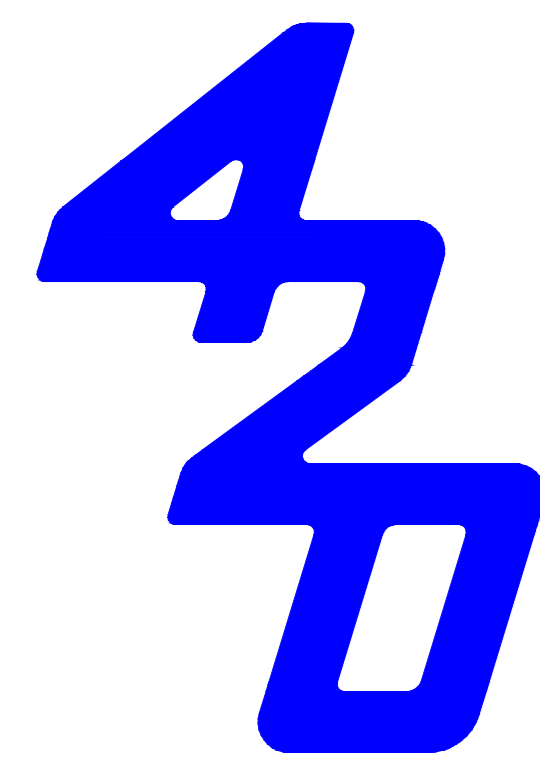


THE CENTREBOARD CASE MAY BE AN INTEGRAL PART OF THE HULL MOULDING OR MOULDED SEPARATELY AND SECURELY BONDED TO THE HULL.

- CONSTRUCTION**
- 1) THE HULL SHELL, TRANSOM, SIDETANKS, FOREDECK, KEELSON, CENTREBOARD CASE, CENTREBOARD CAPPING, THWART AND MAST PARTNERS SHALL BE GLASS REINFORCED PLASTIC (GRP). GLASS FIBER SHALL NOT BE LESS THAN 800 G/50M.
  - 2) ALL GRP USED FOR MOULDING SHALL BE OF UNSATURATED CROSS LINKED POLYESTER RESIN (EXCLUDING DERIVATIVES LIKE VINYLESTER AND BISPHENOLIC RESIN) REINFORCED WITH E GLASS FIBRES USED AS CHOPPED STRAND MAT, WOVEN ROVINGS, MULTIAXIAL FABRICS OR ANY COMBINATION OF THESE. UNIDIRECTIONAL TAPES/ROVINGS ARE NOT PERMITTED.
  - 3) THE MOULDED SURFACES OF ALL GRP MOULDINGS SHALL BE POLYESTER GELCOAT OF OPTIONAL COLOUR.
  - 4) MOULDINGS SHALL BE SINGLE SKIN CONSTRUCTION, EXCEPT WHERE MENTIONED ON THIS DRAWING, OR HAVE A CORE MATERIAL WHICH SHALL BE "FIBRE COREMAT" BY LANTOR OR SIMILAR TYPE AND PHYSICAL CHARACTERISTICS. THE CORE MATERIAL SHALL NOT BE MORE THAN 2MM THICK BEFORE USE.
  - 5) MOULDINGS SHALL HAVE A UNIFORM LAMINATE SPECIFICATION THROUGHOUT EXCEPT THAT ADDITIONAL GRP, WOOD, PLYWOOD OR METAL MAY BE USED FOR LOCAL REINFORCEMENT WHERE SPECIFIED ON THIS DRAWING AND IN WAY OF FITTINGS.
  - 6) BONDING SURFACES (FLANGES) SHALL BE MAXIMUM 120MM WIDE.
  - 7) REINFORCEMENT STIFFENERS OF THE OMEGA TYPE (SEE DRAWING) MAY BE USED TO STIFFEN MOULDINGS AT THE BUILDER'S DISCRETION.
  - 8) COREMAT: A MINIMUM SURFACE OF COREMAT IS MANUFACTURED BETWEEN THE TWO SIDE TANKS, THE TRANSOM AND THE WATERTIGHT BULKHEAD.
- HULL WEIGHT: SEE CLASS RULE D.5



**INTERNATIONAL 420 CLASS**  
**Building Specification - Issue J**

Designer: Christian Maury

Size: A0 Scale: 1 : 5

World Sailing Ltd. 20 Eastbourne  
 Terrace, London, W2 6LG, United Kingdom

All dimensions in mm

Dwg No: 5

Date: 01 / 09 / 2022

Drawn by: P. Handley / H.Thorpe

Sheet No. 1 of 1

