VX ONE INTERNATIONAL CLASS RULES

Effective September 1, 2025

The VX ONE was designed in 2011 by Brian Bennett and Roger Martin Yacht Design.

CLASS RULES / INDEX

INTRODUCTION

The VX ONE Class has been created as a strict one-design class where the true test when raced is between **crews**, not **boats** and equipment.

VX ONE **hulls**, **keel** assembly, **rudder**, **rig** and the forestay/ furler component of the **standing rigging** shall only be supplied by entities licensed by the CRH and referred to in the **class rules** as a Licensed Manufacturer. Certified Equipment shall comply with the VX ONE Builders Construction Manual.

VX ONE **hulls**, **keel** assembly, **rudder**, **rig** and the forestay/ furler component of the **standing rigging**, may, after having left the manufacturer, only be altered to the extent permitted in Section C of the **class rules** and/or to match boats and equipment subsequently supplied by a Licensed Manufacturer. Owners and **crews** should be aware that compliance with rules in Section C is the responsibility of the competitor.

VX ONE **sails** are measurement controlled and may be manufactured by any sailmaker. **Sails** shall be measured by an approved measurer and appropriate markings placed on the **sails** to show **sail** measurement has been performed and they comply with these **class rules**.

Rules regulating the use of equipment during a race are contained in Section C of these **class rules**, in World Sailing's Equipment Rules of Sailing (**ERS**) and in the *Racing Rules of Sailing*.

The VX One class explicitly prohibits skippers or crew members being compensated for racing in the class. However, to be clear, World Sailing Category 3 sailors are welcome to race in the class if they are not compensated for doing so.

THESE RULES ARE **CLOSED CLASS RULES** WHERE ANYTHING NOT SPECIFICALLY PERMITTED BY THE CLASS RULES IS PROHIBITED.

COMPONENTS, AND THEIR USE, ARE DEFINED BY THEIR DESCRIPTION.

PART I – ADMINISTRATION

Section A – General

A.1 LANGUAGE

A.1.1 The official language of the VX ONE 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

WS	WORLD SAILING/ International Sailing Federation
MNA	WORLD SAILING Member National Authority
VXOICA	VX ONE International Class Association
NCA	National VX One Class Associations
ERS	Equipment Rules of Sailing as published by World Sailing
RRS	*Racing Rules of Sailing as published by World Sailing*
CRH	Copy Right Holder (Mackay Boats)
VXOICC	VX ONE International Class Constitution
TC	VXOICA Technical Committee as defined in the VXOICC

A.3 AUTHORITIES

A.3.1 The international authority of the class is the VXOICA which shall co-operate with the CRH in matters concerning these **class rules**.

A.3.2 The VXOICA is under no legal obligation with respect to these **class rules**.

A.4 ADMINISTRATION OF THE CLASS

The CRH has delegated its administrative functions of the class to the VXOICA. The VXOICA may delegate part or all of its functions, as stated in these **class rules**, to an administrator and/or to NCAs.

A.5 INTERNATIONAL 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 CHANGES

A.6.1 RRS 87 applies: Class rules may be changed by the sailing instructions.

A.6.2 RRS 87 applies: Class rules may be changed when written permission of the VXOICA is displayed on the Official Notice Board.

A.7 CLASS RULES AMENDMENTS

Amendments to these **class rules** shall be proposed by the VXOICA and are subject to the approval of WS in accordance with WS regulations.

A.8 CLASS RULES INTERPRETATION

A.8.1 Interpretation of **class rules** shall be made by WS in consultation with the VXOICA and the CRH.

A.8.2 Interpretation of **class rules** at an event shall be carried out in accordance with the RRS. The event organizing authority shall, as soon as practical after the event, inform the VXOICA of any interpretations.

A.9 CLASS FEES AND BUILD PLAQUE

A.9.1 Licensed manufacturers of hulls shall pay to the VXOICA an International Class Fee for each hull manufactured.

A.9.2 The VXOICA shall, after having received the International Class Fee for the hull, send the Building Plaque to the Licensed Manufacturer.

A.9.3 Should the VXOICA levy a sail fee, then sailmakers shall pay that fee and sails shall carry the button/ sticker attesting that the class fee has been paid.

