

CS30 General Class Rules and Specifications

OBJECTS

The object of these rules is to establish the CS30 as a one design in all matters which affect the yacht's basic speed, performance and safety. The rules are to be interpreted in this spirit so that racing among CS30s as a class shall be a contest of seamanship and sportsmanship rather than yachts. These rules do not apply to open handicap events and/or rated events.

MEMBERSHIP

Membership shall be open to all owners and/or part owners of CS30 sloops who are members in good standing of the CS Owners Association (CSOA).

JURISDICTION

All racing between CS30s as a one design class sloop will be governed by the Rules and Regulations of the Canadian Yachting Association (CYA) and as specified herein. All registered CS30 sloops must conform to the general class Rules and specifications which is administered under the constitution and by laws of the CSOA. Only members in good standing may participate in CSOA designated activities. Races sponsored by the Lake Ontario Racing Council (LORC) are CSOA designated activities.

SPECIFICATIONS

Each yacht shall conform to the following:

1. General - all boats must remain as manufactured by the factory in terms of hull, keel, rudder, mast and standing rigging, with the exception of intake strainers which may be removed and through hull fittings which must remain operative but the flanges may be made flush. Fairing will be permitted on keels, keeljoints and rudders as long as the measurements conform to the specifications attached. The shoal keel and wing keel shall be allowed without penalty or bonus but is not recommended. Rudder flaps are prohibited. (Refer to Schedule A.) All factory specified standard equipment including the door to the V-berth locker, head door and all V-berth inserts must remain in their normal locations when racing. Internal layouts may vary according to owner's requirements but shall in no way reduce the strength, stiffness or quality of the structural characteristics. The galley, iced box and all tankage must remain as specified by the factory. The weight of the boat including mast and boom but excluding sails should exceed 8,000 lbs.
2. Sail specifications are attached as Schedule B. Head foil systems are allowed.

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3. Backstay adjusters are allowed either mechanical or hydraulic.
4. No hydraulics are allowed other than the backstay.
5. The boom and mast shall be factory specified sections. Sail controls may be external or internal. A black band 1/2" in width shall be painted on the boom so that when measured the forward edge of the band will be 11'6" from the aft end of the mast ("E"). A back band shall also be painted on the mast so that when measured the lower edge of the band will be 36'2" from the top edge of another back band whose upper edge is 5'2" from the base of the mast ("P").
6. The spinnaker pole measure when set horizontal on the mast both at right angles and parallel to the yacht centreline and from the foreside of the mast to the extreme end of the pole including all fittings normally used shall be 12'1/2" ("J"). Poles must be fixed to the mast by mechanical means.
7. The engine and transmission shall not be lighter than the 18HP Volvo Penta 2002. Folding props are permitted.
8. Standing and Running Rigging: Standing Rigging, except the backstay and jackstay shall be adjusted, if necessary during racing, only by the normal use of standard turnbuckles. Sail set and trim may be altered only in the normal manner by reefing and/or adjustment of the fairleads, traveller, outhaul, downhaul, halyards, sheets, boom vang and backstay. All shrouds and stays shall be at least 1/4" 01x19 SS wire. Rod rigging is permitted provided of equal strength.

Spreader length shall remain as supplied by the factory.

Running Rigging may be of any of the normally used materials such as nylon and dacron and may be woven, braided or laid. Wire or kevlar halyards are permitted.

Sheets shall be led to points within the plan contours of the hull. No device may be used to sheet or lead sheets outboard of these contours other than to fly a spinnaker. Barber haulers are allowed.

9. Righting Moment: No device beyond the gunwale for supporting crew, etc., is permitted.
10. Safety Equipment - sufficient safety equipment shall be carried at all times as required by government regulation and by the rules and regulations of the International Yacht Racing Union (IYRU) rules as adopted by the country in which races are held and in Canada by the CYA. In addition, where not specified by the aforementioned rules, the following mandatory equipment is required to be on board for all CS30 yachts when racing:

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- ◆ An anchor weighing at least 25 lbs. Attached to 12' x 1/4" chain and at least 250 ft. of 5/8" rope stored together in any location on the boat;
- ◆ At least four fenders and four 5/8" braid mooring lines;
- ◆ VHF radio with masthead antenna in proper working order;
- ◆ All lifelines, pulpits, pushpits and boarding ladder; and,
- ◆ Emergency steering equipment as factory supplied.

