



APPENDIX

TO CLASS RULES 2024-2

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Red type indicates **changes** in 2024

Terms printed in **bold** refer to an ERS definition

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1 – CLASS40 MEASUREMENT

The results of the 90° test and weight of **boats** can be consulted at the Class secretariat.

1.1 - Equipment required

Equipment to be supplied by the person requesting measurement, and equipment supplied by the **measurer**: refer to articles 100.1 and 100.2 in the Measurement Procedure document.

1.2 – CONTACT DETAILS OF MEASURERS

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1.3 – ATTRIBUTION OF A CLASS NUMBER AND MEASUREMENT OF A CLASS40

The procedure is as follows:

- Firstly, refer to the **Fundamental Rules section of the Class40 Rules** (detailed draft drawings including position of **corrector weights**)
- Apply for membership
- Once membership has been granted, submit the form requesting a Class number. The fee for a Class number includes a pair of “Class40” insignia for the mainsail.
- Contact a Class40 **measurer** (listed under 1.2 of this Appendix to the **Class Rules**) and send him/her an application for a measurement session.
- Owners or their representatives should book and arrange the measurement session directly with the **measurer** of their choice
- Send the following documents to the Class or the **measurer** concerned:
 - Design certificate
 - Build certificate
 - **Mast** Manufacturer certificate
 - **Sail** conformity **certificate**
 - A declaration signed by the owner or representative of a company-owned boat stipulating that the boat complies with the OSR.
- Submit an application for membership for the boat

Measurement of a new boat cannot be undertaken by a **class measurer** if he/she has not received all the relevant documents beforehand.

Once an application for a measurement session has been submitted, the **measurer** will inform the person applying for measurement of this requirement. The absence of the relevant documents will lead to the postponement of the measurement session.

The measurement **certificate** will only be delivered once the boat has complied with any issues arising from measurement.

The **measurer** will issue a report following his/her first visit, which will have two possible outcomes:

- The boat complies 100% with the Class Rules. The Class will issue the measurement **certificate**
- The boat does not comply, with the list of which issues need addressing. The file will remain the sole responsibility of the **measurer** and applicant until all issues have been resolved.

These reports will be sent by e-mail to members of the Technical Committee for information purposes.

No measurement session will be organised in the 2 weeks prior to the start of a race (except for boats not participating in that race).

1.4 – OBTAINING THE FIRST MEASUREMENT CERTIFICATE

The measurement form and the measurement **certificate** are delivered by the **class measurer**.

The issue of the measurement form and measurement **certificate** by the Class does not under any circumstances imply validation by the Class that the boat complies with OSR requirements, these being the sole responsibility of the owner/builder.

1.5 – RENEWAL OF THE ANNUAL MEASUREMENT CERTIFICATE

Renewal will take place once requested by the person concerned, who will note that no **modifications** or repairs (after retiring from a race) have been made to the boat.

It is highly recommended that requests for renewal are made as early in the year as possible.

Reminder:

- a minimum of 15 full days is required between obtaining a measurement **certificate** and the start of a race. Dispensation can only be granted in cases of force majeure, agreed by the Technical Committee (Chapter II of the Internal Regulations).
- if dispensation is granted, an additional 50% will be added to the initial **certificate** fee.
- any change in ownership requires a measurement session conducted by one of the class **measurers**.
- a boat which has not been measured for 4 years shall be remeasured under the same conditions as those required by a change in ownership.

The purpose of this requirement is to update the data for each boat at a given moment to limit any uncertainty from changes made from year to year.

1.6 – MODIFICATIONS OR REPAIRS

1.6.1 Declaration of refit/ structural work

Prior to undertaking any structural work (with the exception of hull fairing), the owner must submit an official declaration to the Class, specifying the location, length of time and details of work to be undertaken (see Appendix 7 of the Appendix to **Class Rules**, which can be downloaded from the website).

Any work done on a boat must comply with OSR requirements.

