

NSR2007

NAUTOR'S SWAN RATING 2007

RULES AND REGULATIONS

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Changes to the Nautor Swan Rule for 2007 are minor and are marked by a left marginal line. They are:

- Rule 2.5 is amended to fit better with RRS.
- Rule 4.3 is amended to give discretion to the NSR2007 Rating Authority in the use of one design class data for Swan 45s and Swan 601s.
- Rule 5.6.19 is amended to prevent abuse of the simplicity of NSR2007 measurement. For the great majority of boats, the change will have zero effect.
- Rule 5.6.20 b) is amended to prevent abuse of the definitions of headsails and spinnakers.

For assistance to owners, changes made in 2006 are marked with a right marginal line.

Applications for NSR 2007 rating certificates may be made using the form on pages 14 to 17 of this rule book or over the internet by downloading the application form from our website at www.rorcrating.com.

Alternatively, boats which competed under the same ownership at the **Swan European Regatta 2005**, the **Swan American Regatta 2005**, or the **Rolex Swan Cup 2006** may use the **abridged form on page 18 or downloaded from our website**.

To more fairly reflect the work involved, NSR rating fees will in future be charged on the basis of the overall length of each boat at a rate in 2007 of £6.20 per metre LOA.

For further clarification to the above, or any other matter, please contact the NSR Rating Authority at the address on page 13 or E-Mail mikeurwin@rorcrating.com.

1. INTRODUCTION

- 1.1 NSR2007 is a development of the NSR Rating System used at previous Swan Regattas. It is a complete rating and rules compliance system that has been further developed, updated and fine tuned. NSR has been used successfully since 1988 in all Swan Regattas.
- 1.2 Rating is based on Nautor standard data for each design modified by owner declared or measured variations, additions or deletions.
- 1.3 NSR2007 applies rating taxes to Hi-Tech features (eg. 'racing' keels and sophisticated rig control) and by giving rating credits for "cruising" features. A rating credit is given to boats (excluding Swan 45s and Swan 601s) whose crew live on board (with personal gear and stores) for the duration of the regatta; thereby giving some assistance to the "family entry" carrying extra weight and gear whilst racing. Notices of Race may exclude particular designs or Classes from this credit.
- 1.4 The system is protected from abuse by structured "friendly but firm" check measurement and rules compliance inspection at regattas.

2. RATING AND RULES COMPLIANCE

- 2.1 NSR2007 is a "Time on Time" system. Ratings are in the form of a Time Correction Factor (TCF) for each boat calculated from her hull and rig dimensions and other specific detail. The rating formulae are not published to prevent rule exploitation or TCF optimisation.
- 2.2 The Elapsed Time (ET) taken to complete the course is multiplied by the TCF to obtain the Corrected Time (CT). The lowest Corrected Time resulting in first place, and so on.

$$CT = ET * TCF$$

Corrected Times shall be calculated to an accuracy of the nearest second with 0.5 seconds rounding upwards.

- 2.3 Owners shall comply with the spirit of NSR2007 and not seek means of artificially reducing the TCF or increasing the performance of the boat without a corresponding increase in TCF. Exploitation of the implicit simplicity of the NSR2007 Rules and Regulations is discouraged.
- 2.4 A Special Rating and Control Committee (SRCC) will undertake check measurement and inspection at regattas. Such checks will cover all aspects of Rules and Regulations compliance and include rated data, accommodation and equipment standards, "live-aboard" allowance, and special safety regulations. At the discretion of the SRCC amended Certificates may be issued at any time.
- 2.5 Infringement of the NSR2007 Rules and Regulations may, at the discretion of the SRCC, be reported by the SRCC to the protest committee which may protest the boat. The SRCC may recommend that the boat receive either Place Penalties or disqualification.

3. CERTIFICATES

- 3.1 Each competing boat shall hold an individual valid NSR2007 certificate a copy of which shall be kept on board the boat throughout the regatta period. A certificate will be issued only after completion of the NSR2007 Rating Application Form (see Section 9).
- 3.2 Certificates show rated dimensions in metric units.
- 3.3 It is the skipper's responsibility to check the boat's certificate data for accuracy and to report any errors to the Special Rating and Control Committee (SRCC) prior to racing.

- 3.4** A certificate is automatically invalidated if:
- a) changes are made that affect the rated data or detail
 - b) data on the certificate is found to be incorrect
 - c) it is superseded by a more recent certificate (only a single valid certificate may be held)
 - d) the expiry date is exceeded.

Should a certificate become invalid due to changes or incorrect data or detail then the owner shall request the issue of an Amended Certificate before racing.

- 3.5** Changes to rated dimensions and detail are not permitted after the close of regatta registration except to correct errors and/or to apply SRCC amendments. In exceptional circumstances the SRCC may re-rate a boat on new data (eg. following rig failure).
- 3.6** Should it be necessary to re-issue a certificate during a regatta period then:
- 3.6.1** A decrease in TCF will be applied from the time of re-issue (the TCF will not be back dated). Exceptionally, any decrease due to an error of the Rating Authority may be back-dated to the date when the revised data/detail first applied.
- 3.6.2** An increase in TCF will be back-dated to the date when the revised data/detail first applied.
- 3.6.3** If it is found that incorrect information has been supplied or obvious errors have not been reported, the Certificate may be invalidated from the date on which the erroneous information was first supplied and the boat disqualified from relevant races, or at the discretion of the SRCC place penalties applied.

