

NORTH AMERICAN CORSAIR 28 CLASS ASSOCIATION CLASS RULES

(Revision 4 – Approved March 1, 2005)

1. INTENT

1.1 The purpose of the Rules herein is to provide a basis for restricted-design Class racing for Corsair 28/F-28 and Corsair 28R/F-28R sailboats, and to provide a description of a Class-standard boat for reference in setting ratings when handicap-racing in mixed fleets. (Rev. 3)

1.2 Except where variations are specifically permitted by these Rules, sailboats of this Class shall be alike in hull, deck, beams, floats, daggerboard, rudder, mast, sail plan and equipment. Decks shall either be aft cockpit or center cockpit models. Masts shall be either carbon ("R" model designation) or aluminum models. (Rev. 3)

2. ADMINISTRATION

2.1 **Authority** - The rules of the International Sailing Federation (ISAF) and US SAILING shall apply except as modified by these Class Rules and by the Sailing Instructions.

2.2 **Builders** - A sailboat designated as Corsair 28, Corsair 28R, F-28 or F-28R shall be built by Corsair Marine and shall comply to the building specifications detailed by the copyright holder, and allow for only the modifications herein. (Rev. 3)

3. BOAT AND EQUIPMENT MODIFICATIONS

3.1 If information regarding modification cannot be found in these Rules, assume that no modification is allowed.

3.2 Under no circumstances shall modifications be allowed solely for the purpose of reducing weight.

3.3 Corsair Marine, the design owner and manufacturer of the Corsair 28/28R and F-28/F-28R, shall have the right to veto any modifications to the Class Rules they believe are detrimental to the safety or marketability of the boats. Boats modified in ways that are deemed unsafe by the Class Measurer or his designated representative shall not be scored in Class-sanctioned events. (Rev. 3)

3.4 Boats racing in the Corsair 28/F-28 or Corsair28R/F-28R fleet at North American Corsair 28 Class Association-sanctioned events shall not display advertising on hulls or sails, except for sailmaker and builder marks as allowed in US SAILING Category A events. Event or Organizing Authority-required advertisement (i.e., bow stickers, pennants) is also allowed. (Rev. 3)

4. RIGHT TO PROTEST INFRINGEMENTS OF CLASS RULES

4.1 Protests will be handled according to procedures outlined in Part 5 of The Racing Rules of Sailing published by the ISAF.

Note: Original Class Rules approved by April 1998. Revision 1 approved January 24, 1999. Revision 2 approved October 1, 2001. Revision 3 approved November 18, 2002 and effective January 15, 2003. Revision 4 approved March 1, 2005 and effective June 1, 2005.

5. EQUIPMENT RULES

5.1 **Safety Equipment** - Participants shall comply with the safety requirements of the U.S. Coast Guard and other local authorities. It will be the participants' responsibility to have the appropriate safety gear for any given course or conditions. (Rev. 2)

5.2 Standard Equipment

a) Removal of items supplied with the boat as standard is prohibited. Standard equipment shall include, but may not be limited to (Rev. 4):

- 1) Companionway pop-top and hatch boards, foredeck hatch cover, and float hatch covers, and associated hardware
- 2) Bow pulpit and stern pushpit
- 3) Electrical system, including interior lights, navigation lights, deck light, cabin and mast wiring, and 12-volt battery. Battery must weigh at least 55 lbs, or have correction weight carried in the battery compartment so that total weight of battery and correction weight is at least 55 lbs
- 4) Floorboard, companionway step(s), covers for interior storage compartments
- 5) For center cockpit boats, sink, stove, head, door to head compartment, tankage, and associated plumbing and piping

b) Removal of optional equipment is allowed, including (Rev. 4):

- 1) On aft-cockpit boats, sink, stove, head, tankage, and associated plumbing and piping
- 2) Screacher handling equipment
- 3) Berth and settee cushions, and cabin floor carpeting

5.3 **Hulls and Decks** - The hull and deck shall not be modified in shape, weight or construction, except as specified below. General maintenance (i.e., wet sanding, painting) and repairing are allowed. The following are also not permitted:

a) Use of carbon fiber in repairs, except that carbon fiber may be used when repairing parts originally constructed of carbon fiber. (Rev. 2)

b) Reshaping, filling in, drilling out or replacement of materials, grinding or relocating standard equipment to reduce weight, or to improve moments of inertia, or change standard shapes.

c) Reshaping of the hull profiles or contours.

