

North American Corsair 24 Class Association

These Class Rules are meant to be flexible and inclusive in order to allow owners of older designs the opportunity to be certified without incurring additional and immediate expense. Owners may select a local sail measurer to complete the "Declaration" form in the Sail Measurement Rules and Procedures as long as that person is qualified and not an employee of the loft that built the sail. The owner can obtain certification from the Class Measurer by submitting the declaration form by mail only. The Class Measurer will complete the certificate and return the original declaration and certificate to the owner. The Corsair 24 is also known as F24 Mark II or F24II.

Class co-officers as of 2012 (those willing to volunteer as officers are welcome):

Ross Stein, Corsair 24 #357, *Origami* (Sausalito, CA), rstein357@gmail.com

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Corsair 24 Class Rules _____ as of 1/1/2012

1. INTENT

1.1 The N. A. Corsair 24 (Mark II) is a one design class boat created to be versatile and easy to sail. The purpose of the class rules herein is to maintain safe and competitive, relatively low-cost one-design racing, as well as preserve the important sailing characteristics of the design for cruising.

1.2 Except where variations are specifically permitted, yachts of this class shall be alike in hull, deck, daggerboard, mast construction, weight, sail plan, and equipment.

2. ADMINISTRATION

2.1 **Authority.** The Rules of the I. S. A. F. and U. S. SAILING shall apply except as modified by these class rules and the Race Instructions for a specific event.

2.2 **Builders.** The Corsair 24 shall be built only by builders licensed to do so under the copyright of Corsair Marine and shall comply to the building specifications detailed by the copyright holder.

3. BOAT AND EQUIPMENT MODIFICATIONS

If an owner cannot find information regarding modifications in these class rules, assume no modifications are allowed. If an owner has any doubt, the owner must check with the N.A. Corsair 24 Class Association measurer. All requests and approvals must be in writing.

4. RIGHT TO PROTEST

The N.A. Corsair 24 / F 24 Class Association has the right to declare ineligible any Corsair 24 (Mark II) which does not conform in spirit, intent, and objective to these rules.

5. EQUIPMENT RULES

5.1 Safety Equipment

Owners/Skippers shall comply with the safety requirements of the U. S. Coast Guard and other local authorities. It will be the owner's/skipper's responsibility to have on board appropriate safety gear for any given weather at sea, and to meet any requirements in the Race Instructions, or event conditions and regulations.

5.2 Standard Equipment

No alterations, removal or relocation of standard equipment or replacement of broken or damaged equipment, which affect safety or result in competitive advantage through reduction of weight or improvement of moment of inertia shall be allowed.

5.3 Hulls and Decks

5.3.1 The hull and deck shall not be modified in shape, weight, or construction. General maintenance (i.e., wet sanding, painting and repairing) is allowed.

5.3.2 Prohibitions. The following are not permitted:

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

5.4 Daggerboard and Rudder

5.4.1 The daggerboard shall be supplied by Corsair Marine.

5.4.2. Corsair Marine no longer manufactures the Corsair 24 rudder, case or gudgeon/pintle system. A box rule was made class-legal for rudders blades by vote in June 2010, in which cassette-style lifting rudders within the box dimensions would be class-legal, along with the Corsair Marine pivoting rudder. The min-max blade length are 117-145 cm (this spans the current Corsair 24 rudder length to the Sprint 750 rudder length) and the min-max chord (dimension perpendicular to the length) is 24-33 cm (this spans the slender F-22 rudder to the current Corsair 24 rudder). Thus, the current Corsair 24 rudder remains class-legal, but lifting high aspect rudders are permitted. Farrier Marine (NZ) and Phil's Foils (US) manufacture and sell class-legal rudders for the Corsair 24. Rudder fences are legal on pivoting rudders.

5.4.3 The external dimensions, profile and configuration of the daggerboard and rudder may not be modified. Rudder fences for the purpose of anti-ventilation are allowed. Shims and bushings to reduce play in the rudder are allowed.