4. RATED DATA AND DEFINITIONS

- 4.1** Dimensions and weights may be standardised from Nautor and NSR2007 Rating Authority data. However, if a boat has been measured for any purpose, the NSR2007 Rating Authority may use this measured data to over-ride the standard class data. When the rated displacement is derived from the standard class "weight", this will be corrected for additional or removed heavy items.
- 4.2** When changes to a boat have been made or it is known that dimensions are greater and/or weights lighter than the Nautor standard, such differences shall be declared. Smaller dimensions and/or heavier equipment and accommodation weights may be accepted as data for rating purposes but will be subject to check measurement at any time.
- 4.3** At the discretion of the NSR2007 Rating Authority, Swan 45s and Swan 601s may be rated using standard Class data derived from the Swan 45 and Swan 601 Class Rules and may be issued with standard NSR2007 certificates.
- 4.4** Measurement data shall be supplied in metric units (Metres and Kilograms). Linear dimensions shall be rounded to the nearest centimetre and weights to the nearest whole kilogram.
- 4.5** Details marked (**) will be standardised and supplied by the NSR2007 Rating Authority in consultation with Nautor unless differences have been declared by the owner and accepted by the SRCC.
- 4.6** The "light" sailing condition is defined as inclusive of all gear and equipment necessary to race in the rated state including racing sails and safety equipment to ISAF Special Regulations Category 4, positioned to achieve level trim.
- 4.7** The "empty" condition is defined as fully rigged with all spars, standing rigging, halyards, main and mizzen sheets and vang. All other loose equipment including but not limited to sails, sheets and loose deck gear, safety equipment, anchors, fuel, water, food, catering utensils, personal effects, and tools shall be removed. Fixed extras such as generators, watermakers, electronic equipment etc. may be left aboard.

5. RATING DETAIL

5.1 SWAN TYPE

The Nautor's Swan design (eg. SWAN 46) and the version where appropriate (eg. Tall Rig; Scheel keel; Racing).

5.2 RIG TYPE

The basic sailplan type, eg. Sloop, Ketch, Cutter.

5.3 DESIGN YEAR

The year in which the first boat to the Swan design type was launched. (**)

5.4 LAUNCH YEAR

The year in which the specific boat was launched in a completed state. Changes to hull, keel or rudder may necessitate a revision of the Launch Year. All changes shall be declared. Age Allowance is automatically calculated from the Design and Launch Years and applied to TCF.

5.5 HULL DIMENSIONS

Standard Hull dimensions will be supplied by the NSR2007 Rating Authority in consultation with Nautor but any known differences from the standards shall be declared.

5.5.1 LENGTH OVERALL (LOA)

Length overall of hull excluding stem fittings, pulpit, pushpit, etc. (**)

5.5.2 LENGTH WATERPLANE (LWP)

Length along the flotation waterplane from where the stem cuts the water where the hull emerges from the water measured in the "light" sailing condition. (**)

5.5.3 OVERHANG FACTOR (OF)

A relative assessment of the efficiency of the boat's overhangs in contributing to sailing length. (**)

5.5.4 BEAM

Maximum hull beam. (**)

5.5.5 DRAFT Max

Draft from the flotation waterplane to the deepest point of the keel or centreboard when fully lowered measured in the "light" sailing condition. (**)

5.5.6 DRAFT Min

Draft from the flotation waterplane to the deepest point of any centreboard when fully raised measured in the "light" sailing condition. (**)

5.5.7 CENTREBOARDS

Centreboard boats will be rated on the assumption that the centreboard may be raised unless it is declared that the centreboard will be locked down while racing. RRS 52, Manual Power, shall not apply to the operation of centreboards.

5.5.8 NSR2007 DISPLACEMENT

The standard Nautor displacement in the "empty" condition including an allowance for specified Nautor options (eg. teak deck, generator, air conditioning unit, anchor windlass). (**)

NSR2007 Displacement may be increased to allow for other items if fully fitted but not part of the basic Nautor accommodation or equipment. Evidence of weight shall be supplied at the time of application.

Boats that have been fitted out to a lighter specification than standard (eg. stripped out fore cabin, pipecots, light joinery, flush deck) or that have had standard items removed or replaced (eg. windlass, spars) will require a re-assessment of the NSR2007 Displacement, Hull and Rig Factors. Full information shall be supplied at the time of application.

5.5.9 HULL FACTOR (HF)

A relative assessment of the efficiency of the boat's hull form, keel and rudder appendages and superstructure. (**)

Non standard keels, rudders and any other movable appendages (eg. trim tabs, drop keels, centreboards) may affect Hull Factor and shall be declared.

Hull Factor may also be used to rate accommodations that differ from the Class standard (eg. racing layouts, flush decks). Any differences from the production standard shall be declared.

5.6 RIG AND SAILS

Standard Rig and Sail dimensions will be supplied by the NSR2007 Rating Authority in consultation with Nautor but any known differences from the standards shall be declared. Most data can be obtained from the boat's IRC, IMS or other rating certificates. Boats holding such certificates should include copies of recent certificates with their NSR2007 rating application form.

