

APPENDIX 10 – MAST MANUFACTURER CERTIFICATE

I hereby certify that I built the mast and standing rigging of boat:

- Class40 n° :
- Type :
- Built by :
- For person /company :

in compliance with the drawings and prescriptions of the designer, current norms and regulations, notably the Class40 Class Rules, and in particular the following points:

- Carbon fibre with a modulus greater than 245 Gpa forbidden (Class Rule 405)
- All materials other than steel are forbidden for lateral standing rigging (Class Rules 4 and 406).
- The mast section, except local reinforcements, is constant from the mast base to the fixed main forestay tang. A section that gradually tapers away is only permitted above the forestay tang. (Class Rule 404)
- The overall span of the spreaders and the rigging do not exceed the value of the boat's maximum beam + 130 mm.

Name, date and signature

APPENDIX 11 – WEIGHING CONDITIONS

The following certificates must have been provided to the measurer prior to any measurement session:

- Design certificate
- Build certificate
- Mast manufacturer certificate
- A declaration signed by the owner or representative of a company-owned boat stipulating that the boat complies with the OSR
- At a later stage, the certificate of sail conformity.

Measurement trim conditions for weighing, righting moment, freeboard and draft

The following comes from the Appendix to the Class Rules and ISO 8666 §6.3 (Measurement trim) and EN 12216.2 §3.5.1.

When you book a measurement session with the port and/or crane driver concerned, pick a day with favourable weather conditions: no rain and light airs. If these conditions are not fulfilled, the measurer may postpone the session.

Shall remain on board:

On the mast:

- wind wands
- radar

Above deck:

- all standing and running rigging (limited to one set of mainsail, genoa and spinnaker sheets)
- solar panels where applicable
- cockpit/ rope bags

- tiller extensions, winch handles, pump handles, keys for filler caps
- fixed antennas (VHF, GPS, satellite phone, etc.)
- mast and/or cockpit instrument displays

Below deck:

- engine with oil and cooling liquid
- batteries
- diesel tank, as empty as possible (1)
- fixed water tank(s), empty
- toilet
- fixed autopilot systems and rams
- fixed bilge pumps
- bunks, including tackle, cloth, lee-cloths

Other fixed non-removable equipment such as:

- fridge, heater, air-conditioning
- watermaker, fuel cells without fuel
- stove without gas bottle

Fixed navigation and electronic equipment:

- nav electronics
- computer
- remote controls
- fixed VHF
- radio, SSB
- GPS, depth-sounder, speedo

Ballast tanks and fill/ transfer pipes empty; bilge dry. If it is impossible to totally empty the ballast fill/ transfer pipes, the measurer will calculate the volume and weight of the remaining water (density of sea water 1.025).

Shall be disembarked, in particular:

- all sails and sheets, except main, genoa and spinnaker sheets (one set)
- hydrogenerator, but it's attachment system and power supply system stay in place
- anchoring equipment
- house batteries
- liferaft, horseshoe buoy, danbuoy, etc.
- fire extinguishers
- flares, smoke flares
- mattresses, cushions, beanbags
- stove gas/fuel bottles
- fenders, warps, mooring lines (other than the mooring lines used to hold the boat during the measurement session, the weight of which will be evaluated by the measurer)
- toolbox
- medical kit, etc.

(1) The volume of any remaining diesel will be measured and calculated, the density being 0.85.

For weighing, the measurer shall provide the load cell (6 tonnes / 2 kg) and accessories (shackles, hook).

For the righting moment measurement, the measurer shall provide the load cell (6 tonnes / 2 kg), the strop for attaching it to the mast, the block and tackle, the strop(s) to be affixed around the bulb, the spirit level to be affixed at the mast base or on the traveller.

For measuring ballast volume, the fill hose must be able to pass through holes at the highest point of the ballast tanks, at least Ø 35 (Appendix to Class Rules 1.7).

Don't forget to **seal ballast vent(s)** on the low side of the boat when inclined.

And lastly, you are reminded that you must provide a craft which can take 323 kg of righting moment with a very low attachment point for the block and tackle, and a craft for someone to read the spirit level at the mast base or on the traveller, as well as assistants: a minimum of 2 to hold the boat's mooring lines, 1 to read the spirit level...

Reminders

Extracts from the minutes of the Executive meeting on the 15th September 2015

- Measurement can only take place in favourable weather conditions, even if a postponement affects the skipper's schedule
- The RIB must meet the requirements for the Measurement Procedure of a Class40, otherwise the results obtained may be inaccurate
- If the weight of the boat is less than 4580 kg, a new measurement session is required. Adding the declared weight of missing equipment could lead to inaccuracies. The boat must be in compliance when weighed
- Similarly, the righting moment of the boat can only be measured when it is at the correct weight. Calculating this with equipment added retrospectively could lead to inaccuracies.
- It is the skipper's responsibility to have the boat ready when the measurer arrives • Measurers should not be put under any pressure which could affect the quality of their work.

They are fully authorised to declare a measurement session invalid and demand a new measurement session if a boat does not comply with the various requirements.

A. Bujeaud, 26/11/2016