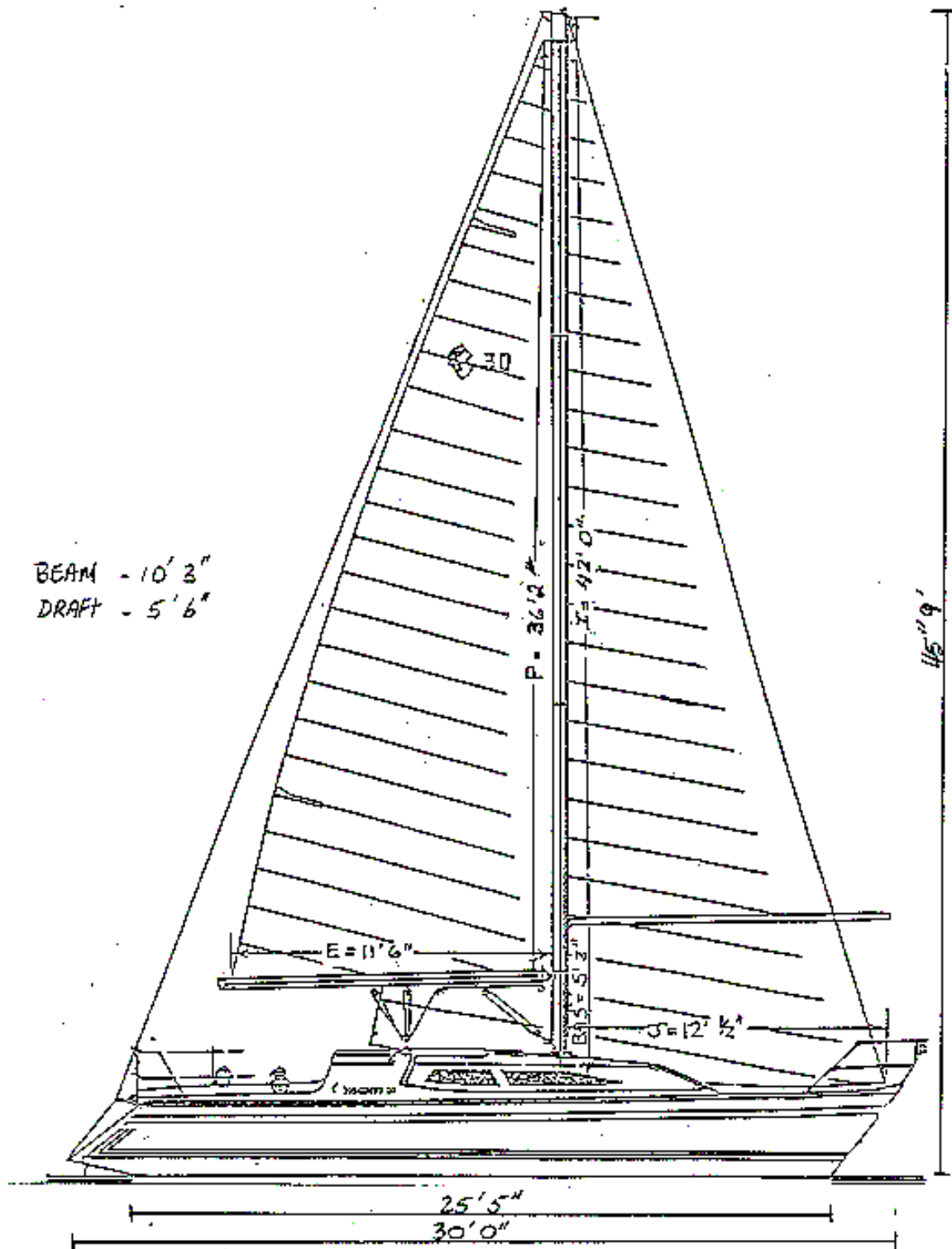
11. Crew - the minimum crew for CS30 racing shall be three (3) including skipper.

12. Numbering and Assignment shall be established by the builder. Official numbers are to be displayed on each side of the mainsail and Genoa (starboard above port) and on the spinnaker. The numbers are to be a minimum of 15" high.

13. Inspections and Enforcement - The Vice-President or nominee will make periodic inspections of CS30's and report any variations to the Association Executive. Infractions should be reported to the Vice-President or member of the executive immediately following a race or in writing at a later date. A current certificate shall be carried on board at all times.

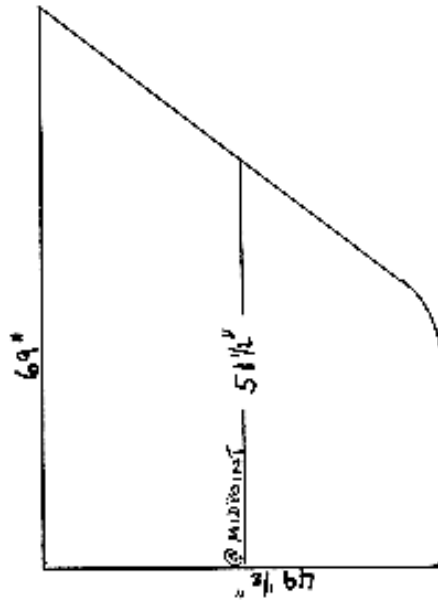
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Schedule A



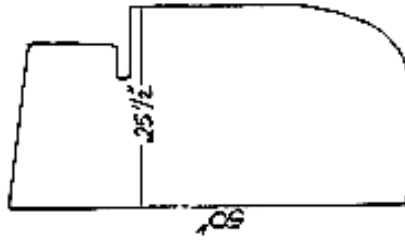
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SCHEDULE A



fin keel

approx. measurement



rudder

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Schedule B - Sailplan Specifications

- ◆ Reefs are permitted.
- ◆ All sails must qualify under PHRF rules.
- ◆ Fully battened mains are permitted. Battens must be evenly spaced and non-tapered.

Material

Sails may be made from dacron, kevlar, spectra or mylar or a combination thereof, and must conform to the measurements and specifications outlined below.

Registration of Sails

No sail may be used while class racing unless it has been registered and certified to conform to these rules. A listing of all registered sails shall be maintained by the Vice President and shall be readily accessible for review by all class association members.

Sail Inventory

The maximum number of sails which may be registered for class racing for use in any race or regatta series consists of one of each of the following seven sails as subsequently defined.

| SAIL | LP | Approximate Area |
|--|--------------|------------------|
| Mainsail | Std. Roach | 207 sq. ft. |
| Working Jib | 90% approx. | 238 sq. ft. |
| Number 3 Genoa | 100% approx. | 252 sq. ft. |
| Number 2 Genoa | 135% approx. | 341 sq. ft. |
| Number 1 Genoa | 153% max. | 379 sq. ft. |
| Drifter Reacher <u>or</u> Light Number 1 Genoa | 153% max. | 379 sq. ft. |
| Spinnaker | 183% max. | 910 sq. ft. |

Sail Plan

I = 42'

J = 12.04'

P=36.17'

E=11.5'