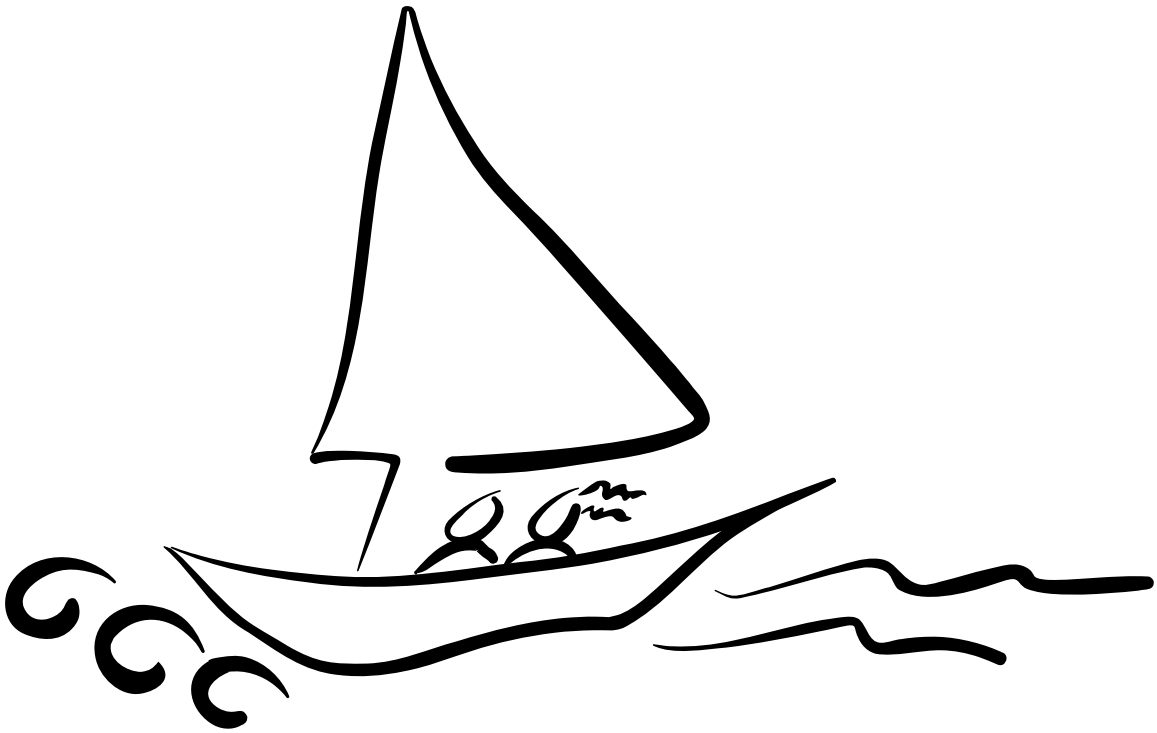
IC-24 Class Documents



Issued: **January 15, 2007**
Amended: **November 14, 2007**

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The International IC-24 Class Association publishes the Class Rules every year with the approval of the IC-24 World Counsel. Additional copies of this Rule Book may be obtained form your National IC-24 Class Association. For additional information, go to www.sailic-24.net or contact Chris Rosenberg at 6370 Estate Frydendahl, #20, St. Thomas, VI 00802; E-mail: cfrosenberg@yahoo.com; Phone: 340-777-1987; Fax: 340-777-8182.

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CLASS RULES

As approved by the IC-24 World Counsel, effective January 15, 2007,
and amended November 14, 2007.

1. OBJECTIVES OF THE CLASS RULES

1.1 The IC-24 is a one-design class created to fulfill the diverse needs of recreational sailors such as cruising, one design racing, day sailing and handicap racing. These rules are intended to preserve important design characteristics: ease of handling, low cost of ownership, safety, comfort, and the one design nature of the boat.

1.2 Except where variations are specifically permitted, yachts of this class shall be alike in hull, deck, keel, rudder and mast construction, weight and weight distribution, sail plan and equipment.

1.3 All yachts shall comply with official Plans A, B, C, D, E & F building specifications and the class rules. No alterations or modifications are permitted unless explicitly stated in the current rules.

1.4 Alterations or modifications to official Plans A, B, C, D, E & F and class rules shall only be permitted with the joint approval of the patent holder, the International IC-24 Class Association (IIC24CA).

2. ADMINISTRATION

2.1 **Authority** The international authority for the class shall be the CSA, which shall cooperate with the International IC-24 Class Association on all matters regarding these rules. Interpretations of these rules shall be made by the CSA, which in coming to its decision may consult the International IC-24 Class Association and the patent holder.

2.2 **Language** The official language for the class shall be English. The word "shall" is mandatory. The word "may" is permissive. In the event of dispute over class rule interpretation, the English text shall prevail.

2.3 **Builders** IC-24s shall be built only by builders licensed to do so under the patent of Chris Rosenberg, (6370 Estate Frydendahl, #20, St. Thomas, VI 00802) and shall comply with the building specifications detailed by the patent holder.

2.3.1 **Building License** Applications for building licenses shall be made to Chris Rosenberg, who shall request that the national authority of the country concerned indicates its support for the applicant.

2.4 **International Class Royalty Fee** The International Class Royalty Fee shall be payable to Chris Rosenberg, when the installation of the deck conversion section is complete. The royalty fee is $500 per conversion.

2.5 Measurement Certificate

2.5.1 The Measurement Certificate shall include all of the information contained in Parts A, B, C, D, E & F of the IC-24 Class Measurement Form.

2.5.2 A yacht's sail number(s) shall be her deck conversion number used in conjunction with Appendix G, ISAF Rules of Sailing.

2.5.3 No yacht shall race unless a current valid Measurement Certificate has been issued by the owner's national authority, or if the national authority is not administering the class, by the National or International IC-24 Class Association.

2.5.4 Change of ownership shall invalidate the Measurement Certificate and shall require a new Measurement Certificate.

2.5.5 Any alteration to the hull or alteration to or replacement of the keel, rudder, and spars invalidates the Measurement Certificate until remeasured. A major repair to any of the foregoing or replacement of an item of equipment may also invalidate the Measurement Certificate.

2.5.6 It is the responsibility of an owner to ensure that the yacht complies at all times with the current class rules.

2.5.7 No yacht shall race unless the owner(s) are full or associate members of the NIC24CA or the IIC24CA.

2.5.8 No yacht shall race without a current IC-24 Class Association measurement certificate.

2.6 Advertising

2.6.1 See Rule # 5.3

2.7 Measurement

2.7.1 Yachts shall only be measured by a measurer recognized by Its National Authority and the International IC-24 Class Association.

2.7.2 A measurer shall not measure a yacht, spars, sails, or equipment owned or built by himself, or in which he is an interested party or has a financial involvement.

2.7.3 The builder shall weigh and record the weight of the deck conversion section before assembly with the hull.

2.7.4. The deck conversion section weight shall not be less than 250 lbs or more than 260 lbs after construction, not including the weight the main bulkhead attachment, companionway hatch board or wood supports (2) and shall be built per the design/lay up schedule/plan as indicated in Plan E.

2.7.5 Tolerances in measurement in the rules and measurement plans are to provide for minor building errors or age distortion.

2.7.6 The measurer shall report on the measurement form anything which is considered to be a departure from the intended nature and design of the yacht, or to be against the general interest of the Class. A measurement certificate may be refused even if the specific requirements of the rules are satisfied.

2.8 Method of Measurement

2.8.1 The method of measurement shall be in accordance with the IIC24CA Measurement Manual.

3. CONSTRUCTION AND MEASUREMENT

3.1 General

3.1.1 The hull, keel stub, keel, deck conversion section, rudder, sail plan, and basic interior layout and fittings shall conform to the building specifications, Class rules and official Plans A, B, C, D, E & F.

3.1.2 Major repairs requiring major rebuilding or replacement of a gel coat surface must have the written approval of a IC-24 Class Measurer. Documentation of the work involved must be submitted when the yacht is presented for re-measurement, Rule 2.5.5.

3.1.3 Any alleged or suspected alteration to the configuration of the hull, deck, keel or rudder of a yacht for which specific descriptions are not stated in the rules or specifications, or following a protest concerning the same, shall be compared by a measurer appointed by the NIC24CA or IIC24CA to a sample of 10 other yachts.

The disputed yacht shall be accepted if she does not show any evidence of having been altered and if she has dimensions equal to, or between, those of the maximum and minimum dimensions obtained from the sample of 10 yachts.

If there is evidence of any alterations having been made or if the dimensions are greater or less than those of the maximum or minimum obtained from the sample of 10 yachts, the matter shall be referred to the protest committee for action.

3.1.4 Required and safety equipment shall be functional for its intended use.

3.2 Hull

3.2.1 The deck conversion section shall be molded in glass reinforced plastics to the building specification of lamination in molds as shown and described in Plan E as licensed by Chris Rosenberg and the IIC24CA. No yacht shall be deemed an IC-24 until the deck conversion has been completed, all class required deck hardware has been installed, Class royalty paid, and all provisions of the IC-24 Class Rules have been met.

3.2.2 The keel stub may be faired to maximize keel position to rule 3.3.3 with provisions of the rules 3.1.2.

3.2.3 The cockpit, deck and interior bulkheads shall conform to the details of official Plan A. The main companionway vertical and horizontal hatch boards shall be supplied by a licensed builder or licensed supplier.

3.2.4 The cabin molding on the port and starboard side aft of the main bulkhead shall be removed as per Plan E interior layout.

3.2.5 The deck shall be fitted with four stanchion bases per side as detailed in Plan F outlining stanchion specification. Boats constructed prior to August 1/07 with only three stanchion bases per side with spinnaker cheek blocks shall be grandfathered and may convert to the deck layout as specified in Plan A. Taut lifelines of wire of not less than 4 mm diameter shall be attached to the termination eyes and pass through stanchions. Height of lifelines above the sheer line when measured vertically shall not be less than ten (10) inches. This measurement shall occur between most aft stanchion and most forward stanchion.

3.3 Keel

3.3.1 The keel shall be of molded lead to the building specifications and cast in a mould supplied by J Boats, Inc., or a licensed IC 24 builder.

3.3.2 The external dimensions and configuration of the keel shall comply with the table of off sets contained in official Plan C. The keel may be over coated with any protective material with a comparative density of less than three and faired, provided it complies with dimensions in official Plan C.

3.3.3 The distance measured from the junction of the transom and the hull at the centerline to:
a) The trailing edge of the keel stub at the hull shall be not more than 3020mm or not 5 less than 2996mm.
b) A point 603mm down the trailing edge of the keel from the hull shall be not more than 3125mm nor less than 3095mm.

3.3.4 The surface of the keel, from the hull down, shall be fair in all planes. In addition, the leading and trailing edges shall be within 5mm of a straight line between Sections I and VI.

3.4 Rudder and Tiller

3.4.1 The rudder shall be supplied by a licensed J/24 builder or licensed J/24 supplier, or a licensed IC 24 builder.

3.4.2 The external dimensions and configuration of the rudder shall comply with official Plan D.

3.4.3 The weight of the rudder, including tiller, extension and fixed fittings, shall be not less than 13.5kg.

3.4.4 Not in use.

3.4.5 Rudder pintles may be replaced with larger pintles of the same material, which are of no less weight than the original pintles.

3.4.6 The tiller shall be made of wood. Tiller extensions of any material may be fitted.

3.4.7 The leading edge of the rudder shall be parallel within a tolerance of +/- 10mm to an extension of the vertical straight line down the aft side of the transom.

3.5 Spars and Rigging

3.5.1 The mast and boom (replacement mast and/or boom) shall conform to the spar specification and be supplied by a licensed builder or a licensed spar manufacturer. No alterations or modifications to the spar extrusions are permitted except to facilitate the attachment of rigging and fittings as specified in these rules.

3.5.2 Mast

a) Rotating masts are not permitted.

b) The distance from the forward face of the mast at the lower edge of the band in rule 3.5.2 e, measured directly to the stem at the sheer line (ref. Plan B) shall be not more than 2925 mm or not less than 2895 mm.

c) The mast shall be fixed at its butt located on the mast support I-Beam at a distance of 168.5" min.--169" max. when measured in a straight line from a point on the rear of the mast denoted as "MMP" to the rear plane of the transom. The "MMP" shall be located 41.5 inches measured vertically from the closest point of the boat's hull. After the mast butt position is fixed and the upper shrouds are tensioned to PT-2 loos gauge of 26; the mast shall be chocked at deck level at 114.75min. to 115 max. inches when measured from the outside forward most point of the head stay stem fitting in a straight line to the front of the mast at deck level. For deck-stepped version of mast, mast butt shall be located as per this measurement.

d) Distinguishing contrasting colored bands of a minimum width of 20mm shall encircle the mast. The distance from the upper edge of the lower band (at standard boom height) to the lower edge of the upper band shall be not more than 8538mm.

e) A distinguishing contrasting colored band of a minimum width of 20mm shall encircle the mast, with the lower edge 7725mm below the forestay fixing point as defined in Rule 3.5.3(b). The lower edge of the band shall be permanently marked on the forward surface of the mast.

f) Not more than two spinnaker boom attachment fittings shall be fixed to the forward surface of the mast. The maximum height shall be not more than 1555mm above the lower edge of the measurement band defined in Rule 3.5.2(e). The fittings shall project not more than 55mm horizontally from the forward surface of the mast.

g) Four cleats shall be allowed on mast to tension main halyard, jib halyard, spinnaker halyard and spinnaker pole uphaul.

3.5.3 Standing Rigging

a) The mast standing rigging shall only consist of the one forestay, or optional permitted equipment, one backstay and backstay bridle, two upper shrouds and two lower shrouds. The standing rigging shall only be of stainless steel multi-strand wire (DiForm prohibited). The shrouds and forestay shall be 3/16" in diameter. The backstay and backstay bridle shall be 5/32" in diameter.

b) The forestay shall be fixed between (1) a point on the forestay fitting of the mast bracket not more than 30mm or less than 20mm from the forward surface of the mast and not less than 8125mm above the sheer line abreast the forward side of the mast and (2) a point on the stem head fitting not more than 70mm or less than 50mm above the intersection of the stem line and the sheer line.

c) With the forestay in place, the distance measured in a straight line from the fixing point on the mast bracket to the intersection of the stem line and the sheer line shall be not more than 8670mm or less than 8665mm.
d) Not in use.
e) The backstay shall be fixed to the masthead crane and backstay bridle.
f) The overall length of the axis of the spreaders from the surface of the mast to the bearing point of the upper shrouds shall be not more than 800mm or less than 760mm. A straight line between the shroud bearing surface of each spreader shall be not less than 95mm measured as the shortest distance from the aft edge of the mast, measured with or without rig tension.
g) Upper shrouds shall be fixed by Class measurer to a tension of 26 as measured on a PT-2 loos gauge, or direct conversion to other gauges for same rig tension.
h) Lower shrouds shall be adjustable until the warning signal prior to starting a race.

3.5.4 Running Rigging

a) One spinnaker halyard of synthetic rope not less than 6mm diameter which shall exit through the mast bracket and bear not more than 35mm forward of the mast or more than 40mm above the center of the forestay fixing pin.
b) One mainsail halyard of synthetic rope of not less than 8mm diameter.
c) Not more than one jib halyard of synthetic rope not less than 6mm diameter, which shall not intersect the forward surface of the mast above the intersection of the extension of the forestay and the mast surface.
d) One kicking strap (vang) of synthetic rope of not less than 8mm diameter in a tackle not exceeding 8:1 power ratio.
e) One spinnaker boom downhaul of synthetic rope not less than 6mm diameter.
f) One mainsail outhaul (or leech tensioning control) of wire and/or synthetic rope with not more than8:1 power ratio.
g) Cunningham controls of synthetic rope using a maximum of 3:1 power ratio, which may include a single wire strop, or rope with hook, for attachment to the mainsail only.
h) One backstay adjuster tackle of not less than 6mm diameter synthetic rope and a 2:1 maximum power ratio attached to the bridle blocks.
i) Mainsheet control to consist of one mainsheet of a single length of synthetic rope not less than 8mm diameter and having a purchase system of a maximum power ratio of 4:1 consisting of a mainsheet cleat pedestal/blocks attached to the deck via a single point or a two-point arrangement.
j) spinnaker sheets of synthetic rope not less than 8mm diameter.
k) Headsail sheets of synthetic rope not less than 8mm diameter.
l) Reefing lines of synthetic rope.

m) One spinnaker boom up haul of synthetic rope not less than 6mm diameter.

3.5.5 Main Boom

a) The boom shall not be tapered or permanently bent.
b) The boom may be fitted with attachment points only for an adjustable outhaul, one mainsheet block, kicking strap (vang), reefing equipment, and leech tensioning devices.
c) A distinguishing contrasting colored band of a minimum width of 20mm shall encircle the boom. The forward edge of the band shall be not more than 2970mm from the aft surface of the mast, when the boom is held at right angles to the mast.
d) The tip weight of a boom at the outhaul without a vang, mainsheet and blocks shall be not less than 3.3kg.

3.5.6 Spinnaker Boom

The overall length of the spinnaker boom, including fittings, shall be not more than 2895mm. The weight of the spinnaker boom and fittings shall be not less than 2.7kg, and maybe constructed of carbon fiber, aluminum or wood.

3.5.7 Mainsheet Boom Bail Location

When the mast is properly set up per Rule 3.5.2, set boom height via main halyard to be at a 90º angle to mast (approximate normal windward setting of mainsail). With deck mounted mainsheet block and tackle affixed to their final location per Plan "A" and mainsheet reeved through all blocks, locate boom bail on boom 1"-1 ½" aft of a 90º angle from line created by the centerline of mainsheet block and tackle and boom.

3.6 Sails

3.6.1 All IC 24 sails must be made from Class issued Templates.
Class Templates in the form of either a digital file or plastic templates will be provided upon request by the IC 24 Class Association. Completed sails from Templates shall conform to the following guidelines and measurements.

3.6.2 Only one mainsail, one jib and two spinnakers may be on board when racing.

3.6.3 All sails shall be constructed of a single layer of fabric except for permitted reinforcements, constructional seams, tablings, reefing and anti-chafe patches, camber lines, numbers, and repairs to damage. The mainsail and jib shall be made of woven polyester. The spinnaker shall be made of nylon. When woven polyester or nylon is torn it shall be possible to

separate the fibers without leaving evidence of a film. No sail shall have elastic (shock) cord in the luff or foot.

3.6.4 Cloth for the Mainsail and Jib will be a Dimension-Polyant 300 SF MTO. Weight 7.2oz, Bias range 4.6 to 6 Construction 200w x 500f. 36" cloth must be used and Dimension has run some and will inventory for the class use. Contact John Gluek at jgluek@dpcloth.com. Cloth for the Spinnaker will be Challenge Fleetwing .75 60" wide fabric. Contact Carter Clark at CClark6119@aol.com. No substitutes will be allowed.

The specified sail cloths for jib, main and spinnaker shall be reviewed by the IC 24 Technical Committee every three years. The first review to occur in May 2007. The review of the sailcloths shall be based on durability/performance. The Technical Committee shall forward its findings to the World Council for a vote by the IC 24 Class Membership as per Section 14 of the IC 24 Class Constitution.

