

C&C 115 Class Rules

1. OBJECTIVES

26 May 2009

- 1.1 These rules, as adopted by the C&C 115 Class Association (“Class Association”), are set in place to achieve the purposes of the Class Association including, but not limited to, fostering recreational one-design racing at Class sanctioned events (“Class Events”).
- 1.2 All designs and dimensions of the C&C 115 hull, rudder, spars, equipment, keel, deck, weight and distribution thereof, sail plan, and interior should be substantially alike. Only when exceptions are specifically cited in these rules will they be found acceptable.
- 1.3 The Class Association prohibits all modifications and alterations, unless cited in these “Class Rules”, to all yachts competing in Class Events.

2. ADMINISTRATION

- 2.1 The Class Association shall hold ultimate and absolute authority over all Class Events and it shall ensure proper rule over all Class Events. The Class Association Board of Directors (“the Board”) or its appointed representatives shall manage Class Events and Class Rules, with the involvement of C&C Yachts / Novis Marine Ltd (“C&C/NML”), as defined in the Class Association Code of Regulations.
- 2.2 Members of the Class Association shall be responsible for providing the Class Association and keeping current information such as ownership or association with: Boat Hull #, Sail #, Hailing Port, Mailing Address, e-mail Address, Tel # and Handicap Ratings.
- 2.3 The Board shall be responsible for Member notification of any Class Rules changes and Class Association activities.
- 2.4 The Board, in its sole and absolute discretion, shall interpret Class Rules. At the sole discretion of the Board, eligibility rules for all yachts may be waived in full or in part for a Class Event to facilitate increased participation.
- 2.5 C&C/NML have the only authority for building C&C 115s in order to guarantee compliance with the C&C 115 building specifications, among other copy rights.
- 2.6 Molded fiberglass parts, spars, rudder, and keel shall be supplied by C&C/NML.
- 2.7 The official language for the Class Association shall be English.
- 2.8 Advertising at Class Events shall comply with the International Sailing Federation (“ISAF”) RRS Appendix 1 Advertising Code Category C, unless otherwise specified in the Notice of Race or Sailing Instructions.

3. MEMBERSHIP AND ELIGIBILITY

- 3.1 A Class Association Member shall comply with Class Rules, shall pay annual dues, and shall be the Owner of a C&C 115 yacht. An Owner shall legally own 100% of the yacht, or an equal partner in the 100% ownership of the yacht with an insurable interest. In the instance of partnership ownership, the partners of the

- yacht shall be obligated to submit to the Board upon request, proof of partnership and insurable interest, such proof to be evaluated and accepted or rejected in the sole and absolute discretion of the Board.
- 3.2 An Associate Member may be an immediate family member, crew or other individuals supporting the Class Association by paying annual dues.
- 3.3 Except as provided in 3.4 below, only those yachts with a Member listed as Owner may participate in Class Events. While racing, a Member associated with the yacht shall be on board.
- 3.4 A Charterer is the person who charters a C&C 115 for one or more Class Events. The Charterer shall inform the Board of his or her intention to participate in a Class Event no less than 14 days prior to the Class Event. In order for a Charterer to participate in a Class Event, the following conditions shall be satisfied:
- a. The Charterer shall be a Member or Associate Member, or
 - b. The Charterer shall be recognized by the Board, in its sole and absolute discretion, as being likely to become the Owner of a C&C 115 in the near future, and
 - c. The Charterer has paid market value for the use of the yacht. Upon request the Charterer shall submit to the Board satisfactory financial detail of the charter arrangement. For the purposes of 3.4, the Charterer shall be considered an Owner.

