

CHANGES TO THE C420 CLASS RULES

JULY 1, 2019



GOALS OF THE CHANGES TO CLASS RULES

JULY 1, 2019

1. To create a rules format that is easier to read, and find the rules any sailor needs to compete.
2. A format that is recognizable with other classes so sailors are prepared to move to other boats.
3. To convey the safety and boat requirements to help the class be SAFE, FAIR, and FUN.
4. These rule incorporate ALL changes approved by the Board of Directors and all interpretations from the Class Measurer through July 1, 2019. Additional clarifications from the Class Measurer may be found on the Club420 website.



CONDITIONS FOR RACING

JULY 1, 2019

General Eligibility rules:

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Both these rules were in every NOR and is how the class has conducted eligibility for regattas

"C.3.1 No sailor shall be above the age of 22 in the calendar year of the Club 420 Class Association regatta they wish to compete."

"C.3.4 Responsibility of the boat- It is the boats (skipper and crew) responsibility to ensure that the boat and personal equipment comply with the class rules when racing. All Skippers are required to verify and sign an Inspection form provided by the class (Exhibit A) in order to be registered to race at any C420 Class Association regatta."

SAFETY RULES

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Safety Equipment and Hardware

(Pages 6-7)

“C.4.3 Each boat shall carry one line designated as a towing line. This line shall be at least 40 ft (12 m) long, 3/8 inch (9 mm) diameter, shall float. The towing line shall be secured to the boat either at around the mast or bow shackle. The towing line shall be accessible on the deck within 6 inches of the bow stem at all times, including when capsized. Tape or velcro may be used to help secure the towing line to the bow deck or stem.”

This is a big change to the length of the towline (40 ft). The requirement has always been there to have the line accessible on the deck but now it is more specific. Having an accessible towline is a huge safety tool and making this line longer will help with safer more effective rescues and tow's.

This rule goes into effect for Day 1 at the 2019 C420 North Americans, San Francisco CA.

“C.4.4 Each boat **shall use a line attached from the rudder** to the boat that will keep the rudder connected to the boat in the event of capsize or turtle.”

SAFETY RULES

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Safety Equipment and Hardware

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"C.4.5 The forestay under tension shall be entirely in metal (including extensions) and shall prevent the mast from disengaging from the mast partners. To meet this requirement the widest section of the mast shall be within the mast partners when the mast rakes under its own weight and the forestay comes under tension, as in Diagram 1. The forestay shall be connected to the stemmed fitting using a pin. A piece of shock cord maybe attached to the forestay and the stemmed fitting. "

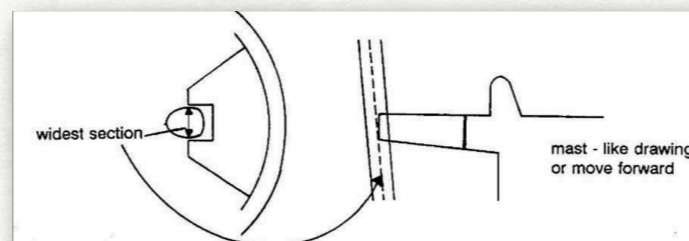


Diagram 1

This rule has been in the Class Rules all along this is hopefully a clarification and an added diagram

SAFETY RULES

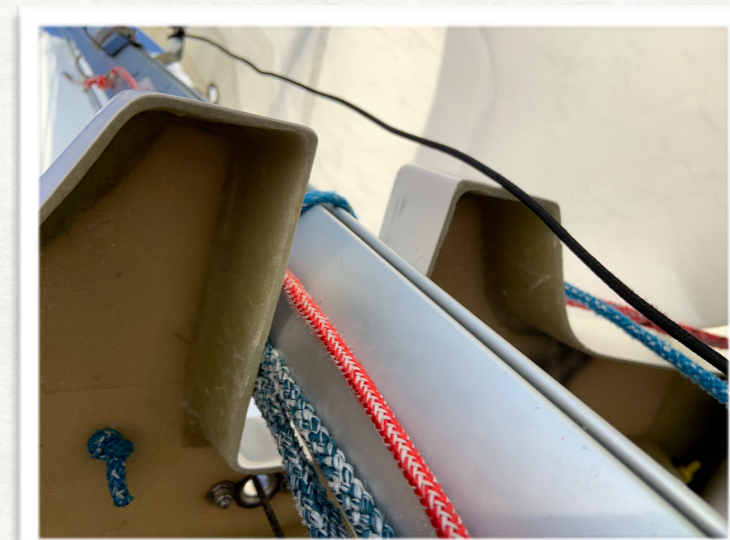
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Safety Equipment and Hardware

