

International MICRO MAGIC Class Rules

July 2015

General

These regulations have been provided to ensure that all countries can compete in a fair and equal environment.

The regulations are based on one-design principles but with some freedom of construction and layout.

We will strive to keep the rules as simple as possible whilst ensuring that the cost of maintaining a competitive boat is tightly controlled.

With this in mind we would ask all sailors to adhere to the spirit of these rules and not seek to gain advantage by manipulation of the wording through translation or other means.

These regulations are designed primarily for International competition, however any nation is welcome to adopt these rules for their own national competition.

These regulations use a Micro Magic built from the standard instructions supplied by Graupner as a base line.

Regulations

1.0 Hull & Deck

- 1.1 The hull, deck, keelbox and canopy must use the original Graupner parts. These components may not be modified in any way except for the following:
 - paint or other decorative finish may be applied.
 - a maximum of 6 additional holes, not greater than 20mm diameter, may be made in the deck and/or the canopy.
- 1.2 The layout and construction of internal components is free.
- 1.3 The canopy shall be fitted when sailing.
- 1.4 Per regatta, each boat must only make use of one hull. Exceptions are only allowed in the event of demonstrable damage.
- 1.5 The hull length may not be enlarged, other than the addition of a screw eye or eyebolt for the backstay and for a drainage bung.

2.0 Weight of sail ready boat

- 2.1 The minimum weight of a sail ready boat is 860 grams.

3.0 Keel and Rudder

- 3.1 The Graupner keel, part 2114.2 or 2014.2 shall be used.
- 3.2 The location of the keel and rudder is restricted to the standard Graupner positions as identified on the build drawings and the markings in the hull.

In some hulls is neither a marking nor a hole for the position of the rudder. The axis of the rudder should be 210 mm from the inner back-side of the keelbox, measured alongside the bottom of the boat. See figure 1.
- 3.3 The Graupner Ballast weight, part 2114.4 or 2014.4 shall be used.
- 3.4 The keel, inclusive of the lead ballast, is not allowed to extend more than 135 mm from the hull.

- 3.4 The keel, inclusive of the lead ballast, is not allowed to extend more than 135 mm from the hull.
- 3.5 The keel must be removable.
- 3.6 The filling, fairing and painting of the keel, ballast and rudder is permitted.
- 3.7 The ballast must maintain a circular cross-section along the entire length.
- 3.8 The ballast must be able to fit inside the Graupner supplied abs ballast fairing mouldings. The use of the ABS-ballast fairing mouldings is optional.
- 3.9 The minimum-distance between the leading edge of the keel and the front of the ballast is 15mm for part 2114.4 and 25mm for part 2014.4.
See figure 2.
- 3.10 The weight of the keel assembly including spacers, if used, shall not be less than 380 grams and not more than 420 grams.
- 3.11 The Graupner rudder, part 2114.3 or 2014.3 shall be used.
- 3.12 Wings or other extensions are not allowed for the keel, ballast and rudder.
- 3.13 There are no restrictions on what rudder, keel, ballast combinations are used.

Mast & Booms

- 4.1 Mast and booms must be straight over their total length.
- 4.2 The profile of all spars must be circular over their total length.
- 4.3 Tapered profiles are not allowed.
- 4.4 The maximum diameter of the mast and booms is 7mm.
- 4.5 The minimum diameter of the mast is 5 mm
- 4.6 The minimum diameter of the booms is 4 mm
- 4.7 Above the gooseneckfitting the mast may consist of two pieces of different diameters, which must conform 4.4 and 4.5.
one piece between the gooseneckfitting and the point of attachment of the jib
one piece between the point of attachment of the jib and the top of the mast.
- 4.8 Swivel masts are not allowed.
- 4.9 The mast shall be stepped in the standard position as identified on the drawing and the Graupner deck-mould.
- 4.10 The maximum distance from the deck to the top of the mast is 780mm.
- 4.11 The jib boom may not have a fixed connection with either the mast or boom.
- 4.12 The jib boom must be connected to the deck with the use of a flexible connector in the standard position as indicated in the Graupner drawing.
In some decks is no or a wrong marking for the position of the jib attachment. It should be 176 mm from the middle of the mast-position, measured in the length-direction of the boat.
See figure 3.
- 4.13 There are no restrictions on mast or boom materials.
- 4.14 There are no further restrictions on standing or running rigging.

Sails

- 5.1 Sails will be measured to the sailplan with a maximum tolerance of 2mm.
- 5.2 Smaller sails are allowed, as long as they fit within the maximum limits as shown in figure 4.
- 5.3 Sails must be made from flexible materials that can be rolled into a maximum diameter of 50mm.

- 5.4 The mainsail must display a class provided sail number and country designation. The minimum number height is 60mm and width of 8mm. The minimum letter height is 40 mm and width of 6 mm. Letters & numbers should be of a good contrasting colour and completely filled in.
- 5.5 The sailplan consists of only one jib and one mainsail.
- 6.0 **Electric components**
- 6.1 Only two servos are allowed. One servo must control the steering and one servo must be used for the sheets. The servos may not be used for any other purpose.

Figure 1:



Figure 2: ballast position

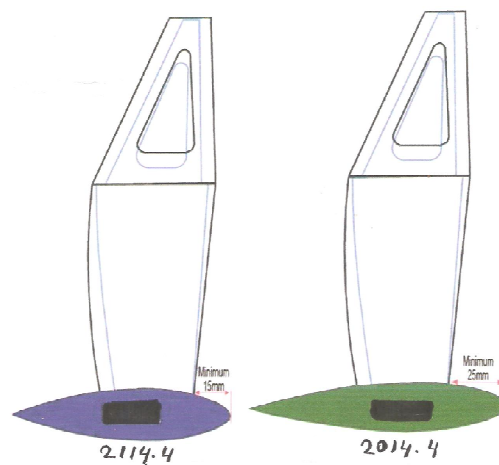


Figure 3: jib attachment on foredeck

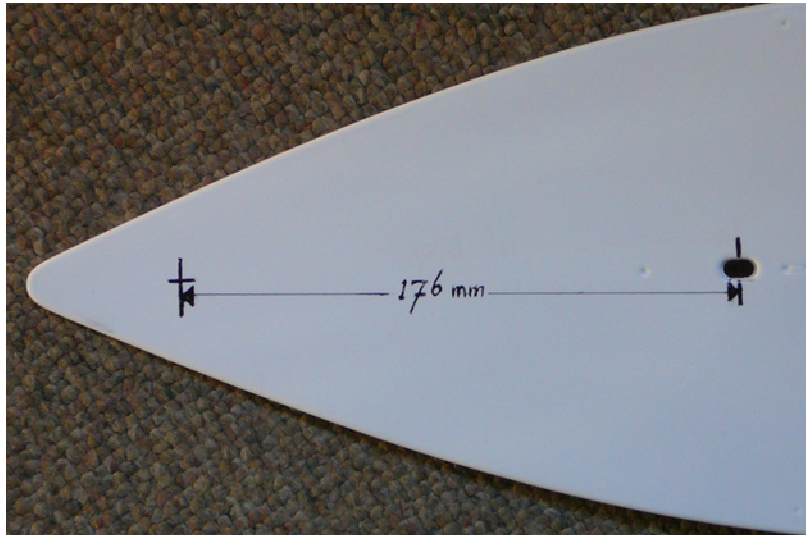


Figure 4: sailplan

