



# THE CONTESSA 32 CLASS RACING RULES

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

**PART 1 - General and Race Management.**

**PART 2 - Yacht Specification.**

**PART 3 - Sail Specification.**

**PART 4 - Safety Equipment and Regulations.**

The Committee wishes to preserve the friendly atmosphere of the Contessa races and firmly believes that the more the racing rules are understood and followed, the greater will be the pleasure in class racing.

***Version 2.0***

***24 March, 2011***



## **PART 1 - GENERAL AND RACE MANAGEMENT**

### **1.1 ELIGIBILITY**

A boat has to be entered by a fully paid up Member of The Contessa 32 Class Association and the Owner, or their designated representative, who must also be a paid up member of the Class, must be on board. For boats that are chartered, then the charterer must be a Member or become a Member of the Class before they can enter and compete in a race. To be a Member the annual subscription must have been received by the Class Treasurer. A yacht's entry to compete in any class event will be regarded as a declaration to this effect.

### **1.2 ENTRY PROCEDURE**

Entry to class races will be made on the entry form(s) provided through the Sailing Secretary or directly to the yacht club organising the event as prescribed by the Sailing Secretary or the Class.

### **1.3 RACE INSTRUCTIONS**

The Class will race under the Class Racing Rules, ISAF Racing Rules of Sailing, RYA prescriptions and the sailing and special instructions of the club organising the event. The latter will, wherever possible, be sent to members who have entered, or be available from the Sailing Secretary, or the organising club. Yachts racing offshore should refer to the current ISAF Offshore Regulations, available from:

<http://www.sailing.org/documents/special-regs.php>

### **1.4 SAFETY**

Class Rules PART 4 sets out the safety equipment requirements for the Class, both for inshore and offshore category races. Yachts shall comply fully to the requirements in Class Rules PART 4. It is the sole and exclusive responsibility of each Owner/Skipper to ensure that his/her yacht complies fully to Class Rules PART 4 and to decide whether or not to start, or to continue to race, and that the yacht and crew are equal to the conditions.

### **1.5 INSURANCE**

Entries for all Class racing are accepted on the understanding that the yacht has adequate insurance for third party liability. It is the Owner/Skipper's responsibility to ensure that such insurance cover is as required or greater than that specified in Notice of Races and Race Instructions.

### **1.6 SCORING**

Unless otherwise stated in Notice of Race or Race Instructions, the points system shall be as follows:

#### **1.6.1 INSHORE WEEKENDS/SERIES**

Scoring will be in accordance with RRS Appendix 2 with the Low-Point System, with the number of discards as follows:

<b>4-7 Valid points races</b>	<b>8-11 Valid points races</b>	<b>12-15 Valid points races</b>
1 discard	2 discards	3 discards
<b>16-19 Valid points races</b>	<b>20-23 Valid points races</b>	<b>over 23 races</b>
4 discards	5 discards	6 discards

The number of discards may be varied at the National Championships by decision of the Committee and any such change will be clearly stated in the Notice of Race and Sailing Instructions.



### 1.6.2 OFFSHORE (CATEGORY 2 OR 3)

For the Chaos Trophy Series, yachts will receive points for each offshore race entered in accordance with the following formula: Points = (Race length in miles) x [1 + (log Number of Co32 starters)-(log Co32 finishing position)]. Where:

- "Race length" is the distance in miles indicated in the sailing instructions. In the event of alternative courses, the course that is set will be used. Where no distance is stated in the sailing instructions, it will be calculated by the Offshore Representative.
- "Number of CO32 Starters" will be taken as the actual number of Contessa 32's ranking as starters.

The points on each yacht's best 300 miles will count towards the Chaos Trophy, further mileage being discarded. Yachts which retire count points for 0.25 x Race Length. Yachts disqualified count NIL points. For ease of calculation, the multiplier, for up to 5 entries is:

Place	1 Entry	2 Entries	3 Entries	4 Entries	5 Entries
1 <sup>st</sup>	1.0	1.3010	1.4771	1.6021	1.6990
2 <sup>nd</sup>		1.0	1.1761	1.3011	1.3980
3 <sup>rd</sup>			1.0	1.1250	1.2219
4 <sup>th</sup>				1.0	1.0969
5 <sup>th</sup>					1.0

### 1.7 SCRUBBING

No yacht may be hauled out or scrubbed during a Class series as specified in Clause 1.8. This ban shall apply from the time of the start of the first race of the Regatta or series, until after the last race in which the yacht takes part.