A.10 LICENSED MANUFACTURERS

VX ONE Certified Equipment shall only be manufactured by those licensed by the CRH. Such licensees shall be referred to as Licensed Manufacturers in these **class rules**.

A.11 HULL, SAIL AND BOW NUMBERS

A.11.1 **Hull** numbers shall be issued by the CRH.

A.11.2 The Sail Number shall be:

a) The hull number shown on the International Class building plaque and/or hull serial number; or

b) A VXOICA-issued personal sail number between 1-999, which shall be renewed for a fee set by the VXOICA on an annual basis; or

c) The number shown on the International Class building plaque and/or hull serial number of any hull still owned by a member of the boat's crew.

A.11.3 Bow Numbers (Appendix H.2) shall be applied and shall match the sail number.

Section B – Equipment Eligibility

B.1 CLASS RULES

To be eligible for racing, the **boat** shall be in compliance with the **class rules.**

B.2 CLASS ASSOCIATION MARKINGS

B.2.1 A VXOICA royalty button or sticker shall be affixed in proximity of the **tack** to each **sail** manufactured after 1st September 2025.

B.3 VX ONE LABELS

B.3.1 The VX ONE insignia shall be affixed to the cockpit side tanks per Appendix H.1.

B.3.2 Each **hull**, **mast**, **keel** assembly and **rudder** shall be labelled with a Manufacturer Certified Equipment label. Certified equipment labels shall be installed by a licensed manufacturer or CRH or their delegate.

B.4 EQUIPMENT INSPECTION

A role of **Equipment Inspectors** at an event is to verify that equipment has been produced by a Licensed Manufacturer and has not been subsequently altered, other than as is permitted within these rules, using whatever inspection methods they deem appropriate, including comparison with a reference sample of the type of equipment presented for inspection. Should this comparison reveal deviation greater than what the **Equipment Inspector** considers being within manufacturing tolerances, the matter shall be reported to the race committee.

Such occurrences shall be reported to the CRH and the TC as soon as practical for investigation and a ruling on the eligibility of the equipment for *racing*.

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 class 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

Section C contains rules and requirements during an event, including *racing*, and permitted alterations to VX One **hulls**, **hull appendages**, **rigs**, **rigging** and **sails**.

C.1 GENERAL

C.1.1 OUTSIDE ASSISTANCE

Except in an emergency a **boat** shall receive no outside assistance from: radio communication including cell phones, visual or vocal signalling, or transfer of equipment or victuals from support boats not available to all competitors from the time she reaches the *racing* area until she leaves the *racing* area after the last race of the day or when she *retires from racing*.

C.2 CREW

C.2.1 LIMITATIONS

(a) The **crew** shall consist of a minimum of 2 persons. Any member of the **crew** may act as helmsperson at any time if they meet the provisions of C.2.1 (d).

(b) No **crew** member shall be substituted during an event unless express written consent is granted by the Jury or Race Committee. If a **crew** substitution is requested, the total **crew** weight shall not change by more than 10 kg.

(c) Any sailor may skipper or **crew** only if they are not or will not be compensated for competing. Skipper and **crew** shall sign a declaration of compliance along with the crew declaration process described in C.2.1 (e).

(d) In a class-sanctioned event each helmsperson shall be a VXOICA active or associate member in good standing with the VXOICA.

(e) Late changes to, or manipulation of, crew numbers or crew weights to suit forecast conditions are not in the intended spirit of VX One Class racing. Accordingly, crew names for each boat shall be declared by 5pm on the 8th day before racing begins, which is when regatta entries should close. Different helm or crew may be specified for each day of racing if required without the need for further written consent. After this time, C.2.1 (b) shall apply and if deemed necessary by the race committee, crew members shall be weighed to ascertain compliance.

C.3 PERSONAL EQUIPMENT

C.3.1 MANDATORY

While *racing* each **crew** shall wear a **personal flotation device** that complies with local MNA requirements.

C.4 ADVERTISING

C.4.1 LIMITATIONS

Advertising shall only be displayed in accordance with the WORLD SAILING Advertising Code. (See WORLD SAILING Regulation 20)

C.5 PORTABLE EQUIPMENT

C.5.1 MANDATORY

(1) Safety equipment shall meet the specifications of the local authority.

