

Specification of Monotype-XV

Accepted and valid from July 1st, 2019.

Note: Class rules prevails over this specification:

GENERAL

1.1 The intention of these rules is that the ice yachts shall be as alike as possible in all respects affecting speed and ease of handling in order that racing success shall depend on the skill of the crew.

1.2 Except where these rules specifically permit variations, ice yachts of this class shall be alike in hull form, construction, weight and weight distribution, rigging spars, runners and sail plan.

Note: In deciding whether an item is permitted it should be noted that, in a One-Design Class, unless the rules specifically state that something is permitted, it shall be assumed to be prohibited.

Full Class rules in a separate document.

3. Construction and measurement rules

3.1 Fuselage	MAX	MIN
3.1.1 Length overall	7465	7435
3.1.2 Distance from bow to mast step pivoting point (center of the ball). No more than three fixed ball positions are allowed.	1430	1300
3.1.2.1 Distance from top of the deck at mast step to top of the pivoting point (top of the ball).	65	opt.
3.1.3 Distance from bow to the front of the first cockpit	2655	2625
3.1.4 Distance from bow to the front of the second cockpit	4505	4475
3.1.5 Distance from bow to the end of the second cockpit (to the point of intersection of seat back and deck)	5615	5585
3.1.6 Distance from bow to pivot axis of steering runner	7165	7135
3.1.7 Thickness of plywood details:		
3.1.7.1 Cockpit bottom, bulkhead, sides	6,4	5,6
3.1.7.2 Deck between cockpits	opt.	4,0
3.1.7.3 In other places	opt.	3,0
3.1.8 Not more than six additional beams should be used for bow deck reinforcement two additional floors for bow bottom.		
3.1.9 Design of the mast plank (strengthening construction between deck and bottom) is optional		
3.1.10 Minimum cross-section of bottom stringers is 25 x 25 mm		
3.1.11 Minimum cross-section of deck stringers is 25 x 35 mm		
3.1.12 Deck stringers are reinforced in cockpit part with stringer, but the thickness of deck stringer, reinforcement and sidewall should not be less than 60 mm		
3.1.13 Fuselage shall be constructed of wood only and edges can be covered with one layer of fibreglass. Max distance of reinforcements from edge-35mm.		
3.1.14 A seat for the helmsman is optional. A removable seatback for the crew is allowed		
3.1.15 The outer 60 mm ring of the bulkhead number 4 shall be as in the official plans. The dimensions interior of that ring are optional.		

All other dimensions should be taken from the official plans.

3.2 Runner plank	MAX	MIN
3.2.1 Length overall	4300	4280
3.2.2 Width under the fuselage	258	252
3.2.3 Thickness under the fuselage	103	90
3.2.4 Width at ends	228	222
3.2.5 Thickness at ends	43	37
3.2.6 Distance from centreline to shroud plate (stay tang)	1250	1230
3.2.7 Curve	35	
3.2.8 Runner plank should be constructed of conifer. Non-conifer plywood may be used as a reinforcement of the runner plank in the chock area. Fibreglass is not permitted.		
3.2.9 Construction of runner plank is optional.		
3.2.10 Fixing of runner plank to the fuselage is optional except bolts should not reeve the runner plank.		
3.3 Mast		
3.3.1 Length overall (including hardware)	7250	7230
3.3.2 Width - measured 400 mm from mast heel to 4400 mm from mast heel	183	177
3.3.3 Thickness - measured 400 mm from mast heel to 4400 mm from mast heel	75	69
3.3.4 Distance from mast heel to the underside of the sail mark	7000	
3.3.5 Width at sail mark	85	75
3.3.6 Thickness at sail mark	56	46
3.3.7 Distance from mast heel to mast hound (load bearing point, underside of the hole)	3900	3800
3.3.8 Lower crosspieces must be mounted between those distances from		
3.3.9 mast heel	2100	2050
3.3.10 Upper crosspieces must be mounted between those distances from		
3.3.11 mast heel	3930	3830
3.3.11 Length of lower crosspiece	240	210
3.3.12 Length of upper crosspiece	500	450
3.3.13 The bottom of the mast must be fitted with a socket that will pivot freely on the mast step deck ball		
3.3.13 Halyard fixing and positioning is free		
3.3.14 Mast shall be constructed of conifer. Crosspieces must be constructed of hardwood (ash or oak). Fibreglass is not permitted.		
3.3.15 Mast must be hollow, internal construction is optional, but the official drawings show the minimum for a strong mast.		
3.3.16 The profile of the mast cross-section must assume a reasonable fair and continuous curve.		
3.3.17 Luff groove material is optional 30 mm from aft edge of the mast. The luff groove can be reinforced with fiberglass taping max 40 mm from the aft end.		
3.4 Boom		
3.4.1 Length overall without fittings	4500	4480
3.4.2 Height (in the area 800 mm from the front edge back to 4000 mm from the front edge). Height may be tapered outside this area.	123	117
3.4.3 Thickness	49	43
3.4.4 Distance between the front edge of the sail mark and (extension of) the aft edge of the mast	4400	4390
3.4.5 Boom must be constructed of conifer		
3.4.6 Boom must be hollow		
3.4.7 Fixing of boom to mast is optional		

