



Columbia 30 Class Association Rules

January 20, 2006

GOVERNING AUTHORITY

- 1.1 Columbia Yacht Corporation shall be the sole governing authority worldwide of all issues relating to the Columbia 30 Class Association and events. Any Columbia 30 Class Association rules, bylaws, guidelines etc. may be amended at any time by and at the discretion of Columbia Yacht Corporation.

GENERAL SPECIFICATIONS

- 2.1 To be eligible for class racing, Columbia 30's must be sailed in the configuration as built by Columbia Yacht Corporation. Additional equipment is not permitted unless available as standard or optional equipment at the time of purchase or at present. No relocation of equipment or hardware (including, but not limited to mast, boom, bowsprit, hull, deck, interior, rudder, keel etc.) is permitted. No modifications of any kind outside of these parameters are permitted. Repairs must be made to original Columbia 30 specifications. Replacement parts whose original manufacture was by Columbia Yacht Corporation, must be purchased from Columbia Yacht Corporation.
- 2.2 Each boat shall bear a Columbia logo on the mainsail and an identifying sail number. The logo shall be the same size and location as originally equipped.
- 2.3 A Columbia 30 can only be entered into class racing by an owner or charterer of a Columbia 30. An owner is a person who is legally at least one-third partner in terms of financial investment in the purchase of a complete Columbia 30 and the cost of its operations.

SAIL SPECIFICATIONS

- 3.1 Maximum sail sizes:

Mainsail

- 3.1.1 E (Mainsail Foot Length on Boom): 14.00 feet
- 3.1.2 P (Mainsail Luff Length on Mast): 37.0 feet
- 3.1.3 MGU (Upper Mainsail Girth): 7.65 feet (measured at 3/4 of the Leech up from the Clew)
- 3.1.4 MGM (Middle Mainsail Girth): 10.80 feet (measured at 1/2 up the Leech up from the Clew)
- 3.1.5 HB (Head Board): 3.33 feet
- 3.1.6 MGT (Mid Girth Top): 5.37 feet (measured at 3/4 of the Leech up from the Clew)
- 3.1.7 MGL (Mid Girth Lower): 12.85 feet (measured at 1/2 up the Leech from the Clew)

Jib

- 3.1.8 LPG (Jib Overlap): 11.81 feet (105% x 11.25)

Spinnaker

- 3.1.9 SLU (the greatest length of the sail's luff): 48.4 feet maximum, 48.0 feet minimum (measured along the edge of the sail, from the Tack to the Head)
- 3.1.10 SLE (the greatest length of the sail's luff): 39.0 feet maximum, 38.0 feet minimum (measured along the edge of the sail, from the Clew to the Head)
- 3.1.11 SF (the distance from the tack to the clew): 28.0 feet maximum, 27.5 feet minimum (measured in the shortest path on the surface of the sail)
- 3.1.12 SMG (Spinnaker Mid-Girth): 24.6 feet maximum, 24.0 feet minimum

- 3.2 All sail measurements will be in compliance with ISAF (International Sailing Federation) measuring techniques.
- 3.3 The mainsail shall not have more than six battens.
- 3.4 Each main shall have a minimum of one reef point. The first reef point shall reduce the main sail area not less than 20%.
- 3.5 The Columbia 30 is raced with three sails: main, rollerfurling jib and spinnaker. Only two of the compliment of three sails may be purchased in any one twelve month period, except that four sails may be purchased at the initial purchase of a new Columbia 30 or upon the legitimate transfer of the registered owner. This limitation shall not be exceeded during the life of the boat for any reason except as noted in the Columbia 30 Class Association Rules.
- 3.6 Any mainsail, jib or spinnaker may be replaced in the event of unrepairable accidental damage at any time by petition to the Governing Authority with evidence of the accident.
- 3.7 Spinnaker material shall be no lighter than a nominal sailmaker's weight of _ ounce per square yard or 40 grams per square meter.
- 3.8 Only one mainsail and one jib may be carried on board. No substitutions will be allowed for any reason except in the event of obviously major accidental damage. The restriction on substitutions shall apply for the entire duration of a regatta but not a series in which races are sailed a week or more apart.
- 3.9 Two spinnakers may be carried on board – a “primary” and a “spare.” The spare spinnaker may not be used in any regatta except in the event of major accidental damage to the primary. If the major damage to the primary spinnaker can be repaired between regatta races, it may be re-used.
- 3.10 Each sailmaker must complete a Sail Certification form to be filed with Columbia Yacht Corporation. All sailmakers shall be required to provide logos and sail numbers conforming to the Official Plan.
- 3.11 Sailmakers shall indelibly mark on each Columbia 30 sail at the tack, the month and year in which it is delivered to the buyer.

SAILING RULES

- 4.1 All class racing will be in compliance with the most recent edition of the ISAF racing rules of sailing.
- 4.2 The keel must be down and securely fastened at all times.
- 4.3 Crew weight shall equal no more than 1500 pounds of crew weight on board.
- 4.4 The Driver shall be either an Owner of a Columbia 30 or: (a) a member of an Owner's immediate family or (b) a long-term shipmate and friend of the Owner. Drivers must steer the boat for the 5 minutes prior to and including the start, until the finish of the race.
- 4.5 No crew aboard may be compensated in any way or receive financial benefit for racing in a Columbia 30 sanctioned event. Crew may occasionally accept reimbursement for reasonable out-of-pocket expenses of travel, living accommodations and meals required for participation in an event.
- 4.6 To race, all standard equipment (either at the time of purchase or at present), must remain on the boat.
- 4.7 No adjustment of the shrouds will be allowed while racing.

*Requests for information, clarification or modification regarding these rules, must be submitted in writing to:
Columbia Yacht Corporation, 1311 E. Orangethorpe Avenue, Fullerton, California, 92831*