CLASS RULES 2024

VERSION 24-01, FEBRUARY 2024

The ClubSwan 42 was designed in 2006 by German Frers

INDEX

INTRODUCTION

This section forms part of the Class Rules.

The ClubSwan 42 is a yacht intended for racing by predominantly amateur crews in local, regional, and international events. It is suitable for both inshore day races and offshore competition that requires open ocean passages.

The ClubSwan 42 is intended to be a safe, seaworthy, comfortable boat suitable for medium duration shorthanded cruising in coastal and ocean waters. The class rules do not permit modification or development of the boat or its equipment in a manner that will detract from its cruising capability and/or from racing under different rating systems.

The purpose of the ClubSwan 42 Class (the "ClubSwan 42 Class" or the "Class**"**) is to foster high level sailing competition between predominantly amateur yachtsmen.

These Class Rules (here in **"**Rules", "Rule" or "Class Rules") strictly control performance characteristics to protect the one design nature of the boat and ensure equal performance potential. **Changes to the boat or its equipment to gain a performance advantage are not allowed**. No alterations or modifications are permitted unless explicitly permitted by these Rules. It is in the spirit of Corinthian competition and fair sailing that Owners, as defined in are expected to conduct themselves in all aspects of competing in ClubSwan 42 Class Events.

The rules are designed to protect the value of existing boats, reduce the cost of ownership to the lowest reasonable level, and avoid unnecessary expense whenever possible.

It is the sole responsibility of the Owner to insure that his yacht complies with the Class Rules at all times while competing in events governed by such Rules of the ClubSwan 42 Class.

The Owner is solely responsible for any errors or omissions by his crew or his representatives that abridge these Rules. Ignorance of the actions of his representatives does not relieve the Owner of any of these requirements.

A copy of the ClubSwan 42 Class Rules must be aboard at all times while racing.

The ClubSwan 42 One Design Certificate may be withdrawn by the *ClubSwan42 Class Authority* for a breach of the Class Rules. Reinstatement of the certificate is at the sole discretion of the *ClubSwan42 Class Authority*.

Nautor Holding S.r.l. is the founding member of the ClubSwan 42 Class ("Nautor"), is the organizer of the ClubSwan42 and he is the right holder of the tradename ClassSwan42. OY Nautor AB, controlled by Nautor, is the exclusive manufacturer and builder of the ClubSwan 42 Class boats, the rights holder of any connected commercial rights and of any IP rights connected thereto (the "Builder").

One design: *The ClubSwan 42 Class has been created as a strict one-design class.*

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.

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 *42CA* 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

CS42	The ClubSwan 42 Class of boat
42FM	ClubSwan 42 Fleet Member(s)
42OC	ClubSwan 42 Owner’s Committee
42CA	ClubSwan 42 Class Authority
42HEC	ClubSwan 42 Helm Eligibility Committee
42TC	ClubSwan 42 Technical Committee
ERS	World Sailing Equipment Rules of Sailing
NS	Nautor Swan, formerly Nautor Holding SRL
ONA	Oy Nautor Ab: the builder of the ClubSwan 42
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 *42CA*.

CS42 sail label means the certification confirmation sticker or similar attached to every CS42 approved sail.

Certification condition means the condition of the boat when first weighed and certified prior to commissioning.

A.3 AUTHORITIES

A.3.1 The *Owner's Commitee*: shall consist of five members: the *Class Manager* (as defined in Rule A.3.6), Head of Swan OD Sport Activities and three members of the ClubSwan 42 Fleet. The three members from the ClubSwan 42 Fleet shall be voted at a Class Meeting including nominting a CS42 member to take the role of Owner's Commitee Chair. Membership and the Chair of the Owners Commitee shall be reviewed by voting every 2 years. The *42OC* is vested with the broadest powers to govern, manage and represent the ClubSwan 42 Fleet, subject to compliance with the main purpose of the ClubSwan 42 Class and the decisions of the General Meeting. Each member of the 42OC shall be entitled to one vote. The *42OC* can vote on the formation of Committees and technical commissions, always in accordance with the Class Rules. The *42OC* may appoint the Chief Measurer.

A.3.2 *Class Authority*: The authority for the Class Rules is the ClubSwan 42 Class Authority (*42CA*). The ClubSwan 42 Class Authority shall be comprised of the Owner's Committee Chair, Nautor Representative (Either *CS42 Class Manager* or Head of Swan O.D. Sport Activities and the *CS42 Chief Measurer)*. All decisions by the *42CA* shall be unanimous. If a decision is not unanimous the question shall be forwarded to the *42OC* for a final decision. The *42OC* at their discretion may put the question to a vote of the *42FM*.

A.3.3 *Class General Meeting*: Is the governing body of the CS42. Members of the ClubSwan 42 Fleet shall be the *Owners* of a ClubSwan 42 and form the Class General Meeting ("GM"). For purposes of this Rule, an *Owner* is defined as follows:

(a) Individual Group 1 or Group 3 sailors who own 100% of the boat and are responsible for all the campaign and operating costs.

(b) A Group 1 sailor who is at least a 25% partner in terms of initial total investment and the contribution to the ongoing operating costs of the yacht.

(c) Partial ownership by an immediate family member of a Group 1 sailor is permitted without financial obligation referenced in Rule A.3.3.b.

(d) A Group 3 sailor who owns 100% of the yacht. Partial ownership is not allowed for a Group 3 sailor unless the ownership is with his/her spouse or immediate family member.

(e) In the case of multiple owners of a yacht, the owner who pays dues and he/she is registered as helmsman under Class Rules may attend GM and have one voting right.

(f) In case a ClubSwan 42 yacht is owned by a company or corporation, such company will be the ClubSwan 42 Fleet Member but only its ultimate beneficial *Owner* is registered as helmsman under Class Rules and may attend GM and have one voting right.

(g) Each *Owner* shall be entitled to one vote in the GM irrespective of the number of yachts owned. In order to vote, the *Owner* shall comply with Rule A.3.3 above and his/her yacht must hold a valid One Design certificate and all dues and fees must be paid. *Charter helmsman* shall be Associate Fleet Members but will not vote in the GM.

A.3.4 Duties and Responsibilities of the *42CA***:** The duties and responsibilities of the *42CA* shall include, but are not limited to the following:

(a) The *42CA* shall be responsible for interpreting and enforcing the Rules and managing the affairs and assets of the Class.

(b) The *42CA* has the right to withdraw a yacht's One Design Certificate when a willful breach of Class Rules is found to exist. The authority to reinstate the One Design Certificate rests solely with the *42CA*.

(c) The *42CA* shall be the first authority for any interpretation of Class Rules operating in consultation with the Builder.

(d) Any amendment or interpretation of the Class Rules that are related to the One Design nature of the ClubSwan 42 or to the manufacturing specifications of the ClubSwan 42 shall require prior approval of the *42CA* .

(e) *42CA* member votes shall be confidential.

A.3.5 *Class Chief Measurer*: The Class Chief Measurer is appointed by Nautor. The Class Chief Measurer shall be responsible for measuring boats and maintaining the One Design rules of the Class. The Chief Measurer shall have the authority to appoint Class measurers in various locations, including in other countries, as approved by the *42CA*. Measurement discrepancies shall be reported immediately to the *42CA* for further action. Class measurement shall be carried out by the Chief Measurer or a measurer appointed by the Chief Measurer and using equipment approved by the Chief Measurer.

A.3.6 *Class Manager*: The Class Manager is appointed by Nautor. The functions of the Class Manager include the day-to-day management of the Class in compliance with the *42CA* and *42OC* resolutions.

A.3.7 Only the *42CA* may issue or invalidate a **certificate**.

A.3.8 The Helm Eligibility Committee is the *42HEC*. The *42HEC* members shall be two *owner's* or *owner's* representatives and the *Class Manager*. Membership of the 42HEC shall be reviewed by voting every 2 years.

A.3.9 The Technical Committee is the *42TC*. The *42TC* members shall be three *owner's* or *owner's* representatives. The role of the *42TC* is to provide technical advice and support to the *42CA* and/or *42OC* as requested. The *42TC* does not have a voting right. Membership of the *42TC* shall be reviewed by voting every 2 years.

A.3.10 The *42OC*, *42CA*, *42HEC*, *42TC* or NS 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.3.11 A chart showing the general overview of the ClubSwan42 class administration is show in Appendix M.

A.4 ADMINISTRATION OF THE CLASS

A.4.1 NS has delegated its administrative functions of the class to the *42CA*. With the agreement of NS the *42CA* 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 ClubSwan42 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: clubswan42class@nautorswan.com

A.6 CLASS RULES AMENDMENTS

A.6.1 Amendments to these **class rules** may only be made by the *42CA*, with the approval of NS. Amendments may be made at any time. If a class rule amendment is considered to have a cost impact, the proposal shall be put to the voting procedure detailed in A.6.2.

A.6.2 The *42OC* may seek an amendment by submitting a request in writing to the *42CA*. The *42CA* may seek third party opinion at its discretion to determine the detail of amendment which shall be put to a vote. All *owners* in good standing and having paid all outstanding membership fees and having communicated to the 42CA a contact E-Mail are entitled to one vote in the agreed timescale, in accordance with the following:

(i) the 42CA will send by E-Mail to the foregoing owners a written proposal, highlighting the amendment to be adopted, together with any information reasonably useful to adopt a decision in that respect;

(ii) the 42CA will grant to the owners at least 3 business days to cast the respective vote, by replying to the E-Mail under (i) above whether they are "in favour" or "against" the relevant proposal;

(iii) the 42CA will tabulate the votes and any proposal will be considered as approved with the favourable vote of at least 67% of the owners who have responded and have voted either "in favour" or "against", thus disregarding any lack of reply/abstentions/other remarks;

(iv) thereafter, a final decision will be made by the *42CA* and NS and posted on the *CS42* notice board.

A.7 CLASS RULES INTERPRETATION

A.7.1 Requests for interpretation of these Class Rules shall be made in English directly by an *Owner* in writing to the *42CA*, including all relevant data. More information may be requested by the *42CA* if necessary. Sufficient time shall be given to the *42CA* so that a proper decision can be made without unnecessary time constraints.

A.7.2 The *42CA* may consult other parties at his/her discretion.

A.7.3 On completion, all interpretations shall be public (non-confidential) and will posted on the ClubSwan 42 Class website (www.clubswan42class.com) as well as being distributed directly to the party who requested the interpretation.

A.7.4 Interpretations will be valid for the current year only and may be incorporated by the *42CA* in an annual review of the Rules

A.7.5 If a measurer seeks an interpretation, or is in doubt as to the meaning of an interpretation, any relevant measurement shall be deemed incomplete until this is done.

A.7.6 Only formal numbered interpretations shall carry authority under these Class Rules.

A.7.7 At an Event**:** Any interpretation of Class Rules required at an event may be made by an international jury constituted in accordance with the RRS. Such interpretation shall only be valid during the event and the Organizing authority shall, as soon as practical after the event, inform the *42CA* of such interpretation.

A.7.8 Interpretations of Class Rule C.2 cannot be made by any individual or organization other than the World Sailing Categorization Commission.

A.8 CLASS FEE

Fleet membership fees shall be paid by each *Owner*, as defined in Rule A.3.4.

A.8.1 ClubSwan 42 Fleet Membership fees shall be set each year and approved by the *42OC*. The *42CA* may at its discretion change the annual class fees.

A.8.2 To compete in a ClubSwan 42 Class event, all Owner/s, and charter helmsman shall have paid Class fees.

A.9 SAIL NUMBERS

A.9.1 Each boat shall hold a sail number as prescribed by their World Sailing Member National Authority. Sail numbers shall be displayed in accordance with RRS 77, Identification on Sails (Appendix G)

A.10 CERTIFICATION

A.10.1 For the hull not previously certified, the Chief Measurer shall issue the ClubSwan 42 One Design Certificate. The One Design Certificate shall be issued when the *42CA* has received a Builders Certificate from Oy Nautor AB and a Mast Compliance Certificate with all dimensions and weights.

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

A.10.3 Upon receipt of a satisfactorily completed forms and the fee, the *42CA* may issue a certificate. The *42CA* shall retain the original measurement form.

A.11 TOLERANCES

A.11.1 Tolerances exist to make the construction and control of component assemblies and equipment practical and cost effective, while producing finished yachts that have virtually identical performance characteristics.

A.11.2 Where tolerances are specified, they are hard limits: measurements that fall anywhere outside rule specified tolerances will invalidate the boat's one design certificate.

A.11.3 Tolerances are not intended to improve the performance of the boat. The builder shall not alter a component or boat to maximize (or minimize) a tolerance for the purpose of improving performance.

A.11.4 The *owner* may not alter a component or finished boat to maximize (or minimize) any tolerance for the purpose of improving performance.

A.11.5 Deliberately maximizing or minimizing any measured component to its specified tolerance in order to improve performance will invalidate a yacht's ClubSwan 42 One Design Certificate.

