

Swan 42 Class Association

CLASS RULES

**SWAN 42 CLASS ASSOCIATION
Class Rules**



**SWAN
CLASS 42**

March 2009

Swan 42 Class Association

CLASS RULES

1.0 OBJECTIVES

- 1.1 **Racing.** The New York Yacht Club Swan 42, hereinafter the NYYC Swan 42, is a yacht intended for racing by predominantly amateur crews in local, regional, and international events. It is suitable for both inshore day races and offshore competition that requires open ocean passages.
- 1.2 **Cruising.** The NYYC Swan 42 is intended to be a safe, seaworthy, comfortable boat suitable for medium duration shorthanded cruising in coastal and ocean waters. The class rules do not permit modification or development of the boat or its equipment in a manner that will detract from its cruising capability.
- 1.3 **Corinthian Competition.** The purpose of the class is to foster high level sailing competition between predominantly amateur yachtsmen. This statement of purpose is consistent with the third paragraph of the New York Yacht Club (NYYC) mission statement: *“To promote the highest form of Corinthian sportsmanship in national and international yachting forums and yacht racing competitions.”*
- 1.4 **Fair Sailing.** The rules strictly control performance characteristics to protect the one design nature of the boat and ensure equal performance potential. Changes to the boat or its equipment to gain a performance advantage are not allowed. No alterations or modifications are permitted unless explicitly permitted by these rules. It is in the spirit of Corinthian competition and fair sailing that owners are expected to conduct themselves in all aspects of competing in Swan 42 Class Association events.
- 1.5 **Cost Control.** The rules are designed to protect the value of existing boats, reduce the cost of ownership to the lowest reasonable level, and avoid unnecessary expense whenever possible.
- 1.6 **Responsibility.** It is the sole responsibility of the owner to insure that his yacht complies with the class rules at all times while competing in events governed by the rules of the Swan 42 Class Association.
 - 1.6.1 These are closed Class Rules. Anything not specifically permitted by these rules is strictly prohibited.
 - 1.6.2 The owner is solely responsible for any errors or omissions by his crew or his representatives that abridge these rules. Ignorance of the actions of his representatives does not relieve the owner of any of these requirements.
 - 1.6.3 A copy of the Swan 42 Class Association Rules must be aboard at all times while racing.
 - 1.6.4 The Swan 42 One Design Certificate may be withdrawn by the Swan 42 Class Association Executive Committee (Rule 3.0) for a breach of the Class Rules. Reinstatement of the certificate is at the sole discretion of the Executive Committee.

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2.0 Language

- 2.1 **Official Language.** The official language of the class is English and in case of dispute over translation the English text shall prevail
- 2.2 **Meaning of Words.** The meaning of any word shall be by reference to the Oxford English Dictionary in the context in which it appears. The word “shall” is mandatory and the word “may” is permissive.

3.0 ADMINISTRATION

- 3.1 **Class Name.** The class shall be called the Swan 42 Class Association.
- 3.2 **Class Authority.** The sole worldwide authority for the class shall be the Swan 42 Class Association. The Class Association shall be comprised of an Executive Committee, (Ex-Com), a Class Owner’s Association (COA) and chartered National Class Associations (NCA).
- 3.3 **The Ex-Com** shall consist of three owner members from the NYYC, one member from German Frers Yacht Design, one member from the builder (Oy Nautor AB), a Flag Officer from the NYYC and one at-large non-owner member. Members of the Ex-Com shall serve an initial term of two (2) years. Additional members may be appointed from among owners of registered boats as follows:
 - a. One additional owner/member for every 15 registered boats above the initial 15 founding members.
 - b. One owner/member from partner clubs and/or fleets with 7 or more registered boats as designated by the Ex-Com.
 - c. Additional members may be appointed at the sole discretion of the Ex-Com.
- 3.4 **Duties and Responsibilities of Ex-Com.** The duties and responsibilities of the Ex-Com shall consist of, but are not limited to the following:
 - 3.4.1 The Ex-Com shall be responsible for interpreting and enforcing the rules and managing the affairs and assets of the class.
 - 3.4.2 The Ex-Com shall appoint a Class Chief Measurer who shall be responsible for measuring boats and maintaining the One Design rules of the class. The Chief Measurer shall have the authority to appoint Class measurers in various locations, including in other countries, as approved by the Ex-Com. Measurement discrepancies shall be reported immediately to the Ex-com for further action.
 - 3.4.3 The Ex-Com has the right to withdraw a yacht’s One Design Certificate when a willful breach of Class Rules is found to exist. The authority to reinstate the One Design Certificate rests solely with the Ex-Com.
 - 3.4.4 The Ex-Com shall be the final authority for any interpretation of class rules operating in conjunction with the Designer, Builder, and Measurer.
 - 3.4.5 The Ex-Com shall inform in writing the Class Owners’ Association of proposed rule changes and rule interpretations.
 - 3.4.6 Any amendment or interpretation of the Class Rules which related to the One Design nature of the NYYC Swan 42 or to the manufacturing specifications of the NYYC Swan 42 shall require prior written approval of the Ex-Com and the builder
 - 3.4.7 Ex-Com Committee member votes shall be confidential.

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- 3.5 **Class Owners' Association.** Members of the Owners' Association shall be the owners of a NYYC Swan 42. For purposes of this rule, an Owner is defined as follows:
- 3.5.1 An individual Group 1, 2, or 3 competitor who owns 100% of the boat and is responsible for all the campaign and operating costs. (See Class Rule 4.2 for competitor classification)
 - 3.5.2 A Group 1 or Group 2 competitor who is at least a 25% partner in terms of initial total investment and the contribution to the ongoing operating costs of the yacht.
 - 3.5.3 Partial ownership by an immediate family member of a Group 1 or Group 2 competitor is permitted without financial obligation referenced in Rule 3.5.2.
 - 3.5.4 A Group 3 competitor who owns 100% of the yacht. Partial ownership is not allowed for a Group 3 competitor unless the ownership is with his/her spouse or immediate family member.
 - 3.5.5 In the case of multiple owners, the owner who pays dues shall be the voting member in the Swan 42 Class Association.
- 3.6 **Dues:** Class Association dues shall be paid by each member of the class in order to be members in good standing of the Swan 42 Class Association.
- 3.6.1 Swan 42 Class Association dues shall be set each year and approved at the Annual Meeting. The Ex-Com may at its discretion change the yearly Class dues.
 - 3.6.2 To compete in a Swan 42 Class One Design regatta, all owners, and charter helmsman (Rule 7.5) shall be members in good standing of the Swan 42 Class and have paid Class dues.
 - 3.6.3 Immediate family members shall be recognized as members that are not required to pay individual dues.
- 3.7 **Votes.** Each yacht shall be entitled to one vote in the Owners' Association. Where more than one "owner" is registered for a yacht, only one vote may be cast representing that yacht. In order to vote, the yacht in question must hold a valid, current one design certificate, and all dues and fees must be paid. In the case of an owner who owns more than one boat, each boat is entitled to one vote. In no case may there be more votes cast than boats registered and in good standing.

4.0 AMATEUR COMPETITION

- 4.1 **Objective.** The NYYC Swan 42 is intended for competition between primarily amateur owners and their crews.
- 4.2 **Competitor Eligibility Status** The eligibility status of individual competitors shall be determined by the International Sailing Federation (ISAF) Regulation 22: ISAF Sailor Classification Code (www.sailing.org/classification). If a competitor's eligibility status is in doubt, he/she shall be considered by the class to be a Group 3 until he/she receives the appropriate ISAF designation.
- 4.2.1 Notwithstanding individual eligibility status; no crew may be directly or indirectly compensated or receive financial benefit for racing in a sanctioned Swan 42 Class Association event.
 - 4.2.2 Crew members may be reimbursed for reasonable travel, accommodation, and out of pocket expenses.

