

F-24 Mk I CLASS ASSOCIATION CLASS RULES

Updated 3-1-2004

Preamble:

The Class Rules shall be reviewed yearly in order to

- Permit all changes to the boat that are not performance enhancing, but improve boat handling, safety, etc., without any rating penalty.
- Permit necessary changes required due to advancement of technology in design and materials in order to improve or update the safety of the boat, without any rating penalty.
- Permit modifications to accommodate technological advancements, which improve boat performance, with a fair rating penalty.

Any and all deviations from the class rules shall be declared on the CTOA PHRF Ratings Application and Sail declaration forms. The judgment of the ratings committee in regard to the rating penalty is final.

1. INTENT

1.1 The purpose of the class rules herein is to maintain a safe, relatively low-cost sailboat, and to define a “standard” boat in order to accurately assess rating adjustments as modifications are implemented.

1.2 Except where variations are specifically permitted, yachts of this class shall be alike in hull, deck, centerboard, rudder and mast construction, weight, sail plan and equipment.

2.0 ADMINISTRATION

2.1 **Authority.** The Rules of the I. S. A. F. and U. S. Sailing shall apply except as modified by these class rules and the sailing instructions for a specific event.

2.2 **Builders.** The F-24 Mk I shall be built only by builders licensed to do so under the copyright of Corsair Marine and shall comply to the building specifications detailed by the copyright holder.

3.0 BOAT AND EQUIPMENT MODIFICATIONS

3.1. Owners are allowed to make modifications to their boats that will enhance the safety, handling, enjoyment, and performance of the boat. Modifications to the “standard” boat will be reported to the class measurer and any performance enhancing modifications will be penalized based upon the judgement of the ratings committee.

4.0 RIGHT TO PROTEST

4.1 A skipper or race committee has the right to protest. The F-24 Class Association has the right to declare ineligible any F-24 MK-1 which does not conform in spirit, intent and objective to these rules.

5.0 EQUIPMENT RULES

5.1 Safety Equipment

Participants shall comply with the safety requirements of the US Coast Guard and/or other local authorities. It will be the participant's responsibility to have the appropriate safety gear for any given course or conditions.

5.2 Standard Equipment

Removal of items supplied with the boat as standard is prohibited (i.e., battery, bow and stern pulpits, cleats, etc.).

5.3 Hulls and Decks

The hull and deck shall not be modified in shape, weight or construction. General maintenance, (i.e., wet sanding, painting, and repairing) is allowed.

5.4 Centerboard and Rudder

5.4.1 The external dimensions and configuration of the centerboard and rudder may not be modified.

5.4.2 General maintenance, (i.e. wet sanding, painting, and repairing) is allowed.

5.6 Spars

Spars shall be made of aluminum extrusion. The mast and boom shall conform to the spar specification. No alterations or modification to the spar extrusions are permitted except to facilitate the attachment of rigging and fitting as specified in these rules.

5.6.1 Mast

a) The distance from the forward surface of the mast at deck, to the most forward part of the deck at the sheerline, shall not be more than 108.5" (2756mm) nor less than 107.5" (2730mm).

b) No alteration is permitted to prevent normal mast pivoting action required for mast stepping.

c) The mast section shall not be tapered, cut out, lightened or modified in any way.

d) Length of mast extrusion shall not exceed 390" (9905mm).

e) Maximum distance between forestay pin attachment center and mast extrusion base shall not exceed 360" (9145mm).

f) The distance between the bearing point of the lower-most spinnaker/screacher halyard on the mast and the forestay attachment pin centerline shall not exceed 19.75" (500mm). The original spinnaker line guide as supplied by the factory may be removed.

- g) A fourth halyard exit box may be added above the factory installed spinnaker halyard exit box. The distance between the bearing point of the new spinnaker halyard on the mast and the forestay attachment pin centerline may not exceed 26" (660mm). The bearing point is defined as the point where the halyard exerts its pull, either the top of the sheave or on a turning block or fairlead, if used.

5.6.2 Bow Sprit

- a) Bow sprit is not considered required equipment.
- b) The length of the bow sprit from attachment pin centerline to forward most end shall not be more than 52" (1320mm). The bobstay must be attached to the bow sprit no more than 47" (1194 mm) from the attachment pin centerline.
- c) The bow sprit shall be attached to a bow fitting and may not articulate while in use.