3.6.5 The sails shall be measured in accordance with Section 3.6 of the Class Rules.

3.6.6 Sails may have primary reinforcing of any flexible material or coating at a corner, at Cunningham holes and at reefing points and secondary reinforcing of additional layers of cloth. Reinforcement, finishing materials or coating applied to the reinforcement shall not prevent the sail from being folded; all reinforcement shall be capable of being folded in any direction without damaging the fibers. (see sail diagram).

3.6.7 National letters and distinguishing numbers shall be placed on the mainsail, and spinnaker in accordance with the Racing Rules of Sailing.

3.6.8 The Class emblem on the mainsail shall be in any contrasting color, and contained within two 305 x 610mm rectangles located starboard on top of port but separated by a 75mm space. The centerlines of the rectangles shall be near to the line between midhead and mid-foot, and between the top two batten pockets.

3.6.9 The national letters and distinguishing numbers shall be not less than: Height 300mm, Width 200mm (except the figure or letter 1), Thickness 45mm.

3.6.10 Each sail fabricated after December 1, 2007, shall be indelibly stamped near the head by the sail maker with the following:

I certify that this sail has been manufactured to comply with the IC24 Class Rules, and only fabrics in accordance with Rule 3.6.3 have been used. In accordance with Rule 3.6.9.
Signed:
Dated: Loft:

3.6.11 Mainsail

Luff (from top of bolt rope to intersection of foot and front of Luff Tape) =8.485m**;** Leech (from top of bolt rope to edge of clew)=8.880m; Foot (from projection of front of luff tape to projection of foot to the edge of sail at clew)=2.910m.

MAINSAILS MAY BE LOOSE FOOTED

Girths will be found at quarter, half and three quarter points on the leech, located by folding the front of the head to the clew for the half point, and when the same head point and clew point are folded to the mid point to mark the quarter points. Girths will be measured across the sail from the imaginary straight line between battens (bridged) to the closest point on the luff including the luff tape.
Top girth(MGU) 1.183m
Mid girth (MGM) 1.996m
Lower girth (MGL) 2.536m
Max head width from front of luff rope perpendicular to luff = 150mm
Max foot round below the straight line foot shall not be more then 100mm

PATCH RADIUSES
Head 1.77 m
Tack .600 m
Clew 1.100 m

The sail shall have four battens that are equally spaced along the leech. Battens shall be placed 90 degrees to the straight-line leech (an imaginary line from the clew to the aft corner of the headboard). Batten lengths from top to bottom or 1 to 4 shall be:

1. .610m
2. .990m
3. .990m
4. .740m

BATTEN SQUARES TO BE 9.5” measured point to point
BATTENS TO BE RBS 10MM TAPPERED

The clew shall be attached to the boom either with a slug, Velcro clew strap or both. One visibility (crash) window may be placed on the mainsail. The window shall be 1m by .250m.

3.6.12 Jib

Girths will be found at quarter, half and three quarter points on the leech, located by folding the front of the head to the clew for the half point, and when the same head point and clew point are folded to the mid point to mark the quarter points. Girths will be measured across the sail from the imaginary straight line between battens(bridged) to the closest point on the luff including the luff tape.

Top .7430m
Mid 1.4542m
Upper 2.1781m

Luff (from top of sail to projection of luff and foot) = 8.300m
Leech (from top of sail to projection of foot and leech)=7.498m
LPG (from projection of leech and foot to closest point of luff tape)=2.895m

The leech of the sail shall not be convex with sail pinned flat on the floor. The width of the head measured at right angles to the luff including the rope shall be no more than 95mm. Max foot round shall be no greater then .300m measured anywhere the straight-line foot.

PATCH RADIUSES

Head Patch 1.700 m
Tack Patch .600 m
Clew Patch 1.00 m

The sail shall have three battens that are equally spaced along the leech. Battens shall be placed 90 degrees to the straight-line leech (an imaginary line from the clew to the aft corner of the head). Batten lengths from top to bottom or 1 to 3 shall be:

1. .450m
2. .600m
3. .600m

BATTENS TO BE 10MM TAPPERED
BATTEN PATCHES TO BE 9.5”SQUARES

Bronze hanks shall be used. There will be 14 hanks per sail.
One visibility (crash) window may be placed on the jib. The window shall be 1m by .250m.

3.6.13 Class Template Spinnaker

a) The spinnaker shall be a three-cornered sail, symmetrical about its centerline.

b) The sail, laid out on a flat surface, shall be measured when laid out wide open Sufficient tension shall be applied to remove wrinkles and creases along the lines of measurement.

c) The length of the leeches shall be not more than 8130mm or less than 8100mm.

e) The foot length shall be not more than 5200 mm or less than 5170

f) The half height width shall be taken at half-leech length and shall be not more than 5220mm or less than 5190.

g) The top quarter width shall not be more than 3230mm or less than 3210mm

h) The lower quarter width shall be not more than 5440 mm or less than 5420 mm.

i) The foot round measured at a 90 degree angle to the straight line foot shall not be more than 350mm measured anywhere along the straight line foot

3.6.14 Each boat shall be allowed to purchase one new set of sails (mainsail, jib and spinnaker) per calendar year. Special circumstances will be considered by the IC 24 Class President in cases of destruction.

3.7 Weight for Racing

3.7.1 The Basic Yacht Weighed Dry shall be not less than 2550 lbs. Yacht must be submitted for weigh-in to a measurer (Rule 2.7.1) in a dry condition in the following configuration with the following equipment as specified:

1) With all permanently fixed deck equipment as specified in Plan A deck layout;
2) Mainsheet, life lines, rudder, tiller, and extension tiller; boom, boom vang, Cunningham, halyards and topping lift;
3) Vertical and horizontal hatch boards of main companion way and rear lazzerette;
4) No interior bunk boards;
5) Interior bulk head layout as per Plan E;
6) If interior V berth structure is intact and in place it shall be noted on measurement certificate, if V berth is not noted then it is assumed boat was measured without such equipment;
7) If the basic yacht weighed dry is less than 2550 lbs then corrector weights shall be added as per 3.7.2

3.7.2 a) When corrector weights are required to be added, they shall consist of lead ingots located in the hull as shown on Corrector Weight Placement and Interior Layout Plan A.

b) One third of the required weight attached amidships on the forward bulkhead located approximately 1000mm forward of the main bulkhead. Two thirds of the required weight in approximately equal ingots attached on each side of boat attached under each molded berth to the forward side of the aft cabin bulkhead located approximately 2450mm aft of the main bulkhead. The corrector weights shall comply with the following: For the requirements of Rule 3.7.1 the lead ingots shall be attached with bolts and sealed with a strap of resinated glass cloth or secured with 5200 marine sealant to the hull.

3.8 Fixed Fittings and Equipment To Be Carried When Racing

3.8.1 Plan A shall not be strictly enforced as to exact location, manufacturer and part number, but shall be enforced as to purpose, sizing, gearing and purchase ratio.

3.8.2 A bucket of minimum capacity 10 liters with rope lanyard.

3.8.3 One anchor with chain of combined minimum weight of 6kg with 40m of not less than 8mm non-floating warp. When carried, anchor chains shall be attached to the anchor and shall be not stowed on or under the cabin sole over the ballast keel. The minimum weight of the anchor shall be 3kg and the maximum weight of the chain carried shall not exceed 6kg.

3.8.4 Two primary sheet winches located in Plan A deck layout, which shall not have a power ratio of more than 32:1.

3.9 Wet Sailed / Dry Sailed

3.9.1

a) In a District where the majority of IC 24's are wet sailed, all boats shall only be out of the water a maximum of 120 days per year.
b) All boats shall be in the water 14 days prior to an IC-24 sanctioned event, if this is not possible boat must be re-weighed.
c) All boats may be hauled for emergencies for a maximum of 14 days to affect repair without re-measuring with permission from local measurer in addition to 120-day limit.
d) Bottom paint of "hard" or "ablative" nature shall be applied to the bottom of all boats at least once a year via brush or roller application but not by spray application.
e) Bottom paint may be wet or dry sanded.
f) Majority shall be defined as more than 50% of boats.

3.9.2 In a District where the majority of IC 24's are dry sailed, boats which are wet sailed may be weighed prior to any sanctioned IC 24 Class event and

may sand the bottom of the boat as they please in order to be competitive. Majority shall be defined as more than 50% of boats.

3.9.3 In instances during National / World Championships where dry sailed and wet sailed boats from more than one District compete, the following will apply:

a) When the majority of paid registered entrants, 30 days prior to the event, are wet sailed boats, or as the case may be, dry sailed boats, the appropriate Rule 3.9.1 or 3.9.2 shall be in effect as per the majority of boats registered. Majority shall be defined as more than 50% of boats.

3.9.4 A boat shall be defined as an IC 24 when that boat has been properly measured with a current measurement certificate, whose owner is current in payment of Class dues and is a full member or an associate member of the class, and whose boat has paid its conversion royalty to the original USA patent holder.

4. SAFETY RULES WHEN RACING

4.1 The following equipment shall be carried on board:

4.1.2 Life jackets or personal buoyancy equipment for each member of the crew.

4.2 For local and national events, the notice of race and sailing instructions may prescribe additional safety equipment.

4.3 Main companion way vertical and horizontal hatch boards and rear lazerette hatch board.

5.0 CREW, ELIGIBILITY, REGATTA CLASSIFICATION

5.1 The crew shall consist of not less than three persons and not more than six persons, and total crew weight (in swim wear) shall not exceed 850 lbs (but not less than 700 lbs) at weigh-in prior to the start of a regatta. A crew nominated or listed for a regatta or a series of races held over consecutive days including any lay day, shall remain the same throughout the event unless substitution is authorized by the race committee.

5.2 All sailors shall be of Group 1 or 2 classifications. Crews, but not helmsmen, may be of a Group 3 classification on a case-by-case basis as approved by a 51% majority of the Host IC24 Technical Committee for the regatta. If there is no Host IC24 Technical Committee for the regatta, then as previously approved by the closest geographically located IC24 Technical Committee, or the IC 24 Class President. Group 3 sailors that

are the sole and 100% owners of their boat shall be permitted, and may crew or steer as they see fit on their own boat.

5.3 All IC24 sailing events shall be Category C classification, as per ISAF Regulation #20.

6. OPTIONAL EQUIPMENT

6.1 The following are permitted when racing:

6.1.1 Barber haulers for the jib and spinnaker restricted as follows:
a) Fittings fixed to the deck shall not exceed one pad eye with or without attached block, mounted as per Plan A deck layout.
b) Tackle shall be limited to a single part of rope, which may be attached to the headsail sheet by a block, hook or cringle between the sail and track mounted sheet block.
c) One barber hauler per side in use at any time.
c) The Barber haul rope may be led to a pad eye described in Plan A deck layout or a stanchion base and/or through standard turning blocks and trimmed to a cleat or halyard/sheet winch.

6.1.2 a) The type and location of deck blocks and cleats for halyards, mainsail, jib and spinnaker sheets, backstay, cunninghams, outhaul, leech tensioning, spinnaker boom topping lift, foreguy and reefing equipment as per Plan A. b) Spinnaker sheet turning blocks may be attached to any of the lifeline stanchion bases for the purpose of trimming the spinnaker.

6.1.3 One mechanical masthead wind indicator with or without light.

6.1.4 Additional strengthening material or devices on spreaders and/or spreader brackets to prevent movement while racing.

6.1.5 Spare wood tiller and tiller extension(s) of any material and a measured rudder.

6.1.6 A two way radio.

6.1.7 Additional safety devices to comply with local regulations as indicated in the sailing instructions.

6.1.8 A second mainsail leech tensioning device (or outhaul control) of synthetic rope of not more than 4:1 power ratio.

6.1.9 One foot rest located just aft of mainsheet cleat on centerline of boat.

6.1.10 Tack horns for headsails and mainsail.

6.1.11 One spare spinnaker/jib pole not to exceed class maximum length.

6.1.12 Foam or plastic cushions may be fitted to the lifelines.

6.1.13 Up to 4 berths cushions not exceeding a total weight of 21 kg.

6.1.14 A companionway step box or icebox between the bunks on the cabin sole with an empty weight not exceeding 9 kg.

6.1.15 Separate container(s) with no more than 10 liters of fresh water.

6.1.16 One fixed marine type compass of magnetic card or digital readout type capable only of instantaneous readout. (Compasses capable of displaying stored headings and/or performing calculations for storage of tactical information shall be allowed.)

6.1.17 Fire extinguisher(s): type and capacity required by local regulations.

6.1.18 Manual bilge pump.

6.1.19 Installed spinnaker turtle attached to interior of boat with shock cord as part of assembly.

6.1.20 Shock cord with turning blocks to keep forward hatch and rear lazzerette hatch closed.

6.1.21 Shock cord with turning block to support/return backstay bridle to upper most position.

6.1.22 Shock cord strap between/attached to lifelines to assist in retaining spinnaker pole to deck when not in use.

6.1.23 Batten poker/tube, of any design, attached to bow of boat for the prevention of spinnaker sheets falling under boat while racing. Max length of 8” forward of the bow measured in a horizontal plane. Device shall be rounded at end/sides, be flexible, and easily broken or deformed in the event of collision.

6.1.24 Count down watch affixed to deck or mast as an independent device or as part of digital compass.

6.1.25 Clips/snaps/or Velcro attached to shroud chainplates and/or turnbuckles for the purpose of retaining spinnaker halyard and or topping lift when not in use.

6.1.26 Cockpit fabric storage bags of any dimension/quantity.

6.1.27 Tool box, sailbags, mainsail cover, storage bins, ice chest, personal gear, airhorn, sail repair material, miscellaneous gear to affect maintenance of the boat, sails and equipment.

7. PROHIBITIONS

7.1 The following are not permitted:

7.1.1 Hydraulics.

7.1.2 Running backstays or devices to simulate such.

7.1.3 Wire strop for the backstay.

7.1.4 Halyard locks or hook up devices.

7.1.5 The use of a foresail halyard or mechanically adjustable device to vary the measured length of the forestay.

7.1.6 The use of any installed genoa and jib roller furling equipment when racing.

7.1.7 Spinnaker guy struts.

7.1.8 Stowage of the spinnaker pole on the main boom.

7.1.9 Spinnaker chutes through the deck.

7.1.10 The setting of the luff and foot of the mainsail outside the distinguishing bands as defined in Rules 3.5.2(d) and 3.5.5(c).

7.1.11 A wire strop or the use of wire in the mainsheet control system.

7.1.12 Bushed or unbushed holes or slots to feed halyards or control lines through the deck, hull or transom.

7.1.13 Any equipment or device to feed halyards or control lines below deck.

7.1.14 Except as permitted under Rule 6.1.2, quick throw devices, levers, tackle boxes or other equipment that may increase the power ratio of the running rigging.

7.1.15 Double luff or double luff tape sails.

7.1.16 "Angling" of headsail tracks which are approximately parallel as provided standard.

7.1.17 Not in use.

7.1.18 The use of titanium and carbon fiber (except as allowed per Rule 3.5.6). The use of other exotic materials that are not commercially manufactured and readily available, on the open market, at prices competitive with similar fittings and equipment manufactured with non-exotic material.

7.1.19 The use of elastic (shock) cord, except to adjust closing of the forward and rear lazerette hatch(s), tensioning of storage pouches in cockpit, backstay adjustment bridle, forward spinnaker pole retainer deck strap, and tiller extension.

7.1.20 Any thru hull fittings.

7.1.21 Below waterline Knot meters, depth sounders, water temperature sensors.

7.2 Other than specified in Rule 6.1.1 the trimming of jib sheets by means other than by a sheet from the clew directly to the fixed block fastened by plunger pin or screw pin to headsail tracks.

8. RESTRICTIONS WHEN RACING

8.1 The following practices are not permitted when racing:

8.2 Notwithstanding other provisions of ISAF Rule 42, 42.3 or 49, the following actions are prohibited at all times:

8.2.1 Sudden movement of the body forward or aft (ooching).

8.2.2 The pumping of the headsail, mainsail, or any trim of the spinnaker sheet, halyard and guy to promote surfing or acceleration of the yacht. This changes ISAF Rule 42.3C, eliminating Rule 42.3C as an exception.

8.2.3 Hanging on the mast, shrouds, halyards or turnbuckles to promote roll tacking or gybing.

8.3 No member of the crew shall station any part of his/her torso and/or legs outside the lifeline other than temporarily, this changes the provisions of ISAF Rule 49.2.

8.4 ISAF Rule 44.1 and 44.2 shall be changed to a one-turn penalty consisting of one tack and one gybe in the same direction, except for an infraction of the Racing Rules of Sailing # 18.3 (tacking at a mark), where the penalty

shall remain at two turns. Rule 44.3 shall not be in effect. All other aspects of ISAF Rule 44 shall be in effect.

8.5 ISAF Rule 30.2 shall not be in effect.

9. RULES GOVERNING CONTINENTAL AND WORLD CHAMPIONSHIPS

9.1 The International Jury shall consist of a chairman and four other members. The jury shall be comprised of members of at least two nationalities and/or Olympic Nations.

9.1.1 The chief judge and two of the jurors shall be approved by the IIC24CA World Council.

9.2. The measurers shall be appointed by the host NIC24CA, approved by the IIC24CA Executive and Technical Committees and shall have the authority for the disposition of Class Rules and protests relating to measurement.

10. Voting

10.1 Each Owner who is a full member as per Section 5.1.1 and 5.1.2 of the Constitution and conditioned that his or her IC 24 boat is in sailing condition shall receive one vote per boat. Sailing condition is defined as a boat that has been converted with the IC24 deck conversion, completely assembled with keel, rudder, and deck hardware.

11 Spinnaker

11.1 In IIC24CA or NIC24CA sanctioned races and regattas where the hosting local IC 24 fleet and the regatta organizing committee have decided to use spinnakers, the following conditions shall apply.

11.2 In courses where a offset mark is used adjacent to the weather mark, no spinnakers may be set on the leg between the windward mark and the offset mark. As a boat rounds the offset mark, they may hoist the spinnaker once the bow of the boat is overlapped with the offset mark.

11.3 When the average true wind speed is above fifteen (15) knots and/or individual gust in excess of eighteen (18) knots when measured at the race committee signal boat. The race committee shall discontinue the use of spinnakers by all competitors by displaying Code Flag “O” accompanied with one sound signal from the race committee signal boat before or with the warning signal of a race; or after the start signal, the race committee may signal all boats at the weather mark via a race committee boat which shall display Code Flag “O” accompanied by repetitive sound signals.

Such signal shall occur prior to any boat rounding the weather mark. When such signal occurs, use of spinnaker shall be discontinued until the finish of the race.

11.4 If the Race Committee decides to discontinue, or not to discontinue, the use of spinnakers for other reasons than Section 11.3, it may do so at its discretion under the procedure indicated in Section 11.3.

How to Obtain a Measurement Certificate

The boat owner must be a current member of a NIC24CA or the IIC24CA before making application for a Measurement Certificate. Measurement Forms may be obtained from any Measurer who is recognized by the IIC24CA.

