

Question de jauge 2015

- 1. We will change the ballast configuration of our boat this winter. So if I interpret the rules correctly, a measurer has to check the ballast system. Is that correct?**

You must comply with rule 207.02. We will check it when you come to France for a race. The test can be done with the boat in the water

Where the volume of ballast measured is too great, a temporary solution is allowed for the first year; see Appendix to the Class Rules N° 1.7- BALLAST

There is no problem to measure the ballast just before the NCR start; we have a few days between your arrival in Caen and the race start.

However, where a boat is found to be non-compliant during a pre-race check, it must be made compliant to be allowed to race.

- 2. Is it true that a DSS is considered to be a single appendage? In which case, is it allowed?**

For information, the IMOCA Class has ruled that a DSS appendage, even if it is one single piece, pierces the hull in two places and therefore counts as two appendages.

Taking our current Class Rules and the 2013-2016 Equipment Rules of Sailing, a DSS can be installed on a Class40 on condition that it complies with the points below; Alain has clearly summarised the various elements to be taken into account.

After discussion with the Technical Committee, the latter does not plan to oppose the installation of this system.

Class Rule 101 states that appendages are limited to a fixed keel and a maximum of 2 movable appendages, with examples of appendages.

1st observation: given current hull shapes, we struggle to see how there could be just one rudder, even if very deep ; this rudder could however be mounted on a track (like hydrogenerators) and be moved from side to side, but what about the autopilot which needs a solid fixed point?

On the other hand, the ERS (E.1.1) define hull appendages:

"Any item of equipment which is:

- wholly or partly below the sheerline or its extension when fixed or when fully exposed if retractable (*meaning that if it isn't "deployed" it isn't an appendage*)
- attached to the hull shell or another hull appendage
- used to affect: stability, leeway, steerage, directional stability, motion damping, trim, displaced volume."

Given the 1st point in particular, I think that such a system should be considered to be one sole appendage, except if deployed simultaneously, even partially and momentarily, on both sides in which case it would constitute 2 appendages.

3. I would like to know if the following modifications require a meeting with you to validate them for the 2015 Measurement Certificate

- staysail halyard lock (formerly a halyard)**
- fixed radar antenna (formerly pivoting)**
- installation of a second autopilot**

Given the modifications you wish to undertake, I do not need to come and check your boat. A few remarks, however:

- With regard to the staysail halyard lock, ensure that it complies with the Class Rules and the related modifications voted at the EGM
- With regard to adding equipment (radar, 2nd autopilot), if you plan to leave them in place all year, you can add them to the measurement weight on your measurement certificate (4502.8 kg). In this case, these items must remain on board for all races!

In this case, the yard that does the installation work shall certify in writing the weight of the equipment added ; for your part, you must provide us with a declaration of work undertaken (Appendix 7 of the Measurement Procedure) in which you will specify the modifications and equipment added.

4. Upon re-reading the 2015 Class Rules, I don't see anything that limits the use of a single lifting foil which traverses the hull, as long as there is only one other movable appendage, the rudder.

The Rules define a max beam, but do not explicitly forbid an appendage which protrudes beyond the 4.50 m limit. What is your opinion?

We have previously addressed the first part of your question; have a look on the class website under Rules & Documents/ Class Rules/ Questions/ answers.

With regard to the length of a DSS, it must be within max beam when fully deployed ; see Equipment Rules of Sailing C.6.4 (b) and ISO 8666 Small Craft § 5.3.2.

5. The attachment of the jacklines is newly specified. The aft attachment is not allowed to be past the end of the coachroof. Ours run all the way to the end of the deck to a special padeye. And in my opinion this makes more sense. You can already clip in, while in the cockpit - and then walk forward. Do we really have to change the attachment points and bring them that much forward?

This is not in the ISAF Special regulations.

Jacklines (lifelines) don't be attached on stanchions and pulpits; You must have a special padeye; Could you send me photos and I'll tell you if it'll OK.

6. **We always get in trouble with our Mobri reflector. According to ISAF, the reflector has to have a minimum cross section of 2 qm. According to the website of the manufacturer, this is the case.**

Are there still any objections against the very popular Mobri?

You can buy this Mobri reflector radar; It's the good size.