A.12 INVALID CERTIFICATES

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

(a) the expiry date is passed,

(b) there is a change of ownership,

(c) other than permitted routine measurement, any alterations or repair to items required by the measurement form to be measured,

(d) other than permitted routine measurement, any alterations or repair carried out without the required approval of the *42CA* or any modification that changes an items compliance to the *building specification* is carried out,

(d) any alteration to official corrector weights,

(e) withdrawal be the certification authority.

A.13 RE-CERTIFICATION

A.13.1 Expiry: Upon expiry the *Owner* shall apply to the certification authority for a new certificate together with any re-certification fee that may be required. A new certificate shall then be issued to the *Owner*.

A.13.2 Change of Ownership: Upon change of ownership the new *Owner* shall apply to the certification authority for a new certificate. The application shall include any re-certification fee that may be required. A new certificate shall then be issued to the new *Owner* provided that the **boat** has been weighed, stability checked and appendage checks carried out by an official measurer 6 months prior to the change of ownership or thereafter. The 42CA may permit a temporary certificate to be issued if a

new *Owner* is unable to arrange the required measurement prior to an event.

A.13.3 Repair or Alteration: Any required repairs due to damage shall be photographically documented. Permission to repair such damage shall be obtained from the *Class Chief Measurer* prior to initiation of the repair. Re-measurement and re-certification may be required following completion of the repairs.

A.13.4 Upon alteration or repair to an item required to be re-measured, the relevant item shall be re-checked by an official Class Measurer and the details entered on a new form. The new form and any re-certification fee that may be required shall be sent to the *Chief Measurer*.

A.13.5 A new certificate, showing the dates of initial and new fundamental measurement, may then be issued to the *owner*.

A.13.6 Alteration to Corrector Weights: Upon alteration to corrector weights the parts shall be re-weighed by an official measurer and the details entered on the old invalid certificate. The old certificate and any re-certification fee that may be required shall be sent to the certification authority. A new certificate may then be issued to the *owner*.

A.13.7 Annual Re-Certification: Each year, owners will attest to the fact that no modifications have been made to their yacht that would invalidate their One Design certificate.

A.14 RETENTION OF CERTIFICATION DOCUMENTS

A.14.1 The *42CA* shall retain the original documentation upon which the current **certificate** is based.

A.15 RACE ORGANISATIONS

A.15.1 These Class Rules shall not be varied by Notice of Race and/or sailing instructions except as provided by A.15.2

A.15.2 For ClubSwan 42 Class Events, any change to these Rules must be approved by the *42CA*. These changes may be included in the NOR, SIs or amendments or may be communicated to each of the participants by the *42CA* by other means. For events other than ClubSwan 42 Class Events, notices of race and/or sailing instructions may adopt or vary these Class Rules in respect of rules C.1.1(b), C.2, C.10.2.2, C.10.3, C.10.6, C.10.7, C.10.8 and C.10.9.

A.15.3 No part of these rules, their use by the ClubSwan 42 Class, their use by Race Organizers, the issue of a Class one design certificate, nor any inspection under these rules, shall constitute any representation or agreement by the ClubSwan 42 Class, its officers or employees, as to the safety or seaworthiness of a ClubSwan 42 yacht. They shall in no way limit the absolute responsibility of the *owner* or skipper of the yacht under Rule C.1.2(b).

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 *42CA*.

(b) have a valid **certificate** including corrector weight details.

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

(d) not be altered in any way without approval of the *42CA*.

(e) the *owner* (or *charter helmsman*) shall be a current ClubSwan42 Fleet Member.

B.2 CLASS MARKINGS

B.2.1 **Mainsails**, **Headsails** and Masthead **Spinnakers** sail shall carry a *CS42 sail label* attached as specified in rule C.10.2.2.

B.3 INSPECTION RIGHTS

B.3.1 By joining the ClubSwan 42 Fleet, and holding a current One Design Certificate, an *owner* agrees to permit an unaccompanied official class representative or measurer to inspect his boat anytime within 48 hours of the start or finish of a ClubSwan 42 Class Event. In addition, the boat may be inspected anytime, with prior notice to the *owner*. The inspection may cover the entire boat, its rig, and gear including lockers and bilges. During ClubSwan 42 Class events, Equipment Inspection may be carried out before or after racing, this may include, weighing, stability tests or and other controls at the discretion of the Equipment Inspector.

B.3.2 These inspections by the Equipment Inspector may be supported by members of the *42CA* and/or the *42TC*.

PART II – REQUIREMENTS AND LIMITATIONS

The **crew** and the **boat** shall comply with the rules in this Part II when *racing* in CS42 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 except where varied in these rules.

(b) The boat shall be equipped to the Offshore Special Regulations Category 4. However, the NOR may prescribe additional requirements.

(c) Lifelines shall be of stranded stainless-steel wire as specified in the building specification.

(d) RRS – Rule 42.2(a) is deleted.

C.1.2. CS42 CLASS RACING RULES

(a) TWS limit Rule
Races of any CS42 Class events shall not start with less than 5 and more than 25 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) Safety
The safety of a boat sailing in a ClubSwan 42 Class Event shall be the sole responsibility of its *Owner* and/or skipper. He shall insure that the boat is seaworthy, properly equipped, and crewed by a sufficient number of competent crew to face bad weather or adverse conditions. It is the sole responsibility of the *Owner*/skipper to decide whether or not to start or to continue in any sailing event whether organized by the Class or not.

(c) RRS 44.1 & 44.2

If the Sailing Instructions so specify, for ClubSwan 42 Class Events, RRS 44.1 and 44.2 are changed so that, except for infringements of Part 2 that occur within the zone of a rounding mark or finishing mark, only one turn, including one tack and one gybe, is required. If a ClubSwan 42 fouls a boat from another class, then she shall comply

with the penalty prescribed in the sailing instructions regarding such infringement.

C.2 CREW / HELMSMAN

C.2.1 CREW LIMITATION

(a) The total weight of the **crew** dressed in shorts and shirt shall not exceed 900kg.

(b) The **crew** shall consist of no more than 3 persons either uncategorized or categorized as Group 3 under World Sailing Regulation 22, Sailor Categorization. All other **crew** shall hold a valid Group 1 categorization.

(c) The helmsman referred to in rules C.2.2(a) may declare a weight of 85kgs and be exempt from any crew weighing requirements. In the case of multiple *owners*, only the *owner* in the role of helmsmen may elect to take the allocated weight allowance.

(d) Crew weight will only be checked once before each event on a date specified in the NOR, but at least one day prior to the first race. If crew weight is not checked prior to an event, it is the *Owner's* responsibility to ensure compliance with C.2.1(a).

(e) The Organizing Authority of an event, or the *42CA*, may add or allow a crew member, in addition to the weight limits prescribed in C.2.1(a), to one or more boats during an event for Class promotion, event promotion or media coverage purposes. This person may not materially assist in the performance of the boat and shall not count against or be restricted by the crew limitations in C.2.1(a) and C.2.1(b).

(f) Crew substitutions during an event may be permitted by the Class Manager subject to the requirements of C.2.1(a) and C.2.1(b).

(g) These requirements may be amended by a Notice of Race.

(h) The *Owner* shall personally sign a written declaration that none of the Group 1 sailors are receiving any payment or other compensation from the *owner*, either directly or indirectly, other than as permitted by World Sailing Regulation 22, Sailor Categorization.

C.2.2 HELMSMEN.

The ClubSwan 42 Class is an amateur "Owner Driver" Class to promote the highest form of Corinthian sportsmanship. Rule C.2 shall be in force for ClubSwan 42 Class Events.

(a) *Owners* shall complete and submit the Helmsman Application Form to the *Class Manager* a minimum of 14 days prior to their first ClubSwan 42 Class Event.

(b) Except in an emergency, while racing under the ClubSwan 42 Class Rules, boats shall be helmed by their *Owner*, or bona fide Group 1 charterer duly approved by the *42CA* or by the *42HEC*.

(c) The *Owner* and all helmsmen under this category shall meet the following criteria:

i. Categorized Group 1 under the World Sailing Sailor Categorization Code,
ii. Eligible to be categorized Group 1 at any time in the previous eight (8) years,
iii. Shall not have competed as a helm or as crew in either the Olympic Games (Sailing Events) or America's Cup in the past eight (8) years,
iv. Shall not have won a World Championship in World Sailing or ORC internationally recognized events as a helm within the past eight (8) years, except as an amateur owner-driver in an acknowledged owner-driver class.

(d) *42FM* *charter member* who has chartered the boat for the event.

(e) A *42FM* *charter member* shall be approved by the *42HEC* using the criteria in C.2.3(b) for a *relief helmsman*.

(f) The *owner* of a ClubSwan 42 may not helm another boat in the ClubSwan 42 Class Event at which his/her boat is racing under charter.

(g) Notwithstanding the criteria noted above, the *42HEC* may approve an *owner* as "helmsman" who fails to meet all the criteria in C.2.2(c), if in the majority opinion of the *42FM* the owner meets the Corinthian intent and spirit of the ClubSwan 42 Class.

C.2.3 RELIEF HELMSMEN.

(a) An *owner* or charterer may request permission for *relief helmsmen* in writing to the *42HEC* a minimum of 14 days before a race.

(b) A *relief helmsman* is defined as: A member of the crew, currently categorized as World Sailing Group 1 and complying with the additional criteria in C.2.2(c), nominated by the *owner* or charterer to helm the boat as permitted by Rules C.2.3 (d) or (e).

(c) Except in an emergency, during a race with a time limit of 2 hours or less only an *owner*, *42FM charter member* or an approved *alternative helmsman* shall helm the boat.

(d) Except in an emergency, during a race with a time limit of more than 2 hours hours a *relief helmsman* shall not helm the boat:
(i) at the start or finish of a race.
(ii) at any mark rounding.
(iii) for more than a total of ten (10) minutes in a race with a time limit greater than 2 hours and up to four (4) hours, or more than twenty (20) minutes in a race with a time limit more than four (4) hours and up to eight (8) hours, and
(iiii) for more than a total of three (3) periods during a race.

(e) Notices of Race for events including races with time limits of more than eight (8) hours may modify Rules C.2.3 (d).

C.2.4 ALTERNATIVE HELMSMEN

An *owner* or charterer may request permission for *alternative helmsmen* in writing to the *42HEC* a minimum of 14 days before a race. As a minimum the *alternative helmsmen* shall be categorized as World Sailing Group 1 and comply with the additional criteria in C.2.2(c). Additional criteria may be set at the discretion of the *42HEC* and previous acceptance of an *alternative helmsman* for an event does not guarantee approval for future events.

C.2.5 OWNER OR CHARTER HELMSMAN ABSENT

In the unavoidable absence (such as business, family emergency or injury) of an *Owner*, *Charterer* or previously approved *Alternative Helmsman*, the *42HEC* or *42CA* 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 where stated in an events Notice of Race.

C.4 ADVERTISING

C.4.1 LIMITATIONS

Racing under these Class Rules is World Sailing Regulation 20, Advertising Code, with the following qualifiers:

(a) Pursuant to World Sailing Regulation 20.3.2, no advertising is permitted on hulls, spars and sails during ClubSwan 42 Events with the exception that hull advertising is permitted on the transom or as permitted by World Sailing Regulation 20.4 (Event Advertising) and World Sailing Regulation 20.7 (Manufacturer's and Sailmaker's Marks).

C.5 PORTABLE EQUIPMENT

C.5.1 MANDATORY

(a) FOR USE

(i) The minimum combined weight of anchor, chain and warp for the main anchor shall be 16 kg. This shall be stored in an accessible location aft of the engine ready for immediate use. Except when in the process of being deployed, the anchor shall not be moved whilst racing.

(ii) Unless in use, the emergency tiller shall be secured and carried in the aft lazarette.

C.5.2 OPTIONAL

(a) FOR USE

(i) There are no restrictions on portable equipment except where stated in these **class rules** or in an events Notice of Race.

C.6 CS42 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 *42CA*.

(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 *42CA*. If an *owner* considers that any repair may be necessary, they shall inform the *42CA* immediately, who will review the proposed repair and work shall not commence until approval is granted. Temporary repairs may be carried out during an event prior to requesting permission from the *42CA*, if no *42CA* representative is available.

(d) All components shall be retained in compliance with the original *building specification* unless an alternative is approved in the **class rule**.

(e) In the event of the *42CA* 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 *42CA*'s discretion.

(f) The use of velcro, shockcord, teflon tape, flexible adhesive tape, lashing, rings, pulleys, shackles are unrestricted as long as this does not modify the sheeting angle of any sail when loaded. This does not permit additional fittings to be permanently attached or holes to be made.

(g) Rollers, tubes or similar may be added to the lifelines to protect or clear the spinnaker or headsail on drops or manoeuvres. Padding, or similar may be fitted to the lifelines for crew comfort whilst hiking.

