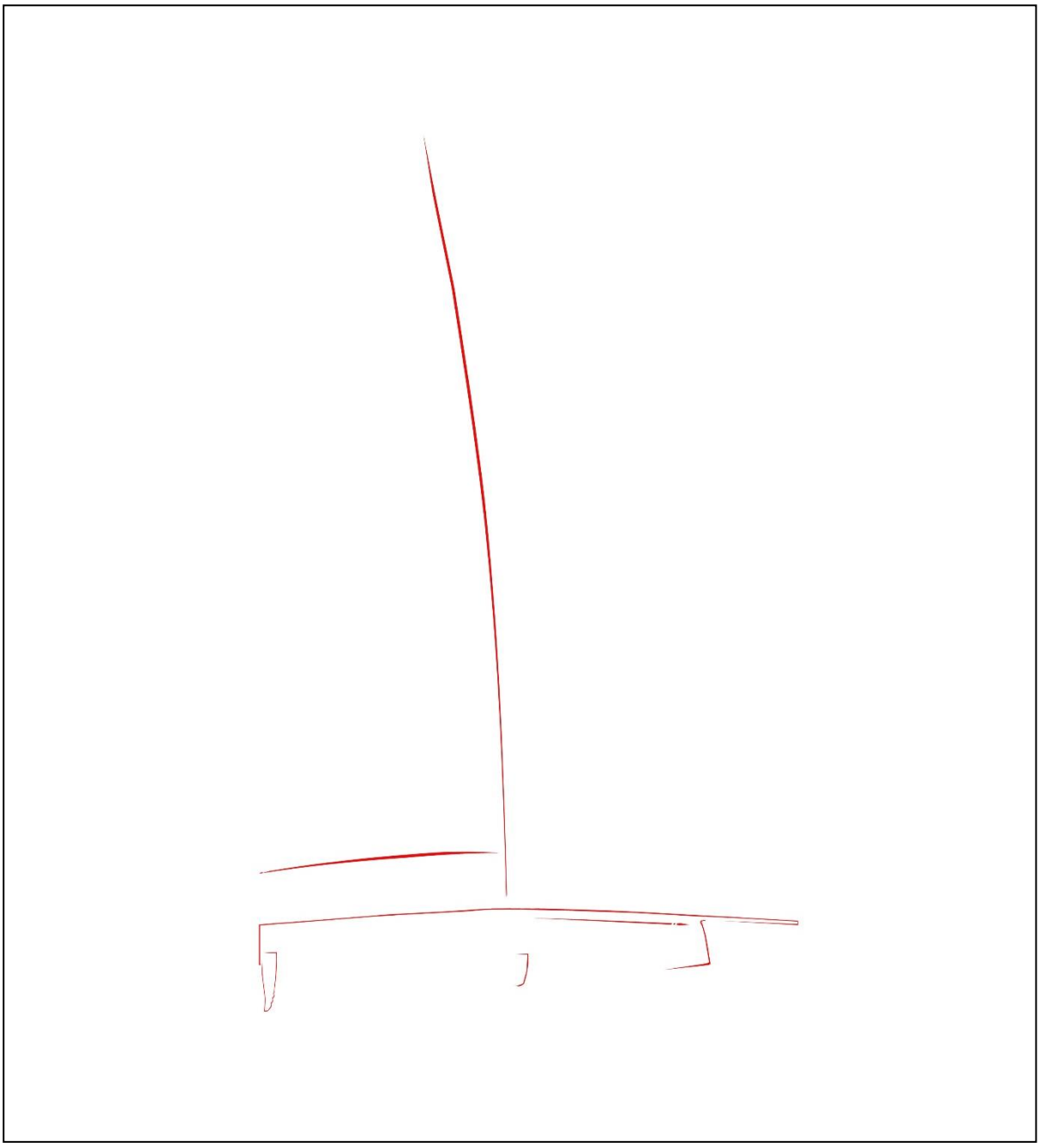
CLASS RULES 2020

VERSION 20-01, FEBRUARY 2020

The ClubSwan36 was designed in 2018 by Juan Yacht Design



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INTRODUCTION

This section forms part of the Class Rules.

ClubSwan36 is a strict ONE DESIGN class for OWNER DRIVER RACING only.

ClubSwan36 hulls, hull appendages and rigs are manufacturer controlled and certified.

ClubSwan36 hulls, hull appendages and rigs shall only be manufactured by suppliers licenced by Nautor Holdings SRL. Equipment is required to comply with the ClubSwan36 Building Specification and maybe subject to a ClubSwan36 approved manufacturing control system.

ClubSwan36 hulls, hull appendages and rigs may, after having left the manufacturer, only be altered to the extent permitted in Section C of the class rules.

Rules regulating the use of equipment during a race are contained in Section C of these class rules, in ERS Part I, the Racing Rules of Sailing and the Notice of Race and/or Sailing Instructions.

All ClubSwan36 class racing is intended to be carried out under OSR Appendix B for Inshore Racing supplemented by the Safety Equipment listed in theses Class Rules unless specifically stated as a higher OSR category in the NOR for an event. It is only anticipated this will only apply when an event requires a higher category of OSR to apply.

Under RRS 4 the responsibility for a boat's decision to participate in a race or continue is hers alone. The safety of a boat and her crew is the sole and inescapable responsibility of the Person in Charge who shall do his best to ensure that the boat is fully found, thoroughly seaworthy and manned by an experienced and appropriately trained crew who are physically fit to face bad weather. The person in charge shall also assign a person to take over his/her responsibilities in the event of his/her incapacitation.

PLEASE REMEMBER:

THESE RULES ARE **CLOSED CLASS RULES** WHERE IF IT DOES NOT SPECIFICALLY SAY THAT YOU MAY – THEN YOU SHALL NOT.

COMPONENTS, AND THEIR USE, ARE DEFINED BY THEIR DESCRIPTION.

NOTE – THIS DRAFT OF THE CLASS RULES HAVE BEEN PREPARED PRIOR TO THE MEASUREMENT OF THE PRODUCTION BOATS AND ALL VALUES ARE TO BE CONFIRMED

PART I – ADMINISTRATION

Section A – General

A.1 LANGUAGE

A.1.1. The official language of the class is English. Except for words defined herein, the meaning of any word shall be determined by reference to the Oxford English Dictionary, Second Revised Edition (2009) – CD Rom Version 4.0 (Oxford University Press 21 May 2009) or any later published version. When there is more than one definition in the Dictionary, the 36CA shall determine the appropriate definition.

A.1.2 When a term is used in **class rule** or *building specification* defined sense, it is printed in *underline italic* type.

A.1.3 When a term is used in the Equipment Rules of Sailing (ERS) defined sense, it is printed in **bold** type.

A.1.4 When a term is used in the Racing Rules of Sailing (RRS) defined sense, it is printed in *italic* type.

A.1.5 The words “shall” and “must” are mandatory. The words “may” and “can” are permissive. The word “should” is advisory.

A.1.6 This **class rule** is a **closed rule**. Anything not specifically permitted by the **class rules** is prohibited.

A.2 ABBREVIATIONS & DEFINITIONS

A.2.1 ABBREVIATIONS

CS36	The ClubSwan36 Class of boat
36OA	The ClubSwan36 Owners Association
36CA	ClubSwan36 Class Authority
36HEC	ClubSwan36 Helm Eligibility Committee
ERS	World Sailing Equipment Rules of Sailing
NH	Nautor Holding SRL
OSR	World Sailing Offshore Special Regulations
WS	World Sailing
RRS	Racing Rules of Sailing

A.2.2 DEFINITIONS

Building specification means the boat as described and detailed in associated documentation that defines the design, construction, assembly and quality control as approved by the 36CA.

Foil means the hull appendage primarily used to produce vertical lift and/or affect leeway.

Designer Juan Yacht Design as a subsidiary of JK & Co.

Quality Assurance Documents means the quality assurance documents that have been completed as required by the 36CA during the construction and assembly of that specific CS36 boat.

CS36 sail card means the certification confirmation sticker or similar attached to every CS36 approved sail.

Racing Season means the CS36 races scheduled for a given calendar year that are agreed at the previous AGM. The initial *racing season* for 2020 shall be determined by the 36CA.

A.3 AUTHORITIES

A.3.1 The **class rules authority** is the 36CA, which shall co-operate with NH in all matters concerning these **class rules**. The 36CA members shall be the class chief measurer, a representative of the *designer* and a representative of NH.

A.3.2 Only the 36CA may issue or invalidate a **certificate**.

A.3.3 The Helm Eligibility Committee is the 36HEC. The 36HEC members shall be two *owner's* or *owner's* representatives and the class manager.

A.3.4 The 36OA, 36CA, 36HEC or NH and its officials or employees, MNA, the **certification authority**, or an **official measurer**, or **equipment inspector** are under no legal obligation or responsibility in respect of these **Class Rules** or the accuracy of measurement.

A.4 ADMINISTRATION OF THE CLASS

A.4.1 NH has delegated its administrative functions of the class to the 36CA. With the agreement of NH the 36CA may delegate part or all of its functions, as stated in these **class rules**.

A.5 QUESTIONS

A.5.1 An *owner* or an *owner's* representative may ask a question in writing relating to these **class rules**, the question and the answer will be posted on the ClubSwan36 official notice board. The answers will not form any part of the **class rule** and are for information purposes only, questions should be addressed to: andrew@rorcrating.com

A.6 CLASS RULES AMENDMENTS

A.6.1 Amendments to these **class rules** shall only be made by the 36CA, with the approval of NH Amendments may be made at any time.

A.6.2 After 01 September 2020 the 36OA may seek an amendment by submitting a request in writing with agreement of at least 67% of the 36OA. The 36CA may seek third party opinion at its discretion to determine whether an amendment is to be made. All *owners* shall be given up to 14 days to make comment to the 36CA. After this time a final decision will be made by the 36CA and NH and posted on the CS36 notice board.

A.7 CLASS RULES INTERPRETATION

A.7.1 An *owner* may seek an interpretation by submitting a request in writing to the 36CA, or the 36CA may initiate an interpretation.