- 5.6.1** Ketches are encouraged to race as designed through the generous rating of mizzen sail area, mizzen staysails and mizzen spinnakers. Ketches rated as Sloops shall not set mizzen staysails or mizzen spinnakers.
- 5.6.2** The ISAF Equipment Rules of Sailing (ERS) 2005-2008 Part II, Definitions, Section G, Sail Definitions, shall apply except as follows. Sails shall be measured in accordance with ERS Part III, Measurement Rules, Section H4, Sail Measurement.
- 5.6.2.1** ERS G.2.2, Leech, shall not apply. MAINSAIL, HEADSAIL and SPINNAKER Leech is defined as: The aft edge.
- 5.6.2.2** ERS G.2.3, Luff, shall not apply. MAINSAIL, HEADSAIL and SPINNAKER Luff is defined as: The fore edge.
- 5.6.2.3** ERS G.4.2 (c) Head Point, SPINNAKER shall not apply. SPINNAKER Head Point is defined as: The intersection of the leech and the luff, extended as necessary.
- 5.6.2.4** SPINNAKER Half Luff Point is defined as: The point on the luff equidistant from the tack and head points.
- 5.6.2.5** ERS G.7.1(b), Spinnaker Foot Length, shall not apply. SPINNAKER Foot Length is defined as: The distance between the clew point and the tack point.
- 5.6.2.6** ERS G.7.5(b), Spinnaker Half Width, shall not apply. SPINNAKER Half Width is defined as: The distance between the half leech point and the half luff point.

5.6.3 MAINSAIL HOIST (P), MIZZEN HOIST (PY)

The maximum luff length limit of the sail, measured between measurement bands on the mast, or if no bands are marked, from the lowest point at which the sail can be set to the halyard shackle pin when the sail is fully hoisted. (**)

5.6.4 MAINSAIL FOOT (E), MIZZEN FOOT (EY)

The maximum foot length limit of the sail, measured along the boom from the aft face of the mast track to the measurement band, or where a band is not present to the aft side of the clew outhaul attachment. (**)

5.6.5 FORESTAY LENGTH (FL)

The length along the forestay from its attachment at the forward face of the mast to the projection of where the forestay meets the deck. (**)

5.6.6 FORETRIANGLE BASE (J)

The distance measured horizontally from the forward face of the mast to the projection of where the forestay meets the deck. (**)

5.6.7 HEADSAIL LUFF LENGTH (LL)

The luff length of the largest area headsail when stretched sufficiently to remove any creases. (**)

5.6.8 MAXIMUM HEADSAIL LUFF LENGTH (LL_{max})

The longest luff length of any headsail when stretched sufficiently to remove any creases.

5.6.9 HEADSAIL PERPENDICULAR (LP)

The luff perpendicular of the largest area headsail measured as the shortest distance from the clew point to the outside of the luff or luff tape. (**) For a cutter rig with more than one forestay, LP is measured as the shortest distance from the aftmost clew point of any jib or headsail when set on the centre line of the boat, to the foremost forestay.

5.6.10 HEADSAIL HALF WIDTH (HHW)

The perpendicular measurement from the headsail half leech point to the luff.

5.6.11 HEADSAIL AREA (HSA)

The maximum permitted headsail area calculated from:

$$HSA = LL * ((0.25 * LP) + (1.5 * HHW)) * 0.5$$

In the calculation of HSA, HHW shall not be taken as less than 50% of LP.

5.6.12 SPINNAKER LUFF LENGTH (SLU)

The luff length of the largest area spinnaker carried measured from the tack point to the head point. (**)

5.6.13 SPINNAKER LEECH LENGTH (SLE)

The leech length of the largest area spinnaker carried measured from the clew point to the head point. (**)

