



**INTERNATIONAL
MISTRAL ONE DESIGN
CLASS RULES**



INDEX

INTRODUCTION	3	C.9 Sails	8
 PART I – ADMINISTRATION			
Section A – General			
A.1 Language	4	D.1 Manufacturers	9
A.2 Abbreviations	4	D.2 Identification	9
A.3 Authorities and Responsibilities.....	4	D.3 Materials, Construction & Dimensions.....	9
A.4 Administration of the Class	4	D.4 Fittings.....	9
A.5 ISAF Rules	4	 Section E – Hull Appendages	
A.6 Class Rules variations.....	4	E.1 Manufacturers	9
A.7 Class Rule Changes	4	E.2 Identification	9
A.8 Class Rules Interpretations...4		E.3 Materials, Construction & Dimensions.....	9
A.9 Sail Numbers	4	 Section F – Rig	
A.10 Licensed Manufacturers.....	4	F.1 Manufacturers	10
 Section B – Boat Eligibility			
B.1 Event Inspection	5	F.2 Identification	10
B.2 Event Limitation Marks.....	5	F.3 Materials, Construction & Dimensions.....	10
 PART II – REQUIREMENTS AND LIMITATIONS			
Section C – Conditions for Racing			
C.1 General	6	F.4 Fittings.....	10
C.2 Crew.....	6	 Section G – Sails	
C.3 Personal Equipment.....	6	G.1 Parts.....	10
C.4 Portable Equipment	6	G.2 Manufacturers	10
C.5 Advertising	7	G.3 Identification	10
C.6 Hull.....	7	G.4 Materials, Construction & Dimension.....	10
C.7 Hull Appendages.....	7	G.5 Fittings.....	10
C.8 Rig.....	8		

INTRODUCTION

The object of the International Mistral One Design Class is to establish a fair and economical longboard racing format worldwide.

International Mistral One-Design hulls, hull appendages, rigs and sails shall only be manufactured by Bringdal International or their appointed licensed manufacturers. Such equipment is required to comply with the International Mistral One Design Building Specification and is subject to an ISAF approved manufacturing control system.

A hull, a hull appendage, a rig and a sail may, after having left the licensed manufacturer, only be altered to the extent permitted in Section C of these class rules.

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

This introduction provides an informal background and the International Mistral One Design Class Rules proper begin on the next page.

PLEASE REMEMBER:

THESE CLASS RULES ARE CLOSED CLASS 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 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.2 ABBREVIATIONS

- A.2.1 ISAF International Sailing Federation
- MNA ISAF Member National Authority
- IMCO International Mistral One Design Class Organisation
- NCA National Class Association
- RRS Racing Rules of Sailing
- ERS Equipment Rules of Sailing

A.3 AUTHORITIES AND RESPONSIBILITIES

- A.3.1 The International Authority of the class is the ISAF, which shall co-operate with the IMCO in all matters concerning these **class rules**.
- A.3.2 No liability or legal responsibility in respect of these **class rules** can be accepted by the ISAF, IMCO, or its delegated representatives.

A.4 ADMINISTRATION OF THE CLASS

- A.4.1 ISAF has delegated the administrative functions of the class to the IMCO.

A.5 ISAF 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 These **Class Rules** shall not be amended suspended or override in the Notice of Race or Sailing Instructions without approval of the ISAF

A.7 CLASS RULES CHANGES

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

A.8 CLASS RULE INTERPRETATIONS

A.8.1 Interpretation of **Class Rules** shall be made in accordance with the ISAF Regulations.

A.9 SAIL NUMBERS

A.9.1 Sail numbers shall be issued nationally (i.e. each country issues its own numbers). If the owner's MNA is administering the Class, the owner shall apply to their MNA for a sail number; otherwise they shall apply to their NCA.

A.10 LICENSED MANUFACTURERS

A.10.1 International Mistral One Design equipment shall be manufactured by Bringdal International or by another manufacturer appointed and licensed by Bringdal International in consultation with the ISAF referred to as licensed manufacturers in these **class rules**.