1. THE LICENSED BUILDER shall:

A. Obtain a deck conversion number (consecutive worldwide) from the patent holder, Chris Rosenberg.

B. Complete Parts B and C of the Measurement Form and deliver one copy with the yacht and one copy to the International IC-24 Class Association (IIC24CA) Office.

2. THE OWNER shall:

A. Obtain a sail number in accordance with Racing Rules of Sailing. Unless otherwise allotted in writing to the yacht owner by his NIC24CA, the sail number shall be the deck conversion number.

B. Complete Part A of the Measurement Form.

C. Have a Measurer, recognized by the IIC24CA, take the measurements in Part D of the Measurement Form.

D. Complete the Inventory of Required Equipment, and carry a copy aboard his/her yacht while racing. (Inventory list need not be delivered to the NIC24CA or the IIC24CA).

3. THE IC-24 MEASURER, after completing the measurements in Part D shall:

A. Sign and mail the original Part D of the Measurement Form to the International IC-24 Class Association (IIC24CA) Office with a copy of Parts A, B and C, sending one copy to the owner, one copy to the NIC24CA and retaining one copy for his/her records.

B. Report on the Measurement Form anything considered to be a departure from the intended nature and design of the yacht in accordance with Rule 2.7.6.

4. THE INTERNATIONAL IC-24 CLASS ASSOCIATION (IIC24CA), upon receipt of completed Parts A, B, C & D from the Recognized Measurer, and upon verification that all current IC-24 Class membership requirements have been met, will issue the Measurement Certificate. (Endorsement of the Measurement Form by a member of the IIC24CA Technical, or designate, shall serve as a temporary Measurement Certificate.)

5. RE-ISSUE OF A MEASUREMENT CERTIFICATE (due to loss, major repairs requiring remeasurement, or replacement of spars or rudder) requires a US$___ processing fee. The owner shall:

A. For a lost certificate, mail the processing fee to the IIC24CA office with his/her class membership information (name, membership number,

mailing address, hull and sail numbers), and a new Measurement Certificate may be issued.

B. For any re-measured item, the owner shall:

1) Complete part A of the Measurement Form

2) Have a National Measurer, recognized by the IIC24CA, record only the new measurements required on Part D of the Measurement Form.

3) The National Measurer shall mail Parts A and D of the Measurement Form, and your payment of the processing fee to the IIC24CA office, and a new Measurement Certificate may be issued.

6. CHANGE OF OWNERSHIP shall invalidate the Measurement Certificate and shall require re-registration with the International IC-24 Class Association (IIC24CA) Office, and the issuance of a new Measurement Certificate. To obtain a new Measurement Certificate, the new owner shall:

A. Complete and submit Part A of the Measurement Form to International IC-24 Class Association (IIC24CA) Office, along with a copy of the previous owner's Measurement Certificate, Change of Ownership Declaration (found on page 31 of this Rule Book), and the processing fee of US$100.00. If alterations have been made, the yacht must be re-measured.

IC 24 Measurement Form

TO OBTAIN A MEASUREMENT CERTIFICATE

1. THE LICENSED BUILDER shall (a) Obtain a deck conversion number (consecutive worldwide) from the patent holder (b) Complete Parts B and C of the Measurement Form and deliver one copy with the yacht and one copy to the IIC24 Association office.
2. THE OWNER shall (a) Obtain a sail number in accordance with Racing Rules of Sailing. Unless otherwise allotted in writing to the yacht owner by his IIC24, the sail number shall be the hull number. (b) Complete Part A and deliver one copy to his IIC24, along with his class dues. (c) Have a National Measurer, recognized by his IIC24, take the measurements in Part D of the Measurement Form. (d) Complete the Inventory of Required and Safety Equipment Rules 3.8 and 4.1-4.3, and carry a copy aboard his yacht while racing. (Inventory list need not be delivered to the IIC24CA).
3. THE NATIONAL MEASURER shall (a) Sign and deliver the original Part D of the Measurement Form to the IIC24CA, sending one copy to the owner, one copy to the NIC24CA and retaining one copy. (b) Report on the Measurement Form anything considered to be a departure from the intended nature and design of the yacht in accordance with Rule 2.7.6.
4. Upon receipt of completed Parts A, B, C & D by the IIC24CA and upon verification that all current IC24 Class membership requirements have been met, a Measurement Certificate may be issued. (This may also be done by endorsing the Measurement Form.)
5. CHANGE OF OWNERSHIP shall invalidate the Measurement Certificate and shall require re-registration with the IIC24CA and the issuance of a new Measurement Certificate. To obtain a new Measurement Certificate, the new owner shall complete and submit Part A to his NIC24CA, along with his class dues, a copy of the previous owner's Measurement Certificate, and Change of Ownership Declaration if applicable. If alterations have been made, the yacht must be re-measured.
6. All boats shall be measured per the measurement certificate prior to Dec 1st 2007. All non-conforming dimensions **below the waterline** (*Part D of the measurement form, items 1-10)* that is not a gross infraction of the rule, as determined by the local measurer, and rule 3.6.8 , shall be granted a one year amnesty period in order to comply.

OWNER DECLARATION - PART A

Name of Yacht_____ Deck Conversion No._____ Sail No._____
Owner_____ Tel. H:_____ B:_____
Address_____
Co-Owner_____ Tel. H:_____ B:_____
Address_____
Fleet_____

I undertake to race this yacht only so long as I maintain it in the conformity with the class rules. I declare that the only sails, spares etc., which have been measured and found to be in accordance with the rules will be used.

Date_____ Owner's Signature_____

BUILDER'S MEASUREMENTS – PART B

Item	Rule	Measurement	Minimum	Actual	Maximum
1	2.7.4	Deck Conversion Section Weight	250		260
2b	3.7.1	Builder's Weight	N/A		N/A
3	3.7.2	Corrector weight required to meet Builder's Weight (2b)	N/A		N/A

BUILDER'S DECLARATION

To be signed by the Licensed Builder. I certify that this boat has been: (a) built in moulds obtained by a source approved by the IIC24CA, (b) constructed according to the official plans specifications and the Rule of the IIC24CA, and (c) built in accordance with the spirit and letter of the IIC24CA Class Rules and licensing agreement.

_____	_____	_____
Builder's Name	Builder's Signature	Date
_____	_____	_____
IIC24CA Technical Committee Rep	Signature	Date

REGISTRATION BY THE INTERNATIONAL *IC* 24 CLASS AUTHORITY

To be signed by an International IC24 Association. I certify that (a) this yacht has been registered in International Class Register under the ownership indicated in Part A above and (b) the builder is in good standing with the patent holder.

_____	_____
IIC24 Class Authority	Date
_____	_____
Name of Representative Signature	Signature

INVENTORY OF REQUIRED & SAFETY EQUIPMENT – PART C

Owner's Name_____ Sail No._____ Deck Conversion No._____
Name of Yacht_____ Builder

Rule	Item	Weight In lbs.
3.7.1	Dry weight without additional correctors	_____
3.7.2	Additional Correctors	_____
3.7.1	Basic Yacht Weighed Dry (2550 lbs min.)	_____

Measurer's Signature_____ Date Signed_____

Measurer's Name_____ Date Measured_____

Required Items

3.8.1 All fixed equipment as detailed on Plan A deck layout and further detailed in the deck parts list, which shall not be deviated from.

3.8.2 A manual bilge pump and a bucket of minimum capacity 10 liters with rope lanyard.

3.8.3 One anchor with chain of combined minimum weight of 6kg with 40m of not less than 8mm non-floating warp. When carried, anchor chains shall be attached to the anchor and shall be not stowed on or under the cabin sole over the ballast keel. The minimum weight of the anchor
shall be 3kg and the maximum weight of the chain carried shall not exceed 6kg.

3.8.4 Two primary sheet winches located in Plan A deck layout shall not have a power ratio of more than 32:1.

Safety Items

4.1.2 Life jackets or personal buoyancy equipment for each member of the crew.
4.2 For local and national events, the notice of race and sailing instructions may prescribe additional safety equipment.
4.3 Main companion way vertical and horizontal hatch boards and rear lazzerette hatch board.

I certify that all of the above scheduled equipment is aboard my yacht and will remain as described while racing.

_____ _____
Owner's Signature Date Signed

YACHT MEASUREMENTS - PART D

Yacht Name_____ Deck Conversion No._____ Sail No._____

Initials	Item	Rule	Measurement	Minimum	Actual	Maximum
	1	**3.3.3 (a)**	Comer of transom to trailing edge of keel: at hull	**2996**		**3020**
		(b)	at 603mm down (section IV)	**3095**		**3125**
		3.2.7	Radius of comer is 2mm or greater		☐Yes ☐No	
	2	**3.3.4**	Leading and trailing edges of keel between Sections I and VI within +/- 5mm		☐Yes ☐No	
	3a	**3.3.2**	Width of keel trailing edge at Section I, 12.8mm or greater		☐Yes ☐No	
	3b	**3.3.2**	from Section II to VI 3.6mm or greater		☐Yes ☐No	
	4	**3.3.2**	Does keel comply with minimum faired dimensions of Plan C at Sections I-VI?		☐Yes ☐No	
	5	**3.3.2**	Do you believe the keel complies with minimum faired dimensions of Plan C elsewhere?		☐Yes ☐No	
	6a	**3.1.1**	Hull profile width of molded keel stub: at top of trailing edge, 22mm or greater		☐Yes ☐No	
	6b	**3.1.1**	at 19mm below fairbody, 760mm around the contour from 30mm down from the comer of the trailing edge, 185mm or greater		☐Yes ☐No	
	7	**3.4.3**	Weight of rudder, tiller extension and fittings	**13.5kg**		
	8a	**3.4.2**	Width of rudder trailing edge 4mm or greater		☐Yes ☐No	
	8b	**3.4.2**	Cord length of rudder between		☐Yes	

			300mm and 305mm.		☐No	
	8c	**3.4.2**	Does rudder comply with minimum faired dimensions of plan D		☐Yes ☐No	
	9	**3.4.2**	The depth of the rudder measured between the rudder tip and the transom.	**860**		**890**
	10	**3.4.7**	Is leading edge of the rudder parallel to extension of line from transom within +/-10mm?		☐Yes ☐No	
	11	**3.5.2 e**	Distance between forestay attachment and permanently marked lower edge of bottom band is 7725mm		☐Yes ☐No	
	12	**3.5.2 d**	Distance between mast bands (P)			**8538**
	13	**3.5.2 f**	Location of highest spinnaker boom attachment above lower edge of bottom band			**1555**
	14	**3.5.3**	Standard installed fixed spreader length	**760**		**800**
	15	**3.5.3**	Spreader sweepback distance	**95**		
	16	**3.5.6**	Length of spinnaker boom including fittings			**2895**
	17	**3.5.6**	Weight of spinnaker boom including fittings	**2.7kg**		
	18	**3.5.3 b**	Height of forestay attachment above sheer line (I) abreast forward surface of mast	**8125**		
	19	**3.5.3 c**	Distance between fixing point of the forestay on mast and intersection of stem line and sheer line	**8665**		**8670**
	19a	**3.5.3. g**	Measure and fix upper shrouds at P-2 Loos gauge setting of 26.		☐Yes ☐No	
	20	**3.5.2 b**	Distance from bottom mast band to the stem at sheer line	**2895**	☐Yes ☐No	**2925**
	21	**3.5.2 c**	Mast chocked to prevent movement at deck and bolted so as not to move on the mast-bearing beam, or at deck level if deck stepped mast. Measure MMP and distance from front of mast to head stay stem fitting for maximum J.		☐Yes ☐No	
	22	**3.5.4**	Does running rigging comply with the Class Rules		☐Yes ☐No	
	23	**3.5.5 c**	Distance of 20mm boom band from mast (E)			**2970**
	23b	**3.5.5 d**	Tip weight of boom measured at outhaul when horizontal on mast without mainsheet and vang		☐Yes ☐No	

			fittings 3.3kg or greater			
	24	**3.2.5**	Lifeline height measured at minimum of 10 inches vertically above sheer line		☐Yes ☐No	
	25	**3.2.5**	Lifeline stanchions base locations and dimensions to conform to Plan F and Plan A.		☐Yes ☐No	
	26	**3.2.4**	Inspect for removal of Sink/drain/water tank or stove/fuel as per Rule 3.2.4		☐Yes ☐No	
	27	**3.1.4** **3.8**	Fixed fittings and equipment located according to Class Rules		☐Yes ☐No	
	28	**3.7.1**	Dry weight without additional correctors			
	29	**3.7.2**	Total weight of additional correctors			
	30	**3.7.1**	Basic Yacht Weight			
	31	**3.9**	Verify that all provisions of Rule 3.9 are observed & report to IIC24CA & Nic24CA if in violation.		☐Yes ☐No	

MEASURER'S COMMENTS

_____

_____

_____

MEASURER'S DECLARATION

I declare that the measurements recorded above were taken by me (or another qualified measurer), and that to the best of my knowledge and belief this yacht complies with the International Class Rules

_____	_____	_____
Location	Measurer's Name	Telephone No.
_____	_____	_____
Measurer's Authority	Measurer's Signature	Date

Change of Ownership Declaration

NOTE: This Declaration may only be used for boats that have a current Measurement Certificate, and no changes have been made to the boat since it was last measured.

We the undersigned are the prior and new owner(s) of the IC-24 described below, and hereby certify that, to the best of our respective knowledge and belief, said boat is in full compliance with the current IIC24CA Rules, and has not been altered in any manner since the measurements contained in the attached Measurement Certificate were taken.

Deck Conversion Number_____

_____ _____
Prior Owner's Signature Date

_____ _____
New Owner's Signature Date

_____
Prior Owner's Printed Name

_____
New Owner's Printed Name

New Owner's:
Membership Number_____
Address_____
E-mail address_____
Daytime Phone_____

Mail this Form with (1) Completed Part A of the Measurement Form, (2) a copy of the previous owner's Measurement Certificate, and (3) US$15 processing fee payable to IIC24CA, to: International IC-24 Class Association, 6370 Estate Frydendahl, #20, St. Thomas, VI 00802.

INTERNATIONAL IC-24 CLASS ASSOCIATION CONSTITUTION

Instated by IIC24CA World Council, January 15, 2007.

1. The International IC-24 Class Association shall be known and referred to as the IIC24CA.

2. OBJECT

2.1 The IIC24CA shall have sole authority worldwide for the conduct and management of the International IC-24 Class.

2.2 The IIC24CA shall promote expansion of the International IC-24 Class of sailboat throughout the world.

2.3 The IIC24CA shall coordinate and manage the affairs and rules of the International IC-24 Class in cooperation with the Caribbean Sailing Association (CSA), and Chris Rosenberg, the patent holder.

2.4 The IIC24CA shall maintain the one-design characteristics of the International IC-24 Class sailboat.

2.5 <u>IC 24 CLASS OATH</u>

I, as an IC 24 Class boat owner, do embrace and understand that the purpose of the IC 24 Class boat is to promote sailing/racing to people of all ages, races and creeds.

I accept the importance of placing the well being of the Class and the promotion of my local and regional sailing programs above my own personal sailing agenda.

I vow, that in the event of the sale of my IC 24 Class boat, to place the utmost importance of the continued growth and continuity of the local IC 24 Class fleet by selling my boat to a person, or persons, who will be active in my local IC 24 fleet.

3. OTHER TERMS AND DEFINITIONS

3.1 The Council shall mean the governing body of the IIC24CA, the composition of which is defined in 9.1

3.2 NIC24CA shall mean the National IC-24 Class Association(s) organized via the first fleet inside individual countries and or Olympic Nations and officially recognized by the IIC24CA and corresponding NA.

3.3 NA shall mean the National Authority recognized by the CSA to control and organize yachting on a national basis in any country.

3.4 A District shall be a territorial unit comprised of three or more Fleets and independent boat owners within a specific geographic region. Designation of Districts shall be the responsibility of the IIC24CA. Each District shall, by vote of Fleet Captains within the District, elect officers. The chief executive officer of the District shall be known as the District Governor who shall have general supervision over the IC-24 activities within that District. Each Governor will represent his/her District in the NIC24CA.

3.5 A Fleet shall be a local territorial unit that is self-governed in matters not conflicting with these by-laws and chartered by the NIC24CA upon application by three or more IC-24 Owners within the established territory, other than the first fleet, which shall be responsible to organize the NIC24CA for that country or Olympic Nation. A Fleet shall elect its own officers from among boat owners, which shall include a Fleet Captain. Fleet Secretary/Treasurer.

3.6 The Class shall mean the international class of sailing yachts converted in accordance with the building specifications and known under the name of IC-24.

3.7 The Class Rules shall mean the rules relating to measurement, equipment, racing condition of an IC-24 and the practices of its crew, annexed hereto and incorporated herein as a By-law of this Constitution.

3.8 The Building Specifications shall mean the manufacturing processes, techniques, hardware, and materials used in the construction of the IC-24.

3.9 The Measurement Certificate shall mean the certificate issued by the builder and forwarded to the NIC24CA or NA to register the yacht in the NIC24CA Class Register and to record hull, deck conversion section and sail measurements. A copy of the Measurement Certificate is annexed hereto.

3.10 The Deck Conversion Numbers shall mean the builders code letters and the deck conversion number allocated by Chris Rosenberg on a consecutive world wide basis. Example: MA 1-1201 (Morgan Avery, Deck #1, December 2001).

3.11 The Sail Number shall mean the national sail number allocated to the yacht by the NA, NIC24CA, or the IIC24CA.

3.12 The IIC24CA Class Register of IC-24s and their owners and associate or sponsoring members shall mean the register to be kept as hereinafter provided.

3.13 The Patent Holder shall mean Chris Rosenberg with headquarters at 6370 Estate Frydendahl, #20, St. Thomas, VI 00802.

3.14 Licensed Builder shall mean a person or corporation for the time being holding a valid license issued by the Patent Holder to build the IC-24.

4. OFFICES

4.1 The Principal Office of the IIC24CA shall be the address of its statutory agent for service of process.

4.2 The World Headquarters of the IIC24CA shall be located at the address determined by the World Council from time to time.

4.3 Other Offices may also be established at such places as the World Council may from time to time determine.

5. MEMBERSHIP

5.1 The following types of membership shall be recognized:

5.1.1 Active NIC24CA members shall be NIC24CA's who have paid the prescribed annual subscription.

5.1.2 Full members shall be sailors who have paid the prescribed annual subscription to their NIC24CA. Each full member must own an IC 24 in sailing condition. Only one full member per boat.

5.1.3 Associate Members shall be yacht owners or Fleets in countries without NIC24CAs' who have paid the prescribed annual subscription. Associate Members shall be entitled to attend and speak at any open Meeting, may not vote and they are not eligible to hold office.

5.1.4 Sponsoring members shall be those individuals, companies, and corporations who provide products and/or services to the IIC24CA or its members. Sponsoring members may not vote nor are they eligible to hold office. The World Council shall have the authority to grant this category of membership.

6. ANNUAL SUBSCRIPTIONS AND FEES

6.1 The IIC24CA shall be financed by annual subscriptions from the NIC24CAs, paid according to their number of full members, by annual subscription from associate members and by collecting other fees from sponsoring members and other sources. The subscription shall be determined annually by the World Council. All Active Members must register annually. All subscriptions and fees shall be made payable to the IIC24CA.