5.4.4 General maintenance is allowed, including wet sanding, painting, repairing and cleaning up or fairing of foil edges.

5.4.5 Prohibitions. The following are not permitted:

- a) Reshaping, filling in drilling out or replacement of materials, grinding or relocating standard equipment to reduce weight, or improve moment of inertia, or change standard shapes.
- b) Any modifications of the daggerboard or rudder that would in any way prevent their ability to retract,

5.5 Tiller and Extension

Tiller shall be supplied by Corsair Marine or be of like weight, shape and dimensions. Use of tiller extensions is permitted.

5.6 Spars

Spars shall be made of aluminum extrusions. The mast and boom shall conform to the spar specification and be supplied by a Corsair Marine approved builder. No alterations or modifications to the spar extrusions are permitted except to facilitate the attachment of rigging and fittings as specified in these rules.

5.6.1 Mast

- a) Mast base hardware and configuration shall not be modified in any manner that restricts the proper mast rotation, mast stepping or impinges upon the spirit or intent of these rules. Modifications for the purpose of repairs and improved safety, strength and reliability are permitted.
- b) Mast base location on deck may not be changed. The proper location of the center of the horizontal mast step pivot pin is 16.5" (420mm) aft of a line between the centers of the two forward upper folding struts.
- c) No alteration is permitted to prevent normal mast pivoting action required for mast stepping.
- d) The mast section shall not be tapered or cut out for the purpose of reducing weight. Modifications to the halyard systems are permitted within the limitations specified in these rules.
- e) **The spreader length may not be modified in any way. Spreader may be raked aft up to 20 degrees to stiffen the mast when reefed. The spreader through-bar, and compatible spreaders, must be supplied either by Corsair Marine (double-tube spreaders swept 12°), or by Ballenger Spars (solid bar spreaders swept 18°). This change was voted upon in 2009 as a safety measure because some masts inverted and some diamond stays parted when the boat was sailed with a single reef in high winds.**
- f) Length of mast extrusion shall not exceed 31'10" (9700mm).
- g) The distance between the bearing point of the spinnaker halyard on the mast and forestay attachment pin centerline may not exceed 26" (660mm). The bearing point is defined as the point

where the halyard exerts its pull, either the top of the sheave or on a turning block or fairlead, if used.

h) The distance between the bearing point of the screacher halyard on the mast and forestay attachment pin centerline may not exceed 21.25" (540mm).

5.6.2 Bow Sprit

The bowsprit may not articulate **sideways** while in use. **The bobstay and whisker stays can be stainless or synthetic.**

5.6.3 Main Boom

a) The boom is considered to be required equipment and shall not be removed or replaced by non-standard equipment.

b) The boom may not be tapered or lightened.

5.6.4 Standing Rigging

a) The mast standing rigging shall consist only of one forestay, two cap shrouds and a single pair of diamond shrouds on a single set of spreaders.

b) **The standing rigging shall be of stainless steel, 1 x 19 strand, or synthetic shrouds of any manufacture or material. Cap shrouds and forestay shall not be less than 1/4" (6mm) in diameter. This rule change was voted during 9-11/2011. Benefits: Higher breaking strength, lower weight aloft, easier trailering stowage of shrouds, no abrasion to mainsail batten pockets. Costs: Shorter lifespan (perhaps 5 years vs about 10 yrs for stainless), initial creep, slightly higher windage aloft. Synthetic forestays also need soft hanks and may not work with tuff-luff or roller reefing systems.)**

c) Diamond **stays** shall not be less than 3/16" (5mm) in diameter.

d) Two temporary lower shrouds are provided to facilitate stepping and unstepping the mast. These should be removed while racing.

e) The standing rigging, including turnbuckles, shall not be adjusted while racing.

f) Cap shroud adjusters shall not be added, and no variable adjusting device shall be used on shrouds.

5.7 Running Rigging

Running rigging may be modified to suit owner's needs. No additional rigging shall be permitted for the purpose of supporting or stiffening the mast or the hulls.