A.7.2 A fee may be applied by the 36CA for each individual question as agreed between the 36CA and NH.

A.7.3 An *owner* shall not rely on any advice or opinion from a member of the 36CA or NH, or any other party, in matters relating to the interpretation of these **class rules** other than through a written interpretation published by the 36CA.

A.7.4 The 36CA is the only body with authority to interpret the **class rules.** If an *owner* considers an interpretation may incorporate an amendment to the **class rules** the matter shall be referred to NH. If NH agrees that aspects of the interpretation could be considered as an amendment and gives approval, a separate amendment shall be issued. If NH does not approve any aspect that could be considered as an amendment, the matter shall be passed to a protest committee to determine whether the 36CA has changed a **class rule** through an interpretation. If the matter relates to ambiguous or inconsistent wording, the protest committee (see RRS 91) shall not interpret the **class rules**, but shall be bound by the 36CA decision.

A.8 SPARE

A.9 SAIL NUMBERS

A.9.1 RRS Appendix G1 shall be applied. In accordance with RRS G1.1(c), sail numbers shall be issued by the 36CA.

A.9.2 Sail numbers shall be issued in consecutive order starting at “01”.

All boats will show a”36” preceding the boat #.

For example, boat # 01 would show FIN 3601.

A.9.3 Sail numbers may be issued to charterers using their own sails, by the 36CA in consecutive order starting at 3701.

If a charterer becomes the *owner* of a CS36 the sail number shall be in accordance with A.9.2.

At the discretion of the 36CA a charterer sail number may be transferred between charterers.

A.9.4 All sail numbers must be displayed as defined in Appendix E.

A.10 CERTIFICATION

A.10.1 When the 36CA concludes that the boat complies with the **class rules**, having carried out all necessary checks and measurement to ensure that the *building specification* has been met in its entirety and that all quality assurance tests and documentation has been completed, and that the final assembly has been approved, it shall issue a **certificate.**

A.10.2 A copy of the **certificate** will be supplied to the boat and NH.

A.11 SPARE

A.12 INVALID CERTIFICATES

A.12.1 A **certificate** becomes invalid when:

(a) following an inspection, the 36CA determines that a boat does not comply with the **class rule**, that boat’s **certificate** shall be made invalid,

(b) following an inspection the 36CA determines that a boat has been modified, tampered with or repaired in any way that has not been approved in writing by the 36CA for that particular boat, that boat's **certificate** shall be made invalid until such time as the work can be rectified in a manner approved by the 36CA and the boat has been inspected and is **class rule** compliant.

(c) there is a change to any items recorded on the **certificate** as required under A.10,

(d) the expiry date is passed,

(e) the **certificate** is withdrawn by the 36CA,

(f) a new **certificate** is issued,

(g) there is a change of ownership.

A.13 RE-CERTIFICATION

A.13.1 The 36CA may re-issue a **certificate** to a previously certified boat when:

(a) it is invalidated under A.12.1(d) or (g), after receipt of the old **certificate**, and any **certification** fee if required.

(b) it is invalidated under A.12.1 (a), (b), (c) or (e), at its discretion.

(c) one or more of the rules in A.12 has applied.

A.14 RETENTION OF CERTIFICATION DOCUMENTS

A.14.1 The 36CA shall retain the original documentation upon which the current **certificate** is based, including all *quality assurance documents*.

Section B – Boat Eligibility

For a **boat** to be eligible for OD *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** at all times unless written approval is provided by the 36CA.

(b) have a valid **certificate**.

(c) have valid **certification marks** as required

(d) not be altered in any way without approval of the 36CA.

B.2 WEIGHT CHECK

B.2.1 All boats racing in CS36 OD events shall carry out a yearly single point weight check and foil position checks prior to the first CS36 event in which they have entered that calendar year. In all cases the weight and foil position checks shall be completed in the calendar year prior to a CS36 Championship.

B.3 CLASS MARKINGS

B.3.1 Every sail shall carry a *CS36 sail card* attached as specified in rule C.10.

PART II – REQUIREMENTS AND LIMITATIONS

The **crew** and the **boat** shall comply with the rules in this Part II when *racing* in CS36 OD regattas. 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 ERS Part I, II, and III shall apply.

(b) The boat shall be equipped as a minimum to the Offshore Special Regulations Appendix B for Inshore Racing supplemented by the Safety Equipment listed in C.5.2. However, the NOR may prescribe additional requirements or a boat may elect to carry additional equipment prescribed by a higher OSR Category.

C.1.2. CS36 CLASS RACING RULES

(a) TWS limit Rule
Races of any CS36 Class events shall not start with less than 5 and more than 28 knots of true wind speed measured by the Race Committee during a 3-5 minutes period on deck level.
The decision to conduct a race lies solely with the Race Committee, and it is a skipper's sole responsibility to decide to participate in the race.

(b) Sail Plan / Reefing
If the Race Commitee display the “R“ flag all boats shall race the mainsail set reefed.
If the Race Committee display the “K“ flag all boats shall only use the Heavy Spinnaker.

C.2 CREW

C.2.1 CREW NUMBER / WEIGHT

(a) The total weight of the crew dressed in shorts and shirt shall not exceed 480kg. Crew changes during a regatta are not permitted except with permission of the 36CA

The *owner* may declare a weight of 80kgs and be exempt from any crew weighing requirements. If the boat is owned by part *owner’s* the *part owner* intending to helm the higher proportion of the regatta shall be eligible to declare a weight of 80kg.

These requirements may be amended by a Notice of Race.

C.2.2 CREW LIMITATION

(a) The **crew** shall consist of no more than 3 persons either uncategorized or categorized as Group 3 under World Sailing Regulation 22, Sailor Categorization.

C.2.3 HELMSMAN

(a) The CS36 Class is an 'Owner Driver' Class. The provisions below for helmsmen other than bone fide *owners* are included solely:
  (i) to provide for relief helmsmen during a race,
  (ii) to provide for an *owner* or charter helmsman unavoidably absent for an event or part of an event,
  (iii) to accommodate for the charter of boats,

(b) Boats shall be helmed by their *Owners, Part Owners, Charter Helmsman* or *Alternative Helmsman* during a race. A Relief Helmsman may only helm as allowed by the criteria detailed in C.2.4(e).

(c) Exceptionally, in an emergency boats may be helmed by any **crew** member.

(d) Notices of race may modify Rules C.2.3.

C.2.4 HELMSMAN DESIGNATIONS

(a) Owner

An *owner* is considered to be a person owning 100% of the boat and contributing an equivalent proportion to the running costs.

(b) Part Owner

A *part owner* is considered to be a person owning a significant proportion of the boat and contributing an equivalent proportion to the running costs. If a *Part Owner* owns less than 50% of the boat they shall be subject to the Alternative Helm Approval Process.

The CS36 Class may ask to see documents that may include but not limited to Registration Certificates, Bill of Sale and/or Insurance Policy to confirm ownership. If the boat is owned by a company or corporation the principle *owner* of that organisation may be considered to be the *owner* or *part owner* for the purpose of this rule subject to approval by the 36CA & 36HEC.

(c) Charter Helmsman

A person chartering a boat for the ClubSwan36 Race Circuit or an individual event providing ClubSwan36 Class Racing. A copy of the charter agreement may be requested by the 36CA, the charter fee shall be appropriate for the period of charter. A Charter Helmsman shall be categorized as Group 1 under World Sailing Regulation 22, Sailor Categorization.

(d) Relief Helmsman

An *owner* or charterer may request permission for a Relief Helmsman to the 36HEC a minimum of 14 days before a race. A relief helmsman is defined as: A member of the crew, currently categorized as World Sailing Group 1, nominated by the *owner* or charterer to helm the boat as permitted by Rules C.2.3 (b).

Except in an emergency, during the race with a time limit up to 4 hours a relief helmsman shall not helm the boat:

  (i) at the start or finish.
  (ii) at any mark rounding.
  (iii) for more than a total of 10 minutes

Except in an emergency in a race with a time limit of more than 4 hours, the boat shall be helmed by her bona fide *owner* or 50OA charter member for the first hour of the race. Thereafter the boat may alternatively be helmed by any previously approved relief helmsmen.

(e) Alternative Helmsman

An *owner* or charterer may request permission for an Alternative Helmsman to the 36HEC a minimum of 14 days before a race. Previous acceptance of an Alternative Helmsman for an event does not guarantee approval for future events.

As a minimum the following criteria will be used as part of the approval process. Additional criteria may be set at the discretion of the 36CA and/or 36HEC

(i) be Categorized Group 1 under the World Sailing Categorization Code,

(ii) in the last 6 years have only been categorized as Group 1, or would have been so categorized had a categorization been held,

(iii) not have competed in the Olympic Games (Sailing), Volvo Ocean Race or in an America's Cup or Challenger Series within the last fifteen years,

(iv) not have been in the top 50 of the World Match Racing Rankings for the past fifteen years.

C.2.5 OWNER OR CHARTER HELMSMAN ABSENT

In the unavoidable absence of an *Owner* or previously approved *Alternative Helmsman*, the 36CA and/or 36HEC may approve a Temporary Alternative Helmsman for a limited time period.

C.3 PERSONAL EQUIPMENT

There are no restrictions or requirements on **personal equipment** except as stated in C.5or in an events Notice of Race.

C.4 ADVERTISING

C.4.1 LIMITATIONS

Advertising shall only be displayed in accordance the World Sailing Advertising Code. See World Sailing Regulation 20, unless a change is permitted by written agreement with World Sailing.

C.4.2 All CS36 logos and NH specified logos and branding will be applied as defined in these **class rules** and the NOR if applicable.

C.5 PORTABLE EQUIPMENT

C.5.1 GENERAL

(a) Mandatory equipment shall be functional for its intended use.

C.5.2 FOR USE

(a) MANDATORY

The boat shall be equipped as a minimum the Safety Equipment in OSR Appendix B and listed below. However, the NOR may prescribe additional requirements or a higher OSR Category. All safety equipment

carried by the **boat** shall be off the shelf / production articles (hence no custom or modified items).

