McConaghy 38 One Design (MC38)

Class Rule

As amended – 11 November 2020

PLEASE REMEMBER:

THESE RULES ARE **CLOSED CLASS RULES** WHERE IF IT DOES NOT SPECIFICALLY SAY THAT YOU MAY – THEN YOU SHALL NOT.

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PART I - ADMINISTRATION

SECTION A – GENERAL

A.1 RULES

A.1.1 WS Equipment Rules of Sailing shall apply unless specifically stated otherwise.

A.1.2 WS Sailor Classification Code (WS Regulation 22) shall apply.

A.1.3 RRS 42 is changed by rule C.7.3 and C.7.4.

A.2 LANGUAGE

A.2.1 The words "shall" and "must" are mandatory. The words "can" and "may" are permissive. The word "should" is advisory.

A.2.2 The official language of the class is English. Except for words defined herein, the meaning of any word shall be determined by reference to the Oxford English Dictionary, Second Revised Edition (2009) or any later published version. When there is more than one definition in the Dictionary, it is the **Class Authority** who shall determine the appropriate definition.

A.2.3 Except where used in headings, when a term is printed in "**bold**" the definition in the ERS applies and when a term is printed in "*italics*" the definition in the RRS applies. A.2.4 Components, and their use, are defined by their description or as illustrated.

A.3 ABBREVIATIONS

A.3.1 WS – World Sailing
MNA – Member National Authority
ICA – International MC38 Class Association
ERS – WS Equipment Rules of Sailing
RRS – WS Racing Rules of Sailing
OSR – WS Offshore Special Regulations.

A.4 ADMINISTRATION OF THE CLASS

A.4.1 The International MC38 Class Association Incorporated (NSW Office of Fair Trading Number INC9896223) owns the **MC38 class rule**.

A.4.2 The **MC38 class rule** owner, in consultation with the ICA, shall appoint an individual or committee to be the **Class Authority**.

A.4.3 The **Class Authority** is the **Certification Authority**. **Certifying** a **boat** is at the sole discretion of the **Class Authority**.

A.4.4 The **Class Authority** may appoint **official measurer(s)**. Such **official measurer** may or may not be a member of the **Class Authority**.

A.4.5 The **Class Authority** may charge fees for **certification** services performed and may withhold services or certificates until such fees are paid.

A.4.6 MC38 building specifications are set and managed by the **MC38 class rule** owner. This management shall include consultation with the boat builder.

A.5 UNITS OF MEASUREMENT AND MEASUREMENT PROTOCOL

A.5.1 The Metric System shall be used for all measurements.

A.5.2 Unless otherwise stated, linear measurements shall be taken and recorded in millimetres.

A.5.3 **Sail** linear measurements shall be taken and recorded in centimetres.

A.5.4 Weight of the **boat** in **measurement condition** and the **bulb / fin** shall be taken and recorded to the nearest 5 kilograms.

A.5.5 Any other weights, if used, shall be taken and recorded to the nearest 0.1kg.

A.5.6 The **Class Authority** shall determine and record measurements of any other components to a degree of precision and using methodology they determine to be practical and appropriate.

A.5.7 Competitors shall permit and assist all inspections and measurements by an **official measurer**.

A.5.8 The measuring equipment used by the **official measurer** shall be the reference device for determining compliance with the **MC38 class rule**.

A.6 INTERPRETATIONS

A.6.1 An MC38 owner may seek an interpretation by submitting a request in writing to the **Class Authority**, or the **Class Authority** may initiate an interpretation.

A.6.2 A competitor shall not rely on any advice or opinion from a member of the **Class Authority** or **official measurer** other than through a written interpretation published by the **Class Authority**.

A.7 CLASS RULE AMENDMENTS

A.7.1 The **MC38 class rule** may be amended at any time by a simple majority vote of a properly constituted **ICA** meeting.

A.8 BOAT IDENTIFICATION

A.8.1 **Boat** identification numbers shall be issued sequentially by the **Class Authority** when the **hull** is first certified. The **hull** shall retain the same identification number irrespective of validity of class certificate, change of ownership or any replacement of components.

A.9 CERTIFICATES

A.9.1 When the **Class Authority** concludes that the **boat** complies with the **MC38 class rule**, having successfully completed all the measurement checks and compliance inspections requested by the **Class Authority** or **Official Measurer**, it shall issue an **MC38 certificate** to the **boat** owner. A pro-forma certificate is shown in Appendix A.

A.9.2 **Boats** shall have a copy of the valid **MC38 certificate** available for inspection by the organising authority, **Class Authority** or **Official Measurer**. A.9.3 An **MC38 certificate** becomes invalid upon the:

(a) change to any details recorded on the certificate (note: this includes change in ownership);

(b) date of expiry;

(c) withdrawal of the **certificate** by the **Class Authority**; or (d) issue of a new **MC38 certificate.**

A.9.4 The **Class Authority** shall retain the original documentation upon which the current certificate is based.

A.10 OWNERSHIP

A.10.1 For the purposes of the **MC38 class rule**, the **Class Authority** is solely responsible to determine if a **boat** has a new owner.