5.4 Daggerboard and Rudder

Neither the daggerboard nor rudder may be altered in planform, cross section or material of construction, except as provided below. The daggerboard and rudder shall not be modified in any way that would prevent retraction or kicking up.

a) Fairing of the rudder and daggerboard is allowed, as is smoothing of the leading and trailing edges. Permissible "fairing" is limited to smoothing out any surface bumps, irregularities in the profile, filling any hollows or "low points", and removing "high points" on the sides of a factory-

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supplied rudder. However, any buildup of fairing material not required for surface fairing, or restoring the local irregularity to the adjacent proper cross sectional shape or planform outline, is prohibited. For example, any fairing (by the buildup of fairing material or otherwise) that would move the maximum thickness of the rudder profile or alter the standard profile in any way, is not permissible. Finally, with the exception of repair of blisters or similar condition, "fairing" typically does not involve removal of the fiberglass or core material. (Rev. 4)

b) The planform of the rudder shall include both the "above-water" and "below-water" surfaces. (Rev. 4)

c) Angle-cutting the trailing edge of the rudder and/or daggerboard to reduce vibration ("hum") of the foil is allowed. However, the angle cut shall be limited to the surface within 3/4 (0.75) inch of the original outline (planform) of the trailing edge. (Rev. 4)

d) The rudder pivot hole is not fixed in the planform, and location of the pivot hole is "open". (Rev. 4)

e) The "position" of the rudder bumper pad, bullseye, and other miscellaneous equipment attached is not considered part of the rudder "planform." (Rev. 4)

f) All rudders shall have a bumper pad or pads properly installed, with a total thickness ranging from 1/8-5/8 inches (0.125-0.625 inches). (Rev. 4)

g) Shims and bushings to reduce play between the rudder and the bracket are allowed, as is local reinforcement at the holes. (Rev. 4)

h) A rudder fence for the sole purpose of anti-ventilation is allowed. (Rev. 4)

5.5 Tiller and Extensions

The tiller may be constructed or modified according to the owner's liking, providing that it does not prevent the rudder from kicking up. A tiller extension of the owner's choice may be used.

5.6 Spars

Spars shall be made of aluminum or carbon fiber ("R" model designation). (Rev. 3)

5.6.1 Mast

No alterations or modifications to the mast are permitted except to facilitate the attachment and use of running rigging as allowed in these Rules.

a) The distance from the center of the ball supporting the mast to the most forward part of the deck sheerline, shall not be more than 133 inches, nor less than 130 inches.

b) The mast section shall not be tapered, cut-out, or lightened, except to allow halyards to exit the mast above the mast base.

c) The type of spreader, spreader length, or method of attachment may not be modified.

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d) The height of the mast extrusion shall not exceed 432 inches from the deck for the Corsair 28 and F-28, and 460 inches from the deck for the Corsair 28R and F-28R. (Rev. 3)

e) The distance between the forestay attachment point on the mast and lower edge of the mast base-plate shall not exceed 357 inches.

f) The distance between the bearing point of the screacher halyard on the mast and the lower edge of the mast base-plate shall not exceed 382 inches. As an exception when using a 2:1 purchase halyard, the bitter end of the halyard may be tied or spliced to an eyelet or other fitting located no more than 7 inches above the bearing point of the screacher halyard on the mast sheave. However, in the hoisted and tensioned position, the distance between the top of the screacher swivel and the lower edge of the mast base-plate shall not exceed 382 inches. (Rev. 2)

g) The distance between the bearing point of the spinnaker halyard on the mast and the lower edge of the mast base-plate shall not exceed 412 inches.

