

Reg. 10.2.1(a)

Persico 69F sailing events

Year 2020

The first Persico 69F Cup occurred in 2020, and was initially planned as a 4-event (Grand Prix) race. However, due to restrictions prescribed by the Italian Government following the sanitary emergency, only 3 events actually occurred.

All the events were fully compliant with the rules and recommendations given by administrative decrees, in place to fight the Covid-19 pandemic, as required by the Italian Government and the Italian Sailing Federation.

Each event was divided into 3 weeks. The first one was dedicated to the Academy, hence, the boats were at disposal for training to the teams involved, or to sailors interested in trying and sailing the boat. Each of the remaining 2 weeks were divided into 3 days of training for participants and 3 days of racing.

Main characteristics of the format:

- Application of World Sailing High Speed Rules
- Umpires on the water
- New innovative courses of reduced length (10-15 min)
- Robotic marks
- Assignment of electronic points based on highest speed achieved and shortest distance covered
- Assignment of 'fairplay' points based on the number of penalties received
- Live ranking at disposal to participants before the start of each race

Overall 17 teams (from Italy, Netherlands, Switzerland, Hong Kong) participated in the Cup, and a total of 61 races were played.

Besides the Cup, another event occurred in August 2020: the Revolution, divided into 2 racing weeks.

Each week consisted of some initial warm-ups and a knock-out and repechage tourney, to determine the winner of the event. The boats used were those given at disposal by the 69F Class.

Particularly, one of the two weeks was reserved to under 25 teams.

Overall, 32 teams participated in the Revolution.

Year 2021

The Persico 69F Cup had the same format as in 2020, consisting of 4 Grand Prix in several locations (Lake Garda and Sardinia).

Overall 24 teams (from Switzerland, Belgium, Italy, Finland, Netherlands, France, China, Russian, Portugal) participated in the Cup and a total of 77 races were played.

Another held event was the Youth Foiling Gold Cup, directed to teams with athletes with age between 16 and 25 years old. It was initially designed by 69F Class as preparatory for the Youth America's Cup in New Zealand. However, due to its cancellation, the Youth Foiling Gold Cup became an alternative to all the young teams.

Classe Internazionale Persico 69F

Associazione Sportiva Dilettantistica

Via Isonzo, 11 - 37126 - Verona (VR) - Italy

C.F. 93297700234

The YFGC was divided into 3 acts. The first one took place in Gaeta (Italy) in March, with 8 teams (from Switzerland, Norway, USA, Netherlands, Argentina, Italy, Hong Kong) competing and a total of 27 races played.

The second one took place in Limone (Italy) in August, with 10 teams (from Switzerland, USA, Netherlands, France, Italy) competing and a total of 62 races played.

Each of the first two events gave the possibility to the participants to take part in some warm-up days, and then compete in races with elimination and repechage, which determined 6 finalists.

In addition to the format of the previous two events, the third event in Cagliari (Italy) in November included the grand final between the teams qualified during the series, which determined the overall winner.

In Cagliari 9 teams competed (from Switzerland, Argentina, Netherlands, France, Italy, Germany, Spain) and a total of 63 races were played.

Year 2022

The Persico 69F Cup has been splitted in European and USA seasons with two different rankings.

The European Persico 69F Cup has the same format as in 2021, consisting of 4 Grand Prix in several locations (Spain, Lake Garda and Sardinia).

The USA Persico 69F Cup consists of 2 Grand Prix in Miami and Charleston, already raced.

Overall 21 teams (from Finland, France, Switzerland, Italy, Spain, Antigua, Germany) are participating in the Cup, and a total of 70 races have been played until now.

The YFGC has been divided into 4 acts, two in Europe and two in the USA, with a common ranking.

The first three events (Miami, Portofino, Newport) have been held with 12 teams (from Switzerland, New Zealand, USA, Germany, Argentina, Thailand, France) competing and a total of 47 races played.

The fourth event will be in Torbole in August.

The first two teams of each event will compete in the YFGC Grand Final in Barcelona in November to determine the overall winner.

Reg. 10.2.1(d)

List of registered boat owners

- n. 6 boats (A4*, A6, A7, D5, D6, C3) - Coming Solutions srl (European fleet) - Italy
- n. 6 boats (A3, A9, C9, D1, D2, D3) - Coming Solutions srl (USA fleet) - USA
- n. 4 boats (A2, C6, C7, C8) - Rune Jacobsen - Hong Kong
- n. 1 boat (A0) - Dutch Sails - The Netherlands
- n. 1 boat (A1) - Nicolas Grange - Switzerland
- n. 1 boat (A8) - Marco Fedrigucci - Switzerland
- n. 1 boat (C1) - Vincent Boaron - Switzerland
- n. 1 boat (C2) - CER Geneve - Switzerland
- n. 1 boat (C5) - Patrick De Weck - Switzerland
- n. 1 boat (C4) - Janne Jarvinen - Finland
- n. 1 boat (D4) - Pierre Mas - France
- n. 1 boat (A5) - Phil Raphoz - France
- n. 2 boats (D7, D8) ready to be delivered to russian owners in August

**: internal manufacturing number*

Reg. 10.3. - The class agreement will require manufacturers or the Class to provide to WS 'building specifications' for all equipment items which are limited to 'licensed manufacturers'. Can you please provide a report regarding the following points – this will help us drafting the agreement:

Copyright on the equipment items – is there any third party to be included in the agreement?

No. CS is the only licensee for the boat and its components, as well as the owner of the project and the company who relates to suppliers / builders.

Responsibilities on maintaining the building specification

CS is the licensed manufacturer, there are no third parties because the end customer buys directly from CS; in fact, the CE plate bears a serial number that begins with the initials of CS.

Licensed builders of main items (Hull, Sails, Appendages, Rig)

There are no licensed builders; everything that is specific to the boat (e.g. no blocks) is sold by CS to the end customer and not directly by individual suppliers (Persico, AG, Gottifredi rigging, One)

Licensed builders' approval process

not applicable

2022/2023 average retail price of a complete new boat without sails – this is required for setting up the WS plaque fee
150.000 € + VAT

Approval process for new moulds, changes to building specifications, etc

Cs carries out internal control through its own qualified personnel and those of the Class (equipment inspector + shore team), validating changes to the BS, making new molds to replace the previous ones...; in addition, QI Composites checks the dimensions and ultrasounds of each boat produced (hull, deck, mast, boom, keel, foils, bowsprit, rudder).

Class measurement policies and or inspection protocols for events

[Persico 69F equipment rules.pdf](#)

Verona, 11th october 2022

Appendix B – World Sailing Class Criteria: Regulation 10 - 10.2.1 (d)

PERSICO 69F WORLD SAILING

Persico Marine is the licensee shipyard.

Coming Solutions is the owner of the concept and the fleets.

69F is the managing authority of the Persico 69F Series.

THE BOAT

The boat Persico 69F is the only **team, one design, foiling monohull, with regattas around the world**, other than the America's Cup AC75 and soon the AC40. It is called Persico 69F because **Persico Marine is the licensee shipyard**, while the company to own the concept is Coming Solutions.

Born from the brilliant minds of **Laureano Marquinez e Nahuel Wilson**, it is 6.90 meters of prepreg carbon, built in a carbon, aluminum and steel mold that guarantees that all the parts are identical. 2,1 meters wide and a draught of only 1,70 and a total weight of 380 kg, with a 69 sm sail area. The fleet is constantly checked to guarantee that each racing boat remains identical in terms of equipment and set-up following the Persico 69F class Rules.

No adjustments of any kind are permitted (shrouds and forestay tension, hiking straps, etc.).

Identical one-design sails are provided by the class.

It is easy to sail, easy to get on the foil and it rarely nose dives, proving to be a safe vessel suitable for foiling beginners. Persico 69F is **'foiling for everyone'**. The boat is accessible by men and women, it doesn't require particular strength, therefore in the fleet you often find all women teams doing better than men. You don't need to be a skilled foiler to compete, the **Persico 69F is a good entry level in the foiling area of sailing**, given you are sailing in a team of four people.

Very appreciated from the **professional sailors, who have had been working on its creation**, it is as well loved by everyone. Having the main, jib, and gennaker, to sail this boat you need all of the **traditional sailing skills such as strategy, tactics, manouvreing and teamwork**. The teamwork makes the boat easy to sail by paralympic athletes. A Paralympic sailor can cover different roles in the team, the most common one being at the helm. **Two Paralympic sailors have tested the boat on Lake Garda and loved it.**

THE BOATYARD

Persico Marine is a worldwide renowned shipyard based in Bergamo, Italy. **Persico Marine builds custom sailing yachts for the world's most competitive racing teams and private owners**. America's Cup, Volvo Ocean Race, the Maxi 72 class are just some of the main projects they have worked through the years. In 2018 the partnership with 69F, of which **Persico Marine is the only authorized boatbuilder in the world**.

