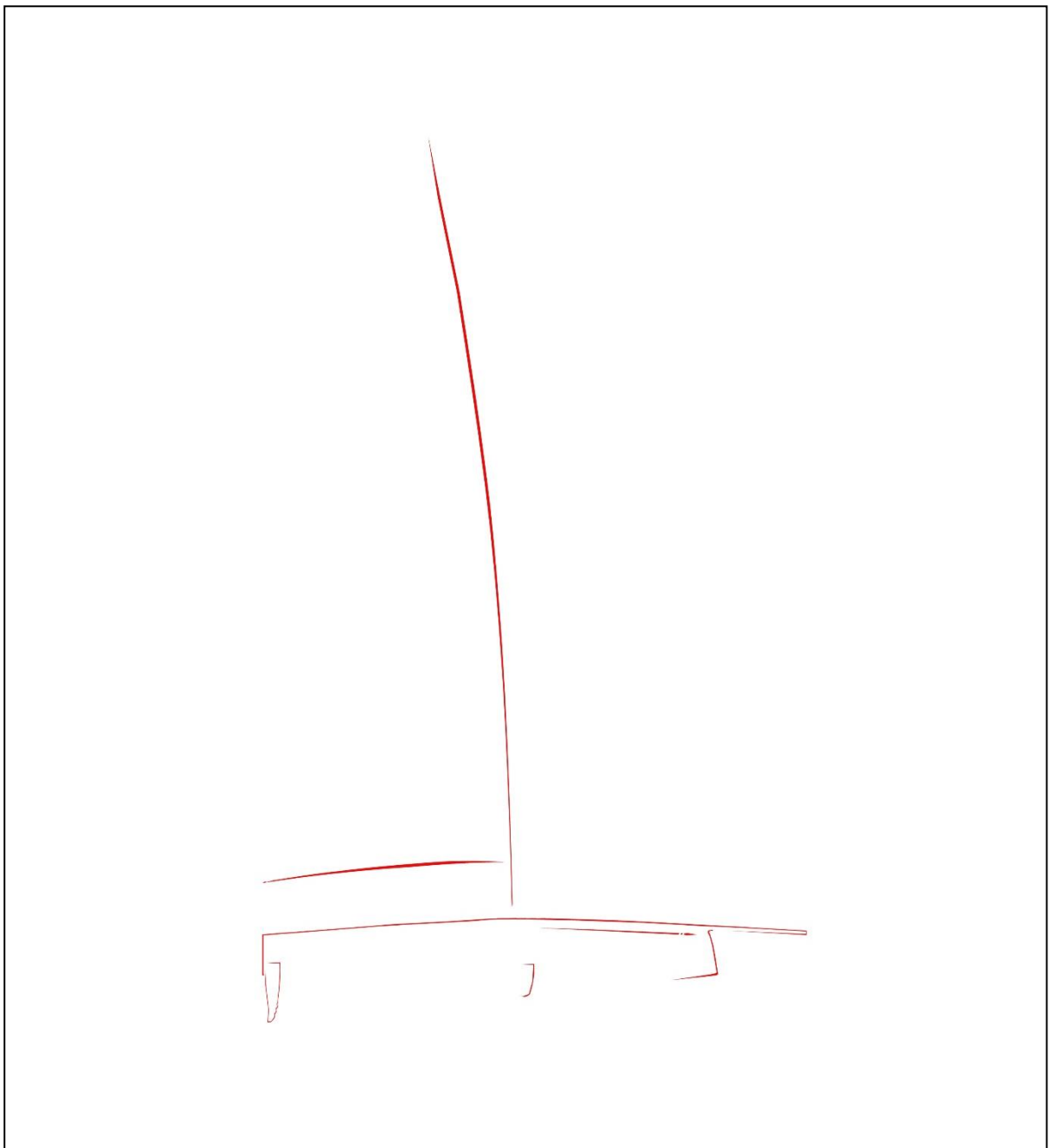


CLUBSWAN 36

CLASS RULES 2024

VERSION 24-01, APRIL 2024

The ClubSwan36 was designed in 2018 by Juan Yacht Design



INDEX

PART I – ADMINISTRATION

Section A – General

A.1	Language	4
A.2	Abbreviations & Definitions ..	4
A.3	Authorities	5
A.4	Administration of the Class ..	5
A.5	Questions	6
A.6	Class Rules Amendments	6
A.7	Class Rules Interpretations ..	7
A.8	Spare	7
A.9	Sail Numbers	7
A.10	Certification	7
A.11	Spare	8
A.12	Invalid Certificates	8
A.13	Re-Certification	8
A.14	Retention of Certification Documents	8

Section B – Boat Eligibility

B.1	Class Rules and Certification	9
B.2	Weight Check	9
B.3	Class Markings	9

PART II – REQUIREMENTS AND LIMITATIONS

Section C – Conditions for Racing

C.1	General	10
C.2	Crew	10
C.3	Personal Equipment	12
C.4	Advertising	12
C.5	Portable Equipment	13
C.6	CS36 OD Boat	14
C.7	Hull	16
C.8	Hull Appendages.....	17
C.9	Rig	18
C.10	Sails	20

Section D– Hull

D.1	Parts	24
D.2	General	24

D.3	Hull Shell	24
D.4	Deck	24
D.5	Bulkheads and internal structure.....	25
D.6	Assembled Hull	25

Section E – Hull Appendages

E.1	Parts	26
E.2	General	26

Section F – Rig

F.1	Parts	28
F.2	General	28
F.3	Standing Rigging	29
F.4	Running Rigging	29

Section G – Sails

G.1	General	30
G.2	Mainsail	30
G.3	Headsail	31
G.4	Heavy Headsail	31
G.5	Spinnaker	31

PART III – APPENDICES

Appendix A – Support Boats / RIBS.....	33
Appendix B – Hull appendage measurement	34
Appendix C – Deck layout.....	36
Appendix D – Systems layouts.....	44
Appendix E – Rig geometry and Running rigging.....	46
Appendix F – Electronics	48
Appendix G – Sail insignia & numbers.....	50
Appendix H – Bow Sticker Area ...	51
Appendix I – Forward Hatch Cutout	52
Appendix J – Keel Grid Limber / Drainage Holes	53
Appendix K – RDS Fairing	54

INTRODUCTION

This section forms part of the Class Rules.

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

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

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

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

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

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

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

PLEASE REMEMBER:

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

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

PART I – ADMINISTRATION

Section A – General

A.1 LANGUAGE

- A.1.1 The official language of the class is English. Except for words defined herein, the meaning of any word shall be determined by reference to the Oxford English Dictionary, Second Revised Edition (2009) – CD Rom Version 4.0 (Oxford University Press 21 May 2009) or any later published version. When there is more than one definition in the Dictionary, the 36CA shall determine the appropriate definition.
- A.1.2 When a term is used in **class rule** or *building specification* defined sense, it is printed in underline italic type.
- A.1.3 When a term is used in the Equipment Rules of Sailing (ERS) defined sense, it is printed in **bold** type.
- A.1.4 When a term is used in the Racing Rules of Sailing (RRS) defined sense, it is printed in *italic* type.
- A.1.5 The words “shall” and “must” are mandatory. The words “may” and “can” are permissive. The word “should” is advisory.
- A.1.6 This **class rule** is a **closed rule**. Anything not specifically permitted by the **class rules** is prohibited.

A.2 ABBREVIATIONS & DEFINITIONS

A.2.1 ABBREVIATIONS

CS36	The ClubSwan 36 Class of Boat
36OA	The ClubSwan 36 Owners Association
36CA	ClubSwan 36 Class Authority
36EC	ClubSwan 36 Executive Committee
36HEC	ClubSwan 36 Helm Eligibility Committee
36TC	ClubSwan 36 Technical Committee
ERS	World Sailing Equipment Rules of Sailing
NS	Nautor Swan, formerly Nautor Holding SRL
OSR	World Sailing Offshore Special Regulations
WS	World Sailing
RRS	Racing Rules of Sailing

A.2.2 DEFINITIONS

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

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

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

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

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

Racing Season means the CS36 races scheduled for a given calendar year that are agreed at the previous AGM.

A.3 AUTHORITIES

- A.3.1 The **class rules authority** is the 36CA, which shall co-operate with NS in all matters concerning these **class rules**. The 36CA members shall be the class chief measurer, a representative of the designer and a representative of NS.
- A.3.2 Only the 36CA may issue or invalidate a **certificate**.
- A.3.3 The Helm Eligibility Committee is the 36HEC. The 36HEC members shall be two owner's or owner's representatives and the class manager. Membership of the 36HEC shall be reviewed by voting every 2 years. Active/passive voting rights belong to the owner of a boat registered with the 36OA which is in good standing with all class fees paid. Compliance to this criterion is required to maintain membership of the 36HEC. If compliance is lost a replacement committee member will be appointed following a vote. The term of the replacement will be until the expiry of the previous committee member subject to the committee member meeting the criteria for continued membership of the committee.
- A.3.4 The Technical Committee is the 36TC. The 36TC members shall be three owner's or owner's representatives. The role of the 36TC is to provide technical advice and support to the 36CA and/or 36OC as requested. The 36TC does not have a voting right. Membership of the 36TC shall be reviewed by voting every 2 years. Active/passive voting rights belong to the owner of a boat registered with the 36OA which is in good standing with all class fees paid. An owner's representative shall be linked to a boat registered with the 36OA which is in good standing with all class fees paid and competing in the CS36 Racing Season. Compliance to this criteria is required to maintain membership of the 36TC. If compliance is lost a replacement committee member will be appointed following a vote. The term of the replacement committee member will be until the expiry of the previous committee member subject to the committee member meeting the criteria for continued membership of the committee. A register of owner's representatives may be maintained by the CS36 class manager, owner's shall inform the CS36 class manager of any required changes to the register of owner's representatives.
- A.3.5 The Executive Committee is the 36EC. The 36EC members shall be two owners and one ClubSwan Racing representative. Membership of the 36EC shall be reviewed by voting every 2 years. Active/passive voting rights belong to the owner of a boat registered with the 36OA which is in good standing with all class fees paid. Compliance to this criterion is required to maintain membership of the 36EC. If compliance is lost a replacement committee member will be appointed following a vote. The term of the replacement will be until the expiry of the previous committee member

subject to the committee member meeting the criteria for continued membership of the committee.

- A.3.6 The 36OA, 36CA, 36EC, 36HEC, 36TC, 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.4 ADMINISTRATION OF THE CLASS

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

A.5 QUESTIONS

- A.5.1 An owner or an owner's representative may ask a question in writing relating to these **class rules**, the question and the answer will be posted on the ClubSwan36 official notice board. The answers will not form any part of the **class rule** and are for information purposes only, questions should be addressed to: clubswan36class@nautorswan.com

A.6 CLASS RULES AMENDMENTS

- A.6.1 Amendments to these **class rules** shall only be made by the 36CA, with the approval of 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 36OA may seek an amendment by submitting a request in writing to the 36CA. The 36CA 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 36CA a contact E-Mail are entitled to one vote in the agreed timescale, in accordance with the following:

(i) the 36CA 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 36CA 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 36CA 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 36CA and NS and posted on the CS36 notice board.

- A.6.3 If due to exceptional circumstances events are cancelled in the Racing Season, the 36CA may amend the CS36 races scheduled and may amend the CS36 sail card allocation in Class Rules C.10.2.1 & C.10.2.2.

A.7 CLASS RULES INTERPRETATION

- A.7.1 An owner may seek an interpretation by submitting a request in writing to the 36CA, or the 36CA may initiate an interpretation.
- A.7.2 A fee may be applied by the 36CA for each individual question as agreed between the 36CA and NS.
- A.7.3 An owner shall not rely on any advice or opinion from a member of the 36CA or NS, or any other party, in matters relating to the interpretation of these **class rules** other than through a written interpretation published by the 36CA.
- A.7.4 The 36CA is the only body with authority to interpret the **class rules**. If an owner considers an interpretation may incorporate an amendment to the **class rules** the matter shall be referred to NS. If NS agrees that aspects of the interpretation could be considered as an amendment and gives approval, a separate amendment shall be issued. If NS does not approve any aspect that could be considered as an amendment, the matter shall be passed to a protest committee to determine whether the 36CA has changed a **class rule** through an interpretation. If the matter relates to ambiguous or inconsistent wording, the protest committee (see RRS 91) shall not interpret the **class rules**, but shall be bound by the 36CA decision.

A.8 SPARE

A.9 SAIL NUMBERS

- A.9.1 RRS Appendix G1 shall be applied. In accordance with RRS G1.1(c), sail numbers shall be issued by the 36CA.
- A.9.2 Sail numbers shall be issued in consecutive order starting at "01".
All boats will show a "36" preceding the boat #.
For example, boat # 01 would show FIN 3601.
- A.9.3 Sail numbers may be issued to charterers using their own sails, by the 36CA in consecutive order starting at 3701.
If a charterer becomes the owner of a CS36 the sail number shall be in accordance with A.9.2.
At the discretion of the 36CA a charterer sail number may be transferred between charterers.
- A.9.4 All sail numbers must be displayed as defined in Appendix G.