6.2 Subscriptions and fees shall cover the calendar year commencing on January 1, and ending on December 31.

6.3 Individual boat owners (full or associate members) annual dues shall be initially set as $100.00 USD per year.

7. SUSPENSION, EXPULSION

7.1 The World Council shall have the authority to suspend any NIC24CA, Full Member, Associate, or Sponsoring Members for non-payment of dues, gross violations of the Rules or after due notice, for willful disregard of the rulings of the IIC24CA. The term of suspension may not exceed one year unless suspension is extended by the Council in the succeeding year. A suspension may be terminated if the issue is brought before a meeting of the Council and a majority of votes cast favor termination.

7.2 A member may be expelled only if the issue of their expulsion is brought before an Annual Meeting of the Council and three-fourths of the votes cast are in favor of expulsion.

8. MANAGEMENT OF THE IIC24CA

8.1 The day-to-day affairs of the IIC24CA shall be managed by the Executive Director as prescribed by a World Council.

9. WORLD COUNCIL

9.1 The Council shall consist of one (1) member appointed by each officially recognized NIC24CA and one (1) member appointed by the Patent Holder and shall all be full members. Councilors of Honor shall be appointed by the World Council.

9.1.1 Councilors of Honor shall be appointed by the World Council in recognition of service to the class association. Their role is advisory to the World Council and is non-voting.

9.1.2 All World Council meetings and the Annual General Meeting will be held at the St. Thomas Yacht Club until 2008. Thereafter, the AGM and WCM will be held in at any one of the three venues including St. Thomas, Tortola and Puerto Rico, based on which venue 's NIC24CA has the greatest number of full members registered in the previous year.

9.2 Each member shall have one vote. In addition, each member appointed by an NIC24CA shall have one vote for every complete multiple of ten (10) determined International IC-24s owned by members of that NIC24CA and registered in the IIC24CA Class Register.

9.3 No NIC24CA shall cast more than one third of the total number of votes represented at the start of any meeting.

9.4 The Council shall have the power to select any person or entity to assist it whether a member or not, but such member shall have no vote on the Council.

9.5 At meetings of the Council, three members shall form a quorum.

9.6 In the case of retirement or replacement of an NIC24CA appointed Council member, the NIC24CA may appoint a substitute provided that person is a full member of that NIC24CA.

9.7 If a Member is unable to attend a meeting, the NIC24CA may appoint a substitute for that meeting only. Such designations shall be in writing and received by the Secretary of the IIC24CA prior to the meeting.

9.8 Annual Meeting of the Council. At its annual meeting, the Council shall:

9.9. In even years, elect one of its Active NIC24CA appointed members or any Full Member, in good standing, of an Active NIC24CA to act as Chairman of the IIC24CA for a period of two years.

9.9.1 In even years, elect one of its Active NIC24CA appointed members or any Full Member, in good standing, of an Active NIC24CA to act as Vice-Chairman for a period of two years.

9.9.2 In odd years, elect one of its Active NIC24CA appointed members or any Full Member, in good standing, of an Active NIC24CA to act as Finance Chairman for a period of two years. The primary responsibility of the Finance Chair is to be the liaison between the World Council and the Executive Director assist in the preparation of the annual budget, and to monitor any budget variances.

9.9.3 Appoint a Secretary who shall keep correct minutes of all Council meetings together with the IIC24CA Class Register and are responsible for communicating the decisions of the Council to all Members.

9.9.4 Appoint a qualified auditor who shall examine the correctness of the accounts and review the annual financial statement.

9.9.5 Establish the guidelines to be followed by the World Council in selecting the location and dates for future World and Continental Championships.

9.9.6 An NIC24CA not represented at a Council meeting may assign a proxy to any other NIC24CA that is represented so that it can vote on its behalf. This proxy must be in writing and received by mail, telex, fax or electronic mail, by the representative and the Executive Director of the IIC24CA no later than seven (7) days prior to the meeting.

9.9.7 The World Council may fill any casual vacancies among the officers and any persons so appointed shall hold office until the next annual meeting of the Council.

9.9.8 The World Council may appoint such agents and attorneys with such powers and to perform such acts and duties on behalf of the Council as the World Council may determine.

9.9.9 The World Council shall appoint an Executive Director and shall set terms of compensation and remuneration for the Executive Director. The Executive Director shall report to the IIC24CA Chairman and World Council as required herein.

9.9.10 The duties of the Executive Director are to maintain the files and correspondence of the IIC24CA, to edit and have published a biannual publication of the Class (International IC-24), to act as Treasurer of the Class and other such duties as the World Council may from time to time prescribe.

9.9.11 The Executive Director shall not serve as a voting member of the World Council.

9.9.12 The World Council shall have the power to appoint other committees that shall have and may exercise such authority of the World Council, as it shall prescribe.

9.10 Accounts

9.10.1 The Executive Director of the IIC24CA shall cause accounts to be kept giving full particulars of:

a) All amounts of money, assets, liabilities of the IIC24CA.
b) All amounts of money received and expended by the IIC24CA, and a detailed description of such receipts and expenditures.

9.10.2 A financial statement shall be presented to all Members at each Annual Meeting of the Council, duly audited.

9.10.3 Payments and receipts of money shall be validated by the signature of the Treasurer or his deputy as appointed by the World Council.

9.10.4 A budget for the coming year shall be presented to all members for approval at each annual meeting. Payments exceeding the budget adopted by the Council require prior World Council approval. The World Council may amend the budget as required to run the day-to-day affairs of the IIC24CA.

9.10.5 The fiscal year of the IIC24CA shall be Nov 1 through October 31st.

9.11 VOTING, MOTIONS AND RESOLUTIONS

9.11.1 Decisions of the Council shall be taken by a simple majority of votes cast. A 51% majority is required to propose changes to the IIC24CA Class Rules, Constitution and Measurement Certificate, as ratified per Section 14 of the Constitution.

9.11.2 Substantive motions (other than amendments thereto) to be voted upon at a Council Meeting must be received by the Secretary and the World Council at least 4 weeks before the date of the meeting.

10. EXECUTIVE COMMITTEE SECTION DELETED

11. TECHNICAL COMMITTEE

11.1 The Technical Committee shall consist of at least three members. One shall be the Patent Holder or his appointee, and the other two members shall be appointed by the World Council, and be full members.

11.2 This committee shall be responsible for making recommendations to the World Council regarding Class Rules, Building Specifications and Measurements, including suggested amendments or additions and interpretations.

11.3 The Technical Committee shall cooperate with NIC24CA official measurers and the technical staff of licensed builders to protect the one-design character of the International IC-24 Class worldwide.

11.4 The NIC24CAs shall, in cooperation with the NAs, be responsible for the appointment of official class measurers and the dissemination and recording of Measurement Certificates.

11.5 Names and addresses of such appointed measurers shall be reported to the Technical Committee of the IIC24CA.

11.6 Technical Committee meetings can be held by telephone conference or at a location to be determined by the Technical Committee. All recommendations sent to the World Council shall require a majority vote of 51%.

12. PROTECTION OF ONE-DESIGN

12.1 Tight one-design control of the International IC-24 Class shall be maintained throughout the world by:

a) Selecting licensed builders with the cooperation of NAs and potential owners.
b) Enlisting the aid of CSA (Caribbean Sailing Association) to arbitrate disputes between Patent Holder and/ or Licensed Builder and/or IIC24CA Members involving Class Rules, Building, Specifications or Measurements.
c) Retaining the authority to make changes that might affect current or future yacht performance within the IIC24CA. Such factors are later outlined as "Speed Producing Factors."
d) Except in case of emergency, Class Rule changes shall occur every year until 2008 and thereafter every two years.

13 MEASUREMENT CERTIFICATES

13.1 No yacht shall be entered in the IIC24CA Class Register as an IC-24 unless the yacht is produced by a licensed builder in accordance with Class Rules and so certified in PART B of the Measurement Certificate.

13.2 The NIC24CAs shall keep a Class Register, as shall the IIC24CA.

13.3 A Certificate shall be obtained from the NA or NIC24CA upon application by a new owner and presentation of two copies of the Measurement form, received from the builder, with PART A properly completed by the owner, PART B and PART C completed by the licensed builder, and PART D properly completed by an official Class Measurer.

13.4 No yacht shall race as a International IC-24 unless PART D "Yacht Measurements" has been completed by an official measurer who has

signed the Declaration and unless its sails have been measured, stamped and initialed by an official measurer.

13.5 Measurement Certificates shall remain valid only as long as the yacht continues to comply with the Class Rules.

13.6 Change of ownership shall invalidate the Certificate. It shall be the responsibility of the new owner to obtain a new Certificate.

13.7 Acceptance of a Certificate by an owner shall, ipso facto, render him subject to the jurisdiction of the IIC24CA or the Council in any matter pertaining to this Constitution.

13.8 The International IC-24 Class Rules and the International IC-24 Measurement Certificate annexed hereto are incorporated herein as a By-Law of this Constitution.

14. CHANGES IN INTERNATIONAL IC-24 CLASS RULES, CONSTITUTION, or MEASUREMENT CERTIFICATE

14.1 Changes to Class Rules, Constitution or Measurement Certificate may be proposed to the World Council by Active IIC24CA Full Members, by a Licensed Builder, or by the CSA.

14.2 The proposed changes will be reviewed by the Technical Committee, which shall formulate a resolution for review by the World Council.

14.3 Proposed changes will be voted on at the annual general meeting held in the year following the submission and approval by the World Council. Full Members not attending the General Meeting may vote by proxy in writing, via fax, or by e-mail.

14.4 Approved changes shall be communicated to the Members by the Executive Director within 7 days via e-mail.

14.5 Approved changes shall apply to all International events occurring on or after March 1 of the year following approval by the Class, or earlier if deemed appropriate by the World Council.

14.6 Changes to the Class Rules requires an approval by 75% majority of registered full members of the IIC24CA via vote as prescribed in Section 14. Changes to the Constitution and Measurement Certificate shall require approval of 51% majority of full members of the IIC23CA via vote as prescribed in Section 14.

14.7 The Annual General Meeting shall be held in the first week of November in any given year.

15. CHANGES IN BUILDING SPECIFICATIONS

15.1 Changes in Building Specifications may be proposed to the World Council by Active NIC24CA Members and or a licensed builder. If such changes are deemed by the Technical Committee and/or the Patent Holder to affect the speed of the yacht, the approval process will be as in paragraph 14.

15.2 Those factors influencing the speed of the yacht are defined as "Speed Producing Factors" and are outlined below:

15.2.1 The shape, dimensions, weight, distribution of weight, and rigidity (stiffness of bending moments) of the hull, keel, rudder, mast and boom.

15.2.2 The weight and distribution of weight of the deck.

15.3 Changes to Building Specifications may be made by Licensed Builders with the prior written approval of the Patent Holder, with Technical Committee approval, providing such changes relate to:

a) Improving the quality of the finish or interior appointments.
b) Substitution of construction materials or hardware of equal or better quality and operation.
c) Relocation of fittings or hardware, not otherwise restricted by Class Rules, to improve or facilitate the livability, durability or safety of the yacht.
d) Revision of the molding techniques or methods of construction provided that no alteration is made in the Speed Producing Factors as defined in paragraph 15.2.

REGATTA STANDARDS

For World and Continental Championships and guidelines for National and other World Qualifying events.

A. Regatta Selection Authorities.

The IIC24CA World Council selects venues for the World Championship by a vote of all members at the World Council Meeting. World Championship site selection is based on a rotation established from time to time by the IIC24CA World Council and covers a period of up to three (3) years. Continental Event Sites are selected by Class Officials of the NIC24CA's from that region.

National, Regional, District and Fleet Event Sites are chosen according to the regulations of that NIC24CA.

B. Regatta Proposals.

Fleets interested in hosting any one of the various championships should form a Regatta Organizing Committee and contact their NIC24CA or the IIC24CA Class Office for availability of future events. A written proposal should be submitted for consideration. In the case of Continental or World events, the NIC24CA of the fleet making the proposal shall submit the proposal to either the area NIC24CA's or the World Council. The standard "Proposal to Host Regatta" form (see Appendix "A"; also available from the IIC24CA Class Office) shall be used. A copy of the proposal should be sent to IIC24CA Class Office where it shall be distributed as appropriate with the World Council Meeting Agenda. Regatta Organizing Committees should be aware that the following advance time frames are generally used when selecting events and time their submissions accordingly. World Events: 24 months. Continental Events: 12 months.

C. Notice of Race

Upon selection, the regatta organizing committee shall prepare a Notice of Race for the event. The standard "IC-24 Notice of Race" format should be used (see Appendix "B"). The Notice of Race for World and Continental Events shall be submitted to the IIC24CA Executive Council for approval prior to it being published. Notices of Race for the World Championship shall be posted on the International Class Web Page. All other Notices of Race for International Events shall also be published on the International Class Web Page. The Organizing Authorities of a World Championship shall, as a condition of being awarded a World Championship, enter into a contract with the IIC24CA that sets out the performance of the Organizing Authorities in the following areas: The schedules of the "Proposal to Host a Regatta"; Agreement to abide by the requirements of these Regatta Standards. Any conditions or requirements as may be set out by the World Council of the IIC24CA. An example of the contract is given in Appendix C and will be sent to the Organizing Authority as soon as possible after the awarding of the event.

D. Regatta Organizing Authority

The Regatta Organizing Authority shall be the National IC-24 Class Association or a local IC-24 Fleet. The IIC24CA shall also be included as part of the Regatta Organizing Authority for all World and Continental Events. The local fleet may also combine their efforts with a recognized yacht club. The regatta shall be hosted by a recognized yacht club. There must be adequate launching, measuring, mooring facilities and sufficient race management expertise. Regatta locations should offer adequate lodging, restaurant and charter boats (if required) for participants. The host yacht club shall provide visitor privileges to regatta participants.

E. Measurement

The Organizing Authority shall verify that all boats registered are in full compliance with current IIC24CA Class Rules, including the presentation of valid measurement certificates at registration. A random inspection shall be performed on a number of the registered boats to ensure that measurement requirements are being followed. All crews shall be weighed at registration. Once the crew weight is established, crew need not be reweighed unless a substitution of crew occurs. At World and Continental Championships the Chairman of the IIC24CA Technical Committee or the person so designated by that person shall be the final authority on all measurement processes and decisions. The Organizing Authority is responsible for the expenses of the IIC24CA Technical Committee representative(s).

F. Eligibility and Membership

The Organizing Authority shall verify that all owners are current members of their respective NIC24CA. With the exception of the World Championship, all events shall be open to all eligible IC-24 full and associate members except where the event has been designated as a "Closed" event for regional qualification purposes.

G. Entry Fees

Entry fees are at the discretion of the organizing authority. The IIC24CA suggests the following entry fees as maximums: International Championship (not including social activities) $150.00 US; World Championship (not including social activities) $250.00 US Regatta organizers are encouraged to obtain sponsors to assist with regatta expenses to keep entry fees reasonable.

H. Prizes

Prizes at World and International Events shall be awarded to the skippers and crews to at least the top 15% of boats entered. Should the fleet be split according to paragraph "O" (Division of Fleet), prizes shall be awarded of similar value to each Fleet.

I. Racing

The current racing rules of the International Sailing Federation (ISAF) with the prescriptions of the national sailing authority (except for World Championships) shall apply except where they have been modified by the Class Rules of the IIC24CA, these Regatta Standards, and by the Notice of Race and Sailing Instructions and any amendments thereto. World and Continental events shall be run with an International Jury. All events shall be Category C events, with the restrictions set out in the IIC24CA Class Rules.

J. Schedule of Races

1. For the World Championship, a minimum of six races shall be scheduled with a minimum of four races to be completed to constitute a series.
2. For World qualifying events that are not Regional, National or International events, a minimum of three races shall be completed to constitute a series.

K. Sailing Instructions

The Standard IC-24 Class Sailing Instructions as provided by the IIC24CA Class Office shall be used for all International and World events. The IIC24CA World Council shall approve any change or deviation from these standard instructions for World or International events.

L. Courses

Courses shall be Windward/Leeward courses with a minimum of 2 legs. The course for the World Championship shall be 4 legs. An Offset mark will be used in conjunction with the Windward mark and a Leeward Gate shall be used at World and International events. It is suggested that individual races should be completed within 20 to 40 minutes. Courses may be shortened at the discretion of the race committee in accordance with the Standard IC-24 Sailing Instructions.

M. Scoring

The Low Point Scoring System; paragraph A2.2 of Appendix A2 of the RRS shall be used. One or more races may be dropped, with the exception of the World Championship, where only one race may be dropped. Protest fees shall not be permitted.

N. Starting Penalties

The penalties as set out in RRS 30.2 or 30.3 shall be applied as set out in the Standard Sailing Instructions.

O. Division of Fleet/Qualification Series

For all events other than the IC-24 World Championship, if there are 70 or more entries, at the discretion of regatta organizing committee, the fleet may be divided into as many as four groups to sail a Qualification Series with no less than two and as many as three races. The top eight competitors shall be identified by the Organizing Authority and seeded equally among the four groups. The remaining competitors shall be assigned to a group randomly.

Based on the results of the Qualification Series, the fleet shall be split into two divisions, which shall each sail a final series. The top half shall constitute the Championship Fleet. The other half shall constitute the Designer Fleet. The scoring for the final series shall start anew, not

counting the qualification series. One race may be dropped in the Qualification Series. The Regatta Organizing Committee may impose a maximum number of entries for an event, provided that the intent to limit and the maximum number of entries is included in the Notice of Race and approved by IIC24CA World Council.

P. World Championship Criteria

1. No qualifying event shall be scheduled less than 120 days before the date the World Championship is scheduled, unless approved by the IIC24CA World Council. Each NIC24CA is entitled to the following number of qualifiers based upon the number of IIC24CA paid members as of Dec 31st in the year prior to the event. This data will be posted on the web site:

Of paid IIC24CA Memberships # of Qualifiers; 1 to 1

In addition, the following are automatic qualifiers:
Past World Champions -All, North American Champion -1, South American Champion -1, European Champion -1, Patent Holder-1, IIC24CA Chairman -1

At each World Championship, the Host NIC24CA shall be allowed three (3) times its normal number of Qualifiers. NIC24CA's in the same continent or hemisphere shall be allowed (2) times its normal number of qualifiers In addition, the Organizing Authority shall be allowed five (5) qualifying spots to be used at its discretion.

2. For World Qualifying Events, the regatta organizing authority shall require boats sailed by more than one helmsman to designate the helmsman for World Qualification purposes prior to registration. This should be the helmsman who starts, finishes, and steers the majority of the upwind legs in the event.

3. For District or equivalent and Regional events that are World Qualifying Events, the qualifier must be a registered member of that District or Region. If a District does not have a qualifying event, members of that district may compete in a neighboring District event once and qualify as if from that District or Region. The number of spots available and the process of how the spots are awarded shall be set out in the Notice of Race.

4. If the winner of a World Qualifying Event had qualified previously or is unable to attend, the qualification slot may be passed down at the discretion of the NIC24CA.

