

C&C 99 Class Rules

1. OBJECTIVES OF CLASS RULES

1.1 These rules, as adopted by the “C&C 99 NACA,” are set in place to foster recreational One-Design racing.

1.2 All designs and dimensions of C&C 99 hull, rudder, spars, standing rigging, equipment, keel, deck, weight and distribution thereof, sail plan, and interior should be alike. Only when exceptions are specifically cited in these rules will they be found acceptable.

1.3 The Class prohibits modifications and alterations, unless cited in these rules, to yachts competing in One Design or Class Events. Any change that is not established practice or specifically covered within these rules or by the Sail Plan and measurements is considered illegal until a ruling has been obtained from the Chief Measurer and the Executive Committee (EC) have concurred. It is the Owner’s responsibility to contact the EC or Chief Measurer prior to racing with a modification that may contravene the intent of the rules.

2. ADMINISTRATION

2.1 The Class will hold ultimate authority and ensure proper rule over all Class Events. The Class Executive Committee (EC) will manage Class Events and rules with the involvement of Fairport Yachts, as defined in the C&C 99 Class Constitution.

2.2 The EC will be responsible for notifying the public of any rule changes and class activities where applicable.

2.3 C&C Yachts has the only authority for building C&C 99s in order to guarantee compliance with the C&C 99 building specifications, among other copyrights.

2.4 Molded fiberglass parts, spars, rudder, and keel shall be supplied by C&C Yachts.

2.5 The official language for the class shall be English. The appearance of the word “shall” makes that statement mandatory. The word “may” is permissive.

2.6 The text contained in the Class Rules shall take precedence over diagrams (Sail Plan, Deck Plan, etc).

2.7 Advertising for the Class shall comply with the International Sailing Federation’s Racing Rules of Sailing and Appendix G, Category A.

3. MEMBERSHIP AND ELIGIBILITY

3.1 An Active Member shall comply with Class Rules, shall pay annual dues, and shall be the Owner of a C&C 99.

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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 All Owners shall be Active Members of the C&C 99 Class. To be considered an owner, you must legally own 100% of the yacht, or an equal partner in the 100% ownership and operation of the yacht with an insurable interest. A limitation of one vote per yacht shall apply to yachts in partnership. The onus is on the partners of the yacht to provide the EC with proof of partnership and insurable interest upon request.

3.4 Only those yachts with an Active Member or Associate Member listed as Owner may participate in sanctioned C&C 99 Class Events. While racing, an Active Member or Associate Member associated with the yacht must be on board.

3.5 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, until the finish. Exceptions for momentary absence due to injury, personal or shipboard needs are acceptable. The Driver of the yacht shall be either an Active Member or an Associate Member of the class. Where the Driver is an Associate Member, one of the following shall apply:

- a) Driver is an Owner (or partner) of the yacht for which he or she is steering.
- b) Driver is an immediate family member of the Owner (or partners).
- c) Driver is a regular member of the crew as determined by the EC.

3.6 C&C Yachts factory personnel and recognized dealer personnel are considered Owners when racing on an “inventory” yacht and are therefore eligible to act as Driver of the yacht. An inventory yacht is defined as a new vessel offered for sale by the Factory or Dealer not owned by a private individual. Used or brokerage boats are not considered to be inventory yachts.

3.7 Referring to ISAF Sailor Classification Code, there are no restrictions on the quantity of Group 1 Competitors present on the yacht while racing save those restrictions placed on the Driver (see 3.5 above). Group 2 and 3 competitors shall be limited to one each aboard. For further details, refer to the ISAF (<http://www.sailing.org/classification/classificationcode.asp>).

3.7 All races and events sailed under these rules will be categorized for crew eligibility at least 45 days prior to the start of the races as either one of the following:

- a) Level A: Crew aboard (excluding a 100% Owner) will be comprised of Group 1 competitors. Only one (1) crewmember may be Group 2 competitor.
- b) Level B: Crew aboard (excluding a 100% Owner) will be comprised of Group 1 and/or Group 2 competitors; allowance of one (1) crewmember may be a Group 3 competitor.
- c) Level C: Crew aboard may consist of any combination of Group 1, 2 and 3 competitors.