(1) Each crew member shall have a lifejacket which shall comply with ISO 12402-3 (Level 150 or equivalent, including EN 396 or UL 1180 and:

if inflatable have a gas inflation system

have an crotch /thigh straps (ride up prevention system (RUPS))

(2) 1 Buckets of at least 9 liters with lanyard,

(3) Compass (A hand-held is acceptable)

(4) 1 Anchor (minimum weight 4.5kg) with minimum 30 meter 8mm rope and chain for a minimum total weight of 15kg.

(5) 1 Lifebuoy with drogue and whistle within reach of the helmsman and ready for immediate use

(6) A heaving line, no less than 6mm (1/4") diameter, 15 – 25m (50 – 75') long, readily accessible to cockpit.

(7) A strong, sharp knife sheathed and securely restrained shall be provided readily accessible from the deck or cockpit.

(8) Operational Handheld VHF Radio – watertight or with a waterproof cover,

(9) 1 First Aid Kit and Manual – The contents of the first aid kit shall reflect the likely conditions, duration of races and the number of crew.

(b) OPTIONAL

(1) Safety equipment in addition to the minimum required by the OSR Category prescribed by the class rules or event Notice of Race,

(2) Electronic or mechanical timing devices,

(3) Magnetic compass,

(4) Mechanical wind indicator,

(5) Electronics listed in Appendix E,

(6) Self-contained digital compass – No functions other than direction, speed, distance to a line, tacking prompt and timer are permitted,

(7) Food and beverages for the crew.

C.5.3 NOT FOR USE

(a) MANDATORY

(1) Fuel – Boats fitted with diesel engines shall leave the dock each day with a minimum of 10 litres of fuel.

(b) OPTIONAL

(1) Mooring line(s)

(2) Fenders

(3) Crew personal effects, phones etc

C.6 CS36 OD BOAT

C.6.1 MODIFICATIONS, MAINTENANCE AND REPAIR

(a) No modifications are permitted unless specified by an amendment to the **class rule** or with the prior approval of the 36CA.
(b) All maintenance shall be carried out in a way that the boat is retained in the original condition as when first launched, unless changes are made as a result of an amendment to the **class rules.**
(c) Repairs may only be carried out by parties approved by the 36CA. If an *owner* considers that any repair may be necessary, they shall inform the 36CA immediately, who shall determine what action shall be taken. Temporary repairs may be carried out during a CS36 Event prior to requesting permission from the CS36 if no CS36 representative is available.
(d) All components shall be retained in compliance with the *building specification*.
(e) In the event of the 36CA requiring confirmation of continued compliance with the *building specification* following a repair or work carried out, comparisons may be made to at least 3 other class compliant boats to evaluate whether continued compliance has been met at the 36CA's discretion.
(f) The spinnaker system may be changed to allow for a retraction system utilizing a take-down line, patches on the spinnaker, rollers, blocks and/or cloth dams.
(h) The use of Velcro, shockcord, Teflon tape, flexible adhesive tape, rope, stainless rings, pulleys, shackles is unrestricted as long as this does not modify the sheeting angle of any sail when loaded."

C.6.2 MEASUREMENT CONDITION FOR BOAT AND ADDITIONAL OPTIONS

C.6.3 BOAT WEIGHT

(a) The weight of the **boat** in *certification condition* shall not be less than 0000kg.
(b) The weight of the **boat** in **measurement condition** shall not be less than 0000kg.

C.6.3 MEASUREMENT CONDITION

C.6.3.1 *Certification Condition* shall be the condition as specified in the *building specification* as presented in final assembly. It shall not include all the components specified in the **measurement condition**.

C.6.3.2 **Measurement condition** shall include:

(a) The **hull** including all components specified in the *building specification*;
(b) All **hull appendages** including all components specified in the *building specification* and any **hull appendage corrector weights**;
(c) **Mast**, **boom** and **bowsprit** including all components specified in the *building specification* and **corrector weights**;
(d) All running rigging as specified in Appendix D;
(f) Liquids, which shall be maintained at minimum service levels as specified in the *building specification*.

C.6.3.3 **Measurement condition** shall NOT include:

(g) Crew, guests and media personnel;

(h) Personal equipment;

(i) Sails, including bags, battens, luff cables, furling drums and associated fittings, **running rigging** not specified in Appendix D:

(j) Spares and tools;

(k) Portable safety equipment;

(l) Drinks and food;

C.6.4 CORRECTOR WEIGHTS

(a) **Corrector weights** shall be permanently fastened forward of Bulkhead x and aft of Bulkhead y. When the weight in *measurement condition* is less than the minimum requirement, **corrector weights** shall be distributed equally between the **corrector weight** locations. Corrector weights shall be permanently marked by the measurer after fixing.

(b) The total weight of such **corrector weights** shall not exceed xx kg. See also rule B.1.1.

(c) **Corrector weights** shall only be applied and adjusted as specified by the 36CA and once installed shall not be removed or moved unless by the 36CA, those values shall reflect those shown on the **certificate**. Adjustment of **corrector weights** shall only be made after measurement in *measurement condition* has been repeated following a significant repair or alteration.

C.7 HULL

C.7.1 MODIFICATIONS, MAINTENANCE AND REPAIR

(a) All maintenance shall be carried out in a way that the **hull** is retained in the original condition as when first launched, in accordance with any instructions contained in the owner's manual.

(b) Waxing, polishing and application of small quantities of friction-reducing compounds (for example, McLube) on the **hull** is permitted provided the intention and effect is to polish only.

(c) Only paint systems generically specified as two-component linear polyester saturated aliphatic polyurethane, two-component epoxy urethane, or two-component acrylic urethane may be used as the outermost surface finish of the **hull**. No materials other than manufacturer-supplied retardants, accelerants, thinners and pigments shall be added. Similarly, the specific gravity of the paint shall not be altered with any material other than those specified above.

(d) Commercially available antifoul paint may be applied.

(e) The application of vinyl, mylar or other plastic film over the surface of the **hull** for advertising or branding is permitted, provided that the film shall not be specially textured or otherwise manufactured in a way that could improve the character of the flow of water inside the boundary layer.

(f) The outermost surfaces of the **hull** may be sanded and cleaned provided only the surface finish is affected, and the effect of the sanding is consistent over the surface of the **hull** below the **water plane**.

(g) Repairs may only be carried out by parties authorised by NH. If an *owner* considers that any repair may be necessary, they shall inform the 36CA immediately, who shall determine what action shall be taken.

(h) All components shall be retained in compliance with the *building specification*.

(i) No through-hull fittings may be fitted other than as specified in the *building specification* for engine installation, boat speed & depth.

C.7.2 FITTINGS

(a) USE

(1) Inspection hatch covers and drainage plugs shall be kept in place at all times.

C.8 HULL APPENDAGES

C.8.1 MODIFICATIONS, MAINTENANCE AND REPAIR

(a) No modifications are permitted unless specified by an amendment to the **class rules** or building specification.

(b) All maintenance shall be carried out in a way that the **hull appendage** is retained in the original condition as when first launched.

(c) Waxing, polishing and application of small quantities of friction-reducing compounds (for example, McLube) on the **hull appendages** are permitted provided the intention and effect is to polish only.

(d) Only paint systems generically specified as two-component linear polyester saturated aliphatic polyurethane, two-component epoxy urethane, or two-component acrylic urethane may be used as the outermost surface finish of the **fin** and **bulb**. No materials other than manufacturer-supplied retardants, accelerants, thinners and pigments shall be added. Similarly, the specific gravity of the paint shall not be altered with any material other than those specified above.

(e) Commercially available antifoul paint may be applied.

(f) The outermost surface finish paint system used on the **rudders** and *foil* shall be as specified in the *building specification*.

(g) The outermost surfaces of the **fin, bulb, rudders** and *foil* may be sanded and cleaned provided only the surface finish is affected, and the effect of the sanding is consistent over the surface of the **appendage**.

(h) The joint between keel fin and hull may be filled with caulk but this joint finish shall not alter the hull shape in this area. The use of keel karmen is permitted to fair the joint between the keel fin and bulb.

(i) Repairs may only be carried out by authorised parties. If an *owner* considers that any repair may be necessary, they shall inform the 36CA immediately, who shall determine what action shall be taken.

(j) All components shall be retained in compliance with the *building specification*.

(k) The 36CA may check measure the sectional shape and plan-form of any appendage at an event using templates. Such templates shall not be available to *owners* for modifications within the class tolerances.

(l) It is permitted to add a chamfer to the trailing edge of the keel **fin** and **rudders** to remove "flutter". The chord and plan-form shall not be reduced in size.

C.8.2 LIMITATIONS

(a) Only one **fin**, one **bulb**, two **rudders** and one *foil* shall be used during an event except when a **hull appendage** has been lost or damaged beyond repair as determined by the 36CA.

C.8.3 RUDDERS

(a) USE

(1) Both port and starboard **rudders** shall be installed at all times whilst *racing*.

(2) All components of the steering system shall remain installed and fully functional at all times whilst *racing*.

C.9 RIG

C.9.1 MODIFICATIONS, MAINTENANCE AND REPAIR

(a) No modifications are permitted unless specified by an amendment or change to the **class rules** or *building specification*.

(b) All maintenance shall be carried out in a way that the rig is retained in the original condition as when first launched.

(c) Repairs may only be carried out by authorised parties. If an *owner* considers that any repair may be necessary, they shall inform the 36CA immediately, who shall determine what action shall be taken. Temporary repairs may be carried out during a CS36 Event prior to requesting permission from the CS36 if no CS36 representative is available.

(d) All components shall be retained in compliance with the *building specification*.

C.9.2 FITTINGS

(a) USE

(1) All fittings shall remain in place as required by the **class rules** at all times whilst *racing*.

(2) Running rigging shall remain lead unless being replaced or repaired. All halyards shall be of a specification suitable for the intended application. When not in use halyards shall be attached at deck level.