SECTION B – BOAT ELIGIBILITY

For a **boat** to be eligible for *racing*, it shall comply with the rules in this section.

B.1 CLASS RULES AND CERTIFICATION

B.1.1. A **boat** shall:

(a) have a valid **MC38 certificate**;

(b) be in compliance with the **class rules**; and

(c) have valid **certification marks** as required.

B.1.2. **Sails**, other than an OSR Heavy Weather jib, shall carry a MC38 sail button assigned to it by the **Class Authority**.

B.2 CLASS MARKINGS

B.2.1. The following insignia's shall be visible:

(a) The class insignia on the **mainsail**.

(b) the Builder's mark located:

(i) on each aft quarter of the **hull**;

(ii) on the **boom**;

(iii) on the **mast**; and

(iv) below the companionway

(c) the Designer's mark located on the cockpit sides.
The marks and insignia as well as the required locations are shown in Appendix B.

PART II – REQUIREMENTS AND LIMITATIONS

The **crew** and the **boat** shall comply with the rules in Part II when *racing*. In case of conflict Section C shall prevail.

The rules in Part II are **closed class rules**. **Certification control** and **equipment inspection** shall be carried out in accordance with the ERS except where varied in this Part.

SECTION C – CONDITIONS FOR RACING

C.1 CLOSED CLASS RULE

C.1.1 The **MC38 class rule** is a closed rule. Anything not specifically permitted by the **class rule** or the **Class Authority** is prohibited.

C.1.2 An owner or representative wishing to modify anything on the boat shall make a specific request in writing to the **Class Authority** who shall have sole authority to determine such modifications. These Modifications will be published in separate document.

C.1.3 Details of a modification or non like-for-like replacement that is specifically permitted by the **Class Authority** shall be publically available.

C.2 WS (or MNA) SPECIAL REGULATIONS

C.2.1 The **Class Authority** may specify in writing a minimum and maximum weight of safety

equipment carried (in addition to what is required by these class rules) for a particular category or regulation. **Boats** shall comply with these regulations when the specific category or regulation applies.

C.3 CREW

C.3.1 The total weight of **crew** dressed in underwear shall not exceed 675.0 kg

C.3.2 Except for replacements made in compliance with C.3.4, **crew** shall be weighed prior to competing. This recorded weight shall be used at any post-race verification of compliance. An owner who will steer the **boat** may elect to be allocated a weight of 90.0 kg in lieu of being weighed. In the event that **crew** is re-weighed, a new weight will be recorded and shall be used for any subsequent post-race verification. The Notice of Race may detail the procedure(s) of weighing the crew prior to competing. This may include use of recorded weigh-ins from previous regattas.

C.3.3 There shall be no more than three **crew** who are classified as a Group 3 competitor under the WS Sailor Classification Code. **Crew** are deemed to be Group 3 competitors unless they have a valid Group 1 classification.

C.3.4 No **crew** changes shall occur after the first preparatory signal of that day, with the exception that injured or sick **crew** may be removed from a yacht and replacements may be made after obtaining the approval of the race committee. The replacement **crew** shall weigh-in as soon as practical and this substitution shall not exceed **crew** weight or classification requirements.

C.3.5 In races that are scheduled to be less than 30 nautical miles in length and in the first hour of races scheduled to exceed 30 nautical miles, the **boat** shall be steered by:

(a) a majority owner of the **boat**;

(b) an owner of the **boat** who is a Group 1 classified sailor;

(c) an immediate family member of the owner who is a Group 1 classified sailor; and

(d) a substitute helmsman who is a Group 1 classified sailor and has had specific prior approval to steer the **boat** by the **Class Authority**.

Except that the **boat** may be temporarily steered by other **crew** in the case of an emergency involving the safety of the **boat** or **crew.** Sailing Instructions may modify this rule.

C.4 FOOD AND DRINKS

C.4.1 No more than 7.0 kg of food and no more than 28.0 litres of drink may be on board. Sailing Instructions may modify this rule.

C.5 CLOTHING AND PERSONAL EQUIPMENT

C.5.1 No more than 70.0 kg of clothing and personal equipment may be on board. Sailing Instructions may modify this rule.

C.5.2 Timing devices, handheld marine radios, mobile telephones and personal electronic devices may be on board. These devices shall not be used to receive help from an outside source or as a navigational aid from when the **boat** leaves the dock and until the **boat** has completed racing for the day, except for help:

(a) for a crew member who is ill, injured or in danger;

(b) in the form of information freely available to all **boats**;

(c) from unsolicited information from a disinterested source, which may be another **boat** in the same race.

Such items are personal equipment. The Notice of Race or Sailing Instructions may modify rule C.5.2 if the **Class Authority** approves the change.

C.6 SPARES AND TOOLS

C.6.1 No more than 30.0 kg of spares and tools may be on board. Sailing Instructions may modify this rule.

C.7 BOAT HANDLING

C.7.1 A **boat** shall only have her **bowsprit** extended when she is flying a **spinnaker** or is in the process of hoisting or lowering the **spinnaker**, except that when setting a **spinnaker** within a *zone* of a *mark*, the **bowsprit** shall not be extended until the **bow** of the **boat** has passed the *mark*. A **boat** shall not be penalized for breaking this rule unless another **boat** was affected by this rule breach.