(2) A tow line consisting of not more than two lines with a combined length of not less than 20 meters, and with a diameter of not less than 6 mm shall be carried aboard while *racing*. Use of **running rigging** to satisfy this requirement is prohibited.

(3) One paddle

(4) VHF radio

(5) Keel lifting tackle

C.5.2 OPTIONAL

(1) Electronic or mechanical timing devices

(2) Non-wired electronic devices and associated mounting brackets

(3) Mooring line

(4) Wind direction indicator(s)

(5) Magnetic compass and associated mounting bracket

(6) Spare parts and tools

(7) Hand-held wind reading device

C.6 BOAT

C.6.1 WEIGHT

(a) The minimum weight of the **boat** in dry condition shall be 255 kg.

(b) **Corrector weights** of lead shall be permanently fastened when the **boat** weight is less than 255 kg.

(c) **Corrector weight**s shall be fastened against the forward side of the aft face of the foredeck hood with approximately 50% placed symmetrically on both sides of the mast gate.

C.6.2 WEIGHING:

(a) The following shall be included:

Hull, mast, spreaders, boom, GNAV, gennaker prod, standing and running rigging, **Keel** assembly, keel lifting tackle, **rudder**, tiller, and tiller extension, permanently fixed fittings, sheets and control lines.

(b) The following may be included:

Wind indicator(s), maximum two compasses and/or electronic devices and brackets, **shroud** adjustment fixed to the shroud and securing apparatus, permanently secured non-skid and stowage apparatus.

(c) The following shall be excluded:

All equipment listed in C.5 not permitted in C.6.2(b).

(d) The lifting bridle weight shall be subtracted from the weight.

(e) Water shall be drained from the **hull** and keel cavities.

(f) All items included in the weighing shall be carried when racing.

C.6.3 MODIFICATIONS, MAINTENANCE AND REPAIR

(a) The use of shock cord or adhesive tape is in general unrestricted, except that such material shall not be used in such a way as to create a fitting or extend a function of a permitted fitting.

(b) Protective coverings made of any soft material over exposed fittings are permitted. Such coverings shall not alter the function of a fitting.

(c) Trim marks may be added.

(d) Flexible material such as tape may be added along the rail forward of the chainplates on each side of the hull for the sole purpose of retaining gennaker sheets on the boat..

(e) The jib traveller car track may be shimmed to eliminate binding of the traveller car.

(f) Stowage apparatus for paddle(s), **sail** bags and other equipment may be added.

C.7 HULL

C.7.1 MODIFICATIONS, MAINTENANCE AND REPAIR

(a) Replacement or addition of non-skid is permitted.

(b) Inspection ports shall be in place while *racing*.

(c) Routine maintenance such as polishing is permitted.

(d) Minor sanding is permitted on all **hull** surfaces provided the original design geometry is maintained.

(e) Structural damage may be repaired and/or the hull painted and/or covered with vinyl (or equivalent) wrap provided no competitive advantage is gained. Any repair shall be executed with the intent to restore the original design geometry and mechanical properties.

C.8 HULL APPENDAGES

C.8.1 MODIFICATIONS, MAINTENANCE AND REPAIR

(a) Repair to damage is permitted provided the original design geometry is maintained and no competitive advantage is gained.

C.8.2 LIMITATIONS

(a) Only one **keel** assembly and one **rudder** shall be used during an event except when a **hull appendage** has been lost or damaged beyond repair.

C.8.5 KEEL ASSEMBLY

(a) **Keel** blocks and retaining bolts, studs and nuts, or combination shall be installed to prevent keel movement.

(b) The **keel** blocks may be shimmed to align the **keel** center-plane with the **hull** center-plane.

(c) The **keel** blocks and top plate may be shimmed to meet the design geometry. If shims are used the design geometry shall be met.

(d) **Keel** blocks and top plate shall not be shimmed to adjust the fore and aft angle of the **keel**.

(e) The weed cutter, if fitted,may be removed, and the cutter slot filled or covered with a minimum of thin adhesive film.

(f) Lead may be removed from the **keel** bulb if the **boat** exceeds minimum weight without **corrector weights**.

(g) A stud and nut may be used to secure the keel top plate to **hull** connection. The stud may be tapered.

C.8.6 RUDDER, TILLER AND TILLER EXTENSION

(a) The **rudder** shall be positively secured.