(3) Standing rigging shall not be adjusted whilst *racing*. In the period between races standing rigging may be adjusted but shall be locked prior to recommencing *racing*.

C.9.3 LIMITATIONS

(a) Only one set of **spars** and **standing rigging** shall be used during an event, except when an item has been lost or damaged, and the race committee and 36CA have approved the substitution.

C.9.4 MAST

(a) DIMENSIONS

(1) All dimensions shall be in compliance with the *building specification*.

(2) A **lower limit mark** and an **upper limit mark** of minimum width 25mm shall be indelibly marked around the **mast**.

(3) The maximum distance between the **lower point** and the top surface of the mast base plate shall not be greater than 0.000 m (TBC) when measured at the aft face.

(4) The maximum distance between the **lower limit mark** and the **upper limit mark** shall not be greater than 15.000m (TBC).

(b) USE

(1) The **spar** shall be stepped in the mast step in such a way that the heel shall not capable of moving more than x mm in a fore and aft or transverse direction.

(2) A **luff** support device shall not be installed on the **forestay**.

(3) **Halyards** shall remain lead, and shall not be “moused out” at any time whilst *racing* except when being replaced or repaired.

(4) **Running backstays** shall remain locked in place at the **spar** connection at all times whilst *racing*, and the tails shall remain fully lead and shall not be “moused out” at any time whilst *racing* except when being replaced or repaired. No modification is permitted to increase or decrease the purchase from 3:1

C.9.5 BOOM

(a) DIMENSIONS

(1) All dimensions shall be in compliance with the *building specification*.

(2) An **outer limit mark** of minimum width 25mm shall be indelibly marked around the boom.

(3) The fore edge of the **outer limit mark** shall not be more than 5.800 m from the aft face of the mast spar.

(b) USE

The **boom** shall remain attached to the **mast spar** at all times and one reef line shall remain led at all times whilst *racing*.

C.9.6 BOWSPRIT

(a) DIMENSIONS

The distance from the hull at the bow reference point to the forward most point on the **bowsprit**, excluding any sheet retainer, shall not be greater than 0.000m (TBC)

(b) USE

The **bowsprit** shall remain attached to the **hull** at all times and all tack lines, pull backlines and associated fittings shall remain lead at all times whilst *racing*.

C.9.7 STANDING RIGGING

(a) DIMENSIONS

All dimensions shall be in compliance with the *building specification*.

(b) USE

Standing rigging shall not be adjusted whilst *racing*. In the period between races standing rigging may be adjusted but shall be locked prior to recommencing *racing*.

C.9.8 RUNNING RIGGING

(a) USE

The following shall be led as shown in Appendix B:

(1) The **mainsail sheet**.

(2) The **bowsprit** setting and retractions lines.

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) In case of repairs or modifications other than routine maintenance, provided not more than 20% in case of mainsails and headsails and 30% in case of spinnakers of the original **body of the sails** is replaced, the original *CS36 sail card* remains valid. However new **certification control** is required.

(d) If a sail is destroyed through circumstances beyond an *Owner's* or their Crew's control an *Owner* may apply to the 36CA for a replacement sail card. Use of a sail in conditions for which it was not intended, or handling errors are not considered to be circumstances beyond the *Owner* or Crew's control.

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

C.10.2 LIMITATIONS

C.10.2.1 SAIL CARD – BOAT OWNERS

(a) *CS36 sail cards* shall only be issued for a sail that has been **certified.** Apart from the INITIAL INVENTORY (C.10.2.1 (c)) *CS36 sail cards* shall not be issued following the start of the first race of the last event of a *Racing Season*.

(b) The *CS36 sail card* number shall be recorded in the official inventory for a **boat** and its *owner(s)* and is not transferrable unless the boat or the

sail is sold. The date of record shall be retained by the 36CA. Transfer of a *CS36 sail card* when a sail is sold is at the discretion of the 36CA.

(c) In the first CS36 *Racing Season* that a boat and its *owner(s)* competes up to 5 *CS36 sail cards* may be issued as the INITIAL INVENTORY for a boat and *owner(s)*. One *CS36 sail card* shall be issued for each of the sail types listed below:

Mainsail
Headsail
Heavy Headsail
Spinnaker
Heavy Spinnaker

(d) An additional *CS36 sail cards* may be issued if two CS36 events are completed in the first *Racing Season*.

(e) In addition to the INITIAL INVENTORY a boat may be allocated up to 3 new *CS36 sail cards* per *Racing Season* following the first *Racing Season*.

(f) If two CS36 events are completed in a Race Season after the first season an additional *CS36 sail card* may be allocated.

(g) Unused *CS36 sail cards* for except the 5 *CS36 sail cards* of the INITIAL INVENTORY shall not be transferred to the following year.

C.10.2.2 SAIL CARD - CHARTERERS

(a) *CS36 sail cards* shall only be issued for a sail that has been **certified.** Apart from the INITIAL INVENTORY (C.10.2.2 (c)) *CS36 sail cards* shall not be issued following the start of the first race of the last event of a *Racing Season*.

(b) The *CS36 sail card* number shall be recorded in the official inventory for a charterer and is not transferrable unless the sail is sold. The date of record shall be retained by the 36CA. Transfer of a *CS36 sail card* when a sail is sold is at the discretion of the 36CA.

(c) In the first CS36 *Racing Season* that a charterer competes up to 4 *CS36 sail cards* may be issued as the INITIAL INVENTORY of this charterer. One *CS36 sail card* shall be issued for each of the sails types listed below:

Mainsail
Headsail
Heavy Headsail
Spinnaker
Heavy Spinnaker

(d) An additional *CS36 sail card* may be issued if two CS36 events are completed in the first *Racing Season*.

(e) In addition to the INITIAL INVENTORY a boat may be allocated up to 3 new *CS36 sail cards* per *Racing Season* following the first *Racing Season*.

(f) If two CS36 events are completed in a Race Season after the first season an additional *CS36 sail card* may be allocated.

(g) Unused *CS36 sail cards* except the 5 *CS36 sail cards* of the INITIAL INVENTORY shall not be transferred to the following year.

(h) At a CS36 event a charterer may use a combination of sails from his own inventory, sails from the inventory of the charter boat or borrow sails from another boat. All sails shall have a valid *CS36 sail card*.

C.10.2.3 SAIL CARD – EVENT LIMITATIONS

(a) The following may be carried onboard or presented for equipment inspection at an event. For events after the 1st September 2020, all these sails shall have valid *CS36 sail cards:*

(1) One **mainsail**

(2) One **headsail** (max. 34.5 m^2)

(3) One heavy headsail (max. 30.0m^2)

(4) One **spinnaker** (max. 145.0 m^2)

(5) One heavy **spinnaker** (max. 110.0 m^2)

In addition to the above a boat may carry 1 OSR Storm Jib and/or 1 OSR Storm Trysail to comply with the OSR category for an event.

The sails on board shall remain the same from the time the boat leaves the dock each day until the boat has completed racing for the day and returned to the dock.

This rule may be amended by a Notice of Race or permission requested from the 36CA for dispensation.

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**.~~ TBC Control of Mainsail Hoist to be Based on Throat Point. 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.10.4 HEADSAILS

(a) USE

(1) The **headsail** 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, the arrangement shall permit hoisting and lowering of the **sail** whilst afloat. Once hoisted the **sail** may be held by the halyard locking system.

C.10.5 HEAVY HEADSAIL

(a) USE

(1) The **headsail** 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, the arrangement shall permit hoisting and lowering of the **sail** whilst afloat. Once hoisted the **sail** may be held by the halyard locking system.

C.10.6 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 spinnaker halyard with the deflector completely eased (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** shall not be furled or reefed.

C.10.7 HEAVY 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 the spinnaker halyard with the halyard deflector retracted (see Appendix D)**.** The spinnaker halyard shall remain attached to the **head** of the **sail** at all times whilst hoisted.

(2) The **sail** shall not be furled or reefed

Section D – Hull

D.1 PARTS

D.1.1 MANDATORY

All items listed in **measurement condition**.

D.2 GENERAL

D.2.1 RULES

The **hull** shall comply with the **class rules** in force at the time of initial **certification**.

D.2.2 CERTIFICATION

See Rules A.10, A.12 & A.13.

D.2.3 MODIFICATIONS, MAINTENANCE AND REPAIR

See Rule C.7.

D.2.4 DEFINITIONS

The hull builder's marks identified below shall not be removed or concealed.

(a) HULL DATUM POINT

The **hull datum point** is 100mm above the intersection of the **waterplane** with the **hull** on centre line at the transom in **measurement condition**.

(b) FORWARD HULL BUILDERS MARK

Reference mark established on the hull surface on the stem 100mm above the designed **waterplane** in **measurement condition.**

(c) MIDSHIP HULL BUILDERS MARKS

Reference marks established on the **hull** surface on each side 355mm above the designed **waterplane** in **measurement condition** and 6.0m forwards of the **hull datum point**.

D.2.5 IDENTIFICATION

(a) The hull shall carry a World Sailing CS36 Class Plaque permanently placed on the main bulkhead. (Subject to World Sailing Recognition of the CS36 Class)

D.2.6 BUILDERS

(a) The **hull** shall be built by the supplier licenced by Nautor Holdings SRL.

(b) All moulds shall be approved by 36CA.

D.3 HULL SHELL

The **hull** shell shall be built in accordance with the *building specification*.

D.4 DECK

The deck shall be built in accordance with the *building specification*.

D.5 BULKHEADS AND INTERNAL STRUCTURE

The bulkheads and internal structure be built in accordance with the *building specification*.

D.6 ASSEMBLED HULL

The assembled hull shall include all components shown and listed in **measurement condition**. No additional components shall be included.

D.6.1 DIMENSIONS AND WEIGHT

All dimensions shall be in compliance with the *building specification* and shall be confirmed during construction by the 36CA to meet the requirements of the quality assurance documents.

Section E – Hull Appendages

E.1 PARTS

All items shown in Appendix A.

E.2 GENERAL

E.2.1 RULES

Hull appendages shall comply with the **class rules** in force at the time of initial **certification**.

