

THE CONTESSA 32 CLASS ASSOCIATION

ATTACHMENT 1 TO THE AGENDA
FOR THE ANNUAL GENERAL MEETING 2012



7. **Proposed update to Class Racing Rules:**
Proposed by Richard Clark and Seconded by George Isted.



THE CONTESSA 32 CLASS RACING RULES

The Contessa 32 Class Racing Rules are divided into four sections:

1. General and Race Management.
2. Yacht Specification.
3. Sail Specification.
4. Safety Equipment and Regulations.

This document is an EXTRACT of **PART 2 Yacht Specification, 2.8 Spars and Rigging & Part 3 Sail Specification only**.

The changes to the Rules are shown in colour.

PART 2 Yacht Specification, 2.8 SPARS AND RIGGING

The mast and rig shall be in accordance with the relevant drawings.

The minimum section of spars shall be that previously supplied by J C Rogers as standard. Spreaders shall not be of lesser section or width than standard. Mast height must be standard, with boom gooseneck and spinnaker track fitted in designed positions. The centre line of the gooseneck shall be 9.17 feet (2,795mm) above the mast butt.

Black bands shall be on mast and boom in the designated places. Measurement bands on the boom shall show maximum foot (E) of 10 feet (3,048mm) and on the mast at the gooseneck and 32 feet (9,755 mm) above this point.

Spinnaker tracks on the mast may extend to deck level and can be adjustable by a continuous adjustment system. Alternative fittings on the spinnaker track to the Lewmar Cups shown on the drawings are permitted. Spinnaker poles must not exceed 12.67 feet (3,868mm).
A jockey pole may be used when a spinnaker is set.

If upgrading primary genoa sheet winches, the new winch should be in the designed position and should not overlap the cockpit coaming.

Standing rigging shall be fitted permanently in designed locations and are permitted of larger diameter than shown on the drawings. Grooved forestay systems are permitted. Hydraulic boom vang are not permitted but gas boom struts are allowed. Rod rigging is not permitted. Dyform rigging is permitted. Backstay adjustment systems may be hydraulic, cascade, boomerang, ratchet or threaded wheel type.

For running rigging, Topping Lifts are not required. Dyneema halyards are allowed. Mainsheet systems may be upgraded to 6:1 purchase with additional fine adjustment. Halyards and other control lines may be lead aft from the mast to the cockpit and a deck ring fitted around the mast with deck organisers. Slab reefing with an associated reefing winch fitted on the mast may be adopted.

Headsails shall be sheeted either directly to tracks which are in the design locations, or via one

block only attached direct to the second stanchion base forward which is level with the aftermost window. Dyneema sheets are allowed. In yachts where the main halyard is led back to the cockpit, the main halyard mast winch on the starboard side of the mast is not required.

~~Fibreglass, Carbon Fibre or other similar materials must not be used in the construction of Contessa spars with the exception of end fittings and pulleys.~~

~~The Genoa cars must only be adjusted and retained using a sprung pin and hole. Any method of adjustment using a block and tackle is not allowed. Longer Genoa car tracks may be fitted but they must be along the same line as indicated on the drawing.~~

Composite materials such as plastic reinforced with glass, carbon fibre or other similar materials must not be used in the construction of Contessa spars with the exception of end fittings, pulleys and Spinnaker poles.

The Genoa cars can be adjusted and retained using a sprung pin and hole or using block and tackle commonly referred to as “towed genoa cars”. Longer Genoa car tracks may be fitted but they must be along the same line as indicated on the drawing.

In this Section 3 it shows the current 2011 Class Racing Rules as Option 1 ~ and the “change for future ratification to Class Racing Rules” as Option 2.



Option 1 ~ Existing 2011 Class Racing Rules

PART 3 Sail Specification

3.1 Sails

Contessa 32 Class Sails must be constructed from material authorised by the Technical Committee. The Official Measurer will maintain the definitive list of authorised materials, which shall be made entirely of conventionally woven polyester or nylon and may be impregnated but not coated. Laminates are not permitted when racing in Class. When racing offshore, any material may be used for headsails in accordance with IRC regulations but any yacht so doing will not be eligible for Class points or prizes.

Battens may not be carried in headsails. Sails are to be measured in accordance with the ISAF method. Sails shall be measured in a dry state and laid on a flat surface with just sufficient tension to remove wrinkles if necessary with block and tackle across the line of the measurement to be taken. Sails shall be limited in numbers and sizes as follows:

Mainsail

Note: CO insignia required on both sides above numbers.

Maximum Measurement	Feet	Millimetres
Luff	32.00	9,756
Foot	10.00	3,049
Leech	34.00	10,366
Headboard	0.50	152
Girth-3/4 up Leech	3.75	1,143
Girth-1/2 up Leech	6.25	1,905

Battens

Maximum of four. Length free. Battens shall divide the leech into five equal parts + or – 50mm.

Storm Trysail: Must conform to ISAF Special Regulations.

SPINNAKERS		LARGE	SMALL
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		Feet	millimetres	feet	millimetres
Luff/ Leech	minimum	36.5	11,128	34.5	10,515
	maximum	37.5	11,433	35.5	10,819
Width	minimum	21.8	6,646	19.5	5,944
	maximum	22.8	6,951	20.5	6,248
Cloth Weight	minimum	0.75 oz U.S.		1.25 oz U.S.	

