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Moore 24 Class Rules (2005)

As Commissioned of Carl Schumacher,
Naval Architect, by Ron Moore

Adopted by Moore 24 National Association

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Amended: 10/86, 12/97, 12/03, 1/05

I. Intent of Rules

It is the intention of these rules to provide a standard by which Moore 24s can race as a one-design class and that all well-sailed boats shall have an equal chance of winning.

II. General Clause

The Moore 24 National Association reserves the right to interpret these rules as will best provide one-design racing for the class. Anything not covered in these rules will be subject to a ruling by the Governing Board as it becomes necessary. The Governing Board shall have the authority to clarify, alter, and amend the Class Rules as necessary to keep them current, provided the structure and intent of the rule is not changed (e.g. eliminating reference to IOR standards and updating to ISAF standards, fixing typographical errors). Boats that benefit from some unforeseen development not covered in these rules may have their eligibility determined at the discretion of the Governing Board.

III. Hull and Deck

All hulls shall be standard Moore 24s built by the Moore Sailboat Shop, except hulls covered by the grandfather clause. Any modification to hull or deck to improve performance will not be accepted. Boats shall have an "all up" weight of not less than 2050 (two thousand fifty) pounds, including mast, boom, spinnaker pole, all standing rigging and halyards. The boats shall be stripped of sails, safety gear, personal gear, outboard motor, etc., before weighing. Underweight boats shall add weight by securing it to the hull in the forepeak. The weight shall be secured at least 10 inches forward of the main bulkhead.

Extensive refairing of the hull, except in the area of repair, is prohibited. The intent of this rule is to have the boat returned to the same condition it was in prior to being damaged.

Two modifications to the deck and hull have been approved: the under-deck main hatch, and the open transom. Any other modification to the hull or deck must be approved by the Governing Board.

IV. Keel

The keel shall be standard as supplied with the boat. Any attempt to alter the foil section is prohibited.

Material: Lead

Minimum weight: 1000 (one thousand) pounds

length thickness

30" waterline above keel bottom 45-1/2" 3-5/8"

1-1/2" waterline above keel bottom 33-1/2" 3-1/8"

Tolerance +/- 1" +/- 1/4"

V. Rudder

The rudder shall be the standard as supplied with the boat. Any attempt to alter the rudder in any way is prohibited.

VI. Mast and Rig

The mast shall be aluminum alloy of no less than one pound-one ounce per foot and fit through a 5" diameter circle. The mast shall have one set of spreaders approximately 25" long and 13' 8" above the deck. The top four feet of the mast may be tapered. The center line of the backstay pin shall be 4-1/2" +/- 1/2" from the back side of the mast in the horizontal direction.

The standing rigging shall be 1x19 stainless steel wire. Wire diameter shall be 5/32" for the forestay and uppers, and 1/8" for the backstay and lowers. The intersection of the centerline of the jib stay with the forward face of the mast shall be no more than 26' 3" (25' 10-3/4" for SC models) nor less than 26' 0" (25' 7-3/4" for SC models) above the deck. The bearing point of the spinnaker halyard shall be no more than 26' 7" (26' 2-3/4" for SC models) nor less than 26' 1/2" (25' 8-1/4" for SC models) above the deck. Headfoils, twinstays, gemini foils, etc., are allowed.

There shall be a 1" wide band of contrasting color whose lower edge shall be no more than 25' above the top of the boom. The top of the boom, when projected at right angles to the mast, shall be 2', 8" (2' 3-3/4" for SC models) +/- 1/2" above the deck.

VII. Boom

The boom shall be an aluminum alloy capable of passing through a 5" diameter circle when stripped of hardware. There shall be a 2" band of contrasting color whose inner edge shall be no more than 9' 6" from the aft side of the mast.

VIII. Spinnaker Pole

The spinnaker pole length, when forced outboard in its fitting on the mast and set in the horizontal position athwart ships, measured from the centerline of the mast to the extreme outboard end of the pole and any fittings used when the spinnaker is set, shall be no more than 9' 9".

IX. Sails

Boats shall be raced with a maximum of seven sails on board. These sails shall consist of:

- a. One main
- b. Two spinnakers
- c. Three jibs
- d. One heavy weather jib, maximum 65% LP

It is the intent that the heavy weather jib be designed for heavy weather conditions and not as a spinnaker staysail.

