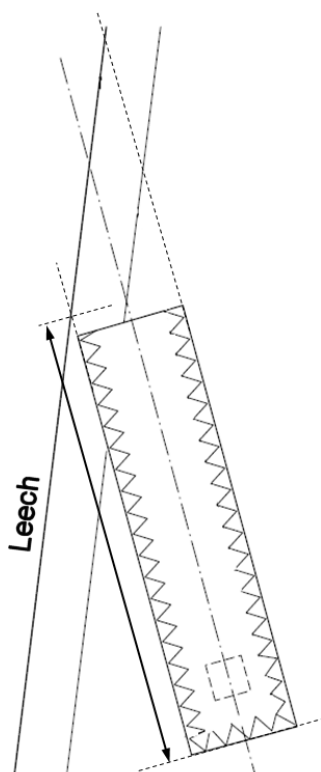
- (a) The construction shall be: **soft sail**.

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

G.4.3 DIMENSIONS LIGHT JIB

	minimum	maximum
Leech Length		10080 mm
Luff length		11280 mm
Luff Perpendicular		3725 mm
Top width		55 mm
Foot median		10700 mm
Shortest length of the batten pocket, measured along the pocket from the leech to the forward end of the pocket (Diagram G.4.3)		1200 mm

DIAGRAM G.4.3 ANGLED BATTEN POCKET MEASUREMENT



G.4.4 DIMENSIONS MEDIUM JIB

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

G.4.5 DIMENSIONS HEAVY JIB

	minimum	maximum
Leech Length		7180 mm
Luff length		8100 mm
Luff Perpendicular		2910 mm
Top width		55 mm
Foot Median		7590mm

G.5 ASYMMETRIC SPINNAKERS

G.5.1 MATERIALS

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

G.5.2 CONSTRUCTION

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

G.5.3 DIMENSIONS

(a) A1

	minimum	maximum
Luff length		14850 mm
Leech length		13150 mm
Foot length		9350 mm
Half Width		8950 mm
Foot Median		15150 mm

(b) A2

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

(c) A3

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

G.6 CODE0

G.6.1. MATERIALS

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

G.6.2 DIMENSIONS

	minimum	maximum
Luff length		13040 mm
Leech length		11500 mm
Foot length		8900 mm
Half Width		4390 mm
Foot Median		11900 mm

OFFICIAL DOCUMENTS:

- L30 Class Rules
- L30 Deck & Rig Plan (Ver.1 January 2022)

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