The first boat came out of the shipyard in November 2018 and 27 boats have come out of the boatyard since then – with hull 28 under construction.

THE SERIES

2019 was the year during which Persico 69F has been tested on water and had gone through final adjustment, while the rules were being written by **Marco Mercuriali and Miguel Allen**, our pillars for the **on water umpiring**.

In 2020, we held four test events, mainly on lake Garda. **51 teams tried the boat at those test events** and we can proudly say that **90% of them confirmed their preference and were back in 2021**, some for the Persico 69F Cup and some for the Youth Foiling Gold Cup.

51 teams in 2020 – 4 TEST events

During this time plenty of top-level professional sailors helped adjusting the boat, like **Olympic Champions Santiago Lange, Ruggero Tita, and America's Cup sailor like Francesco Bruni**. They all loved the experience and gave 69F Team important feedback to put in place both for boat handling and the format.

SEASON 1

45 teams in 2021 – 12 events (YFGC, Persico 69F Cup, PRO Cup)

SEASON 2

45 teams in 2022 – 19 events (YFG, Persico 69F Cup Europe, Persico 69F Cup USA, 69F US Select Series)

SEASON 3

2023

69F CUP EUROPA

Grand Prix 1 Valencia - Valencia Mar Sailing Week RCNV 25 – 30 April

Grand Prix 2 Lake Molveno 29 May – 03 June

Grand Prix 3 Lake Garda – Fraglia Vela Malcesine (Foling Week) 26 June – 01 July

GP4 TBD July

GP5 Puntaldia Grand Prix 19 – 24 September

GP6 TBD October

YFGC 2023

Act 1: MIAMI (USA), January 16-21

Act 2: LA GRANDE MOTTE (France), May 8-14

Act 3: NEWPORT (USA) June TBD

Act 4: TORBOLE (Italy), August 21-27

YFGC FINAL

2-5 November BARCELONA

US FOILING SELECT SERIES

69F US Foiling Select Series 1 – September 30 to Oct, 3 2022, Newport, RI

69F US Foiling Select Series 2 – November 10 to 13, 2022, Pensacola, FL, at American Magic Base
69F US Foiling Select Series 3 – Bacardi Winter Series, Miami, FL - December 16 to 18, 2022
69F US Foiling Select Series 4 – Bacardi Winter Series, Miami, FL - January 26 to February 29
69F US Foiling Select Series 5 – Miami, FL – February 9 to 11
69F US Foiling Select Series 6 – Bacardi Invitational, Miami, FL – March 8 to 11
69F US Foiling Select Series 7 – Charleston, NC – April 28 to May 1
69F US Foiling Select Series 8 – Race Week at Newport presented by Rolex, Newport – July 13-16

Persico 69F Cup and Youth Foiling Gold Cup (YFGC) are the two main circuits, up and running since 2021. The YFGC is aimed at sailors under the age of 25 with a woman onboard – but often there are only female teams – and includes training days, qualification, and knock-out rounds. At the YFGC the **boats are provided by 69F, and teams take turns with a three-day qualification round and two days of finals.** The entry fee is reduced, the boats prepared by the 69F team, and the winner is the best on the water, playing on a equal field where only sailing talent and the athletes' skills matters. The series includes four events, two in Europe and two in USA, with a Grand Final for the best two teams of each event to be held in Barcelona, Spain, for the next three years in November, at the end of the season. The YFGC has been a huge success since the very first regatta, as the Persico 69F truly embodies what young sailors are looking for: **foiling, speed, adrenaline, and tight competition.**

The Persico 69F Cup is open to everyone, you can attend with your own boat or rent one with the easy 'Pay per Play' formula, in which the boat is provided and prepared by 69F team, and if in need, some training is available and some 69F sailors can be included in the crew. **This formula allowed Persico 69F Cup to immediately have big fleet of over 10 boats per events and to respect the sustainability principle that was in the 69F project since its creation.** There should be no boats in a shed, all Persico 69F should be on the water.

Since 2022 there are two Cups, one in Europe with seven events on four locations (Valencia, Sardinia, Malcesine, Mallorca) and one in USA with three events in two locations (Miami, FL, and Newport, RI).

In 2021 a PRO Cup took place in Palermo, Italy, an invitational challenge reserved to Pro sailors, where athletes from the Olympics and America's Cup challenges each other on the boats provided by 69F. The experiment was a success and will be repeated.

THE FLEETS

69F owns two fleets of six boats, one in Europe and the other one in the USA. Available for the Pay-per-Play formula to easy the access to newcomers and to respond to sustainability matters linked to building the boats and moving the boats around the globe.

In Europe there are nine privately owned boats, six in USA and six in Asia, where a Series is about to be organized.

69F global project's goal is to have local fleets around the world in which we can recreate the same business model as we now have in Europe and USA. **A 1:3 ratio between privately owned boats and Coming Solutions's fleet, will allow competitive and participated circuits in a much more sustainable way. Both for the environment and for the sailors.** The boat is a state-of-the-art design and technology machine, in full carbon, able to foil at just seven knots, it is much easier for an owner or a sailing team to put together a budget to charter their spot for the season, rather than adventuring in an expensive, and in some cases, unknown foiling project. The purchase of the vessel can follow a season or more of good sailing.

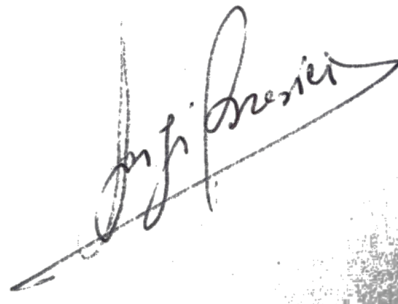
The Youth Foiling Gold Cup has a very little entry fee, below the actual cost of the operation, by doing this 69F is proudly contributing to the promotion of foiling among the youngsters.

The Persico 69F Class was founded on June 7, 2021. The whole fleet counts on 28 boats, they are in USA, Europe and Asia. **The Class is aware it does not respond to the 7 boats actively racing in 4 Member National Authorities required by World Sailing,** but 69F business plan is different, as different was the concept at its birth. The idea is to have **moving fleets owned by the managing company, for a sustainable and lasting concept** and to be able to reach good racing fleet number early in the boat life. Like 69F has proudly been doing since the very start.

Coming Solutions srl
Sole Administrator



Persico 69F Class
The President



Repertory no.15027 ----- Collection no.11373 -----

MEMBERS MEETING MINUTES OF "ASSOCIAZIONE CLASSE INTERNAZIONALE 69F"
ITALIAN REPUBLIC

The year two thousand and twenty-two on the sixteenth day of February.

- February 16, 2022 -

In Verona, Saffi Street n. 2/D, at 5:30 pm.

In front of me Mr. Nicola Marino, Notary in Bovolone, enrolled at the Notarial College of Verona, appeared Mr.:

- **BRESCIANI PIERLUIGI**,

[REDACTED], who participates in such deed as a member of the Class Board of "**ASSOCIAZIONE CLASSE INTERNAZIONALE 69F**", located in Verona, Isonzo Street n. 11, tax code 93297700234.

The appearing party, of which I, the undersigned Notary, assure the identity, states that on this day, location and time has been summoned the meeting of the foretold association, in order to debate and deliberate on the following daily agenda:

1. approval of the changes to the Statute for the conversion in Amateur Sport Association;
2. resolution of affiliation to the Italian Sports Centre;
3. appointment of the Chairman;
4. appointment of the Vice-Chairman, of the Council members, of the Secretariat and of the Technical manager;
5. Any other business.

The appearing party, in the pre-specified role, requests me to receive the minutes of what will be deliberated at the members meeting.

By adhering to this request, I, the undersigned Notary, acknowledge the following.

The appearing party assumes the Presidency of the meeting as a result of the unanimous designation of the participants pursuant to article 9 of the statute. He establishes and asks to have established from the present minutes:

- the presence in person or by proxy acquired on the record of the association of n. 20 (twenty) members, out of a total of n. 20 (twenty) members, which result in the separated list signed by the Chairman and I, the undersigned Notary. Such list is attached to the present deed under the letter "**A**". The reading of the annex is omitted for the manifested will of the party;

- the presence of the "**Class Board**", in his own presence and in the presence of the councilmen:

- **TOMELLERI CARLO**, Councilman;
- **CASTI PAOLO** - Councilman;
- **DE LUCA DANIELE** - Councilman;
- **CICCHETTI MACIEL** - Councilman;

It is recorded the absence of: **CASTI ZENO, DE LUCA UMBERTO, TETTAMANTI ENRICO, BENUSSI GIORGIO**.

The Chairman, after verifying the identity and he legitimation of the participants, declares the meeting validly constituted pursuant to article 9 of the statute of the Association with the presence in person or by proxy of all the association members, therefore capable to deliberate on the topics on the daily agenda which are questioned.

