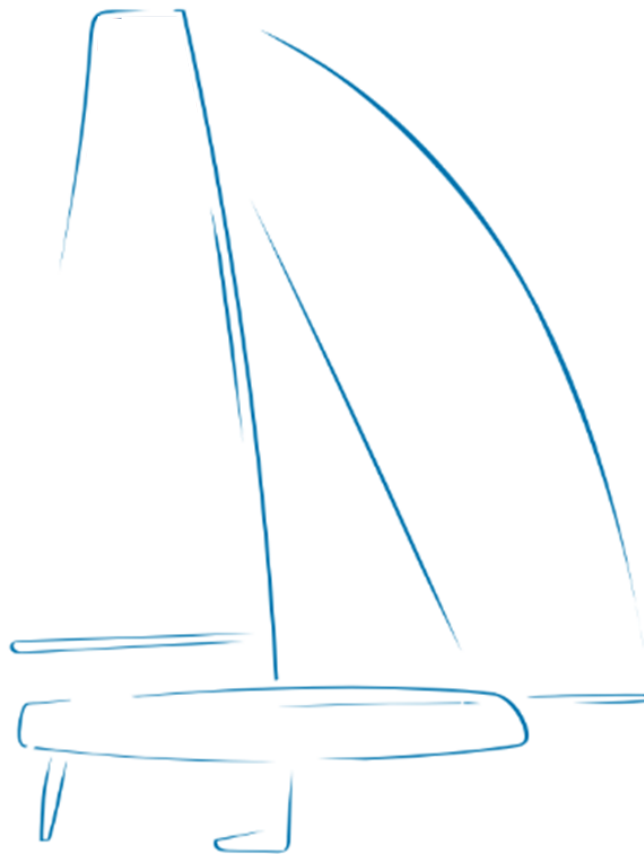


CLUBSWAN 28

CLASS RULES 2026

VERSION 26-V1, JAN 2026

The ClubSwan 28 was designed in 2024 by Juan Yacht Design



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INTRODUCTION

This section forms part of the Class Rules.

ClubSwan 28 is a strict ONE DESIGN class for OWNER DRIVER RACING only.

ClubSwan 28 hulls, hull appendages and rigs are manufacturer controlled and certified.

ClubSwan 28 hulls, hull appendages and rigs shall only be manufactured by suppliers licenced by Nautor Swan, Equipment is required to comply with the ClubSwan 28 Building Specification and maybe subject to a ClubSwan 28 approved manufacturing control system.

ClubSwan 28 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 ClubSwan 28 class racing is intended to be carried out under OSR Appendix B for Inshore Racing supplemented by the Safety Equipment listed in these 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 28CA 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

CS28	The ClubSwan 28 Class of Boat,
28OA	The ClubSwan 28 Owners Association,
28CA	ClubSwan 28 Class Authority,
28EC	ClubSwan 28 Executive Committee,
28HEC	ClubSwan 28 Helm Eligibility Committee,
28TC	ClubSwan 28 Technical Committee,
ERS	World Sailing Equipment Rules of Sailing,
NS	Nautor Swan SRL,
CSR	ClubSwan Racing 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 28CA.

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 28CA during the construction and assembly of that specific CS28 boat.

CS28 sail card means the certification confirmation sticker or similar attached to every CS28 approved sail.

Racing Season means the CS28 races scheduled for a given calendar year that are agreed at previous AGM.

A.3 AUTHORITIES

- A.3.1 The **class rules authority** is the 28CA, which shall co-operate with NS in all matters concerning these **class rules**. The 28CA members shall be the class chief measurer, a representative of the designer and a representative of NS.
- A.3.2 Only the 28CA may issue or invalidate a **certificate**.
- A.3.3 The Helm Eligibility Committee is the 28HEC. The 28HEC members shall be two owner's or owner's representatives and the class manager. Membership of the 28HEC shall be reviewed by voting every 2 years. Active/passive voting rights belong to the owner of a boat registered with the 28OA which is in good standing with all class fees paid. Compliance to this criterion is required to maintain membership of the 28HEC. 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 28TC. The 28TC members shall be three owner's or owner's representatives. The role of the 28TC is to provide technical advice and support to the 28CA and/or 28OA as requested. The 28TC does not have a voting right. Membership of the 28TC shall be reviewed by voting every 2 years. Active/passive voting rights belong to the owner of a boat registered with the 28OA which is in good standing with all class fees paid. An owner's representative shall be linked to a boat registered with the 28OA which is in good standing with all class fees paid and competing in the CS28 Racing Season. Compliance to this criteria is required to maintain membership of the 28TC. 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 CS28 class manager, owner's shall inform the CS28 class manager of any required changes to the register of owner's representatives.
- A.3.5 The 28OA, 28CA, 28EC, 28HEC, 28TC 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 CSR and the 28CA. With the agreement of NS the 28CA 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 ClubSwan 28 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: clubswan28class@nautorswan.com

A.6 CLASS RULES AMENDMENTS

- A.6.1 Amendments to these **class rules** shall only be made by the 28CA, 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 28OA may seek an amendment by submitting a request in writing to the 28CA. The 28CA 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 28CA a contact E-Mail are entitled to one vote in the agreed timescale, in accordance with the following:
- (i) the 28CA 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 28CA 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 28CA 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 28CA and NS and posted on the CS28 notice board.
- A.6.3 If due to exceptional circumstances events are cancelled in the Racing Season, the 28CA may amend the CS28 races scheduled and may amend the CS28 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 28CA, or the 28CA may initiate an interpretation.
- A.7.2 A fee may be applied by the 28CA for each individual question as agreed between the 28CA and NS.
- A.7.3 An owner shall not rely on any advice or opinion from a member of the 28CA 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 28CA.
- A.7.4 The 28CA 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 28CA 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 28CA 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 28CA.