4. MEASUREMENT

- 4.1 A Class Measurer shall not measure a yacht in which he/she has special interest.
- 4.2 It is the sole responsibility of the Member to ensure that the yacht complies with these Class Rules.
- 4.3 When participating in Class Events, Owners agree to permit the Board, Measurer, Race Committee, Race Organizers or their appointed representatives to board their yacht for the purpose of inspecting, measuring or equalizing at any time during an event or within 24 hours before or after the Class Event.
- 4.4 Any variation from the C&C/NML standard construction specifications to a hull, deck, interior, keel, rudder or rig of a yacht for which there is no prescribed measurement shall be compared by a Measurer to a sample of 3 boats. If the variation is within the range taken from the 3 yachts the Measurer may, in his or her sole and absolute discretion, accept the variation. If the variation is outside this range the matter shall be reported to the Board for action. Any boat that shows clear evidence that an attempt has been made to change its shape, or evidence is available to suggest this, may, at the sole and absolute discretion of the Board, suspend such Member's membership from the Class Association until the variation is remedied to the satisfaction of the Board.
- 4.5 Lifelines, stanchions and pulpits shall conform to the applicable ORC Special regulations, with the exception that vinyl coated lifelines shall be allowed during closed-course buoy racing Class Events.
- 4.6 Hull flotation measurement:
- 4.6.1 Except for equipment and furnishings permitted to be removed (see article 5.3), measurement condition shall include:

- a. All running and standing rigging (dry)
 - b. All sailing gear and equipment, loose gear stacked at aft base of mast
 - c. Mainsail on boom in normal position
 - d. One headsail on furler or if the boat is fit with a racing foil at the mid point between mast and headstay
 - e. Class sails stored at aft base of mast
 - f. Maximum 10 gallons of fuel
 - g. Freshwater and holding tanks empty
 - h. Ship's batteries in normal factory installed location
 - i. All cushions installed in normal position
 - j. Safety gear stored at aft base of mast
 - k. Anchor and rode stored at aft base of mast
 - l. No provisions aboard
 - m. (4) Dock lines and Fenders permitted, if loose store at aft base of mast
- 4.6.2 Forward freeboard shall be measured from top of stainless steel stem cap, vertically to the plane of flotation.
- 4.6.3 Aft dimension shall be measured from the transom-hull corner at centerline, vertically to the plane of flotation.
- 4.6.4 The combined total of these flotation dimensions in inches shall not exceed 63.5inches. In the event this dimension is exceeded then the Chief Measurer shall prescribe internal ballast to meet the above flotation requirement. Internal ballast ("Corrector Weight") shall be either: A) water ballast in forward water tank, or B) ballast located under the V-berth and affixed to the hull at the mid point between the forward water tank recess and the v berth riser and not lower than 8 inches below the bunk top. However, if this location is occupied by an air-conditioning unit or other fixed equipment, the Corrector Weight shall be placed at the nearest equivalent location at the direction of the Board, Measurer, Race Committee, Race Organizers or their appointed representatives .

5. EQUIPMENT

- 5.1 Rig Dimensions shall be per the Sail Plan, as follows:
 I = 52' 2"
 J = 14' 6"
 SPL = 15' 11" (measured Spinnaker Pole length)
 P = 49' 4"
 E = 16' 4"
- 5.2 Unless specifically permitted herein, standard factory supplied equipment and furnishings shall not be relocated, removed or altered from the C&C/NML C&C 115 standard construction specifications, including but not limited to:
- a. Running rigging (minimum halyards rigged shall be one headsail, one spinnaker and one mainsail). Spinnaker Halyard(s) to exit the spectacle fairlead at forestay t-ball terminal.
 - b. Standing rigging including backstay and hydraulic backstay equipment.
 - c. Spinnaker pole track on mast.

- e. Fixed and operable opening ports.
 - g. Emergency tiller (required on-board but location not specified).
 - h. Minimum of two size 27 twelve-volt batteries.
 - i. Pressure water system, operational.
 - j. Holding tank, head and related ancillary systems (operational).
 - k. Molded interior and exterior components.
 - l. Two burner cook top stove or two-burner stove with oven.
 - m. Floor boards and Interior furniture.
 - n. Navigation Station seat cushions.
 - o. Engine and saildrive leg.
 - p. Rigid vang.
 - q. Interior storage compartments, covers, doors, draws & shelves.
 - r. Companionway hatch board and bin boards.
 - s. Builder supplied through-hulls (operational).
- 5.3 Equipment or furnishings that may be removed:
- a. Cabin and head entrance doors.
 - b. Shower partition door.
 - c. Settee and berth cushions.
 - d. Salon table.
 - e. Helmsman's seat and gas shock.
 - f. LPG bottle.
 - g. Swim Ladder.
 - h. Boom Topping Lift.
 - i. Any and all Owner installed optional equipment or C&C 115 purchase order "Options" elected by the Owner and installed by C&C/NML beyond Base Boat configuration (i.e. forward water tank, bow roller, forward cabin hull lockers (delete option), etc).
- 5.4 Optional equipment that is permissible:
- a. Headsail furling system. The top swivel of the furling system may be lowered and the lower drum may be removed to allow use of the system as a twin groove racing foil.
 - b. Headsail racing foil (i.e. Harken Carbo foil, Tuff Luff foil or other low friction headsail foil system).
 - c. Electronic wind, sailing, navigation, communications and tactical equipment of any type.
 - d. Low friction mainsail luff systems (i.e. Tides, Antal, Harken, Fredrickson, Ronstan, etc.).
 - e. Mainsail sheeting modified to suit.
 - f. Safety equipment.
 - g. Interior and exterior amenities that do not enhance performance.
 - h. Foredeck lifeline netting, shroud or lifeline rollers and anti-chafing gear.
 - i. Modified to suit: mainsail halyard, outhaul, cunningham and/or vang purchase.