(h) The following items may be moved or removed as detailed below:

(1) The door separating the main saloon from the fore cabin may be removed.

(2) The cushions and movable wooden berth structure in the fore cabin may be removed.

C.6.2 OPTIONAL EQUIPMENT

Any item of internal equipment listed in Appendix G - Optional Extras, may be carried. Boats wishing to fit equipment of similar function and weight may apply to the *42CA* for dispensation. No other fixed items of internal equipment may be carried unless permission is given by the *42CA*. Equipment included during Class Measurement is not permitted to be removed or modified whilst racing.

C.6.2 MEASUREMENT CONDITION

The *measurement condition* is defined as fully rigged with **mast, boom**, bowsprit, standing rigging, **halyards, main sheet** 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, electronic equipment etc. may be left aboard and shall be recorded on the measurement form.

C.6.3 WEIGHT

The weight of the **boat** in *measurement condition* shall not be less than 7650kg.

C.6.4 STABILITY CHECK

A boom inclining shall be carried out to check the stability of the boat to identify if any changes have beem made which impact the stability of the boat. The boat shall be in *measurement condition* including any corrector weights as required by C.6.5 and the test shall be performed in calm water with the boat not depressed on any side by lying to a mooring. If this stability check shows the righting moment to be greater than 225kg/m the *Owner* shall prove to the satisfaction of the *42CA* that no modifications have been made to the hull, rig, or keel and the hollow keel fin has not had any ballast added. The *42CA* may require the keel to be modified prior to the issue of a certificate.

(a) The inclining test is only to be carried out in calm conditions,

(b) Boat to be in measurement condition with no persons onboard,

(c) The **mainsail** halyard shall be used to support the boom, all other halyards shall be removed from the rig and positioned at the mast base,

(d) Water & Holding Tanks shall be empty,

(e) Fuel tank may contain sufficient fuel to allow the boat to be moved in the dock – less than 15 litres,

(f) A weight of between 120 & 130kg shall be positioned at the **outer limit mark**,

(g) Measurements shall be taken to Port & Starboard using a JM-Sensors Inclinometer 1S-17,

(h) Reference freeboard measurements shall be taken as a reference for future checks.

C.6.5 CORRECTOR WEIGHTS

(a) If the weight of the **boat** in *measurement condition* is less than 7650kg **corrector weights** shall be added to comply with the minimum weight of 7650kg, under the direction of the *Class Chief Measurer*. The **corrector weights** shall be permanently secured in the positions shown in Appendix H. The weight of the forward **corrector weights** and the combined weight of the port and starboard aft **corrector weights** shall be approximately equal.

(b) **Corrector weights** shall only be applied and adjusted as specified by the *Class Chief Measurer* and once installed shall not be removed or moved without permission from the *42CA*. Adjustment of **corrector weights** shall only be made after measurement in *measurement condition* has been repeated.

C.6.6 HEAVY BOATS

(a) If the weight of the **boat** in *measurement condition* is greater than 7750kg, with prior permission from the Class Chief Measurer reporting to the *42CA*, may remove certain equipment to obtain a weight of 7750 kg.

C.7 HULL

C.7.1 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 *42CA*.

(b) All **maintenance** shall be carried out in a way that the **hull** 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** is 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 **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.

(e) The hull shell gelcoat surface shall not be removed except by light sanding prior to painting.

(f) The non-skid pattern from the deck may be sanded to allow the application of non-skid paint with prior permission of the *42CA*.

(g) Commercially available antifoul paint shall be applied to all surfaces below the waterline.

(h) 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.

(i) 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**.

(j) Repairs may only be carried out by parties approved by the *42CA*. If an *owner* considers that any repair may be necessary, they shall inform the *42CA* immediately, who will review the proposed repair and work shall not commence until approval is granted. Temporary repairs may be carried out during an event prior to requesting permission from the *42CA*, if no *42CA* representative is available.

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

(l) The ***42CA*** may check measure the hull shape at an event using templates or other methods.

(m) The gap between the sail drive leg and hull shall remain as supplied by ONA and may not be filled. Fairing of the sail drive and/or anode is not permitted. The ***42CA*** may check measure the sectional shape and plan-form of the sail drive leg at an event using templates.

(n) Weed cutters and deflectors are not permitted.

(o) All through-hull fittings (seacocks) shall remain operable and shall not be sealed. An **equipment inspector** at an event may request these to be opened to demonstrate that they are operable.

C.7.2 FITTINGS

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

(b) The layout of all deck gear shall comply with Appendix E. No item shall be moved or removed unless specifically permitted. The ***42CA*** may permit alternative items of deck gear to replace items where the specified item is no longer commercially available. Alternative items shall be of a similar specification and function to the original item.

(1) Placement of line bags, and additional fairleads, foot rests, handholds, cleats, jammers and padeyes are permitted at the Owner's discretion.

(2) The location and installation of bow and stern cleats are optional.

(3) The headsail tack arrangement is optional however it shall not be adjustable whilst racing.

(4) Carbon steering wheels may be used but must be the same diameter as the original specification.

(c) The minimum specification of internal equipment and fit-out, engine, strut and propeller are defined by Appendix F. No item shown shall be moved or removed. Modifications to required internal equipment are permitted provided that the weight of the item is not reduced. The ***42CA*** may permit alternative items to replace items where the specified item is no longer commercially available. Alternative items shall be of a similar specification and function to the original item.

(1) Steering wire cables may be replaced with alternative materials. The Owner is responsible to ensure the specification of any replacement steering cables are adequate.

(2) The propeller shall be a Flex o fold 17 x 13-2 LC SD2c or alternatively a Gori Racing 450 x 330 LHS. Existing propellers with a similar specification, installed prior to 1st January 2021 may be accepted.

(3) The *42CA* may permit alternative galley arrangements that are of equivalent function and weight to the original *building specification.*

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, bulb** and **rudder**. 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 shall be applied to all surfaces.

(f) The outermost surfaces of the **fin, bulb** and **rudder** 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**.

(g) Repairs may only be carried out by parties approved by the *42CA*. If an *owner* considers that any repair may be necessary, they shall inform the *42CA* immediately, who will review the proposed repair and work shall not commence until approval is granted. Temporary repairs may be carried out during an event prior to requesting permission from the *42CA*, if no *42CA* representative is available.

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

(i) Fairing of **hull appendages** is permitted within the tolerances set forth by the CS42 Class Rules using the Class approved templates with the approval of the *42CA*.

(j) The *42CA* shall approve in writing any planned fairing of the **hull appendages** before such fairing is undertaken and certify the work in writing upon completion.

(k) Fairing and painting of the keel flange joint is permitted.

(l) The CS42 Class Measurer shall provide the Class approved templates upon request. Costs incurred by the CS42 Class Measurer in approving and certifying any fairing of the **hull appendages** shall be borne by the individual *owner* undertaking such fairing.

(m) *Owners* shall be responsible for requesting in writing any planned fairing of **hull appendages** before such fairing is undertaken.

(j) The *42CA* may check measure the sectional shape and plan-form of any appendage at an event using templates.

C.8.2 LIMITATIONS

(a) Only one **fin**, one **bulb**, and one **rudder** shall be used during an event except when a **hull appendage** has been lost or damaged beyond repair as determined by the *42CA*.

C.8.3 RUDDER

(a) USE

(1) 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 parties approved by the *42CA*. If an *owner* considers that any repair may be necessary, they shall inform the *42CA* immediately, who will review the proposed repair and work shall not commence until approval is granted. Temporary repairs may be carried out during an event prior to requesting permission from the *42CA*, if no *42CA* 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*.

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 *42CA* 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) With the **mast** jacked up, the upper edge of the lower band shall not be more than 1.95 m above the sheerline measured at 45 degrees to the horizontal abreast the front face of the mast.

(4) The maximum distance between the **lower limit mark** and the **upper limit mark** shall not be greater than 17.24m**.**

(5) The horizontal distance measured from the front face of the **mast** tube at deck level to the center of the headstay projected as necessary shall not be more than 5.000 m.

(b) USE

(1) Adjustment of the **mast** position at deck level is not permitted while racing.

(2) The **mast** heel shall be securely fixed and shall not be adjusted in any plane while racing. The use of the mast jack or adjusting shims whilst racing is NOT permitted.

(3) Adjustment of the shrouds and headstay is not permitted while racing. Adjustment is permitted before racing and between races, but not during racing. All means of shroud adjustment shall be positively locked or bound up to prevent accidental adjustment while racing.

(4) **Halyards** shall remain lead, and shall not be “moused out” at any time whilst *racing* except when being replaced or repaired. Intentional hoisting (skying) spare halyards with or without a retrieval line is not permitted.

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 5.79m from the aft face of the mast spar.

(b) USE

The **boom** shall remain attached to the **mast spar** at all times.

C.9.6 BOWSPRIT

(a) DIMENSIONS

The length of the retractable bow sprit measured on or near the center line of the boat from the forward face of the bow to the extremity of the pole shall not exceed 2.014m.

(b) USE

(1) The bow sprit shall be fully retracted when not in the process of setting, flying or taking down a **spinnaker**. In the fully retracted position, the tip of the bow sprit shall be aft of the forward most point of the bow.

(2) The bow sprit shall not be extended until the bow of the yacht has broken, on the windward side of the mark, the plane of an imaginary line extending from the race committee boat through the windward mark. At the first reasonable opportunity after taking down the spinnaker, the bow sprit shall be fully retracted. The bowsprit may be deployed mid-leg if wind shifts necessitate hoisting of the spinnaker.

(3) When in use, the bow sprit must be fully extended.

(4) A bobstay is permitted to be added to the bowsprit, the material is optional however solid bobstays are not permitted and the bobstay must not prevent the retraction of the bowsprit.

C.9.7 STANDING RIGGING

(a) DIMENSIONS

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

(2) Forestay length (FL) measured from where the forestay meets the deck to where the forestay intersects on a projection the front of the mast shall not be more than 18.903m. The forestay length measured from the center of the pin where it attaches to the mast tang to where the forestay meets the deck shall not be more than 18.765 m.

(b) USE

Rigging links and rigging screws shall not be adjusted whilst *racing*.

C.9.8 RUNNING RIGGING

(a) USE

The following shall be led as shown in Appendix E:

(1) The **mainsail sheet**.

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

(3) The following halyards shall be installed in the rig and subject to C.9.4(b)(4).

(a) Mainsail Halyard

(b) Masthead Spinnaker Halyard x 2

(c) Headsail Halyard x 2

All halyards shall be of a specification suitable for the intended application. The minimum halyard diameter is 8mm, halyards may be tapered.

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 a combined maximum of 20% in case of mainsails and headsails and 30% in case of spinnakers of the original **body of the sails** is replaced, the original class sail label 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 *42CA* for a replacement sail label. 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) No **sail** shall be re-cut after the start of a ClubSwan 42 Class event.

(f) Prior starting a repair on a **sail** during a ClubSwan 42 Class event, permission shall be requested from the *42CA* or a designated CS42 class representative. Repairs may only be carried out during an event without permission from the *42CA* or another designated representative only if no *42CA* or other designated representative is available.

(g) **Sails** damaged beyond repair during a CS42 Class event may be replaced at the discretion of the *42CA* or in their absence a designated representative of the CS42 Class.

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

C.10.2 LIMITATIONS

C.10.2.1 SAIL LABELS

(a) An owner is permitted to purchase 3 new CS42 sail labels each calendar year (January 1st to December 31st) following the initial calendar year of yacht ownership. **Sails** must be ordered, construction completed and **certified** by the end of the calendar year in which the CS42 sail label is issued.

(b) New *owners* of a CS42 shall be issued with 8 CS42 sail labels to be used at any time during the continuous ownership of the yacht to which the CS42 sail labels have been issued.

(c) After each 5 years of continuous yacht ownership, an *owner* may purchase an additional 3 new CS42 sail labels that may be used at any time during their ownership of a CS42

(d) Upon change of ownership, any unused CS42 sail labels shall be voided and shall not be transferred to the new *owner*.

(e) CS42 sail labels shall be used in the year they are awarded and shall not accrue to subsequent years, except in the case of the initial 8 CS42 sail labels (Rule C.10.2.1 (b)) and the 3 additional CS42 sail labels after each 5 years of ownership (Rule C.10.2.1 (c)).

(f) CS42's owned by multiple *owners* are not permitted to additional CS42 sail labels.

(g) CS42 sail labels shall not be transferred from one sail to another and *owners* with more than one boat may not transfer sail inventories between boats.

(h) An owner when chartering a boat for a CS42 Class event must transfer his/her own sails to the chartered boat.

C.10.2.2 SAIL LABEL – EVENT LIMITATIONS

The following may be carried onboard or presented for equipment inspection at an event. All these sails shall have valid *CS42 sail labels* attached near to the tack of the sail*:*

(1) One (1) **mainsail** (G.2),

(2) Three (3) *headsails* (G.3),

(3) Two (2) masthead **spinnakers** (G.5).