On the starting point of the daily agenda, the Chairman illustrates to the members that the association is focusing on the promotion of the use of the boats "**Persico 69F**" by a growing and not only professional audience.

Aimed to support such activity, he considers necessary the following:

- to adopt the legal status of the amateur sport association modifying the social statute;
- to request the affiliation to the Italian Sports Centre which is a national association, non-profit, founded on charity and recognised as sports promotion body and as promotion association.

He therefore suggests the Assembly to adopt the necessary changes to the statute in order to let the association qualifying as an amateur sports association and, having the need to coordinate the articles edited with the existing articles, he proposes to approve a new statute text of which gives readings during the Meeting:

BY LAWS

1.1. An unrecognized association has been established being denominated as following:

"Classe Internazionale Persico 69F Associazione Sportiva Dilettantistica".

2. PURPOSE

2.1 The association's purpose is:

2.1.1 to promote the recognition and diffusion of the sailing class **"69F"** as a rigorous sailing class with *"closed class rules"* nationally and internationally, both through the organization of competitive sailing activities and through promotional and amateur activities, also through innovative or promotional formulas for the use of boats;

2.1.2 to preserve the high standards and characteristics of the sailing class **"69F"**, including the ease of foiling, the sharing, the safety and the sustainability;

2.1.3 to organize and promote events and championships of the International Class for the benefit of the members of the class **"Persico 69F"** and to organize amateur competitions as well as a class sailing sports school direct to lovers and amateurs.

2.1.4 to organize and promote events to encourage the knowledge of boats among the public, including through boat test days and technical meetings, thus spreading the knowledge of the **"Persico 69F"** sailing class and, overall, of the sports disciplines permitted by CONI regulations and dispositions.

2.1.5 to disseminate and promote the knowledge of the sailing techniques related to the use of boats of the sailing class **"Persico 69F"** among the associates;

2.1.6 to maintain the integrity and equality of the performances of the **"Persico 69F"** sailing class worldwide through *"closed class rule"*.

3. INSPIRING PRINCIPLES

3.1. The Association is non-profit and addresses any eventual profit and management surplus to the development of the statutory activity or to the increase of its own patrimony; is characterized by the principle of democracy and equality of the rights of its members, and relies mainly on the services of its members. Regular workers cannot be employed as well as independent work performance cannot be solicited except for ensuring the regular structural function or for qualifying its activities.

No management surplus as well as funds, reserves or capital can be distributed during the lifetime of the association, neither in an indirect or delayed way. The Association accepts unconditionally to comply to the Statute, to the CONI rules and directives, as well as to the Articles and regulations of National Sports Federation and/ or of the Sports Promotion Bodies and/ or Associated Sports Disciplines recognized by CONI, to whom it wants to affiliate. Moreover the association is committed to respect the dispositions emitted by the International Federations of reference for the sport activity practiced. The Association is therefore committed to accepts eventual disciplinary measures which could be taken against it by CONI, the Federations, Sport Promotions

Bodies and Associated Sports Disciplines, as well as the decisions that the sports authorities could make in all the disputes of associative, technical and disciplinary nature, concerning the life of the sport association.

4. REGISTERED OFFICE AND DURATION

4.1 The Association's registered office is at the headquarter of the company holding the boat production license in Verona, Isonzo street n. 11.

4.2 The Association has an unlimited duration of time and can be dissolved only by the will of the members.

5. ASSOCIATES

5.1 Both natural and legal persons can be part of the Association as members, which will participate to the social activities through their own legal representatives. They have to request the membership and must be gifted with an impeccable moral, civil and sport behavior. The application form can be accepted or rejected by the Class Board. The validity of the membership depends on the reception of the request itself by the Class Board, which eventual decision of rejection must be always reasoned; a call to the general assembly against the decision of rejection is admitted. Nevertheless, the temporary nature of the participation to the life of the association is not allowed.

5.2 The Association consists of:

a) Founding members:

Founding members are the members who have signed the deed of constitution of the Class Association.

b) Ship-owner members:

The owners of **Persico 69F** boats made by authorized shipyards are ship-owner members.

c) Ordinary members:

Ordinary members are the members who signed at least one rental contract in order to use the boats **Persico 69F**.

d) Junior members

Junior members are the members under 25 years and the skippers of the boats **Persico 69F** during the official events reserved for under 25.

e) Honorary members:

The Class Board can decide on the admission of honorary members:

- towards subjects who have distinguished themselves for particular sporting merits in the sailing field;
- towards subjects who have contributed significantly to the design or development of the Class boats.

5.3 Each member has right to one vote. For ship-owner members, in case of co-ownership of a boat, the right to vote will be exercised by the person indicated by the majority of the co-owners.

5.4 Members can participate in members' meetings and vote provided that they are up-to-date with the payment of the annual membership fee which is established by the Class Board every year and that may vary depending on the status of founding, ordinary or honorary members.

5.5 All members are bound by the Articles of Association.

5.6 The Association is the only one entitled to recognize the constitution of any NCAs (National Class Association) provided that:

- the NCA has a minimum of six registered boats whose owners are fully-fledged members of the Class;
- the Articles of Association of each NCA is approved by the Board of the Class of such association.

6. SUSPENSION OF MEMBERS

6.1 An associate can be suspended or expelled from the Association:

- a) in case he has committed an unlawful act involving the Class or one of its associates;

[COURTESY TRANSLATION]

b) for any unsportsmanlike conduct contrary to the interest of the members of the Class;

c) for violation of the Articles of Association and / or the Class Rules.

6.2 The suspension period will be determined by the Class Board that will impose the relevant sanction.

6.3 No member may be suspended or expelled without first having been heard by the Class Board. This hearing must take place with prior notice to the member non-less than 30 (thirty) days before.

6.4 Each member has no right to the return of the membership fee in case of suspension or expulsion.

7. CLASS BOARD

7.1 The "**Class Board**" is the body of governance and it is responsible for the administration of the Class; it is composed of no more than 10 (ten) Directors, the Chairman and the Vice-Chairman.

It is forbidden to the directors of amateur associations and sport clubs holding any position in other amateur sport clubs or associations operating in the same National Sport Federation, sport discipline or Sport Promotion Body recognized by CONI (art.11, Dlgs 36, 2021).

7.1.1 The members of the Board are "Class Officers", are appointed by the Members' Meeting and remain in office for three years.

The Class Board:

- deliberates on all organizational matters of the Association;
- elaborates the development guidelines;
- decide on places and dates of events;
- proposes any amendments to the Articles of Association;
- prepares and draws up an annual financial report and the budget;
- approves the admission of new members to the Association.
- prepares, approves and amend the "**Persico 69F Rules**" class regulation; the class regulation contains the technical construction characteristics that all boats of the Class must have.
- elects internally a Secretariat and a Treasurer; those positions can be held by the same person.

7.1.2 The Board is duly constituted when the Chairman and at least 5 (five) Directors are present.

7.1.3 The Class Board may delegate all or part of its powers to one or more members of the Board, determining the limits of the delegation.

7.1.4 The Class Board will be responsible for checking, amending and enforcing the rules of "**Persico 69F**" class.

The Class Board will collaborate with the class measurement officials and the technical staff of the manufacturers authorized to verify the class rules compliance.

7.2 The Chairman of the Association is its legal representative, executes the resolutions of the Class Board, chairs the meetings and is the principal ambassador of the Class during meetings and activities related to sailing.

The Chairman is appointed by the Class Board every three years, can be re-elected and lapses due to resignation or definitive impediment.

In the event of forfeiture, the Class Board remains in power, chaired by the most senior Director, until the convening of a new ordinary Members' Meeting. The legal representation of the Association is also up to the delegated directors within the limits of the powers delegated to them.

7.3 The Vice-Chairman replaces the Chairman when the latter is absent or has a temporary impediment and in all the task he is expressly delegated.

7.4 The Secretariat performs the deliberations of the Chairman and the Class Board, records in minutes the meetings, takes care of the associative bureaucracy and of the correspondence.

7.5 The Treasurer takes care of the administration of the Association and is in charge of the bookkeeping services as well as, due to his role, of the

collections and payments that have to be done when required by the Class Board.

7.6 In the event of resignation or termination of the office of the majority of the members, also not simultaneous, the Class Board must be considered decayed along with the Chairman. Therefore the extraordinary assembly must be summoned within 90 days for the election of the new Class Board, including the Chairman.

8. MEETINGS OF THE CLASS BOARD

8.1 The Class Board meets at least once a year and, in any case, at least thirty days before the ordinary Members' Meeting and each time it is convened by the Chairman.

8.2 The Class Board meets upon prior convening of the Chairman sent at least 7 (seven) days before the meeting. The notice can be sent by e-mail.