A.10 CERTIFICATION

- A.10.1 When the 36CA concludes that the boat complies with the **class rules**, having carried out all necessary checks and measurement to ensure that the building specification has been met in its entirety and that all quality assurance tests and documentation has been completed, and that the final assembly has been approved, it shall issue a **certificate**.
- A.10.2 A copy of the **certificate** will be supplied to the boat and NS.

A.11 SPARE

A.12 INVALID CERTIFICATES

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

- (a) following an inspection, the 36CA determines that a boat does not comply with the **class rule**, that boat's **certificate** shall be made invalid,
- (b) following an inspection the 36CA determines that a boat has been modified, tampered with or repaired in any way that has not been approved in writing by the 36CA for that particular boat, that boat's **certificate** shall be made invalid until such time as the work can be rectified in a manner approved by the 36CA and the boat has been inspected and is **class rule** compliant.
- (c) there is a change to any items recorded on the **certificate** as required under A.10,
- (d) the expiry date is passed,
- (e) the **certificate** is withdrawn by the 36CA,
- (f) a new **certificate** is issued,
- (g) there is a change of ownership.

A.13 RE-CERTIFICATION

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

- (a) it is invalidated under A.12.1(d) or (g), after receipt of the old **certificate**, and any **certification** fee if required.
- (b) it is invalidated under A.12.1 (a), (b), (c) or (e), at its discretion.
- (c) one or more of the rules in A.12 has applied.

A.14 RETENTION OF CERTIFICATION DOCUMENTS

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

Section B – Boat Eligibility

For a **boat** to be eligible for OD *racing*, it shall comply with the rules in this section.

B.1 CLASS RULES AND CERTIFICATION

B.1.1 The boat shall;

- (a) be in compliance with the **class rules** at all times unless written approval is provided by the 36CA.
- (b) have a valid **certificate**.
- (c) have valid **certification marks** as required
- (d) not be altered in any way without approval of the 36CA.

B.2 WEIGHT CHECK

B.2.1 All boats racing in CS36 OD events shall carry out a yearly single point weight check and foil position checks prior to the first CS36 event in which they have entered that calendar year. In all cases the weight and foil position checks shall be completed in the calendar year prior to a CS36 Championship. In addition to this annual weight check **Equipment Inspection** for an event may include a boat weight check or foil position checks.

B.3 CLASS MARKINGS

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

PART II – REQUIREMENTS AND LIMITATIONS

The **crew** and the **boat** shall comply with the rules in this Part II when *racing* in CS36 OD regattas. In case of conflict Section C shall prevail.

The rules in Part II are **closed class rules**. **Certification control** and **equipment inspection** shall be carried out in accordance with the ERS except where varied in this Part.

Section C – Conditions for Racing

C.1 GENERAL

C.1.1 RULES

- (a) The ERS Part I, II, and III shall apply except where varied in these rules.
- (b) The boat shall be equipped as a minimum to the Offshore Special Regulations Appendix B for Inshore Racing supplemented by the Safety Equipment listed in C.5.2. However, the NOR may prescribe additional requirements or a boat may elect to carry additional equipment prescribed by a higher OSR Category.
- (c) RRS – Rule 42.2(a) is deleted

C.1.2 CS36 CLASS RACING RULES

- (a) TWS limit Rule
Races of any CS36 Class events shall not start with less than 5 and more than 25 knots of true wind speed measured by the Race Committee during a 3-5 minutes period at 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.

C.2 CREW

C.2.1 CREW LIMITATION / WEIGHT

- (a) The total weight of the crew dressed in shorts and shirt shall not exceed 560kg. Crew changes during a regatta are not permitted except with permission of the 36CA.
The owner may declare a weight of 80kgs and be exempt from any crew weighing requirements. If the boat is owned by part owner's the part owner intending to helm the higher proportion of the regatta shall be eligible to declare a weight of 80kg.
These requirements may be amended by a Notice of Race.
- (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.
- (c) 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 HELMSMAN

- (a) The CS36 Class is an 'Owner Driver' Class. The provisions below for helmsmen other than bone fide owners are included solely:
 - (i) to provide for relief helmsmen during a race,
 - (ii) to provide for an owner or charter helmsman unavoidably absent for an event or part of an event,
 - (iii) to accommodate for the charter of boats,
- (b) Boats shall be helmed by their Owners, Part Owners, Charter Helmsman or Alternative Helmsman during a race. A Relief Helmsman may only helm as allowed by the criteria detailed in C.2.3(d).
- (c) Exceptionally, in an emergency a boat may be helmed by any **crew** member.
- (d) Notices of race may modify Rule C.2.2.

C.2.3 HELMSMAN DESIGNATIONS

(a) Owner

An owner is considered to be a person owning 100% of the boat and contributing an equivalent proportion to the running costs. Owner's joining the fleet after May 2023 shall be approved by the 36HEC using the criteria in C.2.3(e) for an Alternative Helmsman.

(b) Part Owner

A part owner is considered to be a person owning a significant proportion of the boat and contributing an equivalent proportion to the running costs. Part owner's joining the fleet after May 2023 shall be approved by the 36HEC using the criteria in C.2.3(e) for an Alternative Helmsman.

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

(c) Charter Helmsman

A person chartering a boat for the ClubSwan36 Race Circuit or an individual event providing ClubSwan36 Class Racing. A copy of the charter agreement may be requested by the 36CA, the charter fee shall be appropriate for the period of charter. A charter helmsman shall be approved by the 36HEC using the criteria in C.2.3(e) for an Alternative Helmsman.

(d) Relief Helmsman

An owner or charterer may request permission for a relief helmsman to the 36HEC a minimum of 14 days before a race. A relief helmsman is defined as: A member of the crew, currently categorized as World Sailing Group 1, nominated by the owner or charterer to helm the boat as permitted by Rules C.2.2(b).

- (i) Except in an emergency, during the race with a time limit up to 2 hours a relief helmsman shall not helm the boat:

- (ii) Except in an emergency, during the race with a time limit of more than 2 hours and less than 4 hours a relief helmsman shall not helm the boat:
 - (i) at the start or finish.
 - (ii) at any mark rounding.
 - (iii) for more than a total of 10 minutes
- (iii) Except in an emergency in a race with a time limit of more than 4 hours, the boat shall be helmed by her bona fide owner or 36OA charter member for the first hour of the race. Thereafter the boat may alternatively be helmed by any previously approved relief helmsmen.

(e) Alternative Helmsman

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

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

- (i) be Categorized Group 1 under the World Sailing Categorization Code,
- (ii) in the last 6 years have only been categorized as Group 1, or would have been so categorized had a categorization been held,
- (iii) not have competed in the Olympic Games (Sailing), Volvo Ocean Race or in an America's Cup or Challenger Series within the last fifteen years,
- (iv) not have been in the top 50 of the World Match Racing Rankings for the past fifteen years.

C.2.4 OWNER OR CHARTER HELMSMAN ABSENT

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

C.3 PERSONAL EQUIPMENT

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

C.4 ADVERTISING

C.4.1 LIMITATIONS

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

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

C.5 PORTABLE EQUIPMENT

C.5.1 GENERAL

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

C.5.2 FOR USE

(a) MANDATORY

The boat shall be equipped as a minimum the Safety Equipment in OSR Appendix B and listed below. However, the NOR may prescribe additional requirements or a higher OSR Category. All safety equipment carried by the **boat** shall be off the shelf / production articles (hence no custom or modified items). The following items are considered to be the minimum safety equipment for rule compliance, the use of these items nor the inspection of the yacht against these requirements does not in any way limit or reduce the complete and unlimited responsibility of the owner or person in charge. The safety of the boat and her crew is the sole and inescapable responsibility of the owner or person in charge.

- (1) Each crew member shall have a lifejacket which shall comply with ISO 12402-3 (Level 150 or equivalent, including EN 396 or UL 1180 and:
 - if inflatable have a gas inflation system
 - have an crotch /thigh straps (ride up prevention system (RUPS)),At the sole discretion of the Owner or Person in Charge as an alternative to a ISO 12402-3 Level 150 lifejackets crew members may have a personal floatation device to ISO 12402-5 Level 50 or equivalent. The personal floatation device shall be equipped with a whistle.
- (2) 1 Buckets of at least 9 liters with lanyard,
- (3) Manual Bilge Pump – A manual bilge pump with a minimum capacity of 30 l/min (500 GPH) shall be fitted in the location specified by the builder.
- (4) Electric Bilge Pumps - Boats shall be fitted with a minimum of 3 Electric Bilge Pumps, each electric pump shall have a minimum capacity of 30 l/min (500 GPH). These pumps shall be fitted with 1 forward of the mast, 1 by the engine & 1 in the lazarette attached to the appropriate builder fitted outlets in the Foil Box, RDS & Transom.
- (5) Compass (A hand-held is acceptable),
- (6) 1 Anchor (minimum weight 4.5kg) with minimum 30 meter of 8mm rope and chain for a minimum combined total weight of 15kg,
- (7) 1 Lifebuoy with drogue and whistle within reach of the helmsman and ready for immediate use,
- (8) A heaving line, no less than 6mm (1/4") diameter, 15 – 25m (50 – 75') long, readily accessible to cockpit,
- (9) A strong, sharp knife sheathed and securely restrained shall be provided readily accessible from the deck or cockpit,
- (10) Operational Handheld VHF Radio – watertight or with a waterproof cover,

- (11) 1 First Aid Kit and Manual – The contents of the first aid kit shall reflect the likely conditions, duration of races and the number of crew,
- (12) Fire Extinguisher – 2kg of dry powder or equivalent,
- (13) Emergency tiller (Standard specification as supplied by the manufacturer licenced by Nautor Holdings SRL).

(b) OPTIONAL

- (1) Safety equipment in addition to the minimum required by the OSR Category prescribed by the class rules or event Notice of Race,
- (2) Additional Bilge Pumps – In addition to the minimum electric bilge pump requirement, additional electric bilge pumps may be installed. The maximum combined capacity of all the installed electric bilge pumps is 400 l/min (6340 GPH). Only commercially available / off the shelf pumps are permitted. No additional outlets to the existing outlets in the Foil Box, RDS & Transom are permitted, and it is not permitted to penetrate or modify the existing structure for the installation. Owners shall verify the suitability of the electrical system for any installation. Operation of the pumps may be by either by float switch or up to 2 control switches accessible from the cockpit.
- (3) Electronic or mechanical timing devices,
- (4) Magnetic compass,
- (5) Mechanical wind indicator,
- (6) Electronics listed in Appendix F,
- (7) Self-contained digital compass – Permitted units are, Sailmon Max, Vakaros Atlas 2, Velocitek Pro Start. Alternative units with equivalent functions will also be permitted.
- (8) Food and beverages for the crew.

C.5.3 NOT FOR USE

(a) MANDATORY

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

(b) OPTIONAL

- (1) Mooring line(s)
- (2) Fenders
- (3) Crew personal effects, phones etc

C.6 CS36 OD BOAT

C.6.1 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) No modifications are permitted unless specified by an amendment to the **class rule** or with the prior approval of the 36CA.
- (b) All **maintenance** shall be carried out in a way that the boat is retained in the original condition as when first launched, unless changes are made as a result of an amendment to the **class rules**.
- (c) Repairs may only be carried out by parties approved by the 36CA. If an owner considers that any repair may be necessary, they shall inform the 36CA immediately, who shall determine what action shall be taken.

Temporary repairs may be carried out during an event prior to requesting permission from the 36CA if no 36CA representative is available.

- (d) All components shall be retained in compliance with the building specification.
- (e) In the event of the 36CA requiring confirmation of continued compliance with the building specification following a repair or work carried out, comparisons may be made to at least 3 other class compliant boats to evaluate whether continued compliance has been met at the 36CA's discretion.
- (f) The spinnaker system may be changed to allow for a retraction system utilizing a take-down line, patches on the spinnaker, rollers, blocks and/or cloth dams.
- (g) The use of velcro, shockcord, teflon tape, flexible adhesive tape, lashings, rings, blocks, 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, holes to be made or alternatives to be used to any items listed in Appendix C – Deck Layout.
- (h) The One Design stanchions and lifelines shall be fitted. It is optional to add additional lines from the forward stanchion to the bow.
- (i) Additional reinforcement may be added to strengthen the tiller. Any modification shall not change the tiller shape, length or location of the tiller extension attachment fitting. No additional handles may be added to the tiller.
- (j) Additional lines, shockcord, blocks and/or cleats may be added to allow the forward hatch to be opened and/or closed from the cockpit.
- (k) A cut out may be made to the forward hatch in the area identified in Appendix I to allow the spinnaker halyard and sheets to exit with the hatch when closed. The maximum size of the opening is 230mm wide and a depth of 45mm. A means of closing this opening to make it watertight shall be carried but does not need to be fitted whilst racing.
- (l) The ClubSwan supplied bow handles shall be fitted in accordance with ClubSwan 36 Bow Handles / Footstop Installation Guide – Revision 1. No alternatives are permitted, and they must be fitted as a pair (Port & Starboard).
- (m) The keel grid limber / drainage holes may be modified strictly in accordance with Appendix J. Removable bungs or stoppers may be added to these limber holes to limit water ingress during sailing. Any sealing shall be removed if requested for weighing.
- (n) The height of the helm / trimmer foot bar is optional.