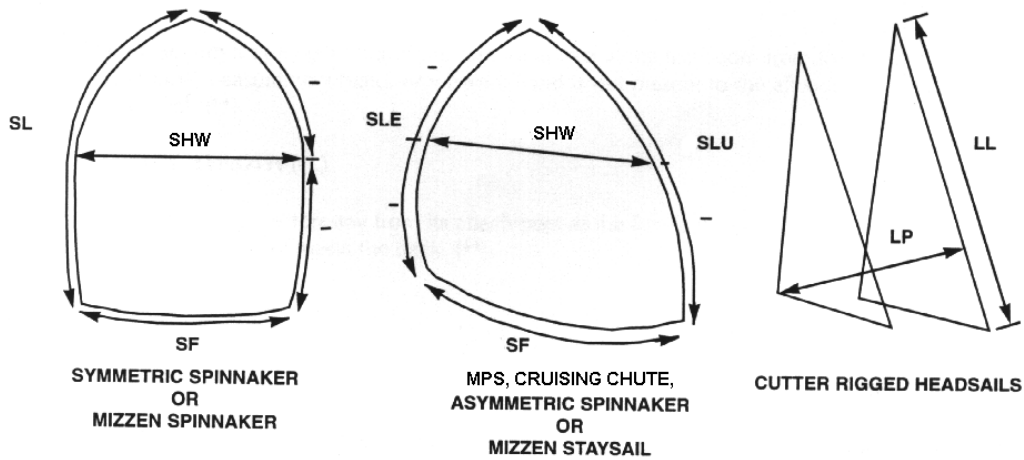
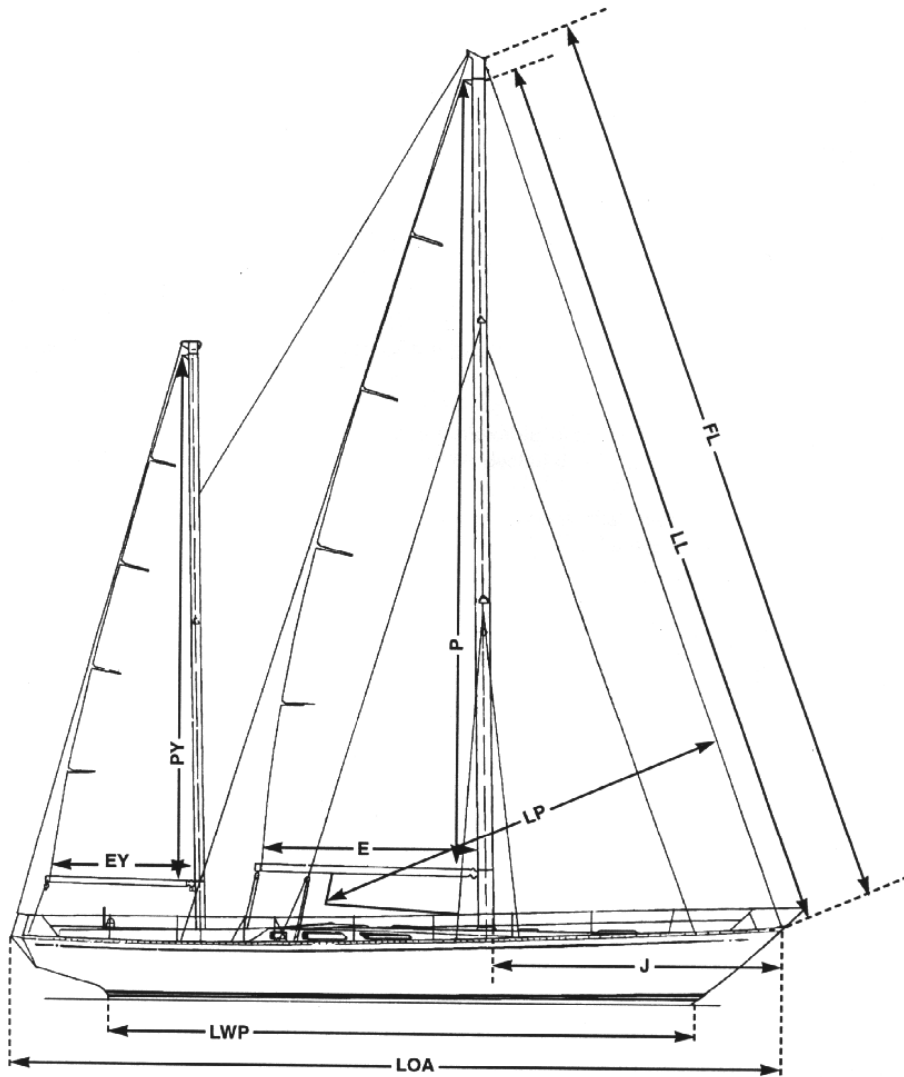


FIGURE 1

5.6.14 SPINNAKER HALF WIDTH (SHW)

The half width of the largest area spinnaker carried measured from the half leech point to the half luff point. (**)

5.6.15 SPINNAKER FOOT (SF)

The foot length of the largest area spinnaker carried measured from the tack point to the clew point. (**)

5.6.16 DOWNWIND HEADSAILS

All downwind headsails (eg. spinnaker staysails) are limited to the rated Headsail Area (HSA) and Maximum Headsail Luff Length (LLmax).

5.6.17 MIZZEN STAYSAILS AND MIZZEN SPINNAKERS

The longest luff (SLUY), leech (SLEY), half width (SHWY) and foot (SFY) measurements of any mizzen staysail and/or mizzen spinnaker.

5.6.18 SPINNAKER POLE LENGTH (SPL)

The length of the longest spinnaker pole from the forward face of the mast tube to the extreme end of the pole measured on or near the centre line of the boat. (**) In the case of a boat with no spinnaker pole or with an original Nautor fitted bowsprit (see 5.6.20 a)) SPL is measured as the horizontal distance on or near the centreline of the boat from the forward face of the mast tube to the extremity of the bowsprit or to the spinnaker tack point on deck projected vertically as necessary, whichever is the greatest.

5.6.19 RIG FACTOR (RF)

A relative assessment of the efficiency of the boat's rig. (**)

Rig and sail dimensions and detail that differ from the Nautor standard rig and sail plan or from contemporary limits and exclusions, eg: replacement spars, rigging differences, measurement band alterations, large mainsail roach (7/8 width (MUW) greater than $0.22 * E$, 3/4 width (MTW) greater than $0.38 * E$, 1/2 width (MHW) greater than $0.65 * E$), headsail top width HHB (measured as the distance between the head point and the aft head point) greater than $0.008 * LL$ may affect Rig Factor and shall be declared.

Full details of all rig features that may affect RF shall be provided on application for rating. The NSR2007 Rating Authority reserves the right to apply a high value until adequate information is forthcoming.

A reduction in Rig Factor may be allowed for rig details that are less efficient than standard (eg. In-mast furling mains, no mainsail battens). Details shall be declared at the time of application and may be subject to inspection prior to racing.

5.6.20 SETTING AND SHEETING OF SAILS

No sail may be set outside the limits of its measurement bands. All sails shall be set and sheeted in accordance with RRS 50 except that:

- a) A boat fitted with a bowsprit as original Nautor equipment may tack a spinnaker to the bowsprit provided that the attachment point on the bowsprit is no further forward of the forestay attachment point than 16% of J.
- b) RRS 50.4 shall not apply. A spinnaker is defined as a sail set forward of the foremost mast with half width (measured as a spinnaker) greater than 75% of foot and without battens or stiffening. Any other sail tacked down forward of the foremost mast is a headsail.
- c) sails shall be set in close proximity to the boat.

5.6.21 SAILCLOTH

There are no restrictions on sailcloth when racing under NSR2007.