8.3 Each member of the Class Board has one vote.

8.4 Taking Section 8.3 into consideration, resolutions must be approved by a simple majority of the present voting members.

8.5 The meetings of the Class Board can also take place electronically by means of telecommunication, which can guarantee the identification of the participants, their participation and the exercise of the right to vote without the need for the chairman, the secretary or the notary, as the case may be, to be in the same place.

8.6 The deliberations of the Board must result in a report subscribed by who presided the meeting and the by the Secretariat.

9. MEMBERS' MEETING

9.1 The Members' Meeting is the deliberative body of the Association and it is convened in ordinary and extraordinary session at least once a year by the Chairman of the Class Board and can also be held electronically. When it is regularly convened and constituted, it represents the universality of the associates and the resolutions adopted by the meeting oblige all the associates, even if they did not intervene or dissent.

9.2 It is chaired by the Chairman of the Class Board or, in the event of his absence, by the person designated by the majority of those present.

9.3 The Meeting is validly constituted on first call with the presence of at least one fifth of the members and can take resolutions with the vote of the majority of those entitled to vote. In second call it is validly constituted whatever the number of attendees is and it approves with the vote of the majority of those entitled to vote. Each member can delegate another member who cannot receive more than three proxies.

9.4 The Meeting approves on items proposed by the Class Board and may, in an extraordinary session, amend the Articles of Association or resolve upon the dissolution of the Association.

9.5 To resolve upon the amendment of the Articles of Association, the dissolution of the Association and the devolution of its assets, the favorable vote of at least 3/4 (three quarters) of the associates is deemed to be necessary.

Each member has the right to one vote provided that he is up-to-date with the payment of the membership fee.

9.6 Every assembly must be recorded in minutes signed by the Chairman, by the Secretariat and, if named, by the scrutineers.

10. CLASS MEASUREMENT OFFICIALS

10.1 Class measurement officials are appointed by the Class Board.

10.2 Class measurement officials will be responsible for complying with the rules prior to the delivery of each boat, for taking measurements before and during events and for re-measuring boats when they have exited the configuration of the Class Rules.

11. CHANGES TO THE CLASS RULES

11.1 Changes to the Class Rules may be proposed by the Class Board or by World Sailing.

11.2 Any changes to the Class Rules shall be approved by Class Board (and, if necessary, by World Sailing) which will decide the date of entry into force and will be promptly communicated to the members by the Board itself.

12. ASSOCIATION, SUBSCRIPTION FEES AND OTHER FEES

12.1 The Association's assets consist of the annual membership fees, the royalties that will be paid by the sailmaker at the time of manufacture of each Class sail, of the royalties due by organizations authorized to organize official events, of any contributions determined by the Class Board, of the contributions of bodies and associations, bequests and donations, the proceeds deriving from the activities of the Association.

12.2 The membership fees are determined annually by the Class Board which can establish different amounts of fees for associates who are owners of boats and who are not.

13. FUNDS, ACCOUNTS AND EXPENSES

13.1 The funds, accounts and expenses of the Association will be managed by the Class Board.

13.2 The Class Board draws up the financial statements to submit for approval to the Member's Meeting. The financial statements must inform about the patrimonial and economic-financial situation of the Association.

13.3 The financial statements must be drawn up clearly and must represent in a truthful and correct manner the capital and economic-financial situation of the Association, in compliance with the principle of transparency towards the associates.

13.4 When convening the ordinary Members' Meeting, which brings the approval of the financial statements back to the agenda, a copy of the financial statements itself must be made available to all members.

14. DISSOLUTION

14.1 The dissolution of the Association is resolved by the Members' Meeting with the majorities provided for in article 9.5. The Members' Meeting, upon the dissolution of the Association, will decide on the destination of any residual Association's assets in favor of another association that pursues sporting purposes, without prejudice to a different destination imposed by law.

15. OFFICIAL EVENTS

15.1 The Association is the only body that can organize official 69F events (regattas, Academy, etc.) or that can authorize other bodies to do so.

15.2 In any official 69F event the application of the "Persico 69F Rules" Class rules is mandatory for the conduct of the event itself.

On the remaining point on the daily agenda, the Chairman refers that the Chairman of the Class Board Giorgio Benussi resigned in date January 15th 2022 as indicated in the minutes of the Class Board redacted the same day. After adopting the new statute and in order to obtain the affiliation to the Italian Sport Centre is necessary to appoint the Vice-Chairman, the Secretariat, the Treasurer and the technical manager.

After wide argument, the Chairman puts to the vote the topics of the daily agenda.

The Assembly, with the favorable and open vote of all the attending members, deliberates on:

- adopting the status of Amateur Sport Association, by modifying the denomination to **"Classe Internazionale Persico 69F Associazione Sportiva Dilettantistica"** and by approving the new text of the associative statute in the formulation proposed by the Chairman;

[COURTESY TRANSLATION]

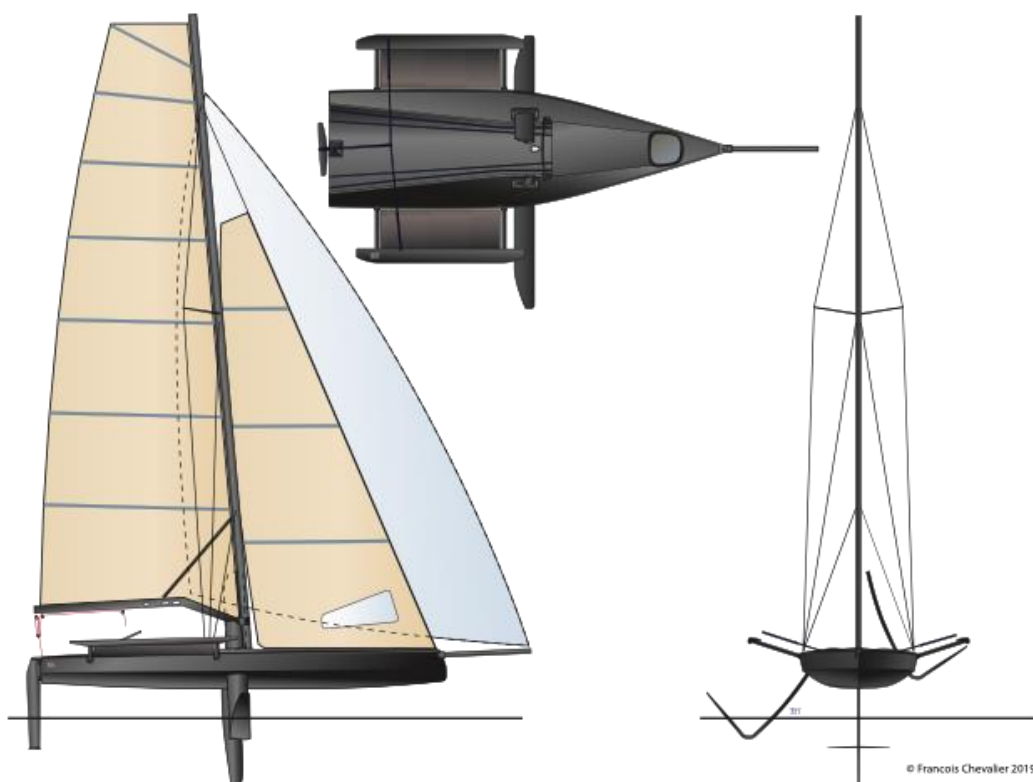
- applying for getting the affiliation to the Italian Sporting Center delegating the Chairman to fulfil all the necessary requirements;
- accepting the resign of the Chairman Giorgio Benussi, expressing gratitude for his activity;
- appointing the councilman **BRESCIANI PIERLUIGI** as the new Chairman and Treasurer of the Class Board;
- appointing the councilman **CASTI ZENO** as new Vice-Chairman of the Class Board
- appointing the councilman **TOMELLERI CARLO** as Secretariat
- appointing the councilman **DE LUCA DANIELE** as technical manager

There being nothing else to declare, the sitting closed at 6:00 pm.
The present deed is at the expenses of the association.
Upon request of me, the Notary, I received the present deed, typewritten by a person I trust; I manually completed it and read for the appearing party, who approves and undersigns it with me at 6:04 pm.

The present deed consists in three sheets, written for eight whole facades and this far on the ninth.
Signed: Pierluigi Bresciani
Signed: Nicola Marino Notary

PERSICO 69F

RULES
2022



The Persico 69F[®] was designed in 2017 by Wilson-Marquinez Naval Architecture

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INTRODUCTION

This introduction only provides an informal background and the Persico 69F Rules properly begin on the next page.

The Persico 69F has been created as a strict one-design boat where the true test when racing is between crews and not boats and equipment. The fundamental objective of these rules is to ensure that this concept is maintained.

Persico 69F hulls, appendages, rigs and sails are manufacturing controlled.