Except for spinnakers, the sails carried at the first start of a multi-race event must be carried in the entire regatta.

It is the intent of these rules that sails conform to both the class rules and the various measurement rules used for handicap racing. All sails shall be measured from the junction of imaginary lines that form a sharp corner as they extend from the actual lines of the foot, roach, or luff of a sail, beyond the rounded tack, clew, or head of that sail (according to ISAF standards.)

The maximum jib LP is 14.63' (150% of J) and it shall be made of material whose weight is no less than an actual sailmaker's weight of three oz. per yard. The purpose of this rule is to prohibit specialty sails such as drifters and bloopers.

The spinnakers shall conform to ISAF standards. Each shall have a maximum width of no more than 17.55' or a midgirth of less than 8.78'. The spinnakers shall be symmetrical and the luffs shall be no longer than 26.60'. The material shall be no lighter than an actual weight of .9 oz. per sailmaker's yard. The intent of this rule is to prohibit 1/2 oz. spinnakers.

A carried second spinnaker is intended as a "backup", and can be flown only if the original sail is seriously damaged or lost. Skippers of boats flying a second spinnaker on any race day must be prepared to demonstrate to a member of the Governing Board proof of damage to their original spinnaker. Skippers who choose to fly a second spinnaker in accordance with the above, shall not revert to their first spinnaker within the same race or on the same race day. In a multi-day regatta, damaged spinnakers may be replaced or repaired and used again on a subsequent race day.

The headboard on the mainsail as measured from the luff of the sail to the leech, shall be no greater than 0.50'.

The mainsail shall have four equally spaced battens of the following lengths:

Top 24" Middle 38-3/4" Bottom 28-1/2"

The mainsail shall have a midgirth of 6.5' and a 3/4 girth of 3.91' measured from the front of the headboard to the clew. Cross measurements shall be the distance from the leech measurement points to the nearest point on the fore edge of the sail including bolt rope. Points on the leech from which the cross measurements are taken shall be determined bridging any hollows in the leech with straight lines.

Sailmaker's Specifications:

I = 26.25' J = 9.75' P = 25.00'

E = 9.50' LP = 14.63'

X. Prohibitions

Hydraulic adjustments

Standing rigging, except backstay, adjustable while racing

Through-deck spinnaker launchers

Mast bending devices such as struts, rams, or midstays

Coring, drilling out, rebuilding, replacing materials, grinding, or relocating standard equipment in any way to improve pitching moment of inertia

Stripping interior

Rod rigging

Running backstays

Trapezes

Removing foredeck hatch covers

XI. Minimum Equipment

An appropriate combination of anchor, chain, and line weighing at least 14 pounds, and lifejackets for the entire crew.

XII. Hiking/Safety Straps

Crew may be outside lifelines, but hiking is restricted in that no part of the crew's torso may extend outside of a line drawn perpendicular to the water, bisecting the intersection of the topsides and deck, regardless of the angle of heel. Hiking straps are allowed.

XIII. Class Development Committee

The Moore 24 National Association and the Moore Sailboat Shop shall establish by majority vote a Class Development Committee. The responsibility of this committee shall be to research and develop proposals for the entire membership of ways and means to foster the growth of the Moore 24 in the United States and internationally. These proposals shall include but not be limited to:

1. Public relations and advertising, including newsletter publication.
2. Publication of current handbook and roster.
3. Boat show displays.
4. Class and dealer cooperation.
5. Developing plans, measurements and molds for sale to qualified bidders
6. Establishing class approved measurers and methods of measurement with recommendations

from ISAF and US Sailing.

XIV. Grandfather Clause

Hulls #1-5 and 10 shall be allowed to race in the National Championships as long as their sails do not exceed the normal Moore 24 sail plan and have a current measurement certificate. If any of these hulls are re-rigged, they must use the standard Moore 24 mast and rigging.

XV. Crew Weight Limit

The total crew weight limit is 825 pounds. At every Roadmaster event, skippers shall provide the organizing authority with a crew list including the name and weight of each crewmember. This list must reflect the crew on board for each race day. Each crewmember will be weighed at the PCCs and Nationals. The Class Measurer or his/her designee will certify the weight of each person at Championship Regattas.