5. NIC24CA’s organizing World Qualifying Events shall notify the IIC24CA Class Office of the name of the qualifying helmsman as soon as possible, but no later than 100 days prior to the World Championship.

6. Helmsmen, who a result of competition qualify for the World Championship, shall be asked to confirm their intention to compete.

Q. Charter Boats

At each World Championship, only fully measured boats may be considered for charter. All charter boats will be arranged through the Organizing Committee.

Sample "Proposal to Host Regatta"

A proposal to host a regatta is an important document and in most cases is the only source of information for those involved in making a decision. The proposal for World Events must be distributed to all NIC24CA at least 30 days in advance of the World Council Meeting. The proposal should be typed and should contain a summary at the beginning which, in point format, highlights the major points as to why the regatta should be awarded
to your fleet. This summary shall be supported by details in the following areas:

1. General Information;
    - The name of the event;
    - The year for the event;
    - The specific dates i.e. Aug 16-Aug 23;
    - Location for the event;
    - Hosting fleet and yacht club; and
    - Contact name(s) and phone #s.
2. Sailing Environment
    - The body of water where races will be held;
    - Distance and time to race course;
    - Obstructions on-route;
    - Proximity of land masses;
    - Amount of current and direction; and
    - Weather and wind conditions expected.
3. Entry Fee;
    - Amount and what is included;
    - Any additional charges
4. Race Management;
    - A listing of regattas that have been held;
    - Make-up of race committee;
    - Equipment that will be used;
    - # of and level of jury to be convened;
    - Class of event i.e.- Class IV;
    - Awards to be given in addition to those contained in B7 above;
    - Measurement expertise and facilities.
5. Boats;
    - Launching facilities;
    - Mast stepping equipment availability;
    - Location of marine supply and repair shops:

- Mooring facilities; and
- # of charter boats and cost.

6. Transportation;
   - Nearest port for shipment of boats;
   - Time from port to yacht club; and
   - Unbundling and/or truck/trailer charges.
7. Crew
   - Nearest major airport;
   - Cost of airfare in US Dollars;
   - Time and distance from airport; and
   - Cost and type of transportation from airport.
8. Accommodation
   - Type and cost of accommodation available;
   - Distance to yacht club;
   - If competitors are allowed to sleep on their boats; and
   - Availability of shower and locker facilities.
9. Miscellaneous
   - Sponsorship obtained/anticipated;
     Types of social events planned;
   - Regatta schedule; and
   - Any other details that will help the cause.

Sample Notice of Race for World Championships Invitation
This section should contain information on who is hosting the regatta and where it is being held as follows: The (name of yacht club) and the (name of NIC24CA) IC-24 Class Association invite you and your crew to the IC-24 World Championships 2005. The waters of Cowpet Bay will be the venue for the event.

Organizing Authority
The organizing authority for this regatta shall be (the name of the yacht club and the NIC24CA of the host country) in conjunction with the IIC24CA.

Site
This section shall give more specific information as to dates and location of the regatta and under which authority as follows: The Shin-Nishinomiya Yacht Harbour shall be the Headquarters for the event. Regatta Dates are July 20th through July 27th . The Kansai Yacht Club shall coordinate Race Committee efforts. The Regatta Organizing Committee is comprised of the Kansai Yacht Club and the Japan IC-24 Class Association volunteers.

Rules
This regatta shall be governed by the (insert proper year) Racing Rules of Sailing, the Class Rules of the International IC-24 Class Association, this Notice of Regatta, except as any of these is altered by the Sailing Instructions, and the Sailing Instructions. An International Jury appointed by the organizing authority

constituted in accordance with RRS Appendix Q1 shall hear protests and requests for redress. This regatta is classified as a Category "C" event per Appendix G 3 of the RRS as amended by the IIC24CA Class Rules.

Eligibility
The World Championship is open to boats nominated by their national authority, whose entry has been accepted by the Regatta Committee. Helmsmen must be either nationals or resident and registered members of the NIC24CA of the country they represent. The number of entries per country shall be decided in accordance with International IC-24 Class Association regulations.

Schedule
This section will contain information as to when registration, measurement, race times and social events will take place similar to the following:

Thursday, June 13 0900-2100 Measurement & Registration
Friday, June 14 0900-2100 Measurement & Registration
Saturday, June 15 0900-2100 Measurement & Registration
1200 Opening Ceremonies
1400 Practice Race
Sunday, June 16 1100 Race s1
2100 Welcome Party
Monday, June 17 1100 Races
Tuesday, June 18 1100 Races
Wednesday, June 19 1100 Races
Thursday, June 20 1100 Races
Friday, June 21 1100 Races
2100 Prize giving

Racing
The location of all races will be set out in this section similar to the following: Racing shall take place in the (name of body of water), on Windward/Leeward courses.

Scoring
The low point scoring system RRS Appendix A shall be used.

Prizes
Details of the prizes to be awarded will be provided in this section. Please note the requirements of Section B 7 of the Regatta Standards.

Inspection
The organizing committee will set out their requirements for compliance with Class measurement rules similar to the following. This section should always contain a statement that competitors are subject to random inspection at any time during the regatta. If a charge is to be made for any measuring it should set

out here. Inspection and measurement will be carried out on each boat before its registration is complete.

Launching
Full details must be provided for the launching, haul-out, mooring and trailer storage in this section. The following may be used as a guide. All boats must be afloat by midnight, June 15, and shall not be hauled out before the end of the series without the prior written permission of the Jury. Careening and dive cleaning shall not be permitted during the regatta. Boats will have (insert type) moorings. The services of sail makers, chandlers and riggers shall be available for the duration of the regatta.

Charter
A limited number of charter boats will be available through the organizing committee to those who enter from overseas countries. In addition to the charter fee, a refundable damage deposit will be required. Application for charter must be made before (insert date).

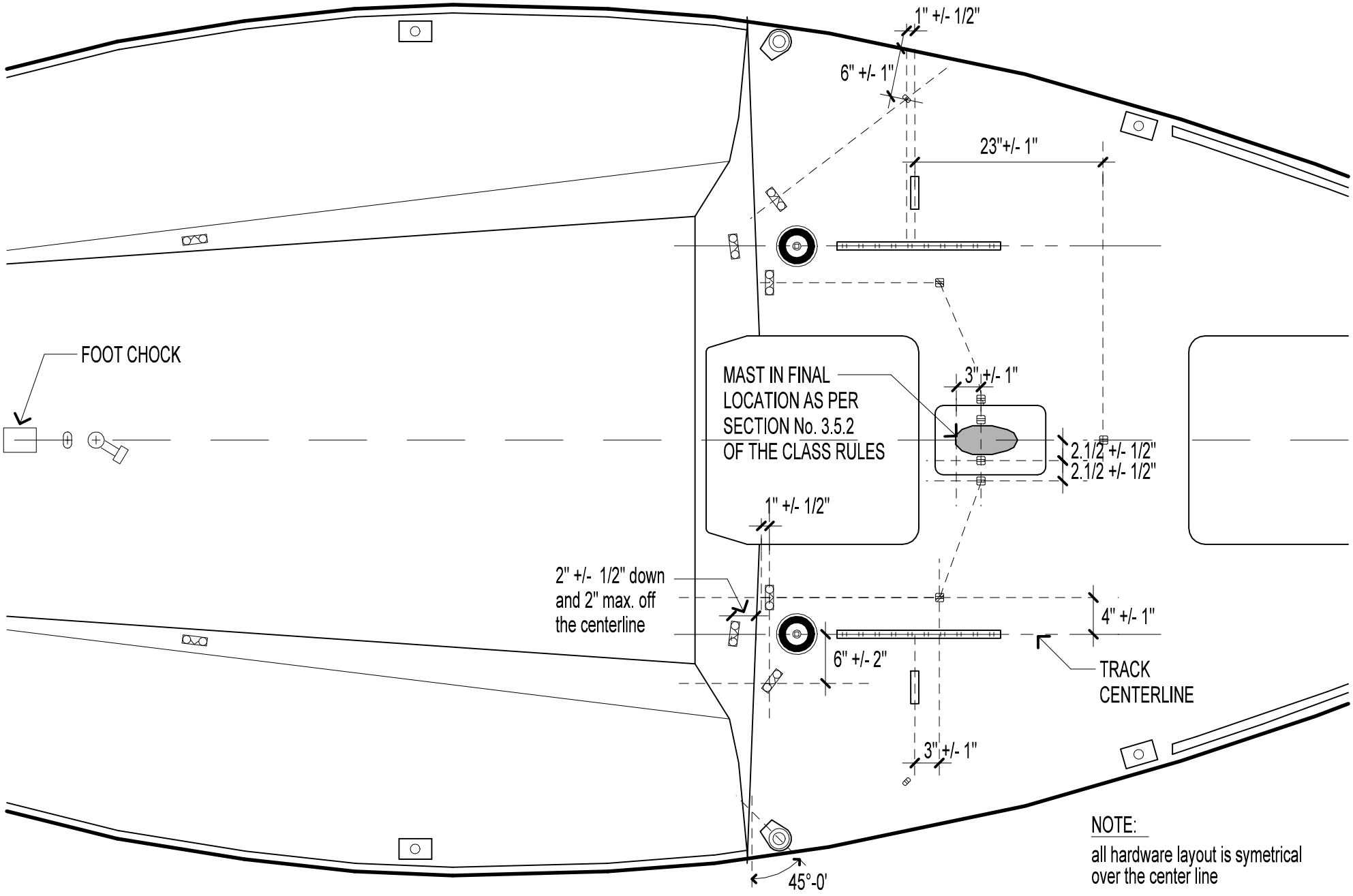
Entry
The completed entry form similar to that contained in the back of the IC-24 Class website and fee of (insert fee & currency) per boat must be received by the organizing committee by (insert date). Late entries may be accepted at the discretion of the Regatta Committee up to the close of registration (if registration is to be limited, it should be indicated here along with any cut-off dates). A full registration package shall be given to each boat on receipt of application and entry fee.

Contact
Requests for information and entries may be sent to: (Full details must be set out as to who competitors should contact and should include address, phone, email address and fax numbers). NOTE: When giving the phone number of a yacht club as a contact, please ensure that club staff and members are aware of the event; are supplied with sufficient information to answer basic questions. Staff and members should be instructed to take the name, address and phone number of the caller so that members of the regatta organizing committee can contact potential competitors. It is also important that information packages are sent out well in advance of the event so that distant competitors are able to make appropriate arrangements for accommodation, etc.

NOTES:

PLAN A

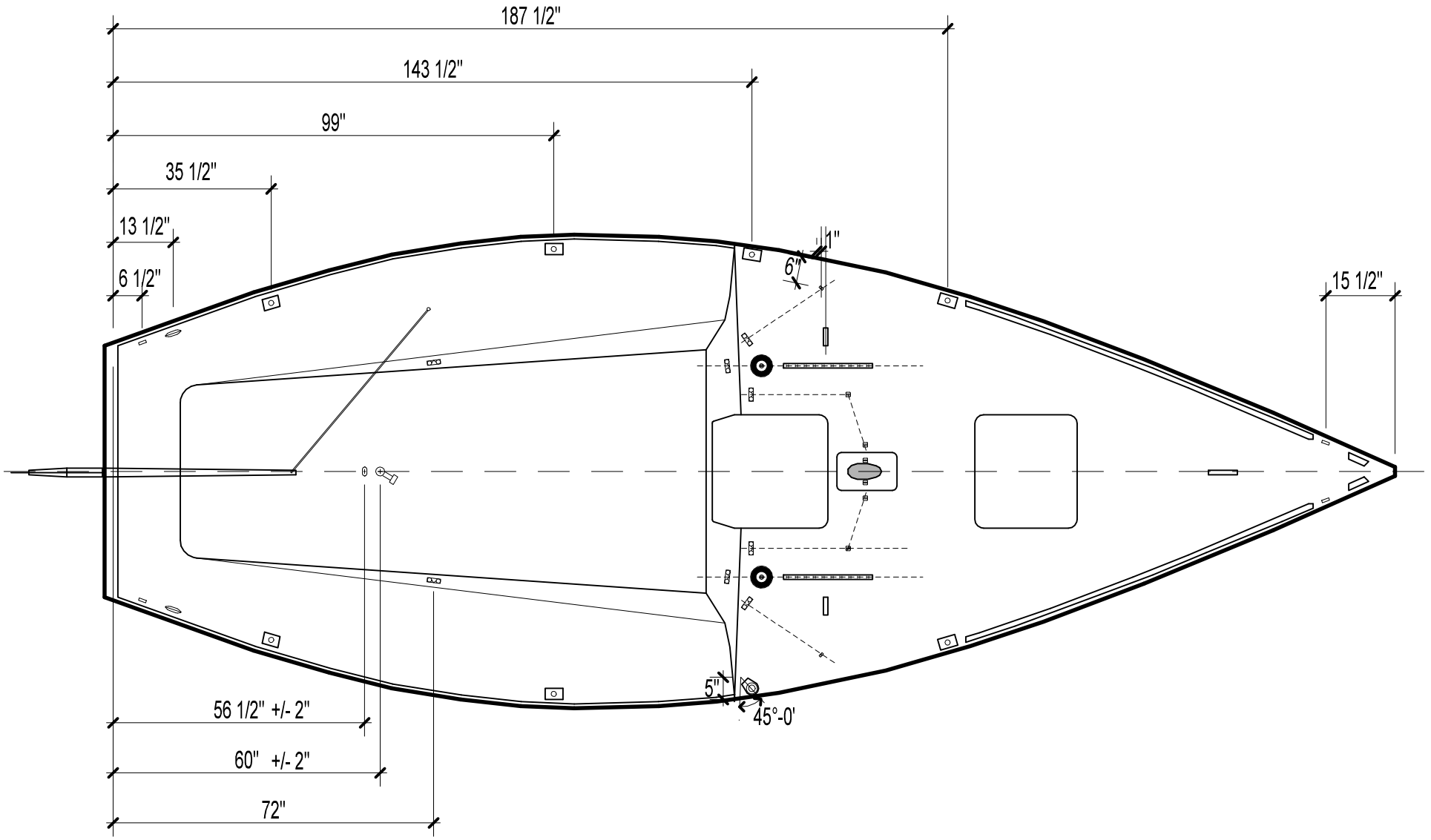
*DECK LAYOUT
*DECK HARDWARE/INVENTORY
*CORRECTOR WEIGHT LOCATION



06
DRAWING No.:

FORE DECK HARDWARE LAYOUT

IC24



04
DRAWING No.:

DECK HARDWARE LAYOUT

IC24

DECK HARDWARE INVENTORY

Standard IC 24 Hardware Package

MAST CLEATS			
1	Mainsail Cleat Assembly	Harken	Any combination of #150, #438, #145, #282, #296, #295, #298, & #425
	Or		
1	Horn Cleat	Misc.	N/A
1	Jib Cleat Assembly	Harken	Any combination of #150, #438, #145, #282, #296, #295, #298, & #425
1	Spinnaker Cleat Assembly	Harken	Any combination of #150, #438, #145, #282, #296, #295, #298, & #425
1	Topping Lift Assembly	Harken	Any combination of #150, #438, #145, #282, #296, #295, #298, & #425
HAYLARD SHACKLES			
1	Main Halyard Captive D Shackle	Misc.	N/A
1	Jib Haylard Swivel Snap Shackle	Misc.	N/A
1	Spin Haylard Swivel Snap Shackle	Misc.	N/A
MISC.			
Unlimited	Winch Handles	Misc.	N/A
2	Winch Handle Boots	Misc.	N/A
1	J-24 Tiller	Misc.	N/A
1	Pr. Tiller Brackets	Misc.	N/A
1	Tiller Extension	Misc.	N/A
1	Universal Joint	Misc.	N/A
1	Tiller Clip	Misc.	N/A
1	Mast Boot J-24	Misc.	N/A
1	Mast Blocks	Misc.	N/A
1	Jib Tack Shackle	Misc.	N/A

SPINNAKER			
	Topping Lift	**Starboard or Port Side**	
1	Pad Eye	Schaefer	#78-03 or #78-05
1	Block	Harken	#166
1	Cheek Block	Harken	#092
1	Cam Cleat	Harken	#150
1	Eye Strap	Harken	#137
2	Mast Risers	Harken	#438,145,296,295 (any combination)
1	Snap Hook	Misc.	N/A
	Foreguy	**Port or Starboard Side**	
1	Pad Eye	Schaefer	#78-03 or #78-05
1	Block	Harken	#166
1	Cheek Block	Harken	#092
1	Cam Cleat	Harken	#150
1	Eye Strap	Harken	#137
2	Mast Risers	Harken	#438,145,296,295
1	Snap Hook	Misc.	N/A
	Sheet Blocks		
2	Hexarachet	Harken	#019 & #043
2	Cheek Hexarachet II	Harken	#015 & #016
	Or		
2	Hexarachet	Harken	#044 or # 009
	Twing Lines		
2	Block	Harken	#125
2	Fairlead w/ insert	Ronstan	#082615
2	Cam Cleat	Harken	#150
2	Cam Fairlead	Harken	#044 or #009

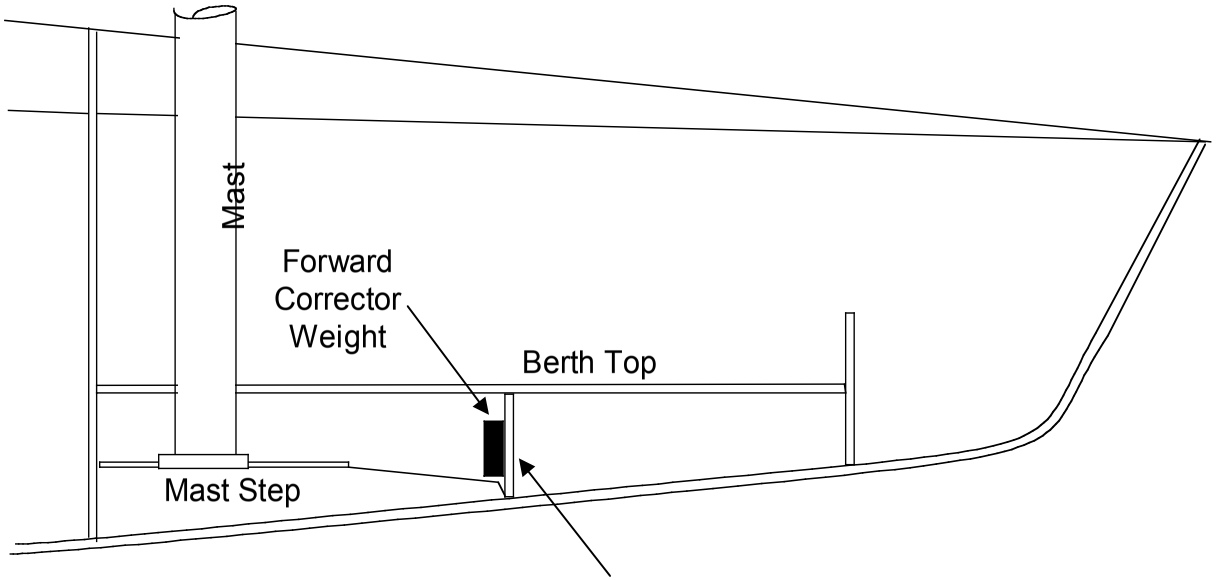
	Blocks		
	Two Point System		
1	Hexarachet	Harken	#044
1	Becket Block	Harken	#022
1	Double Block	Harken	#063
	Or, One Point System		
1	Rachet Fiddle w/ Becket	Harken	#030
1	Fiddle Block	Harken	#053 or #028
1	Angled Riser	Harken	#296
Boom Vang			
8:1			
1	Boom Bail	Schaefer	#90-(27 or 28 or 10 or 09)
1	Mast Bail	Schaefer	#90-(27 or 28 or 10 or 09)
1	Block	Harken	#011
1	Hexarachet w/ Cam & Becket	Harken	#042
1	Fiddle Block	Harken	#028
Note:	#042, #028, #011 can be replaced with any 8:1 three block purchase system with safe working load equivalent.		
JIB SHEET	**Deck**		
2	T-Track 1”	Schaefer	#40-62-C (cut to length)
2	Jib Car	Schaefer	#303-86 or #504-82
2	Winch Bases 5 ½” x 1 ¼”	West Marine	#113241,
2	Winches	Harken/Lewmar	B32.2R /30A#49030030
2	Cam Cleats	Harken	#150
2	7/8” riser	Harken	#295