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

All boats will show a "28" preceding the boat #.

For example, boat # 01 would show FIN 2801.

A.9.3 All sail numbers must be displayed as defined in Appendix G.

A.10 CERTIFICATION

A.10.1 When the 28CA 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 28CA determines that a boat does not comply with the **class rule**, that boat's **certificate** shall be made invalid,
- (b) following an inspection the 28CA determines that a boat has been modified, tampered with or repaired in any way that has not been approved in writing by the 28CA 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 28CA 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 28CA,
- (f) a new **certificate** is issued,
- (g) there is a change of ownership.

A.13 RE-CERTIFICATION

A.13.1 The 28CA 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 28CA 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 28CA.
- (b) have a valid **certificate**.
- (c) have valid **certification marks** as required
- (d) not be altered in any way without approval of the 28CA.

B.2 WEIGHT CHECK

B.2.1 **Equipment Inspection** for an event may include a boat weight check or any additional measurement determined by the Technical Committee or the 28CA.

B.3 CLASS MARKINGS

B.3.1 Every sail shall carry a CS28 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 CS28 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
- (d) For the purpose of RRS 49.2 & RRS 50.2 the cockpit safety line does not constitute a lifeline.
- (e) RRS Appendix G.1.3 (c) (3) does not apply.

C.1.2. CS28 CLASS RACING RULES

- (a) TWS limit Rule
Races of any CS28 Class events shall not start with less than 5 and more than 23 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.
- (b) Sail Plan / Reefing
If the Race Committee display the "W" flag all boats shall race with the Heavy Headsail. The target wind speed for the race committee to fly this flag is around 13 knots. If the "W" flag is not displayed a boat may race with the Heavy Headsail.
- (c) If the Race Committee displays the "W" or the "Y" flag each crew member shall wear a lifejacket meeting the requirements of C.5.2(a)(1) except briefly whilst changing or adjusting clothing or personal equipment.

C.2 CREW

C.2.1 CREW LIMITATION / WEIGHT

- (a) There is no limit on the number of **crew**.
- (b) The total weight of the crew dressed in shorts and shirt shall not exceed 400kg. Crew changes during a regatta are not permitted except with permission of the 28CA.

The owner may declare a weight of 85kgs 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 85kg.

- (c) The **crew** shall consist of the same persons for an event, if a member of the **crew** is unavoidably absent during an event an owner or 28OA charter member may request permission to the 28CA for an alternative.
- (d) These requirements may be amended by a Notice of Race.

C.2.2 HELMSPERSONS

- (a) The CS28 Class is an 'Owner Driver' Class. The provisions below for helmsmen other than bone fide owners are included solely:
 - (i) to provide for an owner or charter helmsperson unavoidably absent for an event or part of an event,
 - (ii) to accommodate for the charter of boats,
 - (iii) to accommodate for boats loaned to a helmsperson or team.
- (b) Boats shall be helmed by their Owners, Part Owners, Charter Helmsperson, Class Approved Helmsperson or Alternative Helmsperson during a race.
- (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 HELMSPERSON 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 shall be approved by the 28HEC using the criteria in C.2.3(e) for an Alternative Helmsperson.

- (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 shall be approved by the 28HEC using the criteria in C.2.3(e) for an Alternative Helmsperson.

The CS28 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 28CA & 28HEC.

- (c) Charter Helmsperson

A person chartering a boat for the ClubSwan 28 Race Circuit or an individual event providing ClubSwan 28 Class Racing. A copy of the charter agreement may be requested by the 28CA, the charter fee shall be appropriate for the period of charter. A charter helmsperson shall be approved by the 28HEC using the criteria in C.2.3(e) for an Alternative Helmsperson.

- (d) Class Approved Helmsperson

The 28CA may request permission to the 28HEC for a helmsperson who is not a CS28 Owner or Charterer and is provided with a loan boat. A class approved helmsperson shall be approved by the 28HEC using the criteria in C.2.3(e) for an Alternative Helmsperson.

(e) Alternative Helmsperson

An owner or charterer may request permission for an alternative helmsperson to the 28HEC a minimum of 14 days before a race. Previous acceptance of an alternative helmsperson 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 28CA and/or 28HEC

- (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 CREW POSITIONING

- (a) A maximum of 2 (two) **Crew** may have their legs outboard of the sheerline. It is not permitted for any **Crew** to have their legs outboard of the sheerline forward of the forward stanchion.
- (b) Crew shall not stand or lean out over the forward stanchion or stern rails to promote roll tacking, roll gybing or to increase hiking leverage, or for any other reason, other than for temporary needs to make repairs or correct problems.
Whilst tacking or gybing, **Crew** shall not hang, push or pull on the shrouds, mast, cockpit safety lines, stanchions, companionway or any other item to promote the manoeuvre.
- (c) **Crew** positioned with their legs outboard of the sheerline shall not extend their torso beyond a line set at 90 degrees to the waterline.
- (d) Except for during a spinnaker hoist or drop no **Crew** shall stand on the deck forward of the **Mast** whilst racing.
- (e) A maximum of 2 (two) **Crew** may be seated further forward than the forward stanchion. No Crew may be seated further forward than the aft part of the bow rail.
- (f) Except for a medical emergency, temporarily to make repairs, during a spinnaker hoist / drop or momentarily to retrieve clothes or food no **Crew** may be positioned in the interior of the boat.