C.6.2 BOAT WEIGHT

- (a) The weight of the **boat** in **measurement condition** shall not be less than 2533kg.

C.6.3 MEASUREMENT CONDITION

C.6.3.1 **Measurement condition** shall include:

- (a) The **hull** including all components specified in the building specification;

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

C.6.3.2 **Measurement condition** shall NOT include:

- (a) Crew, guests and media personnel;
- (b) Personal equipment;
- (c) Sails, including bags, battens, luff cables, furling drums and associated fittings, **running rigging** not specified in Appendix E;
- (d) Spares and tools;
- (e) Portable safety equipment;
- (f) Drinks and food;

C.6.4 **CORRECTOR WEIGHTS**

- (a) **Corrector weights** shall be permanently fastened forward of Bulkhead D and forward of Bulkhead A. When the weight in measurement condition is less than the minimum requirement, **corrector weights** shall be distributed equally between the **corrector weight** locations. Corrector weights shall be permanently marked by the measurer after fixing.
- (b) **Corrector weights** shall only be applied and adjusted as specified by the 36CA and once installed shall not be removed or moved unless by the 36CA, those values shall reflect those shown on the **certificate**. Adjustment of **corrector weights** shall only be made after measurement in measurement condition has been repeated following a significant repair or alteration.

C.7 HULL

C.7.1 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) All **maintenance** shall be carried out in a way that the **hull** is retained in the original condition as when first launched, in accordance with any instructions contained in the owner's manual.
- (b) Waxing, polishing and application of small quantities of friction-reducing compounds (for example, McLube) on the **hull** is permitted provided the intention and effect is to polish only.
- (c) Only paint systems generically specified as two-component linear polyester saturated aliphatic polyurethane, two-component epoxy urethane, or two-component acrylic urethane may be used as the outermost surface finish of the **hull**. No materials other than manufacturer-supplied retardants, accelerants, thinners and pigments shall be added. Similarly, the specific gravity of the paint shall not be altered with any material other than those specified above.

- (d) Commercially available antifoul paint may be applied.
- (e) The application of vinyl, mylar or other plastic film over the surface of the **hull** for advertising or branding is permitted, provided that the film shall not be specially textured or otherwise manufactured in a way that could improve the character of the flow of water inside the boundary layer.
- (f) The outermost surfaces of the **hull** may be sanded and cleaned provided only the surface finish is affected, and the effect of the sanding is consistent over the surface of the **hull** below the **water plane**.
- (g) The moulded gel coat / epoxy barrier surface below the waterline and for not more than 30mm above the waterline may be lightly abraded back to allow for the application and adhesion of anti-foul products. The abrasion of the gel coat/epoxy barrier coat shall be the minimum needed to ensure adhesion of the coating and shall not involve any fairing. The paint/ antifoul margin around the waterline shall not be faired and remain as a defined margin.
- (h) Repairs may only be carried out by parties authorised by NS. If an owner considers that any repair may be necessary, they shall inform the 36CA immediately, who shall determine what action shall be taken. Temporary repairs may be carried out during an event prior to requesting permission from the 36CA if no 36CA representative is available.
- (i) All components shall be retained in compliance with the building specification.
- (j) No through-hull fittings may be fitted other than as specified in the building specification for engine installation, boat speed & depth.

C.7.2 FITTINGS

(a) USE

- (1) Inspection hatch covers and drainage plugs shall be kept in place at all times.
- (2) The lifelines shall be taut. When a deflecting force of 4kg is applied to a lifeline at the mid-point of the longest span, the deflection shall not exceed 50mm

C.8 HULL APPENDAGES

C.8.1 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) No modifications are permitted unless specified by an amendment to the **class rules** or building specification.
- (b) All **maintenance** shall be carried out in a way that the **hull appendage** is retained in the original condition as when first launched.
- (c) Waxing, polishing and application of small quantities of friction-reducing compounds (for example, McLube) on the **hull appendages** are permitted provided the intention and effect is to polish only.
- (d) Only paint systems generically specified as two-component linear polyester saturated aliphatic polyurethane, two-component epoxy urethane, or two-component acrylic urethane may be used as the outermost surface finish of the **fin** and **bulb**. No materials other than

manufacturer-supplied retardants, accelerants, thinners and pigments shall be added. Similarly, the specific gravity of the paint shall not be altered with any material other than those specified above.

- (e) Commercially available antifoul paint may be applied.
- (f) The outermost surface finish paint system used on the **rudders** and *foil* shall be as specified in the building specification.
- (g) The outermost surfaces of the **fin**, **bulb**, **rudders** and *foil* may be sanded and cleaned provided only the surface finish is affected, and the effect of the sanding is consistent over the surface of the **appendage**.
- (h) The joint between keel fin and hull may be filled with caulk but this joint finish shall not alter the hull shape in this area. The use of keel karmen is permitted to fair the joint between the keel fin and bulb.
- (i) The joint between the keel fin and bulb shall may be faired with a sealant radius (Sikaflex or equivalent) with a maximum width of 15mm. No additional fairing or filling pieces are permitted.
- (j) Repairs may only be carried out by authorised parties. If an owner considers that any repair may be necessary, they shall inform the 36CA immediately, who shall determine what action shall be taken. Temporary repairs may be carried out during an event prior to requesting permission from the 36CA if no 36CA representative is available.
- (k) All components shall be retained in compliance with the building specification.
- (l) The 36CA may check measure the sectional shape and plan-form of any appendage at an event using templates. Such templates shall not be available to owners for modifications within the class tolerances.
- (m) It is permitted to add a chamfer to the trailing edge of the keel **fin** and **rudders** to remove “flutter”. The chord and plan-form shall not be reduced in size.

C.8.2 LIMITATIONS

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

C.8.3 RUDDERS

(a) USE

- (1) Both port and starboard **rudders** shall be installed at all times whilst *racing*.
- (2) All components of the steering system shall remain installed and fully functional at all times whilst *racing*.

C.9 RIG

C.9.1 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) No modifications are permitted unless specified by an amendment or change to the **class rules** or building specification.
- (b) All **maintenance** shall be carried out in a way that the rig is retained in the original condition as when first launched.
- (c) Repairs may only be carried out by authorised parties. If an owner considers that any repair may be necessary, they shall inform the 36CA immediately, who shall determine what action shall be taken. Temporary repairs may be carried out during an event prior to requesting permission from the 36CA if no 36CA representative is available.
- (d) All components shall be retained in compliance with the building specification.

C.9.2 FITTINGS

(a) USE

- (1) All fittings shall remain in place as required by the **class rules** at all times whilst *racing*.
- (2) Running rigging shall remain lead unless being replaced or repaired. All halyards shall be of a specification suitable for the intended application. When not in use halyards shall be attached at deck level.
- (3) Standing rigging shall not be adjusted whilst *racing*. In the period between races standing rigging may be adjusted but shall be locked prior to recommencing *racing*.

C.9.3 LIMITATIONS

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

C.9.4 MAST

(a) DIMENSIONS

- (1) All dimensions shall be in compliance with the building specification.
- (2) A **lower limit mark** and an **upper limit mark** of minimum width 25mm shall be indelibly marked around the **mast**.
- (3) The maximum distance between the **lower limit mark** and the **upper limit mark** shall not be greater than 15.000m.

(b) USE

- (1) A **luff** support device shall not be installed on the **forestay**.
- (3) **Halyards** shall remain lead, and shall not be “moused out” at any time whilst *racing* except when being replaced or repaired.
- (3) **Running backstays** shall remain locked in place at the **spar** connection at all times whilst *racing*, and the tails shall remain fully lead and shall not be “moused out” at any time whilst *racing* except

when being replaced or repaired. No modification is permitted to increase or decrease the purchase from 3:1

C.9.5 BOOM

(a) DIMENSIONS

- (1) All dimensions shall be in compliance with the building specification.
- (2) An **outer limit mark** of minimum width 25mm shall be indelibly marked around the boom.
- (3) The fore edge of the **outer limit mark** shall not be more than 5.800m 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 distance from the hull at the bow reference point to the forward most point on the **bowsprit**, excluding any sheet retainer, shall not be greater than 2.44m.

(b) USE

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

C.9.7 STANDING RIGGING

(a) DIMENSIONS

All dimensions shall be in compliance with the building specification.

(b) USE

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

C.9.8 RUNNING RIGGING

(a) USE

The following shall be led as shown in Appendix C:

- (1) The **mainsail sheet**.
- (2) The **headsail sheets** – Cross sheeting is not permitted
- (3) The **bowsprit** setting and retractions lines.

Headsail Outboard Sheeting – Additional headsail sheets may be lead through blocks or rings attached to the attachment point (Appendix C – Item 49 or 114) or alternatively through blocks or rings attached to the chainplates or turnbuckle toggles. Additional blocks or rings may be added in accordance with Class Rule C.6.1(g) to divert the sheet after the initial block or ring.

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 a minimum of 80% in case of mainsails and headsails and 70% in case of spinnakers of the original **body of the sails** remains, the original CS36 sail card remains valid. However new **certification control** is required. Any proposed modifications shall be reported to the 36CA for approval.
- (d) If a sail is destroyed through circumstances beyond an Owner's or their Crew's control an Owner may apply to the 36CA for a replacement sail card. Use of a sail in conditions for which it was not intended, or handling errors are not considered to be circumstances beyond the Owner or Crew's control. As an exemption to this rule the 36CA may permit a replacement sail card to be issued for a sail destroyed beyond repair due to a handling error during a CS36 Class Event.
- (e) Battens may be placed in the **batten pockets**.

C.10.2 LIMITATIONS

C.10.2.1 SAIL CARD – BOAT OWNERS

- (a) CS36 sail cards shall only be issued to 36OA members for a sail that has been **certified**. Apart from the INITIAL INVENTORY (C.10.2.1 (c)) CS36 sail cards shall not be issued following the start of the first race of the last event of a Racing Season.
- (b) The CS36 sail card number shall be recorded in the official inventory for a **boat** and its owner(s) and is not transferrable unless the boat or the sail is sold. The date of record shall be retained by the 36CA. Transfer of a CS36 sail card when a sail is sold is at the discretion of the 36CA. If a boat changes ownership the allocated sail cards do not automatically transfer to the new owner. The new owner of a boat may request to the 36CA for transfer of sail cards which may reduce the initial inventory permitted by C.10.2.1(c).
- (c) In the first CS36 Racing Season that a boat and its owner(s) competes up to 5 CS36 sail cards may be issued as the INITIAL INVENTORY for a boat and owner(s). CS36 sail cards shall be issued for each of the sail types listed below:
 - Mainsail
 - Headsail
 - Heavy Headsail
 - Spinnaker x 2
- (d) An additional CS36 sail cards may be issued if two CS36 events are completed in the first Racing Season.

- (e) In addition to the INITIAL INVENTORY a boat may be allocated up to 3 new CS36 sail cards per Racing Season following the first Racing Season.
- (f) If two CS36 events are completed in a Race Season after the first season an additional CS36 sail card may be allocated.
- (g) Unused CS36 sail cards for except the 5 CS36 sail cards of the INITIAL INVENTORY shall not be transferred to the following year.
- (h) A CS36 owner that charters an alternative boat to their own shall use the sails recorded in the official inventory for the boat that they own. During a season the owner will be eligible for additional sail labels in accordance with C.10.2.1 (e) & (f).

C.10.2.2 SAIL CARD - CHARTERERS

- (a) CS36 sail cards shall only be issued to 36OA charter members, for a sail that has been **certified**. Apart from the INITIAL INVENTORY (C.10.2.2 (c)) CS36 sail cards shall not be issued following the start of the first race of the last event of a Racing Season.
- (b) The CS36 sail card number shall be recorded in the official inventory for a charterer and is not transferrable unless the sail is sold. The date of record shall be retained by the 36CA. Transfer of a CS36 sail card when a sail is sold is at the discretion of the 36CA.
- (c) In the first CS36 Racing Season that a charterer competes up to 5 CS36 sail cards may be issued as the INITIAL INVENTORY of this charterer. CS36 sail cards shall be issued for each of the sail types listed below:
 - Mainsail
 - Headsail
 - Heavy Headsail
 - Spinnaker x 2
- (d) An additional CS36 sail card may be issued if two CS36 events are completed in the first Racing Season.
- (e) In addition to the INITIAL INVENTORY a boat may be allocated up to 3 new CS36 sail cards per Racing Season following the first Racing Season.
- (f) If two CS36 events are completed in a Race Season after the first season an additional CS36 sail card may be allocated.
- (g) Unused CS36 sail cards except the 5 CS36 sail cards of the INITIAL INVENTORY shall not be transferred to the following year.
- (h) At a CS36 event a charterer may use a combination of sails from his own inventory, sails from the inventory of the charter boat or borrow sails from another boat. All sails shall have a valid CS36 sail card.