3.7.1 Level A is the default for racing.

3.7.2 *Note: Guidelines representing the spirit of the class rules regarding sailor classification are per ISAF regulation 22. See http://www.sailing.org/regulations/2005_partIV.PDF for regulation 22 in its entirety and <http://www.sailing.org/classification/classificationcasebook.pdf> for FAQs on Sailor*

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Classification. Sailor classification is available at no cost on line at www.sailing.org/isafsailor. “

3.8 A maximum crew weight of 1,450 lbs shall be allowed without limit on the quantity of crew aboard. For regattas 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 will be weighed.

3.9 A Charterer is the person who charters a C&C 99 for one or more regattas. The Charterer must inform the EC of his or her intention to participate in a Class Event two weeks prior. In order for a Charterer to participate in a Class Event, the following conditions must be met:

- a) The Charterer must be an Active or Associate Member, or
- b) The Charterer must be an Owner of a C&C 99, or
- c) The Charterer must be recognized by the EC as being likely to become the Owner of a C&C 99 in the near future, and
- d) The Charterer has paid market value for use of the boat. The onus is on the Charterer to provide the EC with sufficient financial detail of the charter arrangement upon request (for the purposes of item 3.4, the Charterer shall be considered an Owner).

3.10 At the discretion of the EC, eligibility rules for all participants may be waived in full or in part for a C&C 99 Class Event to facilitate increased participation.

3.11 The EC shall be the sole interpreter of these definitions and their application.

4. MEASUREMENT

4.1 A measurer will not measure a yacht in which he/she has special interest.

4.2 Is the responsibility of the Owner, Active Members, and Associate Members to ensure that their yacht complies with these Class Rules.

4.3 When participating in C&C 99 Class Events or for C&C 99 One-Design trophies, owners agree to permit the EC, Race Committee, Race Organizers, or their appointed representatives to board the boat for the purpose of inspecting, measuring, or equalizing at any time during a regatta or within 24-hours before or after the regatta.

4.4 Any variation from the 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 Class Measurer to a sample of three boats. If the variation is within the range taken from the three yachts the Class Measurer may accept the variation. If the variation is outside this range the matter shall be reported to the Chief Measurer 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, the matter shall be referred to the EC. The Executive Committee may, at its discretion, suspend membership in the Class Association until the variation is remedied to the satisfaction of the EC.

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4.5 Lifelines, stanchions and pulpits - shall conform to the current ORC Special regulations (see ISAF Offshore Special Regulations section 3.14). Note that the Class shall permit the use of vinyl-coated lifelines.

4.6 Hull flotation measurement.

4.6.1 Measurement conditions 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 factory-specified roller furler or one headsail at 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) Docklines 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 (see Figure 3 - Flotation Measurement)

4.6.3 Aft dimension shall be measured vertically at centerline of the transom corner to the plane of flotation (see Figure 3 - Flotation Measurement)

4.6.4 The combined total of the flotation dimensions from 4.6.2 and 4.6.3 shall not exceed 53.5". In the event this dimension is exceeded then the Chief Measurer shall prescribe internal ballast to meet the above flotation requirement. Internal ballast shall be located under the v berth and affixed to the hull at the mid point between the holding tank recess and the v berth riser not lower than 8" below the bunk top.

5. EQUIPMENT RULES

5.1 Standard factory supplied furnishings and equipment shall not be relocated, removed, or altered from original factory specification when racing. Standard factory supplied equipment and furnishing includes but is not limited to:

- a) Running rigging (minimum halyards rigged shall be one genoa, one spinnaker, one mainsail, and one spinnaker pole topping lift).
- b) Standing rigging excluding backstay and backstay control lines/blocks.
- c) Spinnaker pole track installed on mast.
- d) Helmsman's seat and hydraulic piston.
- e) Fixed and operable ports.
- f) Swim ladder
- g) Emergency tiller.
- h) Two (2) 12-volt batteries located per Class plans.
- i) Pressure water system (operational).