C.7.2 While a right-of-way **boat** is deploying her **bowsprit**, she shall give other **boat(s)** *room* to *keep clear*.

C.7.3 RRS 42.2(a) is changed in that:

(a) The race committee may signal that pumping is not permitted by displaying code flag O (Oscar) at the Warning signal, or by displaying code flag O (Oscar) with repetitive sounds at a *mark* to signal that pumping is not permitted after the **boat** has passed the *mark*. Such prohibition, if signalled, shall apply for the remainder of that race.

(b) The **Class Authority** recommends the race committee implements rule C.7.3 (a) when it believes that the average wind speed for the race is less than 8 knots.

C.7.4 RRS 42.3 is changed with an addition of new rule (i):
A **boat's crew** may pump the **mainsail** for the purpose of getting the inverted battens in the **mainsail** to set to *leeward*.

C.8 ELECTRONICS

C.8.1 **Boats** may have and use all or part of an instrument package that is approved by the **Class Authority.** Appendix D lists the approved instrument packages and may be updated by the **Class Authority**.

C.8.2 **Boats** may have one or more magnetic compass.

C.8.3 **Boats** may have one or more devices to measure time.

C.8.4 **Boats** Allowed GPS device to ping line ends (such as Garmin watches/ Velocitek Pro Start)

C.8.5 For races scheduled to be greater than 30 nm in length, the Notice of Race or Sailing Instructions may modify rule C.8.

C.9 AUXILIARY ENGINE

C.9.1 All fluids for the engine shall be within manufacturer guidelines.

C.9.2 The fuel tank shall have visible a 20.0 litre mark that was installed by the builder or **official measurer**.

C.9.3 Fuel tanks shall contain fuel corresponding to the 20.0 litre mark when the **boat** is weighed.

C.9.4 Fuel tanks shall contain fuel corresponding to the 20.0 litre mark or above when a **boat** first leaves the dock on a race day.

C.10 BOAT WEIGHT

The weight of the **boat** without:

(a) Safety Equipment;

(b) **Sails** (including sail bags and battens); and (c) spares and tools.

shall not weigh less than 3,290 kg. Any shortfall in this weight shall be made up by corrector weights securely fixed to the **hull** as specified by the **Class Authority**.

SECTION D – MANUFACTURER SUPPLIED COMPONENTS

D.1 COMPONENTS AND IDENTIFICATION

D.1.1 A manufacturer licensed or otherwise specified by the **Class Authority** shall build all items listed in D.1.1. These components shall comply with the MC38 building specification in force at the time of manufacture... If required, components shall have **certification marks** attached by the builder at the time of manufacture or by an **Official Measurer.** These certification marks confirm that the item has complied with the MC38 building specification at the time of manufacture:

	Component	**Certification mark**
(a)	**Hull**	Yes
(b)	**Keel Fin** and **Bulb**	Yes
(c)	**Rudder**	Yes
(d)	Tiller assembly or Steering wheel assembly	
(e)	**Mast**	Yes
(f)	**Boom**	Yes
(g)	**Bowsprit**	Yes
(h)	**Spreaders**	Yes
(i)	**Forestay**	Yes
(j)	**Shrouds**	Yes
(k)	**Running backstays**	Yes
(l)	Pulpit, pushpits, stanchions and lifelines	
(m)	Engine	Yes

D.1.2 Hardware, tanks, fittings and fixings supplied with a component listed in D.1.1 shall also comply with the building specification in force at the time of manufacture.

D.1.3 In regards to the components listed in D.1.1 and referred to in D.1.2:

(a) they shall be on the **boat**.

(b) they shall not be modified or replaced unless specifically permitted by the **Class Authority**. Application of branding or graphics is not considered to be modification for this purpose;

(c) maintenance may be carried out provided that the essential shape, characteristics and function of the original component are not affected.

For example, “fairing” of **hulls** and **appendages** with the hope to improve the shape is prohibited, while sanding a **hull** with the sole purpose of preparing the surface for the application of paint or graphics is allowed.

(d) repair work may be carried out, provided:

(i) any repair work shall be reported the **Class Authority** before the **boat** next races, or on days of multiple races, before the next scheduled race day.

(ii) any repair shall be such that the **Class Authority** is satisfied that there is no advantage gained as a result of the repair.

D.2 EQUIPMENT

D.2.1 All **sail** handling equipment, including winches, turning blocks (floating and fixed) tracks, halyard locks, padeyes etc., supplied or specified by the **Class Authority** shall be installed using appropriate fixings, lashings and fastenings. All running **rigging** shall comply with Appendix C.

D.2.2 The **boat** shall be assembled as per the building specification, except when altered, added or replaced as permitted by the **Class Authority** in C.1.2.

SECTION E – HULL

E.1 HULL FINISH

E.1.1 There shall be an anti-foul finish on the outermost surface of the **hull** below the waterline. Only antifoul that is approved by the Class Authority shall be used.