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- 4.2.3 One crewman may be hired for regular maintenance, care, and delivery of the boat as the designated "Boat Captain". To be classified as the "Boat Captain", the individual must have as his/her primary livelihood the maintenance and care of boats with specific duties assigned as part of this activity. The "Boat Captain" shall be employed on a full-time or part-time basis by the owner of the yacht upon which he/she races.
- 4.3. **Limits on Group 3 Competitors.** In addition to the provisions of Class Rule 4.2, the following limits on Group 3 competitors shall apply during NYYC SWAN 42 Class events:
- 4.3.1 No more than one (1) competitor classified as a Group 3 competitor may sail aboard a NYYC Swan 42 during a sanctioned Class event.
- 4.3.2 In addition to the provision in Rule 4.3.1, the Boat Captain regardless of ISAF Group Status may sail during sanctioned Class events aboard the NYYC Swan 42 yacht for which he/she is the designated Boat Captain (Class Rule 4.2.3).
- 4.3.3 If a sailor is categorized by ISAF as a Group 1 Sailor for Olympic funding purposes and would normally be categorized as a Group 3 Sailor, she/he will be viewed by the Swan 42 Class Association as a Group 3 competitor while racing in Swan 42 Class events.
- 4.3.4 The helmsman during a Swan 42 Class Association One Design event shall not be a Group 3 competitor.
- 4.3.5 A Group 3 competitor may not represent the yacht in a protest. He may give testimony as a witness, but only Group 1 or 2 competitors may represent the yacht. The exception is a Group 3 owner who meets the requirements of Class Rule 3.5.4 may represent his boat in a protest hearing.
- 4.4. **Crew Declaration Form.** Prior to all Swan 42 Class Association events, a Crew Declaration Form (Appendix B1) shall be submitted to the Class Manager a minimum of 7 days prior to an event in order to confirm ISAF competitor status (Rule 4.2) and compliance with Class Rule 4.0.
- 4.4.1 Crew substitutions made after the initial submission of Appendix B1 are permitted.
- 4.4.2 All crew substitutions made before or during the regatta must have their ISAF competitor status confirmed and approved by the Class Manager prior to the race in which they are participating.
- 4.5. **Breach of Eligibility Regulations.** A yacht found to have knowingly raced in a Swan 42 Class Association event in breach of any provisions of Class Rule 4.0 shall be subject to protest and disqualification.
- 4.5.1 A yacht suspected of breaching any provisions of Class Rule 4.0 may be reported to the Ex-Com at any time.
- 4.5.2 A Yacht found in breach of any provision of Class Rule 4.0 may have her Swan 42 One Design Class Certificate revoked.
- 4.5.3 Reinstatement of the certificate is at the sole discretion of the Ex-Com.

5.0 BUILDER AND CONSTRUCTION

- 5.1 **Objective.** The Builder and Construction Rule is designed to insure that the NYYC Swan 42 offers the fairest possible competition between near identical one design yachts, maintains the competitiveness and value of existing boats, and avoids unnecessary expense. Within reasonable pre-established construction tolerances the yachts shall be identical in regard to:
- a. Basic design

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- b. Structure
- c. Weight and center of gravity of yacht and components
- d. Shape of hull, deck, rudder & keel
- e. Mast & rigging characteristics
- f. Sails: area, weight, and number
- g. Deck gear
- h. Engine, propeller, mechanical & electrical fit out

- 5.2 **Measurement General.** The characteristics of each individual yacht shall be controlled through a series of measurements beginning with the initial construction and continuing through to selective measurements at designated events.
- 5.3 **Tolerances** exist to make the construction and control of component assemblies and equipment practical and cost effective, while producing finished yachts that have virtually identical performance characteristics.
- 5.3.1 Where tolerances are specified, they are hard limits: measurements that fall anywhere outside rule specified tolerances will invalidate the boat's one design certificate.
- 5.3.2 Tolerances are not intended to improve the performance of the boat. The builder shall not alter a component or boat to maximize (or minimize) a tolerance for the purpose of improving performance.
- 5.3.3 The owner may not alter a component or finished boat to maximize (or minimize) any tolerance for the purpose of improving performance.
- 5.3.4 Deliberately maximizing or minimizing any measured component to its specified tolerance in order to improve performance will invalidate a yacht's Swan 42 One Design Certificate.
- 5.4 **Inspection Rights.** By joining the Swan 42 Class Association, and holding a current One Design Certificate, an owner agrees to permit an unaccompanied official class representative or measurer to inspect his boat anytime within 48 hours of the start or finish of a class event. In addition, the boat may be inspected anytime, with prior notice to the owner. The inspection may cover the entire boat, its rig, and gear including lockers and bilges.
- 5.5 **Builder Measurements and Responsibilities.** The builder is responsible for adherence to the Designer's Plans, the Class Equipment Specifications, component structure, shape, and weight control as approved by the builder.
- 5.5.1 The sole builder of the NYYC Swan 42 is Oy Nautor Ab as separately agreed in writing between Oy Nautor Ab and the New York Yacht Club.
- 5.5.2 The designer / builder will produce drawings indicating specific one design measurements. These will include deck gear, keel & rudder locations, rig details, and one design sailplan, keel and rudder shapes.
- 5.5.3 The builder will establish a weight program that will weigh designated major composite components, keel, rudder, and rig on every boat. Working with the designer and class technical adviser, the builder will establish weight and shape tolerances for the components. The weights on each component will be checked against tolerance, and if acceptable, they will be recorded on a measurement sheet for each hull. That sheet will remain with the boat throughout construction, and a copy will be forwarded to the class technical office upon completion. It will become part of the official Class One Design record on each boat.

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- 5.5.4 The builder shall construct appropriate jigs, fixtures, and measurement equipment to install and control the location and shape of component assemblies and deck gear.
 - 5.5.5 The builder shall make high quality templates for the keel and rudder sections. The foils will be faired to agreed tolerances prior to final measurement. The builder shall provide the Swan 42 Class Association Ex-Com with two identical sets of templates for the keel & rudder for future Class use.
 - 5.5.6 The builder shall produce a Measurement and Builder's Compliance Certificate on each boat. This is the official class one design document that will go to the class technical office. It will not be made available to the owner or the public. If all the data comply with the One Design Rule, the class office shall issue a One Design Certificate for the yacht (Rule 13.0).
 - 5.5.7 The builder shall weigh each boat prior to shipping. If corrector weights are necessary to bring the boat up to class standards, they shall be installed, and their weight and location noted on the Builder's Certificate. Any unusual features, options or anomalies shall be noted on the Builder's Certificate.
 - 5.5.8 The builder accepts complete responsibility for strict adherence to one design tolerances, and shall insure that each boat leaving its production facility meets the one design specifications in all regards. If any component, piece of equipment, or assembly fails to meet the class standards, the builder shall correct or replace the defective component prior to shipping the boat at no obligation to the Swan 42 Class Association or the owner. The Swan 42 Ex-Com reserves the right to refuse to issue a one design certificate to any boat that does not meet the one design manufacturing standards in all respects. The cost of correcting construction deficiencies will be the responsibility of the builder.
 - 5.5.9 The builder acknowledges that it may not deviate from the one design construction standards, even at the specific request of an owner. If owner requests modifications that might invalidate the one design status of the boat, the builder is obligated to receive written permission from the Ex-Com before executing those changes or modifications.
 - 5.5.10 The builder agrees not to produce any boat from the NYYC Swan 42 Tooling or based wholly or in part on Frers Yacht Design Number 1208 that does not conform strictly to the NYYC Swan 42, without the express written permission of the Swan 42 Class Ex-Com.
- 5.6 Measurers and Measurements.**
- 5.6.1 Boats shall only be measured, either for initial certification or re-certification by measurers appointed by the Chief Measurer of the Swan 42 Class Ex-Com.
 - 5.6.2 The Chief Measurer may appoint one or more persons at a sailmaker to measure and certify sails produced by that manufacturer. A special license shall be awarded for that purpose.
 - 5.6.3 Measurements shall be taken in units of the metric system. Sail measurements shall be taken in metres to two decimal places. Alther linear measurements shall be in metres to three decimal places. Weight shall be taken to the nearest kilogram except in the case of boat weight which shall be to the nearest 10 kilograms.
 - 5.6.4 Load cells used for determining empty weight shall be approved in advance by the Chief Measurer

