



Authority*: International Sailing Federation
Ariadne House, Town Quay, Southampton

* The International Sailing Federation (ISAF) is not a National Authority (NA)

1. GENERAL

1.1 The Contender is a one-design single-handed trapeze boat.

1.2 The official language of the class is English and in the event of dispute over interpretation the English text shall prevail.

1.3 These Rules are complementary to the plans and measurement form. Any interpretation shall be made by the ISAF which may consult the International Contender Association (ICA).

1.3.1 These class rules shall be read in conjunction with the ERS 2001-2004

1.4 In the event of discrepancy between these rules, the measurement form and/or the plans, the matter shall be referred to the ISAF.

1.5 Boats shall be built in accordance with the class rules and specifications.

1.6 In countries where there is no National Authority (NA), or the NA does not wish to administer the class, its functions as stated in these rules shall be carried out by the ICA or its delegated representatives (National Associations).

1.7 Neither the ISAF nor the ICA accept any legal responsibility in respect of these rules or any claim arising therefrom.

2. BUILDERS

2.1 Professional builders of the Contender shall be only those licensed by the ISAF and boats or hull kits shall be built for sale only by these builders.

2.2 Application for a licence shall be made through a NA to the ISAF which will consult the ICA before granting any licence.

2.3 Bona fide amateur builders are permitted for wood construction or for the completion of hull kits only and are limited to the construction and registration of one Contender per year, and this shall be for their own use and not for immediate resale. A hull kit comprises at the minimum a glass fibre hull built by a licensed builder.

3. INTERNATIONAL CLASS FEE

3.1 The International Class Fee is determined by the ISAF and may annually be reviewed.

3.2 The ISAF is responsible for the collection and distribution of the International Class Fee.

3.3 The International Class Fee shall be payable by the builder on each boat built whether or not it is subsequently measured and registered. Payment shall be made direct to the ISAF which will issue an International Class Fee receipt and ISAF plaque. The International Class Fee receipt and plaque shall be delivered to the owner on the sale of the boat.

4. REGISTRATION AND MEASUREMENT CERTIFICATE

4.1 No boat is permitted to race in the class unless it has a valid Measurement Certificate and unless the owner is a member of a National Contender Association.

4.2 The sail number shall be as follows:

- i) ISAF plaque numbers greater than 2380, the plaque number shall be the sail number.
- ii) ISAF plaque numbers between 719 and 2381, the sail number shall be either that issued by the MNA or that of the plaque number.
- iii) ISAF plaque numbers less than 720, the sail number shall be that issued by the MNA.

4.3 The certificate is obtained as follows:

(i) The owner or builder shall apply to the appropriate NA for a sail number, enclosing the International Class Fee receipt. The NA shall enter the sail number on the International Class Fee receipt.

(ii) The owner or builder shall have the boat measured by a measurer officially recognised by the National Authority. The completed measurement form shall be supplied to the owner of the boat. Adhesive labels will be attached to centreboard, rudder, mast and boom to indicate that they are measured.

(iii) The owner shall send the completed measurement form to his NA together with any registration fee that may be required. On receipt of this the NA may issue a certificate to the owner.

4.4 Change of ownership invalidates the certificate but shall not necessitate re-measurement. The new owner may apply to his NA for a new certificate, returning the old certificate together with any re-registration fee required and stating the necessary particulars. A certificate shall then be issued to the owner.

4.5 It is the owner's responsibility to ensure that his boat, its spars, sails, and equipment, comply with the class rules at all times and that alterations or replacements to the boat, spars, sails or equipment, do not invalidate the certificate.

4.6 Notwithstanding anything contained in these rules, the ISAF or NA shall have the power to refuse to grant a certificate to, or withdraw a certificate from, any boat.

4.7 The ICA shall obtain at regular intervals from each NA details of sail numbers and certificates issued, together with the names and addresses of the owners.

5. MEASUREMENT

5.1 Only a measurer officially recognised by a NA shall measure a boat, its spars, sails and equipment and sign the declaration on the measurement form that it complies with the class rules.