C.10.2.3 SAIL CARD – EVENT LIMITATIONS

- (a) The following may be carried onboard or presented for equipment inspection at an event. All these sails shall have valid CS36 sail cards:
 - (1) One **mainsail** – This sail must meet the minimum MHB & minimum Mainsail Width in G.2.2 (a) & (c)
 - (2) One **headsail** (max. 34.5 m²)

- (3) One heavy headsail (max. 30.0m²)
- (4) Two **spinnakers** (min. 125.0 m² & max, 145.0 m²)

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

It is not permitted to set an OSR Storm Jib alongside any other Headsail or Spinnaker. The OSR Storm Jib shall only be used as a heavy weather sail.

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

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

C.10.3 MAINSAIL

(a) IDENTIFICATION

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

(b) USE

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

(a) USE

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

C.10.5 HEAVY HEADSAIL

(a) USE

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

C.10.6 SPINNAKER

(a) IDENTIFICATION

Sail numbers are optional if displayed they shall comply with the RRS except where prescribed otherwise in these **class rules** and the NOR.

(b) USE

(1) The **sail** shall be hoisted on a spinnaker halyard with the deflector completely eased (see Appendix E), which shall remain attached to the **head** of the **sail** at all times whilst hoisted. Once hoisted the **sail** may be held by the halyard locking system.

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

Section D – Hull

D.1 PARTS

D.1.1 MANDATORY

All items listed in **measurement condition**.

D.2 GENERAL

D.2.1 RULES

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

D.2.2 CERTIFICATION

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

D.2.3 MODIFICATIONS, MAINTENANCE AND REPAIR

See Rule C.7.

D.2.4 DEFINITIONS

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

(a) HULL DATUM POINT

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

(b) FORWARD HULL BUILDERS MARK

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

(c) MIDSHIP HULL BUILDERS MARKS

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

D.2.5 IDENTIFICATION

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

D.2.6 BUILDERS

(a) The **hull** shall be built by the supplier licenced by Nautor Holdings SRL.
(b) All moulds shall be approved by 36CA.

D.3 HULL SHELL

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

D.4 DECK

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

D.5 BULKHEADS AND INTERNAL STRUCTURE

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

D.6 ASSEMBLED HULL

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

D.6.1 DIMENSIONS AND WEIGHT

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

Section E – Hull Appendages

E.1 PARTS

All items shown in Appendix B.

E.2 GENERAL

E.2.1 RULES

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

E.2.2 MODIFICATIONS, MAINTENANCE AND REPAIR

See Rule C.8.

E.2.3 CERTIFICATION

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

E.2.4 MANUFACTURERS

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

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

E.2.5 MATERIALS AND CONSTRUCTION

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

E.2.6 FITTINGS

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

E.2.7 DIMENSIONS AND WEIGHT

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

E.2.7.1 FIN

(a) CERTIFICATION WEIGHT

The weight of the **fin** shall not be less than 196kg nor greater than 199kg and shall be certified by the supplier.

(b) DIMENSIONS

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

E.2.7.2 BULB

(a) CERTIFICATION WEIGHT

The weight of the **bulb** bare metal component including bolts shall not be less than 705.6kg or greater than 709.6kg and shall be certified by the supplier.

(b) CORRECTOR WEIGHT

- (1) When the **bulb** weight is outside the maximum permitted range, **corrector weights** shall be located equally in the weight pockets. Empty space in the pocket shall be fitted with Corecell M-80 foam)
- (2) **Corrector weights** shall only be applied and adjusted as specified by the 36CA.

E.2.7.3 RUDDERS

(a) CERTIFICATION WEIGHT

The weight of the each **rudder** shall not be less than 6.6kg or greater than 6.9kg and shall be certified by the supplier.

(b) DIMENSIONS

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

E.2.7.4 FOIL

(a) CERTIFICATION WEIGHT

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

(b) DIMENSIONS

- (1) The foil reference mark locations relative to the builder's marks shall be in compliance with the limits specified in Appendix B.
- (2) The manufacturer supplied foil stops shall be fitted in accordance with the ClubSwan 36 Stopper Installation Instructions. The minimum separation measured along the surface of the foil is 220mm (110mm either side of the foil centreline)

Section F – Rig

F.1 PARTS

All items shown in Appendix E.

F.2 GENERAL

F.2.1 RULES

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

F.2.2 MODIFICATIONS, MAINTENANCE AND REPAIR

See Rule C.9.

F.2.3 CERTIFICATION

- (a) The 36CA shall **certify spars** and shall sign and date the **certification mark**.
- (b) The 36CA shall **certify** standing **rigging**.
- (c) The 36CA may appoint one or more **In-House Official Measurers** to measure and **certify** standing **rigging** produced by that manufacturer.

F.2.4 DEFINITIONS

(a) MAST DATUM POINT

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

F.2.5 MANUFACTURER

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

F.2.6 MATERIALS AND CONSTRUCTION

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

F.2.7 FITTINGS

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

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

F.2.8 DIMENSIONS AND WEIGHT

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

F.2.8.1 MAST CERTIFICATION WEIGHT & CORRECTORS

- (a) The weight of the **mast** in certification condition shall not be less than 77.0 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 7.350m above the **mast datum point** and shall be certified by the supplier.
- (c) When the **mast** weight in certification condition is less than the minimum requirement and/or the centre of gravity is below the minimum point,

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

- (d) The total weight of such **corrector weights** shall not exceed 4.0kg.
- (e) **Corrector weights** shall only be applied and adjusted as specified by the 36CA and shall reflect those values shown on the **certificate**.

F.2.8.2 BOOM CERTIFICATION WEIGHT

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

F.2.8.3 BOWSPRIT CERTIFICATION WEIGHT

- (a) The weight of the bowsprit in certification condition shall not be less than 7.0kg 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 licenced by Nautor Holdings SRL.

F.3.2 MATERIALS AND CONSTRUCTION

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

F.3.3 FITTINGS

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

F.3.4 DIMENSIONS AND WEIGHT

As specified in the building specification.

F.4 RUNNING RIGGING

F.4.1 MANUFACTURER

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

F.4.2 FITTINGS

All fittings as specified in Appendix C & E shall be installed.

Section G – Sails

G.1 GENERAL

G.1.1 RULES

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

G.1.2 CERTIFICATION

- (a) The 36CA shall **certify** mainsails in the **tack** and all other **sails** in the **head**. The **certification mark** shall be positioned on the starboard side and be signed and dated.
- (b) An **In-House Official Measurers** may **certify sails** produced by that manufacturer.

G.1.3 SAILMAKER

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

G.1.4 IDENTIFICATION

- (a) The class insignia shall conform with the requirements as detailed in the diagram in Appendix G.
- (b) Sail numbers shall comply with rule A.9.

G.2 MAINSAIL

G.2.1 CONSTRUCTION

- (a) The **sail** may be capable of being set reefed with a reefing point to reduce the luff.

G.2.2 DIMENSIONS

- (a) MHB (Mainsail top width) shall not be greater than 2.50m or less than 2.25m.
- (b) The Mainsail Width shall be calculated as:
Mainsail Width = MQW + MHW + 0.75*MTW + 0.5*MUW,
- (c) The Mainsail Width shall not be greater than 13.55m or less than 13.25m.
- (d) The maximum mainsail head angle is 96 Degrees (Angle Between Luff & Head) To be controlled by maximum arc from defined point,
- (e) No more than 4 battens which extend from the **leech** to the mast may be installed,
- (f) No more than an additional 2 battens which fit within batten pockets that extend from the leech and terminate within the body of the sail may be fitted. The maximum inside batten pocket length is 2.10m and the minimum inside pocket length is 800mm,
- (g) Additional “flutter” battens which extend from the leech and terminate within the body of the sail and are no more than 750mm in length may be installed, provided that when the sail is flattened out in the area of the sail edge, the sail edge hollow, when bridged between the battens noted in G.2.2(e) & (f) only, the sail edge does not extend beyond the straight line.

G.3 HEADSAIL

G.3.1 CONSTRUCTION

- (a) The **luff** shall be attached to the **forestay** using a hank system.
- (b) No more than 4 battens may be installed.

G.3.2 DIMENSIONS

- (a) HSA (Headsail area) shall be calculated as:
$$\text{HSA} = 0.0625 * \text{HLU} * (4 * \text{HLP} + 6 * \text{HHW} + 3 * \text{HTW} + 2 * \text{HUW} + 0.09)$$
- (b) The maximum HSA for the headsail shall be 34.5m²

G.4 HEAVY HEADSAIL

G.4.1 CONSTRUCTION

- (a) The **luff** shall be attached to the **forestay** using a hank system.
- (b) No more than 4 battens may be installed.

G.4.2 DIMENSIONS

- (a) HSA (Headsail area) shall be calculated as:
$$\text{HSA} = 0.0625 * \text{HLU} * (4 * \text{HLP} + 6 * \text{HHW} + 3 * \text{HTW} + 2 * \text{HUW} + 0.09)$$
- (b) The maximum HSA for the heavy headsail shall be 30.0m²

G.5 SPINNAKER

G.5.1 CONSTRUCTION

- (a) The **sail** shall not be furled or reefed.
- (b) A minimum cloth weight of 37gsm shall apply for any part of the body of the sail.
- (c) The **body of the sail** (see ERS G.1.4(a)) shall be constructed using woven cloth only.
- (d) Attachment patches for a spinnaker retrieval line may be fitted to the **sail**.

G.5.2 DIMENSIONS

- (a) SPA (spinnaker area) shall be calculated as:
$$\text{SPA} = ((\text{SLU} + \text{SLE})/2) * ((\text{SFL} + (4 * \text{SHW}))/5) * 0.83$$
- (b) The maximum SPA shall be 145.0m²
- (c) The minimum SPA shall be 125.0m²
- (d) No battens may be installed.
- (e) SHW shall not be less than 85% of SFL.

Effective Date: 15th April 2024
Published Date: 15th April 2024
Previous issues: 23-03 – 28th August 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 – HULL APPENDAGE MEASUREMENT

APPENDIX C – DECK LAYOUT

APPENDIX D – SYSTEMS LAYOUT

APPENDIX E – RIG GEOMETRY AND RUNNING RIGGING

APPENDIX F – ELECTRONICS

APPENDIX G – SAIL INSIGNIA & NUMBERS

APPENDIX H – BOW STICKER AREA

APPENDIX I – FORWARD HATCH CUTOUT

APPENDIX J – KEEL GRID LIMBER / DRAINAGE HOLES

APPENDIX K – RETRACTABLE DRIVE PERIMETER & LEADING EDGE

APPENDIX A – SUPPORT BOATS / RIBS

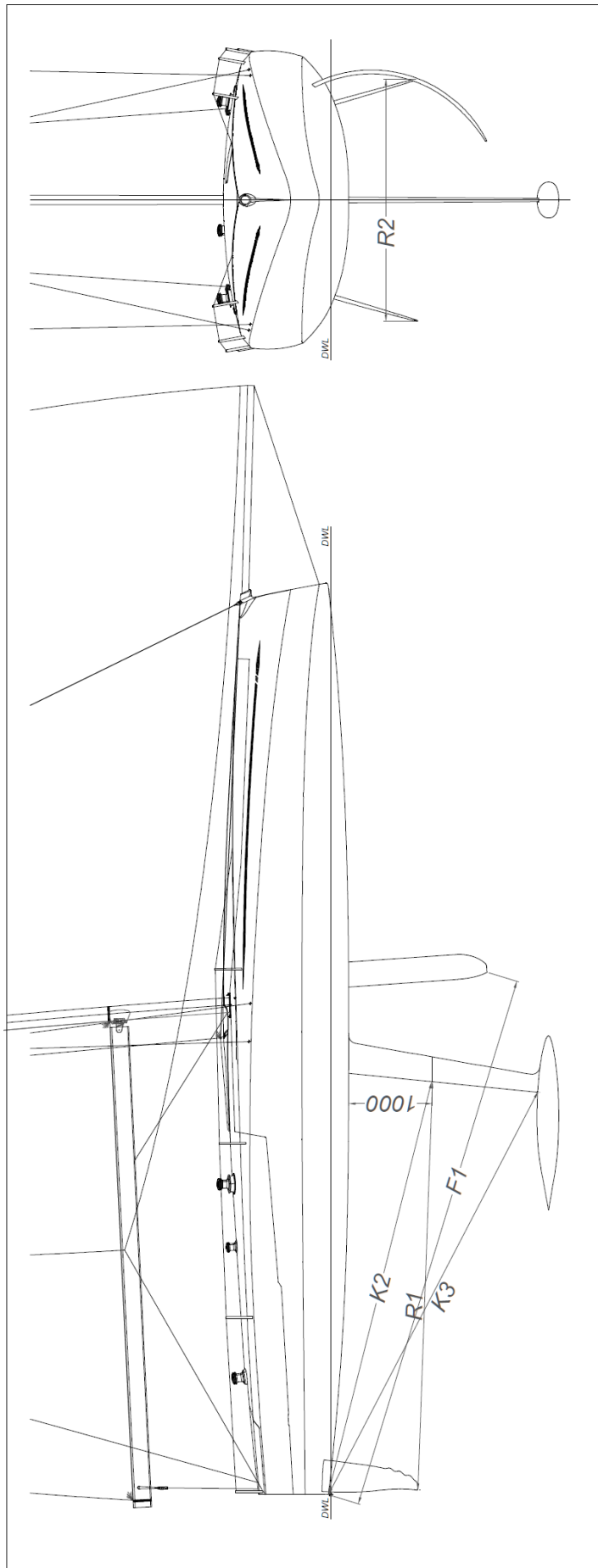
Team support or coach boats shall not be permitted on the water starting from a first scheduled day of racing (Coach or Team support boats are permitted during practice race(s)). There shall be no transfer of crew, food/drinks or sails before or between races and after the completion of racing for a day before the boat has returned to their berth.