The following sails do not require *CS42 sail labels:* (Events may apply identification labels or marking to identify the sail presented for equipment inspection).

(4) One (1) *masthead heavy spinnaker* (G.6) or a *masthead heavy spinnaker designated as 3A* (G.7),

(5) One (1) *fractional heavy spinnaker* (G.8),

(6) One (1) *staysail* (G.7).

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 *42CA* 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.

(2) 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.10.4 HEADSAILS (EXCLUDING STAYSAIL)

(a) USE

(1) The headsail shall be hoisted on a halyard**,** which shall remain attached to the **head** of the **sail** at all times whilst hoisted. The **luff** shall be attached to the **forestay.** The arrangement shall permit hoisting and lowering of the **sail** whilst afloat.

C.10.5 STAYSAIL

(a) USE

(1) The staysail 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 staysail shall be capable of being completely furled.

(2) The spinnaker staysail shall be hoisted on its integral bolt rope and shall not be attached to the **forestay**.

C.10.6 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 which shall remain attached to the **head** of the **sail** at all times whilst hoisted.

(2) The **sail** shall at all times be tacked to the bowsprit.

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

C.10.7 MASTHEAD HEAVY 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 which shall remain attached to the **head** of the **sail** at all times whilst hoisted.

(2) The **sail** shall at all times be tacked to the bowsprit.

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

C.10.8 MASTHEAD HEAVY SPINNAKERS DESIGNATED AS 3A

(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 which shall remain attached to the **head** of the **sail** at all times whilst hoisted.

(2) The **sail** shall at all times be tacked to the bowsprit.

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

C.10.9 FRACTIONAL HEAVY 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 halyard which shall remain attached to the **head** of the **sail** at all times whilst hoisted. The fractional heavy spinnaker shall not be flown from a full hoist halyard without the halyard running through the single spectacle affixed to the forestay tang (F.2.7(c) and Appendix K).

(2) The **sail** shall at all times be tacked to the bowsprit.

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

Section D – Hull

D.1 PARTS

D.1.1 MANDATORY

All items listed in **measurement condition** and the *building specification*.

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 BUILDERS

(a) The hull shall be built by ONA.

(b) All moulds shall be approved by *42CA*.

D.3 HULL SHELL

The **hull** shell shall be built in accordance with the *building specification*. No modifications are permitted other than approved repairs.

D.4 DECK

The deck shall be built in accordance with the *building specification*. No modifications are permitted other than approved repairs.

D.5 BULKHEADS AND INTERNAL STRUCTURE

The bulkheads and internal structure be built in accordance with the *building specification*. No modifications are permitted other than approved repairs.

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 to meet the requirements of the quality assurance documents.

Section E – Hull Appendages

E.1 PARTS

All items shown in Appendix B, C & D

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

Modifications to the fin, bulb or rudder are not permitted. Fairing and the application of paint are permitted. 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 ONA or NS approved manufacturers.

(b) All moulds shall be approved by *42CA*.

E.2.5 MATERIALS AND CONSTRUCTION

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

(b) The **fin** shall be welded steel and the bulb shall be constructed in lead. The addition of lead to the fin is not permitted.

E.2.6 FITTINGS

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

E.2.7.1 KEEL (FIN & BULB)

(a) CERTIFICATION WEIGHT

The keel (**fin** & **bulb**) excluding keel nuts and washers shall not be less than 3135kgs nor greater than 3205kg and shall be certified by the supplier.

(b) DIMENSIONS

(1) The **fin** and **bulb** shape shall comply with Appendix C. The shape may be checked at any time by an official measurer using templates. The **fin** and **bulb** shall comply with the dimensions in Appendix C with a tolerance of 3/-1mm. (Final Permitted Range TBC)

(2) The **fin** and **bulb** location and depth shall be as shown in Appendix B. The tolerances in Appendix B are to allow for manufacturing differences, it is not permitted to modify the fin or bulb within these tolerances.

E.2.7.2 RUDDER

(a) CERTIFICATION WEIGHT

The weight of the **rudder** shall not be less than 19.0kg and shall be certified by the supplier.

(b) DIMENSIONS

(1) The **rudder** shape shall comply with Appendix D. The rudder shape may be checked at any time by an official measurer using templates. The rudder shall comply with the dimensions in Appendix D with a tolerance of 2/-1mm (Final Permitted Range TBC).

(2) The **rudder** shall be located as shown in Appendix B. The tolerances in Appendix B are to allow for manufacturing differences, it is not permitted to modify the rudder position within these tolerances.

Section F – Rig

F.1 PARTS

All items shown in Appendix I. No component may be moved, removed or modified, except as permitted in F.2.7(b) and F.2.7(c).

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 *42CA* shall **certify spars** and shall sign and date the **certification mark.**

F.2.4 DEFINITIONS

(a) MAST DATUM POINT

The **mast datum point** is the **Lower Point**.

F.2.5 MANUFACTURER

(a) The **spars** shall be manufactured by a supplier approved by ONA.

F.2.6 MATERIALS AND CONSTRUCTION

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

(b) The material of the bowsprit may be Carbon.

F.2.7 FITTINGS

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

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

(b) The steaming light may be removed for CS42 Class Events unless otherwise required by the Notice of Race and/or Convention of International Regulations for Preventing Collisions at Sea, 1972 (COLREGS).

(c) A single spectacle may be added to the forestay tang as detailed in Appendix K.

(d) A roller furler may be used during any ClubSwan 42 Class Events but no rating allowance adjustment for furling headstays shall apply.

(e) Carbon roller furler units are permitted. The ClubSwan 42 Class approved carbon roller furler system is the Reckmann RS3000-S2. No alternative carbon roller furler systems are permitted during ClubSwan 42 Class Events.

(f) A Harken Carbo Racing Foil (7001.20M) system may be substituted for the Reckmann roller furler system, provided that the system adheres strictly to the rig restrictions noted in C.9.7(2) as shown in Appendix L.

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 236.5 kg and shall be certified by the supplier.

(b) The vertical centre of gravity of the **mast** in measurement condition shall not be less than 5.95m above the **mast datum point** and shall be certified by the supplier.

(c) The **mast** certification condition is:

(1) Fully rigged with all shrouds, headstay, backstay, spreaders, lights, antennae, instrument sensors, displays and brackets, wiring and all permanently attached fittings.

(2) All halyards, running rigging and associated loose blocks and tackle shall be removed. Messengers of not more than 4mm diameter and long enough to replace the internal portions of running rigging may be used.

(3) All fittings and standing rigging shall be in their normal positions with standing rigging pulled taut down the rig.

F.2.8.2 BOOM CERTIFICATION WEIGHT

(a) The weight of the **boom** in measurement condition shall not be less than 48 kg and shall be **certified** by the supplier.

(b) The measurement condition for the **boom** shall be fully rigged including outhaul. All reef lines shall be removed. Messengers of not more than 4mm diameter and long enough to replace the internal portions of the reef lines may be used.

F.2.8.3 BOWSPRIT CERTIFICATION WEIGHT

(a) The weight of the bowsprit in certification condition shall not be less than 17.0kg 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 approved by ONA or the *42CA*.

F.3.2 MATERIALS AND CONSTRUCTION

All standing rigging shall be manufactured in accordance with the *building specification* or equivalents approved by the *42CA*.

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* or equivalents approved by the *42CA*.

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 E & I 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 **Official Measurer** shall **certify** mainsails and headsails in the **tack** and **spinnakers** in the **head.** The **certification mark** shall be positioned on the starboard side and be signed and dated. A signed copy of the Official Measurer's measurements shall be forwarded to the Class for all sails to be issued with *CS42 sail labels*. All **sails** shall have the measurements recorded on the head of the **sail**.

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

(c) **Sail** measurements shall be taken and recorded in metres to two decimal places.

G.1.3 SAILMAKER

(a) **Sails** may be manufactured by any supplier.

G.1.4 CONSTRUCTION

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

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

(c) Carbon fiber will be permitted in the construction of **mainsails** and headsails with the exception of the storm jib and storm trysail. Carbon fiber content in the main and headsails shall not exceed 60% of the sail total denier per inch (DPI). Carbon fiber content shall be uniformly distributed throughout the sail.

(d) Aromatic polyamides, carbon and similar fibers shall not be used for construction of a trysail, but HMPE and similar materials are permitted (Offshore Special Regulation 4.26.1.b). Cuben Fiber shall not be used.

(e) Aromatic polyamides, carbon and similar fibers shall not be used for construction of a heavy-weather jib, but HMPE and similar materials are permitted (Offshore Special Regulation 4.26.1.b).

(f) Artificially thickened (e.g. foamed sails are not permitted)

(g) Sails shall not be multiple surface, whether inflated by the action of the wind or otherwise. Laminated sails are not permitted other than a Masthead Heavy Spinnaker Designated as 3A that meets the criteria specified in G:7

G.2 MAINSAIL

G.2.1 IDENTIFICATION

The ClubSwan 42 Class insignia shall conform to the dimensions and requirements and be positioned on the mainsail as defined by Appendix J.

(a) Members of recognized yacht clubs may elect to have their club burgee and the initials of their club on the mainsail with the designation “ClubSwan 42”

(b) Owners without a club affiliation shall have the Nautor Club Swan burgee and “ClubSwan 42” on their mainsail.

(c) All mainsails shall carry one of the designations above on their mainsail.

G.2.2 CONSTRUCTION

(a) The construction shall be: **soft sail**

(b) The following are permitted: Stitching, glues, tapes, bolt ropes, corner eyes, headboard with fixings, cunningham eye or pulley, batten pocket patches, batten pocket elastic, batten pocket end caps, mast and boom slides, leech line with cleat, windows, tell tales, sail shape indicator stripes and reefing points.

(c) The maximum number of battens permitted shall be limited to seven (7) in the mainsail. The top batten shall be full length. The mainsail battens may be constructed of carbon fiber.

G.2.3 DIMENSIONS

Mainsail dimensions shall not exceed:

(a)	**Top Width** (MHB)	0.177m
(b)	**Seven-Eights Width** (MUW)	1.49m
(c)	**Three-Quarter Width** (MTW)	2.46m
(d)	**Half Width** (MHW)	3.80m
(e)	**Quarter Width** (MQW)	4.87m

The minimum weight shall not be less than 20 kg and the sail must be of normal construction throughout and no effort may be made to concentrate weight low, such as with heavy tack and clew rings.

G.3 HEADSAILS (EXCLUDING STAYSAIL)

G.3.1 CONSTRUCTION

(a) The construction shall be: **soft sail**

(b) The following are permitted: Stitching, glues, tapes, bolt ropes, corner eyes, cunningham eye or pulley, batten pocket patches, batten pocket elastic, batten pocket end caps, leech line with cleat, windows, tell tales, sail shape indicator stripes.

(b) No more than 4 battens may be installed. These battens shall be equally spaced $\pm$ 200mm.

G.3.2 DIMENSIONS

Headsail dimensions shall not exceed:

(a)	**Luff Length** (HLU)	18.38m
(b)	**Luff Perpendicular** (HLP)	5.36m
(c)	**Quarter Width** (HQW)	3.96m
(d)	**Half Width** (HHW)	2.73m
(e)	**Three-Quarter Width** (HTW)	1.50m
(f)	**Seven-Eights Width** (HUW)	0.81m
(g)	**Top Width** (HHB)	100mm

G.4 STAYSAIL

G.4.1 CONSTRUCTION

(a) The construction shall be: **soft sail**

(b) The following are permitted: Stitching, glues, tapes, bolt ropes, corner eyes, Cunningham eye or pulley, batten pocket patches, batten pocket elastic, batten pocket end caps, leech line with cleat, windows, tell tales, sail shape indicator stripes, roller furler and high modulus luff line.

G.4.2 DIMENSIONS

Staysail dimensions shall not exceed:

(a)	**Luff Length** (HLU)	17.75m
(b)	**Luff Perpendicular** (HLP)	4.00m
(c)	**Half Width** (HHW)	2.00m
(d)	**Top Width** (HHB)	100mm

G.5 MASTHEAD SPINNAKERS

G.5.1 CONSTRUCTION

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

(b) The sail shall be constructed of nylon or polyester with a minimum weight of 32gsm.

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

(d) The following are permitted: Stitching, glues, tapes, corner eyes, tell tales, sail shape indicator stripes.

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 185.0m^2

(c) No battens may be installed.

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

G.6 MASTHEAD HEAVY SPINNAKERS

G.6.1 CONSTRUCTION

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

(b) The sail shall have no less than 40% of the sail utilizing a cloth weight of not less than 65gsm with the remaining area utilizing a minimum cloth weight of 43gsm.

(c) Masthead heavy spinnakers purchased prior to March 1, 2015 with a minimum cloth weight of 43gsm may be used in ClubSwan 42 Class Events.