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6.0 SAIL LIMITATIONS

- 6.1 **Statement of Purpose.** It is the objective of the Swan 42 Class to reduce cost of ownership to the lowest reasonable level, provide for fair one design sailing and ensure strong performance in mixed fleet sailing.
- 6.2 **Number of Sails Aboard.** The sail inventory for Swan 42 Class events shall consist only of sails with valid royalty buttons and shall not exceed the maximum base inventory permitted by Rule 6.2.1 for inshore events.
- 6.2.1 Excluding storm and heavy weather sails recommended by ORC Special Regulations and one fractional asymmetrical spinnaker (CR 26.7.4) not more than 1 mainsail, 3 headsails, 3 masthead asymmetrical spinnakers, and a staysail may be carried aboard while racing. These eight (8) sails shall constitute the base inventory.
- 6.2.2 One spinnaker, either masthead or fractional, shall be of a heavy weather type construction utilizing a cloth weight not less than 43 grams/meter².
- 6.2.3 All inshore asymmetrical spinnakers must at all times be tacked on the bow sprit.
- 6.2.4 Unless otherwise prescribed by the Notice of Race for an IRC event (IRC Rule 26.1.5 (d)), sails carried on-board during a Swan 42 Class event may be changed during a regatta run on consecutive days, so long as all sails have a valid Swan 42 Class royalty button/sticker.
- 6.2.5 The fractional asymmetrical spinnaker shall not be flown from a full hoist halyard without the halyard running through the single spectacle affixed to the forestay tang (CR 24.1.4 and Appendix A-11).
- 6.3 **Royalty Buttons.** All sails used during a Swan 42 Class regatta shall have numbered class royalty buttons permanently affixed near the tack of the sail. Inshore sails shall carry red buttons and offshore sails shall carry blue buttons.
- 6.3.1 Royalty buttons shall not be transferred from one sail to another and owners with more than one boat may not transfer sail inventories between boats.
- 6.3.2 When chartering, an owner must transfer his/her own sails to the chartered boat.
- 6.3.3 Royalty buttons will be available for purchase from the Swan 42 Class representative at the price of \$50/per sail.
- 6.3.4 Sails must be ordered and construction completed by the end of the calendar year in which the royalty buttons were issued, except in the case of the initial 11 royalty buttons (Rule 6.4.1) and the initial 4 offshore royalty buttons (Rule 6.5.5).
- 6.3.5 Heavy weather jibs, storm jibs and storm trysails as recommended by ORC Special Regulations and the fractional asymmetrical spinnaker (CR 26.7.4) shall not require a class button.
- 6.3.6 Furling headsails used in Category B and C regattas shall not require a class button.
- 6.3.7 In the event a buttoned sail is damaged beyond repair, an owner may request a replacement button for that specific sail. Replacement buttons shall be issued at the discretion of the Chief Measurer after review of the completed Appendix B4
- 6.4 **Sail Limitations.** In addition to the base inventory described in Rule 6.2.1, each owner is permitted to purchase 3 new inshore red royalty buttons each calendar year (January 1st to December 31st) following the initial calendar year of yacht ownership.
- 6.4.1 New owners of a NYYC Swan 42 yacht shall be issued 11 inshore royalty buttons to be used at anytime during the continuous ownership of the yacht to which the royalty buttons have been assigned.

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- 6.4.2 Upon change of ownership, any unused royalty buttons shall be voided and shall not be transferred to the new owner.
- 6.4.3 Royalty buttons shall be used in the year they are awarded and shall not accrue to subsequent years, except in the case of the initial 11 inshore royalty buttons (Rule 6.4.1).
- 6.4.4 Owners are permitted to purchase any number of additional sails to be used in non-class events or for cruising. Such sails shall not receive a Swan 42 royalty button and shall not be permitted for use during sanctioned Swan 42 Class Association events.
- 6.5 Offshore Sails**
- 6.5.1 For class sanctioned offshore/distance races, the following sails may be buttoned in addition to the original base class OD inventory (Rule 6.2.1):
- One (1) main with a working reef to replace the inshore main
 - One (1) additional jib with a max LP to supplement the inshore inventory
 - One (1) genoa staysail to supplement the inshore inventory
 - One (1) asymmetric spinnaker which may be tacked onto the sprit or the bow
- 6.5.2 These sails shall have numbered blue class royalty buttons permanently affixed near the tack of the sail.
- 6.5.3 Any sail with a class royalty button, either red or blue, may be used on any offshore race. Excluding the mainsail and A3 spinnaker, only sails with red royalty buttons shall be used on inshore races.
- 6.5.4 No more than three (3) masthead asymmetrical spinnakers and one fractional asymmetrical spinnaker shall be carried onboard during Swan 42 Class sanctioned offshore races unless IRC Rule 26.6.2.2 is prescribed in the NOR.
- 6.5.5 New owners of the NYYC 42 yachts shall be issued 4 offshore royalty buttons to be used at anytime during the continuous ownership of the yacht to which the royalty buttons have been assigned. Excluding the purchase of the initial four offshore sails (Rule 6.5.1), owners are permitted one new offshore button per calendar year.

7.0 HELMSMAN

- 7.1 **Objective:** The Swan 42 Class Association is an amateur “Owner Driver” Class to promote the highest form of Corinthian sportsmanship.
- 7.1.2 An “alternate helmsman” may be designated to drive, in lieu of the owner, in situations where the owner does not routinely drive, but is otherwise a regular crew member, or in the event of an unavoidable absence of the owner (Class Rule 7.6).
- 7.2 **Owner Helmsman:** All owner helmsmen shall be approved by the Ex-Com or by a committee appointed for the purposes of reviewing helmsman eligibility.
- 7.2.1 Owners shall complete and submit the Helmsman Application Form (Appendix B2) a minimum of 14 days prior to their first Swan 42 Class event and submit the form to the Class Manager.
- 7.2.2 Except in emergency, while racing under the Swan 42 Class Rules, boats shall be helmed by their owner, or bona fide Group 1 charterer.
- 7.2.3 All helmsmen under this category shall meet the following criteria:
- Classified Group 1 or Group 2 under the ISAF Sailor Classification Code
 - Eligible to be classified Group 1 or Group 2 at any time in the previous eight (8) years