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 CS28 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) A portable manual bilge pump
- (4) Compass (A hand-held is acceptable),
- (5) 1 Anchor (minimum weight 3.5kg) with a minimum of 1 meter of chain and no less than 30 meters of 8mm rope for a minimum combined total weight of 7kg,
- (6) 1 Lifebuoy with drogue and whistle within reach of the helmsperson and ready for immediate use,
- (7) A heaving line, no less than 6mm (1/4") diameter, 15 – 25m (50 – 75') long, readily accessible to cockpit,
- (8) A strong, sharp knife sheathed and securely restrained shall be provided readily accessible from the deck or cockpit,
- (9) Operational Handheld VHF Radio – watertight or with a waterproof cover,

- (10) 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,
- (11) 1 Fire Extinguisher – Minimum weight of 1kg.
Fire extinguisher is to be stowed within the hull interior.

(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) Electric Bilge Pump – A pump with a maximum capacity of 66 l/min (1100gph) may be fitted, powered by a 12V / 25ah battery,
- (3) Battery – If a battery is fitted to provide power for the bilge pump, electronics or depth/speed transducers it shall be rated between 20Ah and 30Ah with a minimum weight of 5.9kg,
- (4) Electronic or mechanical timing devices,
- (5) Magnetic compass,
- (6) Mechanical wind indicator,
- (7) Depth Sounder & Speed
- (8) The following electronic units are permitted:
Electronic displays – B & G Triton 2, Garmin TD 50 Graphics
Self-contained digital compass – Sailmon Max, Vakaros Atlas 2, Velocitek Pro Start. Alternative units with equivalent functions will also be permitted.
A maximum of 2 of the items listed in C.5.2 (b)(8) may be installed.
- (9) Electronic GPS and compass – Permitted units are: B&G Zg100 or Garmin 24Xd
- (10) Data logger– Permitted units are: Yacht device voyage recorder, acti sense W2K-1. Alternative units with equivalent functions may be permitted.
- (11) Food and beverages for the crew

C.5.3 NOT FOR USE

(a) MANDATORY

- (1) One outboard engine:
There is no minimum engine weight
If a petrol outboard engine with an empty weight less than 25kg the difference in weight between the engine and 25kg shall be fitted as corrector weights in the centre of the engine storage compartment.
If an electric outboard engine with an empty weight less than 27.5kg the difference in weight between the engine and 27.5kg shall be fitted as corrector weights in the centre of the engine storage compartment.
- (2) A brackets that allows the use of the outboard engine or electric motor.
- (3) Boats using a petrol outboard engine shall leave the dock each day with a minimum of 3 litres of fuel.

(b) OPTIONAL

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

C.6 CS28 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 28CA.
- (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 28CA. If an owner considers that any repair may be necessary, they shall inform the 28CA immediately, who shall determine what action shall be taken. Temporary repairs may be carried out during an event prior to requesting permission from the 28CA if no 28CA representative is available.
- (d) All components shall be retained in compliance with the building specification.
- (e) In the event of the 28CA 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 28CA's discretion.
- (f) 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 purchase to be added to existing systems or additional fittings to be permanently attached, holes to be made or alternatives to be used to any items listed in Appendix C – Deck Layout.

C.6.2 BOAT WEIGHT

- (a) The weight of the **boat** in **measurement condition** shall not be less than 1263,5 kg

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;
- (b) Personal equipment;

- (c) Sails including bags, battens and **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 in the bow and stern in the following positions:

Bow:- All weights forward of the keel structure including the moulding flange

Aft:- All weight more than 790mm aft of the aft bulkhead

When the weight in the 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 28CA and once installed shall not be removed or moved without the agreement of the 28CA, the corrector weights fitted shall reflect the values shown on the **certificate**. Adjustment of **corrector weights** shall only be made after measurement in measurement condition has been repeated for a 28CA agreed weight check or 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) 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.
- (d) 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**.
- (e) 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 an epoxy barrier coat or commercially available anti-foul paint. 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 antifoul paint margin around the waterline shall not be faired and remain as a defined margin. If epoxy

barrier coat is applied commercially available anti fouling paint shall also be applied.

- (f) 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 28CA immediately, who shall determine what action shall be taken. Temporary repairs may be carried out during an event prior to requesting permission from the 28CA if no 28CA representative is available.
- (g) All components shall be retained in compliance with the building specification.
- (h) No through-hull fittings may be fitted other than as specified locations for boat speed & depth transducers.

C.7.2 FITTINGS

(a) USE

- (1) Inspection hatch covers and drainage plugs shall be kept in place at all times.
 - (2) The cockpit safety line shall be taut with no load applied. When pushing down hard on the cockpit safety lines at the centre point between the two stanchions, no part of the cockpit safety line including any padding, shall be lower than the sheerline.
- (b) The following is permitted without the approval of the Class Authority:
- (1) Placement of line bags and winch handle holders in the cockpit.
 - (2) Non-slip material on deck or inside to promote safe movement (seadeck / antiskid paint / 3M adhesive).
 - (3) Installation of a rounded pad on forward lifeline
 - (4) Installation of a bowsprit gutter – allowed materials are vinyl ester and dacron/mylar
 - (5) Easier shrouds adjustment system – this does not allow anyhow to adjust shrouds during races

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 used on the **fin, bulb** and **rudder** shall be as specified in the building specification unless antifoul paint is applied as permitted by C.7.1(e)
- (g) 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**. It is not permitted fill, modify or apply packing to the gap between the hull and keel, the gap between the hull and rudder box or the gap around the rudder bearing.
- (h) Repairs may only be carried out by authorised parties. If an owner considers that any repair may be necessary, they shall inform the 28CA immediately, who shall determine what action shall be taken. Temporary repairs may be carried out during an event prior to requesting permission from the 28CA if no 28CA representative is available.
- (i) All components shall be retained in compliance with the building specification.
- (j) The 28CA 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.