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- j) Water heater and related ancillary systems (operational)
- k) Holding tank, head, and related ancillary devices (operational).
- l) Molded interior and exterior components.
- m) Floor boards.
- n) Four (4) cabin doors.
- o) Engine, saildrive leg, and prop.
- p) Interior storage compartment covers.
- q) Companionway hatch-boards (or bin boards).
- r) Two burner stove or stove with oven.

5.2 Items that may be removed while racing include:

- a) When racing in fresh water, only V-berth cushions shall be removed. When racing in salt or brackish water, all cushions may be removed.
- b) LPG bottle.
- c) Saloon table.
- d) Bow roller.
- e) Granicoat stove cover.

5.3 Safety equipment shall at least, conform to ORC regulations prescribed by the applicable Notice of Race and/or Sailing Instructions.

5.4 Permitted while racing:

- a) Replacement of Harken furling system with Tuff Luff foil.
- b) Tactical instrumentation, additional compasses.
- c) GPS, Loran, VHF, Radar.
- d) The top swivel of the Harken headsail furling system may be lowered and stored on the foil under the feeder to allow use of both luff grooves.
- e) Interior cruising and day-sailing amenities, which do not enhance performance.
- f) Foredeck lifeline netting, shroud rollers, and other antichafing gear.
- g) Alterations to mainsheet power ratio, traveller turning blocks, traveller control lines, as well as the addition of a riser to the mainsheet cleat base.
- h) Alterations to backstay power ratio and associated blocks and lines (ratio unrestricted) as well as replacement of wire backstay with rope.
- i) All builder supplied through hulls shall be operable at all times. Fairing strips over intake through hulls are not allowed.
- j) Increasing mainsail outhaul purchase (ratio unrestricted).
- k) Increasing purchase of genoa car adjuster using only block and tackle (ratio unrestricted).
- l) Addition of footrests for helmsman and/or mainsheet trimmer.
- m) Addition of mainsail cunningham (ratio unrestricted).
- n) Hi-Tech fibers except PBO for running rigging.
- o) Low friction mainsail luff systems (Tides, Antal, Harken, Frederickson, Ronstan).
- p) Using a line-driven mast car for spinnaker pole height adjustment.
- q) Increasing rod vang purchase (ratio unrestricted).

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- r) Double-ended control lines (pole downhaul, cunningham, outhaul, vang, backstay, mainsheet).
- s) A boom topping lift is not required by the Class, however may be required for certain category offshore events.
- t) Shackles and blocks may be added or replaced with any brand or style.
- u) The use of blocks to redirect existing control lines and organizers such as sheet bags, winch handle pockets and shock cord are permissible to aid the boat's deck gear.
- v) Both aluminum and carbon fiber spinnaker poles may be used – pole length not to exceed 14.5' including fittings.
- w) Saildrive rubber fairing may be replaced by fixed fiberglass fairing – 1/8" minimum clearance around saildrive strut required.
- x) Masts from both Novis Composites (carbon fiber construction) and Charleston Spars (aluminum) shall be Class legal. Specifications per class plans. Boom and spreaders shall be of aluminum construction.
- y) Dyform upper shrouds may be used. All other standing rigging shall be 1x19 ss wire. Rod rigging is not permitted.
- z) For sanctioned One-Design, Level, and Class Events the Class keel shall be the 5.4' lead fin.

5.5 Not permissible while racing:

- a) Adjustments to standing rigging (length, tension) during a race.
- b) Halyard locks or hooks.
- c) Holes or tubes that feed halyards or control lines through deck, hull or transom. The use of cockpit ports to store halyards and control lines within the interior cabin of the yacht is permitted.
- d) Altering rudder or keel profile and location to exceed tolerances established by C&C Yachts.
- e) Altering hull profile to exceed tolerances established by C&C Yachts.
- f) Use of a mast or boom, which has been modified in any way, such as cutting off the mast butt to increase rake.
- g) Saildrive leg. The surface 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, it shall be checked to manufacturer's tolerances for standard configuration. The onus is on the Owner to provide the EC with evidence that the saildrive leg remains within tolerances when requested.
- h) Hydraulic systems or controls of any kind.