5.6.3 Main Boom

- a) The main boom may not be tapered or permanently bent.
- b) No modifications may be made to prevent the ability to rotate boom for mainsail furling, with the exception of a temporary, easily removable, boom vang device.

5.7 Standing Rigging

- a) The mast standing rigging shall only consist of one forestay, two cap shrouds, two lower cap shroud, two outer diamond shrouds, and two inner diamond shrouds. The diamond shrouds shall only be of stainless steel 1 x19 strand. Outer diamonds shall not be less than .218" (5.6mm). Inner diamonds shall not be less than .1875" (4.8mm). In addition, there shall be two lower shroud of not less than .125" (3.2mm). Replacements of stainless steel wire rigging must be at least of same tensile resistance. Synthetic Forestay and Cap Shrouds are allowed. The owner is responsible for the proper sizing of the replacement stays.
- b) The standing rigging, including turnbuckles, but excluding cap shroud adjusters, shall not be adjusted while racing.

5.8 Running Rigging

No additional rigging shall be permitted for the purpose of supporting or stiffening mast or hulls.

5.9 Sails

- a) The sails shall be made and measured in accordance with the Official F-24 Mk-I sailplan and USSA Sail Measurement instructions.
- b) The class insignia on the mainsail shall be as on Plan A & B, and contained within two 21" x 57" (533 x 1148 mm) rectangles located starboard on top of port but separated by a 3" (75mm) space.

- c) Sail numbers shall be placed on the mainsail in accordance with the USSA. The numbers on the mainsail shall be contained within two rectangles located starboard on top of port but separated by a 3" (75mm) space. The center of the rectangles shall be near to the line between mid-head and mid-foot, and not on any batten pockets.
- e) The distinguishing numbers shall not be less than:
 - Height 11.75" (300mm)
 - Width 7.75" (200mm) (except the figure or letter 1)
 - Thickness 1.75" (45mm)
 - The space between adjoining letters and numbers shall be 2.5" (60mm).
- f) For the purpose of these rules, spinnakers shall not be considered storm sails.

5.9.2 Mainsail

The sails shall be measured according to the CTOA PHRF Sail Plan Declaration. It is preferred that measurements be taken by your sail maker or by a competitor. 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 to the point at which the leech intersects a line drawn from the head perpendicular to the Luff.

The Luff is 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.

The Foot is measured as the two farthest points along the Foot.

The cross width measurements shall be taken from the seven-eighths (MGT), three-quarter (MGU), and one-half points on the Leech (MGM), 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, including the boltrope.

- a) **Main Sail:** The maximum dimensions of the Main Sail are as follow:

- Head: 3'
- MGT: 4.13'
- MGU: 6.53'
- MGM: 9.1'
- Foot: 10.5'
- Luff: 29.9'

The sail must have at least one adequately reinforced reef points. The mainsail shall be roller reefing and furling.

5.9.3/4 **Jib / Genoa:** The maximum dimensions of the Jib / Genoa are as follows:

Luff: 30'

LP: 9.8'

(LP is the shortest distance from the clew to the luff, measured perpendicular to the luff)

5.9.5 **Spinnaker:** The maximum dimensions of the Spinnaker are as follows:

Luff: 35.0'

Leech: 29.5'

Foot: 22.1'

Midgirth: 19.2'

The midgirth is found by folding the head to the clew and marking the 1/2 way point on the leech, then folding the head to the tack and marking the 1/2 way point on the luff. The measured distance between these two points with enough tension to pull all wrinkles out is the midgirth.

5.9.6 **Screacher:** The maximum dimensions of the Screacher are as follows:

Luff: 32.5'

LP: 17.5'

5.10 Deck Hardware

- a) Deck hardware may be added, changed, or modified to suit an owners needs.
- b) No modification may be made to the ama folding system, cross beams or components, without written approval.

5.12 Outboard Motor

- a) An outboard motor is required to be in fixed position at all times.
- b) A minimum of 5 HP (manufacturers rating) is required.