5.6.22 DOWNWIND SAILS

Downwind sails are rated relative to a base area appropriate to the particular design. Any downwind sail will be rated equitably relative to this base size.

Boats will be rated for carrying any combination of types of downwind sails. Boats carrying more than 3 downwind sails in total will incur an increase in TCF related to the size of boat with larger boats receiving a smaller increase. Alternatively, a boat may be rated for carrying no downwind sails.

Spinnaker area shall be calculated from:

$$SPA = ((SLU + SLE)/2) * (SF + (4 * SHW))/5 * 0.83$$

The luff (SLU), leech (SLE), foot (SF) and half width (SHW) of the largest area spinnaker carried shall be declared. The calculated area of this spinnaker will be shown on a boat's certificate as the maximum permitted spinnaker area.

SPL is rated relative to a base length of $0.456 * SPA^{0.5}$.

A headsail may be poled out provided that it does not exceed the rated HSA and LLmax dimensions, that rated SPL is not exceeded, and that a spinnaker is not simultaneously set.

5.6.23 HEADSAILS

5.6.23.1 The following shall be declared:

- (a) The luff length (LL), luff perpendicular (LP), and half width (HHW) of the largest area headsail carried.
- (b) The longest luff length (LLmax) of any headsail carried.

5.6.23.2 HSA, LP, and HHW of the largest area headsail, and LLmax will be shown on the boat's certificate. HSA and LLmax are the maximum permitted values.

5.6.24 ROLLER FURLING HEADSAILS

5.6.24.1 Boats may apply for a rating credit for using a single roller furling headsail. Any other headsail may be carried aboard. To be eligible:

- a) A boat shall be fitted with a complete headsail furling system including at least a drum, furling headfoil, and top swivel.
- b) Rated LP shall be greater than $1.3 * J$.
- c) Only a single headsail shall be used while racing, except that additionally storm jibs as defined by Special Regulation 4.26 (**A storm jib of area not greater than 5% height of the foretriangle squared, and luff maximum length 65% height of the foretriangle**) may be used.

5.6.24.2 A boat may declare that she may additionally use a heavy weather jib as defined by Special Regulation 4.26 (**A heavy-weather jib of area not greater than 13.5% height of the foretriangle squared and without reef points**). Provided that she complies with rules 5.6.24.1 a) and b), she will remain eligible for the rating credit but at a reduced rate.

5.6.24.3 Except in the cases of significant damage, when using a storm jib, or a heavy weather jib if rated to do so, the same headsail shall be used for all races in any series of races.

5.6.25 SAIL LIMITATIONS

Other than as specified in rules 5.6.22 and 5.6.24, NSR2007 does not limit the number of sails carried except that:

- a) The selected sail wardrobe shall be maintained on board whilst racing throughout a regatta.
- b) Selecting and replacing sails from a shore based store is not permitted after registration for the duration of a regatta.
- c) A spare mainsail may be carried but may not be used as a racing replacement.
- d) Sails torn beyond repair may be replaced only after receiving the written consent of the SRCC and may lead to an increased and back-dated TCF if the replacement sail is larger in any rated dimension. No reductions in TCF will be applied.

5.6.26 MANUAL POWER

RRS 52, Manual Power, shall not apply.

5.7 ENGINE AND PROPELLER

Engines and propellers other than the supplied Nautor standard shall be declared. The engine and propeller system shall be capable of producing a boat speed of at least $1.8 * (LWP)^{0.5}$ knots (LWP in metres) in normal conditions. Sufficient fuel shall be carried to motor at this speed for a minimum duration of eight hours.

6. ACCOMMODATION AND EQUIPMENT

- 6.1** The standard production Nautor accommodation, fit-out and equipment is assumed unless otherwise declared at the time of rating application. Stripped out interiors, light and Hi-Tech structures may lead to the application of a higher than standard Hull Factor to compensate for potential increase in performance. Major deviations from the Nautor specification will be discouraged via the rated parameters and factors.
- 6.2** Unless otherwise declared and accepted by the SRCC, all competing boats shall race with all items of accommodation, fittings and fixtures, required safety equipment on board and in their designed or normal positions, excepting 6.2.3 below and that babystays and inner forestays need not be carried.
 - 6.2.1** Attention is drawn to RRS 51, Moving Ballast: "All movable ballast shall be properly stowed, and water, dead weight or ballast shall not be moved for the purpose of changing trim or stability. Floorboards, bulkheads, doors, stairs and water tanks shall be left in place and all cabin fixtures kept on board."
 - 6.2.2** Shifting heavy items (eg. ballast, sails, gear, water, provisions) longitudinally or athwartships whilst racing is prohibited, except for their normal use.
 - 6.2.3** Berth and seat cushions, saloon tables and movable furniture may be moved from their normal positions to a secure stowage aboard the boat prior to racing but shall then remain in the selected position whilst racing throughout a regatta.
 - 6.2.4** The main anchor and chain shall be at least as heavy as the original Nautor standard specification for the design and stowed securely forward of the mainmast. The chain shall be at least 6 metres in length. A second anchor/kedge and associated tackle shall be securely stowed at a fixed location. Anchors shall not be stowed with any part forward of the stemhead whilst racing.
- 6.3** A rating allowance may be granted when some or all of the boat's crew live aboard, with personal gear and stores, for the duration of the regatta. This allowance will not be granted to Swan 45s. The allowance is to compensate for excess weight and clutter that cannot be avoided and is carried whilst racing. Only genuine "live-aboard" crews should apply and

abuse of this concession may lead to disqualification or place penalties. Throughout the regatta, the SRCC may inspect for compliance by day and night with the spirit of the concession.