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C.4.7 An optional system may be added, to prevent the mast from coming out of the mast partners, of a single piece of line working on the aft face of the mast, one attachment, one grip and one cleat without moving parts, on top of the mast partner."

Below is an example of how this rule can be applied. The goal is safety to keep the mast in the partners to prevent damage and injury



HULL CHANGES

JULY 1, 2019

Hull Appendages- Centerboard, Rudder and Tiller (Pages 8-9)

“C.6.1 Tiller extensions maybe made of any material and maybe any length as well as adjustable.”

This rule simply allows the tiller extension to be whatever you want. Allows the carbon tiller extension!

“C.6.7 The head of the centerboard must have some part of it above the centerboard trunk when racing with the centerboard in the fully down position.”

This rule is simply making sure when you are sailing with your Centerboard all the way down that some piece of it is visible above the Centerboard Cap.

CONTROL LINES

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Running Rigging and Control Lines

(Page 9)

"C.7.6 Sheets and halyards of any length diameter and material may be substituted for those supplied by a Builder, with the following limitations:

1. Sheets and halyards in whole or in part of wire are prohibited except for the jib halyard.
2. No halyards may be tapered. **Only spinnaker and jib sheets maybe tapered.**
3. Each sheet shall be one single piece of line. **The jib sheet may be attached to the jib using a soft shackle or a separate loop of line."**

The Spin and Jib sheets maybe tapered and you may use a soft shackle or loop to attach the jib sheets to the jib.

CONTROL LINES

JULY 1, 2019

MAIN AND JIB CUNNINGHAM

(Page 10)

"C.7.8 Cunningham lines for both the jib and the main may be used. Line loops (including thimbles or rings of any material) or knots may be added to any part of the line to provide additional purchase. The main Cunningham may be led and adjusted on the Centerboard Cap as well as the mast provided that Cunningham lines shall use only the fittings supplied by the manufacturer. A small Cleat maybe added to the deck of the boat to allow cleating of the Jib Cunningham only. This cleat shall not have any moving parts and shall be mounted no more than 1 inch off the centerline of the deck, and no more than 8 inches from the forward most piece of the splash guard."

This rule allows for the main Cunningham to be lead back to the skipper and allows for a specific cleat for the jib Cunningham.



— Main Cunningham

CONTROL LINES

JULY 1, 2019

NEW VANG BLOCK ALLOWED

(Page 10)

"C.7.9 The vang shall be rigged using a maximum of five sheaves and terminating at one cleat on the centerboard cap, there may be a turning block on the top centerboard cap, and shall not exceed a 16:1 purchase. "

Block Allowed



CONTROL LINES

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TOPPING LIFT

(Page 10)

“C.8.4 Spinnaker pole uphaul/downhaul. A combination spinnaker pole uphaul/downhaul system using only rope and shock-chord may be fitted using the existing mast hardware, existing main Cunningham cleat or Centerboard Cap hardware, together with a hook for attaching to the pole. The turning point on the keelson for the pole downhaul may be a fairlead or a block ”

This rule allows you to lead the topping lift to the mast main Cunningham cleat. The idea being that it would be much easier to adjust the topping lift on the mast for the crew. The Cunningham is now allowed to be led to the centerboard cap making it so you do not need the Cunningham cleat on the mast.

Topping lift Cleat



JIB LUFF

JULY 1, 2019

(Page 11)

“C.9.4 The webbing and or seizing as supplied on the jib at the tack may be substituted with a line or jib cunningham that may be used to adjust the luff tension. ”

This rule allows for the jib luff to work, removing the webbing and replacing it with line or a jib Cunningham to actually adjust the luff tension.