5.6 Distinguishing contrasting colour bands of minimum width 5/8" shall encircle the mast at the masthead and above the gooseneck at the mainsail tack. The distance from the upper edge of the gooseneck band and lower edge of the masthead band shall not exceed 40.5' in length.

5.7 A distinguishing contrasting colour band of minimum width 3/4" 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 13' in length.

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5.8 The forestay length shall be set at 47.73' \pm 3/4" pin-to-pin.

5.9 Location of deck fittings and equipment shall conform to Class Deck Plan. Addition of pad-eyes and blocks to toerail is unrestricted. Location of spinnaker pole downhaul pad-eye is unrestricted. Deck organizers, turning blocks, rope clutches, and cleats may be added and/or upgraded – location unrestricted. A second ring may be added to the mast for the inboard end of the spinnaker pole.

5.10 Mast butt shall remain within the limits of the mast step supplied by the factory. Further, the mast step shall remain within the limits set by the holes/bolts in the cabin sole installed by the factory.

5.11 The EC shall be the sole interpreter of these rules. At the discretion of the EC, eligibility rules for all yachts may be waived in full or in part for a C&C 99 Class Event to facilitate increased participation.

6. SAILS

6.1 General sail requirements:

6.1.1 Rig dimensions shall be set as follows:

- a) I = 46'
- b) P = 40.5'
- c) J = 13'
- d) E = 13'
- e) SPL = 14.5' (pole itself)

6.1.2 The intent of these rules is to discourage rule-beating sails. Therefore, any change that is not established practice or specifically covered by the sail plan and measurements is considered illegal until a ruling has been obtained from the Chief Measurer and the Executive Committee have concurred.

6.1.3 Sails shall be measured in accordance with ISAF equipment Rules of Sailing, except where otherwise stated herewith. Sail measurements as stated herein are maximum dimensions.

6.1.4 Sails purchased prior to May 2005 shall be grandfathered and considered class legal unless significant discrepancies exist when compared to dimensions stipulated within the Class Rules. The onus is on the Owner to ensure grandfathered sails are within class tolerances.

6.1.5 Windows, spreader patches, telltales, are unrestricted.

6.1.6 Exchanging or substitution of sails during an event is not permitted. Damaged sails may be repaired or replaced at the discretion of the EC.

6.1.7 Sail numbers are required and shall conform with requirements stipulated in the current version of the Racing Rules of Sailing, Appendix G.

6.1.8 A yacht's sail number shall either a number granted by its National Sailing Authority or its hull number as assigned by C&C Yachts.

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6.1.9 The C&C insignia or C&C 99 insignia shall be affixed to the mainsail. The insignia should be affixed between the first and second battens from the top of the mainsail.

6.1.10 The number of sails that may be carried on board during a race or regatta shall be limited to the following:

- a) One mainsail.
- b) Minimum of one symmetrical spinnaker.
- c) A combination of any of the following sails - genoas, jibs, and/or one symmetrical spinnaker for a total of four (4) sails.

6.2 Class sail purchasing:

6.2.1 Sail purchases are limited to two per calendar year. Sails must be built in the calendar year for which they are ordered.

6.2.2 A new boat purchaser may purchase one complete suit of Class sails. Refer to paragraph 6.1.10 c) above.

6.2.3 A purchaser of a used or brokerage boat are entitled to a new suit of sails and they may combine new sails with the existing sails as long as the number of sails carried aboard does not exceed quantity stipulated in item 6.1.10.

6.2.4 Replacement sails due to damage beyond the normal wear and tear or not associated with normal sailing (fire, lightning) must be documented and presented to the EC and Class Measurer for approval prior to their use.

6.2.5 Owners chartering a yacht for an event may use their own sails, or the sails belonging to the chartered boat, but may not combine the sails.