6.3.1 Boats receiving the "live-aboard" crew allowance shall carry while racing the following minimum for each live-aboard crew member, in addition to items required by special and safety regulations:

- sailing clothes for the regatta duration
- wet/foul weather gear
- ashore clothes for the regatta duration
- storage bag/luggage
- adequate bedding
- personal items (toiletries, valuables, documents, etc)
- adequate cooking utensils, crockery and cutlery
- domestic provisions for the regatta duration
- basic food preparation provisions for the regatta duration
- canned, dried &/or frozen provisions for the regatta duration
- fresh food stores maintained throughout the regatta (for breakfast and at least one daily meal aboard)
- an adequate variety of drinks
- 20 litres (5 gallons) fresh water per live-aboard crew member maintained throughout the regatta.

6.3.2 The maximum number of live-aboard crew shall not exceed the number of fitted bunks, including settee berths and pipe cots.

6.3.3 To qualify for the live-aboard allowance, the minimum weight of the items detailed by 6.3.1, plus also other items of a personal nature, and the boat's spares, tools, emergency fuel etc., but excluding any item required to be carried by special and safety regulations, shall be 140kg per live-aboard crew member. No more than 40 litres of water per live-aboard crew member and 10 litres of fuel per live-aboard crew member shall be included in this weight. Except when in use, all items included shall be properly stowed in appropriate lockers or other storage areas while racing.

6.3.4 Qualification for live-aboard rating allowance shall only be protestable by either the Race Committee or the SRCC.

6.4 The crew number shall not alter by more than the limit of variation specified in Table 1 from the crew number that sails aboard the boat in the first race of the regatta in which it ranks as a starter. The upper limit may be exceeded to enable the carrying of additional guests, SRCC observers, press and other "non-active" personnel with the written permission of the SRCC.

TABLE 1	Initial Crew Number	Limit of Variation + or -
	up to 5	* see note below
	6 - 12	2
	13 - 17	3
	18 - 22	4
	23 - 27	5
	28 or more	6

* When the initial crew is no more than 5, the boat may carry any crew number to a maximum of 7 in subsequent races.

7. NSR2007 SAFETY REGULATIONS

- 7.1** The issue of an NSR2007 Rating Certificate does not imply that the boat is necessarily safe or seaworthy.
- 7.2** Safety regulations shall be in accordance with the ISAF Offshore Special Regulations for the race category as specified or amended in the Notice of Race and/or Sailing Instructions.
 - 7.2.1** The safety of a boat and her crew is the sole and inescapable responsibility of the owner, or owner's representative who must do his best to ensure that the boat is fully found, thoroughly seaworthy and manned by an experienced crew who are physically fit to face bad weather. He must be satisfied as to the soundness of hull, spars, rigging, sails and all gear. He must ensure that all safety equipment is properly maintained and stowed and that the crew know where it is and how it is to be used.
 - 7.2.2** The ultimate decision on whether or not to race remains the sole and inescapable responsibility of the owner or his representative.
 - 7.2.3** Heavy items shall be properly secured against possible inversion of the boat.
 - 7.2.4** Lifelines are required and RRS 49.2 shall apply.
 - 7.2.4.1** Guardrails/lifelines, stanchions, pulpits and pushpits that differ in design, specification or fitting/fixing from the Nautor standard shall be declared at the time of rating application.

8. REFERENCES, CONTACT ADDRESSES, ADMINISTRATION

8.1 "Offshore Special Regulations" The ISAF Offshore Committee
Ariadne House, Town Quay
Southampton, Hampshire SO14 2AQ, UK
Tel: (+44) (0)23 8063 5111
Fax: (+44) (0)23 8063 5789

8.2 "The Racing Rules of Sailing 2005-2008" The International Sailing Federation
Ariadne House, Town Quay
Southampton, Hampshire SO14 2AQ, UK

Tel (+44) (0)23 8063 5111
Fax: (+44) (0)23 8063 5789
Or from your local ISAF Member National Authority.

8.3 The NSR2007 Rating Authority: SEAHORSE RATING Ltd
Contact: Mike Urwin
Seahorse Building, Bath Road
Lymington S041 9SE, Hampshire, U.K.
Tel: (+44) (0)1590 677030
Fax: (+44) (0)1590 679478
E-Mail: mikeurwin@rorcrating.com

8.4 NSR Rating Fees

Fees will be charged on the basis of the overall length of each boat at a rate of £6.20 per metre LOA. Seahorse Rating Limited reserves the right to make a charge for certificate amendments.

8.5 NSR Rating Applications

Completed NSR2007 Applications Forms (see sections 9 and 10) should be sent to the **NSR2007 Rating Authority** at the address above accompanied by the appropriate fee by the dates below.

Applications for NSR 2007 rating certificates may be made using the form on pages 14 to 17 of this rule book or over the internet by downloading the application form from our website at www.rorcrating.com.

Alternatively, boats which competed under the same ownership at the **Rolex Swan Cup 2004**, the **Swan European Regatta 2005**, or the **Swan American Regatta 2005**, may use the **abridged form on page 18** or downloaded from our website.