QUANTITY	DESCRIPTION	SOURCE	Part Number
STANCHIONS			
6	Bases	Top & Quality	As per Plan F
6	Stanchions	Misc.	N/A
4	Pad Eye	Schaefer	78-03 or 78-05
2	Lifeline – Plastic Coated Wire	Misc.	N/A
4	Shackles	Harken	#072
2	Tension Line or Turnbuckle	Misc.	N/A
HORN CLEATS			
3	1 Bow & 2 Stern 4” or 6” Aluminium Horn Cleats	Misc.	N/A
BACKSTAY			
	Bridle		
2	Wire Blocks	Harken	#300
1	Long D Shackle or Ring	Harken/Schaefer	H#2104 / S#94-02
1	Bullet Block	Harken	#082
2	Bullet Blocks	Harken	#166
	Cockpit Hardware		
2	Cheek Block	Harken	#092
2	Cam Cleat	Harken	#150
2	Eye Strap	Harken	#137
MAINSHEET			
	Deck		
1	Swivel Base	Harken	#144
1	Cam Cleat	Harken	#150
1	Eye Strap	Harken	#137
1	Pad Eye	Schaefer	#78-03 or #78-05
1	Spring	Harken	#071
1	Boom Bail	Schaefer	#90-(27 or 28 or 10 or 09)

1	Chain Plates (pr.)	Waterline Systems	N/A
1	Stem Fitting	Waterline Systems	N/A
2	Backstay Fittings	Waterline Systems	N/A

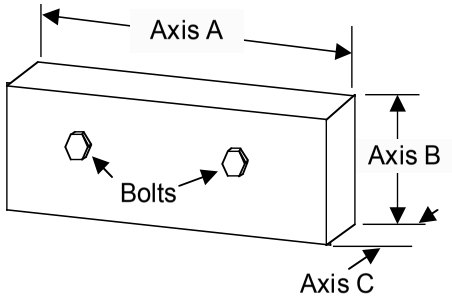
Plan A
Corrector Weight Placement

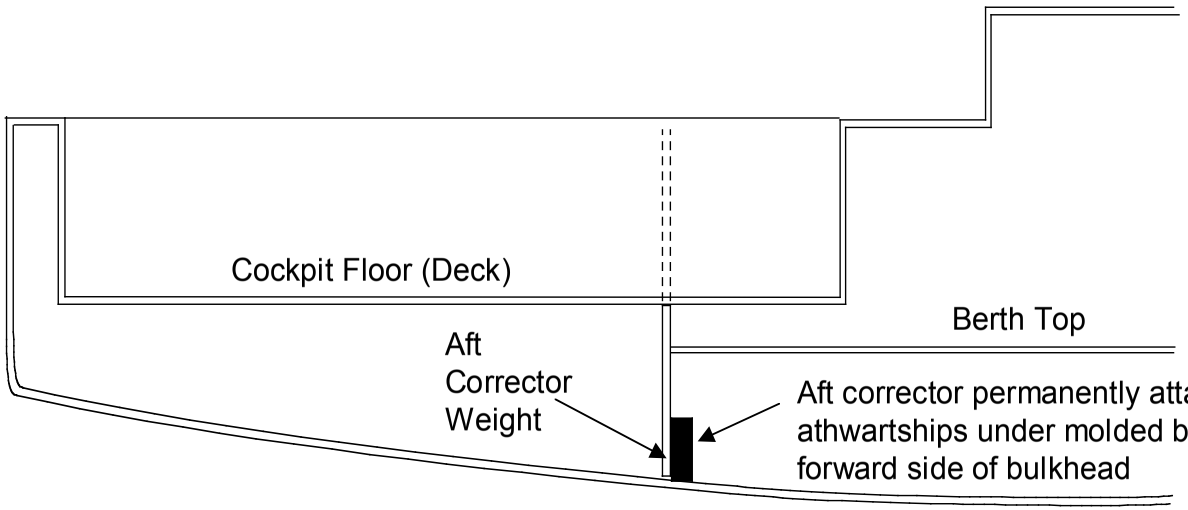
Rule 3.7.2



Forward corrector permanently attached athwartships in the center to the aft side of the partial bulkhead.

J/24 Corrector Weight Axis of Orientation





Aft corrector permanently attached athwartships under molded berths to forward side of bulkhead

Notes:

1) Longest axis of lead corrector weight (Axis A) to be athwartships.

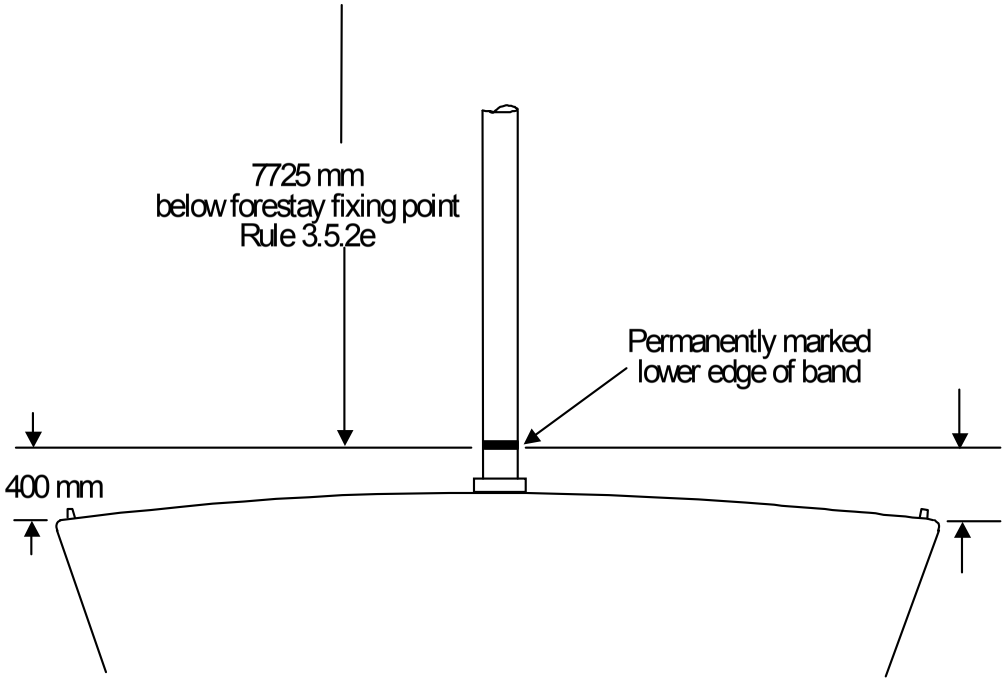
2) Second longest axis (axis B) to be oriented vertically.

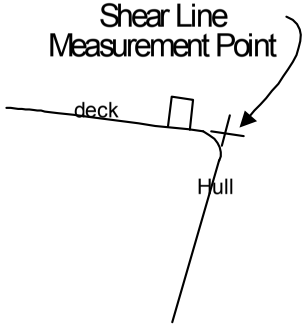
3) Shortest axis to be oriented fore and aft.

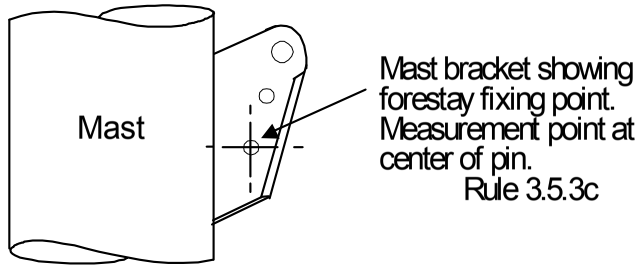
PLAN B

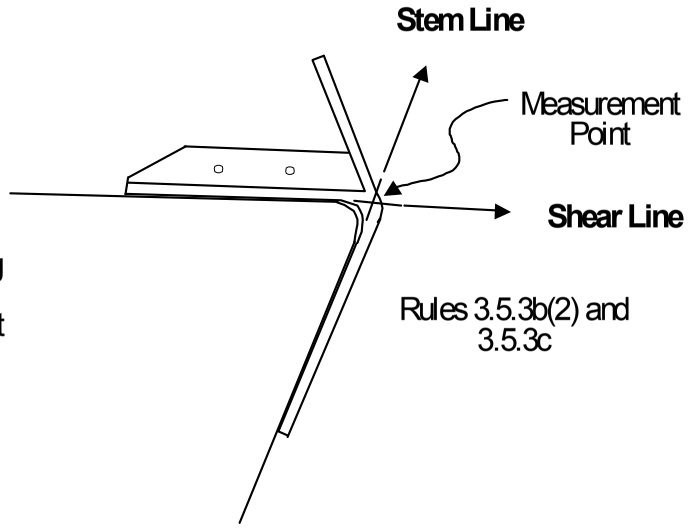
*MAST MEASURMENT POINTS AND STEM FITTING

PLAN B MEASUREMENT POINTS







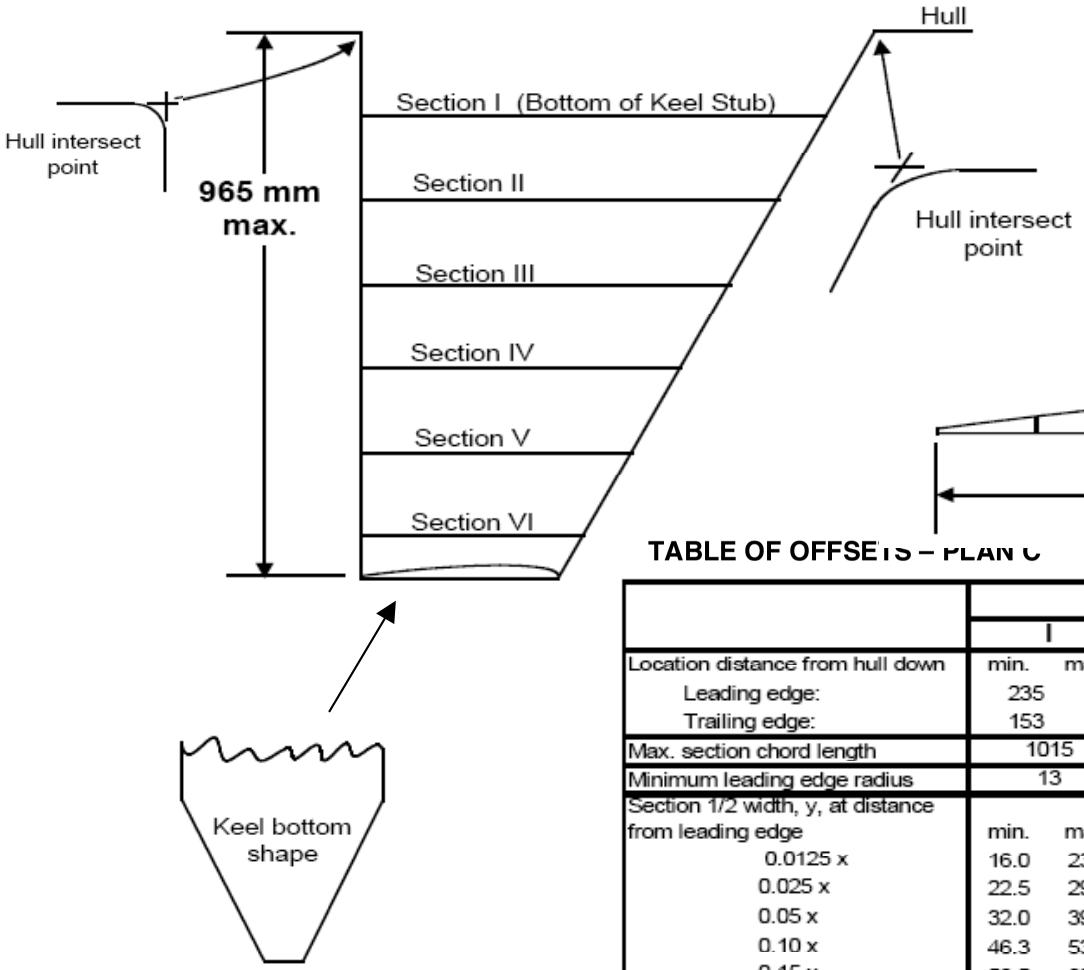


Rev. 4 June 2006

PLAN C

*KEEL PLAN

PLAN C
KEEL



The surface of the keel, from the hull down, shall be fair in all planes. In addition, the leading and trailing edges shall be within 5 mm of a straight line.

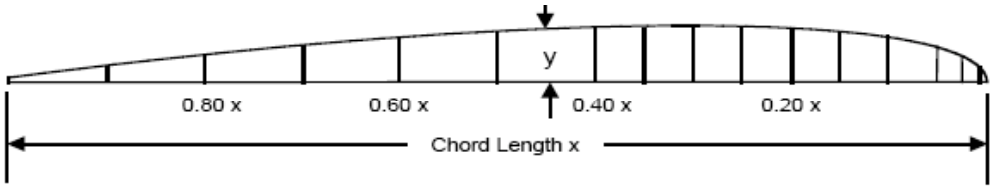


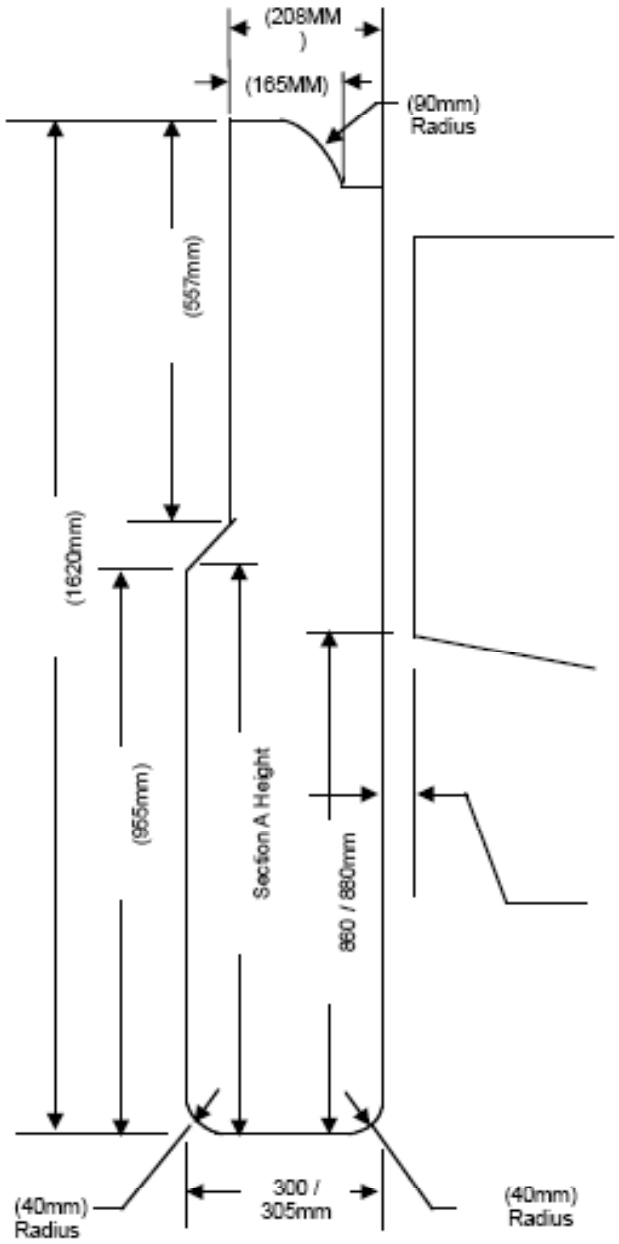
TABLE OF OFFSETS – PLAN C

	Keel Sections											
	I		II		III		IV		V		VI	
Location distance from hull down	min.	max.	min.	max.	min.	max.	min.	max.	min.	max.	min.	max.
Leading edge:	235	261	429	455	623	649	817	843	1011	1037	1205	1231
Trailing edge:	153	173	303	323	453	473	603	623	753	773	903	923
Max. section chord length	1015		898		781		664		547		430	
Minimum leading edge radius	13		13		13		13		13		13	
Section 1/2 width, y, at distance from leading edge	min.	max.	min.	max.	min.	max.	min.	max.	min.	max.	min.	max.
0.0125 x	16.0	23.0	14.9	21.6	13.8	20.5	12.7	19.7	11.6	18.6	10.5	17.5
0.025 x	22.5	29.5	20.6	27.6	18.7	25.7	16.8	23.8	14.9	21.9	13.0	20.0
0.05 x	32.0	39.0	29.0	36.0	26.0	33.0	23.0	30.0	20.0	27.0	17.0	24.0
0.10 x	46.3	53.3	41.5	48.5	36.7	43.7	31.9	38.9	27.1	34.1	22.3	29.3
0.15 x	56.5	63.5	50.3	57.3	44.1	51.1	37.9	44.9	31.7	38.7	25.5	32.5
0.20 x	64.0	71.0	56.7	63.7	49.4	56.4	42.1	49.1	34.8	41.8	27.5	34.5
0.25 x	68.5	75.5	60.6	67.6	52.8	59.7	44.8	51.8	36.9	43.9	29.0	36.0
0.30 x	70.1	77.1	62.0	69.0	53.9	60.9	45.8	52.8	37.7	44.7	29.6	36.6
0.35 x	70.7	77.7	62.5	69.5	54.3	61.3	46.1	53.1	37.9	44.9	29.7	36.7
0.40 x	69.9	76.9	61.8	68.8	53.7	60.7	45.6	52.6	37.5	44.5	29.4	36.4
0.50 x	64.0	71.0	56.8	63.8	49.6	56.6	42.4	49.4	35.2	42.2	28.0	35.0
0.60 x	54.4	64.1	48.5	55.5	42.6	49.6	36.7	43.7	30.8	37.8	24.9	31.9
0.70 x	43.0	50.0	38.4	45.4	33.8	40.8	29.2	36.2	24.6	31.6	20.0	27.0
0.80 x	31.0	38.0	27.6	34.6	24.2	31.2	20.8	27.8	17.4	24.4	14.0	21.0
0.90 x	18.7	25.7	15.5	22.5	13.7	20.7	11.8	18.8	9.8	16.8	8.0	15.0
Trailing edge 1.00 x	6.4	13.4	1.8	8.8	1.8	8.8	1.8	8.8	1.8	8.8	1.8	8.8

PLAN D

*RUDDER PLAN

PLAN D
RUDDER



Dimensions in '()' are for reference.

