

# ANNEXE AUX REGLES DE JAUGE

## ADDENDUM TO THE CLASS RULES

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September 2025

### 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 31<sup>st</sup> 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 104 – Interior fittings

“A minimum of 4 permanently installed solid berths (articulating berths not included) which measure a minimum of 1.8m x 0.5m in size “. For the purposes of clarification and following Pogo Structures' request for interpretation in April 2021, these 4 berths must constitute a flat, rigid surface, with a maximum 10° incline.

8) Rule 406.1 –HARKEN V Blocks

Rule 406.1 governing the limitations on certain materials in items of equipment changed in April 2022.

Certain items of equipment which could have been permitted by the wording of this rule prior to it being modified are no longer permitted by this rule in its current form.

In particular, Harken V blocks are forbidden, and can no longer be used.

For boats equipped with these blocks before the rule change, namely before April 2022, and where these blocks are integrated and non-removable, a request for dispensation based on the grandfather rule may be submitted. The request must explain why the block(s) cannot be removed. If dispensation is granted, it will be valid until the replacement of the related system/ part.

Boats shall comply by the 19th October 2023.

9) Rule 402 - STANCHIONS, PULPITS, PUSHPIES

Rule 402 governs the materials permitted for pulpits and stanchions.

The purpose of this rule is:

1. To comply with OSR in terms of safety,
2. To comply with the international standards and in particular the ISO15085 standard,
3. To have simple technical solutions.

For Rule 402, we can add this clarification:

**A continuous, structural surface, with the same material limitations as Rule 401, will be considered a guardrail (ISO15085). It may replace the aft pulpit if this surface complies, in terms of dimensions, with the standard ISO15085 and OSR 3.14.1.**

10) Rule 210.02 – Outriggers

This appendix relates to the point which was voted on at the EGM in December 2023 which stipulates:

*No device for **sheet** trimming, or deflecting the **spinnaker/ gennaker sheet**, can be affixed to a mount which would be partially or wholly outside the **hull**.*

No grandfather clauses were voted on at this EGM. The Board accepts that for boats directly concerned by this new rule, a protrusion can be affixed to the hull, vertically aligned below the mount.

The maximum permitted width of this protrusion is 50 millimetres. The maximum surface area is 0.05 m<sup>2</sup>.

11) Use of lead shot

Lead shot is commonly used to adjust the stability of Class 40s. For this purpose, it is generally placed in the keel fin.

The center of gravity must not change position at very high heel angles, particularly to ensure the stability of the 90° righting angle or the capsize limit angle.

To ensure this center of gravity position, the class reiterates that it is mandatory that the lead shot be embedded in resin to lock it in position before performing the righting test. This blocking can be done with resin, expanded foam or any other means validated by the Class.

The addition of lead shot must be carried out in the presence of a class measurer or a person authorized by the class.

## 12) Reboarding devices

Class rules reminder:

### 100. GENERAL REMARKS

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The **boat** must comply with all aspects of:

- the “**NF EN ISO 12217** Small Craft- Stability and Buoyancy Assessment and Categorisation - part 2: **Sailing boats of hull length** greater than or equal to 6m” for design category A, except 6.1.4 b) where the sentence “*for the next less demanding design category*” is replaced by “*for the design category concerned*” ‘ ;
- the “**NF EN ISO 11812** – Small Craft – watertightness requirements of quick draining cockpits” for design category A;
- as well as the requirements set out in QSR for Category 1, with the exception of chapter 3.09 (cockpit).
- Requirements of **ISO 12215** (QSR 3.03.1)
- **Requirements of ISO 15085**

The ISO15085 standard requires boats to be equipped with a reboarding system.

The methods recognized by the Class are:

- A ladder (Plastimo, Outil-Ocean, etc.)
- A dedicated Dyneema rope (diameter 6 mm minimum) along the transom between two chainplates

The components of the rudder system are not recognized as reboarding methods.