E.2.2 MODIFICATIONS, MAINTENANCE AND REPAIR

See Rule C.8.

E.2.3 CERTIFICATION

See Rules A.10, A.12 & A.13.

E.2.4 MANUFACTURERS

(a) The **hull appendages** shall be made by suppliers licenced by Nautor Holdings SRL.

(b) All moulds shall be approved by 36CA.

E.2.5 MATERIALS AND CONSTRUCTION

The **hull appendages** shall be manufactured in accordance with the *building specification*.

E.2.6 FITTINGS

All fittings shall be installed as specified in the **builder's specification** and owner's manual.

E.2.7 DIMENSIONS AND WEIGHT

Builder templates shall be used by the 36CA to confirm continued compliance with the build tolerances at any time. Builder templates shall not be available to *owners* for the purpose of optimising the sectional shape or plan-form of any appendage and shall only be used with the written permission of the 36CA.

E.2.7.1 FIN

(a) CERTIFICATION WEIGHT

The weight of the **fin** shall not be less than 195kgs (TBC) nor greater than 200kg (TBC) and shall be certified by the supplier.

(b) DIMENSIONS

(1) The **fin** reference mark location relative to the builder's marks (see Rule D.2.4) shall be in compliance with the limits specified in Appendix A.

E.2.7.2 BULB

(a) CERTIFICATION WEIGHT

The weight of the **bulb** bare metal component including bolts shall not be less than 917kg (TBC) or greater than 203kg (TBC) and shall be certified by the supplier.

(b) CORRECTOR WEIGHT

(1) When the **bulb** weight is less than the maximum permitted, **corrector weights** shall be located equally in the weight pockets. Empty space in the pocket shall be fitted with 40kg/m^3 foam)

(2) **Corrector weights** shall only be applied and adjusted as specified by the 36CA.

E.2.7.3 RUDDERS

(a) CERTIFICATION WEIGHT

The weight of the each **rudder** shall not be less than 6.3kg and shall be certified by the supplier.

(b) DIMENSIONS

(1) The **rudder** reference mark locations relative to the builder's marks shall be in compliance with the limits specified in Appendix A.

E.2.7.4 FOIL

(a) CERTIFICATION WEIGHT

The weight of the ***foil*** shall not be less than 47.0 kg and shall be certified by the supplier.

(b) DIMENSIONS

(1) The ***foil*** reference mark locations relative to the builder's marks shall be in compliance with the limits specified in Appendix A.

Section F – Rig

F.1 PARTS

All items shown in Appendix D.

F.2 GENERAL

F.2.1 RULES

(a) The **spars** and their fittings shall comply with the **class rules** in force at the time of initial **certification**.

(b) The standing and running **rigging** shall comply with the **class rules**.

F.2.2 MODIFICATIONS, MAINTENANCE AND REPAIR

See Rule C.9.

F.2.3 CERTIFICATION

(a) The 36CA shall **certify spars** and shall sign and date the **certification mark.**

(b) The 36CA shall **certify** standing **rigging**.

(c) The 36CA may appoint one or more **In-House Official Measurers** to measure and **certify** standing **rigging** produced by that manufacturer.

F.2.4 DEFINITIONS

(a) MAST DATUM POINT

The **mast datum point** is the builders reference mark at the **mast** heel.

F.2.5 MANUFACTURER

(a) The **spars** shall be manufactured by a supplier licenced by Nautor Holdings SRL.

F.2.6 MATERIALS AND CONSTRUCTION

The **spars** shall be manufactured in accordance with the *building specification*.

F.2.7 FITTINGS

All fittings as shown in Appendix D shall be installed as specified in the *building specification* and owner's manual.

(a) The mast step position shall be as specified in the building specification and the position shall not be modified.

F.2.8 DIMENSIONS AND WEIGHT

As specified in Rule C.9 and the *building specification*.

F.2.8.1 MAST CERTIFICATION WEIGHT & CORRECTORS

(a) The weight of the **mast** in certification condition shall not be less than 95.0 kg (TBC) and shall be certified by the supplier.

(b) The vertical centre of gravity of the **mast** in measurement condition shall not be less than 8.375m above the **mast datum point** and shall be certified by the supplier.

(c) When the **mast** weight in certification condition is less than the minimum requirement and/or the centre of gravity is below the minimum point,

corrector weights shall be added to bring the weight and centre of gravity within the limitations.

(d) The total weight of such **corrector weights** shall not exceed 4.0kg.

(e) **Corrector weights** shall only be applied and adjusted as specified by the 36CA and shall reflect those values shown on the **certificate**.

F.2.8.2 BOOM CERTIFICATION WEIGHT

(a) The weight of the **boom** in measurement condition shall not be less than 20 kg and shall be certified by the supplier.

F.2.8.3 BOWSPRIT CERTIFICATION WEIGHT

(a) The weight of the bowsprit in certification condition shall not be less than 6.5kg and shall be certified by the supplier.

F.3 STANDING RIGGING

F.3.1 MANUFACTURER

(a) The **standing rigging** shall be manufactured by a supplier licenced by Nautor Holdings SRL.

F.3.2 MATERIALS AND CONSTRUCTION

All standing rigging shall be manufactured in accordance with the *building specification*.

F.3.3 FITTINGS

All fittings shall be installed as specified in the *building specification*.

F.3.4 DIMENSIONS AND WEIGHT

As specified in the *building specification*.

F.4 RUNNING RIGGING

F.4.1 MANUFACTURER

(a) The **running rigging** may be manufactured by any supplier.

F.4.2 FITTINGS

All fittings as specified in Appendix B & D shall be installed.

Section G – Sails

G.1 GENERAL

G.1.1 RULES

(a) **Sails** shall comply with the **class rules** in force at the time of **certification**.

G.1.2 CERTIFICATION

(a) The 36CA shall **certify** mainsails in the **tack** and all other **sails** in the **head.** The **certification mark** shall be positioned on the starboard side and be signed and dated.

(b) An **In-House Official Measurers** may **certify sails** produced by that manufacturer.

G.1.3 SAILMAKER

(a) **Sails** may 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.

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

G.2 MAINSAIL

G.2.1 CONSTRUCTION

(a) The **sail** shall be capable of being set reefed using the first reef halyard lock.

G.2.2 DIMENSIONS

(a) MHB (Mainsail top width) shall not be greater than 1.40m,

(b) The Mainsail Width Limit shall be calculated as:

Mainsail Width Limit = MQW + MHW + 0.75*MTW + 0.5*MUW,

(c) The maximum Mainsail Width Limit shall not be greater than 11.90m,

(d) The maximum mainsail head angle is 95 Degrees (Angle Between Luff & Head) To be controlled by maximum arc from defined point,

(e) No more than 3 battens which extend from the **leech** to the mast via a batten car may be installed,

(f) No more than an additional 4 battens which fit within batten pockets that extend from the leech and terminate within the body of the sail may be fitted. The maximum inside batten pocket length is 2.10m and the minimum inside pocket length is 800mm,

(g) Additional “flutter” battens which extend from the leech and terminate within the body of the sail and are no more than 750mm in length may be installed, provided that when the sail is flattened out in the area of the sail edge, the sail edge hollow, when bridged between the battens noted in G.2.2(e) & (f) only, the sail edge does not extend beyond the straight line.

G.3 HEADSAIL

G.3.1 CONSTRUCTION

(a) The **luff** shall be attached to the **forestay** using a hank system.

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

G.3.2 DIMENSIONS

(a) HSA (Headsail area) shall be calculated as:
HSA = 0.0625*HLU*(4*HLP + 6*HHW + 3*HTW + 2*HUW + 0.09)

(b) The maximum HSA for the headsail shall be 34.5m^2

G.4 HEAVY HEADSAIL

G.4.1 CONSTRUCTION

(a) The **luff** shall be attached to the **forestay** using a hank system.

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

G.4.2 DIMENSIONS

(a) HSA (Headsail area) shall be calculated as:
HSA = 0.0625*HLU*(4*HLP + 6*HHW + 3*HTW + 2*HUW + 0.09)

(b) The maximum HSA for the heavy headsail shall be 30.0m^2

G.5 SPINNAKER

G.5.1 CONSTRUCTION

(a) The **sail** shall not be furled or reefed.

(b) A minimum cloth weight of 37gsm shall apply for any part of the body of the sail.

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

G.5.2 DIMENSIONS

(a) SPA (spinnaker area) shall be calculated as:
SPA = ((SLU + SLE)/2) * ((SFL+ (4*SHW))/5) * 0.83

(b) The maximum SPA shall be 145.0m^2

(c) The minimum SPA shall be 125.0m^2

(d) No battens may be installed.

(e) SHW shall not be less than 85% of SFL.

G.6 HEAVY SPINNAKER

G.6.1 CONSTRUCTION

(a) The **sail** shall not be furled or reefed.

(b) A minimum cloth weight of 45gsm shall apply for any part of the body of the sail.

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

G.6.2 DIMENSIONS

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

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

(b) The maximum SPA shall be 110.0m^2

(c) The minimum SPA shall be 90.0m^2

(d) No battens may be installed.

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

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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.