5.8 Sails

a) The sails shall be made and measured in accordance with the official Corsair 24 sail plan.

b) The class insignia on the mainsail shall be as on the official sail plan.

c) Sail numbers are designated by and may be obtained from U. S. SAILING. For the purpose of racing one-design under the N.A. Corsair 24 Class Association rules, the hull sequence number,

as derived from the manufacturer's hull identification number, or the U. S. SAILING number may be used as the sail number.

d) Sail numbers shall be placed on the mainsail, and it is strongly recommended that numbers also be placed on the spinnaker in accordance with U. S. SAILING. Numbers must consist of contrasting colors such that they are clearly visible. Sail numbers on the mainsail shall be contained within rectangles located starboard on top of port, but separated by a 3" (76mm) space.

e) The distinguishing numbers shall not be less than:

Height 11.75" (300 mm)

Width 7.75" (200 mm)

Thickness 1.75" (45 mm)

The space between adjoining numbers shall be 2.5" (65 mm).

f) No more than two sails may be purchased or otherwise acquired in a twelve month period, except in the first year the boat is built, when a maximum of four sails may be acquired, excluding storm sails. Credits may be accumulated and used to acquire up to four sails for those years no sails are acquired.

g) By class vote in 2009, a maximum of five sails may be carried on any individual yacht at any time. These include, one mainsail, one jib, one spinnaker and one screacher. In addition, a replacement spinnaker may be carried. Racers must declare a single spinnaker for use in a regatta. The replacement spinnaker may only be used if the declared spinnaker is torn or otherwise rendered unusable.

h) Spinnakers shall not be considered storm sails.

5.8.1 Sail Cloth Restrictions

Provided that the sail dimensions are otherwise in accordance with the provisions of these rules, there are no restrictions on the choice of sail materials that may be used. Sail cloth weights may be selected to suit the expected wind conditions in areas where the boat will be sailed.

5.8.2 Mainsail

a) The Luff and Foot (P and E) measurements must meet the following dimensions:

P= 354" (9.0m) *Luff Length*

E= 138" (3.5m) *Foot Length*

b) The head of the mainsail shall extend at right angles from the mast not more than 29.9" (760 mm). Refer to Plan A sail plan.

c) Battens are full length, number optional. However, only one batten shall extend above MGT. Refer to Plan A sail plan.

d) The cross width measurements shall be taken from the seven eighths, three quarter, half and quarter points on the leech, located when the forward corner of the head is folded to the clew for the half height point, and when the head and clew are folded to the half height point to determine

the three quarter points. The seven eighth point is located by folding the head to the three quarter point. Girth measurements are measured as the shortest distance from leech points to luff (including the bolt rope).

e) Girths shall be measured at MGT, MGU, MGM and MGL (Plan A) and shall not exceed the following measurements:

Maximum MGT (max 7/8 point girth) = 47" (1195mm)

Maximum MGU (max 3/4 point girth)= 76.7" (1950mm)

Maximum MGM (max 1/2 point girth)= 111" (2820mm)

Maximum MGL (max 1/4 point girth) = 127" (3225mm)

f) The leech, as illustrated in Plan A sail plan, shall not exceed 366" (9300mm).

g) At least one adequately reinforced reef point is required.

h) A cunningham hole may be fitted in the luff.

i) A leech line is permitted.

j) The method of attaching the mainsail to the mast and boom is optional.

5.8.3 Jib

a) Jib Dimensions:

Head to tack (luff) maximum length = 332" (8445mm)

Tack to clew (foot) maximum length = 117" (2960mm)

Clew to head (leech) maximum length = 294" (7475mm)

LPG = 102" (2590mm)

b) The head, tack and clew are points where the sides, if extended, would intersect each other, ignoring any round or hollow in the foot or leech.

c) The leech is to be a straight line or concave curve, and is to have not more than three equally spaced battens not more than 26.75" (680mm) in length. The middle batten shall be within 2" (50mm) of the mid point of the leech.

d) No part of the foot shall lie outside a measurement taken in the following manner: With the jib laid out on a flat surface, fold the tack onto the clew, and mark the ping where the resulting fold from the center of the foot intersects the luff. No part of the foot of the sail may lie outside an arc drawn with the intersection point as center and the distance from this point to the clew as radius.