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- c. Shall not have competed as a helmsmen or as crew in either the Olympic Games or America's Cup in the past eight (8) years
 - d. Shall not have won a World Championship in ISAF or ORC internationally recognized events within the past eight (8) years, except as an amateur owner-driver in an acknowledged owner-driver class.
- 7.2.4 Notwithstanding the criteria noted above, the Ex-Com or duly appointed eligibility review committee may approve an owner as "owner helmsman" who fails to meet all the criteria in Rule 7.2.4, if in the majority opinion of the committee the owner meets the Corinthian intent and spirit of the Swan 42 Class Association.
- 7.2.5 In the case of Group 2 owners involved in fractional ownership, it is the intent of the Corinthian nature of the Class that Group 2 owners not helm a disproportionate amount of time as compared to their ownership interest. The Ex-Com reserves the right to take appropriate action should the spirit and intent of this rule be violated.
- 7.3 **Alternate Helmsman:** an owner/charterer may declare an alternate helmsman in writing (Appendix B2) to the Swan 42 Class Manager a minimum of 14 days prior to a race.
- 7.3.1 All such alternate helmsmen shall be classified as a Group 1 competitor and comply in all other respects with the criteria listed in Rule 7.2.3 and Rule 7.2.4.
- 7.3.2 Notwithstanding the criteria listed in Rule 7.2.3 and Rule 7.2.4, the Ex-Com or duly appointed eligibility review committee may disallow the application of a proposed "alternate helmsman" who in the judgment of the majority opinion of the committee fails to meet the Corinthian intent and spirit of the Swan 42 Class.
- 7.3.3 In the event of long-distance or offshore events greater than 8 hours in duration, multiple alternate helmsmen maybe declared.
- 7.3.4 The Race Committee may post the names and ISAF registration numbers of all alternate helmsmen on the Official Notice board at an event.
- 7.4 **Relief Helmsman:** An owner may request permission from the Ex-Com for a relief helmsman. Applications should be submitted in writing to the Class Manager a minimum 14 days before a race (Appendix B2)
- 7.4.1 A relief helmsman shall meet the following criteria:
 - a. A member of the crew with a long-standing sailing relationship with the owner,
 - b. Currently classified as ISAF Group 1 and eligible to have been Classified ISAF Group 1 at any time in the previous eight (8) years, and
 - c. Nominated by the owner or charterer to helm the boat for short periods of time.
- 7.4.2 A relief helmsman shall not helm the boat:
 - a. At the start or finish of a race,
 - b. At any mark rounding,
 - c. For more than a total of 10 minutes in a race with a time limit up to 4 hours, or more than 20 minutes in a race with a time limit more than 4 hours and up to 8 hours, and
 - d. For more than a total of 3 periods during a race.
- 7.4.3 Notices of Race for events including races with time limits of more than 8 hours may modify Rule 7.4.
- 7.5 **Charters:** Charter helmsmen shall request permission from the Ex-Com to helm in a Class event. Applications should be submitted in writing to the Class Manager a minimum of 28 days before a race (Appendix B2).
- 7.5.1 A charter helmsman shall:

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- a. Hold a valid charter for a Swan 42 with a current One Design Certificate.
 - b. Meet the criteria outlined in Rule 7.2.4 and 7.2.5.
- 7.5.2 The owner of a NYYC Swan 42 may not helm another boat in the Swan 42 Class event at which his/her boat is racing under charter.
- 7.5.3 A charter helmsman, other than one who is the bona fide owner of a NYYC Swan 42, shall not helm a boat at more than two (2) Swan 42 National or Area Championship events in any one calendar year.
- 7.6 **Owner or Charter Helmsman Absent:** In the unavoidable absence (such as business, family emergency or injury) of an owner or previously approved charter helmsman:
 - a. At a Swan 42 Class event, a previously approved alternate or relief helmsman may helm the boat.
 - b. If no alternate helmsman has been previously approved, then an owner or charter helmsman may request permission from the Ex-Com or Class Manager for approval of an alternate helmsman utilizing the criteria in Class Rules 7.2.4 and 7.2.5.

8.0 CREW

- 8.1 **Weight:** Total crew weight in shorts and shirt shall not exceed 850 kg (1870 lbs).
- 8.1.1 In the event of long-distance or offshore events greater than 50 miles, the weight limited defined in Class Rule 8.1 shall be waived. Competitors may comply with the crew number limit as indicated on their IRC Certificate with no weight limit.
- 8.1.2 The owner may elect to weigh-in or shall be allocated a weight of 187 lbs (85 kg). In the case of multiple owners, only the owner-driver may elect to take the allocated weight allowance.
- 8.2 **Competitor Eligibility:** Eligibility status of competitors shall be as outlined in Rules 4.2 and 4.3.
- 8.3 **Weigh-in:** At the discretion of the Ex-Com, a weigh-in prior to a regatta may be required. Crews that weigh-in prior to the start of the regatta and comply with Rule 8.1 shall not be subject to protest during the regatta. The yacht can be penalized (CR 8.3.4) if the crew is found to exceed maximum weight during a random weigh-in (CR 8.3.3)
- 8.3.1 For regattas where a weigh-in is not required, owners and their crews shall be on the honor system regarding their adherence to Rule 8.1 and shall be subject to protest at anytime during the regatta. A protested yacht whose crew is found to exceed the maximum weight shall be penalized as outlined in CR 8.3.4.
- 8.3.2 Crew substitutions are permitted during a regatta so long as the total weight of the crew complies with Rule 8.1 and that the substituting crew member complies with all aspects of Rule 4.0.
- 8.3.3 At the discretion of the Ex-Com and only at regattas requiring a weigh-in (CR 8.3), random weigh-ins during the regatta may be required of selected boat crews. The requirement for random weigh-ins shall be announced in the regattas Official Notice of Race, and the Ex-Com or official Class representative shall adhere to the following:
 - a. Yachts that are selected for a random weigh-in shall have her sail number posted on the official notice board no later than 1600 hours of the evening of the required weigh-in.

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- b. The crew of the yacht that sailed on the day of the random weigh-in notification shall be weighed by a class official within one hour of the yachts docking, but no later than 1900 hours of the day of notification.
- 8.3.4 Yachts whose crew exceeds the maximum weight allowance in Rule 8.1 shall be penalized as follows:
- a. When the crew weight total is greater than 850 kg but less than or equal to 855 kg, the offending yacht shall lose three places for each race of that day.
 - b. When the crew weight total is greater than 855 kg but less than or equal to 860 kg, the offending yacht shall lose six places for each race of that day.
 - c. When the crew weight total is greater than 860 kg, the offending yacht shall be scored DNS for each race of that day.

9.0 RACE ORGANIZATIONS

- 9.1 These Class Rules shall not be varied by Notice of Race and/or sailing instructions except as provided by 9.3.
- 9.2 For Swan 42 Class events, RRS 44.1 and 44.2 are changed so that, except for infringements of Part 2 that occur within the zone of a rounding mark or finishing mark, only one turn, including one tack and one gybe, is required.
- 9.3 For events other than Swan 42 Class events, notices of race and/or sailing instructions may vary these Class Rules in respect of rules 4.0, 6.0, 7.0, 8.0 and 9.2.
- 9.4 Swan 42 Class events shall be designated as follows:
- a. *Category A*: All major regattas shall be designated as Category A for the Swan 42 Class. IRC headsails (IRC Rule 26.7) or furling headsails shall be permitted. IRC Rule 26.8 (Furling Headsails) shall not apply during NY 42 Class events.
 - b. *Category B*: Swan 42 Class events designated by the Ex-Com as Category B shall require all entries to race with furling headsails (IRC Rule 26.8 shall not apply). IRC headsails (IRC Rule 26.7) shall not be used during Category B designated events.
 - c. *Category C*: Swan 42 Class events designated by the Ex-Com as Category C shall require all entries to race with furling headsails (IRC Rule 26.8 shall not apply). IRC headsails (IRC Rule 26.7) and IRC mainsails (IRC Rule 26.5) shall not be used during Category C designated events. In addition, NY 42 Class Rule 8.1 shall be suspended. All entries racing in a Category C designate events shall carry no more than six (6) crew members.
- 9.5 The Notice of Race shall designate races as being inshore or offshore for the purpose of compliance with Rule 6.5.3.

10.0 OWNERS RESPONSIBILITY FOR SAFE OPERATION

- 10.1 **Safety**: The safety of a boat sailing in a Swan 42 Class Association event shall be the sole responsibility of its owner and/or skipper. He shall insure that the boat is seaworthy, properly equipped, and crewed by a sufficient number of competent crew to face bad

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weather or adverse conditions. It is the sole responsibility of the owner/skipper to decide whether or not to start or to continue in any sailing event whether organized by the Class or not.