APPENDIX A – HULL APPENDAGE MEASUREMENT

APPENDIX B – DECK LAYOUT

APPENDIX C – SYSTEMS LAYOUT

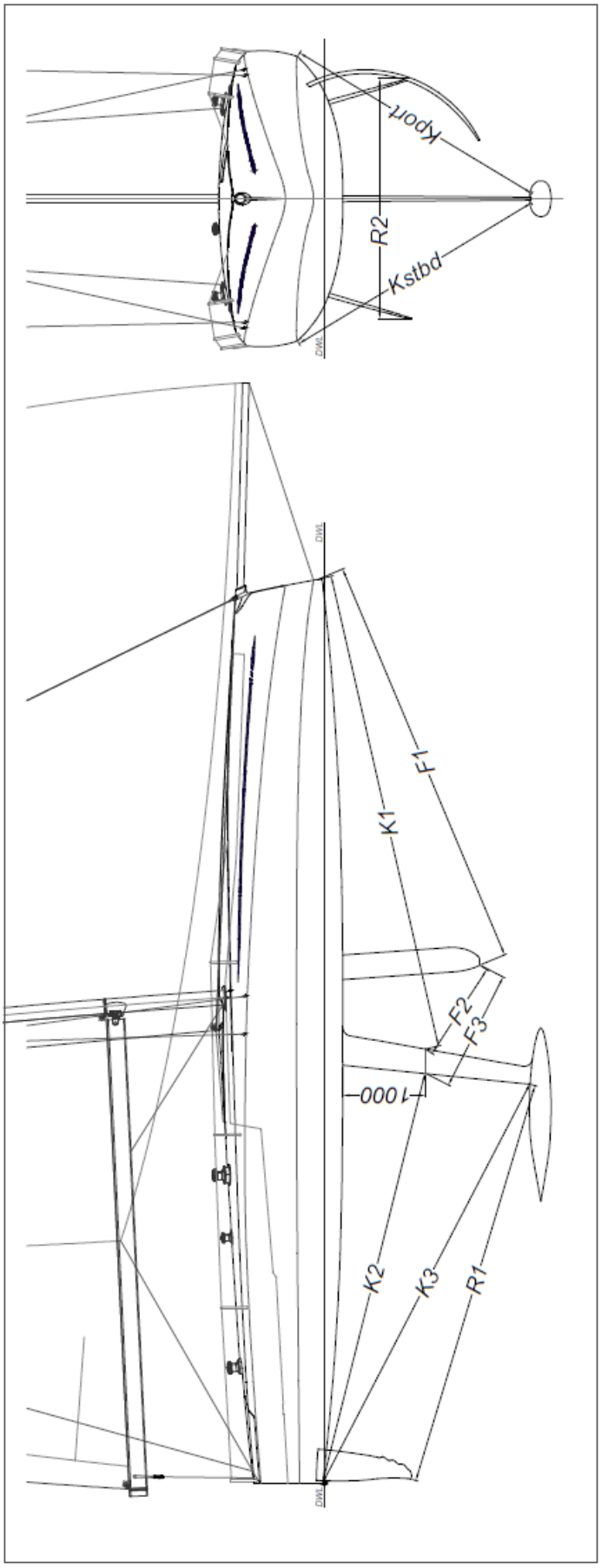
APPENDIX D – RIG GEOMETRY & RUNNING RIGGING

APPENDIX E – ELECTRONICS

APPENDIX F – SAIL INSIGNIA & NUMBERS

APPENDIX G – SUPPORT BOATS / RIBS

APPENDIX A – HULL APPENDAGE MEASUREMENT



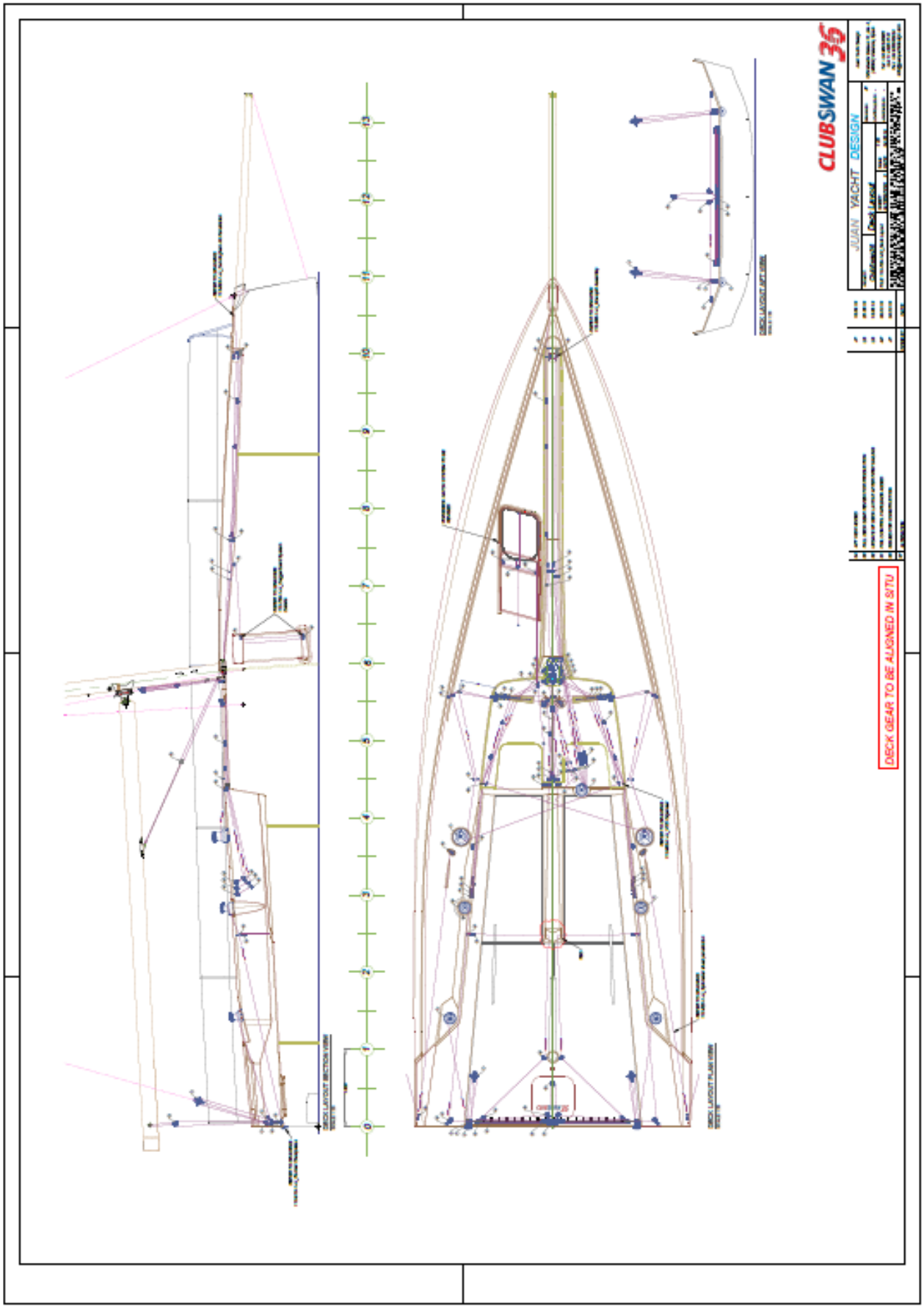
APPENDIX A – HULL APPENDAGE MEASUREMENT

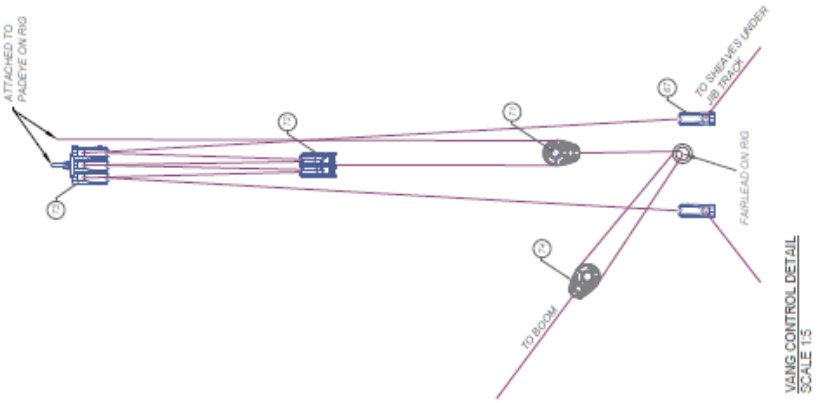
Build Tolerances

Measurement	Minimum(mm)	Maximum(mm)
K1	5543	5549
K2	4909	4915
K3	5267	5273
Kport	3445	3449
Kstbd	3445	3449
R1	5232	5238
R2	2913	2919
F1	4828	4834
F2	1427	1433
F3	1645	1651

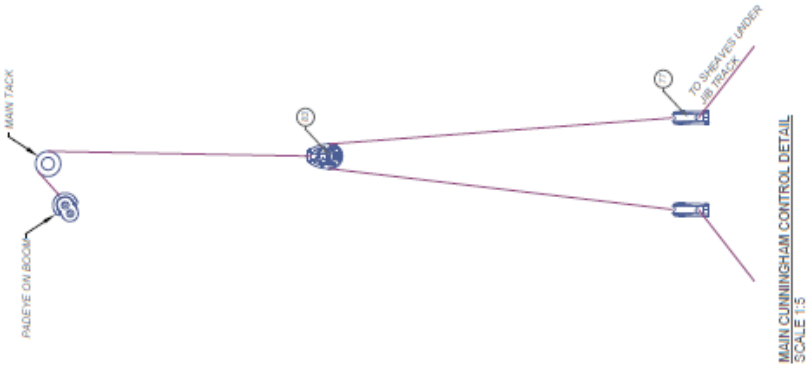
Measured Kport shall not be more than 2mm greater or less than Kstbd.