1. The following exceptions to the above rule are permitted without approval:
 - (a) Individual spectator boats for family members, guests and sponsors. These boats must remain more than 150 meters outside the racing area at all times. It is not permitted to have any persons on a spectator boat providing coaching or a person who has coached a team outside of the event.
 - (b) Transfer of an Owner to and from the boat.
2. The following exceptions to the above rule, if approved, are permitted:
 - (a) A boat with a photographer or drone pilot whose sole purpose is to acquire images for communication, media publication or sponsor commitments. These boats must remain more than 150 meters outside the racing area at all times. A drone shall not be flown closer than 150m in any direction (including vertically) to any boat that is racing. Approval shall be requested from the 36CA. Additionally, the 36CA may give approval for a reduction in the 150m exclusion zone for a specific purpose which may include making the footage available to all participating teams for a fee to be agreed with the 36CA.
 - (b) An organization such as a sailmaker may apply for authorization to the ExCom via the Class Manager at least 14 days prior to the regatta to observe the racing and provide coaching to the fleet. They may acquire technical video or pictures of the racing, under the premise that all content is made available to any participating teams that requests a copy. These boats must remain more than 150 meters outside the racing area at all times. The person's from the designated organization are not permitted to provide coaching support to an individual boat or boats either prior, during or following the regatta.
 - (c) An Owner or Charterer competing in their first CS36 Class Event may apply for authorization to the Class Manager for permission to have a coach boat supporting their team during the event. There shall be no transfer of crew, food/drinks or sails before or between races and after the completion of racing for a day until the boat has returned to their berth.

Infringements to the above will result in a penalty to any team associated with the infringing vessel. Penalties may result in either additional points to the overall classification or disqualification at the discretion of the protest committee.

This rule may be amended by a Notice of Race.

APPENDIX B – HULL APPENDAGE MEASUREMENT



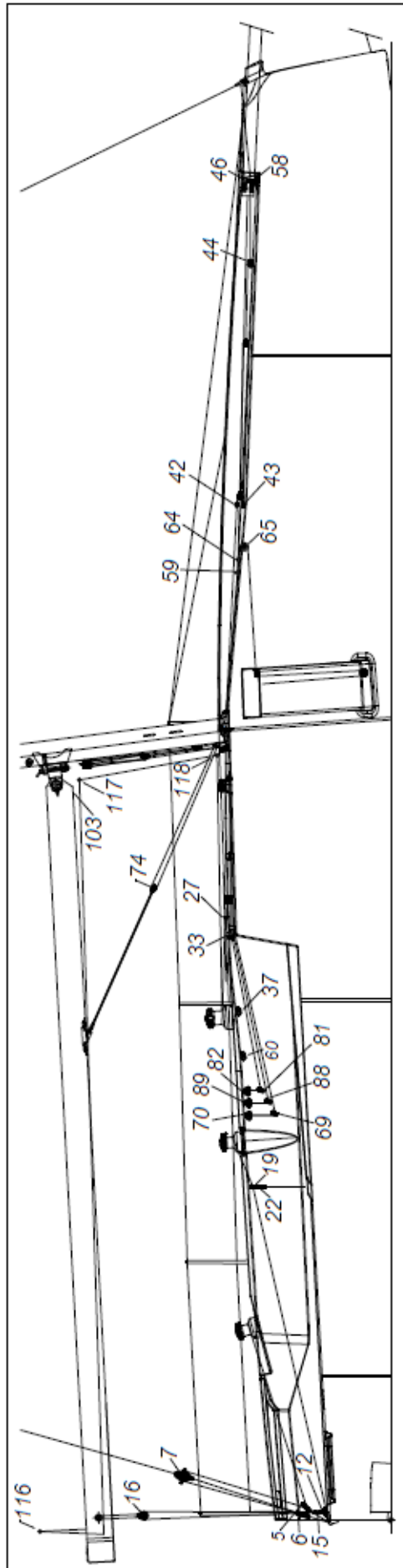
APPENDIX B – HULL APPENDAGE MEASUREMENT

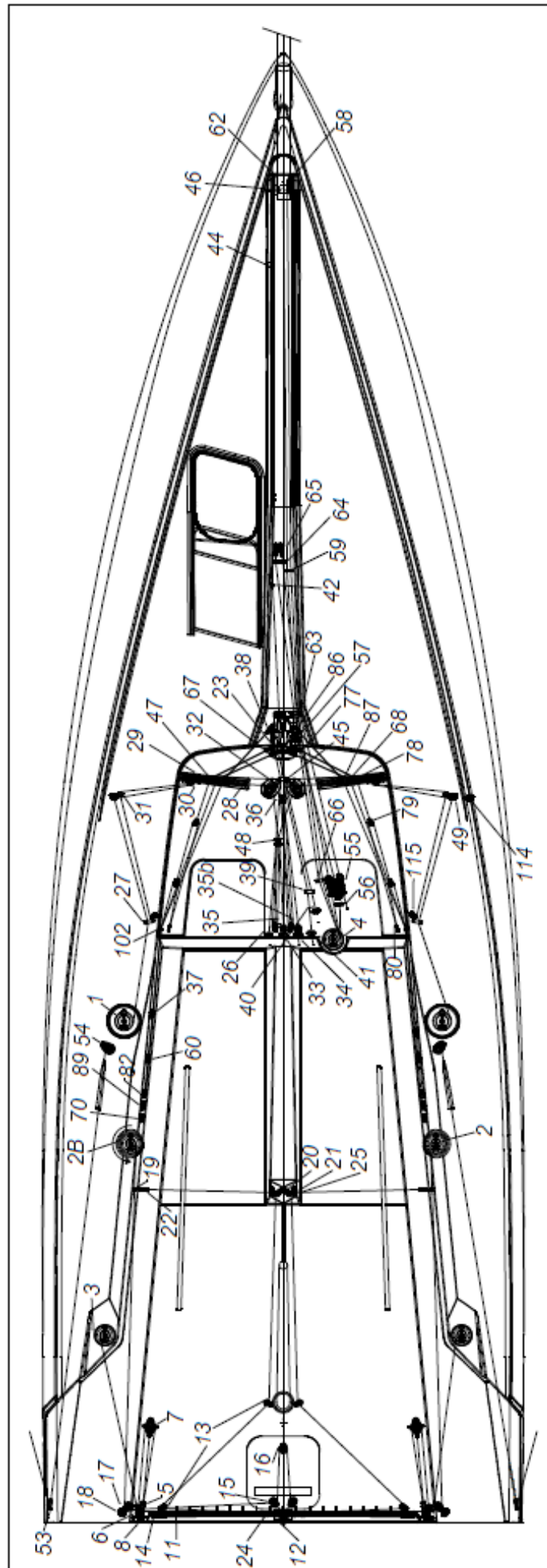
Build Tolerances

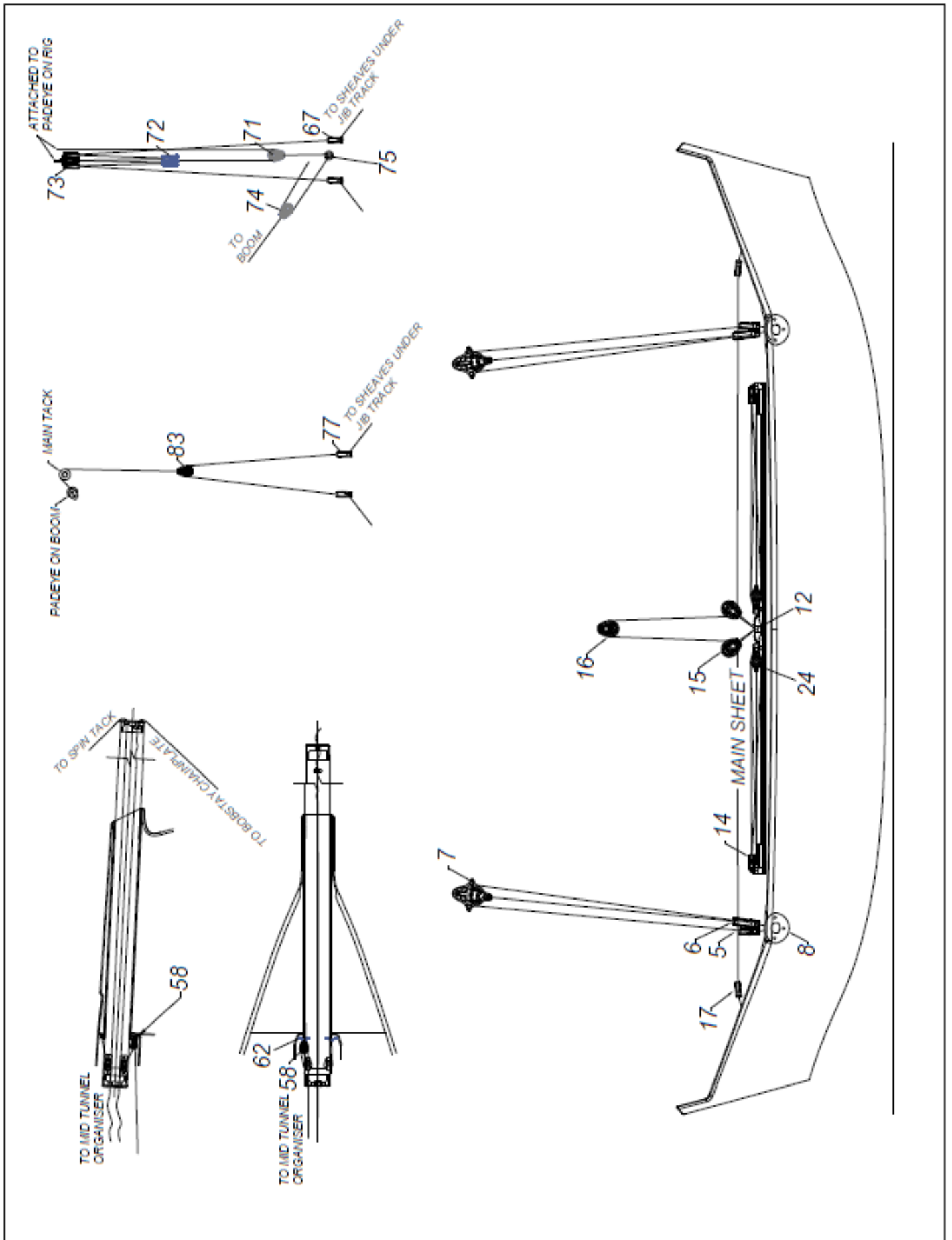
Measurement	Minimum(mm)	Maximum(mm)
K2	5135	5155
K3	5490	5515
R1	5130	5170
R2	2915	2945
F1 Transom to Foil	6580	6630
Internal Stop Distance	220	N/A

AFT reference point is a point defined by the intersection of the hull surface with the transom on the CL.

