

NORTH AMERICAN CORSAIR 750 CLASS RULES

(as applicable to Sprint 750 Mark I, Sprint 750 Mark II, and Dash 750)
(Proposed Revisions January 2012)

Preamble to January 2012 Revisions – These proposed revisions to the class rules are intended to provide a framework for organizing and governing class racing for three models of the “750” class trimarans produced by Corsair Marine. These models include the Sprint 750 Mark I produced from 2006 to 2011, the Dash 750 in production since 2009, and the Sprint 750 Mark II in production since 2011. Class racing at this time is very close to one design racing. It is the current observation that each boat model has a slight performance difference from the other that may dictate racing with current PHRF ratings rather than boat for boat with no time corrections. Owners at any class sanctioned event may poll each other whether to race as a one design class with no time corrections or use current PHRF ratings with time corrections. Current PHRF ratings are 33 for the Sprint 750 Mark I, 39 for the Dash 750, and 33 for the Sprint 750 Mark II (which is the proposed provisional rating that will be validated by racing against the other 750 designs in 2012). Other items addressed in this revision include canting of the mast while racing, mainsail restrictions, and re-wording of a small portion of the previous language in some sections to improve clarity.

1. INTENT

- 1.1 The purpose of the Rules herein is to provide a basis for class racing for Corsair 750 sailboats in North America and to provide a description of class-standard boats for reference in setting PHRF ratings when handicap-racing in both fleets comprised of only Corsair 750 class sailboats and mixed fleets. Corsair 750 sailboat classes include the Sprint 750 Mark I, the Sprint 750 Mark II, and the Dash 750.
- 1.2 Except where variations are specifically permitted by these Rules, sailboats of each Class as described above in 1.1 shall be alike in hull, deck, beams, floats, daggerboard, rudder, mast, sail plan and equipment.

2. ADMINISTRATION

- 2.1 **Authority** - The rules of the International Sailing Federation (ISAF) shall apply except as modified by these Class Rules and by the Sailing Instructions.
- 2.2 **Builders** - A sailboat designated as one of the Corsair 750 classes described in Section 1 shall be built by Corsair Marine and shall comply with the building specifications detailed by the copyright holder, and allow for only the modifications herein.

3. BOAT AND EQUIPMENT MODIFICATIONS

- 3.1 If information regarding modification cannot be found in these Rules, assume that no modification is allowed.

- 3.2 Under no circumstances shall modifications be allowed solely for the purpose of reducing weight.
- 3.3 Boats modified in ways that are deemed unsafe by an **authorized** Class Measurer or his designated representative shall not be scored in Class-sanctioned events.
- 3.4 Boats racing in the **Corsair 750** fleet at any **Corsair 750 North American** Class Association-sanctioned events shall not display advertising on hulls or sails, except for sail maker and builder marks as allowed in International Sailing Federation (ISAF) shall apply except as modified in the Sailing Instructions by the Event or Organizing Authority - required advertisement (i.e. bow stickers, pennants) is also allowed.

4. RIGHT TO PROTEST INFRINGEMENTS OF CLASS RULES

- 4.1 Protests will be handled according to procedures outlined in International Sailing Federation (ISAF).

5. EQUIPMENT RULES

- 5.1 **Safety Equipment** - Participants shall comply with the International Sailing Federation (ISAF) shall apply and by the Sailing Instructions. It will be the participants' responsibility to have the appropriate safety gear for any given course or conditions.

5.2 Standard Equipment

- a) Removal of items supplied with the boat as standard is prohibited. Standard equipment shall include, but may not be limited to:

- 1) Companionway hatch boards, foredeck hatch cover, and associated hardware
- 2) Bow pulpit
- 3) Covers for interior storage compartments

- b) Removal of optional equipment is allowed, including:

- 1) Berth and settee cushions
- 2) Battery
- 3) **Galley and galley associated equipment**
- 4) **Portable head**

- 5.3 **Hulls and Decks** - The hull and deck shall not be modified in shape, weight or construction, except as specified below. General maintenance (i.e. wet sanding, painting) and repairing are allowed. The following are also not permitted:

- a) Reshaping, filling in, drilling out or replacement of materials, grinding or relocating standard equipment to reduce weight, or to improve moments of inertia, or change standard shapes.
- b) Reshaping of the hull profiles or contours.