Section B – Equipment Eligibility

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

B.1 EVENT INSPECTION

B.1.1 GENERAL

- (a) For the purpose of RRS 78, **crew** is considered to be the owner.
- (b) The role of **Equipment Inspectors** at an event is to ensure compliance with these class rules. Where an equipment inspector determines that an item of equipment need further investigation they shall use, , whatever inspection methods they deem appropriate, including comparison with a standard or a sample of other equipment presented for inspection. Should this inspection reveal deviation greater than the Inspector considers being within manufacturing tolerances, this shall be reported to technical representatives of ISAF, TCA and Bic Sport for investigation and a decision on the legality of the equipment. If this investigation takes longer than the time available for inspection, the owner shall present alternative equipment for inspection.

B.2 EVENT LIMITATION MARKS

- B.2.1 If an event uses **event limitation marks**, these marks shall not be removed during the event. If the **event limitation mark** becomes damaged or lost, this shall be reported to the event Race Committee as soon as practical.
- B.2.2 Some items of equipment may receive two **event limitation marks**, one in a readily visible position and a second in a position protected from wear and tear.
- B.3.3 If a **windsurfer** item has to be replaced, the Race Committee shall attach an **event limitation mark** to the replacing item and remove or deface any **event limitation mark** attached to the replaced item

PART II – REQUIREMENTS AND LIMITATIONS

The **crew** and the **windsurfer** 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 class rules**. **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

The following ERS shall not apply: C.3.3 Certificate.

C.1.2 LIMITATION

During a race only one board, one **fin**, one **centreboard**, one **rig** and one **sail** shall be used.

C.2 CREW

C.2.1 LIMITATIONS

The **crew** shall consist of one person.

C.2.2 MEMBERSHIP

No **crew** is permitted to race at a National or International Regatta unless he/she is a member of his/her NCA. If there is no NCA then the **crew** must be a member of the IMCO.

C.2.3 DIVISIONS

Gender Divisions:

- I. Men (A)
- II. Women(B)

C.3 PERSONAL EQUIPMENT

C.3.1 **Personal equipment** does not have to be produced by a licensed manufacturer.

C.3.2 SAFETY AND LIFE-SAVING EQUIPMENT

In alteration to RRS 1.2 the following provision is made: Competitors are not obliged to carry personal life saving equipment (flotation devices) on board unless RRS40 applies, in which case the personal flotation devices shall be worn. If used, the personal flotation device shall conform to the minimum standards of ISO 12402-5. Alternative or additional standards may be prescribed in the Notice of Race.

C.3.3 OPTIONAL

In addition to food and personal effects to keep warm and/or dry, and/or to protect the body, the following may be carried on board:

- (a) A harness.

- (c) A container for holding beverages in accordance with RRS Appendix B4 43(a).
- (d) An electronic or mechanical timing device
- (e) A heart rate monitoring device

C.3.3 MANDATORY

Clothing and equipment, including harness but excluding beverage container, worn or carried by the **crew** shall not weigh more than 9kg when weighed in accordance with RRS Appendix H.

C.4 PORTABLE EQUIPMENT

C.4.1 Portable equipment does not have to be produced by a licensed manufacturer.

C.4.2 OPTIONAL

A towrope of minimum length 5m and a recommended thickness of 5 mm may be carried by the **crew**. The use of the towrope may be specified as compulsory in an event's Notice of Race or Sailing Instructions.

C.5 ADVERTISING

C.5.1 LIMITATIONS

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

C.6 HULL

C.6.1 LIMITATIONS

- (a) During an event, no more than one **hull** shall be used except when lost or accidentally damaged beyond repair. A replacement may be made only with the approval of the Race Committee.
- (b) A maximum of eleven and a minimum of six foot straps shall be fitted to the existing inserts using any stainless steel screw and washer. Foot straps shall be fitted with at least one screw and washer at each end. Two footstraps may be exchanged by a single foam beating strap, in which case it shall be fitted with at least one screw and washer at each end and at least one additional screw and washer in the middle.