Persico 69F hulls, appendages, rigs and sails shall only be manufactured by Coming Solutions srl or by a manufacturer licensed by Coming Solutions srl, in the rules referred to as licensed manufacturers.

Equipment is required to comply with the Persico 69F Building Specification.

Persico 69F hulls, hull appendages, rigs and sails may, after having left the manufacturer, only be altered to the extent permitted in Section C of the rules or the Building Specifications itself.

Owners and crews should be aware that compliance with rules is the responsibility of the competitor.

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

PLEASE REMEMBER:

COMPONENTS AND THEIR USE ARE DEFINED BY THEIR DESCRIPTION.

THESE RULES ARE **CLOSED RULES** WHERE, IF IT DOES NOT SPECIFICALLY SAY THAT YOU MAY, THEN YOU SHALL NOT.

Part I – Administration

Section A – General

A.1. LANGUAGE

- A.1.1 The official language of 69F 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 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.2. ABBREVIATIONS

A.2.1	WS	World Sailing
	MNA	World Sailing Member National Authority
	P69F	Persico 69F (the boat)
	69F	69F Class Association
	ERS	Equipment Rules of Sailing
	RRS	Racing Rules of Sailing
	NFC	Near Field Communication tag
	LM	Licensed Manufacturer
	OM	Owners Manual

A.3. AUTHORITIES

- A.3.1 The international authority of the class is WS which shall cooperate with the 69F in all matters concerning these **class rules**.
- A.3.2 Neither WS or the 69F or an **official measurer** is under any legal responsibility in respect of these class rules.

A.4. ADMINISTRATION OF 69F

- A.4.1 WS has delegated its administrative functions to 69F.
- A.4.2 ~~A measurer shall seek approval from 69F, but shall only be an official measurer when recognized or appointed by a MNA.~~
69F will appoint measurers choosing only **official measurers**

A.5. CLASS RULES CHANGES

- A.5.1 Amendments to these **rules** shall be proposed by 69F and are subject to the approval of WS in accordance with WS Regulations.
- A.5.2 Amendments to **the boat specifications** are proposed by 69F **and approved by WS.**

A.6. RULES CHANGES AT EVENTS

- A.6.1 At all events World Sailing Regulation 10.5(f) applies.

A.7. RULES INTERPRETATION

- A.7.1 Interpretation of **class rules** shall be made in accordance with the WS Regulations.

A.8. INTERNATIONAL CLASS FEE AND WORLD SAILING BUILDING PLAQUE

- A.8.1 The licensed hull **builder** shall pay the International Class Fee.
A.8.2 WS shall, after having received the International Class Fee for the **hull**, send the WS Building Plaque to the licensed **hull** builder.

A.9. SAIL NUMBERS

- A.9.1 Sail numbers shall be either:
(a) a sail number issued by 69F or
(b) a personal sail number issued to the owner, annually purchased from 69F.

A.10. BOAT CERTIFICATION

- A.10.1 A **certificate** shall record the following information:
- (a) **Boat** type
 - (b) WS plaque number
 - (c) name of the **official measurer**
 - (d) Owner
 - (e) Full list of NFC
 - **Hull**
 - Deck
 - **Mast** (top and bottom sections)
 - **Boom**
 - **Daggerboard**
 - **Rudder**
 - **Rudder** foil
 - Foils
 - **Bowsprit**
 - Deck Cover
 - Racks
 - (f) Builder/Manufacturers details
 - (g) Date of issue of initial certificate
 - (h) Date of last issue of certificate

A.11. VALIDITY OF CERTIFICATE

- A.11.1 A **certificate** becomes invalid upon:
- (a) the change to any items recorded on the **certificate** as required under A.10 (boat certification),
 - (b) the modification, intentional or not, of any equipment,

- (c) withdrawal by the **certification authority**,
- (d) the issue of a new **certificate**.

A.12. BOAT RE-CERTIFICATION

- A.12.1 The **certification authority** may issue a **certificate** to a previously certified **boat**:
- (a) when it is invalidated under A.12.1(a) or (e) after receipt of the old **certificate**, and **certification** fee if required,
 - (b) when it is invalidated under A.12.1 (b) and (c), at its discretion,
 - (c) in other cases, by other applicable P69F rules.

Section B – Boat Eligibility

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

B.1. RULES AND CERTIFICATION

- B.1.1 The boat shall:
- (a) be in compliance with the **class rules**,
 - (b) have a valid **certificate**.

PART II – REQUIREMENTS AND LIMITATIONS

The **crew** and the **boat** shall comply with the rules in Part II when racing. In case of conflict Section C shall prevail.

The rules in Part II are **closed rules**. **Certification control** and **equipment inspection** shall be carried out in accordance with the ERS except where varied in this Part.

Section C – Conditions for Racing

C.1. GENERAL

- C.1.1 Rules
- (a) RRS 42.2 shall not apply
 - (b) RRS 49.1 is changed to read: competitors shall use no device designed to position their bodies outboard, other than hiking straps.

C.2. CREW

- C.2.1 Limitations
- (a) The **crew** shall consist of 3 or 4 persons.
 - (b) No **crew** member shall be substituted during an event, unless permitted by the notice of race or event rules.
 - (c) The notice of race may prescribe limitations to the crew (age, skill, ecc).
 - (d) For safety reasons, when the **boat** is displacing or not flying, and in any case sailing at a speed lower than 6 knots, not more than 1 **crew**

may go forward of the **mast** to perform a **repair**, fix an issue with the gennaker, **repair** or fix issues with the jib.

- (e) When the **boat** is flying, none of the **crew** are permitted to go forward of the **mast**.
- (f) No more than 3 **crew** members shall position their body simultaneously on the rack.
- (g) The **crew's** feet may be put on the foils only when recovering the boat from a capsize.
- (h) Pulling of any line by more than one person is prohibited, except for the gennaker sheet when trimming it.
- (i) The use of any equipment for a purpose other than that intended or specifically permitted is prohibited. Any additions, omissions or alterations to the equipment supplied are prohibited.

C.3. PERSONAL EQUIPMENT

C.3.1 Mandatory

- (a) From the time the **boat** leaves its dock or mooring until the **boat** has returned to the dock or mooring each day:
 - (i) Each **crew** member shall wear a personal floatation device to the minimum standard ISO 12402-5, or USCG Type III, or AUS PFD 1,
 - (ii) Each **crew** member shall wear a helmet that shall be to the minimum standard EN1385, EN1077, EN 966, ASTM 2040, Snell S98 or equivalent. Each **crew** member shall carry a cutting device with a blade length of no more than 150mm. protected by a cover or equivalent.
 - (iii) Each **crew** member shall wear shoes.

C.4. PORTABLE EQUIPMENT

C.4.1 Mandatory

- (a) FOR USE
 - (i) N°1 SAILMON MAX system with its bracket and its terminal.
- (b) NOT FOR USE
 - (i) N° 2 69F paddles.

C.4.2 Optional

- (a) FOR USE
 - (i) Mooring lines,
 - (ii) Non-electronic wind Indicators like WINDEX and telltales,
 - (iii) Action cameras.
- (b) NOT FOR USE
 - (i) Mobile telephones.

C.5. ADVERTISING

C.5.1 Limitations

- (a) see Section H.

C.6. BOAT

C.6.1 Modifications, maintenance and repair

- (a) **Modifications** to the **boat** (including any **fittings**) are not permitted. Upgrades to OM will be published on the 69F website,
- (b) **Maintenance** is permitted as per OM.
- (c) **Repair** to any extent of damage needs prior written approval of the L.M.
- (d) NFC tags shall not be removed or transferred,
- (e) The use of sanding paper, abrasive sponge, grinding or polish paste or cream or any liquid or cream or filler like nanotech or similar is not permitted. Cleaning is permitted.
- (f) Grease or lubricant may be used only in **fittings** like blocks, cleats, pins or similar as per OM.

C.6.2 Weight

	minimum	maximum
Boat weight in dry condition	380 kg	390 kg

C.6.3 Corrector Weights

- (a) **Corrector weights** shall be permanently placed inside the **corrector weight** box (CW box). Such CW box must not be opened nor removed.

C.7. HULL

C.7.1 Modifications, maintenance and repair

MODIFICATIONS

- (a) Hull plastic wrap shall not be removed; it may be replaced with written approval of the LM.
- (b) Deck foam may be changed with the same product as specified in the OM

MAINTENANCE

- (c) **Maintenance** is permitted as per OM.

REPAIR

- (d) **Repair** to any extent of damage requires written approval of the LM.
- (e) Where equipment is not anymore available on the market, a formal request of solution shall be submitted to 69F.

C.7.2 Fittings

(a) USE

- (i) inspection hatch lids shall be kept in place at all times,
- (ii) **modifications** are not permitted. Upgrades to OM will be published on the 69F website.