C.8.2 LIMITATIONS

- (a) Only one **keel**, 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 28CA.

C.8.3 RUDDER

(a) USE

- (1) The **rudder** 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 28CA immediately, who shall determine what action shall be taken. Temporary

repairs may be carried out during an event prior to requesting permission from the 28CA if no 28CA 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 *racing*.
- (4) The hydraulic pump (Appendix C – Item 58) and hose may not be modified.

With the rig in the maximum up position the maximum jack pressure is 340bar. Whilst sailing the mast may not be lowered more than 15mm from this maximum setting.

While sailing the rig should not be jacked higher than the noted mast base height above the mast step – see point #1 of the ClubSwan 28 Dock Tune Procedure. Failure to comply with this requirement will mean the rig is being used above its designed capabilities, and failure could occur.

- (5) The use of security mast shims is optional. Boats that use mast shims during races have to declare it during security checks.

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 28CA 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 10.603m.

(b) USE

- (1) A **luff** support device shall not be installed on the **forestay**.
- (2) **Halyards** shall remain lead, and shall not be “moused out” at any time whilst *racing* except when being replaced or repaired.

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 4.060m 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 2.562m.

(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) A bowsprit water collector system is optional. For boats using it, it has to be installed on board all times

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) Shroud adjuster system is permitted to be installed onboard. This does not change C.9.7 (b)

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**
- (3) The **bowsprit** setting and retractions lines.

No additional sheets or lines may be attached to the headsail for the purpose of sheeting the sail.

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 CS28 sail card remains valid. However new **certification control** is required. Any proposed modifications shall be reported to the 28CA 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 28CA 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 28CA may permit a replacement sail card to be issued for a sail destroyed beyond repair due to a handling error during a CS28 Class Event.
- (e) Battens may be placed in the **batten pockets**.

C.10.2 LIMITATIONS

C.10.2.1 SAIL CARD – BOAT OWNERS

- (a) CS28 sail cards shall only be issued to 28OA members for a sail that has been **certified**.
- (b) The CS28 sail card number shall be recorded in the official inventory for a **boat** and its owner(s) and is not transferrable. The date of record shall be retained by the 28CA. If a boat or sail changes ownership the allocated sail cards do not transfer to the new owner.
- (c) In the first CS28 Racing Season that a boat and its owner(s) competes up to 5 CS28 sail cards may be issued as the INITIAL INVENTORY for a boat and owner(s). CS28 sail cards shall be issued for each of the sail types listed below:

Mainsail
Headsail

Heavy Headsail

Spinnaker x 2

- (d) An additional CS28 sail cards may be issued if three CS28 events are completed in the first Racing Season.
- (e) In addition to the INITIAL INVENTORY a boat may be allocated up to 3 new CS28 sail cards per Racing Season following the first Racing Season.
- (f) If two CS28 events are completed in a Race Season after the first season an additional CS28 sail card may be allocated.
- (g) Leftover sail cards from previous year (except of the 5 Initial Inventory) will be valid until May 31st of the following year – the card has to be applied to the sail by that deadline and verified by a class official. No exceptions to the delayed arrival of the sails is going to be accepted.

C.10.2.2 SAIL CARD – CHARTERERS

- (a) CS28 sail cards shall only be issued to 28OA charter members, for a sail that has been **certified**.
- (b) The CS28 sail card number shall be recorded in the official inventory for a charterer and is not transferrable. The date of record shall be retained by the 28CA.
- (c) In the first CS28 Racing Season that a charterer competes up to 5 CS28 sail cards may be issued as the INITIAL INVENTORY of this charterer. CS28 sail cards shall be issued for each of the sail types listed below:

Mainsail

Headsail

Heavy Headsail

Spinnaker x 2

- (d) An additional CS28 sail card may be issued if three CS28 events are completed in the first Racing Season.
- (e) In addition to the INITIAL INVENTORY a boat may be allocated up to 3 new CS28 sail cards per Racing Season following the first Racing Season.
- (f) If two CS28 events are completed in a Race Season after the first season an additional CS28 sail card may be allocated.
- (h) Leftover sail cards from previous year (except of the 5 Initial Inventory) will be valid until May 31st of the following year – the card has to be applied to the sail by that deadline and verified by a class official. No exceptions to the delayed arrival of the sails is going to be accepted
- (i) At a CS28 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 CS28 sail card.

C.10.2.3 SAIL CARD – EVENT LIMITATIONS

- (a) The following shall be presented for equipment inspection if requested and carried on board at an event.
 - (1) One **mainsail**
 - (2) One **headsail** (max. 19.0 m²)
 - (3) One heavy **headsail** (max. 16.5m²)

- (4) One **spinnakers** (max 87.0 m²)
- (5) Optional – An additional **spinnaker** may be carried.

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 28CA 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 intersection of the **head** and **luff** each extended as necessary, shall not be set above the **mast spar upper point**.
The intersection of the **leech** extended as necessary, shall intersect the upper edge of the **boom spar** forward of the **boom outer point**.

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 (see Appendix E), which shall remain attached to the **head** of the **sail** at all times whilst hoisted.
- (2) The **sail** shall not be furled or reefed.