HEADSAILS		No.1 Genoa	No.2 Genoa	No.3 Genoa	No.4 Heavy Weather	No. 5 Storm Jib
Feet	Luff min	36.5	35.0	32.0	Must conform to ISAF Regulations	Must conform to ISAF Regulations
	max	38.0	36.0	33.0		
	LP min	18.0	16.5	14.0		
	LP max	19.0	18.0	15.0		
Millimetres	Luff min	11,128	10,671	9,750		
	max	11,585	10,976	10,061		
	LP min	5,488	5,030	4,268		
	max	5,793	5,488	4,573		

Notes:

1. Battens are not permitted in headsails.
2. Minimum cloth weight for sails made after January 1993 as follows:
Mainsail 7.0oz U.S. (300 gsm) except for a shelf not exceeding 300mm in width or 3.8ozs U.S. (162gsm) No.1 Genoa 5.75oz U.S. (243 gsm). All other Genoas 6.5oz U.S. (275 gsm).
3. Mainsails may be loose footed.
4. Where a full roller forestay system is in use, the minimum luff measurement of the No.1 Genoa may be reduced to 35 feet (10,671mm) but all other sail measurement requirements shall be complied with.

3.2 Sail Numbers

Racing Rules of Sailing 77 Appendix G applies.

3.3 Use of Sails

Headsails may only be used with the luff attached to the forestay by hanks or in a groove. Only one headsail may be set at any one time except when in the process of changing headsails. Only one spinnaker may be flown at any one time except when in the process of changing spinnakers.

3.4 Number of Sails

Only one suit of sails may be used in a Class series (see 1.8 above). A No.2 Genoa, No.3 Genoa and Storm Sail which complies with 4.26.4(f) of ISAF Category 4 must be carried on board at all times whilst racing. If a sail is torn beyond repair, it may be replaced by a similar one, such replacement subject to approval by the Technical Committee. (See 1.11.2 Class Certificate conditions).

Spare sails may be carried on board for a passage or cruising use, but shall not be set when racing.

3.5 Offshore Rule

In races designated offshore by the Sailing Secretary:

In addition to the suit of sails specified in 3.4 an additional spinnaker (large or small) may be carried subject always to rule 3.3. Spare sails may be carried for subsequent cruises but shall not be set when racing. Headsails may be set and sheeted as a spinnaker where either of the following conditions applies:

- a. In heavy weather when no other sail is set in the fore triangle and the apparent wind is abaft the beam.
- b. When all spinnakers aboard have been damaged beyond repair during the race and a jib so set may have either its tack or clew to the spinnaker pole.



Option 2 ~ “change for future ratification to the Class Racing Rules”

PART 3 Sail Specification

3.1 Sails

Only yachts that are fully compliant with these One Design Class Racing Rules will be eligible for Class points or prizes

Battens may not be carried in headsails. Sails are to be measured in accordance with the ISAF method. Sails shall be measured in a dry state and laid on a flat surface with just sufficient tension to remove wrinkles if necessary with block and tackle across the line of the measurement to be taken. Sails shall be limited in numbers and sizes as follows:

Mainsail

Note: CO insignia required on both sides above numbers.

Maximum Measurement	Feet	Millimetres
Luff	32.00	9,756
Foot	10.00	3,049
Leech	34.00	10,366
Headboard	0.50	152
Girth-3/4 up Leech	3.75	1,143
Girth-1/2 up Leech	6.25	1,905

Battens

Maximum of four. Length free. Battens shall divide the leech into five equal parts + or – 50mm.

Storm Trysail: Must conform to ISAF Special Regulations.

SPINNAKERS		LARGE		SMALL	
		Feet	millimetres	feet	millimetres
Luff/ Leech	minimum	36.5	11,128	34.5	10,515
	maximum	37.5	11,433	35.5	10,819
Width	minimum	21.8	6,646	19.5	5,944
	maximum	22.8	6,951	20.5	6,248
Cloth Weight	minimum	0.75 oz U.S.		1.25 oz U.S.	

HEADSAILS		Furling or <u>No 1</u> Genoa	Optional No.2 Genoa	Optional No.3 Jib Genoa <u>Heavy</u> <u>Weather</u>	No.4 Jib Heavy Weather	No.5 Storm Jib
Feet	Luff min	Area not to be greater than 32.00 square metres	35.0	32.0	Must Conform to IRC size restriction for “Heavy Weather Jib”	Must conform to ISAF Regulations
	max		36.0	33.0		
Millimetres	LP min	16.5	14.0			
	LP max	18.0	15.0			
Luff min	Luff min	10,671	9,750			
	max	10,976	10,061			
LP min	LP min	5,030	4,268			
	max	5,488	4,573			

Notes:

1. The No.1, No.2 and No 3 Genoas can be either hanked or fitted in a groove on a fixed or furling system.

2. The No.1, No.2 Genoas and No.3 Genoa Jib shall be set with its tack point a minimum distance of 150mm above the sheer line. The sheer line is defined as the top of the toe-rail with the measurement being taken abeam of the forestay where its line dissects the sheer line near the bow.