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

(e) The following are permitted: Stitching, glues, tapes, corner eyes, tell tales, sail shape indicator stripes.

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 185.0m^2

(c) No battens may be installed.

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

G.7 MASTHEAD HEAVY SPINNAKERS DESIGNATED AS 3A

G.7.1 CONSTRUCTION

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

(b) A masthead heavy spinnaker designated as a 3A shall be of radial paneled construction with woven Nylon or Polyester or Aramid/Polyester laminate fabrics.

(c) The sail shall have no less than 40% of the sail utilizing a cloth weight of not less than 65gsm with the remaining area utilizing a minimum cloth weight of 43gsm.

(d) Masthead heavy spinnakers purchased prior to March 1, 2015 with a minimum cloth weight of 43gsm may be used in ClubSwan 42 Class Events.

(e) Cuben Fiber is not permitted.

(f) The following are permitted: Stitching, glues, tapes, corner eyes, tell tales, sail shape indicator stripes, torsion rope in the luff.

G.7.2 DIMENSIONS

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

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

(b) The minimum SPA shall be 155.0m^2

(c) The maximum SPA shall be 165.0m^2

(d) Minimum Luff Length (SLU): 21.0m

(e) SFL: between 11.25m and 11.75m

(f) Minimum SHW: 80% of SFL

(g) Maximum SHW: 85% of SFL

(h) No battens may be installed

G.8 FRACTIONAL HEAVY SPINNAKERS

G.8.1 CONSTRUCTION

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

(b) A minimum cloth weight of 65gsm 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.

(d) The following are permitted: Stitching, glues, tapes, corner eyes, tell tales, sail shape indicator stripes.

G.8.2 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 165.0m^2

(c) No battens may be installed.

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

Effective Date: 31st January 2024

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Previous issues: 23-01 – 28th February 2023

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 – SUPPORT BOATS / RIBS

APPENDIX B – APPENDAGE LOCATIONS

APPENDIX C – KEEL

APPENDIX D – RUDDER

APPENDIX E – DECK EQUIPMENT

APPENDIX F – INTERNAL EQUIPMENT (Fit-Out, Engine, Strut Drive and Prop)

APPENDIX G – LIST OF OPTIONAL EXTRAS

APPENDIX H – CORRECTOR WEIGHTS

APPENDIX I – RIG

APPENDIX J – MAINSAIL INSIGNIA

APPENDIX K – FRACTIONAL HOIST SINGLE SPECTACLE

APPENDIX L – CARBO RACING FOIL (7001.20M) SYSTEM

APPENDIX M – CLASS ORGANISATION

APPENDIX A – SUPPORT BOATS / RIBS

Support or coach boats are not permitted from the start or practice race of a regatta 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 *42CA* for dispensation. Transfer of an Owner to and from the boat is permitted without dispensation from the *42CA*.

Except in emergency, while racing under these Class Rules:

(a) Individual spectator 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 spectator boats or any drones flown from a spectator boat shall not approach closer than 150 metres in any direction (including vertically) to any boat that is racing. The *42CA* may give approval for a reduction in the 150m exclusion zone for a specific purpose.

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

(d) The *42CA* may give approval for boats to collect video or pictures from CS42 racing on the basis that it is distributed to all participating teams as a shared coaching resource.

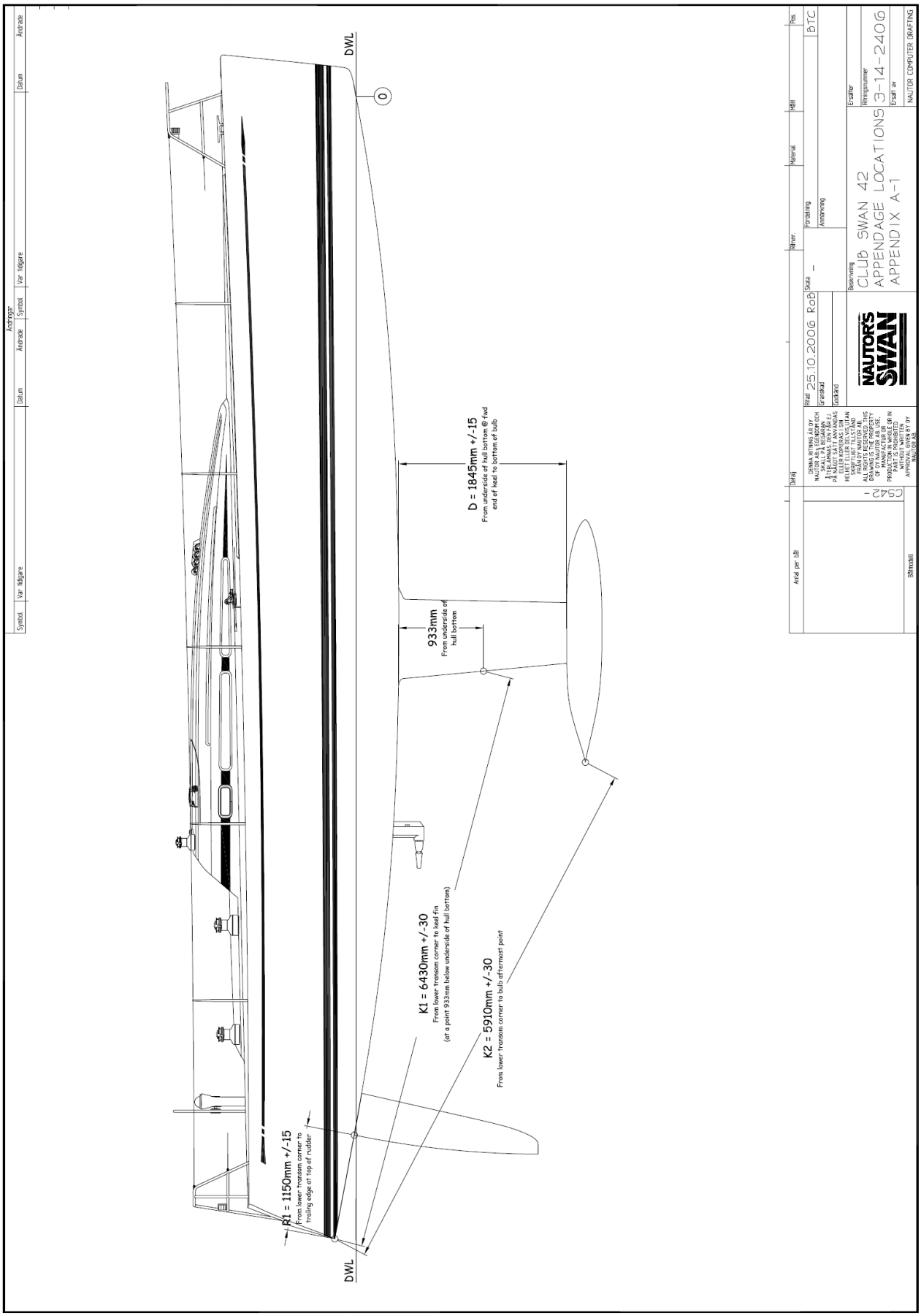
Equipment Changes

Additions or deletions to the yacht's sail inventory, running rigging or any other equipment shall not be permitted after the yacht has left the dock for the day.

Breakdown and Injuries

In the event of a breakdown or crew injury, the yacht may return to shore for repairs/replacements or to off-load the injured crew member. In the event of the need of significant repairs, the owner shall receive permission from the Class Measurer or in their absence another member of the *42CA* as early as possible to implement the required repairs. Damage that would require the yacht to be re-measured shall not cause the yacht to be re-measured until the conclusion of the regatta. All repairs shall conform the ClubSwan 42 Class Rules.

APPENDIX B – APPENDAGE LOCATIONS



APPENDIX C – KEEL

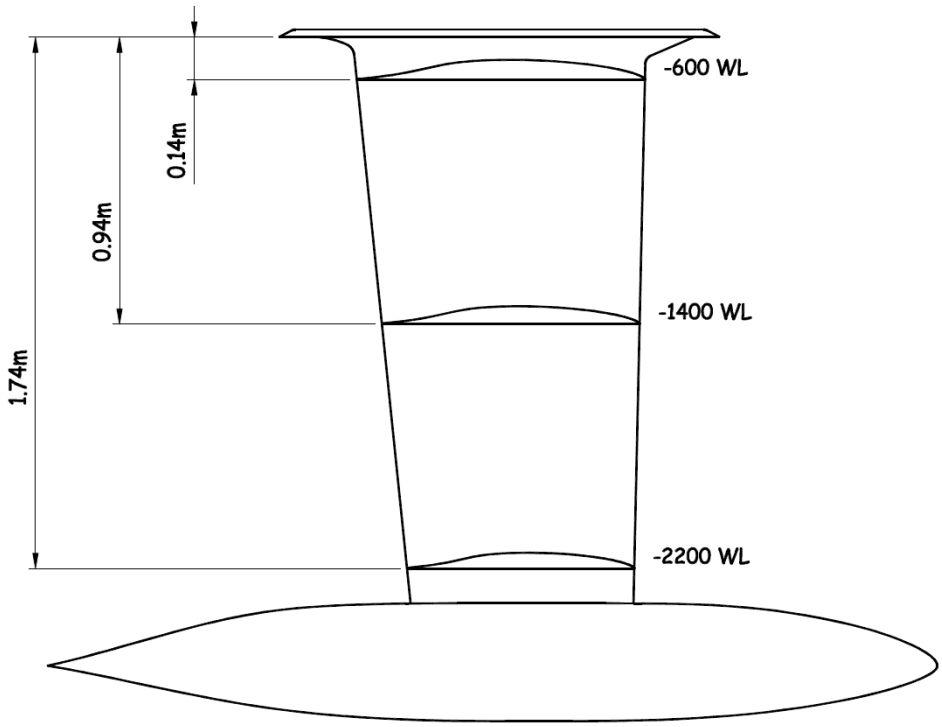
Half breadths in metres

Chord lengths and chord sections are minima

Table of keel offsets

Section	Chord Length	100%	90%	80%	70%	60%	50%	40%	30%	20%	10%
-600WL	0.859	0.002	0.013	0.030	0.050	0.061	0.065	0.065	0.060	0.051	0.036
-1400WL	0.768	0.002	0.012	0.027	0.045	0.055	0.059	0.058	0.053	0.045	0.032
-2200WL	0.677	0.002	0.011	0.024	0.040	0.049	0.052	0.051	0.047	0.040	0.028

