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## **INTRODUCTION**

*The concept initiated by Josef Schuchter and realised by Umberto Felci was a boat simple enough to be sailed by a small crew at fast speed without much heeling and easily controlled. The Esse 750 has a high ballast ratio and a good strength of shape thus a very large righting moment. The Esse 750 is very stiff and secure.*

*The Esse 750 concept is subject to copyright Josef Schuchter AG. The Copyright holder shall be a permanent member of the Executive Committee of the Esse 750 Class.*

*Esse 750 hulls, hull appendages, rigs and sails shall only be manufactured by manufacturers approved by the copyright holder – in the class rules referred to as licensed manufacturers. Equipment is required to comply with the International Esse 750 building specification and is subject to an ISAF approved manufacturing control system.*

## **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.1.3 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.2 Abbreviations**

- A.2.1 ISAF International Sailing Federation  
 MNA ISAF Member National Authority  
 ICA International Esse 750 Class Association  
 NCA National Class Association  
 ERS Equipment Rules of Sailing  
 RRS Racing Rules of Sailing  
 CO Esse 750 Class Office (at Josef Schuchter AG)  
 EC Executive Committee of the International Esse 750 Class  
 CM Class Chief Measurer  
 OSR Offshore Special Regulations  
 MF Measurement Form  
 MC Measurement Certificate

#### **A.3 Authorities**

- A.3.1 The international authority of the class is the Class Executive Committee (EC), which shall co-operate with the ICA in all matters concerning these **class rules**.
- A.3.2 The Class Chief Measurer (CM) shall be appointed by the EC in cooperation with the CO.
- A.3.3 Notwithstanding anything contained herein, the **certification authority** has the authority to withdraw a **certificate** and shall do so on the request of the ISAF.

#### **A.4 Administration of the Class**

- A.4.1 ISAF has delegated its administrative functions of the class to EC. The EC may delegate part or all of its functions, as stated in these **class rules**, to the CO that may further delegate part or all its functions to an NCA.
- A.4.2 In countries where there is no MNA, or the MNA does not wish to administrate the class, its administrative functions as stated in these **class rules** shall be carried out by the ICA which may delegate the administration to an NCA.

#### **A.5 Class Rules CHANGES**

- A.5.1 At class events – see RRS 89.1.d) – ISAF Regulation 26.5(f) applies. At all other events RRS 87 applies.

## **A.6 Class Rules Amendments**

A.6.1 Amendments to these **class rules** are subject to the approval of the EC in accordance with the CM and CO and shall be voted by the ICA in accordance with the ISAF regulations.

## **A.7 Class Rules Interpretation**

A.7.1 Interpretation of **class rules** shall be made by the CM upon consultation of the EC and in accordance with the ISAF regulations.

## **A.8 Sail Numbers**

A.8.1 Sail numbers shall be issued by the CO.

A.8.2 Sail numbers shall be issued in consecutive order starting at “1”.

## **A.9 Hull Certification**

A.9.1 A **certificate** shall record the following information:

- (a) Class
- (b) **Certification authority, CO**
- (c) Sail number issued by the **CO**
- (d) Owner’s Name and address
- (e) Hull identification and manufacturing Date
- (f) Builders detail and signature
- (g) Hull weight, keel weight and corrector weights if any
- (h) Date of issue of initial measurement **certificate MC**
- (h) Date of issue of **certificate MC**

## **A.10 Initial Hull CERTIFICATION**

A.10.1 For a **certificate** to be issued to hull not previously **certified**:

- (a) **Certification control** shall be carried out by the **official measurer** who shall complete the measurement form MF.
- (b) The MF and **certification** fee, if required, shall be sent to the **certification authority**.
- (c) Upon receipt of a satisfactorily completed documentation and **certification** fee, the **certification authority** may issue a **measurement certificate**. MC. The certification authority shall send the original MC to the owner and register a copy with the CO. The Certification fee shall be approved by the CO and may be reviewed each year by the EC.

## **A.11 Validity of Certificate**

A.11.1 A hull **certificate** becomes invalid upon:

- (a) the change to any items recorded on the hull **certificate** as required under A.10.
- (b) withdrawal by the **certification authority**
- (c) the issue of a new **certificate**
- (d) change of ownership

## **A.12 Hull RE-CERTIFICATION**

A.12.1 The **certification authority** may issue a **certificate** to a previously certified boat:

- (a) when it is invalidated under A.13.1(a) or (b), after receipt of the old **certificate**, and **certification** fee if required.
- (b) when it is invalidated under A.13.1 (c), at its discretion.
- (c) in other cases, by application of the procedure in A.12.

## **A.13 Retention of certification documentation**

A.13.1 The **certification authority** shall:

- (a) retain the original documentation upon which the current **certificate** is based.
- (b) upon request, transfer this documentation to the new **certification authority** if the hull is exported.