- (b) Blocks, shackles, ropes, wires and other equipment may be replaced with the same brand and catalog reference number.

[Building specifications - Gear Guide.pdf](#)

- (c) Where equipment is not anymore available on the market, a formal request of solution shall be submitted to 69F.

C.7.3 Racks

(a) USE

- (i) the net shall be assembled in compliance with the Builder specifications as described in the OM.

C.8. HULL APPENDAGES

C.8.1 Modifications, maintenance and repair

MODIFICATIONS

- (a) **Modifications** are not permitted.

MAINTENANCE

- (b) **Maintenance** is permitted as per OM.

REPAIR

- (c) **Repair** to any extent of damage requires written approval of the LM.
 (d) Blocks, shackles, ropes, wires and other equipment may be replaced with the same brand and catalogue reference number.
 (e) Where equipment is not anymore available on the market, a formal request of solution shall be submitted to 69F.

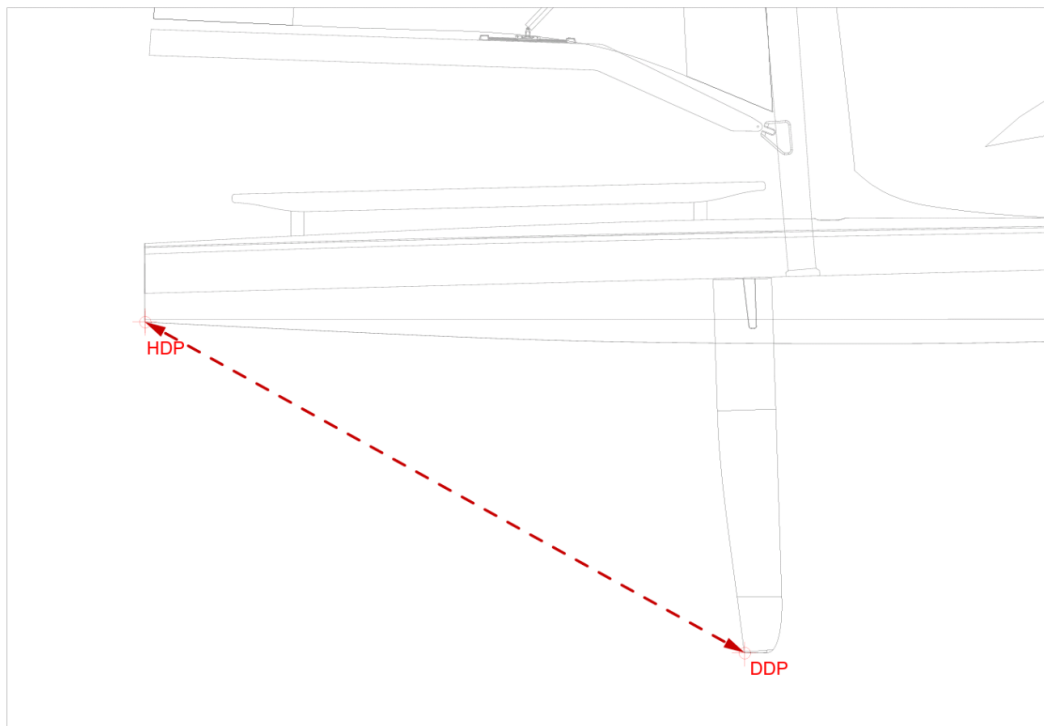
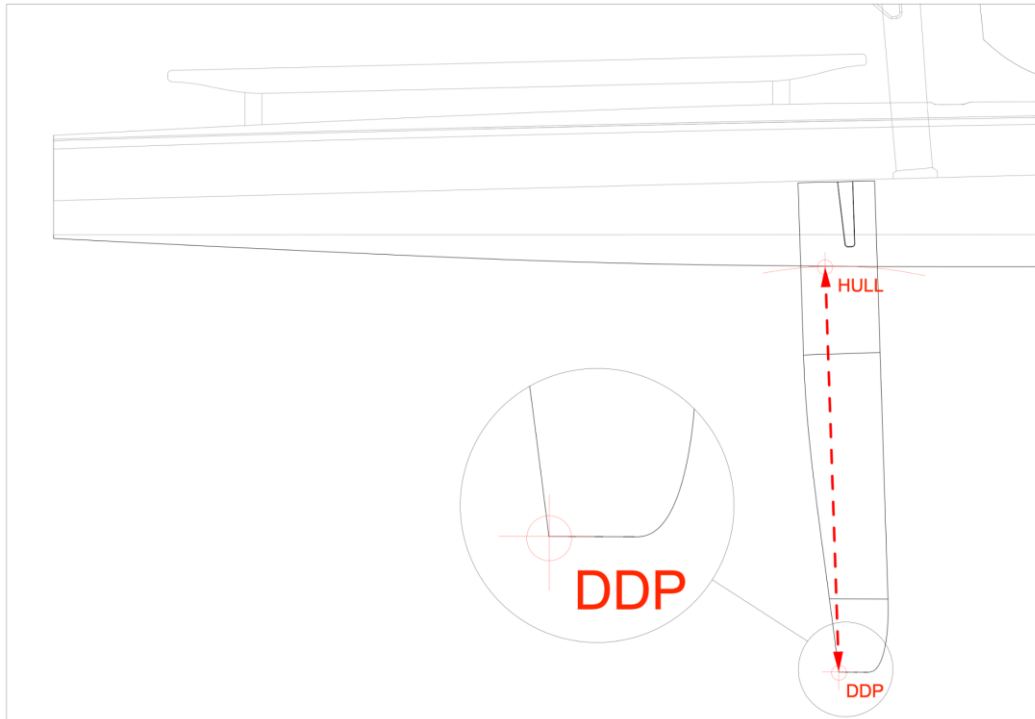
C.8.2 Limitations

- (a) Only one set of **daggerboard**, 2 **foils** and one **rudder** including its **foil** shall be used during an event, except when a **hull appendage** has been lost or damaged beyond **repair**.

C.8.3 Daggerboard

(a) DIMENSIONS

	minimum	maximum
Maximum projection from the bottom of the hull to the DDP (See Rule E.3.1(a))	1650 mm	1654 mm
Distance between HDP (See Rule D.4.2(a)) and DDP	3670 mm	3680 mm



(b) USE

(i) The daggerboard shall be fixed down as per OM

C.8.4 Foil
(a) DIMENSIONS

	minimum	maximum
The distance between the Foil Datum Point (see E.5.1 (b)) and the Foil Limit Mark at the trailing edge	2312 mm	2320 mm

(b) USE

- (i) Foil shall not be lowered further than the limit mark relative to the top bearing

C.8.5 Rudder
(a) DIMENSIONS

	minimum	maximum
Rake angle range	8°	8°
Shortest distance measured between the point where the pin bear the upper side of the top bearing and the transom with the bearing fully forward	11 mm	11 mm
Shortest distance measured between the point where the pin bear the upper side of the top bearing and the transom with the bearing fully aft	48 mm	48 mm

(b) USE

- (i) Shims In the rudder system or between the rudder strut and the hull are not permitted,
- (ii) Shims between the bottom bearing and the transom are not permitted,
- (iii) The rudder shape shall not be modified.

C.8.6 Rudder foil
(a) USE

- (i) Shims or spacers in the rudder system or between the rudder strut and the rudder foil are not permitted,
- (ii) The rudder foil's recess shape shall not be **modified**.

C.9. RIG

C.9.1 Modifications, Maintenance and repair

MODIFICATIONS

- (a) Blocks, shackles, ropes, wires and other equipment may be replaced with the same brand and catalogue reference number.

MAINTENANCE

REPAIR

- (b) **Repair** to any extent of damage needs written approval of the LM,
(c) Where equipment is not anymore available on the market, a formal request of solution shall be submitted to 69F.

C.9.2 Limitations

- (a) Only one set of **spars** and **standing rigging** shall be used during an event, except when an item has been lost or damaged, and the race committee has approved the substitution.

C.9.3 Mast

(a) DIMENSIONS & SETUP

	minimum	maximum
Rake range measured between BDP (see D.4.2 (b)) and the gennaker halyard fully hoisted with standard soft shackle and plastic ball	10460 mm	10500 mm
Uppers tension (Spinlock RGS 0508)	600 kg	700 kg
D2 tension (Spinlock RGS 0508)	300 kg	400 kg
D1 tension (Spinlock RGS 0508)	250 kg	350 kg

(b) USE

- (i) The **spar** shall be stepped in the mast step as described in the OM.

C.9.4 Boom

(a) USE

- (i) The **boom** shall be set as described in the OM.

C.9.5 Bowsprit
(a) DIMENSIONS

	maximum
Maximum distance between bowsprit's hull exit ring and the foremost point of the bowsprit	1488 mm

- (b) USE
- (i) The bowsprit pull-out line shall be set as described in the OM.