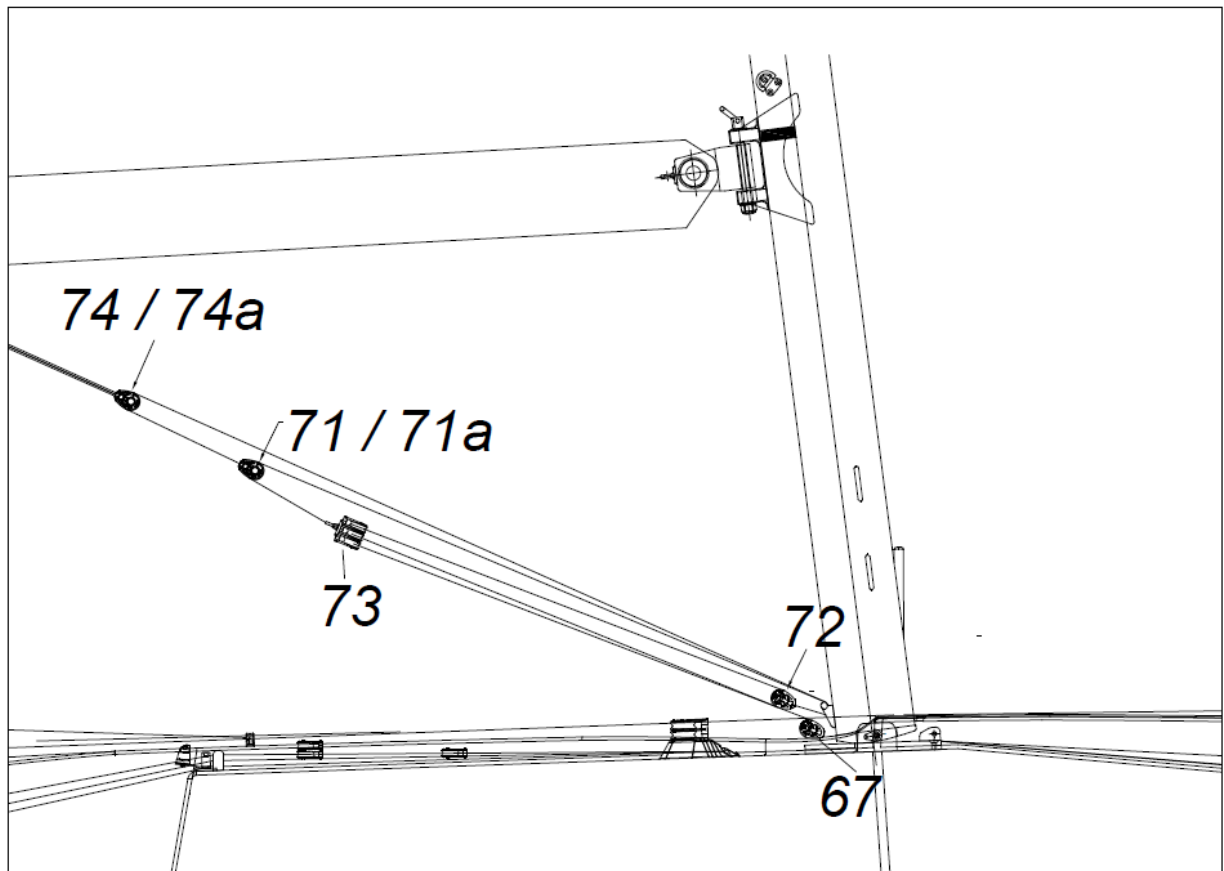
APPENDIX C – DECK LAYOUT







Alternative Vang Option



Ref:	Component	Supplier	Part Name	Part No:	Qty:	Std / Opt
WINCHES						
1	Primary winches	Harken	46 Plain - Performa	46.2PTP	2	x
2	Stbd Mainsheet winch	Harken	40 Performa - Self Tailing	40.2STP	1	x
2B	Port Mainsheet winch - CR	Harken	LH 40 Performa - Self Tailing	LH 40.2STP	1	x
3	Runner winches	Harken	40 Performa - Self Tailing	40.2STP	2	x
4	Pit winch	Harken	40 Performa - Self Tailing	40.2STP	1	x
RUNNER						
5	Runner exit block	Harken	57mm Black Magic Alu Loop Block	3214	2	x
5a	Runner exit block	Harken	57mm Black Magic Alu Loop Block with OEM produced Aluminium Sheave	AL 3200	2	x or 5a / 5b
5b	Runner exit block	Optional	Maximum 60mm dia Standard production block with no modification or customisation. MWL less than 2000kg and greater than 1134kg		2	x or 5a / 5b
6	Runner bottom block	Harken	75mm Black Magic Alu Loop Block	3230	2	x
7	Runner top block becket	Harken	75mm Black Magic Alu Becket Block	3230	2	x
8	Runner padeye	Antal	10mm Dyneema Pad-eye (DPE)	7610	2	x
MAINSAIL						
11	Low-beam 2m track	Harken	27mm Low Beam Pin Stop - 2m	R27.2M	1	x
12	Traveller Car	Harken	MR 27mm HL CB Traveller Car w/Toggle and Ears	T2703B.HL	1	x
13	Traveller purchase footblock 5:1	Harken	40mm Cheek Block	2644	2	x
14	End control	Harken	27mm Double Sheave	1632	2	x
15	Mainsheet base blocks	Harken	57mm Black Magic Alu Loop Block	3214	2	x
16	Mainsheet top block	Harken	57mm Black Magic Alu Loop Block	3214	1	x
17	Mainsheet outboard blocks	Harken	57mm Black Magic Alu Loop Block	3214	2	x
18	Mainsheet outboard block padeye	Antal	6mm Dyneema Pat-eye (DPE)	7606	2	x
19	Mainsheet cockpit side fairlead	Harken	12mm Bolt Down fairlead	3274	2	x
20	Traveller footblocks	Harken	40mm Cheek Block	2644	2	x
21	Traveller cam cleat	Harken	Cam-Matic Ball Bearing Cam Cleat	150	2	x
22	Traveller cockpit side block	Harken	T2 29mm Soft attach	2146	2	x
23	Mast base ring	Harken	10mm Lead Ring	3270	1	x
24	Traveller purchase Double becket block 5:1	Harken	40mm Double Block - Swivel Becket	2639	2	x
25	Traveller cam cleat fairlead	Harken	Cam Flairlead	425	2	x
26	Mainsheet halyard pit fairlead	Harken	12mm Bolt Down Fairlead	3274	1	x
JIB						
27	Jibsheet fairlead	Harken	Grand Prix Jib lead	3280	2	x
28	Low-beam track	Harken	27mm Low beam 500mm	R27.1M	2	x
29	Jib-track car	Harken	27mm High-Load Loop Car	T2705B.HL	2	x
30	Jib soft blocks	Harken	14mm Lead Ring	3271	4	x
31	Jib-sheet lead ring	Harken	Lead ring sheave	3282	2	x
32	In-out up-down cheek block	Harken	57mm Alu Double Foot Block	3222	2	x
33	In-out cam cleat	Harken	Standard Cam Base - Swivel	240	1	x
34	Up-down cam cleat	Harken	Standard Cam Base - Swivel	240	1	x

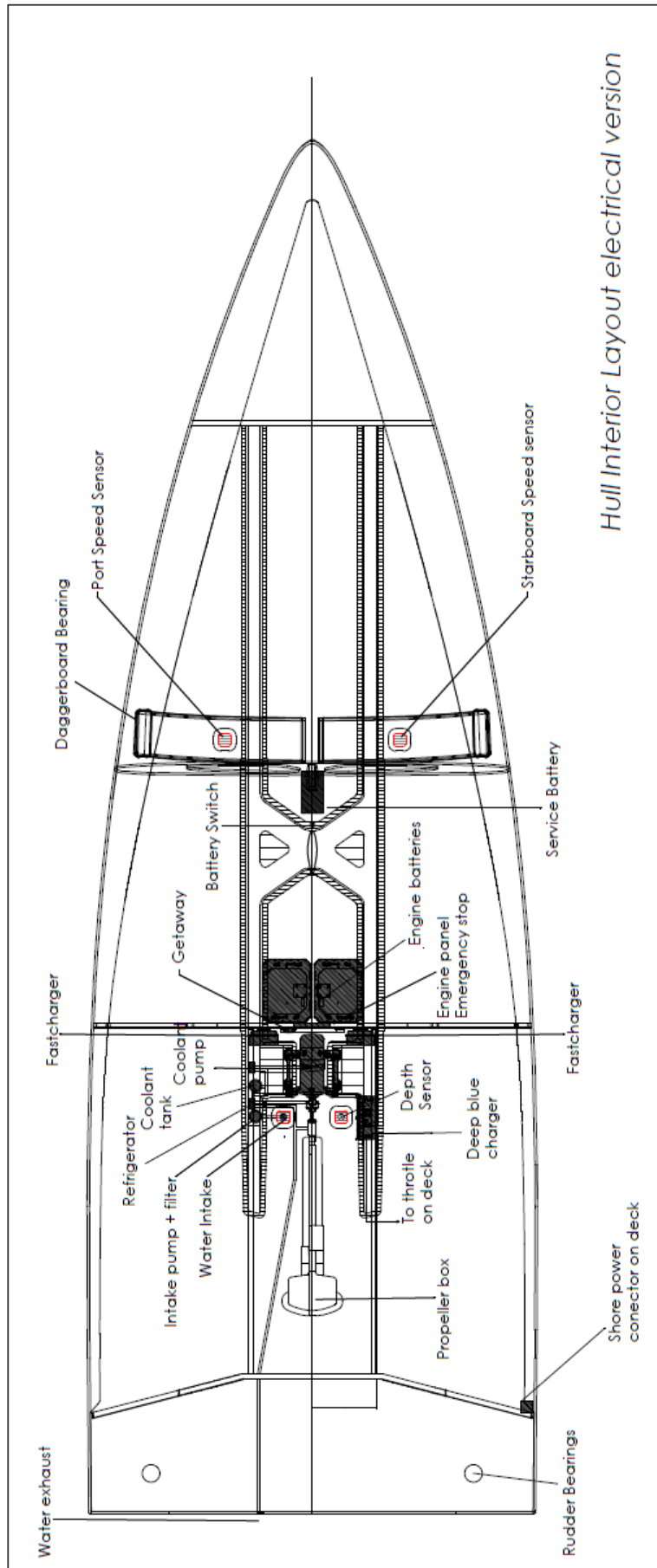
35	Up-out purchase single block	Harken	40mm Carbo Cheek Block w/Becket	2163	1	x
35b	Up-down purchase single block	Harken	40mm Carbo Cheek Block w/Becket	2163	1	x
36	Up-down purchase double block	Harken	40mm T2 Soft Attach Double	2150	1	x
37	Jib sheet winch cam cleat	Harken	Cam-Matic Ball Bearing Cam Cleat	150	2	x
38	Mastbase ring	Harken	10mm Lead Ring	3270	1	x
39	Jib halyard / cunningham fairlead / main halyard	Harken	Grand Prix Jib Lead	3280	1	x
40	Jib halyard cam cleat	Harken	Standard Cam-Matic	150	1	x
41	Jib cunningham cam cleat	Harken	Standard Cam-Matic	150	1	x
42	Jib cunningham port fairlead	Spinlock	10mm bulls eye	BE10-TF	1	x
43	Jib cunningham padeye	Harken	16mm Narrow Eyestraps	445	1	x
44	Jib cunningham cascade block	Harken	40mm T2 Soft Attach	2149	3	x
45	Jib halyard / main halyard fairlead	Harken	Grand Prix Jib Lead	3280	1	x
46	Jib cunningham tunnel exit fairlead	Harken	12mm Bolt Down fairlead	3274	1	x
47	Jib in-out 8:1 return	Harken	40mm T2 Soft Attach	2149	2	x
48	In-out cascade blocks 4:1	Harken	40mm T2 Soft Attach Double	2150	1	x
49	Jib barber padeyes	Antal	6mm Dyneema Pad-eye (DPE)	7606	2	x
51	Jib cunningham cam cleat fairlead	Harken	Cam Fairlead	425	1	x
SPINNAKER						
53	Spinnaker sheet aft block	Harken	57mm Black Magic Alu Loop Block	3214	2	x
54	Spinnaker sheet cheek block	Harken	57mm Black Magic Footblock	3220	2	x
55	Spinnaker tack / halyard / Pole out clutch	Spinlock	XTS 6-10mm	XTS0610/1	3	x
56	Pit organiser	Harken	12mm Single Bolt Down Fairlead	3274	1	x
57	Spinnaker halyard mastbase block	Harken	40mm Fly Block	2173	1	x
58	Bowsprit control fly block	Harken	40mm Fly Block	2173	1	x
59	Spin tack / bowsprit organiser	Harken	12mm Bolt fairlead - double	3275	1	x
60	Spin sheet cam cleat	Harken	Standard Cam-Matic	150	2	x
62	Eyestraps	Harken	37.12mm Forged Eyestraps	2133	2	x
FOIL CONTROL						
63	Mastbase lines fairleads	Harken	12mm Bolt Fairlead - Double	3275	1	x
64	Foil line tunnel fairleads	Harken	12mm Bolt Down Fairlead	3274	2	x
65	Foil control line sheaves	Harken	50mm Protexit Single Thru Deck Block	1203	2	x
66	Foil pit lines fairlead	Harken	12mm Bolt Fairlead - Double	3275	1	x
VANG						
67	Mastbase block	Harken	40mm T2 Soft Attach	2149	2	x
68	Deflection sheave - Under track	Harken	40mm Cruising ESP	6062	2	x
69	Cockpit side cheek block	Harken	29mm Cheek Block	350	2	x
70	Cockpit side cam cleat - X - Treme	Harken	Standard Cam-Matic XT Kit	458	2	x
71	Vang purchase block	Harken	40mm Fly Block	2173	1	x
71a	Vang purchase block	Optional	Maximum 60mm dia – Single block – Standard production block with no modification or customisation – MWL > 650kg		1	Opt