APPENDIX B – DECK LAYOUT

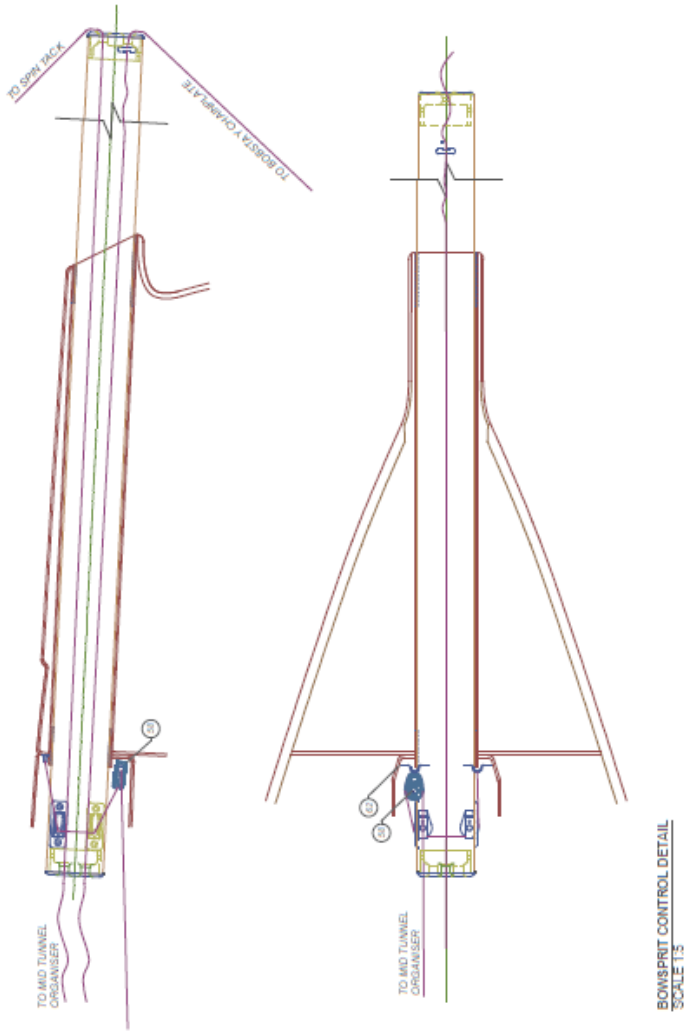




VANG CONTROL DETAIL
SCALE 1:5



MAIN CUNNINGHAM CONTROL DETAIL
SCALE 1:5



BOWSPRIT CONTROL DETAIL
SCALE 1:5

Ref:	Component	Supplier	Part Name	Part No:	Qty:	Std / Opt
			WINCHES			
1	Primary winches	Harken	46 Performa - Self Tailing	46.2STP	2	x
2	Stbd Mainsheet winch	Harken	40 Performa - Self Tailing	40.2STP	1	x
2B	Port Mainsheet winch - CR	Harken	LH 40 Performa - Self Tailing	LH 40.2STP	1	x
3	Runner winches	Harken	35 Performa - Self Tailing	35.2STP	2	x
4	Pit winch	Harken	40 Performa - Self Tailing	40.2STP	1	x
			RUNNER			
5	Runner exit block	Harken	57mm Black Magic Alu Loop Block	3214	2	x
6	Runner bottom block	Harken	75mm Black Magic Alu Loop Block	3230	2	x
7	Runner top block becket	Harken	75mm Black Magic Alu Becket Block	3230	2	x
8	Runner padeye	Antal	10mm Dyneema Pad-eye (DPE)	7610	2	x
			MAINSAIL			
11	Low-beam 2m track	Harken	27mm Low Bean Pin Stop - 2m	R27.2M	1	x
12	Traveller Car	Harken	27mm 5:1 High-Load Loop car	T2705B.HL	1	x
13	Traveller purchase footblock 5:1	Harken	40mm Cheek Block	2644	2	x
14	End control	Harken	27mm Double Sheave	1632	2	x
15	Mainsheet base blocks	Harken	57mm Black Magic Alu Loop Block	3214	2	x
16	Mainsheet top block	Harken	57mm Black Magic Alu Loop Block	3214	1	x
17	Mainsheet outboard blocks	Harken	57mm Black Magic Alu Loop Block	3214	2	x
18	Mainsheet outboard block padeye	Harken	26mm Folding Padeye	3206	2	x
19	Mainsheet cockpit side fairlaed	Harken	12mm Bolt Down fairlead	3274	2	x
20	Traveller footblocks	Harken	40mm Cheek Block	2644	2	x
21	Traveller cam cleat	TBD	TBD	TBD	-	x
22	Traveller cockpit side block	Harken	T2 29mm Soft attach	2146	2	x
23	Mast base ring	Harken	10mm Lead Ring	3270	1	x
24	Traveller purchase Double becket block 5:1	Harken	40mm Double Block - Swivel Becket	2639	2	x
			JIB			
27	Jibsheet fairlead	Harken	Grand Prix Jib lead	3280	2	x
28	Low-beam track	Harken	27mm Low beam 500mm	R27.1M	2	x
29	Jib-track car	Harken	27mm High-Load Loop Car	T2705B.HL	2	x
30	Jib soft blocks	Harken	40mm T2 Soft Attach	2149	4	x
31	Jib-sheet lead ring	Harken	Lead ring sheave	3282	2	x
32	In-out up-down cheek block	Harken	57mm Alu Double Foot Block	3222	2	x
33	In-out cam cleat	Harken	Standard Cam Base - Swivel	240	1	x
34	Up-down cam cleat	Harken	Standard Cam Base - Swivel	240	1	x

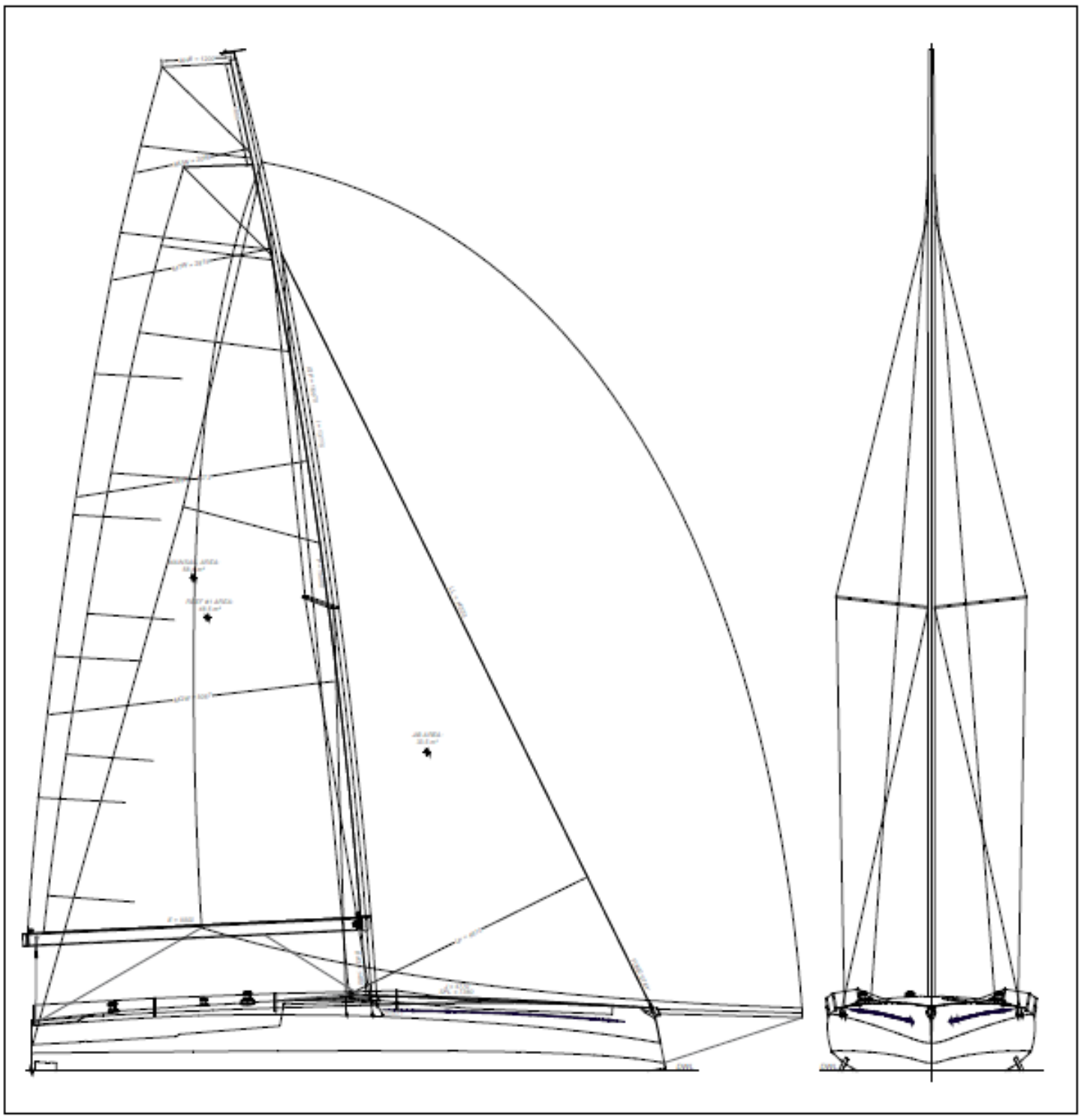
35	Up-down purchase single block	Harken	40mm T2 Soft Attach	2149	1	x
36	Up-down purchase double block	Harken	40mm T2 Soft Attach Double	2150	1	x
37	Control line padeye	Harken	27mm Narrow Eyestrap	445	2	x
38	Mastbase ring	Harken	10mm Lead Ring	3270	1	x
39	Jib halyard / cunningham fairlead / main halyard	Harken	Grand Prix Jib Lead	3280	1	x
40	Jib halyard cam cleat	Harken	Standard Cam-Matic	150	1	x
41	Jib cunningham cam cleat	Harken	Standard Cam-Matic	150	1	x
42	Jib cunningham port fairlead	Harken	10mm bulls eye	BE10-TF	1	x
43	Jib cunningham padeye	Harken	27mm Narrow Eyestrap	445	1	x
44	Jib cunningham cascade block	Harken	40mm T2 Soft Attach	2149	3	x
45	Jib halyard / main halyard fairlead	Harken	Grand Prix Jib Lead	3280	1	x
46	Jib cunningham tunnel exit fairlead	Harken	12mm Bolt Down fairlead	3274	1	x
47	Jib in-out 8:1 return	Harken	40mm T2 Soft Attach	2149	3	x
48	In-out cascade blocks 4:1	Harken	40mm T2 Soft Attach Double	2150	2	x
49	Jib barber padeyes	Antal	Dyneema Pad-Eye	7605	2	x
50	Jib barber soft blocks	Harken	40mm T2 Soft Attach	2149	2	x
SPINNAKER						
53	Spinnaker sheet aft block	Harken	57mm Black Magic Alu Loop Block	3214	2	x
54	Spinnker sheet cheek block	Harken	57mm Black Magic Footblock	3220	2	x
55	Spinnker tack / halyard / Pole out clutch	Spinlock	XTS 6-10mm	XTS0610/3	1	x
56	Pit organiser	Antal	5 Holes	R5.14	1	x
57	Spinnaker halyard mastbase block	Harken	40mm Fly Block	2173	1	x
58	Bowsprit control fly block	Harken	40mm Fly Block	2173	1	x
59	Spin tack / bowsprit organiser	Harken	12mm Bolt fairlead - double	3275	1	x
60	Spin sheet cam cleat	Harken	Standard Cam-Matic	150	2	x
61	Spin Halyard Low angle fairlead	Spinlock	10mm Bullseye	BE10-TF	1	x
62	Eyestrap	Harken	37.12mm Forged Eyestrap	2133	2	x
FOIL CONTROL						
64	Foil line fairleads	Harken	12mm Bolt Down Fairlead	3274	2	x
65	Foil control line sheaves	Harken	57mm High Load Sheave	727	6	x
VANG						
67	Mastbase block	Harken	40mm T2 Soft Attach	2149	2	x
68	Deflection sheave - Under track	Harken	40mm Cruising ESP	6062	2	x
69	Cockpit side cheek block	Harken	29mm Cheek Block	350	2	x
70	Cockpit side cam cleat - X - Treme	Harken	Standard Cam-Matic XT Kit	458	2	x
71	Vang 2:1 purchase block	Harken	40mm Fly Block	2173	1	x
72	Vang 6:1 double block	Harken	40mm T2 Soft Attach Double	2150	1	x
73	Vang 6:1 triple block	Harken	40mm Triple Block	2640	1	x
74	Vang 2:1 purchase block	Harken	40mm Fly Block	2173	1	x
CUNNINGHAM - MAIN						
77	Mastbase block	Harken	40mm T2 Soft Attach	2149	2	x