Whilst racing, all yachts are to have a proper coating of antifouling.

In special circumstances (e.g. damage below waterline), written permission to haul out may be given by a member of the Technical Committee.

### 1.8 CLASS SERIES

For the purposes of these rules a Class Series is defined as one when there are one or more races per day or when racing is scheduled for two or more consecutive days. (e.g. Cowes Week, The National Championships three day event, or a weekend Inshore or Offshore in the Points Series but not individual races in the Spring or Winter Series or between weekends of the Points Series.)

### 1.9 CLASS PRIZES

When prizes or trophies are to be awarded for a race and less than five yachts compete, these will generally be awarded as follows:

- One yacht racing - No prize.
- Two yachts racing - 1st prize only.
- Three and four yachts racing - 1st and 2nd prizes only.
- Five or more yachts racing – 1<sup>st</sup>, 2<sup>nd</sup> and 3rd prizes only.

This does not affect the points which will be awarded as in Clause 1.6 above.

### 1.10 CLASS SIGNALS

Code flag G will be the class signal and the code flag will be flown from the backstay when racing. The signal flag to be a minimum 500mm fly 375mm hoist, a maximum 700mm 525mm hoist. The CO sign must be on the mainsail in a position above the sail numbers. For size see Clause 3.2 below.



## 1.11 INSPECTION & CLASS CERTIFICATES

All yachts entered for Class races must have a valid Class Certificate. The only exception is the ISC Round the Island Race where entries will be accepted from Contessa 32s without a Class Certificate but all Contessa 32's competing in the Class race must fully conform to PART 2 (Yacht Specification) and PART 3 (Sail Specification) and PART 4 (Safety Equipment and Regulations). If they finish in the first five they will be inspected and be required to comply with class sail measurement rules.

### 1.11.1 INSPECTION

Owners/Skippers are to contact the Official Measurer who will arrange for inspection of the Contessa 32. This inspection will cover all items in PART 2 (Yacht Specification) and PART 4 (Safety Equipment and Regulations). Owners/Skippers must check that the Contessa 32 conforms fully to these rules.

### 1.11.2 CLASS CERTIFICATE

Upon satisfactory completion of 1.11.1 the Official Measurer will issue a Class Certificate which must be kept on board. This Certificate becomes invalid if:

- a. There is any alteration to the items listed in PART 2 (Yacht Specification). These must be notified to the Official Measurer so that a new Class Certificate can be issued after re-inspection if necessary; or
- b. There is any change in ownership of the Contessa 32. The new owners must apply for a new Class Certificate from the Official Measurer.

The result of a yacht without a Class Certificate will be accepted provided the yacht is measured within one week of completing such race.

## 1.12 SAIL MEASUREMENT

Sails shall be limited in numbers and size as per PART 3 (Sail Specification).

### 1.12.1 CERTIFICATES

Any boat finishing in the first five in any race or series must obtain sail measurement certificates for all sails carried aboard during that race, from their Sailmaker. These certificates must be obtained within 2 weeks of finishing the race, or returning to UK, in the case of an offshore race. Owners/Skippers are therefore strongly recommended to obtain these certificates in advance, as this period will be strictly adhered to.

### 1.12.2 SAIL MEASUREMENT PROCEDURE

The following procedure will apply:

- a. Sails shall be measured according to the current ISAF Sail Measurement Rules.
- b. Sailmakers shall raise a certificate for a new sail, which shall be stamped, numbered and signed by their measurer and have the dimensions and date of measurement clearly marked. The sailmaker shall then send the certificate to the Official Measurer for endorsement.

These Sail Measurement Certificates shall become invalid if the sail is re-cut or altered. Such sails will have to be re-measured and a new Certificate issued.