(b) The tiller shall be as supplied by the builder

(c) The tiller extension may be of any design or material.

C.9 RIG AND RIGGING

C.9.1 MODIFICATIONS, MAINTENANCE AND REPAIR

(a) During an event, structural damage may be repaired with the intent to restore the original geometry and mechanical properties provided no competitive advantage is gained. The repair shall be approved by a **class measurer** or a **CRH** representative.

(b) Mast, boom and other carbon items may be coated with a clear UV-protection.

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) **MAST DIMENSIONS**

	Minimum	Maximum
1. **Mast** Butt Position: Aft edge of mast tenon (mast butt section that hangs below mast end cap, measured level with the mast track) to deck datum point **ERS** F2.2	3326 mm	3336 mm
2. An **upper limit mark** must be on the mast. The distance from the top of the mast lower limit mark position (mark not required) to the bottom of the upper limit mark shall be as specified here. **ERS** F.2.2		7026 mm
3. **Limit mark** Width **ERS** F.1.9(a)(i)	18 mm	

(b) **MAST TENON CHOCK**

It is permitted to add a chock (referred to as the "mast tenon chock") on the aft side of the mast tenon between the tenon and the aft bolt in the mast step to reduce mast tenon movement. This chock can be of any material and dimension provided that it doesn't extend past the top or aft edge of the mast base. The mast shall not sit on the chock. The chock may only extend past the aft mast bolt if it has a hole in it through which the aft mast bolt can still be used in its normal position.

C.9.6 BOOM

(a) BOOM DIMENSIONS

	Minimum	Maximum
Outer Point Distance **ERS** F.3.3(a)		2970 mm
Limit mark width **ERS** F.1.9(a)(i)	18 mm	

C.9.7 GENNAKER BOWSPRIT

(a) The **bowsprit** shall be set only with the gennaker.

C.9.8 STANDING RIGGING

(a) USE

(1) The **rigging** links and **rigging** turnbuckles shall not be adjusted after the *start* signal.

(b) PERMITTED ADDITIONS AND ALTERATIONS

(1) Apparatus for adjusting and securing **rigging** turnbuckles

(2) Rigid eye-straps may be replaced with soft eye-straps

(3) Rope arrangements may be used for adjusting the hiking strap securing line length

(c) FORESTAY LENGTH: The forestay length is controlled by laying the forestay along the forward face of the mast spar and measuring the extension of the forestay beyond the mast heel. With the T-tang firmly bearing against the bearing point on the mast, this distance shall be taken between the forward extension of the bottom of the heel tenon and the upper bearing surface of the forestay pin and shall be minimum 195mm and maximum 215mm.

C.9.9 RUNNING RIGGING

(a) **Running rigging** shall be led through and attached to the fittings supplied for the function except that the Cunningham apparatus may be run through the mast gate rather than the grommet in the deck.

(b) PERMITTED ADDITIONS AND ALTERATIONS

(1) **Running rigging** may be modified or relocated to match any factory supplied configuration or location.

(2) Control line materials are not restricted.

(3) **Halyards**, sheets and control lines may be tapered

(4) Mainsheet swivel cam arm and block with cleat on centreline of cockpit floor

(5) Mainsheet cleat on the inboard **boom** block

(6) One or two ratchet blocks in the mainsheet purchase

(7) Shackles, strops or line may be used to adjust the jib **tack** height above the furler tri-link fitting.

(8) Apparatus to prevent re-cleating of the gennaker **halyard**

(9) Gennaker sheet pennant limited to 20 cm

(10) Handheld hiking line(s) attached to the keel top pad eye or hiking strap attachments.

(11) Jib lead change strop for temporarily adjusting the jib **clew attachment** point.

(12) Cleats, parts or equipment may be replaced provided that the replacement is of similar weight, size or type and performs the same function. Replacement parts or equipment may be obtained from any supplier.

(13) Jam and clam cleats may be replaced with cam cleats

(14) Any block may be replaced with a block of the same number of sheaves

of similar or greater diameter.

(15) Any attachment of blocks may be replaced. Attachments for blocks shall be of substantially the same size and design.

(16) Fittings and fixings may be replaced or added, if the function of the fitting or part is not altered and where required to facilitate a repair the fitting may be modified to accommodate slightly larger fixings.