5.2 Measurement tolerances are intended to allow for genuine building errors only and shall not be deliberately used to alter the design. The measurer shall report on the measurement form anything which he considers to be a departure from the intended nature and design of the boat, or to be against the general interest of the class, and a certificate may be refused, even if the specific requirements of the rules are satisfied.

5.3 A measurer shall not measure a boat, spars, sails or equipment owned or built by himself, or in which he is an interested party or has a vested interest.

5.4 Templates used for official measurement shall be supplied by the ISAF.

5.5 All boats, spars, sails and equipment shall comply with current rules and measurement form or with the corresponding rules applied to them at the time the original certificate was issued. Any alterations or replacements shall comply with the current rules.

5.6 New or substantially altered sails shall be measured by an official measurer who shall stamp or sign and date the sails near the tack.

5.7 All boats, spars, sails or equipment shall be liable to re-measurement at the discretion of the NA or race committee.

6. IDENTIFICATION MARKS

6.1 The hull shall carry the International Class Fee plaque fixed in a conspicuous position inside the cockpit.

6.2 The mainsail shall carry identification marks as indicated in rule 17(4).

6.3 All emblems, letters and numbers shall be of a durable material and securely attached.

7. HULL MATERIALS

7.1 (i) GRP and wooden boats shall be constructed of only the following materials: glass fibre, resin, foam, microballoons, wood and plywood.

(ii) For laminating of glass fibre only polyester and/or vinylesters resin shall be used. Epoxy resin is permitted for the use of glass fibre tapes to join panels and for the use as adhesive, coating or fairing system.

7.2 Composite hull:

A composite hull comprising GRP hull shell with wooden cockpit and deck is permitted. The GRP hull shell shall be made in an official mould by a builder licensed by the ISAF and shall comply with these rules, in particular 7.1(ii) above. The deck and cockpit may be of amateur construction and shall comply with these rules, in particular 9(4).

7.3 A structure to withstand the stresses imposed by the mast, shrouds and forestay may be installed between the chainplates, mast step and keel, directly below the mast step and the forestay attachment point. This structure may be of metal but shall not contribute to the stiffness of the hull or deck other than at the points stated.

8. HULL MEASUREMENT

8.1 The length of the hull overall, excluding overlap of aft and forward deck, shall be 4875 mm \pm 10 mm, measured between perpendiculars.

8.2 The hull shall be measured according to the measurement diagram. There shall be no concavities in the hull form aft of station 4 in the fore and aft direction parallel to the keel greater than 3 mm between each station. The transom shall not curve more than 3 mm concave or convex in any direction. There are metal templates for the stations 1, 2, 3, 5, 7, 8, the stem and the stern profile. The measurement stations shall be permanently marked at the keel and sheerline as shown on the measurement diagram \pm 2 mm. Station marks along the sheerline shall be adjusted, taking into account transom rake. The adjustment shall be made making the transom at right angles to the base line stringline. The hull section, stem profile and sheerline shall conform to the lines \pm 8 mm as per the International Contender Plans.

8.3 The transom shall be on the extreme aft end of the hull excluding overlap of the aft deck, and may rake forward or aft not more than 15 mm measured between the top of the deck and the bottom of the hull skin.

8.4 A datum shall be established for measuring the keel rocker as shown on the measurement diagram. The profile shall conform to the dimensions shown ± 7 mm.

9. COCKPIT AND DECKING

9.1 The cockpit and decking shall conform to the measurements shown on the measurement diagram with a tolerance of ± 20 mm. For boats first certificated before 1st March 1975, the cockpit depth may be measured either from the inner edge of the deck or from the sheerline and its depth shall be between 170 mm and 210 mm at section 3, between 183 mm and 223 mm at section 4, and between 195 mm and 235 mm at section 5. In this case the deck camber shall not be measured.

9.2 The camber of the deck measured at the foot of the mast position shall not exceed 70 mm.

9.3 The cockpit shall only be drained through:

(i) The centreboard case.