5.6.2 Bowsprit

a) Bowsprits shall be made of carbon fiber and shall not exceed 72 inches from the forward edge of the molded deck to the furthest forward tip of the spar. The distance from the screacher attachment point to the forward edge of the molded deck shall not exceed 54.5 inches.

b) The bobstay shall only be of stainless steel 1 X 19 strand wire and shall not be less than 1/4 inch in diameter. (Rev. 3)

5.6.3 Main Boom

a) The boom shall be made of aluminum and may not be tapered, cut out to remove weight, or permanently bent.

b) No modifications may be made which prevents the boom from rotating for mainsail furling.

c) Location of the boom-to-mast connection shall not be altered.

5.7 Standing Rigging

a) The mast standing rigging shall consist of one forestay, two shrouds, and two diamond wires supported by a single set of spreaders. The standing rigging shall only be of stainless steel 1 X 19 strand wire and shall not be less than 9/32 inch in diameter.

b) A shroud extension system that allows the forestay and both shrouds to remain connected while retracting or extending the floats shall also be installed, and be in working order. The system shall consist of one of the following on each shroud (Rev. 4):

- 1) A hifield lever
- 2) A Johnson turnbuckle, but only if the hull number is less than 38

c) Lengthening or shortening of the forestay and shroud wires from stock length is allowed. Adjustment of the standing rigging while racing is prohibited. (Rev. 4)

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5.8 Running Rigging

Running rigging is left to the owner's discretion.

5.9 Sails

- a) The Class emblem shall be either the F-28 symbol (a trademark of Ian Farrier) or the CT-28 symbol (a trademark of Corsair Marine), as shown on PLAN A. The insignia shall be contained in the top third of each side of the mainsail. (Rev. 3)
- b) Sail numbers shall be placed on the mainsail in accordance with the prescriptions of US SAILING. Sail numbers are not required on the jib, screacher or spinnaker. Numbers must consist of a contrasting color such that they are clearly legible. Sail numbers on the mainsail and must be positioned starboard on top of port with a minimum of 3 inch separation. Sail numbers shall not be less than 11.8 inches (30 cm) in height, 7.9 inches (20 cm) in width (except the figure 1), 1.75 inches (4.5 cm) in thickness, and separated by at least 2.4 inches (6 cm). The hull sequence number as derived from the manufacturers hull identification number, or a personal sail number issued by US SAILING, shall be used as the sail number. (Rev. 3)
- c) Mainsail, jib and screacher may be made from any material. The spinnaker shall be made of nylon with actual weight of not less than 0.85 oz per running yard (36 inches by 28-1/2 inches) of cloth. Note, this cloth typically has a nominal or advertised weight of 0.75 oz; however, the actual cloth weight shall determine whether it satisfies the Rule. As an exception, spinnakers manufactured prior to December 1, 2002 are not subject to the material or weight limitation. Manufacture date for sails using this exception must be evidenced by appropriate documentation. (Rev. 3)
- d) A maximum of five sails, excluding storm sails, may be carried on any individual yacht at any time. Sails carried may not include more than one mainsail, one jib, one screacher, and two spinnakers. Either spinnaker may be used with no restrictions. If any sail incurs extensive damage rendering it unusable and unreasonable to repair onboard, or is lost overboard, a replacement sail may be substituted from shore. (Rev. 3)
- e) During the period prior to boat purchase and extending twelve months thereafter, a maximum of five new sails may be Certified for use in One-Design Class Events, excluding storm sails. No more than two new sails may be Certified in subsequent twelve month periods, except credits may be accumulated and used to Certify up to four new sails thereafter. Bonafide pre-owned used sails, including but not limited to those acquired with a pre-owned boat purchase, shall not be included in the sail Certification limitations above. To be considered a "used" sail, a sail shall have been built no less than twelve months prior to the purchase date. (Rev. 4)
- f) To be eligible to race in a One-Design Class Event, all sails onboard built after March 31, 1999 shall have been Measured, Declared, and Certified according to the North American Corsair 28 Class Association Official Sail Measurement Rules and Procedures. Sails built before April 1, 1999 shall only require Declaration, and do not require Certification. (Rev. 4)
- g) One Design Class Events - For purposes of 5.9 e) and 5.9 f), sail Certification requirements shall only be imposed in events that the Corsair28/F-28 or Corsair28R/F-28R race as a one-design Class, boat-for-boat, without handicap. Certification requirements shall not be imposed when racing in a Class that includes yachts other than these models. (Rev. 4)

