

Unofficial translation of IM-XVIYRA May 29, 1999

Rules for the Monotype-XV class.

The rules for the Monotype class are valid until 1 October 1943

Building instructions

Material

All European pinewoods are allowed for fuselage, runner plank and spars, for the runners ash or oak.

Building clarifications of the drawings

1. It is allowed to glue on a maximum of 15 plywood strips on each side plank of the fuselage of which the maximum dimensions may amount to 10 x 3 mm.
2. It is allowed, to re-enforce the deck by a maximum of 6 supports with maximum dimensions of 30 x 30 mm and it is allowed to re-enforce the bottom of the foredeck with 2 such supports.
3. Fore and aft of the mast bulkhead it is allowed to glue plywood strips of 3-4 mm strength and of maximum 150 mm broadness below the deck.
4. The cut-outs in way of the cockpits can be stiffened by plywood strips glued under in way of the edges.
5. The construction of the runner plank is free, however outside measurements and form must comply exactly to the drawings. The runner plank must be hollow.
6. The way the runner plank is fastened to the fuselage is free, however it is not allowed to use bolts through the runner plank. It is allowed to make supporting strips on the runner plank and under the fuselage with maximum dimensions of 30 x 30 mm.
7. The helmsman seat may be removable, however its form and location must comply to the drawing.
8. The arm rests in way of the aft cockpit may be deleted.

Tolerances

1. For the width of the runner plank -5 mm.
2. For the length of the runner plank, the runner plank and the runners +15 mm.
3. For the outside cross sections of the spars and the runner plank ± 3 mm.
4. For the material of the side boards of the fuselage and for the use of plywood stiffness less than ± 1 mm.
5. For the chocks and cross section of runner bronzes ± 1 mm.

Sail

1. Only pure cottons of any quality may be used.
2. The sail area may only vary within the tolerances indicated in the drawings.
3. It is allowed to use short or full battens as an option.
4. In international races every ice yacht may only use two sails.

Runners

In international races only bronze runners may be used, optional with or without steel base. The number of runner sets to be used is not limited.

Fittings

1. For the various fittings iron, steel, bronze, messing is allowed as material. Light metals may not be used. The fittings may be chromium-plated or galvanized.
2. Dimensions and constructions of the following fittings are given free: steering wheel, guidance blocks of the steering wires, the arrangement for clamping the steering wheel, attachment brackets of the runner plank, fittings were attaching side stays and stays, mast hollow for pivot ball, attachment of boom to mast, bottom ring of mast foot, mast top fitting, mast cap and wind vein, the fitting at the aft end of the boom, sheet clamps, attachment of guidance blocks of the sheet clamps, ... ?
3. The use of the lower pair of spreaders is free.
4. It is allowed, to use 1 or 2 sheet clamps. The building alterations necessary for older ice yachts in view of incorporating the second sheet clamp are free.
5. The use of a pivoting adjustment bolt for the chocks is free.

Standing and running rigging

The following minimum measurements must be observed: fore stay

7 mm, stays 6 mm, diamondstays of the mast and halyard 3 mm, runner plank rigging and steering wires 3 mm, spanner for fore stay 8 mm, spanners for stays 6 mm, spanners for steering wires 4 mm, spanners for runner plank rigging and diamondstays 3 mm, main sheet 9 mm, tackle on halyard 6 mm.

Sheet

The sheet must be rove six times, of which two parts must be behind the steering cockpit. The blocks are free.

Weight

Minimal 205 kg.

Sail insignia

XV

Rules for measurement

Declaration by builder

A written declaration of the builder of the ice yacht concerning compliance to the rules regarding strength of material and measurements (valid as from 1 October 1938) must be presented to the measurer.

Measuring the fuselage

While measuring the fuselage the main dimensions of the mast foot plate, the construction length, the location of the three openings in the mast foot plate and the location of the cockpits are to be checked.

Measuring the sail area

1. The dimensions of the cross sections of the spars is to be checked.
2. The black sail marks of 1 cm broadness must be attached as follows:

- a. On mast head 7 meter above upper side of the deck, measured along the aft end of the mast to the inside of the mark.
- b. On the boom 4,42 meter from the cross point between the aft end of the mast and the imaginary lengthened upper side of the boom, measured along the upper side of the boom.
- c. 26 cm below the mast top mark a second limitation mark.
- d. 18 cm more forward as the boom mark, again a second mark.
- e. 16 cm within the boom mark, a second inner limitation mark.
3. The length of the leach is measured with the sail hoisted, which must be positioned within the two marks, with the sheet fully tightened. The length may vary within 6,65 to 6,85 meter.
4. The curve of the leach over the imaginary line between the mast top marks – boom marks is to be established and may not measure more than 140 mm.
5. The length and position of the batten pockets is to be checked.
6. The measured sail obtains a stamp with year of measurement.
7. The weight of the ready to sail yacht is to be determined.

Measurement certificate

The measurement certificate is valid for 3 years. In case of alteration of the sail or purchase of a new sail these sails must be submitted to the measurer in order to be checked, the measurer to stamp the sail and to enter a remark in the measurement certificate.

Remark. All measurement certificates of the monotype ice yachts lose their validity on 1 October 1938 pursuant to the decision of the E.E.U. of 22 March 1938. All monotype ice yachts which want to participate in international races, must be accurately compliant to the above mentioned building instructions and measurements and carry out alterations if necessary and obtain a new measurement certificate, without which it is not allowed to start.

E.E.U. E. von Holst, secretary

Tallinn (Reval), 20 August 1938

Same text for Building instructions and measurement rules incorporated Hamburg, 24 June 1954 by Deutscher Segler Verband with the exception of the last remark.