(17) The main **halyard** may have an in-line loop. A single-ended maximum 4:1 purchase system with hook used to raise the keel may also be used to secure the **halyard** to the attachment on the keel top plate or adjacent starboard side deck similar to the jib halyard arrangement.

(18) The gnav line may be continuous and lead through outboard turning points, which may include friction rings.

(19) Outhaul purchase maximum 4:1 as supplied by the builder.

(20) A friction ring may be used at the split in the mainsheet.

(21) Jib traveller cleat may be inverted.

C.10 SAILS

C.10.1 MODIFICATION, REPAIR AND REPLACEMENT

(a) A **sail** damaged beyond repair may be replaced with the permission of the Race Committee.

(b) During an event a **sail** shall not be modified after it has been measured.

(c) During an event a damaged **sail** may be repaired and shall be re-measured following substantial repair.

C.10.2 LIMITATIONS

(a) Not more than 1 **mainsail**, 1 jib, 1 primary gennaker and one back-up gennaker may be carried aboard.

(b) Not more than 1 **mainsail**, 1 jib, 1 primary gennaker and one back-up gennaker may be measured for use during an event except when a **sail** has been lost or damaged beyond repair.

(c) The back-up gennaker may be carried by a fleet support boat and may be used if the primary gennaker is damaged.

C.10.3 MAINSAIL

(a) The **mainsail throat point** projected at 90 degrees to the spar, shall not be set higher than the **upper point**.

(b) The intersection of the **leech** and the top of the **boom**, each extended as necessary, shall not be behind the fore side of the **boom outer limit mark**.

(c) The **luff** bolt rope shall be in the **mast** bolt rope track.

C.10.4 JIB

(a) USE

(1) The use of a zipper **luff** is mandatory.

(2) The **jib battens** shall be angled approximately parallel to the luff such that the **jib** shall be able to be fully furled.

C.10.5 GENNAKER

When in use, the **gennaker** shall be hoisted on a **halyard**, the tail of which shall be secured to a recovery point on the **sail** such that when the sail is retrieved, it shall be pulled back through the launching ring and into the gennaker sock.

Section D – Hull

D.1 MANUFACTURERS

(a) The **hull** shall be manufactured by a CRH Licensed Manufacturer.

D.2 MEASUREMENT - DECK DATUM POINT

The deck datum point is the top aft edge of the top transom pintle.

D.3 MATERIALS, CONSTRUCTION AND DIMENSIONS

Shall comply with the Builders Construction Manual

Section E – Hull Appendages

E.1 MANUFACTURERS

The **keel** assembly, **rudder** and tiller shall only be manufactured by a CRH licensed manufacturer.

E.2 MANDATORY PARTS

(a) **Keel** Assembly

(b) **Keel** Blocks

(c) **Rudder**

(d) Tiller and Tiller Extension

E.3 MATERIALS, CONSTRUCTION AND DIMENSIONS

Keel Assembly, **Rudder** and tiller shall comply with the Builders Construction Manual.

E.4 KEEL ASSEMBLY

E.4.1 FITTINGS

(a) MANDATORY

(1) Top plate, lifting ring and bolts

(2) Retaining bolts and or studs and nuts

(3) Keel extrusion

(4) Lead bulb and rigid moulded casing

(b) OPTIONAL

(1) Weed cutter

(2) Filler for weed cutter slot

E.4.2 KEEL ASSEMBLY WEIGHT

	Minimum	Maximum
keel assembly comprising bulb, fin, top plate and the bolts to fix the top plate to the fin.	60.0 kg	76.0 kg

E.5 RUDDER, TILLER AND TILLER EXTENSION

E.5.1 MANDATORY

(a) **Rudder** blade

(b) Factory-supplied gudgeons

(c) Securing apparatus to retain **rudder**

(d) Tiller

Section F – Spars and Rigging

F.1 MANUFACTURER

The **Spars** shall only be manufactured by a CRH Licensed Manufacturer. **Standing Rigging** may be manufactured any rigger, except that the forestay incorporating roller furling drum, stainless steel tri-link plate and upper swivel shall only be manufactured by a CRH Licensed Manufacturer.

F.2 PARTS

(a) **Mast** Sections

(b) **Spreaders**

(c) **Boom**

(d) Gnav

(e) **Bowsprit**

(f) **Standing Rigging**

(g) **Running Rigging**

F.3 MEASUREMENT

The **mast datum point** is the **heel point** on the **mast** tenon.