## Section B – Boat Eligibility

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

### B.1 Class Rules and Certification

B.1.1 The boat shall:

- (a) be in compliance with the **class rules**.
- (b) have a valid hull **certificate**.
- (c) have valid **certification marks** as required.

## **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**

#### **C.1 General**

##### C.1.1 RULES

- (a) The RRS shall apply.
- (b) The ERS Part I – Use of equipment shall apply.

#### **C.2 Crew**

##### C.2.1 LIMITATIONS

- (a) The number of **crew** members is not limited as long as the maximum weight as stated below is not exceeded.
- (b) No **crew** member shall be substituted during an event of less than consecutive days, unless it is approved by the Race Committee.

##### C.2.2 WEIGHTS

- (a) The total weight of the crew shall not exceed 230 kg.

##### C.2.3 HIKING

- (a) Hiking is allowed by sitting or standing using arm power only.
- (b) It is allowed to install hiking straps. Position and length are open, the maximum height from deck level to underneath the strap is not to exceed 200 mm.

#### **C.3 Personal Equipment**

##### C.3.1 MANDATORY

- (a) The boat shall be equipped with a **personal floatation device** for each crew member to the minimum standard ISO 12402-5 (CE 50 Newtons), or USCG Type III, or AUS PFD 1.



## **C.4 Advertising**

### C.4.1 LIMITATIONS

Advertising shall only be displayed in accordance the ISAF Advertising Code.  
(See ISAF Regulation 20)

## **C.5 Portable Equipment**

### C.5.1 DURING RACING THE FOLLOWING ITEMS MUST BE ON BORD

1. The **boat** shall be equipped with a **personal floatation device** for each **crew** member to the minimum standard ISO 12402-5 (CE 50 Newton), or USCG Type III, or AUS PFD
2. 2 fenders of min. 140mm diameter
3. One outboard engine See C.6.4.
4. The boat must be equipped with all the equipment parts required by government law.

### C.5.2 OPTIONAL

- (1) no restrictions on electronics

## **C.6 Boat**

### C.6.1 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) Any major repair will need to be approved by the CM.
- (b) Any modification and repair that defers from the original building specifications will need written approval by the EC and will have to be approved by the CM after competition.

### C.6.2 WEIGHT

- (a) Minimum racing weight is 1020 kg.

The weight shall be taken in dry condition, mast, boom, standing and running rigging and bowsprit and all portable equipment, as listed in C.5, to be an board **including sails**.

### C.6.3 CORRECTOR WEIGHTS

- (a) When the minimum weight is less than the minimum required, corrector weights shall be permanently fastened to the boat.

### C.6.4 ENGINE

- (a) When using an outboard engine, the weight including the engine bracket shall be 12 kg; during racing the outboard engine shall be stored in the storage compartment in the center of the cockpit.
- (b) If it is preferred to sail without an engine a equal weight has to be fixed at the same location.
- (c) The installation of an inboard engine with saildrive is allowed, then the keel weight is reduced to 540 kg (See C9.3).

The installation arrangement is to be approved by the EC.

- (d) If the engine arrangement is changed from outboard to inboard installation or vice versa, the installation and the corresponding keel weight shall be checked by the CM and reported to the CO.

## C.7 Hull

C.7.1 The hull must be moulded on an approved tooling to the construction plan of U. Felci S750/1. Dimensions of the boat shall be measured and shall be within the tolerance of +/- 9 mm.

C.7.2 Materials for hull and deck construction must be vinylester or epoxy resin as described in the construction process by the copyright holder.

## C.8 Deck

C.8.1 The deck must be moulded on an approved tooling to the construction plan of U. Felci S750/1. Dimensions of the boat shall be measured and shall be within the tolerance of +/- 9 mm.

C.8.2 The choice of deck hardware is open except to the restrictions listed below:

Mainsail and jib tracks as well as the furling system must be the same as the original supplied by the licensed builder.

Mast step must be at the original location of the deck layout plan.

Gennaker sheet blocks may not be removed or moved from the original position shown on the deck layout plan. APPENDIX "A"..

## **C.9 Keel**

- C.9.1 The keel must be moulded in an approved tooling corresponding to the construction plan S750/1 of U. Felci.
- C.9.2 The profile and shape of the keel and bulb must correspond to the templates of the licensed boat builder and the Plan S750/1 of U. Felci.
- C.9.3 The Keel weight shall be exact (with a tolerance of +- 9kg)  
550 kg for boats with an inboard engine  
565 Kg for boats with an outboard engine

### **C.9.3 During racing the keel must be looked in the down most position.**

## **C.10 Rudder**

- C.10.1. The rudder must be moulded in an approved tooling corresponding to the construction plan S750/1 of U. Felci.
- C.10.2 The profile and shape of the keel and bulb must correspond to the templates of the licensed boat builder and the Plan S750/1 of U. Felci.