Section D – Hull

D.1 PARTS

D.1.1 MANDATORY

All items listed in **measurement condition**.

D.2 GENERAL

D.2.1 RULES

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

D.2.2 CERTIFICATION

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

D.2.3 MODIFICATIONS, MAINTENANCE AND REPAIR

See Rule C.7.

D.2.4 DEFINITIONS

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

(a) HULL DATUM POINT

The **hull datum point** is 100 mm 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 4.25m forwards of the **hull datum point**.

D.2.5 IDENTIFICATION

(a) The hull shall carry a World Sailing CS28 Class Plaque permanently placed on the main bulkhead. (Subject to World Sailing Recognition of the CS28 Class)

D.2.6 BUILDERS

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

(b) All moulds shall be approved by 28CA.

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 28CA 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 Swan and only supplied by NS or CSR.

(b) All moulds shall be approved by 28CA.

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 28CA 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 28CA.

E.2.7.1 KEEL

(a) CERTIFICATION WEIGHT

The weight of the **keel** bare metal component including bolts shall not be less than 620kg or greater than 635 kg and shall be certified by the supplier.

E.2.7.2 RUDDER

(a) CERTIFICATION WEIGHT

The weight of the **rudder** shall not be less than 8.5kg or greater than 9.5kg 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.

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 28CA shall **certify spars** and shall sign and date the **certification mark**.
- (b) The 28CA shall **certify** standing **rigging**.
- (c) The 28CA 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 Swan and only supplied by NS or CSR.

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.

- (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 47 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 0.000m 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 0.0kg.
- (e) **Corrector weights** shall only be applied and adjusted as specified by the 28CA 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 15kg 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 4kg 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 Swan.

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 28CA 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 SPARE

G.2.2 DIMENSIONS

- (a) MHB (Mainsail top width) shall not be greater than 1.40m or less than 1.20m.
- (b) The Mainsail Area shall be calculated using the formula:
$$1.325 (4.06 + 2 * MQW + 2 * MHW + 1.5 * MTW + MUW + 0.5 * MHB)$$
- (c) The Mainsail Area shall not be greater than 30.25m².
- (d) The maximum mainsail **Leech Length** is TBC.
- (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 1.80m and the minimum inside pocket length is 600mm,
- (g) Additional “flutter” battens which extend from the leech and terminate within the body of the sail and are no more than 500mm 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 19.0m²
- (c) HHB (Headsail top width) shall not be greater than 0.15m

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 16.5m²
- (c) HHB (Headsail top width) shall not be greater than 0.15m

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 87.0m²(c)
- (c) No battens may be installed.
- (d) SHW shall not be less than 85% of SFL.

Effective Date: 25th January 2026

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PART III – APPENDICES

The rules in Part III are **closed class rules**. Measurement shall be carried out in accordance with the ERS except where varied in this Part.

APPENDIX A – 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 – SAIL INSIGNIA & NUMBERS

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.

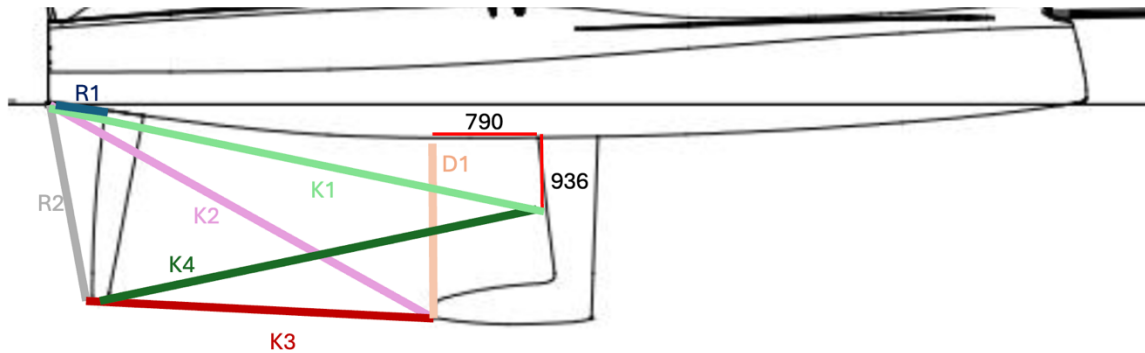
1. The following exceptions to the above rule are permitted without approval:
 - (a) Individual spectator boats for family members, guests and sponsors. These boats must remain more than 150 meters outside the racing area at all times. It is not permitted to have any persons on a spectator boat providing coaching or a person who has coached a team outside of the event.

A declaration of who is onboard the family/guest rib has to be done for each racing day.
 - (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 28CA. Additionally, the 28CA 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 28CA.
 - (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 CS28 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

