

# ***NORTH AMERICAN 40***

## ***ONE DESIGN RULES SUMMARY***

**MAY 2003**

**INTRODUCTION - BASIC RULE:** The North American 40 Class One-Design Rules (ODR) adopted May 1, 1980 are still in full force and effect as they have from time-to-time been amended. Unfortunately, the amendments and changes have taken place over the last 21 years and have been memorialized in the minutes of class meetings. Understandably, many current owners were not involved when the changes were made and this summary is intended to outline the One Design Rule as it now exists and has been taken from the original One Design Class Rules and the various meeting minutes (as amendments) thereto.

The following represents supplementary rules in summary form as applicable in 2003 and thereafter until changed by class vote. Except as modified herein, the Offshore One-Design Rules as originally promulgated by the North American 40 Class Organization in 1979 and revised and republished in their entirety on May 1, 1980 remain in full force and effect. Said May 1, 1980 Rules are available by contacting John S. Barbour at 313.882.9700. Said rules are incorporated herein as if set forth fully in length

**1. HULL AND DECKING:** The hull and deck and structure of NA 40's shall be as originally designed and no significant changes have been allowed, except as required in connection with repairs. Repairs shall be affected in the spirit of the One-Design Rule and the following shall be observed:

- \* Generally, repairs should be made using the same materials and techniques used in the original construction, except all boats have been allowed to be strengthened in the forward section ahead of the keel and in the keel boss. Stringers (floors) originally made of plywood may be replaced with solid fiberglass.

- \* Bulkheads may be strengthened, including the reinforcement of bulkheads where they meet the hull.

- \* No significant weight may be added, removed or rearranged, except as ordinary and incident to the repairs described above.

- \* Keel rudder foils. The keel, rudder and foils shall be as originally designed with no modifications of any kind whatsoever.

**2. MAST, BOOM AND STANDING RIGGING:** The original NA 40 One Design mast and standing rigging are still required so long as same is available, except *BANANAS* has been granted a one year exception to this one design rule. A substitute mast was originally approved when no one design masts were available. The substitute mast must have the same weight and balance and dimensions as the one design mast. All rigging dimensions shall be in accordance with the one design rule, except as follows:

Batt cars are allowed

Reaching struts are not required

Mast hardware may be of a different kind or nature

Spinnaker winches may be removed from mast

Running backstays may be of rope and adjustable running backstay tackle may be of owners design

Two jib halyards, two spinnaker halyards and a topping lift must be installed

The babystay is optional

Maximum headstay length has been deleted

Winches may be removed from the mast

3. RUNNING RIGGING: There is no restriction on the material of the running rigging, although you must carry all ODR running and standing rigging at all times. Yachts must have two jib halyards, two spinnakers halyards and a topping lift.

4. DECK PLAN LAYOUT: The original hardware layout is no longer required, except that all tracks and sheeting angles must be in accordance with the original design (ODR) and the following tracks are allowed:

12 inch long track centered inside the lower shrouds for sheeting of the #3

Outboard track on toe rail

Track and/or pad eyes for staysails

Inside genoa tracks - original position

Outside genoa tracks - original position

Turning blocks may be removed

Sheet adjusters may be installed

No restriction as to type or manufacturer of hardware

5. SPINNAKER POLE: Carbon fiber spinnaker poles are now allowed.

6. SAILS: The following one design sails must be carried at all times while racing "one-design" unless otherwise indicated and no additional sails may be carried while racing: (see attached for specific sail limitations)

Mainsail - see attached

Single # 1 genoa with an LP of 25.75 feet - no sailcloth limitations

# 3 headsail with an LP of 18 feet - no sail cloth limitations

# 4 headsail optional - need not be carried

Two 3/4 oz spinnakers of substantially similar design which may be used interchangeably (only one 3/4 spinnaker must be carried)

One 1.5 oz spinnaker

One 1.5 oz reduced spinnaker

One spinnaker staysail - no sail cloth limitations - may be on roller furling

7. INTERIOR ACCOMMODATIONS AND STORAGE: Interior accommodations must be substantially similar to the original design:

the table need not be carried

cushions need not be carried

the stove/oven may be removed if an equal weight is installed in its place

the hot water heater may be removed if an equal weight is installed in its place

tankage may be replaced so long as replacement is of similar size, capacity, weight and position

two anchors must be carried with rode at the position specified in the ODR

forward V-berths optional

8. WEIGHT: the hull weight shall be in accordance with one-design (ODR) specifications subject to minor fluctuations and any and all compensating weights as originally required shall be in place. No significant weight shall be added, removed or rearranged.

9. HYDRAULIC BACKSTAY: the maximum gauge pressure is limited to 3,300 lbs in accordance with original one-design rules.

The important key is maintaining a one-design yacht which is in compliance with the rule and the *good faith intent* of the rule. Nothing should be done to a one-design yacht which will in anyway give it a speed advantage over any other one-design yacht and knowledgeable racing skippers are fully aware of what is appropriate while keeping within the *spirit* of the rule.

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