5.8.4 Spinnaker

a) The spinnaker shall be a three comer asymmetrical sail flown from a single tack point, normally at the end of the bow sprit.

b) Spinnaker dimensions:

Head to tack (luff) maximum length = 398" (10100mm)

Tack to clew (foot) maximum length = 248" (6300mm)

Clew to head (leech) maximum length = 323" (8200mm)

SMG = 224" (5600mm)

- c) The sail, laid out on a flat surface, shall be measured with sufficient tension applied to remove all wrinkles along the line to be measured.
- d) Only one spinnaker shall be carried on board while racing.

5.8.5 Screacher

a) The screacher is a three corner, free luff, light air reaching or up-wind sail that is normally flown from a spinnaker halyard with its tack secured to a block at the end of the bow sprit. It may also be secured directly to the bow sprit. A separate screacher halyard is allowed.

b) Screacher dimensions:

Head to tack (luff) maximum length = 370" (9400mm)

Clew to head (leech) maximum length = 294" (7475mm)

LP= 185" (4700mm)

5.9 Deck Hardware

- a) Deck hardware may be added, changed, or modified to suit an owner's needs.
- b) Deck hardware included as standard equipment, such as two primary winches, jib sheet track cars, and main sheet traveler shall not be removed.
- c) No modifications shall be made to the float folding system, crossbeams, or related components.

5.10 Outboard Motor

- a) An outboard motor is required to be in a fixed position at all times.
- b) A minimum of 4 horsepower is required.
- c) A minimum of one half gallon (or 2 liters) of motor fuel in an approved container is required.

6. Crew

6.1 The crew shall consist of not less than two persons unless otherwise stated in the Notice of Race or Race Instructions as applicable.

North American Corsair 24 Class Association

Official Sail Measurement Rules and Procedures

Requirements

1. To be eligible to race in a Corsair 24 Class - sanctioned Event, all sails onboard that are less than four (4) years old shall have been Measured, Declared, and Certified according to the NAC24CA Official Sail Measurement Rules and Procedures. Sails over four years old shall only require Declaration by the Class Measurer.
2. For the purpose of Requirement 1, Class - sanctioned Events are defined as events, which the NA Corsair 24 Class, and Corsair select, on an annual basis, for racing in a separate Class that does not include designs other than the NA Corsair 24 Class.

Authorized Measurer

3. An "Authorized Measurer" shall be either:
 - a. The Class Measurer of the North American Corsair 24 Class Association (NAC24CA)
 - b. A person or persons employed by a sailmaker, and approved by the Class Measurer. However, in no instance shall these persons be eligible to measure sails manufactured by the loft of their employ (i.e., no loft is eligible to measure sails that they made).
 - c. A person or persons appointed by the Class Measurer to measure sails
4. The Authorized Measurer shall:
 - a. Measure sails according to the NAC24CA Official Sail Measurement Rules and Procedures. Remove all battens. Place sails on a clean, flat surface. Use firm, consistent tension throughout the measuring process.
 - b. Sign the tack of each measured sail with his/her name, and the date of measurement.
 - c. Complete and sign the NAC24CA Sail Plan Declaration.

Class Member/Owner

5. The Class Member/sail Owner shall fill out the top of the NAC24CA Sail Plan Declaration, the “date built” and “built by” information for each sail, and complete/sign the Owner Declaration. The dimensions shall be left blank for any sails over four (4) years old that are not measured by an Authorized Measurer.
6. The Class Member shall fill out the Owner portions of the Sail Plan Certification, and forward it along with the Sail Plan Declaration to the Class Measurer. The information shall be left blank for any sails over four (4) years old that are not measured by an Authorized Measurer. If ALL sails are over four years old, the Sail Plan Certification need not be completed.
7. If a Class Member has an additional mainsail, jib, etc., additional Sail Plan Declaration forms and Sail Plan Certification forms shall be used, as required.
8. The Class Measurer may be available at Class-sanctioned events to measure sails. If a Member wants his/her sails measured at one of these events, the Member shall schedule a measurement time with the Class Measurer in advance. However, Class Measurer time constraints may require that the Class Member present not more than one mainsail, one jib, one screacher, and one spinnaker for measurement and certification at a particular event.