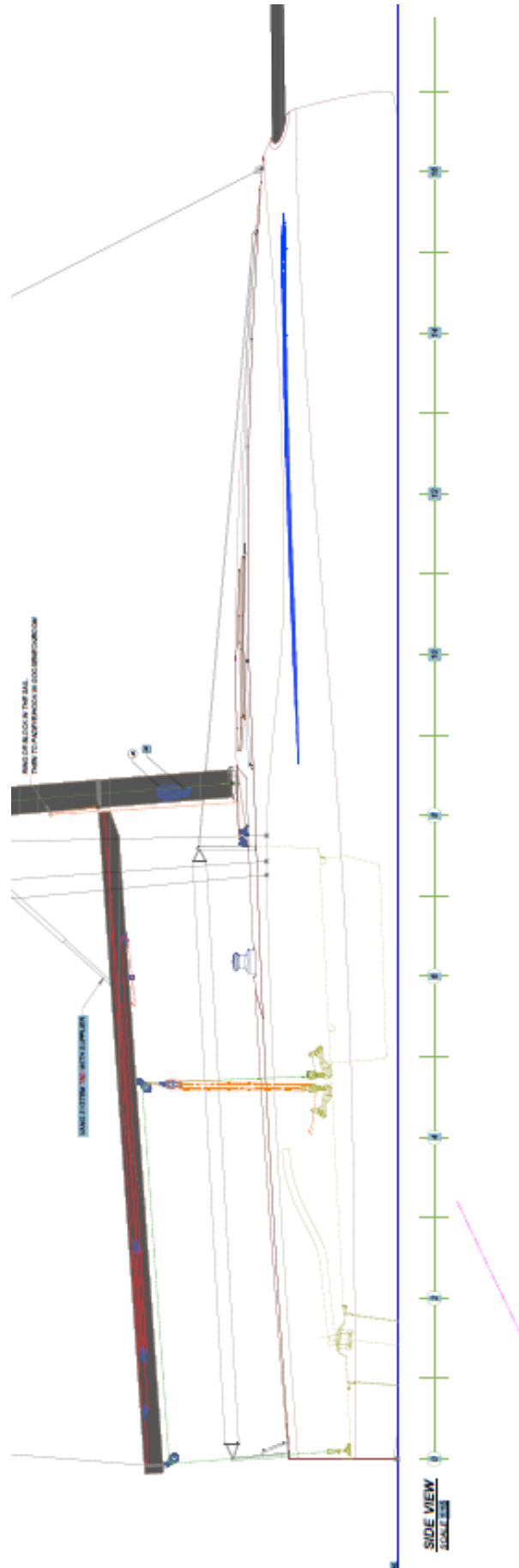


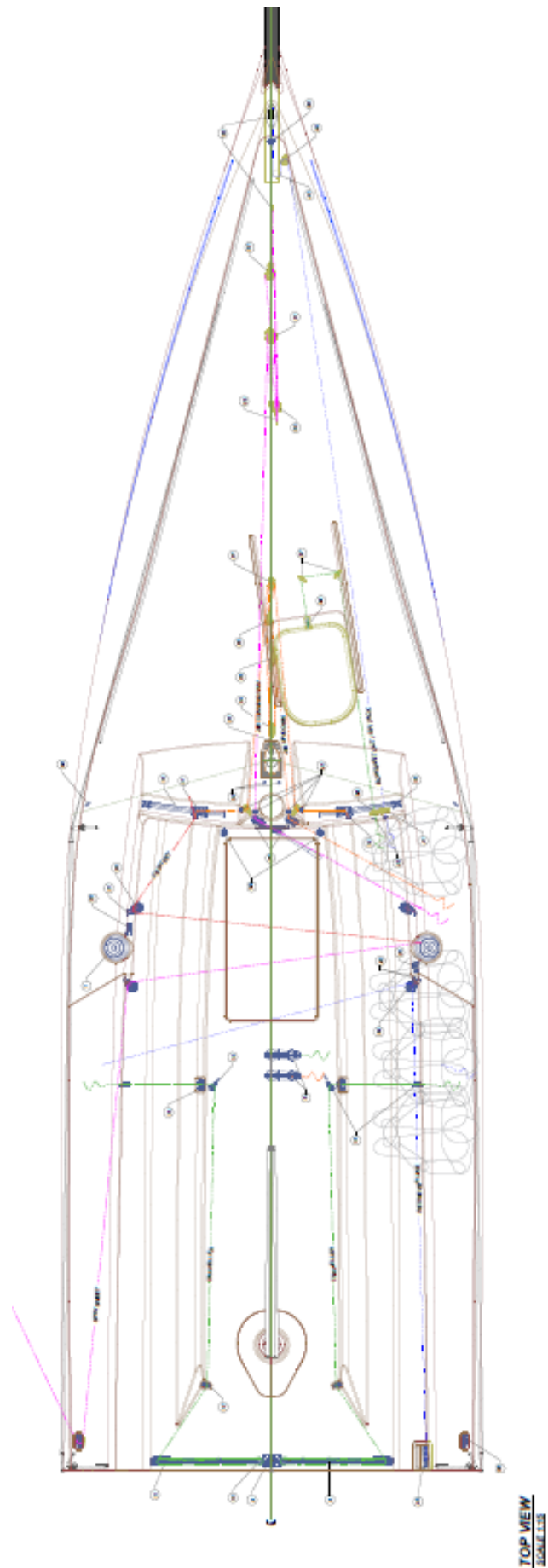
Build Tolerances

Measurement	Minimum(mm)	Maximum(mm)
K1	4320	4340
K2	3700	3780
K3	2815	2840
K4	3730	3760
R1	475	495
R2	1670	1700
D1	1470	1480

