



NOTICE # 04/2016

DECEMBER 17, 2016

## CLUBSWAN 50 SAILS. EXTRACT FROM OD CLASS RULES.

N.B. This is a corrected version of the one posted on November 20.

In **red** you can find the amendments.

### 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 racing season.**  
Additionally;
  - (1) **when two or more CS50 events are competed in during a racing season, one additional CS50 sail card may be issued. A boat shall be issued an additional five CS50 sail cards (one **mainsail**, two headsails and two **spinnakers**) for each racing season following the boats initial launch year.**
  - (2) **Rule C.10.2(b)(1) shall be an agenda item at the 2017 AGM.**
- (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**.

#### (c) DIMENSIONS

- (1) MHW (Mainsail half width) shall not be greater than 4.67m.
- (2) MTW (Mainsail three-quarter width) shall not be greater than 3.12m.
- (3) MUW (Mainsail upper width) shall not be greater than 2.18m.
- (4) No more than 4 battens which extend from the **leech** to the mast via a batten car may be installed.
- (5) No more than an additional 4 battens which fit within **batten pockets** that extend from the **leech** and terminal within the **body of the sail** and are more than 200mm in length may be installed.
- (6) Additional "flutter" battens which extend from the **leech** and terminal within the **body of the sail** and are no more than 200mm in length may be installed, provided that when the **sail** is flattered out in the area of the **sail edge**, the **sail edge hollow**, when bridged between the battens noted in C.10.4(c)(4)&(5) only, the **sail edge** does not extend beyond the straight line.

### 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. Once hoisted the **sail** may be held by the halyard locking system.



(b) DIMENSIONS

- (1) HSA (Headsail area) shall be calculated as:  
$$\text{HSA} = 0.0625 \cdot \text{HLU} \cdot (4 \cdot \text{HLP} + 6 \cdot \text{HHW} + 3 \cdot \text{HTW} + 2 \cdot \text{HUW} + 0.09)$$
- (2) The maximum HSA for the full size headsails shall be  $67.0\text{m}^2$
- (3) The maximum HSA for the mid size headsails shall be  $63.0\text{m}^2$
- (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 the inner halyard and the staysail padeye (see Appendix B, item 4).

(b) DIMENSIONS

- (1) HSA (Headsail area) shall be calculated as:  
$$\text{HSA} = 0.0625 \cdot \text{HLU} \cdot (4 \cdot \text{HLP} + 6 \cdot \text{HHW} + 3 \cdot \text{HTW} + 2 \cdot \text{HUW} + 0.09)$$
- (2) The maximum HSA for the heavy weather jib shall be  $53.0\text{m}^2$
- (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 heavy weather jib shall be capable of being 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:  
$$\text{HSA} = 0.0625 \cdot \text{HLU} \cdot (4 \cdot \text{HLP} + 6 \cdot \text{HHW} + 3 \cdot \text{HTW} + 2 \cdot \text{HUW} + 0.09)$$
- (2) The maximum HSA for the spinnaker staysail shall be  $56.0\text{m}^2$
- (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. Once hoisted the **sail** may be held by the halyard locking system.
  - (2) The **sail** may not be furled or reefed.
- (c) DIMENSIONS
- (1) SPA (spinnaker area) shall be calculated as:  
$$\text{SPA} = ((\text{SLU} + \text{SLE})/2) * (\text{SFL} + (4 * \text{SHW})/5) * 0.83$$
  - (2) The maximum SPA shall be 235.0m<sup>2</sup>
  - (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. Once hoisted the **sail** may be held by the halyard locking system.
  - (2) The **sail** may be furled.
- (c) DIMENSIONS
- (1) SPA (spinnaker area) shall be calculated as:  
$$\text{SPA} = ((\text{SLU} + \text{SLE})/2) * (\text{SFL} + (4 * \text{SHW})/5) * 0.83$$
  - (2) The maximum SPA shall be 150.0m<sup>2</sup>
  - (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 requirements as detailed in the diagram in Appendix E and **dimensions below**:

- (1) The class insignia shall fit as closely as possible into a rectangle 0.71m high by 2.30m long
- (2) The starboard side shall be placed with the lower edge above the line denoting the **mainsail three-quarter width** and a minimum of 0.03m clear of any “draft stripe” at the three-quarter height.
- (3) The port side shall be placed with the top edge below the line denoting the **mainsail three-quarter width** and a minimum of 0.03m and maximum of 0.04m clear of any “draft stripe” at the three-quarter height.
- (4) The class insignia shall be positioned so that shortest distance between the class insignia and the **leech** shall not be greater than 0.40m nor less than 0.30m.

(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.