- 5.4 **Daggerboard and Rudder** - The daggerboard and rudder/rudder head may constructed of the following materials at the owner's discretion: standard aluminum paneled construction as

provided by Corsair Marine, any foam or wood core with glass, carbon, or kevlar outer skins and polyester, vinylester, or epoxy resins.

- a) The restrictions on the daggerboard are it must fit in the standard daggerboard trunk with no visible extension below the hull when fully retracted and it will be limited to 50.5" of extension. The extension shall be verified by the presence of a stopper ball or knot on the uphaul line that will act as a limiter when the board is lowered (see diagram at end of this document). The daggerboard shall not be modified in any way that would prevent retraction.
- b) The measured planform of the rudder shall be done outside of the rudder cassette and shall fit within a box dimension of 145 cm span, 25 cm chord, and 30 mm maximum thickness (the box dimension that the standard rudder supplied by Corsair Marine conforms to). The rudder shall not be modified in any way that would prevent retraction.
- c) Fairing and reshaping of the rudder and daggerboard is allowed as long as the restrictions in 5.4a and 5.4b (above) are maintained, as is smoothing of the leading and trailing edges.
- d) Shims and bushings to reduce play between the rudder and the cassette and the rudder pintle and transom gudgeons are allowed, as is local reinforcement at the holes.
- e) A rudder fence for the sole purpose of anti-ventilation is allowed.

5.5 Tiller and Extensions - The tiller may be constructed or modified according to the owner's liking, providing that it does not prevent the rudder from being raised. Tiller extensions of the owner's choice may be used.

5.6 Spars - Spars shall be made of aluminum sections as specified by the builders and designer with exceptions as provided below.

5.6.1 Mast - No alterations or modifications to the standard Corsair Marine supplied mast are permitted except to facilitate the attachment and use of running rigging as allowed in these Rules.

- a) The distance from the centre of the ball supporting the mast to the most forward part of the deck shear line shall not be more than 117 inches [297 cm], nor less than 115 inches [292 cm].
- b) The mast section shall not be tapered, cut-out, or lightened.
- c) The type of spreader, spreader length, or method of attachment may not be modified.
- d) The height of the mast extrusion shall not exceed 413 inches [1049 cm] from the deck and 415 inches [1054 cm] from the deck.
- e) The distance between the forestay attachment point on the mast and lower edge of the mast base-plate shall not exceed 334 inches [848 cm].
- f) The distance between the bearing point of the spinnaker halyard on the mast and the lower edge of the mast base-plate shall not exceed 372 inches [945 cm].

5.6.2 Bowsprit

- a) Bowsprits shall be made of aluminum and shall not exceed 72 inches [183 cm] from the forward edge of the molded deck to the furthest forward tip of the spar.
- b) The bobstay shall be of synthetic rope with a minimum breaking load of 6,800 lbs [2540 kg] or of stainless steel not be less than 7/32 inch in diameter with a minimum breaking load of 6,800 lbs [2540 kg].

5.6.3 Main Boom

- a) The boom shall be made of aluminum and may not be tapered, cut out to remove weight, or permanently bent.
- b) No modifications may be made which prevents the boom from rotating for mainsail furling.
- c) Location of the boom-to-mast connection shall not be altered.
- d) The addition of hardware to allow for slab reefing can be added.

5.7 Standing Rigging

- a) The mast standing rigging shall consist of one forestay, two shrouds, and two diamond wires supported by a single set of spreaders. The forestay and shrouds shall be of synthetic rope with a minimum breaking load of 6,800 lbs [2540 kg] or of stainless 1x19 strand wire of not less than 7/32 inch diameter with a minimum breaking load of 6,800 lbs [2540 kg].
- b) The method of connecting synthetic shrouds or forestays to the chain plates will be synthetic lashings to a bow shackle or similar connection on the chainplates or bow tang with a minimum safe working load of 6,800 lbs [2540 kg].
- c) Lengthening or shortening of the forestay and shrouds from stock length is allowed. Adjustment of the standing rigging while racing is prohibited. Canting of the mast either before or during racing is prohibited. The difference in lengths of the two shrouds while racing must be no more than 2".