6.2.6 Regional Fleet Captains to check sail makers' invoices certifying the dimensions of the new sails and/or measure the sails, applying a NACA-supplied stamp to those sails conforming to class rules.

6.3 Measurement of mainsail:

6.3.1 Mainsail shall not exceed the following dimensions:

- a) Head Width = 0.5'
- b) $\frac{7}{8}$ Girth = 2.86'
- c) $\frac{3}{4}$ Girth = 4.94'
- d) $\frac{1}{2}$ Girth = 8.45'

6.4 Mainsail fabrication:

6.4.1 Fabric limitations shall not apply.

6.4.2 The mainsail shall be set within the bands on the spars at all times.

6.4.3 Maximum of four 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 $\pm 2''$.

6.4.4 At least one serviceable reef shall be installed no closer than 48'' from the tack. Reef(s) may be fitted with a reinforcement band of similar material not exceeding 6'' in width between luff and leech.

6.4.5 The mainsail shall be attached to the mast with sail slides or boltrope.

6.4.6 The mainsail may be fitted with a cunningham ring. The cunningham may not be more than 14'' above the tack. Cunningham may be fitted with a reinforcement band of similar material not exceeding 6'' in width between cunningham and clew.

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6.5 Measurement of Genoas:

6.5.1 Genoas shall not exceed the following dimensions:

- a) LP = 20.15'
- b) Luff = 45.9'
- c) Half Width = 50% of LP

6.6 Genoa fabrication:

6.6.1 Fabric limitations shall not apply.

6.6.2 Leech and foot lines permitted.

6.6.3 Tacking lines not permitted.

6.6.4 Leech battens not permitted.

6.7 Jib measurement:

6.7.1 Jib shall not exceed the following dimensions:

- a) LP = 13.65'
- b) Luff = 45.9'
- c) Half Width = 50% of LP

6.8 Jib fabrication:

6.8.1 Fabric limitations shall not apply.

6.8.2 A maximum of four battens shall be in place along the leach of the sail. The top batten may be full length, and if so, must be parallel to the foot of the sail. The remaining battens may not exceed 43.5" in length.

6.8.3 Batten pockets shall divide the aft edge of the sail into equal parts with a $\pm 2''$ tolerance.

6.8.4 Leech and foot lines permitted.

6.9 Measurement of spinnakers:

6.9.1 Girths: whether at the foot or across the body of the sail between points on the luff and leech equidistant from the head.

6.9.2 Spinnakers shall not exceed the following dimensions:

- a) Max Width = 26.5'
- b) SL = 45.81'

6.10 Fabrication of spinnakers:

6.10.1 Spinnakers shall be constructed of woven Nylon (polyester cloth is not permitted).

6.10.2 Spinnakers shall be constructed from cloth weighing no less than 30 grams/m².

6.10.3 If an Owner chooses to carry two spinnakers on board, the second spinnaker shall be constructed of nylon cloth (polyester cloth is not permitted) no less than 40 grams/m².