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

APPENDIX C – DECK LAYOUT





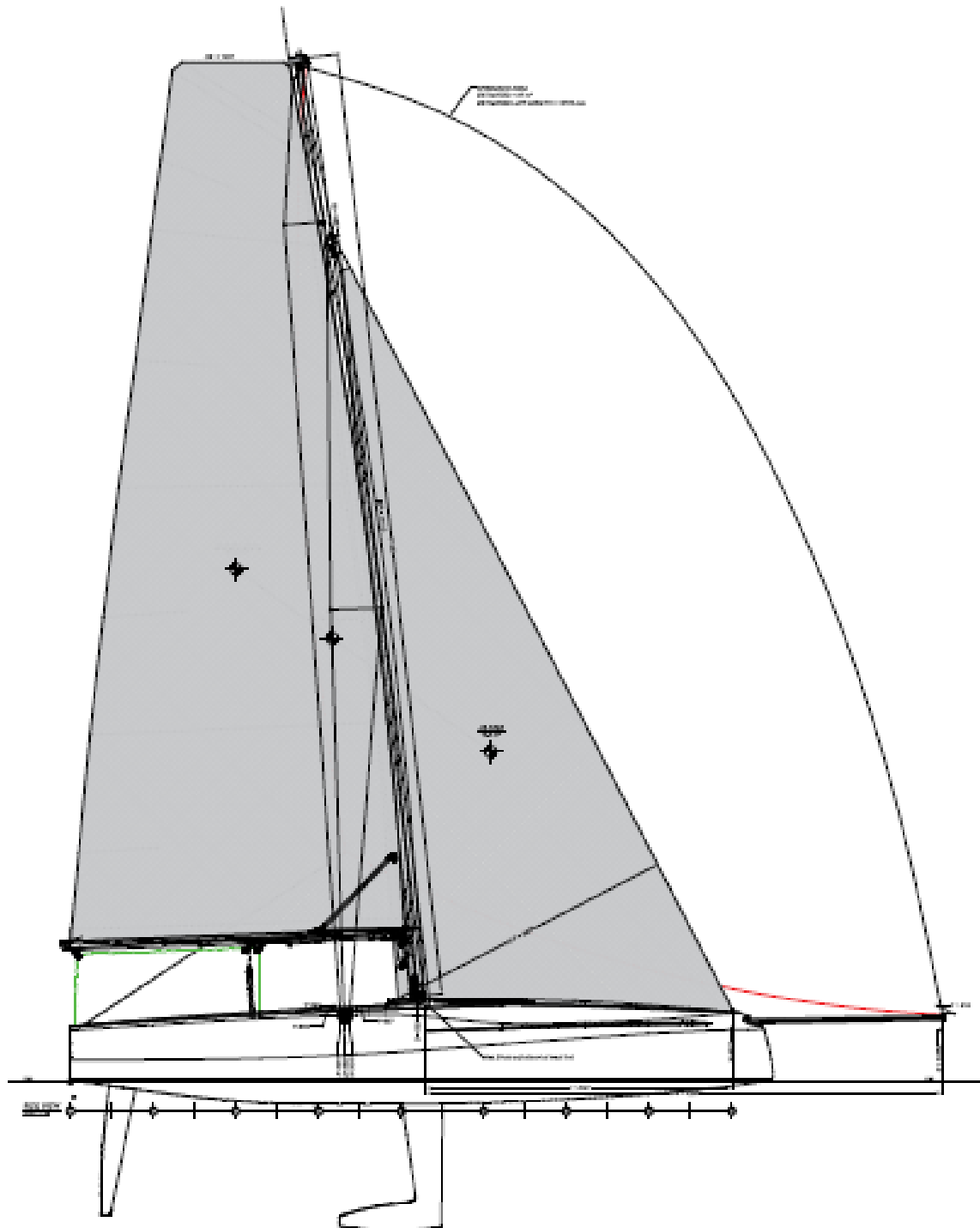
Ref:	Component	Supplier	Part Name	Part No:	Qty:	Std / Opt
WINCHES						
1	Primary winches	Harken	35.2 2PTP Performa Winch - 2 Speed	???	2	x
MAINSAIL						
2	Mainsheet blocks in Boom - Double	Harken	57mm Double Block — Swivel	2602	3	x
3	Mainsheet Block in Car 4:1 System	Harken	57mm Block — Swivel	2600	1	x
4	Mainsheet block in Cam Base 4:1 System	Harken	57mm Double Ratchamatic® Block — Swivel	2634	1	x
5	Duo Cam Base	Harken	Duocam Cam Base — Swivel	216	2	x
6	Main Fine Tune	Harken	57mm Fiddle Ratchet Block — Swivel, Becket	2674	1	x
7	Main Fine Tune	Harken	57mm Fiddle Block — Swivel	2621	1	x
8	27 mm Traveller Track	Harken	R27.2M low beam track	R27.2M	1	x
9	Traveller Car control Block 4:1	Harken	40mm Double Block — Swivel	2638	2	x
10	27mm End Control — Double Sheave	Harken	27mm End Control — Double Sheave	1632	2	x
11	Deflecting Cheek Block	Harken	29mm Cheek Block	350	2	x
12	Deflecting Block	Harken	29mm Block — Swivel	340	4	x
13	Eyestrapp	Harken	27mm Micro Eyestrapp	281	2	x
14	Cam Cleat	Harken	Standard Cam-Matic® Kit — Std Fairlead	150 + 425	2	x
15	Mainsheet blocks in Boom - Double	Harken	57mm Double Block — Swivel	2602	3	x
JIB						
16	Jib Track	Harken	27mm Track	R27	2	x
17	Jib Car	Harken	Pinstop/shackle	1649	2	x
18	Jib Track Endstop	Harken	Endfitting	E 32700	4	x
19	Jib sheet Floating Ring	Harken	20 mm lead ring	3271	2	x
20	Jib Sheet Deflector Block	Harken	57mm T2™ Soft-Attach Ratchamatic® Block — 2x Grip	2170	2	x
21	Jib Sheet Deflector Block Pedeye	Harken	Gizmo 10 mm Double Through-Deck Bushing. Padeye Kit	9072.1318. PADEYE	2	x
22	Holding line Cam Cleat	Harken	Standard Cam Cleat	150	4	x
JIB SHEET UP/DOWN						
23	Eyestrapp	Harken	37.12mm Forged Eyestrapp	2133	2	x
24	Up/Down 4:1 Purchase Block	Harken	40 mm Double Block — Swivel	2638	1	x
25	Up/Down 4:1 Purchase Block	Harken	40 mm Double Block — Swivel - Becket	2639	1	x
26	Up/Down 8:1 Purchase Block	Harken	40mm Block — Swivel	2636	1	x
27	Deflecting Cheek Block	Harken	40mm Cheek Block	2644	3	x
28	Cam Cleat Base	Harken	SKIFF JIB CLEAT	A4866XB	2	x
29	Block	Harken	29mm T2 Soft-Attach Block	2146	2	x