- 10.2 No part of these rules, their use by the Swan 42 Class, their use by Race Organizers, the issue of a Class one design certificate, nor any inspection under these rules, shall constitute any representation or agreement by the Swan 42 Class, its officers or employees, as to the safety or seaworthiness of a Swan 42 Class yacht. They shall in no way limit the absolute responsibility of the owner or skipper of the yacht under Rule 10.1.

11.0 INTERPRETATION OF CLASS RULES

- 11.1 Requests for interpretation of these Class Rules shall be made in English directly by an owner or through a National Class Association (NCA, formed in accordance with Swan 42 Class Association International Constitution Section 5.0) in writing to the Chief Measurer, including all relevant data. More information may be requested by the Chief Measurer if necessary. Sufficient time shall be given to the Chief Measurer so that a proper decision can be made without unnecessary time constraints.
- 11.2 The Chief Measurer may consult other parties at his/her discretion.
- 11.3 On completion, all interpretations shall be public (non-confidential) and will be posted on the Swan 42 Class website (www.swan42class.org) as well as being distributed directly to the party who requested the interpretation and the relevant NCA.
- 11.4 Interpretations will be valid for the current year only and may be incorporated by the Swan 42 Ex-Com in an annual review of the Rules.
- 11.5 If a measurer seeks an interpretation, or is in doubt as to the meaning of an interpretation, any relevant measurement shall be deemed incomplete until this is done.
- 11.6 Only formal numbered interpretations shall carry authority under these Class Rules.
- 11.7 **At an Event:** Any interpretation of Class Rules required at an event may be made by an international jury constituted in accordance with the RRS. Such interpretation shall only be valid during the event and the Organizing authority shall, as soon as practical after the event, inform the Swan 42 Chief Measurer and the NCA of such interpretation.
- 11.8 Interpretations of Class Rule 4.0 cannot be made by any individual or organization other than the ISAF Classification Commission.

12.0 SAIL NUMBERS

- 12.1 Each boat shall hold a sail number as prescribed by their ISAF Member National Authority. Sail numbers shall be displayed in accordance with RRS 77, Identification on Sails (Appendix A11).

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13.0 INITIAL CERTIFICATION

- 13.1 For the hull not previously certified, the Chief Measurer shall issue the Swan 42 One Design Certificate. The One Design Certificate shall be issued when the Swan 42 Ex-Com has received a Builders Certificate from Oy Nautor AB and a Mast Compliance Certificate with all dimensions and weights signed off by the Swan 42 Class Association Chief Measurer.
- 13.2 The cost of the Swan 42 One Design Certificate shall be \$100.00.
- 13.3 Upon receipt of a satisfactorily completed forms and the fee, the Chief Measurer may issue a certificate. The Ex-Com shall retain the original measurement form.

14.0 VALIDITY OF CERTIFICATIONS

- 14.1 A certificate becomes invalid upon:
- a. The date of expiry.
 - b. Change of ownership.
 - c. Other than permitted routine maintenance, any alteration or repair to items required by the measurement form to be measured.
 - d. Any alteration to official corrector weights.
 - e. Withdrawal by the certification authority.

15.0 RE-CERTIFICATION

- 15.1 **Expiry:** Upon expiry the owner shall apply to the certification authority for a new certificate together with any re-certification fee that may be required. A new certificate shall then be issued to the owner.
- 15.2 **Change of Ownership:** Upon change of ownership the new owner shall apply to the certification authority for a new certificate. The application shall include any re-certification fee that may be required. A new certificate shall then be issued to the new owner.
- 15.3 **Repair or Alteration:** Any required repairs due to damage shall be photographically documented. Permission to repair such damage shall be obtained from the Chief Measurer prior to initiation of the repair. Re-measurement and re-certification may be required following completion of the repairs.
- 15.3.1 Upon alteration or repair to an item required to be re-measured, the relevant item shall be re-checked by an official Class Measurer and the details entered on a new form. The new form and any re-certification fee that may be required shall be sent to the Chief Measurer.
- 15.3.2 A new certificate, showing the dates of initial and new fundamental measurement, may then be issued to the owner.

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- 15.3 **Alteration to Corrector Weights:** Upon alteration to corrector weights the parts shall be re-weighed by an official measurer and the details entered on the old invalid certificate. The old certificate and any re-certification fee that may be required shall be sent to the certification authority. A new certificate may then be issued to the owner.
- 15.4 **Annual Re-Certification:** Each year, owners will attest to the fact that no modifications have been made to their yacht that would invalidate their one-design certificate.
- 15.4.1 The annual cost of the Swan 42 One Design Certificate shall be \$100.00

16.0 BOAT ELIGIBILITY

- 16.1 For a boat to be eligible to take part in Class racing:
- The boat shall hold a valid certificate including corrector weight details.
 - The owner (or charterer) shall be a current member of the Swan 42 Class Association.

17.0 ADVERTISING

17.1 Racing under these Class Rules is ISAF Regulation 20, Advertising Code, with the following qualifiers:

- Pursuant to Regulation 20.3.1.2, no advertising is permitted on hulls, spars and sails during Swan 42 One-Design Class events other than as permitted by Appendix G of the Racing Rules, Regulation 20.4 and Regulation 20.9.
- Events other than Area or World Championships that are sailed in the Mediterranean shall comply with ISAF Regulation 20.3.1.2, with the exception that pursuant to Regulation 20.5.7 advertising shall be limited to the extent that on the hull advertising is only permitted on the transom.
- Area and World Championships raced in the Mediterranean shall comply with CR 17.1.a. Any logos on the sails, hull, boom, or any other part of the boat not in compliance with 17.1.a must be removed when racing.

18.0 HULL AND DECK

- 18.1 **Hull:** The hull, deck and appendages shall only be constructed from official molds. Reshaping of the original hull profile or contours shall be prohibited (Appendix A1).
- 18.1.1 The builder shall weigh each hull and the weight shall be recorded on the Builder's Compliance Certificate (Rule 5.5.6).
- 18.1.2 The hull shall be infusion molded E-glass / vinylester laminate with carbon reinforcements in selected areas, and sandwich with closed cell foam core.
- 18.2 **Deck:** The deck shall be constructed from official molds. Modification of the original deck profile or contours shall be prohibited.
- 18.2.1 The builder shall weight each deck and the weight shall be recorded on the Builder's Compliance Certificate (Rule 5.5.6).
- 18.2.2 The deck shall be infusion molded E-glass / vinylester laminate sandwich with glass skins and closed cell foam core.

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- 18.3 **Maintenance:** Routine maintenance such as painting and polishing is permitted without re-measurement and re-certification.
- 18.4 **Modifications:** With the exception of normal maintenance, which includes painting and minor repairs, no modifications are permitted to the hull, keel rudder or other external features.
- 18.4.1 The hull gelcoat surface shall not be removed except by light sanding prior to painting.
- 18.4.2 Factory applied epoxy coated bottom, keel and rudder may be faired within the tolerances as designed by Oy Nautor AB and permitted by the Swan 42 Class Association (Class Rule 18.5).
- 18.4.3 All yachts shall have legitimate antifouling paint applied over the factory epoxy coated bottoms, keels and rudders.
- 18.4.4 Waxing or other speed enhancing applications over the antifouling paint are prohibited.
- 18.4.5 Weed cutters and deflectors are not permitted.
- 18.4.6 Haul-outs during regattas are not permitted except when damage is suspected. When the need for a haul-out is required to check for damage or repair damage, prior approval is required from the Ex-Com or class representative.
- 18.5 **Fairing of Hull and Appendages:** fairing of hull and appendages is permitted within tolerances set forth by the Swan 42 Class Association Rules and approved by the Class Measurer.
- 18.5.1 The Class Measurer shall approve in writing any planned fairing of hull and appendages before such fairing is undertaken and certify the work in writing upon completion.
- 18.5.2 Fairing of hull and appendages is permitted to the Class approved templates.
- 18.5.3 Fairing and painting of the keel flange joint is permitted.
- 18.5.4 The Class Measurer shall provide the Class approved templates upon request.
- 18.5.5 Costs incurred by the Class Measurer in approving and certifying any fairing of hull and appendages shall be borne by each individual owner undertaking such fairing.
- 18.5.6 Owners shall be responsible for requesting in writing any planned fairing of hull and appendages before such fairing is undertaken.
- 19.0 KEEL**
- 19.1 The keel shall be a welded steel fin and lead bulb and shall comply in shape with Appendix A2.
- 19.2 **Shape:** Keel shape may be checked at any time by an official measurer using templates. The keel shall comply with templates with a tolerance of 0/-3 mm.
- 19.3 **Weight and Location:** The keel, excluding keel nuts and washers, shall weigh 3170 kg +/- 35 kg. The builder shall weigh the keel and record the weight on the Builder's Compliance Certificate (Rule 5.5.6).
- 19.3.1 The keel shall be located as shown by Appendix A1. The builder shall record the keel position on the measurement form.
- 19.3.2 Maximum deep of keel fin, as shown by Appendix A1, shall be recorded on the measurement form by the builder.
- 19.4 **Fairing and Modifications:** Keel modifications are not permitted. Fairing and the application of antifouling paint are permitted as noted in Class Rule 18.4 and 18.5.