- j. Modified to suit: headsail car adjuster and/or headsail in-hauler purchase using above deck block and tackle only.
- k. Addition of footrests for helmsman and/or sail trimmers.
- l. Headsail whisker pole or spinnaker reaching strut.
- m. Hi-tech fibers for running rigging.
- n. Double ended control lines (pole downhaul, cunningham, outhaul, vang).
- o. Additional rope clutches cleats or stoppers.
- p. Shackles and blocks added, upgraded or replaced with any brand or type.
- q. Additional outboard headsail tracks. U-bolts or pad eyes for staysail or headsail barber hauling.
- r. Spinnaker sheet twings made to stanchion bases, toe rails or pad eyes.
- s. The use of blocks to redirect existing control lines and organizers such as sheet bags, winch handle pockets and shock cords to aid in deck gear, rigging and/or sail organization.
- t. Running rigging and deck gear, other than items specified in this article 5, may be relocated, deleted, or substituted to suit.
- u. Aluminum or carbon fiber spinnaker pole. Dip pole or end-for-end pole. Location of spinnaker pole downhaul pad eye is unrestricted. Asymmetrical spinnaker tack line is unrestricted.
- v. Sailandrive aperture in hull may be faired with either a rubber boot or 1/8" fiberglass sheathing.
- w. Standard C&C 115 carbon fiber mast & aluminum spreaders from Novis Spars only shall be Class legal. Aluminum boom from Charleston Spars, or equivalent, complying with standard C&C 115 specifications only shall be Class legal.
- x. Standing rigging may be 1 x19 stainless wire, dyform stainless wire, rod or PBO, all must be sized per Sail Plan.
- y. Standard 6' 8" keel or Optional 5' 6" keel.

5.5 Equipment not permitted:

- a. Halyard Locks or Hooks.
- b. Asymmetrical spinnakers on a "sprit" (fixed or retractable).
- c. Holes or Tubes that feed halyards or control lines through deck, hull or transom.
- d. Altering rudder or keel profile and location beyond tolerances established by C&C/NML and the Class Keel and Rudder Templates.
- e. Use of a mast or boom, which has been modified in any way, such as cutting off the mast butt to increase rake.
- f. Sail drive leg may be lightly sanded in preparation for painting. No grinding, removing aluminum or fairing of the saildrive leg or propeller is permitted. Any paint system applied to the saildrive leg shall be of normal thickness.
- g. Hydraulic mast step or hydraulic headstay adjustment.
- h. Fairing strips over through-hulls.

- 5.6 Contrasting color bands of minimum width of ¾” shall encircle the mast at the masthead and at the mainsail tack position. The distance from the upper edge of the lower band and lower edge of the upper band shall not exceed 49' 4”. The mainsail shall be set within these bands per article 8.11.3.
- 5.7 Contrasting color band of a minimum width of ¾” shall encircle the aft end of the boom. The distance from the forward edge of the band to the aft face of the mast shall not exceed 14' 6” in length. The mainsail shall be set within these bands per article 8.11.3.
- 5.8 Spinnaker poles shall be mast mounted and not to exceed 15' 11”.
- 5.9 Location of deck fittings and equipment shall conform to the Deck Plan.
- 5.10 Mast butt shall remain within the limits of the mast step supplied by C&C/NML and the mast step shall remain within the limits set by the mast step mounting slots and corresponding hull mounting bolts as installed by the C&C/NML.