(ii) Transom tubes with a total cross sectional area not exceeding 0.015m².

9.4 In the case of wooden construction the entire deck and cockpit surface shall be a minimum thickness of 6 mm and the wood shall have an officially recognised specific gravity of not less than 0.5. The measurer may drill six random check holes, not more than 3 mm in diameter, in the deck and cockpit to verify this thickness.

9.5 The centreboard case trunk may extend into the cockpit and shall be not more than 60 mm high or 160 mm wide.

9.6 A watertight bulkhead shall be fitted transversely at the fore and aft ends of the cockpit and longitudinal watertight bulkheads at the inboard end of the side decks. Vertical cockpit corners may be radiused to 200 mm maximum and horizontal cockpit corners may be radiused to 68 mm maximum.

9.7 A continuous rubbing strake 15 mm to 40 mm wide and 10 mm to 40 mm deep (measured vertically) shall be fitted at the sheerline and may also be fitted to all or part of the top of the transom.

9.8 One foot block of triangular cross section of maximum size 60 mm wide, 30 mm high and 300 mm long may be fitted up to 150 mm from the centreline on each side of the cockpit floor.

10. BUOYANCY

10.1 The builder shall ensure that not less than 100 kg of positive buoyancy is secured to the hull, one-third shall be located forward of section 5 and the remainder aft of section 5 distributed equally around the centreline. This buoyancy may be used as a structural member. Air space shall not be considered positive buoyancy.

10.2 Inspection holes shall be closed in a watertight manner with detachable covers capable of resisting dislodgment whenever the boat is afloat, capsized, or full of water, and shall be of sufficient size to enable secondary buoyancy to be inspected.

10.3 The measurer shall check that buoyancy compartments are watertight.

11. CENTREBOARD

11.1 The centreboard shall conform with the shape shown on the measurement diagram ± 8 mm, and the thickness of the centreboard extending below the keel shall not exceed 26 mm.

11.2 The pivot is optional so long as the centreboard may be completely retracted into the centreboard case without moving the pin. The point around which the centreboard pivots must be in a fixed position.

11.3 The centreboard when fully down shall extend not more than 1214 mm below the keel.

11.4 The centreboard shall be constructed of wood and/or glass reinforced plastic. Carbon fibre stiffening is permitted.

11.5 The weight of the centreboard shall be not less than 3.5 kg including all fixed fittings.

12. RUDDER AND TILLER

12.1 The rudder blade shall conform to the underwater profile as shown on the plan ± 8 mm.

12.2 The rudder blade when fully down shall extend not more than 905 mm nor less than 805 mm below a line at right angles to the transom at the keel.

12.3 The rudder blade shall be constructed of wood and/or glass reinforced plastic. Carbon fibre stiffening is permitted.

12.4 The weight of the rudder shall be not less than 3.0 kg including tiller, stock and fixed fittings, but excluding tiller extension.

13. MAST

13.1 The mast may be constructed of one or two sections and of any material(s). The external dimensions of the mast (not including the sail track) measured between the heel point and measurement band 3 shall be constant, subject to a tolerance of ± 2 mm. The overall fore and aft measurement of the mast, including the sail track, shall not be less than 45 mm nor more than 85 mm and athwartships shall not be less than 45 mm nor more than 70 mm.

13.2 The section(s) may be tapered from above band no.3 and the sail track opened or cut away below a normally positioned sail entry point, but otherwise the shape shall not be altered.

13.3 The mast shall not rotate.

13.4 The mast shall be stepped on deck.

13.5 Measurement bands, not less than 10 mm wide, shall be marked on the mast so that they are clearly discernible when racing as follows:

No. 1 Whose upper edge shall be not more than 585 mm above the deck measured along the after side of the mast when it is stepped.

No. 2 Whose upper edge shall be not less than 3350 mm above no. 1 and located below no.3.

No. 3 Whose lower edge shall be not more than 3760 mm above no. 1.

No. 4 Whose lower edge shall be not more than 5842 mm above no. 1.