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20.0 RUDDER

- 20.1 The rudder shape shall comply with Appendix A3.
- 20.2 **Shape:** Rudder shape may be checked at any time by an official measurer using templates. The rudder shall comply with template with a tolerance of 0/-2 mm.
- 20.3 **Weight and Location:** The rudder shall weigh not less than 19.0 kg. The builder shall weigh the rudder, and record the weight on the Builder's Compliance Certificate (Rule 5.5.6).
- 20.3.1 The rudder shall be located as shown by Appendix A1.
- 20.4 **Fairing and Modifications:** Rudder modifications are not permitted. Fairing and the application of antifouling paint are permitted as noted in Class Rule 18.4 and 18.5.

21.0 INTERNAL EQUIPMENT, ENGINE, STRUT DRIVE AND PROPELLER

- 21.1 **Specifications:** The minimum specification of internal equipment and fit-out, engine, strut drive and propeller is defined by Appendix A4. No item shown shall be moved or removed. Modifications to required internal equipment are permitted provided that the weight of the item is not reduced, except that with the exception of fairing, no modifications shall be made to the strut drive or propeller.
- 21.2 **Class Optional Equipment:**
 - 21.2.1 Any item of internal equipment listed in Appendix A5 Optional Equipment may be carried. Boats wishing to fit equipment of similar function and weight may apply to the Ex-Com for dispensation.
 - 21.2.2 No other fixed items of internal equipment may be carried. Boats wishing to fit additional equipment may apply to the Ex-Com for dispensation.
 - 21.2.3 The builder shall record all optional equipment fitted.
 - 21.2.4 In support of the Class objectives (CL 1.1 and 1.2), yachts may be fitted with a total of 40 kg of Class optional equipment. Owners may elect to fit their yachts with Class optional equipment that exceeds this 40 kg allowance. The Factory Weight (CL 23.0) of such yachts may exceed the minimum Factory Weight.
- 21.3 **Modification to Equipment Carried On-Board:** An NCA may prescribe that standard items of equipment need not be carried aboard for racing within its jurisdiction other than Area Championships.
 - 21.3.1 The door separating the main salon from the fore cabin may be removed from the yacht during Swan 42 Class Association sanctioned racing.
 - 21.3.2 The cushions and movable wooden berth structure in the fore cabin may be removed from the yacht during Swan 42 Class Association sanctioned racing.

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- 21.3.3 The anchor, chain and rode (Rule 21.4.e) shall be stored aft of the engine and be ready for immediate use. Except when in the process of being deployed, the anchor cannot be moved during racing.
- 21.3.4 The emergency tiller shall be secured and carried on the port side in the aft lazarette.
- 21.4 **Minimum Equipment.** Unless specified by the Notice of Race, a **minimum of ISAF Offshore Special Regulations Category 5 safety equipment** shall be carried onboard during Swan 42 Class events. Appendix A6 is offered as a guide to the safety equipment that must be carried aboard at all times during Swan 42 Class events. The minimum equipment shall include, but may not be limited to:
- ISAF Offshore Special Regulations Category 5 safety equipment.**
 - Those items listed in Appendix A6.
 - Optional equipment that was in place for the one design measurement of the boat.
 - Corrector weights (if any) as listed on the boat's One Design Certificate
 - The combined minimum weight of the anchor, chain and rode shall be 16 kg, all ready for immediate use.
 - Other specific items that may from time to time be designated by the Swan 42 Class.
- 21.4.1 The use of items listed in Rule 21.4 and Appendix A6 shall not relieve the owner of the responsibility of insuring that his yacht meets any national or governmental regulations regarding safety equipment that may pertain to his yacht.
- 21.4.2 When the Swan 42 Class is competing in an event, the organizing authority of that event may require safety gear and equipment in addition to those listed in Rule 21.4 and in Appendix A6. The owner is responsible for meeting the requirements for that particular event. However, in no case shall the boat sail in a one design event with gear and equipment less than as listed in Rule 21.4 and Appendix A6, even if the organizing authority allows a lower standard for other competitors.

22.0 DECK EQUIPMENT

- 22.1 **Specifications:** The minimum specification of deck equipment and fit out is defined by Appendix A7. No item shown shall be moved or removed unless specifically permitted.
- 22.1.1 The builder shall record all additional equipment fitted at the time of construction and weighed in as part of the yacht's factory weight (Class Rule 23.0).
- 22.1.2 Modifications to or replacement of required deck equipment is not permitted except with prior approval from the Ex-Com and only provided that the weight of the item is not reduced.
- 22.2 **Deck Gear:** The layout of all deck gear shall comply with specifications of size, strength and location as noted in Appendix A7. All builder supplied deck gear, as specified in Appendix A7, is mandatory during Swan 42 Class events. Such items shall not be moved, modified, added to or removed.
- 22.2.1 Placement of line bags, and additional fairleads, foot rests, handholds, cleats, jammers and padeyes are permitted at the owner's discretion.
- 22.2.2 Location and installation of bow and stern cleats are optional
- 22.2.3 Lifelines shall be taut and comply with ORC Special Regulation 3.14.2: *"As a guide, when a deflecting force of 50 N (5.1 kgf, 11.2 lbf) is applied to a lifeline midway between supports, the lifeline should not deflect more than 50 mm."*

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22.4 **Electronics:** Navigational equipment, electronic sailing instruments and tactical aides of any type are allowed. Use may be subject to restrictions governed by the Sailing Instructions.

23.0 FACTORY WEIGHT AND CORRECTOR WEIGHTS

23.1 **Weight:** The completed hull and deck, including all internal equipment, engine, strut drive and propeller, deck equipment, keel, rudder, wheels, and standard fixed equipment shall be weighed as Factory Weight.

23.1.1 The Factory Weight shall not be less than 7117 kg. If necessary, corrector weights shall be added as outlined in Rule 23.2 to bring the boat up to minimum factory weight.

23.2 **Corrector Weights:** The weight of the boat shall be brought up to minimum Factory Weight by the installation of forward and aft lead corrector weights in the positions shown by Appendix A8. Forward and aft corrector weights shall be approximately equal in weight.

23.2.1 In the event electronics are installed at the factory prior to weighing, a twenty (25) kgs deduction to the Factory Weight shall be applied when calculating the corrector weights.

23.2.2 The builder shall record Factory Weight and the weight of corrector weights fitted.

24.0 RIG AND SPARS

24.1 **Objective:** Builders of NYYC Swan 42 masts and booms shall be approved by OY Nautor OB.