5.8 Running Rigging - Running rigging is left to the owner's discretion.

5.9 Sails

- a) The Class emblem shall be the symbol Corsair 750 (a trademark of Corsair Marine) with an S or D to designate Sprint or Dash as shown below. The insignia shall be contained in the top third of each side of the mainsail.

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- b) Sail numbers shall be placed on the mainsail in accordance with the prescriptions of International Sailing Federation (ISAF). Sail numbers are not required on the jib or spinnaker. Numbers must consist of a contrasting color such that they are clearly legible. Sail numbers on the mainsail must be positioned starboard on top of port with a minimum of 3 inch [7.62 cm] separation. Sail numbers shall not be less than 11.8 inches [30 cm] in height, 7.9 inches [20 cm] in width (except the figure 1), 1.75 inches [4.5 cm] in thickness, and separated by at least 2.4 inches [6 cm]. The sail number will derive from the manufacturer's hull identification number.
- c) Mainsail and jibs may be made from any material. The spinnaker shall be made of nylon with actual weight of not less than 0.85 oz [0.0264 kg] per running yard [36 inches by 28-1/2 inches] of cloth. Note, this cloth typically has a nominal or advertised weight of 0.75 oz [0.0233 kg]; however, the actual cloth weight shall determine whether it satisfies the Rule.
- d) A maximum of 5 sails, excluding storm sails, may be carried on any individual yacht at any time while racing a class sanctioned event. Sails carried may not include more than one mainsail, 1 jib, 1 screacher and 2 spinnakers. If any sail incurs extensive damage rendering it unusable and unreasonable to repair onboard, or is lost overboard, a replacement sail may be substituted from shore.
- e) During the period prior to boat purchase and extending twelve months thereafter, a maximum of 5 new sails may be Certified for use in One-Design Class Events, excluding storm sails. No more than two new sails may be Certified in subsequent twelve month periods, except credits may be accumulated and used to Certify up to five new sails thereafter. Bona fide pre-owned used sails, including but not limited to those acquired with a pre-owned boat purchase, shall not be included in the sail Certification limitations above. To be considered a "used" sail, a sail shall have been built no less than twelve months prior to the purchase date.

5.9.1 Mainsail (All measurements include bolt rope or slugs)

- a) **The maximum sail area of the mainsail shall not exceed 268 square feet.**
- b) The HEAD shall be defined as the point of intersection of the line of the Luff, including the boltrope, and the highest point of the sail perpendicular to the Luff. **Square top mainsails are permitted and there is no restriction on the head width.**

- c) Maximum length of Luff is 387.5 inches [984 cm] measured as the distance between two points along a line parallel to the sail Luff from which lines drawn at 90 degrees intersect the highest point on the HEAD or the lowest point on the Foot, respectively.
- d) Maximum length of Foot is 129 inches [327 cm] measured as the two farthest points along the Foot.
- e) At least one set of reef points shall be built into the mainsail.
- f) A Cunningham hole may be fitted in the Luff.
- g) A leech line is permitted.
- h) Spreader and anti-chafing patches are allowed.
- i) The mainsail shall be attached to the mast with a bolt rope and/or slugs or cars.
- j) The mainsail may be loose-footed.
- k) The mainsail can be roller reefing and furling or modified to slab reefing.
- l) Battens are full length, number optional. However, only one leech batten shall extend above MGT.

5.9.2 Jib

- a) **The maximum sail area of the jib shall not exceed 143 square feet.**
- a) The Head to Tack (Luff) length on the jib shall not be more than 354 inches [899 cm]. For purposes of Headsail measurement, the Tack is defined as the point where the Luff and Foot, if extended, would intersect each other. The Head is defined as the point of intersection of the line of the Luff, including the boltrope, and the highest point of the sail perpendicular to the Luff. The Clew is the point where the Leech and Foot, if extended, would intersect each other.
- b) The diagonal (LP) shall not be more than 102 inches [259 cm]. The LP is defined as the shortest distance from the Luff to the Clew.
- c) The number and length of battens is at the owner's discretion.
- d) The headsail may be roller furled.
- e) A leech line is permitted.
- f) Spreader and anti-chafing patches are allowed.