## 1.13 REGISTER OF CERTIFICATES

The following procedure will apply:

- a. A register is kept of all Class Certificates and Sail Measurement Certificates. These must be valid and in order before the standard IRC Rating will be issued by RORC.
- b. Class Certificates and Sail Measurement Certificates must be kept on board.

The Technical Committee shall decide when any Class Rules have been infringed. The Class reserves the right to inspect any yacht at any time for this purpose. In addition, the Class will from time to time inspect any of the first five boats in any Class race. Penalty for infringement of Class Racing Rules is either disqualification from the race or from the series of which the race forms part.



### **1.14 ELECTRONICS**

Whilst racing in the Class Inshore Points Series, The National Championships and Cowes Week, the aim of the Class is to prevent the use of tactical race software designed to enhance the yacht's performance. When racing in any other event the use of tactical race software is not governed.

### **1.15 PROTESTS**

Protests will conform to the race and sailing instructions issued by the organising club.

### **1.16 DISCLAIMER**

Entries for all Class events are accepted only on the understanding that the Class Officers, Committee or its representatives bear no responsibility for any loss, damage, injury or inconvenience to yachts or persons howsoever arising directly or indirectly from their rules, policy or rulings for races or any related activities.

### **1.17 RULE CHANGES**

The Officers and Committee, in pursuance of the objects of the Class, reserve the right to alter Class Rules at any time, such alterations to be notified to all Class members in writing or in race instructions and any such alterations to be ratified at the next Contessa 32 Class Association Annual General Meeting.

### **1.18 DATA PROTECTION ACT 1984**

Membership of the Class and acceptance of the Rules of the Class shall be deemed to be approval and consent to the maintenance by the Class of personal details about the Member on computer for the purposes of Class administration.

### **1.19 ADVERTISING**

The Class has adopted Category A of the ISAF Advertising Code and accordingly no yacht may carry advertising (other than may be permitted under Category A) at any time whilst taking part in any regatta or in Class racing.



## PART 2 - YACHT SPECIFICATION

### 2.1 PURPOSE

The purpose of these rules is to ensure that yachts may level race, without handicaps.

### 2.2 GENERAL

The basis of the rules is that yachts shall be as defined on the various drawings of hull, deck, interior and rig specified herein. Allowed exceptions to the drawings are specified in the rules. If any particular item or aspect of the yacht is not specified in these rules or shown on the drawings, the Owner/Skipper shall assume that it is not permitted unless expressly allowed by the Technical Committee.

The specific drawings are:

- Drawing No 32/1/06/01 dated 14 June 1983 'Contessa 32 Deck Plan'
- Drawing No 32/1/05/01 dated 6 March 1986 'Contessa 32 General Arrangement'
- Drawing No 32/1/08/9 'Saiplan MK11'
- Drawing No 32/1/09/9, dated 26 March 1976 'Standing and Running Rigging Schedule'
- Drawing No MC/32/001, dated 12 November 1975 'General Arrangement Plan of Contessa 32'
- Drawing No 32/1/03/1 dated 3 June 1983.
- Drawing No DS/32/018 dated 27 October 1975
- Drawing dated 12 April 1976 'Key and Deck Plan arranged by J C Rogers'.

It is impossible to foresee every conceivable innovation which may be thought of in the future and to mention every suggestion that has been ruled illegal in the past. When considering anything in connection with the yacht or its sails or equipment which is not within established practice or specifications, the Owner/Skipper must assume it is illegal and must obtain a ruling from the Technical Committee before attempting it.

### 2.3 HULL

The hull and decks shall be standard mouldings from the original J C Rogers moulds or otherwise approved by the Technical Committee. A certificate of origin of moulding is required for all new boats after 1 January 1977. Subject to approval of the Technical Committee for each yacht, additional stiffening ribs and stringers are allowed.

### 2.4 ACCOMMODATION

No change is allowed in layout, as specified on the relevant drawings unless the change is such as will not affect the performance in any way and has been approved by the Technical Committee in writing.