F.4 MATERIALS, CONSTRUCTION AND DIMENSIONS

Shall comply with the Builders Construction Manual

F.5 STANDING RIGGING

F.5.1 MANDATORY COMPONENTS

(a) Two-part upper **shroud** and **spreader** tip link plate

(b) Lower **shroud**

(c) **Check stay**

(d) **Forestay** complete with furler drum, stainless steel tri-link plate, and upper swivel to allow jib to be raised and lowered along the forestay with the rig standing

(e) Open-bodied, non-calibrated turnbuckles similar to those provided by the CRH licensed manufacturer, with total adjustment range 60mm minimum to 80mm maximum.

(f) Chain plates

F.5.2 STANDING RIGGING WIRES

Standing rigging construction shall be 1x7 stainless wire rope of 3.4mm to 3.6mm diameter.

F.6 RUNNING RIGGING

F.6.1 CONTROL LINES

(a) MANDATORY

(1) **Bowsprit** setting line

(2) Jib sheet

(3) Jib car control line

(4) Gennaker **halyard**

(5) Jib **halyard**

(6) **Mainsail halyard**

(7) Cunningham control line effecting up to 8:1 purchase without altering any manufacturer-supplied fittings fixed to hull or mast; rope and floating fittings are optional

(8) Jib **halyard** tension line

(9) GNAV control line

(10) Outhaul control line

(11) Gennaker sheet

(12) Gennaker **tack** line

(13) Mainsheet

(14) Mainsheet bridle

(15) Jib Furler control line

Section G – Sails

G.1 PARTS

G.1.1 MANDATORY

(a) Mainsail

(b) Jib

(c) Gennaker

G.2 GENERAL

G.2.1 RULES

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

G.2.2 CERTIFICATION

(a) An **official measurer** or representative shall **certify** the mainsail, jib and gennaker(s) and shall sign and date the **certification mark**. All sails acquired after institution of such device shall carry the VXOICA button/ sticker located at the **tack**.

(b) WS, and MNA or VXOICA may appoint one or more **In-House Official Measurers** to measure and **certify sails** produced by that manufacturer.

(c) A Sailmaker Declaration shall be applied to each sail near the tack point declaring Manufacturer, materials used, cloth weight, bag weight (sail plus battens only), date of manufacture (Appendix H.3)

G.2.3 SAILMAKERS

(a) No license is required.

G.3 MAINSAIL

G.3.1 IDENTIFICATION

(a) The VX One class insignia shall conform with the dimensions and requirements as detailed in the diagram contained in Appendix H.1 and be placed in accordance with the diagram contained in Appendix H.1.

(b) The national letters and **sail** numbers shall comply with the RRS except where prescribed otherwise in these **class rules**.

G.3.2 MATERIALS

(a) Polyester fiber or film.

(b) Battens shall be made of fiberglass.

(c) **Sail reinforcement** shall consist of **ply** build up, webbing and/or pressed rings.

G.3.3 CONSTRUCTION

(a) The construction shall be: **soft sail**, **single-ply sail**.

(b) The **mainsail** shall have 5 **batten pockets** in the **leech**.

(c) The centreline of **Batten pocket** number 2 shall be below the **upper leech point**.

(d) The following are permitted: stitching, glues, tapes, bolt ropes, **corner** eyes, headboard with fixings, cunningham eye or block, **batten pocket patches**,

batten pocket elastic, **batten pocket** end caps, **leech** line with cleat, foot line with cleat, **window(s)**, tell tales, **sail** shape indicator stripes, **spreader** chafe patch

(e) The **leech** and **head** edge shall not extend beyond straight lines between:

(1) The **Peak 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**,

(3) The **clew point** and the intersection of the **leech** and the lower edge of the nearest **batten pocket**,

(4) The **Peak Point** and the **Throat Point**.

G.3.4 WEIGHT: The weight of the **mainsail** shall be no less than 5 kg including battens.