E.2 LIFELINES

E.2.1 No part of the lower lifeline shall deflect to within 100 mm above the local deck when firm (80kg) downward pressure is applied to that lifeline.

E.2.2 Padding of a maximum diameter of 80 mm may be applied over the lower lifeline.

E.3 COCKPIT STORAGE

E.3.1 Rope bags and water bottle holders that are designed to rapidly drain water may be fitted in the cockpit.

E.4 THROUGH HULL FITTINGS

E.4.1 In addition to through **hull** openings that are part of the building specification of the **boat**, there may be the following through **hull** openings:

(a) One Bilge pump outlet via an opening into either the cockpit or transom.

(b) Two openings for instrument sensors.

SECTION F – APPENDAGES

F.1 APPENDAGE FINISH

F.1.1 There shall be an anti-foul finish on the outermost surface of the appendage that is external to the **hull**. Only antifoul that is approved by the Class Authority shall be used

F.2 RUDDER AND STEERING SYSTEM

F.2.1 A **boat** may use either the complying tiller assembly (including associated weight correctors) or the complying wheel assembly to control the **rudder**.

SECTION G – RIG

G.1 SPARS (MAST BOOM AND BOWSPRIT)

G.1.1 The mast step shall not be adjusted while *racing*.

G.1.2 The mast jack may be adjusted while *racing*.

G.2 STANDING RIGGING

G.2.1 The **forestay** and **shrouds** shall not be adjusted after leaving the dock and until the **boat** has completed racing for the day.

G.2.2 Standing rigging shall be of equal length port and starboard within 20 mm.

G.3 RUNNING RIGGING

G.3.1 Refer Appendix C for specifications on specific **running rigging**.

G.3.2 **Running rigging** detailed in Appendix C shall remain fully lead, except if being replaced and/or during manoeuvres.

G.3.3 The jib halyard lock strop shall consist of 2 loops.

G.3.4 **Forestay** lashing and top mast backstay lashing shall each consist of a minimum of 6 loops.

G.3.5 Upper **forestay** shall be lashed so that it the cable terminal is no less than 270 mm from the r**igging point**.

G.3.6 All turning blocks, winches, and associated fittings and equipment for the **running rigging** detailed in Appendix C shall remain on board.

G.3.7 Small spectra loops and fastenings may be used to connect **running rigging** to a **sail**.

G.3.8 A Jib short sheet/outboard sheeting system may be used. This system shall be a strop with one end attached to the clew of the Jib and the other end to a bridle attached to the existing deck hardware. The strop may contain a purchase system and take up system.

G.3.9 Running rigging for a **Mainsail** reefing system may be used using the standard fittings and fastenings only.

G.3.10 A **spinnaker** retrieval system may be used. This system shall include a line attached to the **spinnaker** that, if led under the deck, shall be lead through the forward hatch and use turning blocks / leads to facilitate the line being able to be operated from the cockpit through the cockpit hatch, the aft cockpit inspection port or another arrangement that complies with rule C.1.2. Turning blocks / leads shall only use existing attachment points or glue on pad eyes. The **spinnaker** retrieval system shall not include a purchase system.

SECTION H – SAILS

H.1 SAIL LIMITATION

H.1.1 The number of **sails** used during a regatta and (carried on board shall be):

(a) 1 x **mainsail**

(b) 3 x **Jibs** (only 2 on board at one time)

(c) 1 x **OSR Heavy Weather Jib** (additional to jib, but not required onboard)

(d) 3 x **Asymmetric Spinnaker** (only 2 onboard at one time)

The Notice of Race or Sailing Instructions may modify rule H.1.1 with the approval of the **class authority**.

H.1.2 When a **sail** has been lost or damaged beyond repair at a regatta, the **Class Authority** (or it's nominated representative) may authorise the replacement of the lost or damaged **sail** with a **sail** of similar type that complies with the **MC38 class rules**.

H.1.3 If more than 25% of the original fabric surface is replaced after a **sail** is declared, it shall be considered to be a new **sail**.

H.1.4 All **sails** except the OSR Heavy Weather Jib shall have a numbered class button ("sail button") sewn on or near the tack of the **sail**. All **sails** shall have a measurement stamp on the head. This rule may be amendment by the **Class Authority** for a regatta that includes a distance race.

H.1.5 The following sail buttons are allocated by, and may be purchased from, the **Class Authority** for use on a **sail**:

(a) An initial allocation of five sail buttons to a new owner of a **boat**. These sail buttons shall be used before the use of any other sail button;

(b) Four sail buttons per calendar year (1 January 1 to 31 December); and

(c) One sail button after thirty-two (32) MC38 class races that the **boat's sail** inventory has competed in within the calendar year.

H.1.6 An MC38 class race is a race that is scored by the Race Committee as part of an MC38 event that has the approval of the **Class Authority**.

H.1.7 The **Class Authority** must receive evidence of a sail button sewn onto the **sail** and evidence of the identity of a **sail** for the sail button to be counted as used.

H.1.8 Sail buttons not used (as per rule H.1.7) by 30 June of the year following their allocation are invalid (cannot be used).