Any alteration or repair carried out, and principally to any one of the following: **hull**, deck, cockpit, coachroof, **appendages**, **ballast** ~~bulb~~, ballast tanks, interior fittings, **rig** (geometry, materials) must be recorded in a report by the designer or the boatyard having carried out the work, stating that all work carried out complies with the Class40 Rules. This written report shall be sent to the Class and submitted to the **measurer** to assess whether re-measurement is required. In this case, the last measurement **certificate** issued is automatically invalidated.

1.6.2 Retirement and damage while racing

When a boat retires from a race, or suffers damage requiring repair, a report must be filed using the form provided by the secretariat.

1.7 – BALLAST TANKS

Only the permanently installed ballast tanks, whose total permitted volume is 1500 litres, can be fully or partially filled with sea water. It is forbidden to fill any moveable container of any description whatsoever with sea water.

If at the first measurement session the ballast volume is too great, a temporary solution defined by the skipper and **measurer** may be accepted (foam blocks bonded in, for example).

A permanent solution for compliancy (insertion of a recess, or foam blocks laminated in place) must be put in place in the race year following the 1st measurement session of the boat, and checked and validated by a **measurer**, at the expense of the owner.

This requirement is binding for all **boats** in the fleet, and no dispensation will be granted.

~~New boats are requested to integrate openings of at least 35 mm diameter at the high point of ballast tanks, so that the Measurer fills the tanks from the high point (without having to remove the ballast vents or struggle to pass a hose under the vent fairings where there is generally only 15 to 20 mm space).~~

~~These openings can be filler caps or any other type.~~

1.8 – NON-COMPLIANCE

Any non-compliance which comes to light at the start of a race will lead to the immediate invalidation of the measurement **certificate**.

If in the event of spot check, a boat is found to have made unreported **modifications**, the current skipper will assume responsibility for non-compliance with the Class Rules. It is his/her duty to have verified beforehand that the boat complies.

1.9 – WORLD SAILING

Since 2009, the Class40 Association has been affiliated to World Sailing (International Sailing Federation), for which the Class pays an annual membership fee.

Each new boat built must also pay a one-off fee when its class number is allocated. ~~World Sailing sends an invoice directly to the owner. In 2023, this fee is GBP 220.50.~~

Each boat must permanently display its World Sailing plaque alongside the measurement **certificate**, in a visible location. World Sailing will send the World Sailing plaque to the owner once payment has been received.

~~Any Class40 built before 2009 and competing in a World Championship must pay a fee of £200 to ISAF.~~

1.10 – ELECTRONICS / DATA PROCESSING

A declaration of the onboard electronics is required at each measurement session and could be required before the start of certain races (the form can be downloaded from the website www.class40.com/en/regles_classe/).

2 – RACES

Before the start of a race, a member of the class competing in that race can ask to visit the boat of another competitor. The latter cannot turn down this request, and both parties shall agree a suitable time.

Within the Class40 ranking, there may be a vintage ranking.

Within the Class40 ranking, there may be a Sharp (pointy-bow) ranking.

2.1 – SAFETY EQUIPMENT

Non-exhaustive lists, reminder of OSR

Compulsory safety equipment and provisions for French-flagged **boats** racing in France

a. When the Notice of Race specifies an OSR category

Equipment and provisions below are defined by the Class Rules (CR), Appendix to **Class Rules** (ACR), the Offshore Special Regulations (OSR) relating to the category specified by the Notice of Race, French (Division 240) or international (COLREGS) maritime rules. They can be complemented by additional requirements specified in the Notice of Race and/or the Sailing Instructions.