8.6 Application dates

NSR2007 rating applications should be received by:

Swan European Regatta, Cowes, UK
Swan American Regatta, Newport, USA

Friday 1st June 2007
Friday 15th June 2007

9. FULL NSR2007 RATING APPLICATION FORM

Please complete this form with care in **BLOCK CAPITALS** after reading the NSR2007 Rules and Regulations. If the boat has been previously rated under NSR then you may wish to use your last master copy as an aid to completion. Boats which competed under the same ownership at the **Swan European Regatta 2005**, the **Swan American Regatta 2005**, or the **Rolex Swan Cup 2006** may use the **abridged form on page 18**. Keep the original for future reference and send a copy to the **NSR2007 Rating Authority**. Where requested, supply details which differ from the Nautor standard, or tick the "Standard in all Respects" box. If applicable, please enclose your most recent IRC, IMS or other rating certificate to support differing detail.

9.1 GENERAL DETAILS

Boat Name:	Previous Names (if any):
Owner/Skipper:	Sail No.:
Address (for correspondence up to date of regatta):	
Tel:	Fax:
E-Mail:	
Swan Type:	Version: Std: <input type="checkbox"/> RS: <input type="checkbox"/> Other: <input style="width: 100px;" type="text"/>
Launch Year:	Extended transom: Yes: <input type="checkbox"/> No: <input type="checkbox"/>
Hull No.:	If YES, Length: <input style="width: 150px;" type="text"/>
Keel:	Std: <input type="checkbox"/> Regatta: <input type="checkbox"/> C/R: <input type="checkbox"/> Centreboard: <input type="checkbox"/>
Deep Keel: <input type="checkbox"/> Draft:	Other:

9.2 LIVE-ABOARD CREW

To claim a 'Live-Aboard crew allowance, please state the number of crew complying fully with sections 6.3 to 6.3.3.	<input style="width: 100%; height: 20px;" type="text"/>
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9.3 HULL, KEEL, RUDDER, DECK, ACCOMMODATION, FIXTURES/FITTINGS:

Please read the appropriate parts of Sections 4, 5 and 6 and give full details of any dimensions or detail that are known to differ from the normal Nautor standard for the Swan Type and version.	
Standard in all respects <input type="checkbox"/>	Hull Material:

9.3.1 WEIGHT: Has Nautor supplied and fitted any of the following standard options to the boat?

Teak laid deck? YES: <input type="checkbox"/> NO: <input type="checkbox"/>	Anchor Windlass? YES: <input type="checkbox"/> NO: <input type="checkbox"/>
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Air Conditioning Unit? YES: <input type="checkbox"/> NO: <input type="checkbox"/>	Generator? YES: <input type="checkbox"/> NO: <input type="checkbox"/>
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Any other Nautor supplied heavy items of equipment not part of the standard fit-out and weighing in excess of 30kg? **YES:** **NO:**

If **YES**, please supply details with approximate weights.

Does the boat carry any other heavy items not part of the standard fit-out and **NOT** supplied by Nautor? **YES:** **NO:**

If **YES**, please supply details together with evidence of claimed weights.

Will the boat be racing with any of the standard Nautor equipment and fit-out removed? **YES:** **NO:**

If **YES** please supply full details (The removal of non declared items will invalidate the certificate.)

9.4 RIG AND SAILS

9.4.1 RIG

Std: <input type="checkbox"/>	Short: <input type="checkbox"/>	Tall: <input type="checkbox"/>	Masthead: <input type="checkbox"/>	Fractional: <input type="checkbox"/>
Sloop: <input type="checkbox"/>	Ketch: <input type="checkbox"/>	Mast Material:	Aluminium: <input type="checkbox"/>	Carbon: <input type="checkbox"/>
Spinnaker Pole:	Yes: <input type="checkbox"/>	No: <input type="checkbox"/>	Bowsprit: <input type="checkbox"/>	SPL: <input type="text"/>
Non-standard details:				

9.4.2 RATED RIG AND SAIL DIMENSIONS (see 5.6)

All headsails with HHW greater than 50% of LP must be declared.
 All mainsails with MUW greater than 22% of E or MTW greater than 38% of E or MHW greater than 65% of E must be declared.
 All headsails with HHB greater than 0.008*LL must be declared.

Please read Section 5.6 and declare all dimensions or detail that are known to differ from the normal Nautor standard for the Swan Type and version.

If appropriate:

MUW:	MTW:	MHW:
LP:	HHW:	

Standard in all respects

9.4.3 DOWNWIND SAILS (see 5.6.22)

All types of downwind sails are classified as 'Spinnakers'. ie, an MPS, a cruising chute, and an asymmetric spinnaker are all 'Spinnakers'. Carrying more than three spinnakers in total will increase a boat's TCF.

Total No. of spinnakers carried:

Please give dimensions of largest area spinnaker:

SLU:	SLE:
SHW:	SF:

9.4.4 RIGGING

SPREADER (sets) <input style="width: 30px;" type="text"/>	RUNNER (sets) <input style="width: 30px;" type="text"/>	CHECKSTAY (sets) <input style="width: 30px;" type="text"/>
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Are the sail plan, spars, running and standing rigging, tackle, hydraulic controls, deck gear and equipment to the Nautor standard specification? **YES:** **NO:**

If **NO** please supply full details

Standard in all respects

9.4.5 HEADSAIL FURLING (See 5.6.24)

A **Heavy-Weather Jib** is defined as: *A headsail of area not greater than 13.5% height of the foretriangle squared and without reef points.* A #3 headsail is **NOT** a Heavy-Weather Jib.

Is the boat fitted with a roller furling headsail system? **YES:** **NO:**

If **YES**, how many headsails, **excluding** storm and heavy weather sails, will the boat carry for use while racing?