H.1.9 Sail buttons shall not be transferred from one **sail** to another.

H.1.10 Sail buttons are assigned to a **boat** and cannot be transferred. However, owners who charter a **boat** may use their own **sail** inventory in lieu of the **sail** inventory of the lessor.

H.1.11 Charterers who do not own an MC38 may purchase sail buttons as if they were an owner. H.1.5 applies to the charterer who does not own an MC38.

H.1.12 Sail buttons used for a **boat** or allocated to a **boat** shall become invalid when the ownership of the **boat** changes. H.1.5 then applies afresh.

H.1.13 The **Class Authority**, in consultation with the ICA may amend rule H.1. on a case by case basis if it believes the intent behind the **sail** limitations is not been achieved.

H.2 GENERAL

H.2.1 **Sails** shall be **soft sails**.

H.2.2 The following devices may control a **sail**:

	Mainsail	**Jib**	**Spinnaker**
(i)	Mainsheet	Sheets attached to the **clew**	Sheets attached to the **clew**
(ii)	Halyard or Halyard lock at the **head**	Halyard or Halyard lock at the **head**	Halyard at the **head**
(iii)	Cunningham attached to **tack**	Cunningham attached to **tack**	Tack line attached to the **tack**
(iv)	One leech-line, foot-line	One leech-line and foot-line	One leech-line, foot-line and luff-line
(v)	Outhaul attached to **clew**	sail ties or similar devices for securing a **sail** when not in use	Retrieval system
(vi)	Boom vang	Short sheet/outboard sheet system	
(vii)	Normal reefing systems		

H.2.3 Attachment devices may be used at the **head**, **clew** and **tack** of a **sail**.

H.2.4 Other than as required for **sail** hardware or **sail window(s)**, intentional openings in **sails** are prohibited.

H.2.5 **Sails** may have **windows**.

H.2.6 Leech-line, foot-line and luff-lines shall not be greater than 6 mm in diameter.

H.2.7 No sail bag shall weigh more than 4.0 kg and shall not be designed to retain water.

H.3 MAINSAIL

H.3.1 A **Mainsail** (including **Sail Reinforcement**) may be constructed from any material.

H.3.2 The **Mainsail** (excluding battens) shall not weigh less than 21.0 kg. If a **Mainsail** is underweight, it shall have weight correction added within 200 mm of the **head point**. Normal **reinforcement** of the **sail** at the **tack**, **clew** or reef point is permitted. Excessive **reinforcement** or artificially heavy bolt ropes, rings, cringles or other fastenings intended to increase the weight of the **sail** are prohibited.

H.3.3 The girth dimensions of the **mainsail** shall not exceed:

Head Width(1)	180 cm
Upper Width	216 cm
Three-Quarter Width	280 cm
Half Width	371 cm
Quarter Width	438 cm

(1) between **head point** and **aft head point**.

H.3.4 The **Upper Leach Point** is the point on the **Leech** equidistant from the **Head Point** and the **Three-Quarter Leech Point.**

H.3.5 The **Mainsail luff** shall be connected to the **mast** via the supplied mast track.

H.3.6 **Mainsail** Battens:

(a) The **Mainsail** shall be fitted with seven battens that shall be contained in **batten pockets**. The top three battens shall be full length. The maximum length of the remaining battens is:

Fourth batten from **head**	185 cm
Fifth batten from **head**	215 cm
Sixth batten from **head**	245 cm
Seventh batten from **head**	245 cm

(b) Battens may be made from any material. Hollow battens that are not inflatable are permitted, however battens with different core material are prohibited.

(c) Battens shall not be adjusted while the **Mainsail** is set.

(d) **Inside Batten Pocket Width** shall not exceed 10 cm.

H.3.7 The highest visible point of the **Mainsail**, projected at 90° to the mast **spar**, shall not be set above the lower edge of the mast **upper limit mark**. The intersection of the **leech** and the top of the boom **spar**, each extended as necessary, shall not be behind the fore side of the boom **outer limit mark**.

H.4 JIB

H.4.1 Jibs (including **sail reinforcement**) shall be constructed from any material.

H.4.2 The girth dimensions of a Jib shall not exceed:

Head Width*	13 cm
Three-Quarter Width	139 cm
Half Width	258 cm
Luff Perpendicular (LPG)	470 cm

* between **head point** and **aft head point**.

An OSR Heavy Weather Jib shall have a maximum area of 34.0 m^2. The formula for measuring jib area is: (0.255 x **luff length** x (**luff perpendicular** + 2 x half width)).

H.4.3 The **luff** of a Jib shall be attached to the **forestay** when the **sail** is set. The attachments shall allow the **head** of the Jib to be lowered to within 150 cm of the deck without releasing any attachment.

H.4.4 Jib Battens:

(a) The Jib may be fitted with no more than four battens that shall be in **batten pockets**.

(b) The maximum length of a batten is 140 cm.

(c) Battens shall be made from glass re-enforced polymer matrix composite. Hollow battens that are not inflatable are permitted, however battens with different core material are prohibited.