6. CREW LIMITATIONS

- 6.1 For closed-course buoy racing Class Events, the Driver of the yacht is defined as the person or persons who steers the yacht during the five minute period prior to and including the start, until finish. Exceptions for momentary absence due to injury, personal or shipboard needs are acceptable.
- 6.2 For point-to-point distance racing Class Events, the Driver of the yacht is defined as the person who steers the yacht during the five minute period prior to and including the start and at least 20% of the time until finish. Exceptions for momentary absence due to injury, personal or shipboard needs are acceptable.
- 6.3 If the Driver is a Group 1 or Group 2 Competitor as defined by the ISAF Competitor Classification system (RRS Appendix P), there are no classification restrictions on the balance of crew. If the Driver is an ISAF defined Group 3 Competitor, no other Group 3 Competitors are permitted to crew said yacht during the Class Event.
- 6.4 C&C/NML factory personnel and official C&C/NML dealer personnel are considered ISAF Classification Group 2 Competitors and Owners when racing on an “inventory” or C&C/NML owned yacht and are therefore eligible to compete in Class Events. An inventory yacht is defined as a vessel offered for sale by C&C/NML or an official C&C/NML dealer, and not owned by a private individual. All other provisions of the Class Rules remain in full force and effect.
- 6.5 Class Events such as North American Championships and Regional Championships (i.e. East Coast Championship) shall be classified as Owner-Driver Class Events, where the Driver, as defined above, must be the Owner of the yacht.
- 6.6 No crew member may be paid or compensated in any way for racing in a Class Event. However, a crew member may accept reimbursement for reasonable out of pocket expenses, transportation, living accommodations, and meals necessary for participation in a Class Event.
- 6.7 **A MAXIMUM CREW WEIGHT OF 1980 lbs shall be allowed without limitation of the quantity of crew aboard.** For Class Events requiring a weigh-in, a yacht's crew will only be asked to weigh-in once. Weigh-in shall occur

before the start of the first race. Any substitute crew must be weighed before their first race aboard. At that time, only the substitute crew will be weighed. During a Class Event, yachts shall sail all races with the same crew unless a request for crew change has been approved in writing by the Board, Race Officer or event organizers.

7. SAFETY

Safety equipment shall, at a minimum, conform to USCG or applicable National regulations and ORC regulations prescribed by the Notice of Race and/or Sailing Instructions. In keeping with good seamanship, each vessel is required to carry on board a suitable anchor and rode.

8. SAILS

- 8.1 For closed-course buoy racing, each boat will be limited to carrying on board, a total of: **8 SAILS PER RACE**. The maximum on-board sail inventory is further limited as follows:
 - One (1) mainsail
 - No more than four (4) headsails
 - No more than four (4) spinnakers (symmetrical and/or asymmetrical)
- 8.2 For point-to-point distance racing, sail inventory is unlimited.
- 8.3 The intent of these rules is to discourage rule-beating sails. Therefore, any change which is not established practice or specifically covered by the Sail Plan and measurements is considered illegal until a ruling to the contrary has been obtained from the Measurer and the Board.
- 8.4 Each sail purchased for use in Class Events shall comply with these Class Rules in effect on the date of delivery and when measured at a Class Event. It is the obligation of the Owner to have certified sail measurement certificates onboard and ready for inspection at Class Events. New sails delivered on or after January 1, 2009 shall be affixed at the tack with a sewn in C&C 115 sail tag purchased from the Class Association by the sailmaker. Sail tags shall be supplied to sailmakers by the Class Association and shall have serial numbers that are registered with the class secretary/treasurer. A certificate with a serial number, a statement that the sail conforms to class rules, and the date of delivery to the owner shall be signed by the sailmaker, delivered to the owner, and recorded by the Class Association secretary. By affixing a sail tag, the sailmaker certifies that the sail meets the then effective sail material, weight, and measurement requirements of these Class Rules. Fees for purchase of sail tags by sailmakers shall be determined by the Board. Sails procured prior to January 1, 2008 shall conform to all specifications herein, except that sail tags shall not be required.
- 8.5 Sails shall be measured in accordance with ISAF equipment rules of sailing except where otherwise stated herein. Sail measurements as stated herein are maximum dimensions.
- 8.6 Windows, spreader patches and telltales are unrestricted.