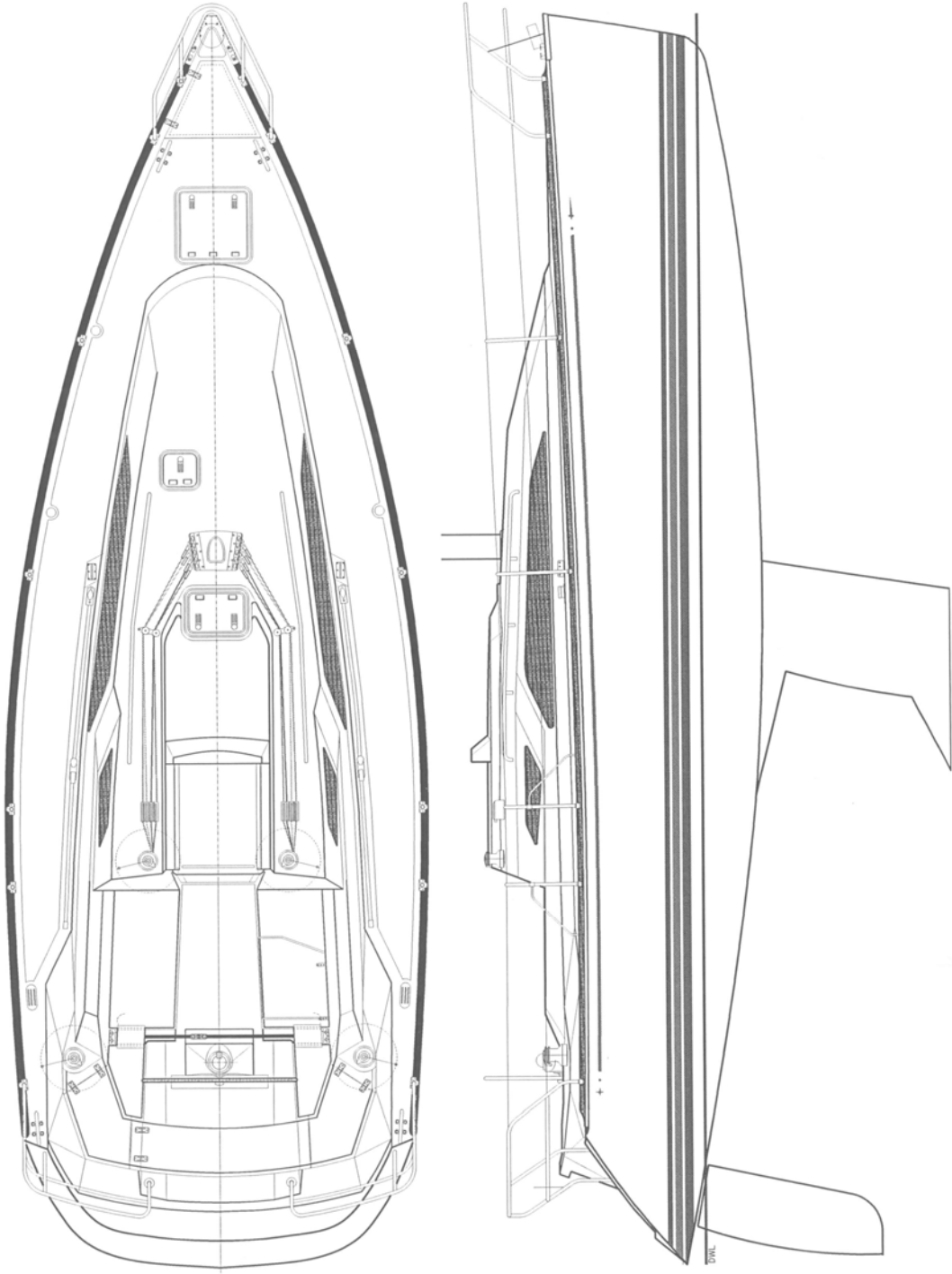
6.10.4 Adjustable leech, luff and foot lines shall not be fitted