(d) Battens shall not be adjusted while the Jib is set.

(e) **Inside Batten Pocket Width** shall not exceed 10 cm.

H.5 Asymmetric Spinnaker

H.5.1 An Asymmetric **Spinnaker** shall be constructed from Nylon sailcloth that has a minimum cloth weight of 40g/m^2.

H.5.2 The **window** area in an Asymmetric **Spinnaker** shall not exceed 1.0 m^2.

H.5.3 An Asymmetric **Spinnaker** shall have a maximum area of 185.0 m^2.
The formula for calculating spinnaker area is ((SLU+SLE)/2)*((SF+(4*SHW))/5)*0.83

PART III – APPENDICES

APPENDIX A – CLASS CERTIFICATE

McConaghy 38 One Design (MC38) Measurement Certificate

Boat Identification Number:

Owner(s):

Measurement Certificate Number:

Expiry date:

Component ID:

Hull ID: **Keel Fin / Bulb ID:**

Rudder ID: **Mast ID:**

Boom ID: **Bowpole ID:**

Forestay ID: **Spreaders ID:**

V1/D2 standing rigging ID: **V1/D2 standing rigging ID:**

D1 standing rigging ID: **D1 standing rigging ID:**

Running Backstay ID: **Running Backstay ID:**

Notations:

Date	Description

Validation

On behalf of the **Class Authority**, I can confirm that this **boat** has been measured in accordance with the MC38 class rule and has been found to be in compliance with the rule.

Representative signature: _____

Representative Name: _____

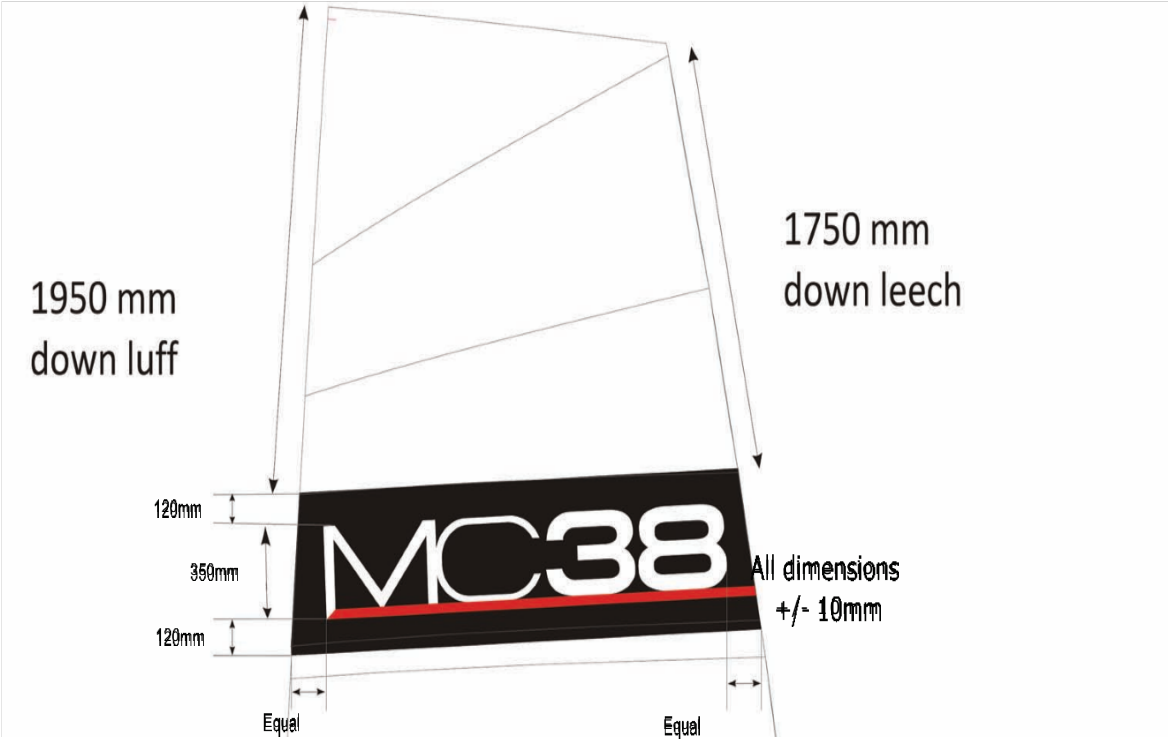
_____

Date:

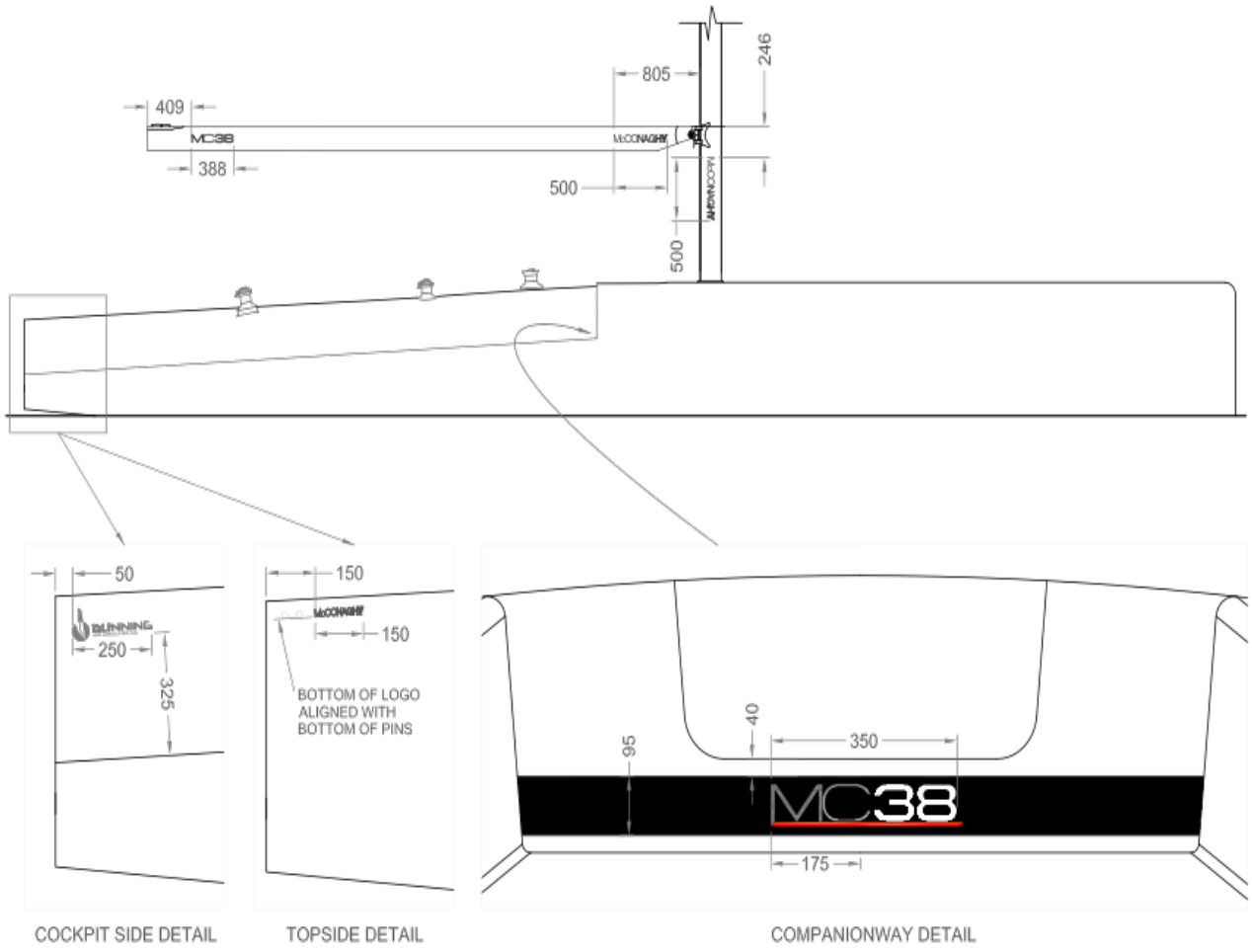
Supersedes Certificate No. and date:

APPENDIX B – CLASS MARKINGS

1. The class insignia on the **mainsail**:



2. The class markings on the **hull**:



APPENDIX C – RUNNING RIGGING

Running rigging shall comply with the specifications below:

Description	Quantity	Minimum Length (m)	Minimum Diameter (mm)	Core	Cover
Jib halyard	1	36	8	Dyneema / Spectra	Polyester
Jib halyard lock strop	1	0.3 - 1	4	Dyneema / Spectra	Dyneema / Spectra
Jib lock release	1	16	3	Dyneema / Spectra	Polyester / none
Jib cunningham 1:1	1	0.65	5	Dyneema / Spectra	Dyneema/ none
Jib cunningham 2:1	1	5	5	Dyneema / Spectra	none
Jib cunningham 4:1	1	8	5	Dyneema / Spectra	none

Jib cunningham 16:1	1	10	6	Dyneema / Spectra	Polyester
Jib sheet	2	10	8	Dyneema / Spectra	Vectran + Polyester/ Technora+ Polyester
Jib car inboard 1:1	2	2.5	5	Dyneema / Spectra	Dyneema / none
Jib car inboard 2:1	2	3	5	Dyneema / Spectra	none
Jib car inboard 4:1	2	8	5	Dyneema / Spectra	none
Jib car inboard 16:1	1	22	6	Dyneema / Spectra	Polyester
Jib lead up / down 2:1 on car	2	1	5	Dyneema / Spectra	Dyneema / none
Jib lead up / down 4:1	2	5.2	5	Dyneema / Spectra	none
Jib lead up / down 20:1	2	8	6	Dyneema / Spectra	Polyester
Spinnaker halyard	1	42	8	Dyneema / Spectra	Polyester Technora+Polyester
Spinnaker tack line	1	18	8	Dyneema / Spectra	Polyester
Spinnaker sheet	2	35	8	Dyneema / Spectra	Vectran+Polyester Technora+Polyester
Mainsail halyard	1	40	8	Dyneema / Spectra	Polyester
Mainsail Cunningham 1:1	1	2.2	5	Dyneema / Spectra	none / Dyneema
Mainsail Cunningham 2:1	1	2.5	5	Dyneema / Spectra	none
Mainsail Cunningham 4:1	1	14	5	Dyneema / Spectra	none
Mainsail Cunningham 16:1	1	5	5	Dyneema / Spectra	Polyester
Mainsail outhaul 1:1	1	1	5	Dyneema / Spectra	none
Mainsail outhaul 2:1	1	2	5	Dyneema / Spectra	none
Mainsail outhaul 5:1	1	3	6	Dyneema / Spectra	Polyester
Boomvang 1:1	1	4	8	Dyneema / Spectra	Dyneema / Spectra
Boomvang 2:1	1	2.5	8	Dyneema / Spectra	none
Boomvang 4:1	1	2.4	5	Dyneema / Spectra	none
Boomvang 8:1	1	11	5	Dyneema / Spectra	none