JIB CUNNINGHAM						
30	Jib Tack 6:1 Purchase Block	Harken	40mm Triple Block — Swivel	2640	1	x
31	Jib Tack 6:1 Purchase Block	Harken	40 mm Triple Block — Swivel - Becket	2641	1	x
32	Jib Tack 12:1 Purchase Block	Harken	57mm Block — Swivel	2600	1	x
33	Jib Tack 24:1 Purchase Block	Harken	14mm Lead Ring	3271	2	x
MAIN SAIL CUNNINGHAM (32:1) - VANG (32:1)						
34	Thrudeck	Allen Brothers	Threaded Deck Bush	A8539-13	2	x
35	Cunningham System Block 8:1	Harken	40 mm Triple Block — Swivel - Becket	2641	2	x
36	Cunningham System Block 8:1	Harken	40mm Quad Block	2654	2	x
37	Cunningham System Block 32:1	Harken	40mm Fly Block	2173	6	x
SPINNAKER						
38	Spinnaker Sheet Aft Block	Harken	57mm Cheek Block	2606	2	x
39	Spinnaker Sheet Block	Harken	75 mm Ratchamatic® Block — Swivel	2680	2	x
40	Spinnaker Sheet Block Padeye	Harken	Gizmo 10 mm Double Through-Deck Bushing. Padeye Kit	9072.1318. PADEYE	3	x
41	Bowsprit Out line Cam Cleat	Harken	Standard Cam Cleat	150	1	x
42	Guide	Allen Brothers	Aluminium Rope Guide	A 8040-56	2	x
43	Exit Block in Bowsprit	Harken	40mm Protexit™ Exit Block	1202	1	x
44	Block for Bowsprit out	Harken	40mm T2™ Soft-Attach Block	2149	1	x
45	Retriever Exit Block	Harken	50mm Protexit™ Exit Block	1203	1	x
46	Retriever Deflecting line Block	Harken	40mm T2™ Soft-Attach Block	2149	1	x
47	Thrudeck	Allen Brothers	Threaded Deck Bush	A8439-7	5	x
48	Spinnaker Halyard Clutch	Spinlock	SPINLOCK XAS 0612 - HP	XAS 0612 - HP	1	x
49	Deflecting Block	Harken	40mm Cheek Block	2644	2	x
50	Padeye for Jib Short Sheet	Harken	27mm Micro Eyestraps	281	1	x
OUTHAUL						
51	Outhaul 8:1 Purchase Block	Harken	40mm Block — Swivel	2636	1	x
52	Outhaul 4:1 Purchase Block	Harken	40 mm Double Block — Swivel - Becket	2639	1	x
53	Outhaul 4:1 Purchase Block	Harken	40 mm Double Block — Swivel	2638	1	x
54	Exit Block in Bowsprit	Harken	40mm Protexit™ Exit Block	1202	1	x
55	Cam Cleat	Harken	Standard Cam-Matic® Kit — Std Fairlead	150 + 425	2	x
FOREHATCH OPENING						
56	Through-Deck Block	Harken	16mm Through-Deck Block	421	1	x
57	Cheek block	Harken	22mm Cheek Block	233	2	x
58	Cam Cleat	Harken	Micro Cam-Matic® Kit — Wire Fairlead	469	1	x
MAST JACK HYDRAULIC						
58	Hydraulic Panel	Harken	Compact 1-Function Black-Anodized Aluminium Panel — 1-Speed	HYACXPXB1J	1	x

PADEYE							
59	Lifting Padeye	Harken	6mm Folding Padeye	3207	1	x	
60	Foredeck Padeye	Harken	6mm Folding Padeye	3207	1	x	
					Mandatory item included in basic boat		x
					Optional item		Opt

APPENDIX D – SYSTEMS LAYOUTS

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
Main Sheet + Main sheet fine	1
Mainsheet Traveller Control Line	1
Main Cunningham Lines	2
Vang	1
Jib Tack/Cunningham	1
Jib Car Up/Down Control Line	1
Bowsprit In/Out Control & tackline	1
Spinnaker Tack Line	1
Hatch closing line	1

APPENDIX F – SAIL INSIGNIA & NUMBERS

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

- (a) CS28 class logo on insignia cloth in white version on dark background and colored version on clear background:



The graphic design file is available on the class noticeboard.

- (b) DIMENSIONS in **mainsail** shall be 1.60m x 0.50m
- (c) POSITION in **mainsail** – Both Port & Starboard logos shall be above the MTW. The bottom of Port side logo shall be 0.15m above the MTW & the bottom of the Starboard side logo shall be 0.85m 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:

- 0.30m to leech
- 0.15m above MTW (port side)
- 0.85m 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 CS28 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:

- 0.30m to leech
- 0.15m above / below reference point

G.1.3 DRAWING