6.10.5 Pull down patches not permitted

6.10.6 Headboard not permitted

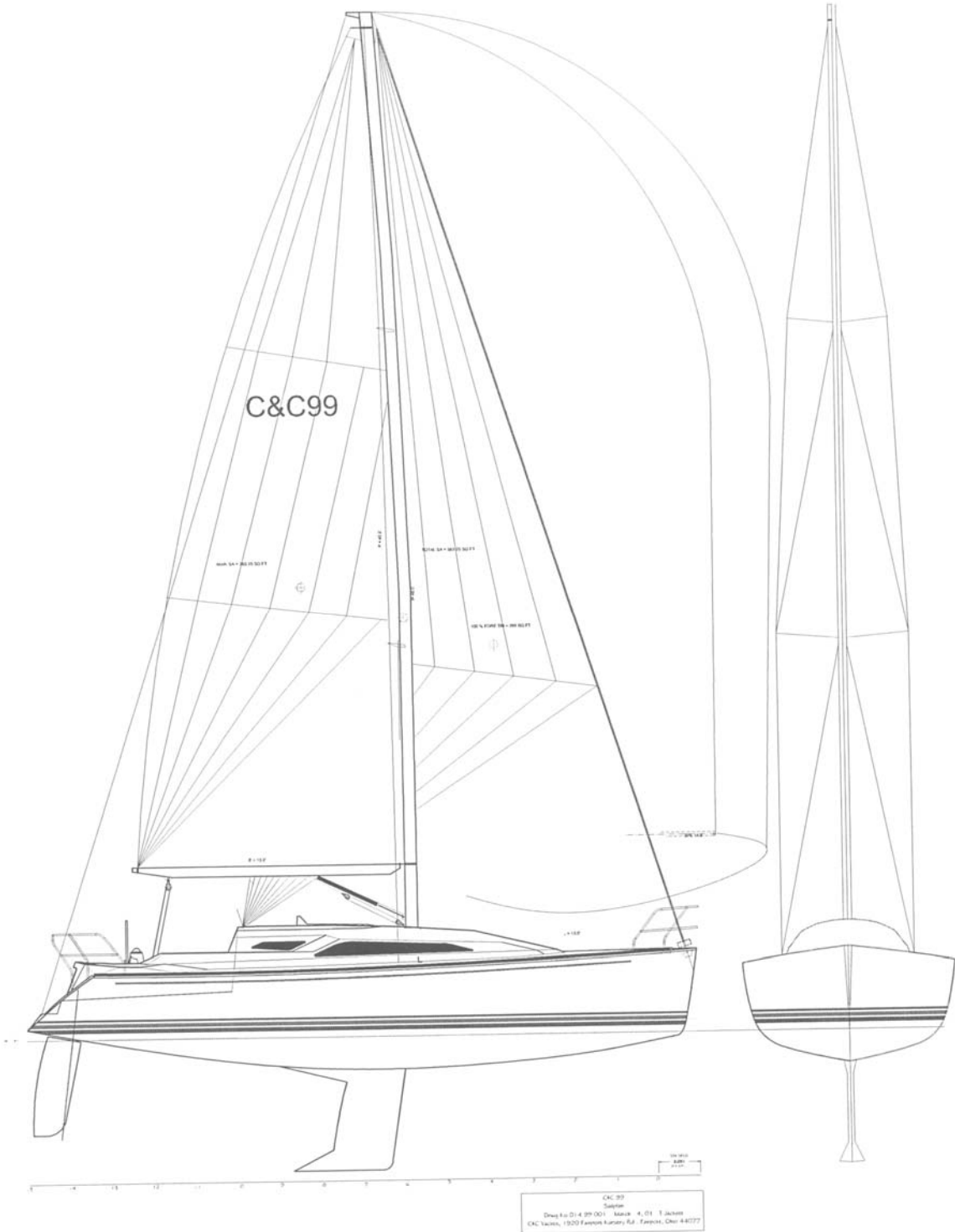
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FIGURE 1 - CLASS DECK PLAN



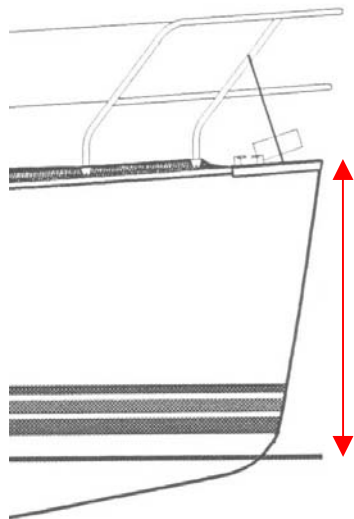
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FIGURE 2 - CLASS SAIL PLAN (note that a full sized sail plan is available from the EC)



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FIGURE 3 - FLOATATION MEASUREMENT



Forward freeboard shall be measured from top of stainless steel stem cap, vertically to the plane of flotation.

Aft dimension shall be measured vertically at centerline of the transom corner to the plane of flotation.