Boomvang 40:1	1	13	6	Dyneema / Spectra	Polyester
Mainsail sheet	1	25	8	Dyneema / Spectra	Vectran+Polyester Technora+Polyester
Mainsail traveller 1:1	2	3	5	Dyneema / Spectra	None / Dyneema
Mainsail traveller 6:1	1	25	6	Dyneema / Spectra	Polyester
Mainsail leech reef line	1	3	8	Dyneema / Spectra	Polyester
Top mast backstay tail	2	9	8	Dyneema / Spectra	ANY
Top mast backstay light tail	2	9	6	Lightning Line	none
Top mast backstay lashing	2	1.5 - 3	4	Dyneema / Spectra	Dyneema
Pole out	1	12	10	Dyneema / Spectra	Polyester
Pole in	1	6	8	Dyneema / Spectra	Polyester
Bobstay	1	2.4	6	Dyneema / Spectra	none / Dyneema
Forestay lashing top	1	3 - 5	4	Dyneema / Spectra	none / Dyneema
Forestay lashing lower	1	2 - 5	4	Dyneema / Spectra	none / Dyneema

APPENDIX D – APPROVED INSTRUMENT PACKAGES

Tacktick Instrument Package	**Part #**	**Qty**
Wireless Multi Remote Display	T113	1
Hull Transmitter	T121	1
Wireless Interface	T122	1
Wireless Multi Maxi Display	T210	1
Wireless Multi Dual Maxi Display	T215	2
Vertical Wireless Wind Transmitter	T220	1
Custom Carbon Mast Bracket by McConaghy for 3 Instruments	-	1
GPS Antenna	T908	1
Compass Transducer (Wired to Hull Transmitter T121)	T909	1
Triducer (Wired to Hull Transmitter T121)	T910	1
Flush Mount Through Hull Fitting	T943	1
Misc. Cables		
B&G Hydra Instrument Package	**Part #**	**Qty**
H3000 Hydra Base Pack	BGH300001	1
H3000 GFD mounted in cockpit side	BGH210001	1
H3000 CPU: Hydra Optional Upgrade to B&G Hercules Performance	BGH250001 (BGH250013)	1 1
Misc. Cables		

Fastnet Terminators	239-00-099	1
VMHU 810mm	BGH031001	1
Junction Box 7 Terminal	288-00-001	1
VMHU Fixings Pack	BGH033007	1
GPS Antenna		1
AT10 Two way general NMEA 0183 to SimNet converter	24005936	1
H3000 DEPTH SENSOR PLASTIC FLUSH	SEN-DPT-HPF	1
H3000 SPEED SENSOR PLASTIC FLUSH	SEN-SPD-HPF	1
Halcyon 2000 Compass	486-00-009	1
Clinometer – optional	690-00-004	1
H3000 Gimballed Rate Compass (optional)	BGH 330001	1
H3000 Interface for Gimballed Rate Compass (optional)	TBC	1
H3000 AWA Analogue Display (optional)	-	1
H3000 10/10 HV DISPLAY PACK mounted on Mast Bracket Optional Upgrade to H3000 20/20 HV Display Pack mounted on Mast Bracket.	BGH320001	3
Custom Carbon Mast Bracket by McConaghy for 4f Instruments	-	1

B&G H5000 Instrument Package	**Part #**	**Qty**
H5000 Hercules CPU	000-11546-001	1
H5000 Race Display	000-11543-001	1
Mast Cable 36m	BGH030006	1
VMHU Pack 810mm	MCOL810	1
Junction Box 7 Terminal	288-00-001	1
Depth SNSR Plastic flanged - DT800	22098560	1
H3000 Speed Sensor plastic flush	SEN-SPD-HPF	1
RC42N, Rate compass with 5m (16ft) cable and Micro-C connector	000-10613-001	1
H5000 3D Motion sensor	000-11551-001	1
HV 20/20 N2K Display mounted on Mast Bracket	000-11088-001	3
ZG100 gps antenna	000-11048-001	1
Carbon Mast Bracket by McConaghy for 4 Instruments	-	1