5.9.3 Screacher

- a) This sail shall be three-cornered **and its maximum sail area shall not exceed 262 square feet.**
- b) The Head to Tack (Luff) length of the screacher shall not be more than 387 inches [983 cm]. For purposes of Screacher measurement, the Tack is defined as the point where the Luff and

Foot, if extended, would intersect each other. The Head is defined as the point of intersection of the line of the Luff, including the boltrope, and the highest point of the sail perpendicular to the Luff. The Clew is the point where the Leech and Foot, if extended, would intersect each other.

- c) The diagonal (LP) shall not be more than 195 inches [495 cm]. The LP is defined as the shortest distance from the Luff to the Clew.
- d) The screacher must be able to be roller furled.
- e) Leech battens are allowed as long as they do not prevent roller furling. One vertical batten may be used at the foot of the sail.
- f) A leech line is permitted.
- g) Spreader and anti-chafing patches are allowed.

5.9.4 Spinnaker

- a) This sail shall be three-cornered, with the total length of the Luff, Leech, Foot and mid-girth combined not to exceed 1344 inches [3414 cm] and the maximum sail area shall not exceed 620 square feet. The mid-girth shall be measured from the one-half point on the Luff to the one-half point on the Leech. These one-half points shall be found by folding the Head to the Tack for the one-half point on the Luff, and folding the Head to the Clew for the one-half point on the Leech.
- b) This sail may be tacked to any of the three bows, to any point along an allowable bowsprit or to any point inside and/or aft of these points. This sail may be sheeted to any point within the dimensions of the boat.
- c) Rated sail area will be determined by using the total lineal measurements of the Luff, Leech, Foot applied to the following formula: $(Luff + Leech) * (Foot + 4x Mid-Girth)/12$

5.10 **Deck Hardware** - Deck hardware may be added, changed, modified or removed at the owner's discretion, with the following exception(s);

- a) The jib car tracks shall be made of aluminum, and the inboard/outboard position of the tracks may not be changed.
- b) The location of factory fitted winches shall not be changed, and shall consist of two [2] winches located on the side cockpit coamings of minimum power/size equivalent of Harken 16 and two [2] winches located on the coach house either side of the companionway of minimum power/size equivalent of Harken 16.

5.11 **Number of Crew** - Unless otherwise specified in the Notice of Race or the Sailing Instructions, the minimum number of crew shall be 2 including the helmsperson.

5.12 **Outboard Motor and Fuel** - An operable long shaft outboard motor of at least 5 HP (manufacturer's rating) must be mounted on the transom at all times while racing.

6. ELIGIBILITY

- 6.1 **Steering** - Except for emergencies involving safety of the yacht or crew, only the Registered Skipper may steer while racing in sanctioned one-design Class events. Any finish and race results and publication thereof must be credited to the Registered Skipper, and not to the Owner unless the Owner is the Registered Skipper. Any yacht that does not meet this requirement is in violation of the Class Rules and subject to disqualification. As an exception for yachts that have multiple Owners, one Owner must primarily steer and be Registered Skipper for the particular regatta, and the other Owners are allowed to steer without violation of the rules.
- 6.2 **Owners** - For purposes of 6.1, Owners shall hold legal ownership interest in the yacht, evidenced by appropriate documentation. A legal spouse of the Owner shall also be considered as an Owner.
- 6.3 **Sanctioned One-Design Events** - For purposes of 6.1, steering limitations shall only be imposed in events of the **Corsair 750 Class, racing boat-for-boat**. Steering limitations shall not be imposed when racing in a Class that includes yachts other than this model.
7. **Modification and revision of Class Association rules** - These rules are governed and determined by the **Corsair 750** North American Class Association as set out in their Constitutions and Rules.
8. **The upgrading of any model Corsair Sprint or Dash 750 to conform with any changes to the current specification, design or rule is not required but is allowed at the owner's cost.**

For more information or assistance on these Class Rules, please contact:

North American Class Association contact:

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SPRINT 750

Daggerboard Measurement Compliance

1. Measurer checks to be sure daggerboard is pulled up completely and there is no projection of the daggerboard showing below the bottom of the daggerboard case/trunk.
2. Measurer pulls uphaul tight and checks for position of stopper ball or knot that limits lowering of daggerboard no more than 50.5" from the full up position as shown below.