C.6.2 HULL WEIGHT

- (a) The **hull weight**, including the complete mast track and mast socket, centreboard cassette, gasket assembly and gaskets shall not be less than 15.40 kgs.
- (b) **Corrector weights** installed by the manufacturer shall not be altered.
- (c) The **hull** may be weighed wet after a minimum of 10 minutes draining standing vertically on its aft edge.

C.6.3 MAINTENANCE AND MODIFICATIONS

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

- (b) Repairs may be carried out provided such repairs are made in such a way that the essential shape, characteristics or function of the original are not affected. The serial number shall remain legible.
- (c) The underside of the **hull** may be rubbed down and/or polished
- (d) The deck grip may be restored to its original condition with a clear coating provided that the original deck graphics can be clearly seen.
- (e) Footstraps may be cut and tapped and extra attachment holes may be made in the strap.
- (f) Any lubricant may be used on the mast track assembly and the gaskets
- (g) The **centreboard** cassette may be shimmed.
- (h) No more than two pieces of foam may be used in the aft half of the **centreboard** cassette to reduce its movement. Each piece shall be no more than 100 mm in dimension in any direction
- (i) One piece of adhesive plastic or fabric tape, not measuring more than 125mm in any direction, may be bonded to the **hull** over the forward end of the **centreboard** gaskets.
- (j) A strap manufactured by a licensed manufacturer shall be fitted over the **centreboard** cassette to prevent over-rotation

C.7 HULL APPENDAGES

C.7.1 LIMITATIONS

- (a) During an event a maximum of one **centreboard** and one **fin**, as supplied by the manufacturer, shall be used, except when an item has been accidentally lost or damaged beyond repair. A replacement may be made only with the same type of item and with the approval of the Race Committee.
- (b) The **centreboard** shall be carried in the centreboard case at all times when *racing*.

C.7.2 MAINTENANCE, MODIFICATIONS and REPAIRS

- (a) The **hull appendages** shall not be altered in any way except as permitted by these **class rules**.
- (b) Repairs may be carried out provided such repairs are made in such a way that the essential shape, characteristics or function of the original are not affected.
- (c) Any lubricant may be used within the centreboard cassette and on the centreboard buttons
- (d) The sides of the **fin** root may be shimmed to fit the **fin** box.
- (e) **Hull appendages** may be lightly sanded and/or polished providing that the essential shape and characteristics of the **hull appendage** are not affected

C.8 RIG

C.8.1 LIMITATIONS

Only one **rig** shall be used during an event, except when an item has been lost or unintentionally damaged beyond repair. Such item may only be replaced with the same type of item and with the approval of the Race Committee.

C.8.2 MAINTENANCE AND MODIFICATIONS

- (a) The **rig** shall not be altered in any way except as permitted by these **class rules**.
- (b) Repairs may be carried out provided such repairs are made in such a way that the essential shape, characteristics or function of the original are not affected.
- (c) The **mast spar** shall be lengthened using any extension.
- (d) The **mast spar** extension may be shimmed with any self adhesive tape.
- (e) The **mast** spigot may be shimmed with any self adhesive tape.
- (f) The **mast spar** extension may be shimmed with any self adhesive tape.
- (g) Any safety line or device to secure the **rig** to the **hull** may be fitted.
- (h) The downhaul adjustment system is optional.
- (i) The outhaul adjustment system is optional.
- (j) Any uphaul may be fitted
- (k) The surface of the **boom spar** grip may be roughened using abrasive material.
- (l) Any harness lines may be used.
- (m) Cleats, pulleys and ropes attached to the **rig** supplied by the manufacturer may be removed or replaced in its original position only using items of the same characteristics and function. Rivets may be replaced by rivets, screws or bolts with optional nuts.

C.9 SAILS

C.9.1 LIMITATIONS

- (a) During an event—a maximum of one **sail** shall be used except when a **sail** has been lost or damaged beyond repair. A replacement may be made only with the same type of **sail** and with the approval of the Race Committee.
- (b) Only one set of battens per **sail** shall be used during an event. NCAs may allow other battens to be used at non-international events within their jurisdiction.
- (c) Only two camber inducers per **sail** shall be used during an event .