C.9.6 Standing Rigging

- (a) USE
- (i) **Shrouds** and **forestay** must meet dimension, material and specifications as described below and led as described in the OM,
- (ii) **Forestay** lashing and **shrouds** lashings can't be trimmed from the time the boat leaves its dock or mooring until the **boat** has returned to the dock or mooring each day,
- (iii) The **forestay** tuning shall only be carried out as described in the OM

C.9.7 Running Rigging

- (a) USE
- (i) Sheets must meet dimension, material and specifications as described in the OM.
[Building specifications - Rope Guide.pdf](#)
[Building specifications - Rigging Layout.pdf](#)

C.10. SAILS

C.10.1 **IDENTIFICATION**

- (a) Mainsail
- (i) The national letters and sail numbers shall comply with the RRS 77 and shall conform with the dimensions and requirements as detailed in the diagram contained in Section H2.
- (b) gennaker
- (i) Sail identification is not required on the gennaker
- (c) The P69F logo shall conform with the dimensions and requirements detailed in Section H2
- (d) The **mainsail** shall carry the unique NFC tag

C.10.2 Modifications, maintenance and repair

MAINTENANCE

REPAIR

- (a) **Repair** to any extent of damage needs written approval of the LM,
- (b) Blocks, shackles, ropes, wires and other equipment may be replaced with the same brand and catalogue reference number.
- (c) Where equipment is not anymore available on the market, a formal request of solution shall be submitted to 69F.

C.10.3 Limitations

- (a) Not more than 1 **mainsail**, 1 **jib**, 1 **gennaker** shall be carried aboard,
- (b) Not more than 1 **mainsail**, 1 **jib**, 1 **gennaker** shall be used during an event, except when a **sail** has been lost or damaged beyond **repair**.

C.10.4 USE

- (a) The **sails** shall be set as per OM.
- (b) The **mainsail foot** when hoisted cannot extend under the **boom**
- (c) The **mainsail** and **jib** shall be hoisted for the entire duration of a race
- (d) When sailing the **gennaker** must be properly trimmed, not left flapping except:
during manoeuvres
for short moments in order to pass a mark or obstruction
to avoid any dangerous situation
- (e) The **gennaker** shall not be set or be in the process to set between the warning signal and the last minute before the start.

C.11. SAIL INSIGNIA DIAGRAM

C.11.1 Persico 69F logo:

mm 600 x 280

PERSICO
69F

Section D - HULL

D.1. PARTS

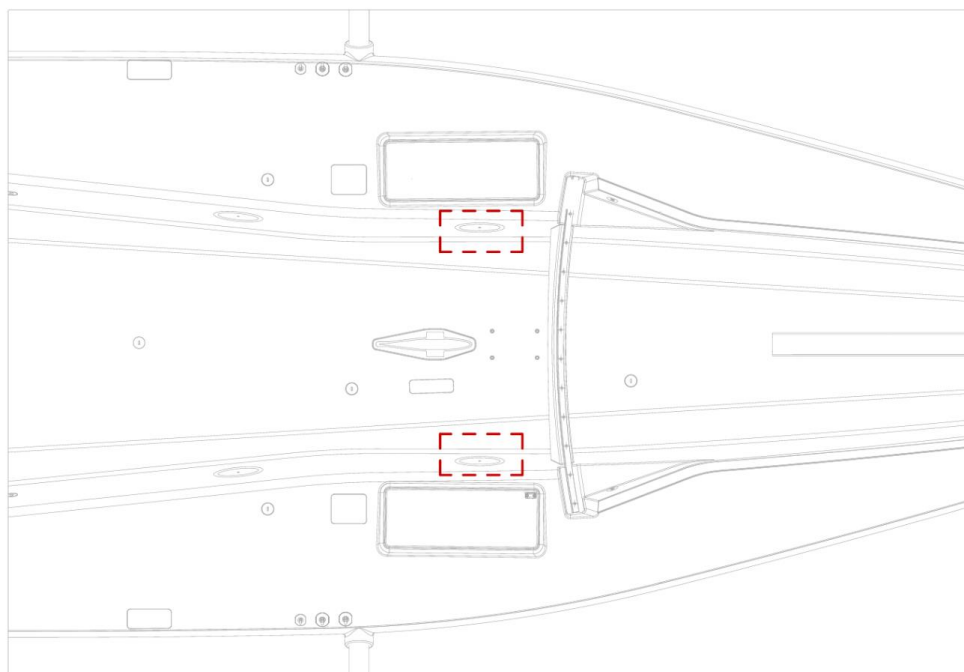
D.1.1 Mandatory

- (a) Hull
- (b) Deck cover
- (c) Racks
- (d) Rudder tower
- (e) Jib track bridge
- (f) Mast foot.

D.2. IDENTIFICATION

- (a) The **hull** shall display the LM serial number fixed to the port side foil box visible opening the port inspection hatch on the coloured strip
- (b) The **hull** shall display the WS 69F plaque
- (c) The **hull** shall carry the unique NFC tag

Sample:



D.3. MATERIAL, CONSTRUCTION AND DIMENSION

- (a) All items listed in D.1 shall comply with the WS approved Builders Construction Manual

D.4. GENERAL RULES

- (a) The **hull** shall comply with the **class rules** in force at the time of initial **certification**.

D.4.1 Modifications, maintenance and repair

- (a) The following **modification** may be made by the LM of the **boat**, or by anybody else only after written approval is received by the owner from the ICA's Technical Committee. The Technical Committee will decide whether to grant or deny approval in concurrence with the L.M. Upon completion, the **boat certification** will be re-issued by the 69F, stating the work done in either case:
- (i) if any **hull** is damaged and is required to be **repaired** in any other way than described in section C
- (b) **Maintenance** is permitted as per OM.

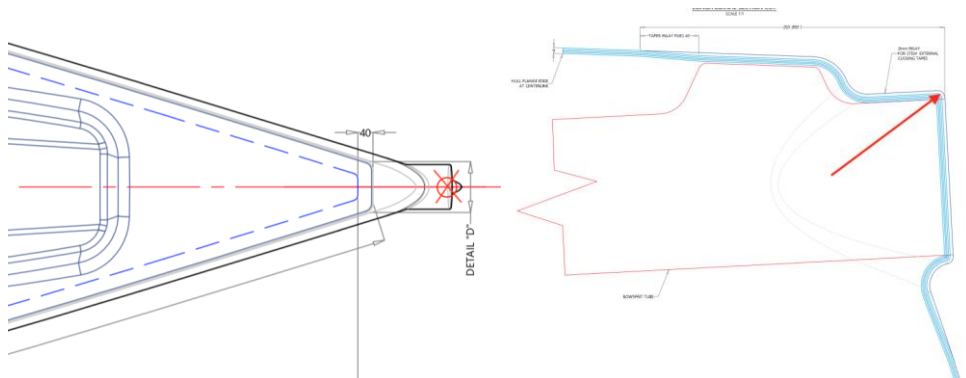
D.4.2 Definitions

(a) HULL DATUM POINT

The **hull datum point** (HDP) is the intersection between the extension of the **hull** bottom and the extension of the transom on the center plane.

(b) BOW DATUM POINT

The bow datum point (BDP) is the topmost and foremost point of the bowsprit cover tube.



D.5. ASSEMBLED HULL

- (a) The deck-cover and rack shall be installed as per OM.

D.5.1 Dimensions

	minimum	maximum
Assembled max hull beam	3861 mm	3871 mm

Section E – Hull Appendages

E.1. PARTS

- E.1.1 Mandatory
 - (a) **Daggerboard**
 - (b) **Rudder**
 - (c) **Rudder Foil**
 - (d) **2 Foils**
 - (e) Tiller and 2 tiller extensions
 - (f) 2 foil rake systems
 - (g) Rudder rake system
- E.1.2 Weight
 - (a) A record of the **weight** of each part is kept by the LM. Such weight can be spot checked at any time during an official 69F event and its alteration will render the part unfit for use
- E.1.3 MANUFACTURERS
 - (a) All items listed in D.1 shall only be manufactured by LM.
 - (b) The LM is Coming Solutions srl.
- E.1.4 IDENTIFICATION
 - (a) The 4 items listed in E.1.1 (a), (b), (c) and (d) shall carry the unique NFC tag
- E.1.5 MATERIAL, CONSTRUCTION AND DIMENSION
 - (a) All items listed in E.1 shall comply with the WS approved Builders Construction Manual.

E.2. PARTS

- E.2.1 Rules
 - (a) **Hull appendages** shall comply with the **rules** in force at the time of **certification**.
- E.2.2 Manufacturers
 - (a) All items listed in D.1 shall only be manufactured by LM.
 - (b) The LM is Coming Solutions srl.