13.6 The rigging on the mast is optional except that the main shrouds, trapeze wires and forestay(s) or their extensions shall intersect the mast between the upper edge of band no.2 and the lower edge of band no.3. Spreaders or pulleys are not permitted to be attached to the forestay(s).

13.7 The weight of the mast shall be not less than 7 kg, complete with fixed fittings, all rigging and trapeze wires.

13.8 The mast complete with all standing and running rigging and supported at the upper edge of band no.1 shall weigh not less than 2.5 kg when it is weighted at band no.4. For the purpose of this measurement the halyard shall be in the sailing position and the standing rigging secured along the mast above band no.1

13.9 The distance between the aft edge of the mast including the sailtrack or its extension at the deck and the aft side of the transom at the centreline (excluding the aft deck overlap) shall be not less than 3050 mm nor more than 3250 mm.

13.10 The mast step, shrouds, check stays, spreaders and forestay(s) shall not be adjusted while racing.

13.11 All standing rigging shall be circular in section and shall have no fairings. The diameter of the main shrouds and forestay(s) shall be not less than 2.3 mm.

13.12 The mast shall be drilled near to the heel with a hole or holes with a minimum total area of 200 mm, so constructed that any water is immediately drained after a capsized.

14. SHROUDS AND FORESTAY PLATES

14.1 The main shrouds shall be connected to shroud plates, which shall be not less than 250 mm abaft the after side of the mast. The shroud plates shall be attached to the outside of the hull.

14.2 The forestay(s) shall meet the centreline of the foredeck at a point 4300 mm from the aft side of the transom at the centreline excluding the aft deck overlap.

14.3 No other stays or shrouds are allowed to be attached to the hull forward of the mast.

15. BOOM

15.1 The boom construction material is optional. It shall be of constant external dimension throughout its length, except the track if present may be cut away to a total length of 200 mm from the band at the tack and/or clew to avoid fouling the sail cringle(s). The section may be cut away or tapered to accommodate tack and clew fittings. The section may be tapered at the clew end beyond the outer limit band.

15.2 The boom, excluding fittings, shall be able to pass through a 120 mm diameter circle.

15.3 A measurement band, not less than 10 mm wide, shall be marked on the boom so that it is clearly discernible when racing with its inner edge not more than 2700 mm from the line of the aftside of the mast, including the sailtrack or its extension, with the boom attached to its gooseneck in the normal sailing position. The measurement shall be taken along the line of the top of the boom.

16. WEIGHT

16.1 The hull in dry condition shall not weigh less than 83 kg including all fixed fittings and a traveler strop, but excluding the centreboard and its retaining fittings. In case the compass is fixed to the hull the trade mark and type of the compass must be noted in the measurement certificate.

16.2 If the weight of the hull is less than 83 kg, lead correctors, total weight not exceeding 6 kg, shall be equally divided and fastened at the fore and aft ends of the cockpit to make up the correct weight. The weight and number of correctors shall be endorsed on the certificate.

16.3 Neither any essential fixed fittings, nor any correctors shall be removed or altered without the boat being reweighed by a measurer.

17. SAIL

17.1 Not more than two sails are permitted for use during an international race or principal event.

17.2 The sail shall be constructed and measured in accordance with the 1986 IYRU Sail Measurement Instructions, except as defined in these rules.

17.3 Non-woven sail materials are permitted.

17.4 The sail number, letter(s) and class emblem shall be placed as laid down in the Racing Rules of Sailing. The class emblem representing international code flag "C" shall be 300 mm to 350 mm high and 450 mm to 500 mm wide. The sail number and letter(s) shall be of the following minimum dimensions:

Height 300 mm

Width 200 mm

Thickness 40 mm

Minimum spacing between adjoining figures 60 mm

17.5 No part of the sail or headboard shall extend beyond the inner edge of the boom band and the lower edge of mast band no.4. No part of the luff shall extend below the upper edge of mast band no.1.