72	Vang 6:1 double block	Harken	40mm T2 Soft Attach Double	2150	1	x
73	Vang 6:1 triple block	Harken	40mm Triple Block	2640	1	x
74	Vang purchase block	Harken	40mm Fly Block	2173	1	x
74a	Vang purchase block	Optional	Maximum 60mm dia – Single block – Standard production block with no modification or customisation. MWL > 650kg		1	Opt
75	Vang Lower Fairlead	Harken	14mm Lead Ring or 40mm Fly Block	3271 or 2173	1	x
CUNNINGHAM - MAIN						
77	Mastbase block	Harken	40mm T2 Soft Attach	2149	2	x
78	Deflection sheave - Under track	Harken	40mm Cruising ESP	6062	2	x
79	Cascade blocks	Harken	40mm T2 Soft Attach	2149	4	x
80	Cascade padeye	Harken	56mm Padeye	2759	2	x
81	Cockpit side cheek blocks	Harken	29mm Cheek Block	350	2	x
82	Cockpit side cam cleat - X - Treme	Harken	Standard Cam-Matic XT Kit	458	2	x
83	2:1 Purchase block	Harken	40mm T2 Soft Attach	2149	1	x
DEFLECTORS						
86	Mastbase block	Harken	40mm T2 Soft Attach	2149	2	x
87	Deflection sheave - Under track	Harken	40mm Cruising ESP	6062	2	x
88	Cockpit side cheek blocks	Harken	29mm Cheek Block	350	2	x
89	Cockpit side cam cleat - X - Treme	Harken	Standard Cam-Matic XT Kit	458	2	x
90	Deflector purchase block (in rig)	Harken	29mm Double Block	342	1	x
91	Deflector purchase block (in rig)	Harken	29mm Block - Swivel	340	1	x
92	10mm Lead Ring (in rig)	Harken	10mm Lead Ring	3270	1	x
93	8mm Lead Ring (in rig)	Harken	8mm Lead Ring	3269	1	x
MAIN OUTHAUL						
96	57m Soft Attach	Harken	57mm T2 Soft Attach	2152	1	x
97	40mm Fiddle Block	Harken	40mm Fiddle Block	2655	2	x
98	Cam Cleat on Boom	Harken	Standard Cam-Matic	150	1	x
OTHER						
102	VCD Organiser	Custom	Custom Machined Organiser	Refer to DWG	2	x
103	Reef Jammer	Spinlock	XTS clutch	XTS0610/1	1	Opt
104	RDS sheave	Harken	38mm Big Bullet Sheave	265	1	x
105	RDS - down line Self-Jamming Cleat	TBD	TBD	TBD	2	x
106	RDS fairlead	Harken	12mm Fairlead - Double	3275	1	x
107	Spinnaker take-down	Harken	40mm T2 Soft Attach	2149	2	x
108	RDS retracting sheaves	Harken	44mm Aluminium Mastbase Block	1986	2	x
112	Bunks	Harken	Single Micro Block	224	6	Opt
113	Bunks	Harken	Single Micro Block	225	2	Opt
114	Downwind Jib Sheet – Lead Ring	Optional	Optional	Optional	2	Opt
115	Downwind Jib Sheet – Ratchet Block	Optional	Optional	Optional	2	Opt
116	Reef Line – Mainsail Ferrule	Harken	14mm Lead Ring	3271	1	Opt
117	Reef Line – Gooseneck Ferrule	Harken	14mm Lead Ring	3271	1	Opt

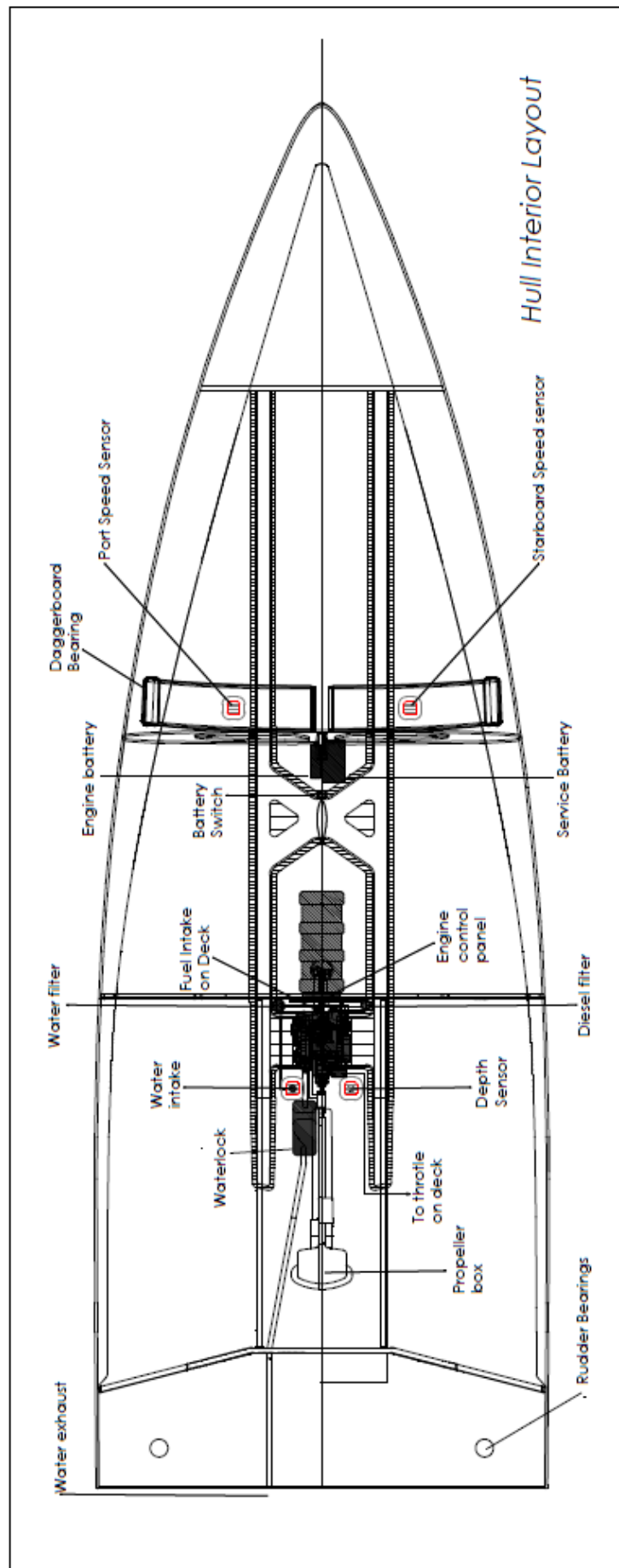
118	Reef Line – Mast Base Ferrule	Harken	14mm Lead Ring	3271	1	Opt
Mandatory item included in basic boat						x
Optional item						Opt

APPENDIX D – SYSTEMS LAYOUTS

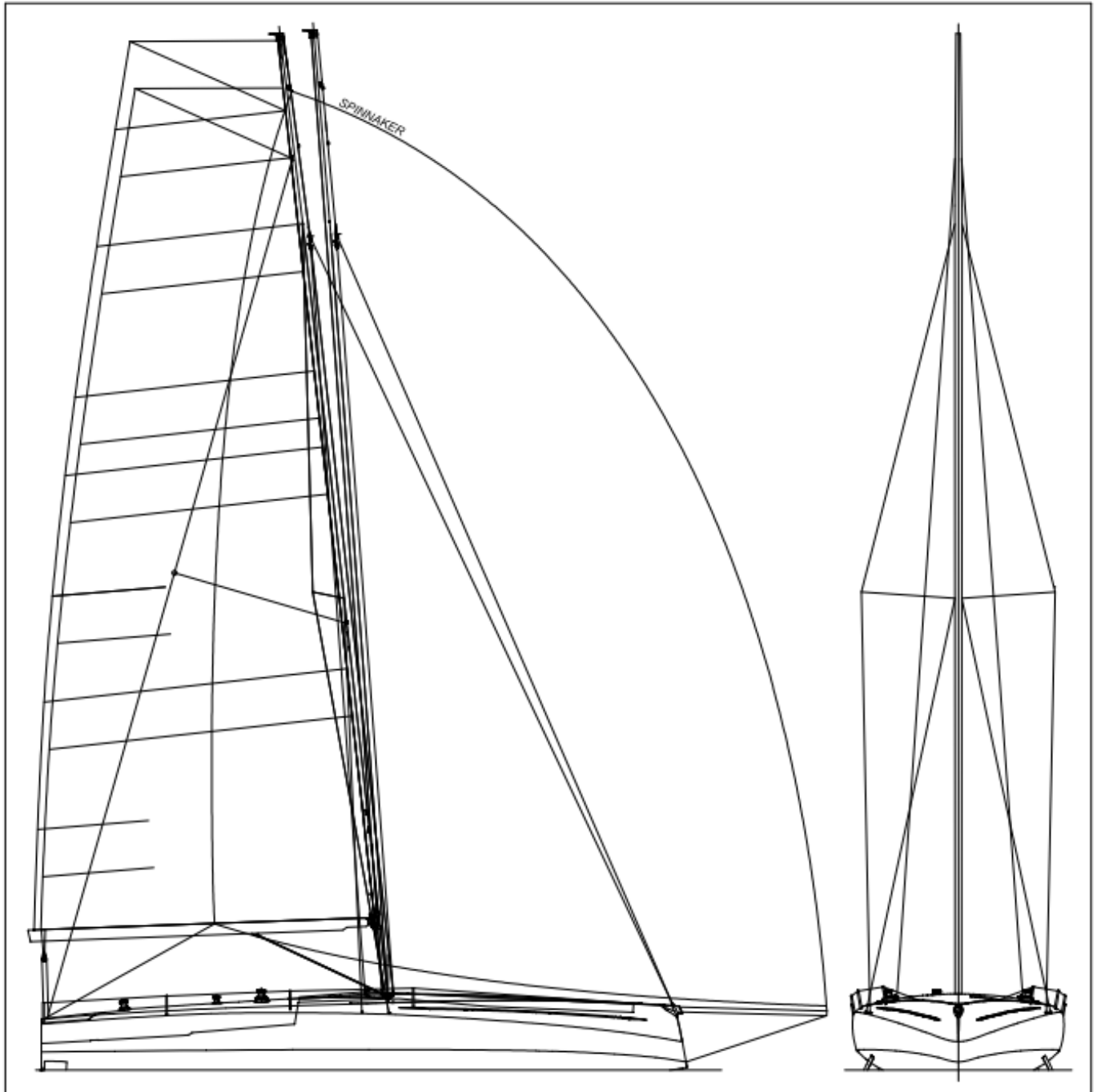
ELECTRIC PROPULSION



DIESEL PROPULSION



APPENDIX E – RIG GEOMETRY



APPENDIX E – RUNNING RIGGING

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

Item	No
Main Halyard	1
Jib Halyard	1
Spinnaker Halyard	1
Spinnaker Halyard Deflector Line	Optional
Halyard Trip Lines (Main – Lock & Release)	2
Runner Tail	2
Deflector Control Line	1
Reef Line	Optional
Main Sheet	1
Mainsheet Traveller Control Lines	2
Main Cunningham Lines	2
Vang	1
Jib Tack/Cunningham	1
Jib Car In/Out Control Lines	2
Jib Car Up/Down Control Lines	2
Bowsprit In/Out Control	1
Spinnaker Tack Line	1
Port Foil Control Line	1
Starboard Foil Control Line	1

APPENDIX F – ELECTRONICS

Part No.	Max Quantity	Description
Displays		
010-01395-00	3	Garmin, GNX 120, Marine Instrument, 7 inch display, WW
010-01738-00 or 010-02320-00 or 010-02365-00	1	Garmin, GPSMAP 722, Display 7" Garmin, GPSMAP 722 plus, Display 7" Garmin, GPSMAP 723, Display 7"
Sensors		
010-01010-10 or 010-02316-10	1	Garmin, GPS19x NMEA 2000 Garmin, GPS24x NMEA 2001
010-11417-10 or 010-11417-20	1	Garmin, SteadyCast Heading Sensor Garmin, 9-axis Heading Sensor
010-04283-00	2	Garmin, GST™ 43 Thru-hull Speed/Temperature Transducer
N/A	1	Change over Switch
010-11328-00	1	Garmin, GST10 - Water Speed Analog Adapter
010-01227-00 or 010-01228-00	1	Garmin, G wind Transducer or Garmin, G wind Regatta Transducer
010-01226-00	1	Garmin, GND 10 Wind Black Box
010-12255-00	1	Garmin, GNX Remote Keypad
VHF		
010-02096-01	1	Garmin, VHF 115i, International
AIS		
010-02087-00	1	Garmin, AIS™ 800 Blackbox Transceiver
010-12017-00	1	Garmin, GA38 GPS Antenna
Auto Pilot		
010-00705-48	1	Garmin, Reactor™ 40 Mechanical/Retrofit/Solenoid Corepack
010-01141-00	1	Garmin, GHC™ 20 Marine Autopilot Control Unit
010-12029-00	1	Garmin, Class B Compact Drive Unit
Depth Sensor		
010-11394-00	1	Garmin, P79 in-hull transducer
Forestay Loadcell		
	1	Cyclops Marine Smartlink 5 Ton
	1	Cyclops Marine BG03 Gateway
	1	Cyclops Marine C-N2Kdt (Lead 1)
Data Recorder		
YDVR-04 W2K-1	1	Yacht Devices – Voyage Recorder YDVR-04 or Actsense - W2K-1 NEMA 2000 to WiFi Gateway or Data Recorder with equivalent functionality to above and equivalent price subject to 36CA Agreement.