24.1.1 Builders shall certify that the mast and boom and ancillary components comply with the approved NYYC Swan 42 mast and boom construction and material specifications and drawings held by Nautor's Swan. A Mast Compliance Certification Form shall be completed on each boat.

24.1.2 The mast and boom shall comply with Appendix A9. No component may be moved, removed or modified, except as permitted in CR 24.1.3 and 24.1.4.

24.1.3 The steaming light may be removed for inshore racing unless otherwise required by in the Notice of Race and/or Convention of International Regulations for Preventing Collisions at Sea, 1972 (COLREGS).

24.1.4. A single spectacle may be added to the forestay tang as illustrated in Appendix A-11.

24.2 Mast

24.2.1 Two contrasting color bands of minimum width 25mm shall be indelibly marked around the mast. With the mast jacked up, the upper edge of the lower band shall not be more than 1.95 m above the sheerline measured at 45 degrees to the horizontal abreast the front face of the mast. The lower edge of the upper band shall not be more than 17.24 m above the upper edge of the lower band.

24.2.2 The builder or representative shall weigh the mast in the following condition:

- a. Fully rigged with all shrouds, headstay, backstay, spreaders, lights, antennae, instrument sensors, displays and brackets, wiring and all permanently attached fittings.

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- b. All halyards, running rigging and associated loose blocks and tackle shall be removed. Messengers of not more than 4mm diameter and long enough to replace the internal portions of running rigging may be used.
 - c. All fittings and standing rigging shall be in their normal positions with standing rigging pulled taut down the rig.
- 24.2.3 The centre of gravity of the mast shall not be less than 5.95 m above the upper edge of the lower band.
- 24.2.4 The weight of the mast shall not be less than 236.5 kg.
- 24.3 Boom**
- 24.3.1 A contrasting color band of minimum width 25 mm shall be indelibly marked around the boom with its foremost edge not more than 5.79 m from the aft face of the mast tube.
- 24.3.2 The builder shall weigh the boom in the following condition:
- a. Fully rigged including outhaul.
 - b. All reef lines shall be removed. Messengers of not more than 4mm diameter and long enough to replace the internal portions of reef lines may be used.
- 24.3.3 The weight of the boom shall not be less than 48 kg.
- 24.4 Retractable Bow Sprit**
- 24.4.1 The length of the retractable bow sprit measured on or near the centre line of the boat from the forward face of the bow to the extremity of the pole shall not exceed 2.014m.
- 24.4.2 The bow sprit shall be fully retracted when not in the process of setting, flying or taking down a spinnaker. In the fully retracted position, the tip of the bow sprit shall be aft of the forward most point of the bow.
- 24.4.3 The bow sprit shall not be extended until the bow of the yacht has passed the windward rounding mark. At the first reasonable opportunity after taking down the spinnaker, the bow sprit shall be fully retracted. The bowsprit may be deployed mid-leg if wind shifts necessitate hoisting of the spinnaker.
- 24.4.4 When in use, the bow sprit must be fully extended.
- 24.4.5 Material of the bow sprit may be carbon.
- 24.4.6 The weight of the bow sprit shall not be less than 17.0 kg
- 24.4.7 The use of a bobstay for Swan 42 Class sanctioned events shall not be permitted.
- During Swan 42 Class sanctioned events, no line, wire or rod can be run internally or externally from the end of the pole to the hull other than the current internal lines for projection and retraction of the pole. The reinforcement and hardware associated with a bobstay may remain in place but the actual stay shall be removed.
- 24.5 Rig Restrictions**
- 24.5.1 Forestay length (FL) measured from where the forestay meets the deck to where the forestay intersects on a projection the front of the mast shall not be more than 18.903 m. The forestay length measured from the center of the pin where it attaches to the mast tang to where the forestay meets the deck shall not be more than 18.765 m.
- 24.5.2 The horizontal distance measured from the front face of the mast tube at deck level to the centre of the headstay projected as necessary shall not be more than 5.000 m.
- 24.5.3 Adjustment of the mast position at deck level is not permitted while racing.
- 24.5.4 The mast heel shall be securely fixed and shall not be adjusted in any plane while racing.
- 24.5.5 Adjustment of the shrouds and headstay is not permitted while racing. Adjustment is permitted before racing and between races, but not during racing. All means of shroud

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adjustment shall be positively locked or bound up to prevent accidental adjustment while racing.

24.6 **Roller Furler**

- 24.6.1 Class approved roller furler system shall remain attached to the headstay during all Swan 42 Class events.
- 24.6.2 The roller furler may be used during any Swan 42 Class event.
- 24.6.3 Carbon roller furler units are permitted. The Swan 42 Class approved carbon roller furler system is the Reckmann RS3000-S2. No alternative carbon roller furler systems are permitted during Swan 42 Class events.

25.0 **EMPTY WEIGHT**

- 25.1 **Condition for Weighing:** The “empty” condition is defined as fully rigged with the following: mast, boom, bow sprit pole, standing rigging, halyards, main sheet and vang. All other loose equipment including but not limited to sails, sheets and loose deck gear, safety equipment, anchors, fuel, water, food, catering utensils, personal effects, and tools shall be removed. Fixed extras such as electronic equipment etc. may be left aboard and shall be recorded on the measurement form.
- 25.2 **Minimum Weight:** Minimum weight in empty condition shall be 7406 kg.
- 25.3 Following weighing in empty weight condition by an approved measurer, removal of any corrector weights shall invalidate the certificate. A new certificate shall be issued in accordance with Rule 15.0.

26.0 **SAIL MEASUREMENTS AND CONSTRUCTION**

- 26.1 **Objective:** Sails shall comply with the Class Rules in force at the time of fundamental measurement.
- 26.2 **Certification:** The official measurer shall certify mainsails and headsails in the tack and spinnakers in the head and shall sign the certification mark and date it with the date of measurement.
- 26.3 **Construction.** Carbon fiber will be permitted in the construction of mainsails and headsails with the exception of the storm jib and storm trysail. Carbon fiber content in the main and headsails shall not exceed 60% of the sail total denier per inch (DPI). Carbon fiber content shall be uniformly distributed though out the sail.
 - 26.3.1 Aromatic polyamides, carbon and similar fibers shall not be used for construction of a trysail (ORC Special Regulation 4.26.3.a).
 - 26.3.2 Aromatic polyamides, carbon and similar fibers other than spectra/dyneema are not recommended for the construction of the heavy-weather jib (ORC Special Regulation 4.26.3.b).
 - 26.3.3 Asymmetrical spinnakers shall be constructed of nylon or polyester with a minimum weight of 32 grams/meter². The heavy air masthead spinnaker shall have a minimum weight of 43 grams/meter², as specified in Rule 6.2.2. **The fractional asymmetrical spinnaker shall have a minimum weight of 65 grams/meter².**
 - 26.3.4 Sails may be manufactured by any sailmaker.