- 3.4.8 The profile of the boom cross-section is optional
- 3.4.9 Fibreglass is permitted for repairs of mast, boom and runner plank, it should be with less length than 500 mm
- 3.4.10 Luff groove material is optional 25 mm from upper edge of the boom

3.5 Runners	MAX	MIN
3.5.1 Steel plate type		
3.5.1.1 Side runners		
3.5.1.1.1 Plate thickness	11	9
3.5.1.1.2 Plate length	1250	1130
3.5.1.1.3 Plate height	175	165
3.5.1.1.4 Distance between the front edge and centre of the bolt hole	785	755
3.5.1.1.5 Distance from runner upper edge to the centre of the bolt hole	32	28
3.5.1.1.6 Thickness (in chock area) with adjusting plates	49	47
3.5.1.2 Steering runner		
3.5.1.2.1 Plate thickness	11	9
3.5.1.2.2 Plate length	910	810
3.5.1.2.3 Plate height	175	140
3.5.1.2.4 Distance between the front edge and centre of the bolt hole	555	525
3.5.1.2.5 Distance from runner upper edge to the centre of the bolt hole	32	28
3.5.1.2.6 Thickness (in chock area) with adjusting plates	49	47
3.5.2 Length of the runner stiffener assembly should not be less than 80% of the total runner length and the height of the stiffener should not be less than 60 mm inside the runner shock area (including steering runner)		
3.5.2.1 Allowed materials for the stiffeners in this assembly are: steel, wood and fibreglass. Carbon fibre is not allowed.		
3.5.3 Type of steel plate is optional		
3.5.3.1 The leading edge of all runners must be finished to a safe radius. Along the leading edge of the steel runner the minimum allowed thickness of the plate must be reached within 50 mm measured from the normal tangents of the leading edge.		
3.5.3.2 The sharpened ice contact edge may be rounded or sharpened to an included angle of not less than 85 degrees. The camber (crown) and shape of the ice contact edge is optional. Along the sharpened ice contact edge, the rounded edge or sharpened angle is allowed to be faired to the sides of the steel providing the thickness of the steel plate is not reduced below the allowed minimum.		
3.5.4 Wood type runners		
3.5.4.1 Hard wood shall be used (oak), fibreglass may be added		
3.5.4.2 Runner cross section profile is prismatic; of essentially constant height and thickness. But may be tapered below the minimum height outside the chock area with a maintained cross section, to a minimum height of 90 mm. The cross section can be further tapered in height and thickness over the front 350 mm and/or the aft 100 mm of the runner.		
3.5.4.3 Side runners		
3.5.4.3.1 Length	1535	1485
3.5.4.3.2 Height	175	165
3.5.4.3.3 Thickness (without adjusting plates)	49	44
3.5.4.3.4 Distance between the front edge and centre of the bolt hole	935	885
3.5.4.3.5 Distance from runner upper edge to the centre of the bolt hole	32	28
3.5.4.4 Steering runner		
3.5.4.4.1 Length	1115	1065
3.5.4.4.2 Height	150	140
3.5.4.4.3 Thickness (without adjusting plates)	49	44
3.5.4.4.4 Distance between the front edge and centre of the bolt hole	665	615
3.5.4.4.5 Distance from runner upper edge to the centre of the bolt hole	32	28