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5.9.1 Mainsail (All measurements include bolt rope or slugs)

a) The HEAD shall be defined as the point of intersection of the line of the Luff, including the boltrope, and the highest point of the sail perpendicular to the Luff. The Head Width shall be measured from the HEAD and shall not exceed 35 inches. As an exception, sails manufactured prior to October 1, 2001 are allowed to exceed the Head Width measurement by a maximum of two (2) inches. (Rev. 2)

b) Maximum length of Luff is 406 inches for the Corsair 28 and F-28, and 430 inches for the Corsair 28R and F-28R, measured as the distance between two points along a line parallel to the sail Luff from which lines drawn at 90 degrees intersect the highest point on the HEAD or the lowest point on the Foot, respectively. (Rev. 3)

c) Maximum length of Foot is 146 inches measured as the two farthest points along the Foot.

d) The cross width measurements shall be taken from the seven-eighths, three-quarter, and one-half points on the Leech, located when the HEAD is folded to the Clew for the half height point, and when the HEAD is folded to the half height point to determine the three-quarter point. The seven-eighths point is located by folding the Head to the three-quarter point. Girth is measured as the shortest distance from Leech points to Luff, and shall not exceed the following measurements (including bolt rope):

Maximum MGT (max 7/8 point girth): 58 inches
Maximum MGU (max 3/4 point girth): 91 inches
Maximum MGM (max 1/2 point girth): 122 inches

As an exception, sails manufactured prior to October 1, 2001 are allowed to exceed EACH of the MGT, MGU, and MGM measurements shown above by a maximum of one (1) inch. Manufacture date for sails using this exception must be evidenced by appropriate documentation. (Entire Section d), Rev. 2)

e) At least one set of reef points shall be built into the mainsail.

f) A cunningham hole may be fitted in the Luff.

g) A Leech line is permitted.

h) Spreader and anti-chafing patches are allowed.

i) The mainsail shall be attached to the mast with a bolt rope and/or slugs or cars.

j) The mainsail may be loose-footed.

k) The mainsail shall be roller reefing and furling.

l) Battens are full length, number optional. However, only one leech batten shall extend above MGT (excluding any vertical batten at the HEAD, if used). (Rev. 2)

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5.9.2 Headsail

- a) (Deleted entirely, Rev. 2)
- b) The Head to Tack (Luff) length shall not be more than 362 inches nor less than 344 inches. For purposes of Headsail measurement, the Tack is defined as the point where the Luff and Foot, if extended, would intersect each other. The Head is defined as the point of intersection of the line of the Luff, including the boltrope, and the highest point of the sail perpendicular to the Luff. The Clew is the point where the Leech and Foot, if extended, would intersect each other. (Rev. 2)
- c) The diagonal (LP) shall not be more than 134 inches nor less than 127 inches. The LP is defined as the shortest distance from the Luff to the Clew. (Rev. 2)
- d) The number and length of battens is at the owners discretion.
- e) The headsail may be roller furled.
- f) A Leech line is permitted.
- g) Spreader and anti-chafing patches are allowed.
- h) The mid-girth shall not exceed 85 inches. The mid-girth is measured by folding the Head to the Clew to find the mid-leech. The distance from the mid-leech to the closest point on the Luff is the mid-girth. As an exception, sails manufactured prior to October 1, 2001 are allowed a maximum mid-girth measurement of 86 inches. Manufacture date for sails using this exception must be evidenced by appropriate documentation. (Rev. 2)