G.3.5 **MAINSAIL** DIMENSIONS

	ERS	Minimum	Maximum
Mass of **ply** of **body of the sail**		180 g/m^2	
Head Control Point (measured from **Throat Point** to the intersection at the **Head** Edge)		500 mm	
Luff Control Point (measured from **Throat Point** down to the intersection at the **Luff** Edge)		500 mm	
Head Angle Control Length (measured from **Head** Control Point to **Luff** Control Point)		737 mm (95°)	767 mm (100°)
Primary Reinforcement	G.6.1		1000 mm
Secondary Reinforcement	G.6.2	Not limited	
Please refer to **WORLD SAILING ERS** Subsection B G.5 which defines the location of the **leech** points used to measure the **half width** and **quarter width**s. The mainsail is measured as a non-trilateral sail and therefore the leech points are measured from the **Peak Point**.			
Quarter Width			2650 mm
Half Width	Subsection A G.7.5		2210 mm
Three-Quarter Width	Subsection A G.7.6		1580 mm
Upper Width	Subsection A G.7.8		1135 mm
Upper Leech Point	Subsection B G.5.5	820 mm	
Clew Diagonal	Subsection B G.7.10(a)		7470 mm
Head Length	Subsection B G.7.13		670 mm
The centreline of batten pocket 2 shall be below the upper leech point			
Maximum outside **Batten Pocket Lengths** (numbered top to bottom)			
Pockets 4 and 5	G.8.1(b)		1210 mm
Sail Leech Hollow	G.2.4	0 mm	10 mm
Clew point to intersection of **leech** and centreline of lowermost **batten pocket**		1770 mm	
Sail Numbers and Country Designation height		300 mm	320 mm
Sail number & Country code position from the **leech**		60 mm	200 mm
Country Designation distance from **Peak Point**		3 m starboard	3.5 m port
Sail number distance from **Peak Point**		4 m starboard	4.5 m port

G.4 JIB

G.4.1 MATERIALS

(a) Polyester fiber or film.

(b) Battens shall be made of fiberglass.

G.4.2 CONSTRUCTION

(a) The construction shall be: soft, **single-ply** or **laminated ply**.

(b) **Sail** reinforcement shall consist of **ply** build-up, webbing and/or pressed ring.

(c) The **jib** shall have 2 **batten pockets** in the **leech**.

(d) The following are permitted: stitching, glues, tapes, **corner** eyes, **batten pocket** elastic, **batten pocket patches**, **batten pocket** end caps, **leech** line with cleat, **windows**, tell tales, **sail** shape indicator stripes

G.4.3 WEIGHT: The weight of the **jib** shall be no less than 2.2 kg including battens.

G.4.4 JIB DIMENSIONS

	ERS	Minimum	Maximum
Mass of **ply** of the **body of the sail**		180 g/m^2	
Foot Length	G.7.1		2215 mm
Leech Length	G.7.2		5705 mm
Luff Length	G.7.3		6320 mm
Quarter Width (**luff** zipper closed)	G.7.4		1568mm
Half Width (**luff** zipper closed)	G.7.5		1104 mm
Three-Quarter Width (**luff** zipper closed)	G.7.6		614 mm
Top Width	G.7.9		65 mm
Foot Median	G.7.11		6030 mm
Primary Reinforcement	G.6.1		350 mm
Secondary Reinforcement	G.6.2		Not limited
Maximum outside **batten pocket lengths** Pocket 1 (top) Pocket 2 (bottom)	G.8.1(b)		 670 mm 955 mm

G.5 GENNAKER

G.5.1 MATERIALS

(a) The **ply** fibers shall consist of nylon.

(b) **Sail reinforcement** shall consist of **ply** build up and or webbing straps.

G.5.2 CONSTRUCTION

(a) The construction shall be: **soft sail**, **single-ply sail**

(b)) Permitted: Stitching, glues, tapes, corner eyes, recovery line eyes, tell tales

G.5.3 GENNAKER DIMENSIONS

	ERS	Minimum	Maximum
Mass of **ply** of the **body of the sail**		37 g/m^2	
Primary Reinforcement	G.6.1		1000 mm
Secondary Reinforcement	G.6.2	Not limited	
Foot Length	G.7.1		4328 mm
Leech Length	G.7.2		6515 mm
Luff Length	G.7.3		8515 mm
Half Width	G.7.5		4175 mm
Foot Median	G.7.11		7760 mm

PART III – APPENDICES

Section H

APPENDIX H.1 INSIGNIA

H.1.1 Specification

(a) Digital format is available from the CRH.