Section A Offsets in Millimeters

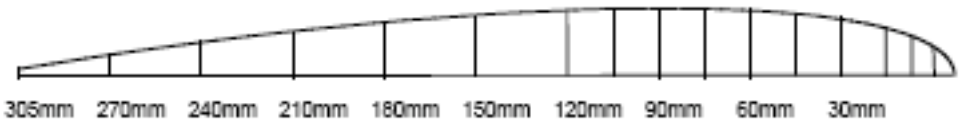
Offsets describe minimum half-widths at stations, which are located from the leading edge

Station	Half Width
5mm	7.0
10mm	10.0
15mm	12.0
30mm	15.5
45mm	17.5
60mm	18.8
75mm	19.3
90mm	19.6
105mm	19.7
120mm	19.6
150mm	18.7
180mm	16.6
210mm	13.7
240mm	10.3
270mm	6.6
Trailing edge (300-305mm)	2.0

The leading edge shall be parallel tp the transom within a tolerance of +/- 10mm

The width of the rudder at 105mm from the leading edge shall not be less than 39.4 mm.

Section A is perpendicular to the leading edge



Section A showing stations measured from leading edge

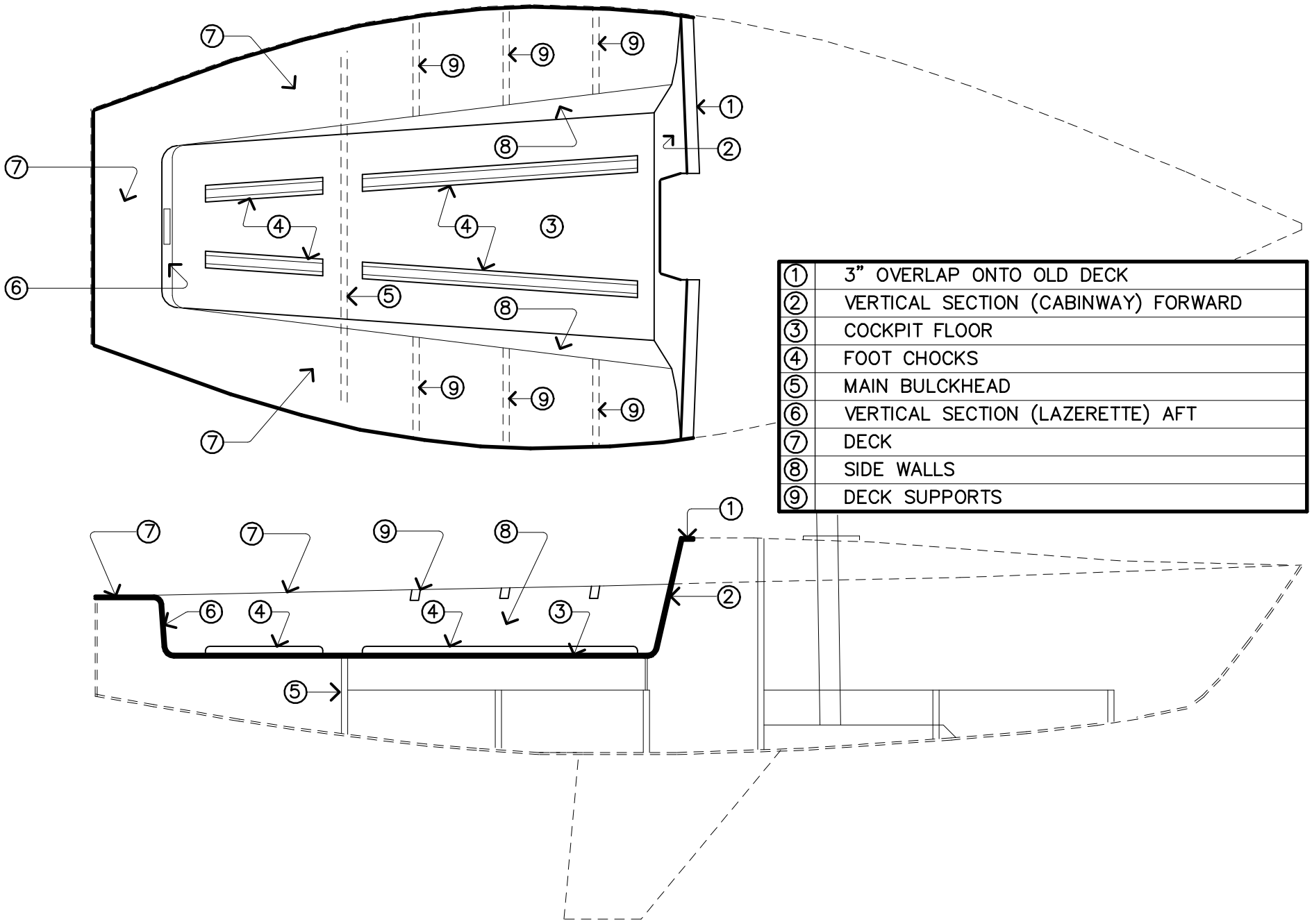
Rev. 4 June 2006

PLAN E

*CONSTRUCTION OF DECK

Plan E

A gel coat mold (+/- 2 gals.)
B one layer of 1½ oz. matt to all sections
C check for air bubbles
D fill air bubbles and sand **next day**
E one layer of 18 oz. to all sections
F apply foam to cockpit floor section **3**
G apply one layer of 18 oz. biox to sections **3** & **4**
H reinforce foot chock ends with 18 oz. biox circle patches, 8 patches total
I apply four layers of 1½ oz. matt, followed by one layer of 18 oz. biox to sections **6, 2** & **1**, overlap 3" onto cockpit floor **3**
J apply one layer of 1½ oz. matt, followed by two layers of 18 oz. biox to sides **8**, overlap 3" onto cockpit floor **3**
K allow to cure
L remove part from mold and place onto boat
M trim edges to fit
N glue parts to boat with *west system* epoxy with *cabisil*
O total weight of parts to be **260** lbs. max. to **250** lbs. min.

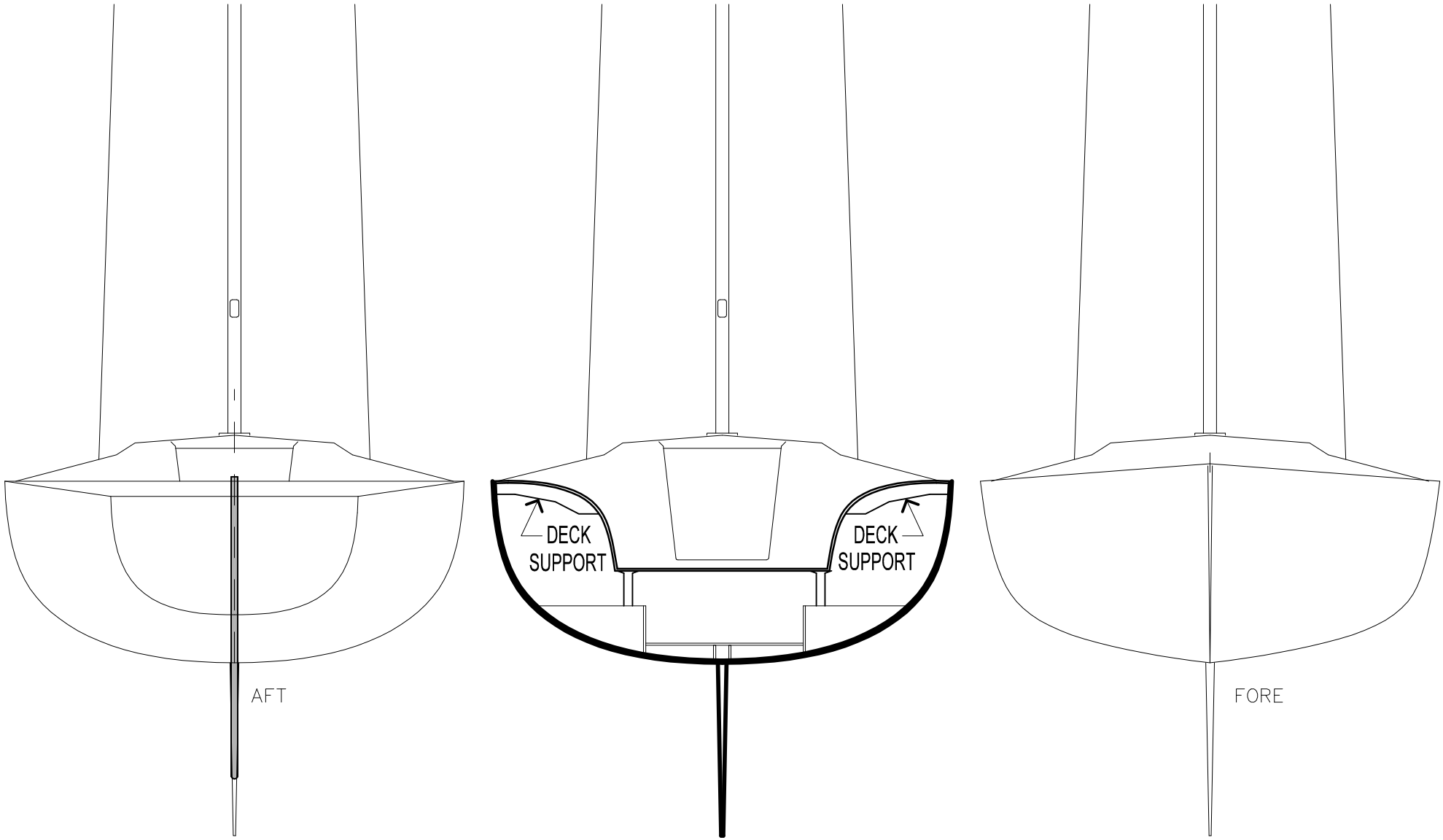


①	3" OVERLAP ONTO OLD DECK
②	VERTICAL SECTION (CABINWAY) FORWARD
③	COCKPIT FLOOR
④	FOOT CHOCKS
⑤	MAIN BULCKHEAD
⑥	VERTICAL SECTION (LAZERETTE) AFT
⑦	DECK
⑧	SIDE WALLS
⑨	DECK SUPPORTS

05
DRAWING No.:

DECK CONSTRUCTION

IC24



03
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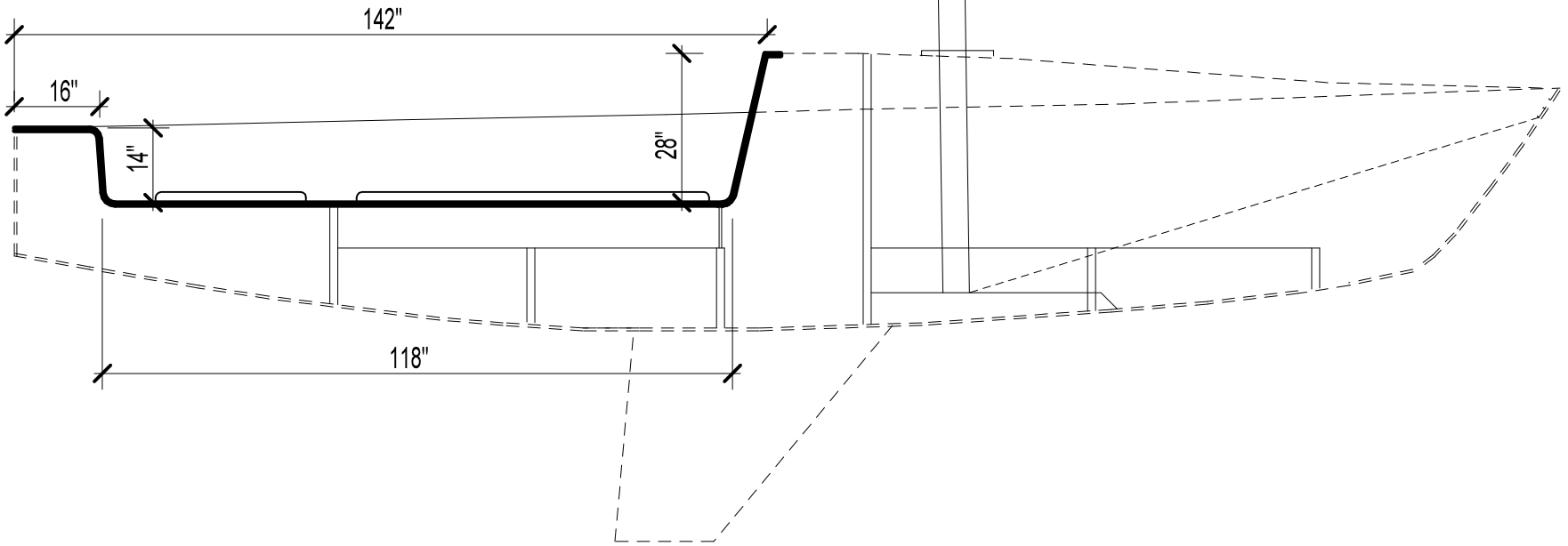
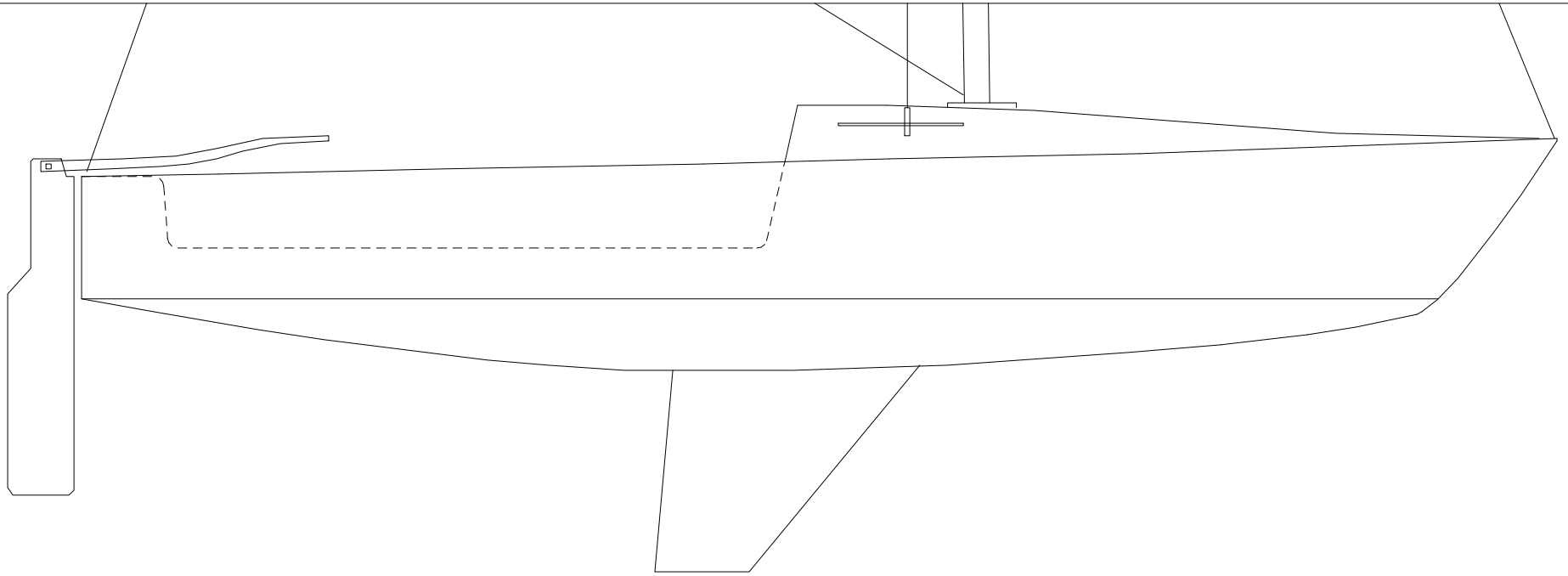
CROSS SECTRIONS

