

# F-24 Mk II CLASS ASSOCIATION CLASS RULES

## 1. INTENT

- 1.1 The F-24 Mk 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 a safe, relatively low-cost one-design sailboat, as well as preserving the important sailing characteristics.
- 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 sailing instructions for a specific event. (Rev. 2, 4/99)
- 2.2 **Builders.** The F-24 Mk II 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

- 3.1 If an owner cannot find information regarding modifications in these class rules, assume no modifications are allowed. If an owner has any doubt, he must check with the F-24 Mk II Class Association. All approvals must be in writing.

## 4. RIGHT TO PROTEST

- 4.1 A skipper or race committee has the right to protest. The F-24 Mk II Class Association has the right to declare ineligible any F-24Mk II which does not conform in spirit, intent and objective to these rules.

## 5. EQUIPMENT RULES

### 5.1 Safety Equipment

Participants shall comply with the safety requirements of the U. S. Coast Guard and other local authorities. It will be the participant's responsibility to have the appropriate safety gear for any given course or conditions.

### 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 and rudder shall be supplied by Corsair Marine

5.4.2 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. (Rev. 2, 4/99)

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

5.4.4 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. (Rev. 1, 10/98)
- e) The type of spreader, spreader length, spreader angle or method of attachment may not be modified in any way.
- 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. (Rev. 1, 10/98)
- 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). (Rev. 1, 10/98)

#### 5.6.2 Bow Sprit

The bowsprit may not articulate while in use. (Rev. 3, 10/01)

#### 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 only of stainless steel, 1 x 19 strand. Cap shrouds and forestay shall not be less than 1/4" (6mm) in diameter.

- c) Diamond shrouds shall not be less than 7/32" (5mm) in diameter.
- d) There are two temporary lower shrouds provided to facilitate stepping and unstepping the mast. These are normally removed or disconnected while sailing.
- 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 mast or hulls.

#### 5.8 **Sails**

- a) The sails shall be made and measured in accordance with the official F-24 Mk II sail plan.
- b) The class insignia on the mainsail shall be as on the official sail plan. (Rev. 1, 10/98)
- c) Sail numbers are designated by and may be obtained from U. S. Sailing. For the purpose of racing one-design under the F-24 Mk II Class Association rules, the hull sequence number as derived from the manufacturer's hull identification number or the U. S. Sailing number shall be used as the sail number. (Rev. 1, 10/98)
- 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 color 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. (Rev. 1, 10/98)
- 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).

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) A maximum of four sails, excluding storm sails, may be carried on any individual yacht at any time. Sails include no more than one each of mainsail, jib, spinnaker and screacher. A maximum of one suit of four sails for any event series is permitted.
- h) For the purpose of these rules, 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**

No part of the sail may extend past black bands at mast head and boom end. Bands shall be placed to suit the following dimensions:

P= 29'6" (9.0m)

E= 11'6" (3.5m)

- 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 (excluding 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) = 3'11" (1195mm)
  - Maximum MGU (max 3/4 point girth)= 6'4.7" (1950mm)
  - Maximum MGM (max 1/2 point girth)= 9'3" (2820mm)
  - Maximum MGL (max 1/4 point girth) = 10'7" (3225mm)
- f) The leech, as illustrated in Plan A sail plan, shall not exceed 30'6" (9300mm).
- g) At least one adequately reinforced reef point.
- 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 = 27'8" (8445mm)
  - Tack to clew (foot) maximum length = 9'9" (2960mm)
  - Clew to head (leech) maximum length = 24'6" (7475mm)
  - LPG = 8'6" (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 point 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 corner 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 = 33'2" (10100mm)
  - Tack to clew (foot) maximum length = 20'8" (6300mm)
  - Clew to head (leech) maximum length = 26'11" (8200mm)
  - SMG = 18'8" (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.

### 5.8.6 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 = 30'10" (9400mm)
  - Tack to clew (foot) maximum length = not measured

Clew to head (leech) maximum length = 24'6" (7475mm)  
LP= 15'5" (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 3.5 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 sailing instructions.

*Note: The sailing instructions must be in writing.*

## RIGHT TO PROTEST

6.2 A competitor or race committee shall have the right to protest. The F24 Mk II Class Association or any agent or delegate, including the F24 Mk II website, will consider a protest if it is submitted in accordance with these rules.

## EQUIPMENT RULES

7.1 Safety Equipment  
Participants shall comply with the safety requirements of the 17.5 tonne class and shall be familiar with safety. It will be the participant's responsibility to have the appropriate safety gear for any racing, racing or conditions.

7.2 Standard Equipment  
No replacement, removal or relocation of standard equipment or replacement of the standard equipment by equipment which affect safety or results in competitive advantage through reduced center of gravity or improvement of moment of inertia shall be allowed.