### 2.5 FITTINGS

Any fittings, shackles, sail rings or other metal attachments manufactured in Titanium or its alloys are expressly forbidden. Cranked stanchions at the aftermost stanchion position are permitted.

Water and fuel tanks shall be in designed positions. A minimum of two batteries, each not weighing less than 14kgs each shall be under forward end of quarter berth. Flush fitting sea-cocks are not permitted.

Cooker & fuel, cushions for all berths, flushing toilet and saloon table must be carried. Cockpit gratings must be carried in designed positions. Table tops shall be double flap, centre hinged type which when folded completes the double cabin berth unit. Larger tables of similar weight and design may be carried. Boats with pilot berths shall carry the designed table for that layout. Bunk cushions may be removed when racing between 31 October and 31 March, and may remain off the boat for any races before or after these dates which constitute part of a recognised Autumn or Spring Series.



An anchor of not less than 24lbs and 5 fathoms of 5/16" chain attached is to be carried in the foredeck anchor locker. Yachts without a deck locker must carry the anchor and chain in the forecabin stored no less than six feet from the forward side of the mast step.

## 2.6 ENGINE

Any inboard auxiliary engine may be used providing it is fitted in the designed position beneath the bridge deck. The weight of the engine plus gearbox must not be less than 250 lbs (113.4 kgs), unless weight corrections are carried. When an engine and gearbox weigh less than the required weight this must be corrected by either:

- a. Fitting corrector weights to make up the differences. These shall be fitted underneath the engine; or
- b. Permanently fitting a third battery of sufficient weight to make up the difference. This battery to be fitted behind or alongside the existing batteries; or
- c. Fitting two batteries of sufficient weight to make up the difference.

Note: The minimum total battery weight shall be as specified in Clause 2.5. The combined minimum engine/battery weight is 311.73 lbs (141.4 kg). All engine and gearbox weights are without oil and water.

## 2.7 PROPELLER

The propeller shall be of minimum diameter 330mm. Maximum width of blades must not be less than 75mm. Three bladed feathering propellers are permitted, but two bladed propellers shall be solid ones which neither feather nor fold. The yacht must be capable of a speed of 5 knots under power only.

## 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).

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.

## 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:

#### 3.1.1 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

#### 3.1.2 BATTENS

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

#### 3.1.3 STORM TRYSAIL

Must conform to ISAF Special Regulations.

#### 3.1.4 HEADSAILS

SPINNAKERS		LARGE		SMALL	
		<i>feet</i>	<i>millimetres</i>	<i>feet</i>	<i>millimetres</i>
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	No2 Genoa	No3 Genoa	No.4 Heavy weather	No.5 Storm Jib
<i>Feet</i>	Luff min	36.5	35.0	32.0	Must conform to ISAF Regulations	Must conform to ISAF Regulations
	Luff max	38.0	36.0	33.0		
	LP min	18.0	16.5	14.0		
	LP max	19.0	18.0	15.0		
<i>Millimetres</i>	Luff min	11,128	10,671	9,750		
	Luff max	11,585	10,976	10,061		
	LP min	5,488	5,030	4,268		
	LP max	5,793	5,488	4,573		

## Notes:

- a. Battens are not permitted in headsails.
- b. Minimum cloth weight for sails made after January 1993 as follows:
- c. 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).
- d. Mainsails may be loose footed.
- e. 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.



## **PART 4 - SAFETY EQUIPMENT AND REGULATIONS**

The Class races in accordance with the current ISAF Offshore Special Regulations governing minimum equipment and accommodation standards.

The Class Racing Rules specify a minimum standard of Category 4 Monohulls; and other categories as designated in the relevant Racing Instructions together with any special prescriptions applicable.

Our Inshore Series are normally raced under Category 4 Monohulls. Offshore is normally Category 3 Monohulls. It is the responsibility of the Owner/Skipper to check the Race Instructions. (N.B. See also 1.4 above).

Category 4 Monohulls details are published at <http://www.sailing.org/documents/special-regs.php> and in the Solent Yearbook. For Category 3 Monohulls, see the RORC and JOG programmes.