IC24

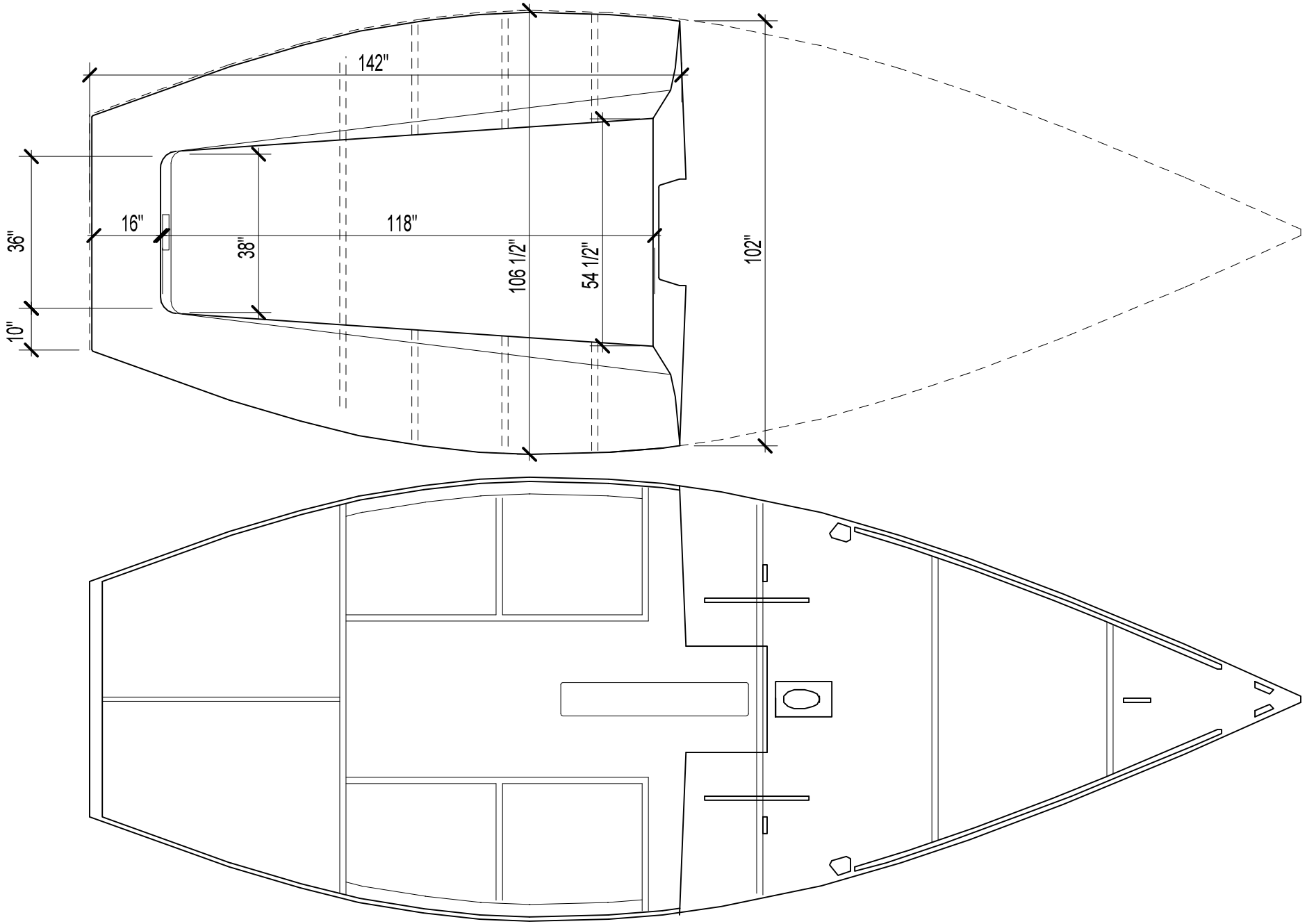




02
DRAWING No.:

LOGITUDINAL SECTIONS

IC24



01
DRAWING No.:

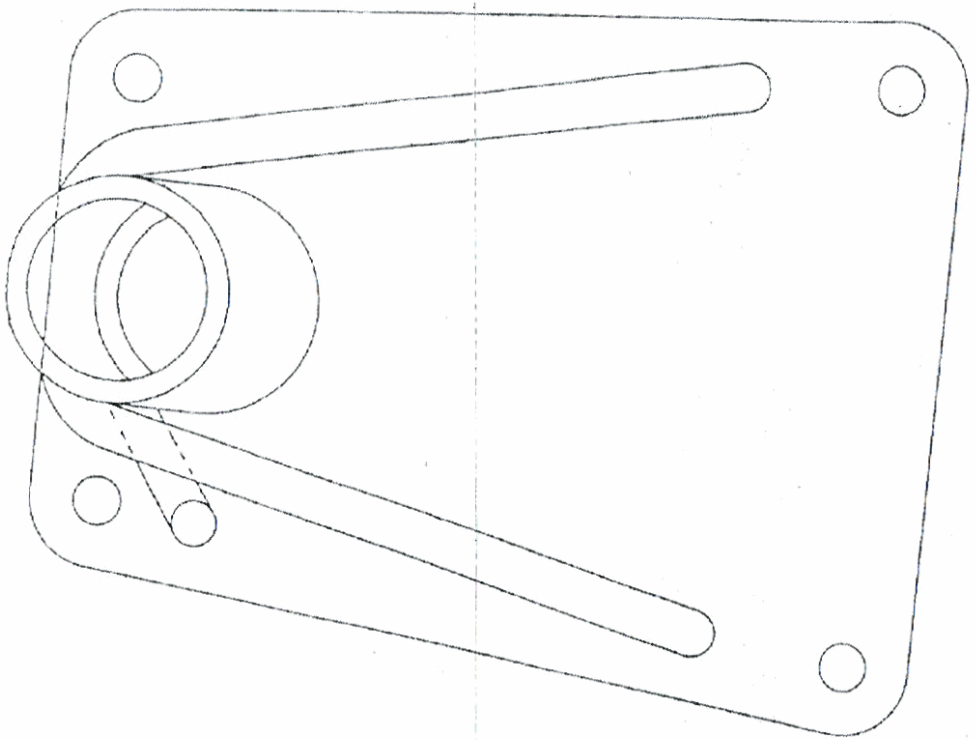
DECK AND BULKHEADS

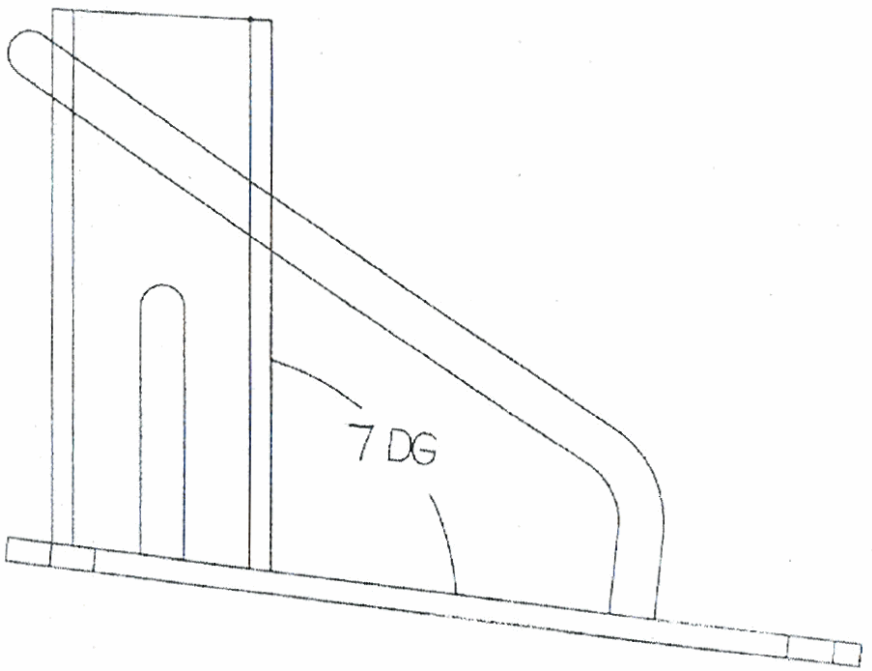
IC24

PLAN F

*STANTION BASE SPECIFICATIONS

Supplier Information:
Tops In Quality
P.O. Box 148
Marysville, MI 48040
Ph: 810.364.7150
Fx: 810.364.7925
tiq@topsinquailty.com

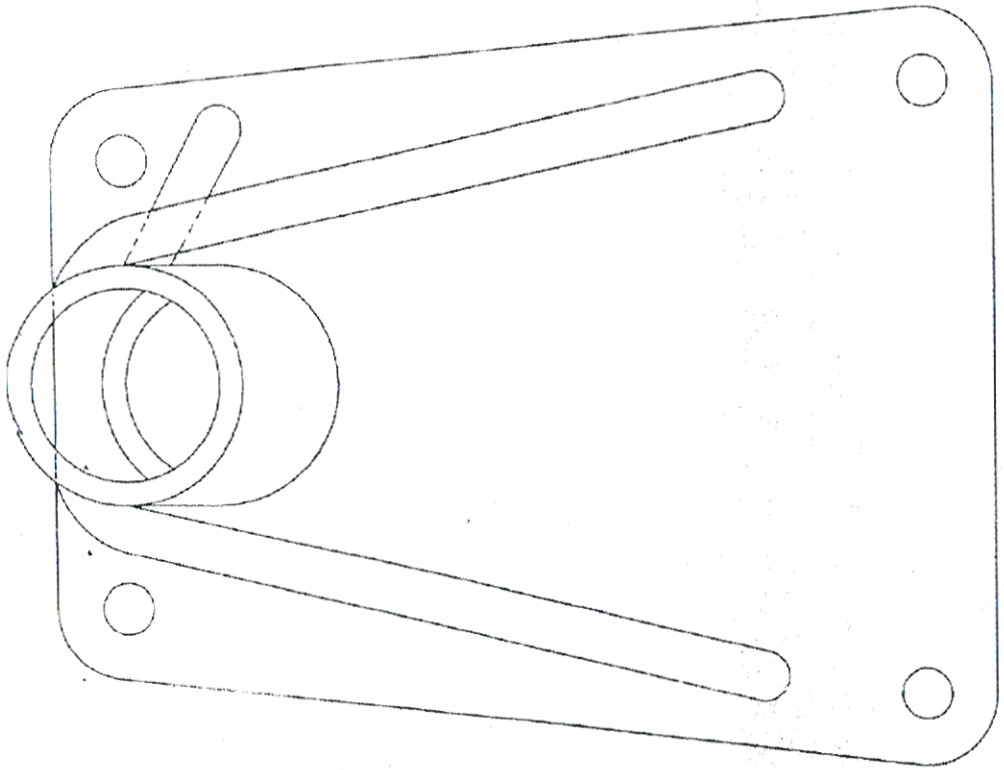


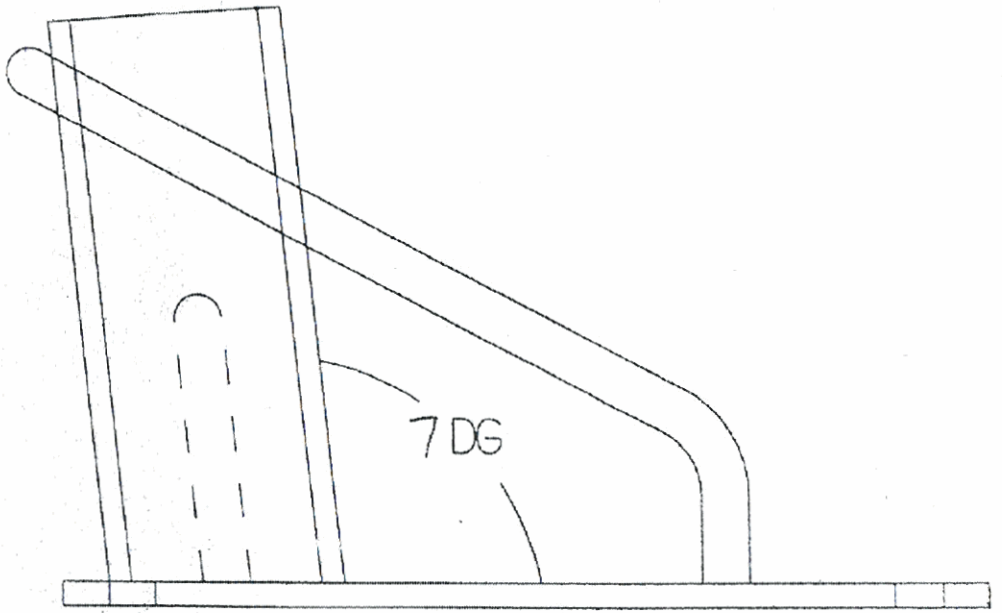


OUTBOARD 7 DG

IC - 24 STBD.

27032

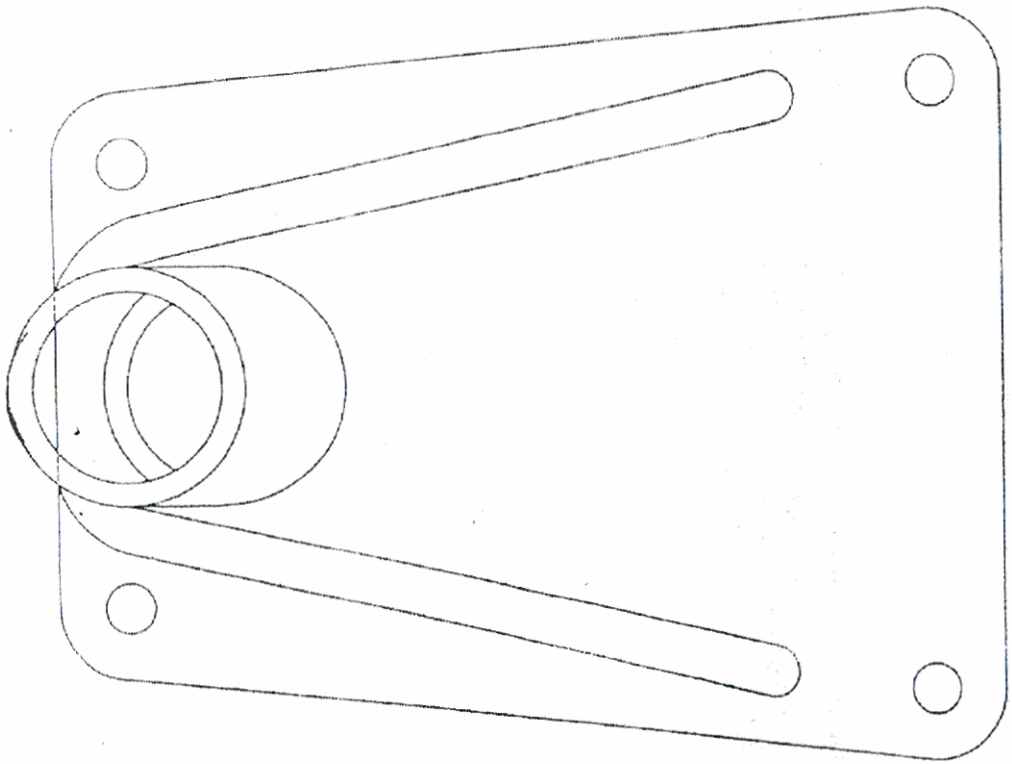


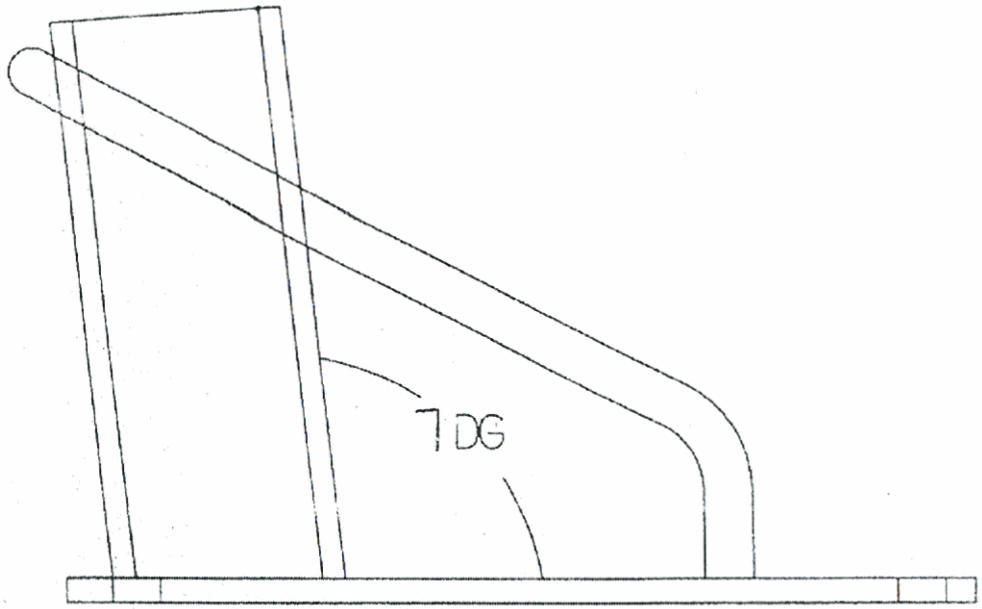


OUTBOARD 7 DG

IC-24 PORT

#27031





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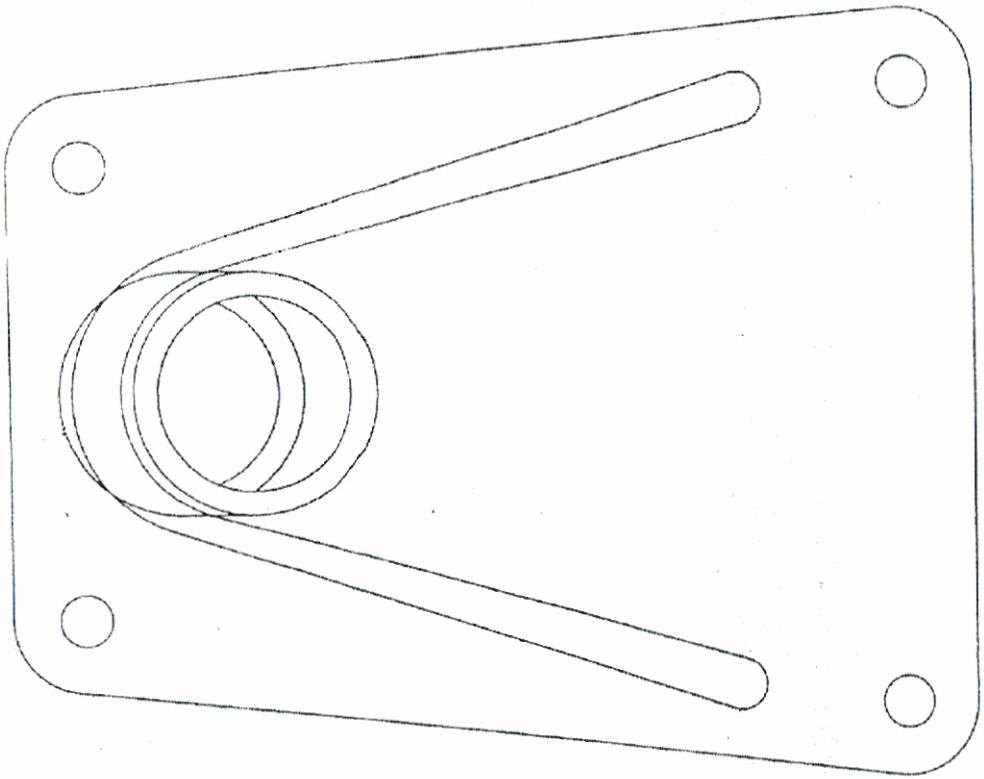
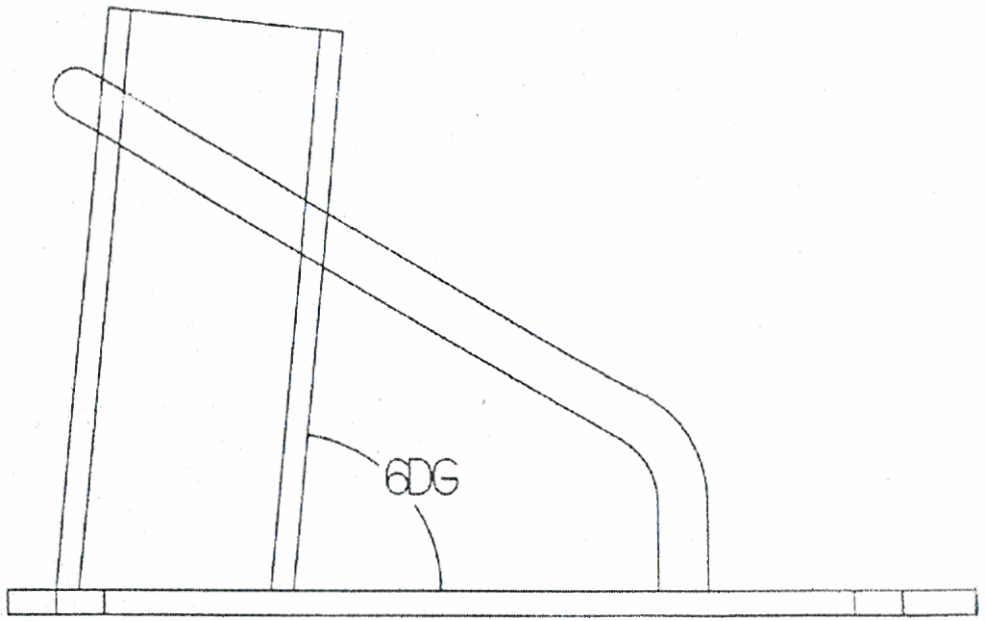
OUTBOARD 7DG

IC-24





INBOARD 6DG

IC-24

27029