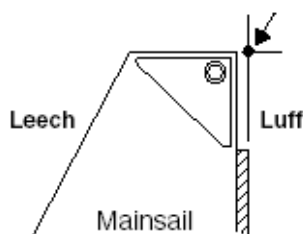
Measurement Procedure

Pertinent sections of the NAC24CA Class Rules have been included below. Clarifications consistent with International Sailing Federation (ISAF) measurement methods and definitions have been added in italics.

Mainsail

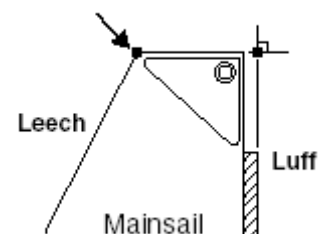
9. The HEAD of the mainsail shall extend at right angles from the mast.

Head Point



10. *The HEAD point shall be defined as the point of intersection of the line of the Luff, including the bolt rope, and the highest point of the sail perpendicular to the Luff. The Head Width shall be measured from the HEAD point to the Aft*

Aft Head Point



Head Point. The Aft Head Point is the intersection of the Leech, extended as necessary, and the line through the HEAD point at 90 degrees to the Luff.

11. Battens are full length, number optional. However, only one Leech batten shall extend above MGT (excluding any vertical batten at the HEAD, if used). *The vertical batten at the HEAD is not required to be full length.*

12-15. The cross width measurements shall be taken from the seven-eighths, three-quarter, one-half, and one-quarter points on the Leech, located when the HEAD *point* is folded to the Clew *point* for the half height point, and when the HEAD *point* is folded to the half height point to determine the three-quarter point. The seven-eighths point is located by folding the Head *point* to the three-quarter point. The one-quarter point is located by folding the Clew *point* to the half height point. Girth is measured as the shortest distance from Leech points to Luff, including the bolt rope.

Measurer Note: The measurements at the one-quarter, half height point, three-quarter point, and seven-eighths point are referred to as mid-girth lower (MGL), mid-girth middle (MGM), mid-girth upper (MGU), and mid-girth top (MGT), respectively.

16. *The Leech length shall be measured as the distance between the HEAD point and the Clew point.*

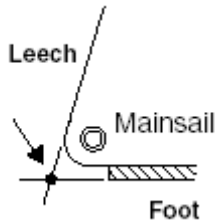
17. At least one set of reef points shall be built into the mainsail.

18. *Luff length is measured as the distance between two points: a) the HEAD point, and b) the point of intersection of the Luff, extended as necessary, and a line 90 degrees from the Luff to the lowest point on the Foot.*

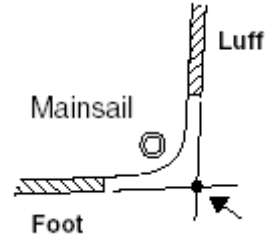
Measurer Note: For a sail with a standard "square" Foot, Luff length will be the distance between the HEAD point and the Tack point shown in Item 11 below. For a sail with a downward-curved Foot, point "b" will be lower than the Tack point in Item 11, and therefore result in a longer Luff length than the mere HEAD point to Tack point measurement.