If **YES**, will the boat carry a **heavy weather jib** for use while racing? **YES:** **NO:**

9.5 ENGINE & PROPELLER

Engine Make & Model:	Dry Weight: kg
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Propeller:	No. of blades: <input style="width: 30px; height: 20px;" type="text"/>	Type: Folding: <input style="width: 30px; height: 20px;" type="checkbox"/>	Feathering: <input style="width: 30px; height: 20px;" type="checkbox"/>
	Variable Pitch: <input style="width: 30px; height: 20px;" type="checkbox"/>	Fixed Blades: <input style="width: 30px; height: 20px;" type="checkbox"/>	

9.6 DECLARATION

I confirm that I have read and agree to be bound by the Nautor's Swan Rating Rules and Regulations. I certify that the information provided is true to the best of my knowledge. If I make any changes to the boat or discover any of the information to be incorrect, I shall notify the Rating Authority and/or the Regatta SRCC immediately. I am prepared to make my boat available for check measurement at any reasonable time.

I am aware that the Rating Authority will maintain my rating details on its computer database and I confirm that I have no objection to these data being maintained and used for the purposes of analysis and information.

I understand that NSR2007 TCFs are calculated in all good faith from the data available. The Rating Authority, Nautor and the organising yacht club(s) cannot accept any liability for errors, nor for accidents that occur as a result of races organised under the Nautor's Swan Rating System. The ultimate decision on whether or not to race remains the sole and inescapable responsibility of the owner or his representative.

I understand that NSR2007 TCFs may only be used for the benefit of Nautor's Swan yachts currently rated within the System. Action may be taken against any third party using NSR2007 derived TCFs, whether precise or amended, for the purpose of race handicapping any boat without a current NSR2007 Certificate.

Signed (Owner) Date

Send without delay to the NSR2007 Rating Authority (see Section 8.3) accompanied by credit card details as below. Fees will be charged on the basis of the overall length of each boat at a rate of £6.20 per metre LOA.

VISA/MASTERCARD No.:	/	/	/
Expiry date:	Card Holder's Name:		
Address:			
 I authorise Seahorse Rating Ltd to debit my card by the full amount at the rate of £6.00 per metre LOA in payment for rating services for the above boat.			
Signed:			

For office use: Date received:

10. ABRIDGED NSR2007 RATING APPLICATION FORM

This abridged NSR 2007 rating application form may **ONLY** be used by boats which competed under the same ownership at the **Swan European Regatta 2005**, the **Swan American Regatta 2005** or the **Rolux Swan Cup 2006**. Please complete the form with care in **BLOCK CAPITALS** after reading the NSR2007 Rules and Regulations. Keep the original for future reference and send a copy to the **NSR2007 Rating Authority**.

Boat Name:	Previous Names: (if any).....	Sail No:
Swan Type:	Launch Year:.....	Hull No:
Owner/Skipper:	Address (For correspondence up to date of regatta) :	
Email :		
Tel:		
Fax:		

Changes: If any changes have been made to the rated measurements or information, or any changes which might be relevant or affect the performance of the boat, since the last valid certificate: give details here, overleaf or on a separate sheet. If there are no changes, state "NO CHANGE".

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1. New from 2006 - ALL BOATS: MAINSAIL UPPER WIDTH MUW. See Rule 5.6.19. MUW of greater than **0.22*E** must be declared. It is the responsibility of the owner or representative to declare mainsail widths less than 0.22*E, otherwise a default value of 0.22*E will be used. If in doubt, consult your sailmaker.

MUW Source of information

Is the boat fitted with a roller furling headsail system? **YES:** **NO:**

If **YES**, how many headsails, **excluding** storm and heavy weather sails, will the boat carry for use while racing?

If **YES**, will the boat carry a **heavy weather jib** for use while racing? **YES:** **NO:**

To claim a 'Live-Aboard crew allowance, please state the number of crew complying fully with sections 6.3 to 6.3.3.

Send without delay to the NSR2007 Rating Authority (see Section 8.3) accompanied by credit card details as below. Fees will be charged on the basis of the overall length of each boat at a rate of £6.00 per metre LOA.

VISA/MASTERCARD No.: / / / (....)

Expiry date: / **Valid from date / Issue no (Switch)** **Security No.** (last 3 digits on reverse of card).....

Card holders name & address:

.....

I authorise Seahorse Rating Ltd to debit my card by the full amount at the rate of £6.00 per metre LOA in payment for rating services for the above boat.

Signed: **Date**

10.4 DECLARATION

I confirm that I have read and agree to be bound by the Nautor's Swan Rating Rules and Regulations. I certify that the information provided is true to the best of my knowledge. If I make any changes to the boat or discover any of the information to be incorrect, I shall notify the Rating Authority and/or the Regatta SRCC immediately. I am prepared to make my boat available for check measurement at any reasonable time.

I am aware that the Rating Authority will maintain my rating details on its computer database and I confirm that I have no objection to these data being maintained and used for the purposes of analysis and information.

I understand that NSR2007 TCFs are calculated in all good faith from the data available. The Rating Authority, Nautor and the organising yacht club(s) cannot accept any liability for errors, nor for accidents that occur as a result of races organised under the Nautor's Swan Rating System. The ultimate decision on whether or not to race remains the sole and inescapable responsibility of the owner or his representative.

I understand that NSR2007 TCFs may only be used for the benefit of Nautor's Swan yachts currently rated within the System. Action may be taken against any third party using NSR2007 derived TCFs, whether precise or amended, for the purpose of race handicapping any boat without a current NSR2007 Certificate.

Signed (Owner) Date