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- 26.3.5 Sails shall not be:
- Artificially thickened (e.g. foamed sails)
 - Multiple surface, whether inflated by the action of the wind or otherwise.
- 26.4 **Measurement.** Sails shall be constructed in accordance with maximum dimensions as described in Rule 26.0. Measurements shall be made in accordance with the current ISAF Guide to Sail Measurement. All sails shall have an OTC stamp on the head.
- 26.4.1 No sail shall be re-cut after the start of a Swan 42 Class regatta.
- 26.4.2 Prior to starting a repair on a sail during a regatta, permission shall be required from the Ex-Com or a designated Swan 42 class representative.
- 26.4.3 Sails damaged beyond repair during a regatta may be replaced at the discretion of the Ex-Com or a designated representative of the Swan 42 Class
- 26.5 **Mainsail**
- 26.5.1 The following are permitted: Stitching, glues, tapes, bolt ropes, corner eyes, headboard with fixings, Cunningham eye or pulley, batten pocket patches, batten pocket elastic, batten pocket end caps, mast and boom slides, leech line with cleat, windows, tell tales, sail shape indicator stripes and reefing points.
- 26.5.2 The maximum number of battens permitted shall be limited to seven (7) in the mainsail. The top batten shall be full length. The mainsail battens may be constructed of carbon fiber.
- 26.5.3 The Swan 42 Class insignia shall conform to the dimensions and requirements and be positioned on the mainsail as defined by Appendix A10.
- NYYC Club members, and only NYCC Club members, may elect to have the NYCC Club burgee and "NYCC Swan 42" on their mainsail
 - Members of other recognized yacht clubs may elect to have their club burgee and the initials of their club on the mainsail with the designation "Swan 42".
 - Owners without a club affiliation shall have the Nautor Club Swan burgee and "Club Swan 42" on their mainsail
 - All mainsails shall carry one of the designations above on their mainsail.
- 26.5.4 Mainsail dimensions and weight shall not exceed:
- Headboard (HB): 0.177 m.
 - $\frac{3}{4}$ Width (MTW): 2.46 m
 - Half Width (MHW): 3.80 m
 - $\frac{7}{8}$ Width (MUW): 1.49 m.
 - Max Leech Length: 18.25 m
 - Minimum weight shall not be less than 27 kg and the sail must be of normal construction throughout and no effort may be made to concentrate weight low, such as with heavy tack and clew rings.
- 26.5.5 The head of the mainsail shall not be hoisted above the lower edge of the upper mast band.
- 26.5.6 The clew of the mainsail shall not be pulled aft of the forward edge of the boom band.
- 26.6 **Headsail**
- 26.6.1 The following are permitted: Stitching, glues, tapes, bolt ropes, corner eyes, Cunningham eye or pulley, batten pocket patches, batten pocket elastic, batten pocket end caps, leech line with cleat, windows, tell tales, sail shape indicator stripes.
- 26.6.2 Headsail dimensions shall not exceed:
- Luff Length (LL): 18.38 m

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- b. Luff Perpendicular (LP): 5.36 m
- c. Half Width (HHW): 2.73 m
- d. **Three-Quarter Width (HTW): 1.50 m**
- e. Maximum Genoa Head Width: 100 mm – maximum as measured from an extension of the luff tape to the back of the genoa head.
- f. The maximum number of battens permitted shall be four (4) battens. The battens shall be equally spaced \pm 200 mm.

26.7 **Asymmetrical Spinnaker**

26.7.1 The following are permitted: Stitching, glues, tapes, corner eyes, tell tales, sail shape indicator stripes.

26.7.2 Asymmetrical spinnaker area shall be calculated from:

$$\text{SPA} = ((\text{SLU} + \text{SLE})/2) * ((\text{SF} + (4 * \text{SHW}))/5) * 0.83$$

26.7.3 Masthead asymmetrical spinnaker SPA shall not exceed 185 m²

26.7.4 Fractional asymmetrical spinnaker SPA shall not exceed 165 m²

26.8 **Staysail**

26.8.1 The following are permitted: Stitching, glues, tapes, bolt ropes, corner eyes, Cunningham eye or pulley, batten pocket patches, batten pocket elastic, batten pocket end caps, leech line with cleat, windows, tell tales, sail shape indicator stripes, roller furler and high modulus luff line.

26.8.2 Staysail dimensions shall not exceed:

- a. Luff Length (LL): 17.75 m
- b. Luff Perpendicular (LP): 4.0 m
- c. Half Width (HHW): 2.0 m
- d. Maximum Staysail Head Width: 100 mm – maximum as measured from an extension of the luff tape to the back of the genoa head.

26.9 **Cruising Sails: Mainsail**

26.9.1 Mainsail dimensions shall not exceed:

- a. Headboard (HB): 0.10 m
- b. $\frac{3}{4}$ Width (MGU): 2.031 m
- c. Half Width (MGM): 3.610 m
- d. Max. Luff Length: 17.15 m
- e. Max. Leech Length: 8.13 m
- f. Max. Foot Length: 5.73 m

26.9.2 There shall be a minimum of two reefs in the mainsail. The height dimensions indicated below are minimum dimensions for each reef.

- a. Reef #1: located 2.0 m above tack and 2.075 m at the leech, measured vertically from the straight line between tack and clew
- b. Reef #2 located 4.5 m above tack and 4.0 m at the leech, measured vertically from the straight line between tack and clew

26.9.3 The maximum number of battens permitted in the mainsail shall be limited to five (5). The top two (2) may be full length and the bottom 3 shall be no longer than 1.8 m. All battens shall be approximately parallel to the foot.

26.9.4 Antal luff slides and batten cars shall be captive on the mainsail

26.10 **Cruising Sails: Roller Furling Headsail**

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- 26.10.1 The cruising headsail shall be a roller furling sail.
- 26.10.11 Roller furling headsail dimensions shall not exceed:
- Max. Luff Length (LL): 18.06 m
 - Max. Leech Length: 16.78 m
 - Max. Foot Length: 6.0 m
 - Luff Perpendicular (LP): 5.36 m
 - Half Width (HHW): 2.52 m
 - Head Width: 0.08 m
- 26.10.11 The maximum number of battens permitted in the roller furler headsail shall be limited to four (4). The battens shall not exceed 1.5 m.

27.0 SUPPORT BOATS

- 27.1 **Objective:** In keeping with the Corinthian spirit of the Swan 42 Class and in an effort to keep overall operating costs to a reasonable level, outside assistance is not permitted except in an emergency while racing under these Class Rules.
- 27.2 **Outside Assistance:** Individual support or coach boats shall not have contact of any nature either by radio, telephone, vocal signal, visual signaling of any kind i.e. tactical placement, flags and/or different colors of clothing, or the transfer of equipment, persons or victuals, with a boat from the time the boat leaves the dock or mooring each day until the boat has finished racing for the day.
- 27.2.1 Individual support or coach boats shall not approach closer than 100 metres to any boat that is racing, except at a mark rounding or the finish where they shall not approach closer than 30 metres to the mark or finish line.
- 27.2.2 At the Warning Signal, individual support or coach boats shall leave the area being used by the boats and may station themselves outside of either the committee boat or the start line outer distance mark, but no closer to either end than 30 metres.
- 27.2.3 Infringements of this rule will result in a penalty to the boat associated with the support boat. Such penalty may be either place penalties or disqualification at the discretion of the protest committee.
- 27.3 **Equipment Changes:** Additions or deletions to the yacht's sail inventory, running rigging or any other equipment shall not be permitted after the yacht has left the dock for the day.
- 27.4 **Breakdown and Injuries:** In the event of a breakdown or crew injury, the yacht may return to shore for repairs/replacement or to off-load the injured crew member. In the event of the need of significant repairs, the owner shall receive permission from the Class Measurer as earliest as possible to implement the needed repairs. Damage that would require the yacht to be re-measured shall not cause the yacht to be re-measured until the conclusion of the regatta. All repairs shall conform to the Swan 42 Class Rules.

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Appendix A – Dimensions, Weights, and Equipment

- 1 Appendage Location**
- 2 Keel**
- 3 Rudder**
- 4 Internal Equipment, Fitout, Engine, Strut Drive and Propeller**
- 5 Optional Equipment**
- 6 Minimum Safety Equipment List**
- 7 Deck Equipment**
- 8 Corrector Weights**
- 9 Rig**
- 10 Class Insignia**
- 11 Fractional Hoist Single Spectacle**

Forms:

Builders Compliance Certificate

Mast Compliance Certificate

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CLASS RULES

Appendix B: Racing Forms

- 1 Crew Declaration Form**
- 2 Helmsman Application**
- 3 Owner's Compliance Declaration Form**
- 4 Sail Replacement Form**