5.9.3 Spinnaker

- a) This sail shall be three-cornered, with the total length of the Luff, Leech, Foot and mid-girth combined not to exceed 130 feet nor be less than 120 feet. The mid-girth shall be measured from the one-half point on the Luff to the one-half point on the Leech. These one-half points shall be found by folding the Head to the Tack for the one-half point on the Luff, and folding the Head to the Clew for the one-half point on the Leech. (Rev. 2)
- b) This sail may be tacked to any of the three bows, to any point along an allowable bowsprit or to any point inside and/or aft of these points. This sail may be sheeted to any point within the dimensions of the boat.
- c) Spinnaker sail area shall not exceed 830 square feet, based on the following formula:

$$\text{Area} = (\text{Luff} + \text{Leech}) \times [\text{Foot} + (4 \times \text{Midgirth})] / 12,$$

Where Luff, Leech, Foot and Midgirth measurements are entered in feet and fractions. As an exception, sails manufactured prior to December 1, 2002 are not subject to this sail area limit. Manufacture date for sails using this exception must be evidenced by appropriate documentation. (Entire Section c), Rev. 3)

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5.9.4 Screacher

- a) This sail shall be three-cornered.
- b) The Head to Tack (Luff) length shall not be more than 421 inches nor less than 400 inches. For purposes of Screacher measurement, the Tack is defined as the point where the Luff and Foot, if extended, would intersect each other. The Head is defined as the point of intersection of the line of the Luff, including the boltrope, and the highest point of the sail perpendicular to the Luff. The Clew is the point where the Leech and Foot, if extended, would intersect each other. (Rev. 2)
- c) The diagonal (LP) shall not be more than 256 inches nor less than 230 inches. The LP is defined as the shortest distance from the Luff to the Clew. (Rev. 4)
- d) One vertical batten may be used at the Foot of the sail. (Rev. 2)

5.10 Deck Hardware

Deck hardware may be added, changed, modified or removed at the owner's discretion, with the following exception(s);

- a) The jib car tracks shall be made of aluminum, and the inboard/outboard position of the tracks may not be changed. The tracks may be lengthened, but not shortened from the stock length. (Rev. 4)
- b) The location of cabin top and coaming winches shall not be changed, and shall consist of one of the following configurations (Rev. 4):
 - 1) Standard version: two (2) primary winches of power/size equivalent of Harken 40 and one halyard winch of power/size equivalent of Harken 32, all located on the cabin top; plus two (2) spinnaker winches of power/size equivalent of Harken 32 located on the cockpit coaming
 - 2) Race version: two (2) primary winches of power/size equivalent of Harken 40 and two (2) halyard/spinnaker winches of power/size equivalent of Harken 32, all four located on the cabin top
 - 3) Alternate version: Two (2) primary winches of power/size equivalent of Harken 40 and two (2) halyard/spinnaker winches of power/size equivalent of Harken 32, all four located on the cabin top; plus two (2) spinnaker winches of power/size equivalent of Harken 32 located on the cockpit coaming

5.11 Number of Crew

If not specified in the Notice of Race or the Sailing Instructions, the number of crew shall be left to the discretion of the skipper.

5.12 Outboard Motor and Fuel

An operable outboard motor of at least 8 HP (manufacturer's rating) must be mounted on the transom at all times while racing.

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6. ELIGIBILITY

6.1 **Steering** - Except for emergencies involving safety of the yacht or crew, only the Registered Skipper may steer while racing in sanctioned one-design Class events. Any finish and race results and publication thereof must be credited to the Registered Skipper, and not to the Owner unless the Owner is the Registered Skipper. Any yacht that does not meet this requirement is in violation of the Class Rules and subject to disqualification. As an exception for yachts that have multiple Owners, one Owner must primarily steer and be Registered Skipper for the particular regatta, and the other Owners are allowed to steer without violation of the rules. (Rev. 2)

6.2 **Owners** - For purposes of 6.1, Owners shall hold legal ownership interest in the yacht, evidenced by appropriate documentation. A legal spouse of the Owner shall also be considered as an Owner. (Rev. 2)

6.3 **Sanctioned One-Design Events** - For purposes of 6.1, steering limitations shall only be imposed in events that the Corsair28/F-28 or Corsair28R/F-28R race as a one-design Class, boat-for-boat, without handicap. Steering limitations shall not be imposed when racing in a Class that includes yachts other than these models. (Rev. 3)

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