3.5.5	The front upper edge of all runners should have minimum 15 mm radius		
3.5.6 Runner base and cut			
3.5.6.1	Longitudinal distance from pivot axis of steering runner to connecting line between pivot axis of side runners measured right-angle	4910	4890
3.5.6.2	Lateral distance between side runner edges below pivot axis (to be measured in sailing trim excluding ballast and sailors)	4059	4037
3.6 Sail		MAX	MIN
3.6.1	Material may be nylon, cotton or woven polyester		
3.6.2	Length of hoist	6850	6600
3.6.3	Length of foot	4400	4220
3.6.4	Length of leech	6800	6600
3.6.5	There shall be two girth measurements including bolt rope to be determined by folding the sail in quarters. Top girth measurement 1320 mm or less Middle girth measurement 2450mm or less		
3.6.6	The sail shall be constructed with five batten pockets. All five batten pockets shall be full length of the sail width		
3.6.7	Batten pockets shall lie in horizontal position		
3.6.8	Batten material structural characteristics are optional		
3.6.9	Batten pocket width is 85 mm or less		
3.6.10	Distance between centre lines of batten pockets	1080	1040
3.6.11	The headboard width shall be 120mm or less		
3.6.12	Sail may have two rows of reef points		
3.6.13	It is restricted to use more than two sails in a regatta		
3.6.14	National letter(s), yacht number and insignia "XV" shall be affixed on upper part on both sides of the sail, the colour of the material used should contrast with the sail and be a minimum of 350 mm high.		
3.6.15	A window in the sail is required. The window may be any shape and placed in several sections. Sizes in square centimeters	9000	2000
3.6.16	A monotype sail is set with the luff boltrope in the luff groove in the mast and the foot boltrope in the groove in the boom.		
3.7 Rigging			
3.7.1	Forestay shall be steel cable 7 mm or more in diameter		
3.7.2	Shrouds shall be steel cable 6 mm or more in diameter		
3.7.3	All other stays and steel cables shall be 3mm or more in diameter		
3.7.4	The sheet should have number of sheaves.	11	9
3.7.5	Material of sheet blocks is optional.		
3.7.6	Two sheet cleats may be installed. Material of sheet cleats is optional.		
3.8 Fittings			
3.8.1 Side chocks			
3.8.1.1	Length of chock	342	338
3.8.1.2	Height of chock	103	97
3.8.1.3	Width of runner slot at the smallest dimension where the chock comes in contact with the side of the runner or stiffening element	49	47
3.8.1.4	Distance from lower edge of the chock to the centre of the bolt hole	32	28

3.8.1.5 Construction of side chock is optional

3.8.2. Steering

3.8.2.1	Steering wheel diameter	opt.	400
3.8.2.2	Diameter of hawser reel	40	35
3.8.2.3	Diameter of steering runner sector	opt.	380
3.8.2.4	Height of steering chock	95	opt.
3.8.2.5	Distance from the lower edge of the steering runner chock to the centre of the bolt hole	27	23
3.8.2.6	Steering chock axis diameter	opt.	27
3.8.2.7	Diameter of steering chock steel cable shall be 3 mm or more		
3.8.2.8	Steering chock may incorporate a shock absorbing feature		

3.8.3 Constructions and dimensions of fittings not fixed in these specification are optional.

3.8.4. Fibreglass, light metals and their alloys are prohibited except current rules permit the usage.

3.9. Weight

The minimum weight of a complete monotype-XV without ballast and crew should be 205 kg.

Complete Monotype-XV should consist of:

- fuselage with all hardware, blocks;
- mast with stays hardware and halyard used while sailing;
- runner plank with hardware;
- runners -one set
- sail with five battens

4. Additional rules

4.1 Ballast

The use of ballast during competition is allowed and it should be installed in the cockpit. Ballast placed outside the cockpit can be used during speed races only and should be fixed properly. Sand, lead or steel shot is recommended for ballast. The use of big separate heavy things is prohibited.

4.2. Crew.

During competition the crew may be one or two persons.

Revision history

Release date	Comment
1999-05-29	First release
2015-02-26	Changes accepted by annual meeting 2014: Added: 3.1.15 Added: 3.5.2.1 <i>Removed</i> "Two sets of runners can be used during one event." from 3.5.5.
2018-06-01	Changes included from annual meeting 2018 and mail voting.
2019-06-25	Changes included from annual meeting 2019 and mail voting May 2019).