## **C.11 Rig**

### **C.11.1 MODIFICATIONS, MAINTENANCE AND REPAIR**

- (a) No modifications to the rig as shown on the original 2011 plans of U. Felci are allowed. The carbon profile for mast and boom section is chosen by the copyright holder any modification must be approved by the EC. No lightning or stiffening of the mast and boom section is permitted.

### **C.11.2 MAST**

- (a) DIMENSIONS see APPENDIX “B”

## C.11.3 BOOM

- (a) DIMENSIONS see APPENDIX “B”

## C.11.4 BOWSPRIT

- (a) The end of the bowsprit must be no longer than 1830 mm from the front of the center of the forestay at deck level to the forward face of the tube.
- (b) The bowsprit tube with hardware must weigh over 3.5 kg.
- (c) Material of the bowsprit must be carbon fiber and cannot have any bobstay to hold the bowsprit down.
- (d) The bowsprit must be flush with the hull when retracted. (i.e., when not flying an asymmetrical spinnaker)

## C.11.5 STANDING RIGGING

- (a) DIMENSIONS see appendix

All standing rigging must respect the original specifications and technical data.

	diameter	
Forestay	4	mm
Shroud V1	5	mm
Shroud D1	4	mm
Angle of shrouds	26 °	°

- (b) it is not permitted to adjust the standing rigging during racing
- (c) it is not permitted to add backstays, runners or any other device that could serve this function.

## C.11.6 RUNNING RIGGING

- (a) The running rigging must be completed with the minimum of

		Min. ø		material	
one	Mainsail Halyard	6-8	mm	textile	or
one	Genua halyard	6	mm	textile	
	-alternative – Genua Halyard	4	mm	metal	
one	Spinnaker Halyard	6	mm	textile	

## **C.12 Sails**

### C.12.1 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) **Sails** shall not be altered in any way except as permitted by these **class rules**.
- (b) Routine maintenance such as repairs, is permitted without re-measurement and re-**certification**.
- (c) Battens may be placed in the **batten pockets**

### C.12.2 LIMITATIONS

- (a) Any sailmaker may be chosen.
- (b) Sails must respect the measurements and rules of drawing Appendix “B” and “C”
- (b) Corner patches are not limited
- (c) During a championship only one suit of sails is allowed. A suit of sails is defined as:
  - One mainsail
  - One medium jib
  - One heavy jib (does not have to be on board during to hole series)
  - One asymmetrical spinnaker

### C.12.3 MAINSAIL

- (a) The main sail must be of woven or laminated polyester, Aramid (Kevlar) or
- (b) Carbon
- (c) The main sail must be loose footed, cunningham systems are allowed.
- (d) Main sail must have max 6 full battens, short battens are not allowed.

- (e) Main sail measurements:

Head (HB) 1300 mm max.

Measured from the front of the boltrope at the top end to the outside of the upper corner of the main sail top (no 1) batten on the leech

Angle between the luff and the top of the sail must be not higher than 90 °

1/2 MGM 2570 mm max.

Measured from fold on the leech of the halyard bearing point and the bearing point of the clew, and the closest point on the luff.

1/2 MGU 1930 mm max

Measured from on the leech of the halyard bearing point and the MGM Mark on the leech, and the closest point on the luff.

1/2 MGT 1460 max

Measured from on the leech of the halyard bearing point and the MGU Mark on the leech, and the closest point on the luff.

Leech roach shall in no place be positive between the battens.

Leech length shall be between 9950 mm and 10000 mm.

Luff and foot length are defined by the available space on the original spars.

(see appendix "B")

- (f) Country code and sail number must follow ISAF rules. They must be displayed between batten nr 4 and 5:
- (g) The Esse logo must be displayed on port and starboard between batten Nr. 3 and 4. starboard above port.

#### C.12.4 MEDIUM JIB

- (a) The medium jib must be of woven or laminated polyester, Aramid (Kevlar) or Carbon.
- (b) It is permitted to add max. 3 battens on the leech of the jib, but they must be able to furl with the battens in the pockets.
- (c) LP max is 2440.
- (d) Luff length is determined by the available space on the forestay. The leech shall in no space be positive.

#### C.12.5 ASYMMETRICAL SPINNAKER (GENNAKER)

- (a) Must be of woven nylon or polyester
- (b) Cloth weight must be lighter than 36 grams
- (c) Gennaker measurements:

Luff	max.12050 mm ,
Foot	max. 6600 mm
SMG	max. 6300 mm
SLE	max. 10650 mm

## **Part III – Appendices**

The rules in Part III are **closed class rules**. Measurement shall be carried out in accordance with the ERS except where varied in this Part.

### **Section H**

#### **H.1**

Appendix “A” - Class Rule Dimensions

Appendix “B” - Sail Plan

Appendix “C” - Sail Measurements