C.9.2 SAIL IDENTIFICATION

(a) National Letters and Numbers

The national letters and sail number shall be black in colour and applied “back to back” on an opaque white background to the **sail**; positioned in the panel above batten 4 and as close to the **leech** as possible. The opaque background shall extend a minimum of 30 mm beyond the national letters and sail number. In all other respects they shall comply with RRS Appendix G 1.2 for craft less than 3.5 m in length.

(b) Division Identification

At events where the organising authority specifies the use of identification of division, the identification shall be displayed on the **sail** above the class insignia. The minimum height shall be 230 mm. The divisions and displays shall be:

- IMCO Women Red Diamond

C.9.3 MAINTENANCE, MODIFICATIONS and REPAIRS

- (a) **Sails** and fittings shall not be altered in any way except as permitted by these **class rules**.
- (b) Repairs may be carried out provided such repairs are made in such a way that the essential shape, characteristics or function of the original are not affected.
- (c) Any transparent self-adhesive mono-film patches may be attached to the **sail** adjacent to the **boom spar**.
- (d) Any lubricant may be used on the camber inducers.
- (e) Battens and camber inducers may be replaced by the same type of fitting supplied by the licensed manufacturer.
- (f) Telltales may be used.
- (g) A small hole may be made just above the upper edge of the mast sleeve cut to see the boom positioning marks.
- (h) A small hole with optional ring may be made in the tack to allow the downhaul system to pass through

Section D – Hull

D.1 MANUFACTURERS

- (a) The **hull** and fittings shall be produced by a licensed manufacturer.
- (b) The **hull** shall be only produced by moulds in the possession of the licensed manufacturer.

D.2 IDENTIFICATION

- (a) The **hull** shall have the unique serial number applied by the licensed manufacturer in a legible condition.
- (b) **Hulls** shall display the official ISAF logo as applied by the manufacturer

D.3 MATERIALS, CONSTRUCTION and DIMENSIONS

The **hull** shall comply with the Mistral One Design building specifications.

D.4 FITTINGS

- (a) mast track complete
- (b) centreboard cassette
- (c) fin box
- (d) gasket assembly
- (e) gaskets
- (f) foot strap fixing inserts
- (g) foot straps

Section E – Hull Appendages

E.1 MANUFACTURERS

- (a) **Hull appendages** shall be produced only by a licensed manufacturer.

E.2 IDENTIFICATION

The **centreboard** and **fin** shall have a serial number moulded in by the licensed manufacturer in legible condition.

E.3 MATERIALS, CONSTRUCTION AND DIMENSIONS

Hull Appendages shall comply with the Mistral One Design building specification.

Section F – Rig

F.1 MANUFACTURERS

Masts, booms and fittings shall be produced only by a licensed manufacturer.

F.2 IDENTIFICATION

The top and bottom sections of the **mast spar** may have a serial number moulded in by the licensed manufacturer in legible condition.

F.3 MATERIALS, CONSTRUCTION AND DIMENSIONS

Mast and **Boom** shall comply with the Mistral One Design building specification.

F.4 FITTINGS

- (a) **Mast** spar extension
- (b) **Boom** spar Extension
- (c) **Mast** foot

Section G – Sails

G.1 PARTS

7.4 m² sail

G.2 MANUFACTURERS

Sails and fittings shall be manufactured by a licensed manufacturer.

G.3 IDENTIFICATION

- (a) Class insignia shall be applied by the manufacturer.
- (b) **Sails** shall carry a unique serial number in the **tack** applied by the manufacturer

G.4 MATERIALS, CONSTRUCTION and DIMENSIONS

The **sail** shall comply with the Mistral one design building Specifications.

G.5 FITTINGS

- (a) Battens
- (b) Camber Inducers

Effective: 15 November 2012

© ISAF (UK) Ltd 2012