APPENDIX G – SAIL INSIGNIA & NUMBERS

G.1 IDENTIFICATION IN MAINSAIL**G.1.1 CLASS INSIGNIA**

- (a) CS36 class logo on insignia cloth:



The graphic design file is available on the class noticeboard.

- (b) DIMENSIONS in **mainsail** shall be 1.80m x 0.53m
- (c) POSITION in **mainsail** – Both Port & Starboard logos shall be above the MTW. The bottom of Port side logo shall be 0.2m above the MTW & the bottom of the Starboard side logo shall be 1.03m above the MTW. Draft strips shall not be positioned to interfere with the insignia logo.

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

- 0.40m to leech
- 0.20m above MTW (port side)
- 1.03m above MTW (starboard)
- class insignia of both sides are 0.30m separated

G.1.2 SAIL NUMBERS

- (a) DIMENSIONS according to RRS G.1.2 (b)
- (b) COLOUR of sail numbers on **mainsail** shall be one of CS36 class insignia C.I. colours and shall be clearly legible against the mainsail colour, i.e. red, blue or white.
- (c) POSITION of sail numbers on **mainsail** shall be on starboard side above MHW / mid draft stripe and on port side below MHW / mid draft stripe. Sail numbers shall not interfere with draft stripes.

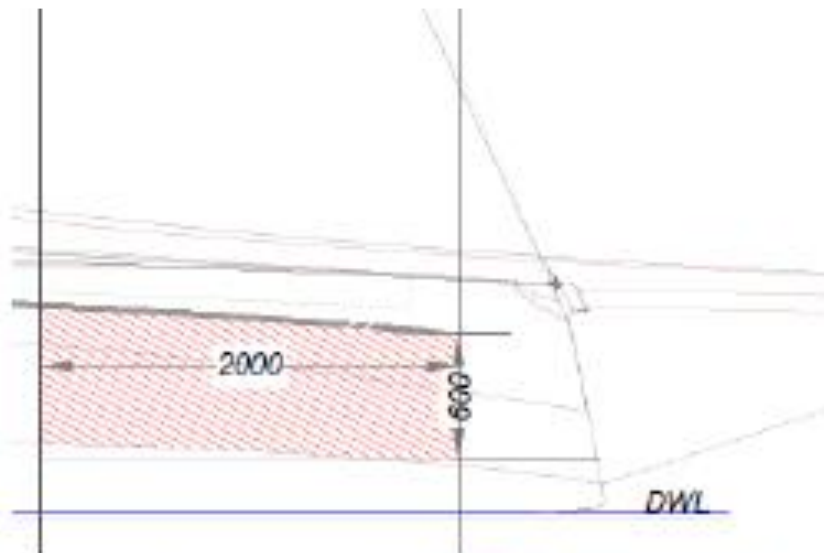
MHW leech point is reference point for closest point of sail number to leech:

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

APPENDIX H – BOW STICKER AREA

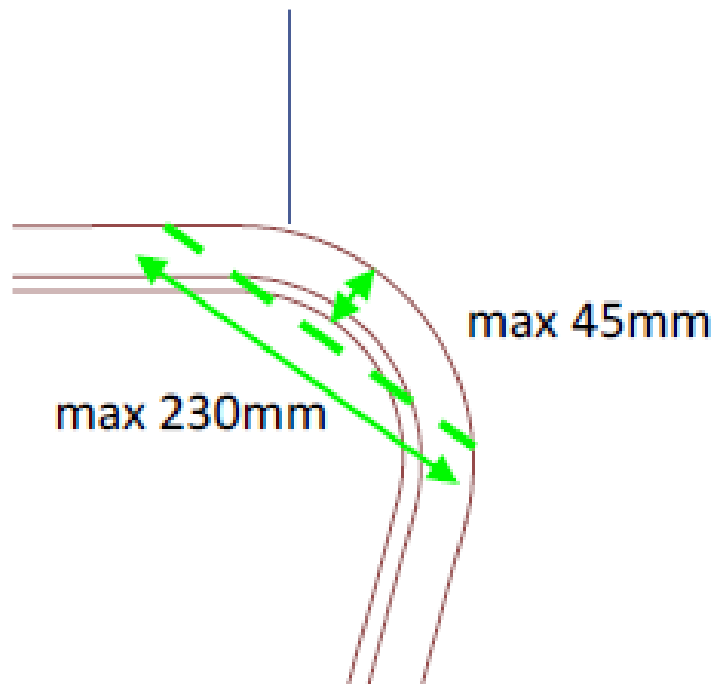
The area identified below shall have a single solid colour to allow the application of a bow sticker.

The dimensions of the area shall be a minimum of 2m x 0.6m



APPENDIX I – FORWARD HATCH CUTOUT

As detailed in C.6.1.k, a cut out may be made to the forward hatch in the area identified below to allow the spinnaker halyard and sheets to exit the hatch when closed. The maximum size of the opening is 230mm wide and a depth of 45mm. A means of closing this opening to make it watertight shall be carried but does not need to be fitted whilst racing.

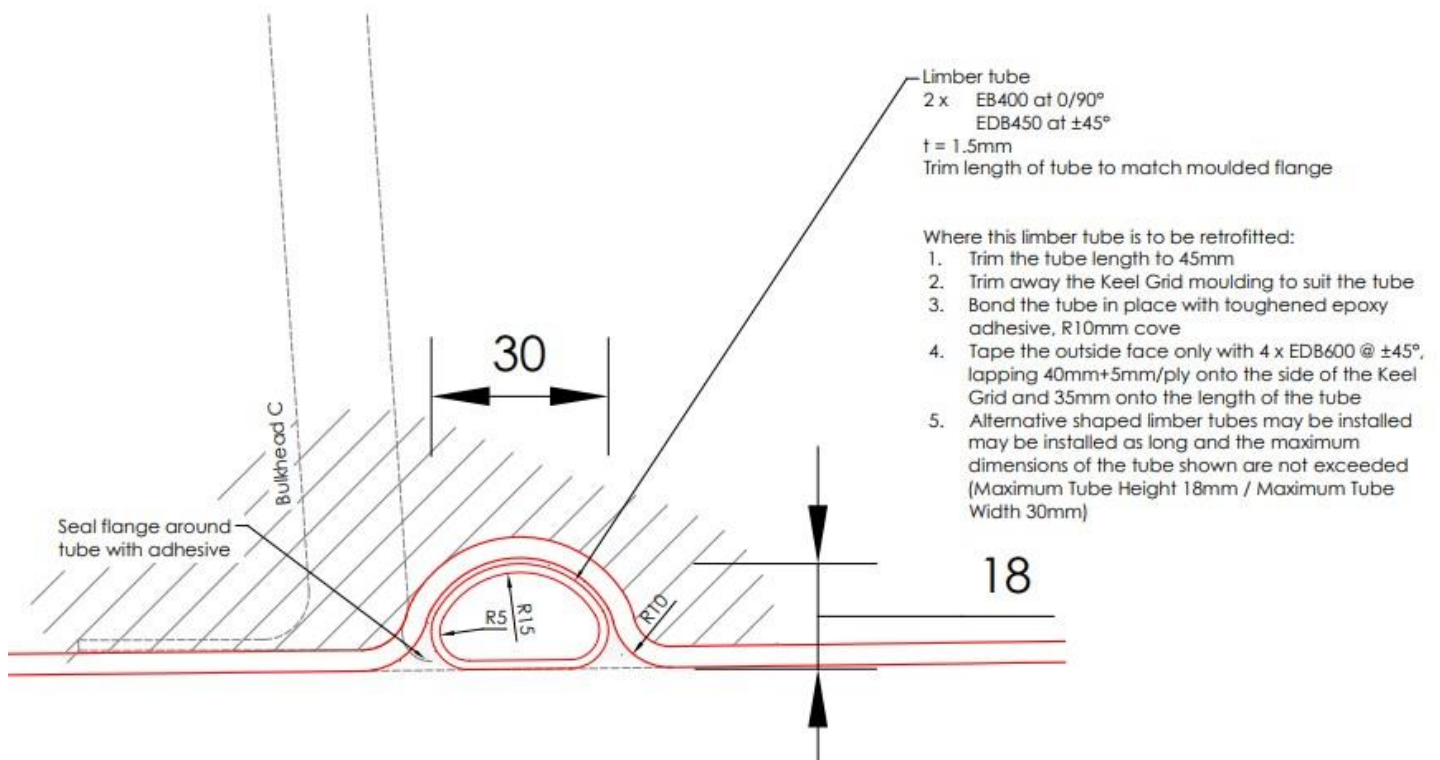


APPENDIX J – KEEL GRID LIMBER / DRAINAGE HOLES

To allow more efficient drainage of any trapped water in the keel grid it is permitted for teams to enlarge the limber / drainage holes forward of the mast bulkhead. Detailed below is the required laminate specification and maximum permitted dimensions.

Removable bungs or stoppers may be added to these limber holes to limit water ingress during sailing.

The laminate specification must be in accordance with the drawing below:

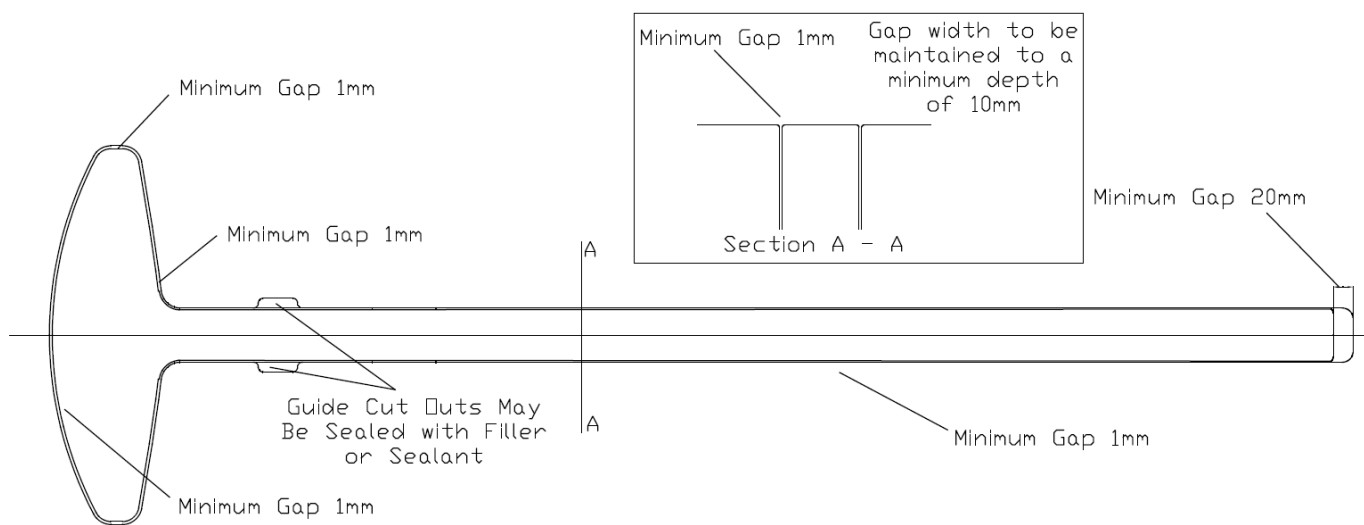


APPENDIX K – RETRACTABLE DRIVE PERIMETER & LEADING EDGE

The Retractable Drive Box is designed to have a gap at the forward end to allow operation and around the perimeter. It had been noted that the agreed manufacturing tolerances have produced differences in this gap.

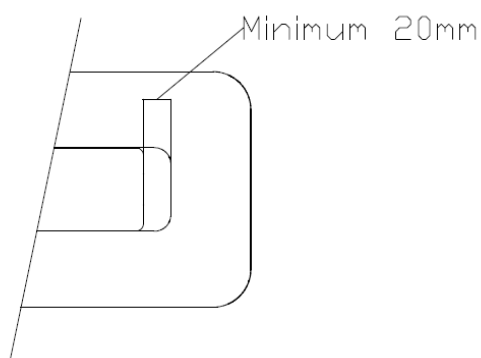
RDS Perimeter

The minimum gap around the perimeter is **1mm**. This width is to be measured to a depth of at least 10mm.



Forward End of the RDS Plate

The **minimum** permitted gap is **20mm**.



RDS Guide Cut Outs

Filler/sealant may be applied to seal the bottom of the guide cut outs.

Filler / Sealant Permitted

