

ANNEXE AUX REGLES DE JAUGE *ADDENDUM TO THE CLASS RULES*

26th January 2021

1) KER40 – Freeboard

The vote at the Extraordinary General Meeting in December 2013 validated 1.08m as the minimum height of the average freeboard in measurement trim. Special dispensation was granted for KER40 Concise 8 (Nb 129) as well as for any other identical future KER40 manufactured in the same tooling as Concise 8 (Nb 129), on condition that the load on the loadcell fixed at the masthead during the 90 degrees test is not greater than 316kg. This is in order to compensate for the advantage obtained by lowering the center of gravity thanks to the lowered freeboard.

2) Dispensation – Electric Propulsion

- #131: On the 23rd of April 2013, the Class40 Executive granted Damien Seguin, owner of the Akilaria RC3 n°131, one-off dispensation relating to articles 306 and 407 of the Class Rules. This boat was fitted with an electric engine instead of the usual diesel engine. Thus, the lithium battery group's sole purpose was to power propulsion, and under no circumstances to provide service power.

Dispensation was granted for this boat alone, as an experiment and in such a way as to respect sporting equity and the existing OSR.

Since 2016, #131 has once again been fitted with a diesel engine.

3) Storm bag

The Storm Bag largely meets the OSR requirements, but the wraparound system of this sail (storm jib) around a forestay means that its surface area is double the permitted surface area.

For this reason, the Storm Bag is not currently certified by the relevant authorities.

The position of Class40, in light of the OSR and current Class Rules (103.02.04 Storm jib), is that we cannot approve the Storm Bag for use.

Competitors who use it risk being protested by other competitors or the jury.

4) Hydrogenerator legs

An addition to rule 407 – Equipment, dispensation for Watt & Sea's racing version of hydrogenerator, the leg of which is made out of carbon.

5) Application of rule 304

By 'new boat', we mean a "new design of boat", ie a boat whose tooling did not exist in 2019.

We fixed the date of the 1st of January 2021 so that projects on the drawing board at the end of 2019 / beginning 2020 could immediately take this new rule into account. But it is legitimate that tooling which already existed in 2019 continue to be usable, even past the 1st of January 2021, with a time limit of the 31st of December 2022. By tooling, we mean the hull and deck moulds.

This provision is on the condition that said tooling does not undergo any modifications, and if it does, the modifications shall include the minimum coachroof volume + deck camber to meet the requirements of rule 304 now in force.

6) Rule 106 – hull

In the interpretation of this rule, it is accepted that cockpits, companionways and interior fittings are not included in the requirement for symmetry.

7) Rule 305 – Buoyancy Volumes

The buoyancy volumes required to achieve a minimum total of 5m³ must be integrated or fixed firmly to the boat structure.

It is recommended that they be in rigid and watertight caissons.

A plan with the distribution and volume, certified by the architect or the person in charge of the works, must be sent to the class.