78	Deflection sheave - Under track	Harken	40mm Cruising ESP	6062	2	x
79	Cascade blocks	Harken	40mm T2 Soft Attach	2149	4	x
80	Cascade padeye	Harken	56mm Padeye	2759	2	x
81	Cockpit side cheek blocks	Harken	29mm Cheek Block	350	2	x
82	Cockpit side cam cleat - X - Treme	Harken	Standard Cam-Matic XT Kit	458	2	x
83	2:1 Purchase block	Harken	40mm T2 Soft Attach	2149	1	x
DEFLECTORS						
86	Mastbase block	Harken	40mm T2 Soft Attach	2149	2	x
87	Deflection sheave - Under track	Harken	40mm Cruising ESP	6062	2	x
88	Cockpit side cheek blocks	Harken	29mm Cheek Block	350	2	x
89	Cockpit side cam cleat - X - Treme	Harken	Standard Cam-Matic XT Kit	458	2	x
90	Deflector purchase block (in rig)	Harken	29mm Double Block	342	1	x
91	Deflector purchase block (in rig)	Harken	29mm Block - Swivel	340	1	x
92	10mm Lead Ring (in rig)	Harken	10mm Lead Ring	3270	1	x
93	8mm Lead Ring (in rig)	Harken	8mm Lead Ring	3270	1	x
MAIN OUTHAUL						
96	57m Soft Attach	Harken	57mm T2 Soft Attach	2152	1	x
97	40mm Fiddle Block	Harken	40mm Fiddle Block	2655	2	x
98	Cam Cleat on Boom	Harken	Standard Cam-Matic	150	1	x
99	Deflector block on boom external	Harken	29mm T2 Soft-Attach	2146	1	x
OTHER						
102	VCD Organiser	Custom	Custom Machined Organiser	Refer to DWG	2	x
103	Reef Jammer	Spinlock	XTS clutch	XTS0610/1	1	x
104	RDS sheave	Harken	38mm Big Bullet Sheave	265	1	x
105	RDS - down line Self-Jamming Cleat	TBD	TBD	TBD	2	x
106	RDS fairlead	Harken	12mm Fairlead - Double	3275	1	x
107	Spinnaker take-down	Harken	40mm T2 Soft Attach	2149	2	x
108	RDS retracting sheaves	Harken	44mm Aluminium Mastbase Block	1986	2	x
109	Foredeck Hatch closing system blocks	Harken	16mm Cheek Pivot Block	432	3	x
110	Foredeck hatch through deck block	Harken	16mm In-Line Exit Block	368	1	x
111	Foredeck hatch closing cam cleat	Harken	Micro Cam-matic Cleat	468	1	x
112	Foredeck hatch purchase system loops	Ropeye	Ropeeye Glass XXS Loop	Rol 40-4A	4	x
113	Foredeck opening purchase block	Harken	29mm T2 Soft-Attach	2146	1	x
					Mandatory item included in basic boat	x
					Optional item	Opt

APPENDIX C – SYSTEMS LAYOUT

TBC

APPENDIX D – RIG GEOMETRY



APPENDIX D – RUNNING RIGGING

The following Running Rigging shall be included in the **measurement condition**

Item	**No**
Main Halyard	1
Jib Halyard	1
Spinnaker Halyard	1
Spinnaker Halyard Deflector Line	1
Halyard Trip Lines	1
Runner Tail	2
Deflector Control Line	1
Reef Line	1
Main Sheet	1
Mainsheet Traveller Control Lines	2
Main Cunningham Lines	2
Vang	1
Jib Tack/Cunningham	1
Jib Car In/Out Control Lines	2
Jib Car Up/Down Control Lines	2
Bowsprit In/Out Control	1
Spinnaker Tack Line	1
Port Foil Control Line	1
Starboard Foil Control Line	1
Constrictor Trip Lines	3

APPENDIX E – ELECTRONICS

Standard Package

Part No.	Description	Qt	Package
010-01738-00	GPSMAP 722, Display 7”	1	
010-01010-10	GPS19x NMEA 2000	1	N2k Cable 6 mt+ T Connector
010-11417-20	9-axis Heading Sensor	1	N2k Cable 2 mt + T Connector
010-01228-00	gWind Race	1	N2k Cable 2 mt + T Connector
010-04284-00	GST43 w/ GST10, Speed/temp xducer, Thru-hull, 43mm	2	T Connector
010-11076-01	Access, NMEA2000, Backbone / DropCable, 6m	1	
010-01395-00	GNX 120, Marine Instrument, 7 inch display, WW	2	N2k Cable 30 cm + T Connector
010-12236-00	Accy, GNX120, Mast Bracket, 2 Units	1	
010-11442-00	NMEA 2000 starter kit	1	
	Change Over Switch	1	
	Cartography	1	

Additional Items For Offshore Package

010-00705-49	Reactor 40, Mechanical Retrofit Corepack	1	N2k Cable 2 mt + 2 T connectors + Terminators + Nmea Power
010-12029-00	Access, GHP 12, Class B Compact ML40+	1	
010-02096-01	VHF 115i, International	1	
010-11078-00	Access,NMEA2000,Tee Connector	1	
010-02087-00	AIS 800	1	N2k Cable 2 mt + T Connector
010-12017-00	GA38 GPS Antenna	1	
010-01749-10	n2K GDT43 Depth/temp transducer, thru-hull, 43mm	1	T Connector
010-11076-01	Access, NMEA2000, Backbone / DropCable,6m	1	

APPENDIX F – SAIL INSIGNIA & NUMBERS

F.1 IDENTIFICATION IN MAINSAIL

F. 1.1 CLASS INSIGNIA

(a) CS36 class logo on insignia cloth:

The graphic design file is available on the class noticeboard.

(b) DIMENSIONS in **mainsail** shall be 1.50m x 0.44m

(c) POSITION in **mainsail** shall be on Starboard side above MTW and on Port side below MTW. Insignia logo shall not interfere with ¾ draft stripes and should be positioned equidistant from any ¾ draft stripe.

MTW leech point is the reference point for closest point of Insignia logo to leech:

- 0.40m to leech
- 0.20m above/below reference point (starboard and port side)
- class insignia of both sides are 0.40m separated

F.1.2. SAIL NUMBERS

(a) DIMENSIONS according to RRS G.1.2 (b)

(b) COLOUR of sail numbers on **mainsail** shall be one of CS36 class insignia C.I. colours, i.e. red, blue or white.

(c) POSITION of sail numbers on **mainsail** shall be on starboard side above MHW / mid draft stripe and on port side below MHW / mid draft stripe. Sail numbers shall not interfere with draft stripes.

MHW leech point is reference point for closest point of sail number to leech:

- 0.40m to leech
- 0.20m above / below reference point

F.1.3. DRAWING

TBC

APPENDIX G – SUPPORT BOATS / RIBS

Support/coach boats are not permitted during regatta events to provide assistance during a race day other than for family/spectator purposes. This includes transferring crew, food/drinks or sails before or between races and after the completion of racing for the day before the boat has returned to their berth.
This rule may be amended by a Notice of Race or permission requested from the 36CA for dispensation. (e.g. To allow an ***Owner's*** to transfer to and from the boat using a support boat.)

Except in emergency, while racing under these Class Rules:

(a) Individual support or coach boats shall not have contact of any nature either by radio, telephone, vocal signal, visual signalling of any kind i.e. tactical placement, flags and/or different colours of clothing, or the transfer of equipment, persons or victuals, with a boat from the time the boat leaves the dock each day until the boat has finished racing for the day.

(b) Individual support or coach boats shall not approach closer than 100 metres to any boat that is racing, except at a mark rounding or the finish where they shall not approach closer than 30 metres to the mark or finish line.

(c) At the Warning Signal individual support or coach boats shall leave the area being used by the boats and may station themselves outside of either the committee boat or the start line outer distance mark, but no closer to either end than 30 metres.

(d) Infringements of this rule will result in a penalty to the boat associated with the support boat and may be either place penalties or disqualification at the discretion of the protest committee.