Location of templates



APPENDIX D – RUDDER

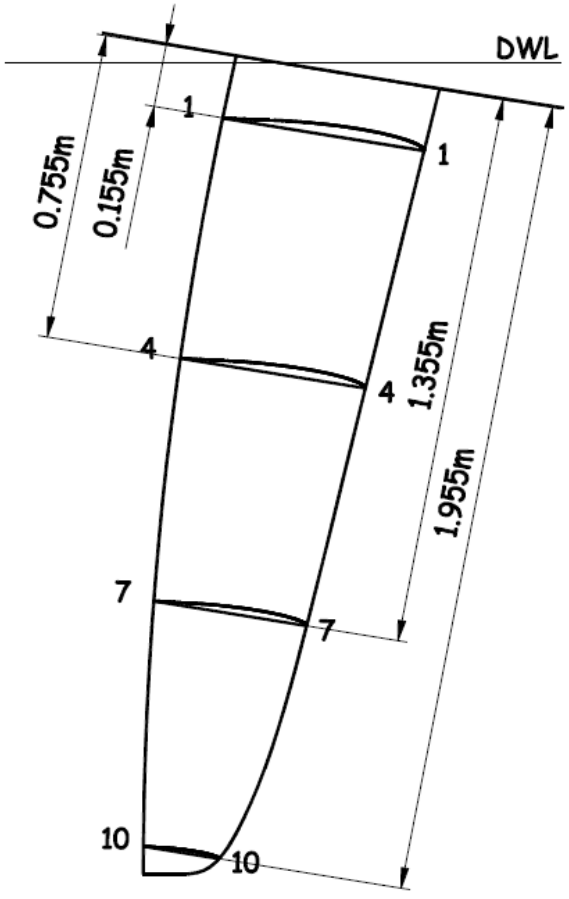
Half breadths in metres

Chord lengths and chord sections are minima

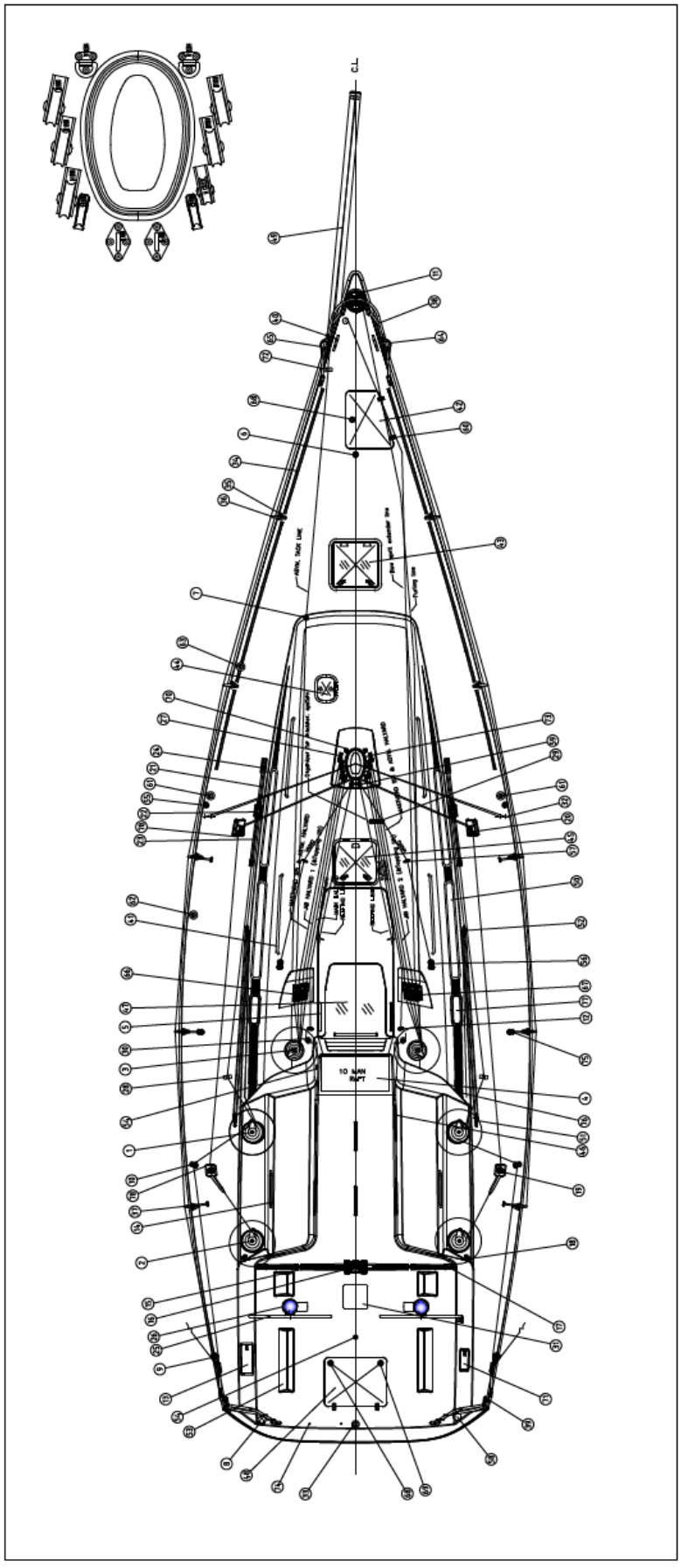
Table of rudder offsets

Section	Chord Length	100%	90%	80%	70%	60%	50%	40%	30%	20%	10%
1 - 1	0.461	0.001	0.006	0.012	0.018	0.023	0.026	0.028	0.028	0.026	0.020
4 - 4	0.423	0.001	0.005	0.011	0.015	0.019	0.022	0.023	0.023	0.021	0.017
7 - 7	0.350	0.001	0.004	0.008	0.012	0.015	0.017	0.018	0.018	0.017	0.013
10 - 10	0.173	0.001	0.002	0.004	0.006	0.007	0.008	0.009	0.009	0.008	0.006

Location of templates



APPENDIX E – DECK EQUIPMENT

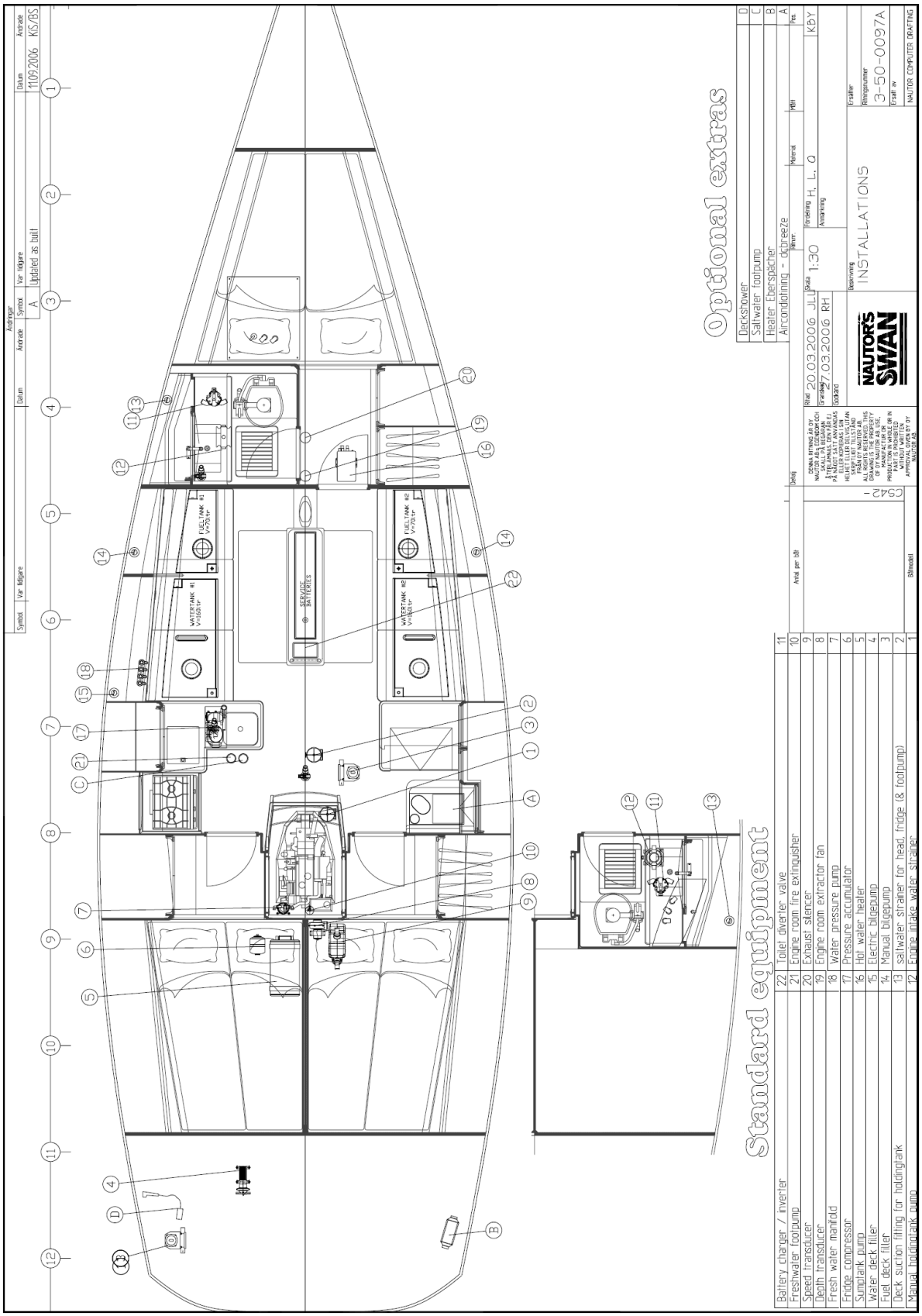


Item	Specification	Std / Opt
1	Primary Sheet Winch 2 X H B60.3 STA	x or 1a, 1b or 1c
1a	Primary Sheet Winch 2 X Harken 60.3 STP	opt
1b	Primary Sheet Winch 2 X B 530 TCR	opt
1c	Primary Sheet Winch 2 X Harken 500.3 TCR	opt
2	Mainsheet Winch 2 x H B53.2 STA	x or 2a
2a	Mainsheet Winch 2 x Harken 50.2 STP	opt
3	Halyard Winch 2 x H B44.2 STA	x or 3a
3a	Halyard Winch 2 x Harken 46.2 STP / PTP	opt
4	Liferaft Stowage DRN.No 2-23-7700	x
5	Grabrail DRW. No 3-23-7188 2 PCS	x
6	Folding Padeye Wichard 6505 For Inner Forestay 1 PCE	x
7	Tack Line Entrance DRW. No 3-23-7189 1 PCE	x
8	Deck Fitting for Flag Pole DRW.No 4-23-5960	x
9	Spinnaker Sheet Block H 1969 Ø75 2 PCS AFT	x
10	Spinnaker Sheet Block H 1965 Ø75 2 PCS FWD	x
11	Jib Furling Recessed Reckman RS2000-20	x
12	Kit-Cam H 458 for Outhaul and Cunningham 2 PCS	x
13	Stowage DRW. No 2-23-7181 1 PCE	x
14	Stowage DRW. No 2-23-7178 2 PCE	x
15	Main Sheet Track H 3154 Length 2.2m 1 PCE	x
16	Main Sheet Car H3179 1 PCE	x
17	End Stop H 3169 2 PCE	x
18	Camcleat H 150 for Traveller 2 PCS	x
19	Recessed Turning Block for Main Sheet H 1963 Ø57 2 PCS AFT	x
20	Recessed Turning Block for Main Sheet H 1972 Ø75 2 PCS FWD	x
21	Jib Sheet Track H3154 Length 1.2m 2 PCS	x
22	Jib Sheet Car H 587 2 PCS + H 1798 Control Blocks 2 PCS	x
23	End Stop H 548 2 PCS Aft	x
24	End Stop H 3185 2 PCS Fwd	x
25	Steering System DRW. No 2-15-3105	x
26	Steering Pedestal DRW. No 1-15-3104	x
27	Halyard Lead Block H 1990 Ø75 5 PCS + 1986 2 PCS + C8322 1 PCE	x
28	Scammel for Jib Sheet HCP 1808 2 PCS	x or 28a
28a	Single Aluminium Footblock (75mm) - Harken 3234	opt
29	Inhauler Deck Organiser H C8092 1 PCE	x
30	Crossover Block H 727 2 PCS	x
31	Hatch to Emergency Tiller Connection	x
32	Main Shroud Chainplate and Lower Shroud DRW. No 2-14-2347	x
33	Backstay Deck Fitting DRW. No 3-14-2352	x
34	GRP Toerail	x
35	Stanchion Base Maritim 13065013K 10 PCS Install DRW. No 3-22-0760	x
36	Stanchion DRW. No 3-23-7169 4 PCS	x
37	Stanchion with Inboard Brace DRW. No 3-23-7170 6 PCS	x

38	Pulpit DRW. No 2-23-7159 1 PCE	x
39	Pushpit DRW. No 2-23-7164 1 PCE	x
40	Mooring Cleat Maritim 10913837 265mm Stainless Aisi 316 2 PCS	x
41	Grabrail on Coach Roof DRW. No 3-23-7186 4 PCS	x
42	Hatch to Anchor Stowage	x
43	Foredeck Hatch L SZ 60 MP SMK GY 1 PCE	x
44	Ventilation Hatch L SZ 03 LP SMK GY 1 PCE	x
45	Saloon Hatch L SZ 44 MP SMK GY 1 PCE	x
46	Portlight L SZ 1 SMK GY 4 PCS	x
47	Main Entrance DRW. No 1-21-2104	x
48	Lazarette Hatch	x
49	Bow Sprit with Scammel	x
50	Side Windows 4 PCS Frame DRW. No 2-23-7220	x
51	Towing Line Fiddle Block H 2655 2 PCS + Fitting H 1558 2 PCS Aft	x
52	Towing Liine Fiddle Block H 2656 2 PCS Fwd	x
53	Foot Rest	x
54	Wichard 6504 Folding Padeye for Safety Lines 2 PCS	x
55	Wichard 6505 Folding Padeye for Outboard Sheeting 2 PCS	x
56	Bulls Eye Swivel Base H 150 with Cam H 240 2 PCS	x
57	Turning Block H 109A 2 PCS (For Vang System)	x
58	Sern Nav Light White Aqua Signal 3802001000 1 PCE	x
59	Padeye H 688 SM SS Diamond 2 PCS	x
60	Hinge Meredin 0904540 For Lazarette & Anchor Stowage Hatch 4 PCS	x
61	Fuel Fill Alfa Marin 2 PCS	x
62	Water Fill Alfa Marin 1 PCE	x
63	Holding Tank Deck Connection Alfa Marin 1 PCE	x
64	Fwd. Nav Light Green STB Side Aqua Signal 3800001000 1 PCE	x
65	Fwd. Nav Light Red Port Side Aqua Signal 3800001000 1 PCE	x
66	Clutch Spinlock XX0812 8 PCS	x
67	Clutch Spinlock XX0812 XCS For Bowsprit Extender Line 1 PCE	x
68	Lift Handle with Lock Meridin 9121406 2 PCS	x
69	Lift Handle Meridin 9121404 1 PCE	x
70	Wichard 6504 Folding Padeye for Halyard Stowage 2 PCE	x
71	Engine Control Hatch DRW. No 1-69-1038	x
72	Scammel for Assym. Tack Line HCP1808 1 PCE	x
73	Mast Collar AL. DRW. No 2-23-7176	x
74	Deck Fitting for Bathing Ladder DRW. No 4.26.0044 2 PCS Ladder DRW 1-23-7195	x
75	Wichard 6505 Folding Padeye for Snatch Block 2 PCS	x
76	Kit-Cam H 458 for Towing Line 2 PCS	x
77	Portholes L SZ 1 SMK GY 2 PCS	x
78	Line Entry for Main Sheet DRW. No 3-23-7348 4 PCS	x
	Mandatory item included in basic boat	x
	Optional item	Opt

APPENDIX F – INTERNAL EQUIPMENT

Fit-Out, Engine, Strut Drive and Propeller



APPENDIX G – OPTIONAL EXTRAS

LIST OF OPTIONAL EQUIPMENT

CLUB SWAN 42

Builder:
OY NAUTOR AB
Box 10
68601 PIETARSAARI, FINLAND
Telephone: +358 6 7601 111
Telefax: +358 6 7667 634
E-mail: email@nautors-swan.com

This list of optional equipment epitomizes the experience gained during more than three decades of luxury sailing yacht production at Nautor, and represents the most popular and sensible choices made by Swan owners. While we at Nautor are always open to discussing and evaluating the individual owner's ideas and requirements, we strongly recommend that this list of optional extras is regarded as a prime source of preferred solutions.