E.3. DAGGERBOARD

- E.3.1 Dimensions
 - (a) **DAGGERBOARD DATUM POINT**
The daggerboard datum point (DDP) is the intersection of the extension of the trailing edge and the bottom of the daggerboard at 90°.

E.4. TILLER AND TILLER EXTENSIONS

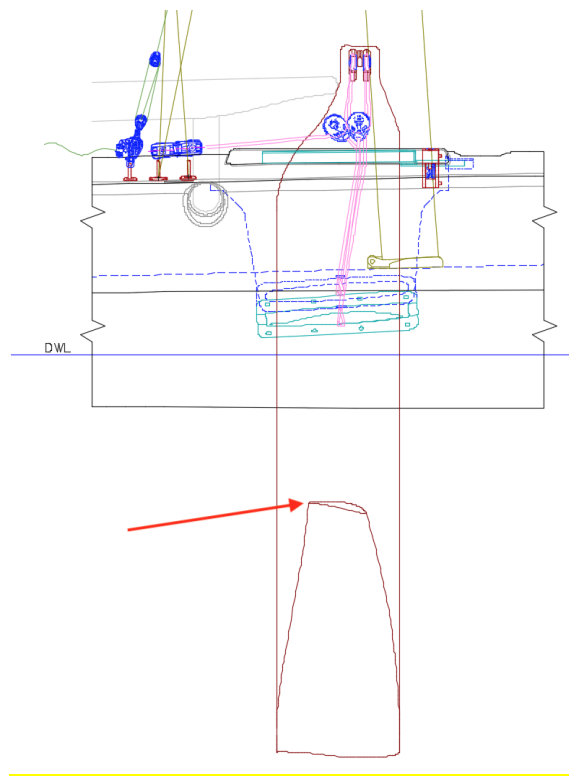
- E.4.1 Dimensions

	minimum	maximum
Tiller distance between tiller extensions' mid point attachment and the center of the rudder pin hole	1267 mm	1269 mm
Tiller extensions length (rubber joint incl.)	2400 mm	2505 mm

E.5. FOIL

E.5.1 Definitions

- The **limit mark** is a painted, 3mm white stripe. The stripe is painted on the tension side at 90° relative to the leading edge.
- The **datum point** is the intersection of the trailing edge and the foil tip end at 90°.



Section F – Rig

F.1. PARTS

F.1.1 Mandatory

- Mast
- Boom
- Vang post
- Standing rigging
- Running rigging
- Bowsprit

F.2. MANUFACTURERS

- (a) All items listed in F.1 shall only be manufactured by LM.
- (b) The LM is Coming Solutions srl.

F.3. IDENTIFICATION

- (a) The mast, boom vang post and bowsprit shall carry the unique NFC tag.

F.4. MATERIAL, CONSTRUCTION AND DIMENSIONS

- (a) All items listed in F.1 shall comply with the WS approved Builders Construction Manual

F.5. GENERAL

F.5.1 Rules

- (a) The **spar** and their fittings shall comply with the **class rules** in force at the time of **certification** of the **spar**.
- (b) The **standing** and **running rigging** shall comply with the **class rules**.

F.5.2 Modifications, Maintenance and repair

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

F.6. MAST

F.6.1 Dimensions

	minimum	maximum
Mast length	10955 mm	11005 mm

F.7. BOOM

F.7.1 Dimensions

	minimum	maximum
Shortest distance between boom aft end and center of the fork pin	3410 mm	3440 mm
Forwardmost position of the front end of the vang car (number on coloured scale)	17.5	18.5

Distance between top of rudder tower and underside of double 57mm block	700 mm	720 mm
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F.8. STANDING RIGGING

F.8.1 Dimensions

	minimum	maximum
Forestay length	9780 mm	9830 mm
Forestay diameter	6 mm	6mm
D1 length	2320 mm	2360 mm
D1 diameter	8.3 mm	8.3 mm
D2 length	5360 mm	5400 mm
D2 diameter	7.2 mm	7.2 mm
D3 length	9030 mm	9080 mm
D3 diameter	7.2 mm	7.2 mm

Section G – Sails

G.1. PARTS

G.1.1 Mandatory

- (a) Mainsail
- (b) Jib

G.1.2 Optional

- (a) Gennaker

G.2. MANUFACTURERS

- (a) All items listed in G.1 shall only be manufactured by Coming Solutions srl or by a manufacturer licensed by Coming Solutions srl.

G.3. GENERAL

G.3.1 Rules

- (a) **Sails** shall comply with the **rules** in force at the time of **certification**.

- G.3.2 Sailmaker
- (a) **Sails** shall be supplied by Coming Solutions srl or by a manufacturer licensed by Coming Solutions srl.
 - (b) The weight in gr/sqm of the body of the gennaker shall be indelibly marked in the **head point** by the sailmaker together with the date and his signature or stamp.

G.4. MAINSAIL

- G.4.1 Construction
- (a) The construction shall be: **soft sail, single ply sail**
 - (b) The **mainsail** shall have 6 full battens
 - (c) The following are permitted: stitching, glues, tapes, plastic bolt rope, corner eyes, cunningham pulley, batten pocket patches, batten pocket end caps, leech line with cleat, tell tales, spreader chafe patch, sail shape indicator stripes, zipper, head stiffening.
 - (d) Battens shall be only the original supplied by Coming Solutions srl

G.4.2 Dimensions

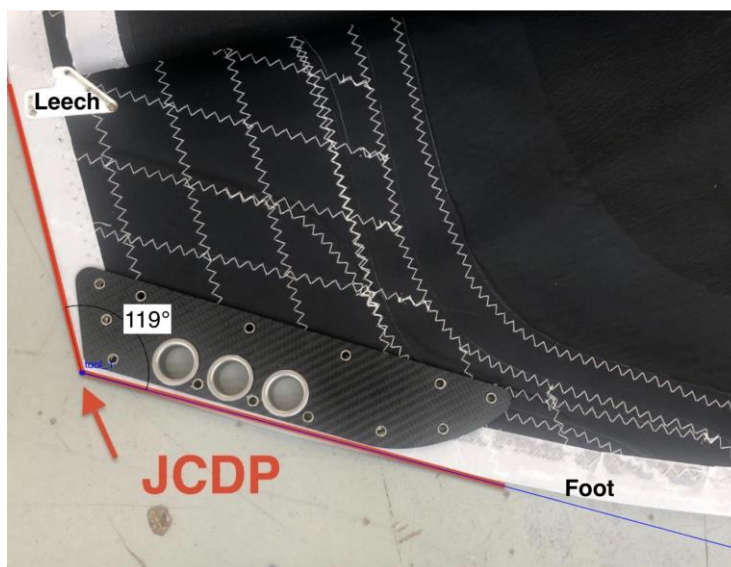
	minimum	maximum
Leech length	9780 mm	9840 mm
Three-quarter width	2115 mm	2145 mm
Top width	1590 mm	1620 mm

G.5. JIB

- G.5.1 Construction
- (a) The construction shall be: **soft sail, single ply sail**
 - (b) Jib shall have 3 full battens
 - (c) The following are permitted: stitching, glues, tapes, corner eyes, batten pocket patches, batten pocket end caps, leech line with cleat, tell tales, soft hanks, sail shape indicator stripes, luff line, foot line, windows.
 - (d) Jib clew shall be fitted with a carbon clew board with a maximum of 4 jib sheet attachment cringles. Jib clew board shall fit into a rectangle 290mm x 60mm. No part of the clew board shall be more than 70 mm from the **foot**.
 - (e) Battens shall be only the original supplied by Coming Solutions srl

G.5.2 Dimensions

- (a) The **clew point** is the intersection of **leech** and **foot** considering only the last 20cm of the sail edges. **This changes ERS H 5.4.**



	minimum	maximum
Luff length	7660 mm	7720 mm
Leech length	6780 mm	6830 mm
Luff Perpendicular	2630 mm	2660 mm
Half width	1655 mm	1685 mm
Top width	-	65 mm
Foot Median		

G.6. GENNAKER

G.6.1 General

- (a) The weight in gr/sqm of the **body of the sail** shall be indelibly marked in the head point by the sailmaker together with the date and his signature or stamp

G.6.2 Construction

- (a) The construction shall be: **soft sail, single ply sail** made of non-Polyester material.

- (b) The following are permitted: stitching, glues, tapes, corner eyes, leech line, luff line, foot line, tell tales, one retriever patch.

G.6.3 Dimensions

	minimum	maximum
Luff length	10780 mm	10880 mm
Leech length	9050 mm	9130 mm
Foot length	6060 mm	6120 mm
Half width	2940 mm	3000 mm
Mass of ply of the body of the sail	g/m ²	50

Effective Date: July 1st, 2022

Previous issue: July 5th, 2021

Add list of official documents (numbered to track changes)

List active specification