H.1.2 Mainsail

(a) Logo is 187 mm high by 670 mm wide

(b) Location is between battens 2 and 3 and oriented parallel to ether the **sail head** edge or battens. Aft edge is 150-200 mm from the **leech**.

H.1.3 Hull Location

(a) Logo is 100 mm high by 360 mm wide.

(b) Aft edge is 100-200 mm from aft tank edge on both port and starboard **hull** liner.

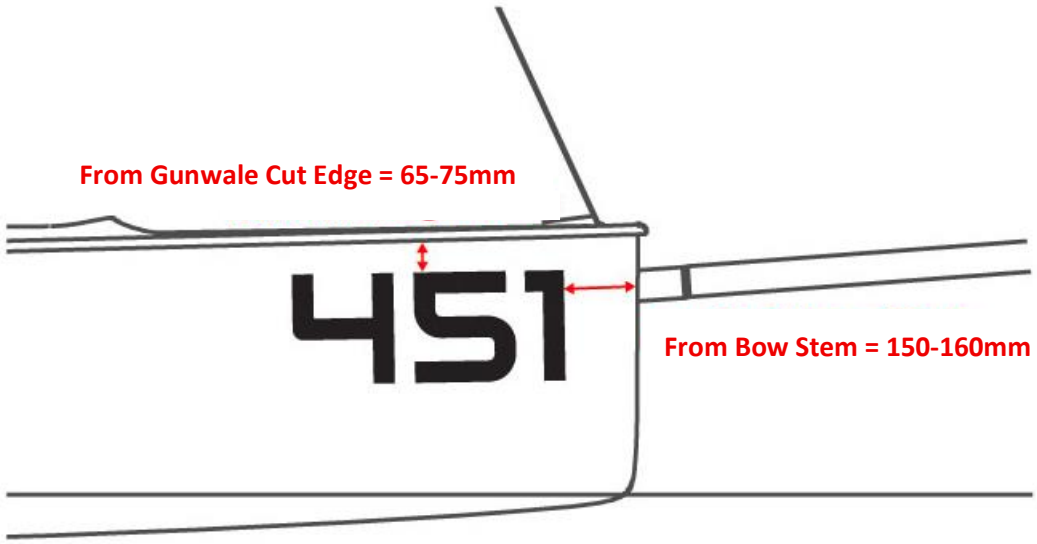
APPENDIX H.2 VXOICA BOW NUMBERS

H.2.1 Prefabricated VXCA Class Bow Number graphics may be produced using artwork provided by the CRH office. The overall number height shall be 235mm to 255mm and shall be on a white background with at least 65mm white all around the numbers.

H.2.2 Placement

(a) Top edge parallel to and 65-75 mm below the cut edge of the gunwale

(d) Leading edge 150-160 mm behind the bow stem



APPENDIX H.3 SAILMAKER DECLARATION

Sailmakers Declaration			
Serial #		Date	
cloth gsm declared		Signed	
cloth Type			
Bag weight Main/Jib			

APPENDIX H.4 LEGACY PROVISIONS

From time to time, when rules are created (as in the 2025 VXOICA formation) or amended, there may be a need to provide for previously class-legal items to remain legal for a period so as to minimise problems or expenses for owners with VX Ones that previously complied but no longer do as a result of the creation or amendments. Those legacy provisions are listed here.

Title	**Current Rule/ Wording**	**Previous Rule/ Wording**	**Conditions**	**Expiry**
H.4.1 Building Plaque	A.9.1 and A.9.2	Not applicable	Building plaques shall not be required for boats built prior to the VX One becoming an international class recognised by World Sailing	Ongoing
H.4.2 Corrector weight placement	C.6.1 (c)	Corrector weight location: 50% shall be bolted to the inside of the rudder pod on the portside or located on the **hull** surface beneath the **rudder** pod and 50% shall be equally divided and located outboard under the aft lip of the deck hood. When 1 kg or less of **corrector weight** is required the entire weight shall be affixed inside the rudder pod.	Corrector weights are placed according to previous rule and verified by a Class Measurer prior to 31 August 2025; boat conforms to minimum weight requirements without subsequent change i.e. if any change is required, it must conform to the current rule	31 December 2027