Nautor reserves the right to refuse installation of accessories not purchased from Nautor, as well as the incorporation of items or solutions that in our opinion would jeopardize the safety, invalidate the warranty and/or render impossible the CE-certification of the yacht.

This list of optional equipment is issued subject to the terms and conditions of Nautor's standard contracts, and all relevant provisions of the standard contract are incorporated by reference.

Upon request we will give you a firm price for each option selected.

November 2006

SWAN 42

LIST OF OPTIONAL EQUIPMENT November 2006

Item Code	Description	Note
1.	**HULL**	
1.3.	**Hull finish**	
1030061	Coloured topsides gelcoat, instead of standard white. - Zaphir Blue RAL5003 - Signal Blue RAL5005 - Blue Green RAL6004 - Mint Green RAL6029 - Iron grey RAL7011 - Silver Grey RAL7001	
1030068	Boot top stripes and cove stripe, other than standard Zaphir Blue: - Signal Blue RAL5005 - Blue Green RAL6004 - Mint Green RAL6029 - Iron Green RAL7011 - Silver Grey RAL7001 - White	
1030069	Coaming stripe, other than standard Zaphir Blue: - Signal Blue RAL5005 - Blue Green RAL6004 - Mint Green RAL6029 - Iron Green RAL7011 - Silver Grey RAL7001	
1030056	Antifouling on bottom, International Micron Extra, soft paint, sprayed finish. Alternatives: white, black, dark blue, red	Alt1
1030062	Antifouling on bottom, Interspeed Ultra, hard paint. Alternatives: white, black, light blue, red	Alt2
1.4.	**Keel**	
104	UPON REQUEST: Shallow draft keel 2,1 m	
1.5.	**Steering system**	
1050038	Carbon steering wheels, 935 mm, instead of standard	
2.	**DECK**	
2.2.	**Deck colour**	
2020012	Two tone non-skid on deck: - Tele Grey RAL7047 - Oyster White RAL1013	
2.3.	**Teak woodwork**	
2030062	Teak, 9 mm, on cockpit seats	

SWAN 42

LIST OF OPTIONAL EQUIPMENT November 2006

Item Code	Description	Note
2.4.	**Winches & windlasses**	
2040480	Primary winches, 2 x Harken B530TCR, three-speed top cleat, instead of standard	
2040481	Mainsheet winch on starboard side, 1 x Harken B53.2STEAH, electric, two-speed, instead of standard	
2.5.	**Bow fitting and Anchoring**	
2050008	Removable anchor roller	
2050010	Code 0 fitting at bow.	
2.7.	**Deck fittings**	
2070316	Scanstrut on-deck aluminium radar antenna post, delivered loose.	Alt1
2070324	Forespar through-deck aluminium radar antenna post.	Alt2
2070312	Composite Solutions' through-deck carbon radar antenna post.	Alt3
2.8.	**GRP mouldings and vents**	
2080046	Removable helmsman's seat/passarelle, at stern	
2080055	Recess for autopilot display on aft coaming, max. dimensions W 177 x H 122 mm.	
2.9.	**Hatches and windows**	
2090005	Mosquito screens and blinds for deck hatches and mosquito screen for entrance dropboard	
2.10.	**Cockpits**	
2100052	Teak cockpit table, fold-up leaves, manually adjustable height, padded canvas bag included	
2.11.	**Canvas work**	
2110253	Cruising sprayhood, over entrance	
2110254	Racing sprayhood over companionway hatch only	
2110056	Canvas covers for steering wheels and pedestals	
2110263	Two canvas bags for lines at companionway.	
3.	**INTERIOR**	
3.0.	**Interior general**	
3000361	Racing covers Sunbrella for saloon sofa settees and backrests and for nav. seat, canvas cover for saloon table also included	

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LIST OF OPTIONAL EQUIPMENT November 2006

Item Code	Description	Note
3000360	Transparent PVC cover for floorboards	
3.5.	**Aft cabins**	
3050082	Second head aft starboard side, starboard side aft cabin omitted	
5.	**PLUMBING AND VENTILATION**	
5.1.	**Fresh water system**	
5010006	Deck shower, hot and cold water	
5.2.	**Sea water system**	
5020003	Sea-water spout with foot pump in galley	
5.7.	**Ventilation**	
5070108	Air conditioning unit, 12VDC, 5000 BTU, in saloon: Single unit installed under navigation seat to provide air chilling and circulation. Note! The centrally located single unit will not provide full temperature control in all cabins and in all parts of the yacht.	
5.8.	**Heating systems**	
5080020	Saloon heating unit, Eberspächer 2 kW, diesel heater installed in lazarette, outblow at chart table base. Note! The centrally located single unit will not provide full temperature control in all cabins and in all parts of the yacht.	
6.	**ELECTRICAL**	
6.1.	**AC-system**	
6010008	Additional 110 V or 230 V outlet	
6.4.	**DC-system**	
6040016	Additional 12 V outlet in interior	
6.8.	**Ventilation and heaters**	
6080002	Hella Turbo fan, each	
7.	**ELECTRONICS**	
7.2.	**Sailing instruments**	

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LIST OF OPTIONAL EQUIPMENT November 2006

Item Code	Description	Note
7020252	B&G Club Swan 42 Base Pack - Hydra processor - Vertical carbon wind transducer - Flush mounted speed and depth transducers - Halcyon 2000 Compass - One NMEA display at nav. station - One non-NMEA display at each side of companionway	Alt1
7020257	B&G Club Swan 42 Racing Pack: - Hercules processor - Vertical carbon wind transducer - Flush mounted speed and depth transducers - Halcyon 2000 Compass - Heel angle sensor - One NMEA display at nav. station - One non-NMEA display at each side of companionway - Four 20/20 displays at mast, incl. carbon instrument bracket	Alt2
7020575	Upgrading of processor by adding Performance Processor to B&G Racing Pack, code 7020257.	
7020576	Halcyon Gyro Compass and Gyro Processor upgrade on B&G Racing Pack, instead of Halcyon 2000 Compass and heel angle sensor. Together with code 7020257.	
7.3.	**Navigation systems**	
7030297	Chartplotter/GPS display Northstar 952 at nav. station. Northstar AN205-P GPS/DGPS//WAAS antenna on pushpit.	Alt1
7030298	Chartplotter/GPS display Furuno GD-1720 C/C-MAP NAVnet vx2 at nav. station. Furuno GP-320B GPS/WAAS antenna on pushpit.	Alt2
7030319	Furuno radar antenna 2,2 kW 18" on post on aft deck, connected to Furuno GD-1720 display. Forespar aluminium antenna post included	Alt1
7030299	Furuno radar antenna 2,2 kW 18" on post on aft deck, connected to Furuno GD-1720 display. Scanstrut aluminium antenna post included	Alt2

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LIST OF OPTIONAL EQUIPMENT November 2006

Item Code	Description	Note
7030300	Furuno radar antenna 2,2 kW 18" on post through aft deck, connected to Furuno GD-1720 display. Composite Solutions' carbon antenna post included	Alt3
7.4.	**Communication systems**	
7040272	Fixed mounted VHF transceiver Icom IC-M421 (Europe)/Icom IC-M422 (USA), with DSC capabilities at nav. station, Standard VHF-antenna in mast top. VHF and AM/FM splitter for VHF antenna included.	
7.5.	**Entertainment systems**	
7050339	Radio/CD/MP3 player, Sony CDX-M7810, (for USA), in saloon	
7050340	Radio/CD/MP3 player, Sony CDX-GT700D, (for Europe), in saloon	
7050079	Loudspeakers in saloon, one pair, Poly-Planar MA905	
7050338	Loudspeakers in cockpit, one pair, Poly-Planar MA6500	
7.6.	**Autopilot systems**	
7060093	B&G Autopilot package including: - Pilot processor ACP1 - Pilot display on deck - Hydraulic RAM-T2-12V - Rudder position sensor	
7060102	Pilot upgrade by replacing Halcyon 2000 compass and heel angle sensor, in code 7020257, with Halcyon Gyro Compass, connected to B&G autopilot, code 7060093.	
8.	**RIG**	
8.1.	**Mast**	
8010158	Hall Spars' trysail track	
8.4.	**Running rigging**	
8040053	Hall Spars' lazy jacks	
8040054	Hall Spars' spinnaker set including: - carbon spinnaker pole, SPL = J - carbon jockey pole - mast and deck mounts - 2 x Spi aft guys, Spectra 12 mm - 2 x Spi sheet tweakers, Spectra 8 mm - 1 x Fore guy, double ended, Spectra 10 mm	