Clew Point

Tack Point

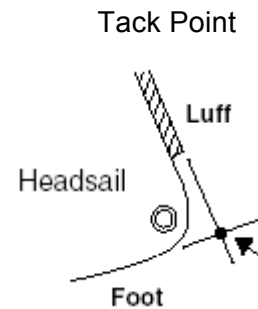
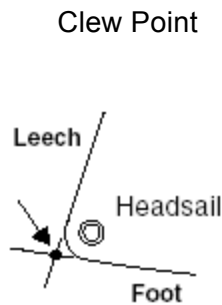
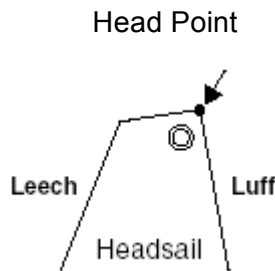


19. The Foot length is the distance between the Tack point and the Clew point. The Tack point is where the Luff and Foot, if extended, would intersect each other. The Clew point is where the Leech and Foot, if extended, would intersect each other.



Jib

20. For purposes of headsail measurement, the Head point is as defined in Item 9 above. The Tack point, and Clew point are as defined in Item 11. The Luff length is the distance between the Head point and the Tack point.



21. The diagonal (or "length-perpendicular", LP) is defined as the shortest distance from the Luff to the Clew point.

22. The Leech length is as defined in Item 16 above.

23. The Foot length is as defined in Item 19 above.

24-27. The leech is to be a straight line or concave curve, and is to have not more than three equally spaced battens not more than 26.75" (680mm) in length. The middle batten shall be within 2" (50mm) of the mid point of the leech.

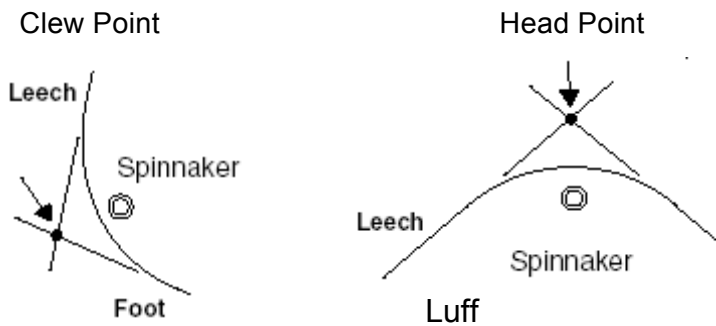
28. No part of the foot shall lie outside a measurement taken in the following manner: With the jib laid out on a flat surface, fold the tack onto the clew, and mark the ping

where the resulting fold from the center of the foot intersects the luff. No part of the foot of the sail may lie outside an arc drawn with the intersection point as center and the distance from this point to the clew as radius.

Spinnaker

29. For purposes of spinnaker measurement, 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 point to the Tack point for the one-half point on the Luff, and folding the Head point to the Clew point for the one-half point on the Leech.

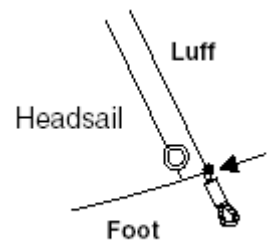
(Spinnaker Corner Measurement Points, and Primary Sail Dimensions are defined as follows. Head point: the intersection of the Luff and the Leech, each extended as necessary. Tack point: the intersection of the Foot and the Luff, each extended as necessary. Clew point: the intersection of the Foot and the Leech, each extended as necessary. Luff length: the distance between the Head point and the Tack point. Leech length: the distance between the Head point and the Clew point. Foot length: the distance between the Clew point and the Tack point.)



Screacher

Tack Point

30-31. For purposes of Screacher measurement, the Head point is as defined in Item 10 above. The Tack point, and Clew point are as defined in Item 19. The Leech length is as defined in Item 16. The Luff length is the distance between the Head point and the Tack point.



32. The diagonal (or "length-perpendicular", LP) is as defined in Item 21.

Certification Procedure

33. The Class Measurer shall:

- a. Be responsible for maintaining a database of all measured sails.
- b. Review the completed Sail Plan Declarations, and “Certify” as Class legal all sails that have been properly measured by an Authorized Measurer and conform to the Class Rules. Sails over four (4) years old that have not been measured by an Authorized Measurer will not be certified (nor are they required to be certified).
- c. Provide notification to the sail owner regarding sails that are certified to be Class legal. The Class Measurer shall also provide notification to the Owner of sails that are rejected (i.e., not Class legal), as well as the reason for rejection.