- 8.7 Sail numbers are required and shall conform to the requirements stipulated in the current version of the Racing Rules of Sailing (“RRS”) Appendix G. A yacht's sail number shall either be a number granted by its National Sailing Authority or its hull number as assigned by C&C/NML.
- 8.8 The C&C 115 insignia shall be affixed to the mainsail. The insignia should be affixed between the first and second battens from the top of the mainsail.
- 8.9 In the event that one or more of the sails is significantly damaged during a race, then another sail, in compliance with this article 8, may be substituted for the damaged sail.
- 8.10 Charterers may use their own sails, or the sails registered with the boat, but may not combine the sails.

8.11 Mainsail

- 8.11.1 Mainsail shall not exceed the following dimensions;
 - a. Head Board Width (HBD) = 0.5'
 - b. Middle Girth (MGM) = 10.6'
 - c. Upper Girth (MGU) = 6.2'
 - d. Top Girth (MGT) = 3.58'
- 8.11.2 Fabric limitations shall not apply.
- 8.11.3 The mainsail shall be set within the bands on the spars at all times, per articles 5.6 and 5.7.
- 8.11.4 A maximum of five (5) battens shall be fitted of any length so that the center of the batten pockets shall divide the aft edge of the sail into equal parts with a tolerance +/- 6 inches.
- 8.11.5 Batten material can be composite, including carbon fiber.
- 8.11.6 The mainsail foot may be loose.
- 8.11.7 At least one serviceable reef set shall be installed no closer than 60 inches up from the tack. Reef (s) may be fitted with a reinforcement band of similar material not exceeding 6 inches in width between luff and leech.
- 8.11.8 The mainsail shall be attached to the mast with sail slides or boltrope.
- 8.11.9 The mainsail may be fitted with a cunningham ring and flattening rings. The cunningham may not be more than 14 inches above the tack and the flattener no more than 16 inches above the clew. Cunningham may be fitted with a reinforcement band of similar material not exceeding 6 inches in width between cunningham and tack.

8.12 Headsails

- 8.12.1 Maximum headsail dimensions shall not exceed the following;
 - a. Luff Perpendicular (LP) = 15.66' (108% of J)
 - b. Luff Length (LL) = 51.58'
 - c. Mid Girth = 9.0' (LP mid-leech to nearest point on luff)
- 8.12.2 Fabric limitations shall not apply
- 8.12.3 View windows, trim stripes, and tell tale windows permitted.
- 8.12.4 Leech and foot lines are permitted.
- 8.12.5 Tacking lines are not permitted.

8.12.6 A maximum of four battens of any length may be fitted. Battens shall divide the aft edge of the sail into equal parts with a tolerance of +/- 4 inches. Battens may be composite construction, including carbon fiber.

8.13 Spinnaker Requirements - General

8.13.1 All spinnakers shall be flown from the Spinnaker Halyard per 5.2(a) and a Spinnaker Pole having a maximum SPL of 15' 11", a tack line or the stem fitting.

8.13.2 Spinnaker pole is to be set with its inboard end attached to the mast.

8.13.3 The sail number or hull number must be displayed on both sides of asymmetrical spinnakers and outboard side of symmetrical spinnakers.

8.13.4 Retrieval lines are permitted.

8.13.5 Spinnakers shall be constructed from cloth weighing no less than 35 grams per square meter.

8.13.6 Adjustable leech, luff and foot lines shall not be fitted.

8.14 Symmetrical Spinnakers – Maximum Measurement

a. Maximum Girth (MG) = 28.65'

b. Foot (SF) = 28.65'

c. Luff (SL) = 51.43'

d. Luff and leech must be of equal length.

e. The sail must be symmetric about a line joining the head to the center of the foot.

f. The mid girth shall not be less than 75 percent of the foot length.

8.15 Asymmetrical Spinnakers – Maximum Measurement

a. Mid-Girth (SMG) = 28.65'

b. Foot (SF) = 28.65'

c. Luff (SL) = 51.43' where $SL = .6 SLU + .4 SLE$

SLU= Spinnaker Luff Length

SLE = Spinnaker Leech Length

e. The luff length shall be at least 5 percent longer than the leech.

f. The mid girth shall not be less than 75 percent of the foot length.