17.6 The **top width** shall not exceed 140 mm.

17.7 Not more than five battens are permitted and shall divide the leech into approximately equal parts. The length of the batten pockets shall not exceed 1050 mm. The upper side of the top batten pocket shall reach from the leech to the luff rope at a point not less than 1230 mm from the top of the headboard measured along the luff with just sufficient tension to remove wrinkles adjacent to the luff.

17.8 The **leech** shall not extend more than 5 mm aft of straight lines between:

- (1) the **aft head point** and the intersection of the leech and the upper edge of the nearest **batten pocket**,
- (2) 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,
- (3) the **clew point** and the intersection of the **leech** and the lower edge of the nearest **batten pocket**.

17.9 The length of the leech shall not exceed 6100 mm.

17.10 The leech of the mainsail shall in no place be concave when not under tension.

17.11 The total width of the mainsail shall be measured at quarter, half and three-quarter heights on the sail. Any hollows in the leech shall be bridged by straight lines. The width of the sail at the three-quarter, one-half and one-quarter heights shall not exceed 1145 mm, 1970 mm and 2500 mm respectively.

17.12 Double luffed sails are prohibited.

17.13 The sailmaker shall mark his serial number permanently on the sail.

18. EQUIPMENT

The following equipment shall be carried while racing:

18.1 A lifejacket, or buoyancy vest, which shall be worn at all times, unless the sailing instructions provide otherwise.

18.2 A towing ring shall be fitted and positioned forward of the forestay fittings.

18.3 Trapeze harnesses which shall not exceed 4 kg in weight, and shall float.

19. PROHIBITIONS

19.1 Hiking aids and out-rigging devices, except for toe straps, trapeze gear and rubbing strake foot blocks, grips or loops.

19.2 Hydrofoils, outriggers, ballast, suction bailers, keel bands except in way of centreboard slot, bottom rubbing strakes, electric and electronic equipment, spray deflectors and any projection from the skin other than normal fittings, except for one or more electronic timepiece(s) and electronic/mechanical devices correlating data relating to magnetic North and the boats heading.

19.3 Where it is prohibited to adjust any device or system during racing any modifying device or arrangement shall be seized or properly secured prior to the race.

20. CREW

20.1 There shall be one person on board when racing.

20.2 With reference to Racing Rule 22.3(a) the total weight of clothing and equipment worn or carried by a competitor, including any buoyancy apparatus and trapeze belt or harness, shall not be capable of exceeding 12 kg (twelve) when weighed as provided in Appendix 10 of the Yacht Racing Rules. Clothing worn underneath drysuits shall be weighed in the condition it is in when the competitor arrives ashore.

Weight jackets are prohibited.

21. ANCHOR

An anchor need be carried only when specifically prescribed in the sailing instructions.

22 Propulsion

“RRS 442 is changed as follows:

(1) Flag[Oscar] displayed at the start or near a mark, indicates that: ”After starting or rounding the nearby mark, RRS 42 is varied in that except on a beat to windward, pumping, rocking and ooching are permitted”.

- (2) Flag [Romeo] displayed near a mark indicates that: "After rounding the nearby mark, RRS 42 applies without variation".
- (3) Rule 22(1) may apply in winds of 10 knots and above, measure at deck level.
- (4) Flags specified under (1) and (2) above may be changed by the Notice of Race and/or Sailing Instructions."

OFFICIAL PLANS

- 1 Body Plan Sept 1970
- 2 Table of Offsets Sept 1970
- 3A Lines Plan Nov 1970
- 4 Measurement Diagram Feb. 1975
- 6A Recommended GRP Construction Nov 1970
for guidance of licensed builders
- 7 Suggested Equipment May 1969
- 8 Wooden Construction May 1969

Working plans with full size details:

- Sheet 1 of 4 July 1969
- Sheet 2 of 4 Nov 1970
- Sheet 3 of 4 Nov 1970
- Sheet 4 of 4 June 1969

ISAF Ltd. Effective: 1st January, 2007
Effective: 15 July, 2004
Effective: 1 January, 2003
Effective: 12 January, 2002
Previous 1 January, 2002
Previous: March 2000
Previous: March 1996
Previous: March 1992