Certification Transfer and Restrictions

34. A sail that has been previously certified by the Class Measurer as Class-legal, and has proper Sail Plan Declaration and Sail Plan Certification documentation on-file with the Class Measurer, shall not require re-measurement when sold or ownership is transferred. HOWEVER, the new Owner shall complete the Owner portion of the Sail Plan Certification Transfer, and forward it along with the Sail Plan Declaration to the Class Measurer.

35. The Class Measurer shall review the information on the Sail Plan Declaration, and the Sail Plan Certification Transfer, and provide notification to the sail owner regarding sails that are “re-certified” to be Class legal. The Class Measurer shall also provide notification to the Owner of sails that are rejected (i.e., not Class legal), as well as the reason for rejection.

36. IF ANY SAILS HAVE BEEN MODIFIED SINCE ORIGINAL CERTIFICATION, or if the new Owner does not believe the original Sail Declaration measurements are still valid, or feels uncomfortable declaring such, he/she should proceed with Sail Measurement, Declaration and Certification as outlined in steps 1-27 above.

37. A Registered Skipper may borrow an Owner’s certified and tagged sails (if the Class requires tags) for use at a Class-sanctioned event. However, in doing so, the Registered Skipper (Class Rule 6 – Eligibility) declares and agrees that the associated

Sail Plan Declaration and Sail Certification forms on record with the Class Measurer are accurate and correct, and the borrowed sails are still Class-legal.

North American Corsair 24 Class Association Sail Plan Declaration

Boat Name _____ Hull Number _____ Sail Number _____

Owner's Name _____ Phone Number _____

Address _____ City _____ State ____ Zip _____

Mainsail Date Built _____ Built By (Print Name of Sail Loft) _____

Item	Class Rule	Mainsail Measurement	Class Rule Limits		
			Min	Actual	Max
9	5.8.2 b	Does Head extend at right angles from the mast – inches	Yes or No (Circle one)		
10	5.8.2 b	Head width – inches			29.9
11	5.8.2 c	Leech battens above 7/8 point girth (MGT) – See Item 12			1
12	5.8.2 e	MGT (7/8 point girth) – inches			47
13		MGU (3/4 point girth) – inches			76.7
14		MGM (1/2 point girth) - inches			111
15		MGL (1/4 point girth) - inches			127
16	5.8.2 f	Leech length – inches			366
17	5.8.2 g	Sets of reef points	1		
18		Luff length – inches			354
19		Foot length – inches			138

Jib Date Built _____ Built By (Print Name of Sail Loft) _____

Item	Class Rule	Headsail (Jib) Measurement	Class Rule Limits		
			Min	Actual	Max
20	5.8.3 a	Luff length – inches			332
21	5.8.3 a	LP – inches			102
22	5.8.3 a	Leech – inches			294
23	5.8.3 a	Foot – inches			117

24	5.8.3 c	Is Leech a straight line or concave curve?	Yes or No (Circle one)		
25	5.8.3 c	Number of battens			3
26	5.8.3 c	Batten length – inches			26.75
27	5.8.3 c	Distance from middle batten to mid-point of leech – inches			2
28	5.8.3 d	Is Foot within prescribed limits?	Yes or No (Circle one)		

Spinnaker Date Built _____ Built By (Loft)

Item	Class Rule	First Spinnaker Measurement* <small>*Spinnakers built prior to September 1, 2003 NEED NOT BE MEASURED.</small>	Class Rule Limits		
			Min	Actual	Max
29	5.8.4 b	Luff length – inches			398
		Leech length – inches			323
		Foot length- inches			248
		Midgirth – inches			224

Screacher Date Built _____ Built By (Loft)

Item	Class Rule	Screacher Measurement	Class Rule Limits		
			Minimum	Actual	Maximum
30	5.8.5 b	Luff length – inches			370
31	5.8.5 b	Leech – inches			294
32	5.8.5 b	LP – inches			185

Authorized Measurer and Owner Signatures – BOTH are required for consideration of Sail Certification by the Class Measurer

Authorized Measurer Declaration: I have measured the above sails according to the NAC24CA Official Sail Measurement Rules and Procedures, and declare/agree that the specifications in this Sail Plan Declaration are an accurate representation of sail dimensions requested.