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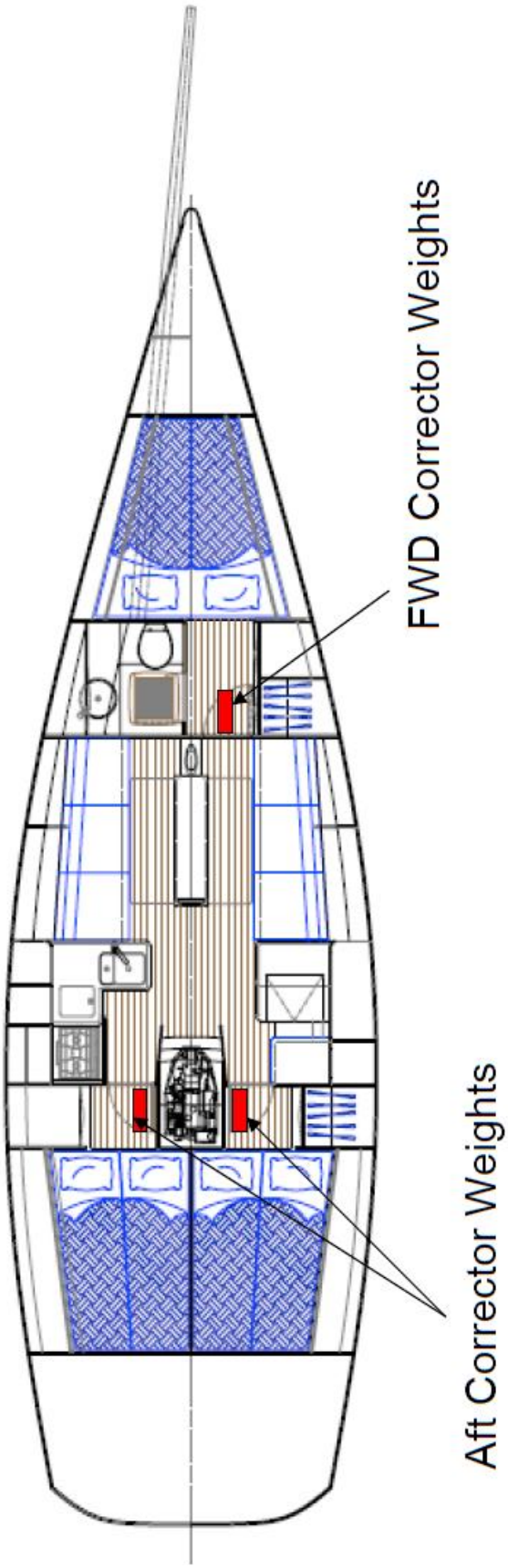
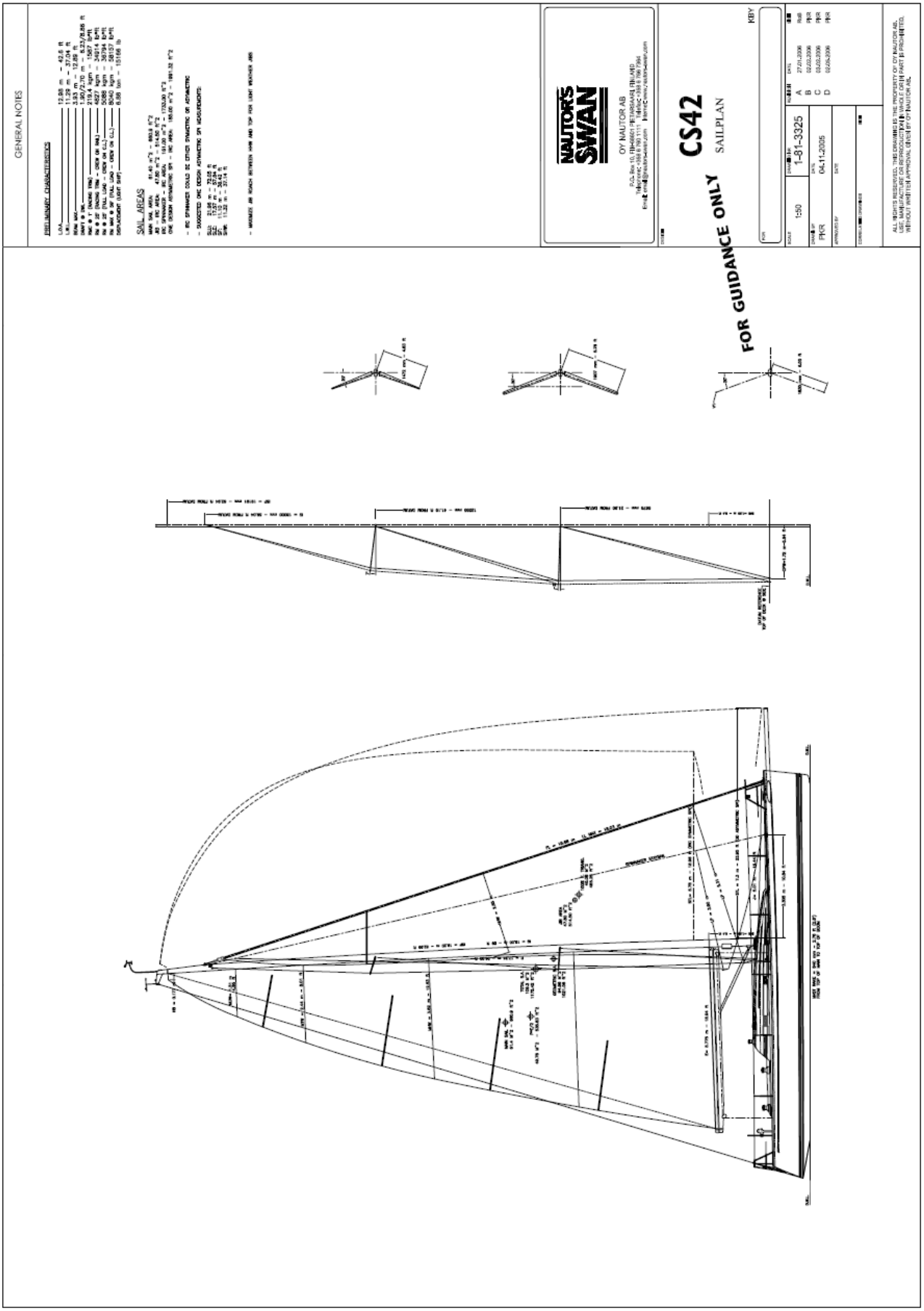
LIST OF OPTIONAL EQUIPMENT November 2006

Item Code	Description	Note
8.5.	**Furlers**	
8050033	Reckmann RS3000-R20 recessed furler, with standard PETP drum and dual groove aluminium foil, integrated adjuster with 60 mm stroke, stroke indicator, instead of standard	Alt1
8050032	Reckmann RS3000-S2 recessed carbon furler with dual groove carbon foil, integrated adjuster with 60 mm stroke, stroke indicator, instead of standard	Alt2
8.6.	**Rig hydraulics**	
8060073	Hall Spars' hydaulic mast jack	
8060075	Hydraulic backstay system, Holmatro, with second carbon control panel, mounted in aft part of cockpit	
9.	**EQUIPMENT**	
9.99.	**Other**	
9990208	Road transport package, detached keel and rudder, canvas bag for rudder. Separate keel cradle included.	
9990209	Keel cradle	
9990213	Installation of the keel and rudder after shipping. Boatyard costs not included.	
999	Commissioning in the USA	

APPENDIX H – CORRECTOR WEIGHTS



APPENDIX I – RIG



APPENDIX J – MAINSAIL INSIGNIA

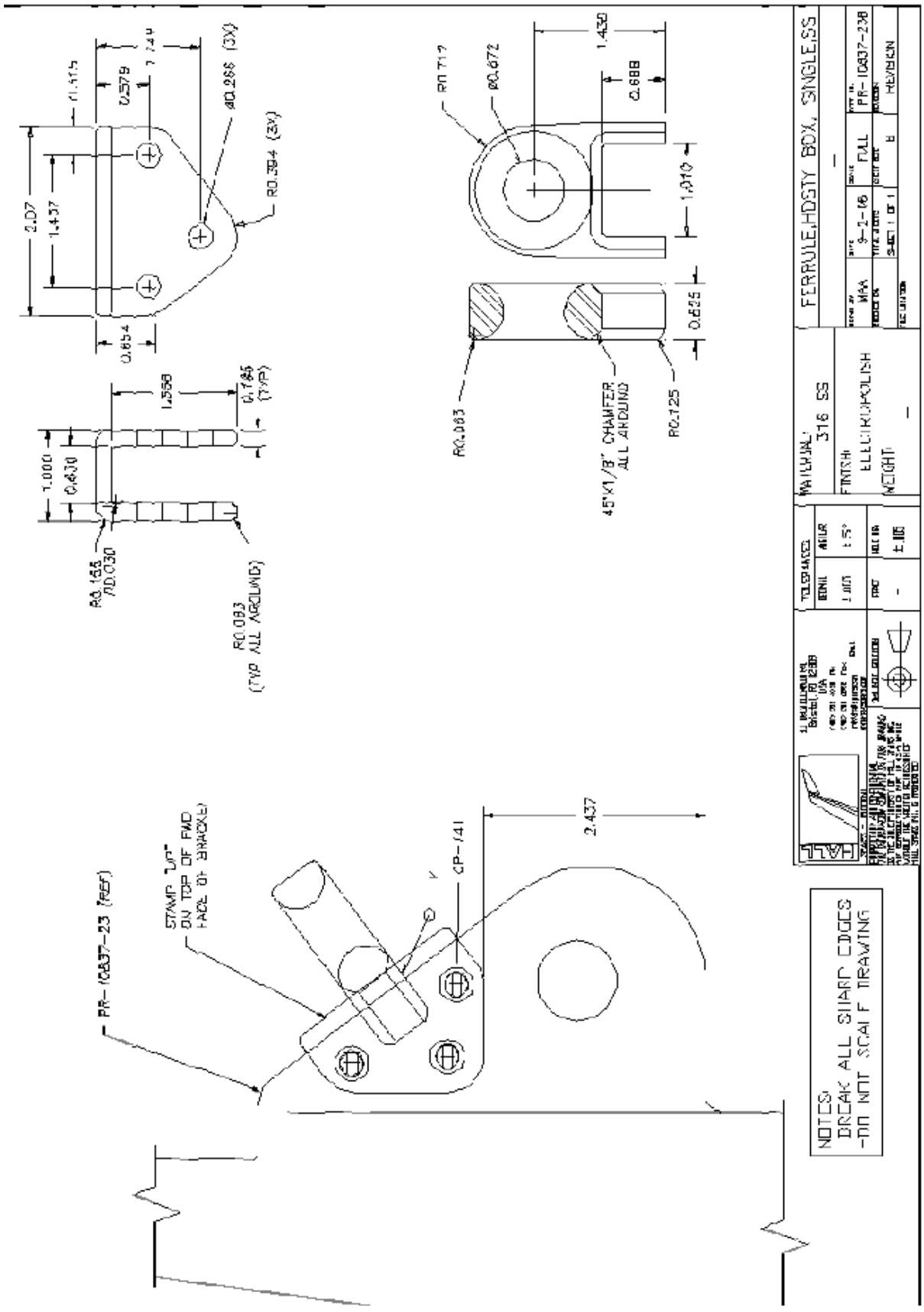
Class insignia shall be placed on both sides of the mainsail between arcs of radius 5.45m and 6.90m measured from the head of the sail with the centres of the insignias on the centre line of the sail. The top of the starboard logo shall be on the 5.45m arc and the bottom of the port logo on the 6.90m arc as shown below.

The graphic design file is available on the class noticeboard

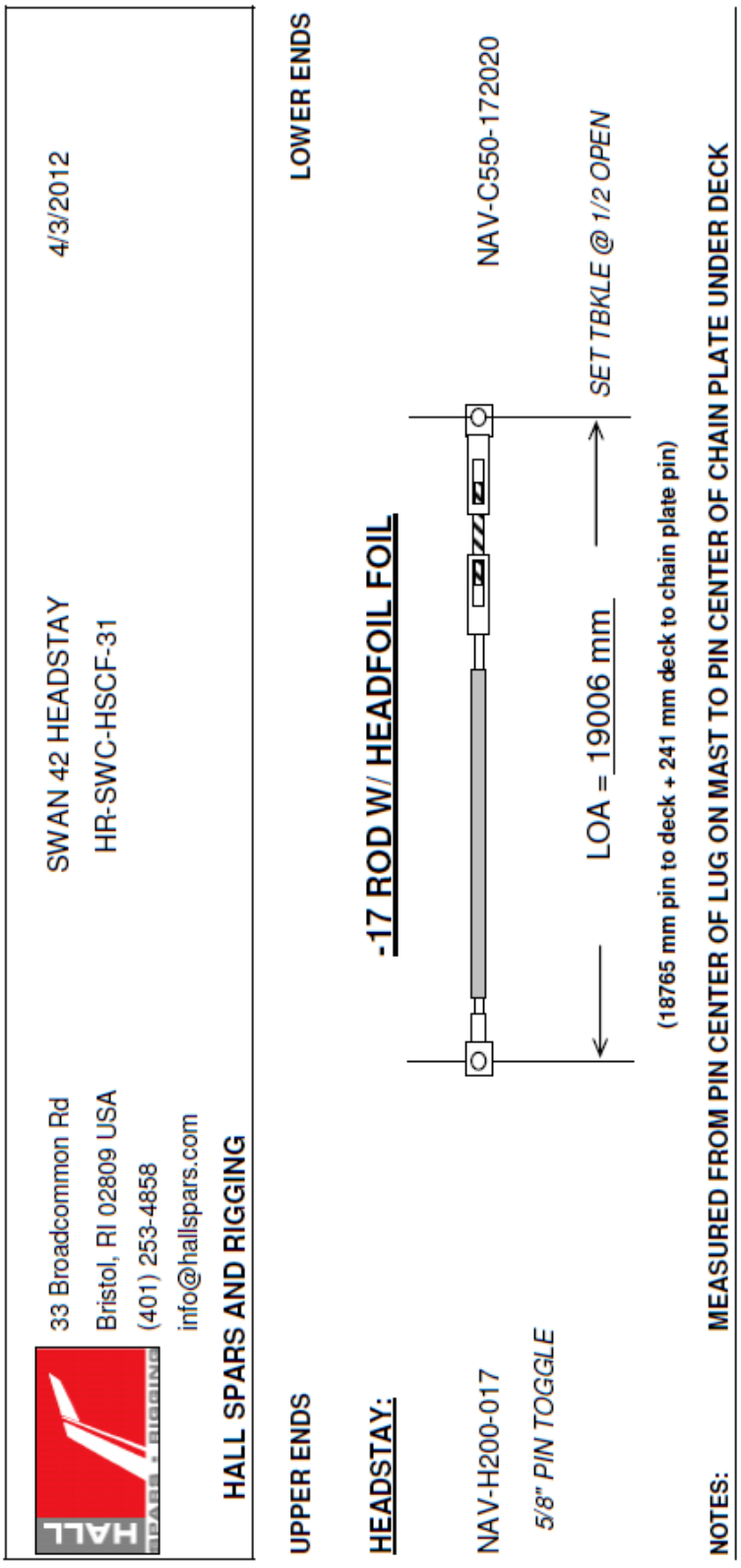
DIMENSIONS in **mainsail** shall be 1.40m x 0.50m

Separation of Port & Starboard Insignia 0.30m

APPENDIX K – FRACTIONAL HOIST SINGLE SPECTACLE



APPENDIX L – CARBO RACING FOIL (7001.20M) SYSTEM



APPENDIX M – CLASS ORGANISATION