NOTICE # 02/2016 **NOVEMBER 20, 2016**

CLUBSWAN 50 SAILS. EXTRACT FROM OD CLASS RULES.

C.10 SAILS

C.10.1 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 re-stitching damaged or worn stitching is permitted without re-measurement and re-**certification**.

(c) Battens may be placed in the **batten pockets**.

C.10.2 LIMITATIONS

(a) The *CS50 sail card* number shall be recorded in the official inventory for a **boat** and shall not be transferrable. The date of record shall be retained by the CSCA.

(b) Nine *CS50 sail cards* shall be issued at the start of the CS50 racing season (as defined by the CSCA). Additionally;

(1) when two or more CS50 events are competed in per year, one additional *CS50 sail card* may be issued.

(c) The following may be onboard whilst *racing:*

(1) One **mainsail**

(2) Two full size headsails (light and medium)

(3) One mid size headsail (heavy)

(4) One heavy weather jib

(5) Two masthead **spinnakers**

(6) One fractional **spinnaker**

(7) One spinnaker staysail

When multiple races are ran during a single day the sails on board shall remain the same and no sails may be added or removed after leaving the dock.

C.10.3 MAINSAIL

(a) IDENTIFICATION

The national letters and sail numbers shall comply with the RRS except where prescribed otherwise in these **class rules** and in the NOR.

(b) USE

(1) The **sail** shall be hoisted on a **halyard,** which shall remain attached to the **head** of the **sail** at all times whilst hoisted. The arrangement shall permit hoisting and lowering of the **sail** whilst afloat. Once hoisted the **sail** may be held by the halyard locking system.

(2) The **sail** shall be capable of being set reefed using the first reef halyard lock. The organising authority may require the **mainsail** to be set reefed as specified in the NOR using this arrangement for the duration of a race.

(3) The highest visible point of the **sail**, projected at 90° to the mast **spar**, shall not be set above the lower edge of the mast **upper limit mark**. The intersection of the **leech** and the top of the boom **spar**, each extended as necessary, shall not be behind the fore side of the boom **outer limit mark**.

(4) Main sail must be attached to mast via a car system.

(c) DIMENSIONS

(1) MHW (Mainsail half width) shall not be greater than 5.99m.

(2) MTW (Mainsail three-quarter width) shall not be greater than 4.67m.

(3) MUW (Mainsail upper width) shall not be greater than 2.18m.

(4) No more than 8 battens may be installed, of which no more than 4 may attach to the mast via a batten car.

C.10.4 HEADSAILS (EXCLUDING HEAVY WEATHER JIB AND STAYSAIL)

(a) USE

(1) The headsails may be hoisted on the headsail halyard (see Appendix D)**,** which shall remain attached to the **head** of the **sail** at all times whilst hoisted. The **luff** shall be attached to the **forestay** using a hank system, unless the optional cruising furler is installed (see Appendix G). The arrangement shall permit hoisting and lowering of the **sail** whilst afloat.

(b) DIMENSIONS

(1) HSA (Headsail area) shall be calculated as:

HSA = 0.0625*HLU*(4*HLP + 6*HHW + 3*HTW + 2*HUW + 0.09)

(2) The maximum HSA for the full size headsails shall be 67.0m^2

(3) The maximum HSA for the mid size headsails shall be 63.0m^2

(4) No more than 4 battens may be installed.

C.10.5 HEAVY WEATHER JIB

(a) USE

(1) The heavy weather jib shall be hoisted on a **halyard,** which shall remain attached to the **head** of the **sail** at all times whilst hoisted. The arrangement shall permit hoisting and lowering of the **sail** whilst afloat. The heavy weather jib shall be capable of being furled.

(2) The heavy weather jib may be hoisted on its integral bolt rope, or using hanks and a separate stay.

(3) The heavy weather jib shall be capable of being hoisted and set using either the headsail halyard and headsail tacking point (see Appendix D, item 21), or the inner halyard and the staysail padeye (see Appendix B, item 4).

(b) DIMENSIONS

(1) HSA (Headsail area) shall be calculated as:

HSA = 0.0625*HLU*(4*HLP + 6*HHW + 3*HTW + 2*HUW + 0.09)

(2) The maximum HSA for the heavy weather jib shall be 53.0m^2

(3) No more than 3 battens may be installed.

C.10.6 SPINNAKER STAYSAIL

(a) USE

(1) The spinnaker staysail shall be hoisted on the inner **halyard,** which shall remain attached to the **head** of the **sail** at all times whilst hoisted. The arrangement shall permit hoisting and lowering of the **sail** whilst afloat. The staysail jib may be furled.

(2) The spinnaker staysail shall be hoisted on its integral bolt rope.

(3) The spinnaker staysail shall be attached at the deck to the staysail padeye (see Appendix B, item 4).

(b) DIMENSIONS

(1) HSA (Headsail area) shall be calculated as:

HSA = 0.0625*HLU*(4*HLP + 6*HHW + 3*HTW + 2*HUW + 0.09)

(2) The maximum HSA for the heavy weather jib shall be 56.0m^2

(3) No more than 3 battens may be installed.

C.10.7 MASTHEAD SPINNAKERS

(a) IDENTIFICATION

The sail numbers shall comply with the RRS except where prescribed otherwise in these **class rules** and the NOR.

(b) USE

(1) The **sail** shall be hoisted on a masthead halyard (see Appendix D)**,** which shall remain attached to the **head** of the **sail** at all times whilst hoisted.

(2) The **sail** may not be furled or reefed.

(c) DIMENSIONS

(1) SPA (spinnaker area) shall be calculated as:

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

(2) The maximum SPA shall be 235.0m^2

(3) No battens may be installed.

(4) SHW shall not be less than 75% of SFL.

(d) MATERIALS

(1) A minimum cloth weight of 36gsm shall apply for any part of the body of the sail.

(2) The **body of the sail** (see ERS G.1.4(a)) shall be constructed using woven cloth only.

C.10.8 FRACTIONAL SPINNAKER

(a) IDENTIFICATION

The sail numbers shall comply with the RRS except where prescribed otherwise in these **class rules** and the NOR.

(b) USE

(1) The **sail** shall be hoisted on a fractional hoist halyard (see Appendix D)**,** which shall remain attached to the **head** of the **sail** at all times whilst hoisted.

(2) The **sail** may be furled.

(c) DIMENSIONS

(1) SPA (spinnaker area) shall be calculated as:

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

(2) The maximum SPA shall be 150.00m^2

(3) No battens may be installed.

(4) SHW shall not be less than 75% of SFL.

Section G – Sails

G.1 GENERAL

G.1.1 RULES

(a) **Sails** shall comply with the **class rules** in force as specified in the NOR.

G.1.2 CERTIFICATION

(a) The CSCA shall **certify** mainsails in the **tack** and all other **sails** in the **clew** and shall sign and date the **certification mark**.

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

G.1.3 SAILMAKER

(a) All **sails** shall be manufactured by any supplier.

G.1.4 IDENTIFICATION

(a) The class insignia shall conform with the dimensions and requirements as detailed in the diagram in Appendix F.

(b) Sail numbers shall comply with rule A.9.

G.1.5 MATERIALS AND CONSTRUCTION

There are no limitations on the materials or construction methods of the sails except as stated in C.10.2 & C.10.6.

G.1.6 DIMENSIONS

As specified in the C.10.