Signed (Authorized Measurer) _____ Print Name

Loft (Company) _____ Location

Date _____ E-mail _____ Phone _____

Note : Authorized Measurer must also sign the tack of each measured sail with his/her name, and the date of measurement.

Owner Declaration: On behalf of this boat, I declare/agree that the description and specifications in this Sail Plan Declaration truly represent the present configuration of this boat. I will immediately notify the North American Corsair 24 Class Measurer of any changes or modifications to the sail plan on this boat, and supply a new Sail Plan Declaration when purchasing a new sail or a used that sail has not been previously certified. I also understand that I am obligated to immediately report in writing any errors or omissions to this document.

Signed (Owner) _____ Date _____

E-mail _____

Submit to: Bruce Kuerten (East Coast), Corsair 24 #92, Farfalla,
brucekuerten@gmail.com

North American Corsair 24 Class Association Sail Plan Certification

Boat Name _____ Hull Number _____ Sail Number _____

Owner's Name _____ Phone Number _____

Address _____ City _____ State ____ Zip _____

Shaded sections and Class Measurer Declaration to be completed by Class Measurer.

All other information completed by Class Member/Owner.

Sail	Date Built	Built By (Loft)	Date Measured	Conforms to Class Rules
Mainsail				Yes No (Circle one)
Jib				Yes No (Circle one)
Spinnaker				Yes No (Circle one)
Screacher				Yes No (Circle one)
				Yes No (Circle one)
				Yes No (Circle one)
				Yes No (Circle one)
				Yes No (Circle one)

Remarks (Reason for rejecting certification of a particular sail or sails. Cite item number for reference):

[Large empty rectangular box for remarks]

Class Measurer Declaration: I hereby "certify" as Class legal all sails that conform to the Class Rules, as indicated above. "Rejected" sails shall not be used in Class - Sanctioned Events.

Signed (Class Measurer) _____ Print Name: Bert Rice

Date _____ E-mail: nacrajib@aol.com Phone/Fax: (850) 932-2093

1635 Scott Court, Gulf Breeze, FL 32563

North American Corsair 24 Class Association Transfer of Sail Plan Certification

Boat Name _____ Hull Number _____ Sail Number _____

Current Owner's Name _____ Phone Number _____

Previous Owner's Name _____ Phone Number _____

If sails from another hull, print previous: Hull Number _____ Sail Number _____

Shaded sections and Class Measurer Declaration to be completed by Class Measurer. All other information completed by Class Member/Owner.

Sail	Date Built	Built By (Loft)	Approve Transfer of Certification?
mainsail			Yes No (Circle one)
jib			Yes No (Circle one)
screacher			Yes No (Circle one)
spinnaker			Yes No (Circle one)

Owner Declaration: On behalf of this boat, I declare/agree that there have been no changes or modifications to the sails listed above since original measurement, declaration and certification; and that the sails still conform to the Class Rules. I will immediately notify the North American Corsair 24 Class Measurer of any modifications to the sails. I also understand that I am obligated to immediately report in writing any errors or omissions to this document or the original Sail Plan Declaration for these sails.

Signed (Owner) _____ Date _____ E-mail _____

Remarks (Reason for rejecting certification of a particular sail or sails.):

Class Measurer Declaration: I hereby reaffirm “certification” as Class legal all sails that conform to the Class Rules, as indicated above, and transfer sail certification to the new Owner. “Rejected” sails shall not be used in Class - Sanctioned Events.

Signed (Class Measurer) _____ Date