Category

Reference	Item	4	3	2	1
ACR 3	Sail no° clearly visible on the deck - minimum height of numbers 450 mm	×	×	×	×
ACR 3	Sail no° clearly visible on both sides of the hull - minimum height of numbers 650 mm	×	×	×	×
CR 104	Permanently installed usable head, or a suitable, dedicated bucket (World Sailing prescription).	×	×	×	×
ACR 2.9.2	Measurement certificate displayed	1	1	1	1
ACR 2.7.1	Fixed drinking water tanks of at least 40 litres installed less than 0.5 m from the centreline of the boat	×	×	×	×
OSR 3.8 ACR 2.17	A Hatch(es) permanently attached and capable of being firmly shut immediately	x	x	x	x

ACR 2.7.1	At least 9 litres of drinking water for emergency use shall be provided in a sealed container, clearly labelled		1	1	1
OSR 3.23.1	Two strong buckets, each with a lanyard and of at least 9 l	2	2	2	2
OSR 3.23.1.b	Two permanently installed manual bilge pumps, one operable from above, the other from below deck FFVoile Prescription n°10: the one below deck can be electric.			1	1
OSR 3.24.a	Permanently installed marine magnetic steering compass, independent of any power supply, correctly adjusted with deviation card	1	1	1	1
OSR 3.24.b	A second compass which may be hand-held and/or electronic		1	1	1
OSR 3.27.3	Reserve navigation lights having the same specifications as above, and that can be powered independently			x	x
OSR 3.27.4	Spare bulbs (not required for LED)	x	x	x	x
OSR 3.28.4c	A dedicated engine starting battery		X	X	X
OSR 3.29.5	A marine radio transceiver with an emergency antenna when the regular antenna depends upon the mast		1	1	1
OSR 3.29.6	Following voting at the Class40 AGM on 30/01/16 if the marine radio transceiver is a VHF: A minimum rated output power of 25 A masthead antenna and co-axial feeder cable with not more than 40% power loss Be DSC capable if installed after 2015		x x x x	x x x x	x x x x
OSR 3.29.03b	One hand-held satellite telephone, watertight or with waterproof cover and internal battery				1
OSR 3.29.1	Hand-held marine VHF transceiver, watertight or with a waterproof cover, when not in use to be stowed in the grab bag.	1	1	1	1
OSR 3.29.4	Radio receiver capable of receiving weather bulletins which may be the handheld VHF	1	1	1	1
OSR 3.29.8	A GPS capable of recording a crew overboard position, within 10 seconds, and monitoring that position			1	1
OSR 3.29.7	AIS transponder Shares the masthead VHF antenna via a low loss splitter Has a dedicated AIS antenna not less than 38 cm in length mounted with its base not less than 3 m above the waterline and co-axial cable with not more than 40% power loss		1 1 1	1 1 1	1 1 1

ACR 2.9.5	A solid area of 1m2 of highly visible colour (pink, orange, yellow) on the deck	x	x	x	X
OSR 4.03	A tapered soft wood plug stowed adjacent to every through-hull opening	x	x	x	x
OSR 4.04.2c	Jackstays and clipping points of at least 2040 kg (see OSR details)		x	x	x
OSR 4.04.2a	Jackstays shall be independent on each side of the deck		x	x	X
OSR 4.05.1	Fire blanket adjacent to every cooking device with an open flame	1	1	1	1
OSR 4.05.2	Fire extinguishers, each with 2 kg of dry powder or equivalent in different parts of the boat	2	2	2	2
ACR 2.3	Heavy anchoring equipment: 16 kg anchor + 15 m of chain of minimum Ø 8 mm, 30 m of nylon warp of minimum Ø 14 mm Light anchoring equipment: suitable anchor for a 12 m boat, 10 m of chain of Ø 8 mm and 25 m of nylon warp of Ø12 mm	1	1	1	1
OSR 4.07.a	A high-powered searchlight, suitable for searching for a person overboard at night, with spare batteries and bulbs		1	1	1
OSR 4.07.b	Waterproof flashlight with spare batteries and bulb in addition to 4.07 a FFVoile prescription (OSR – FFVoile n°10) : spare bulbs are not required for lights equipped with LEDs	1	1	1	1
OSR 4.08	First Aid manual	1	1	1	1
OSR 4.08	The contents and storage of the First Aid kit shall reflect the likely conditions and duration of the passage, and the number of crew	1	1	1	1
OSR 4.09	Foghorn	1	1	1	1
OSR 4.10.1	Passive radar reflector on board - Ø 300 mm minimum or minimum diagonal dimension 40 cm or RCS $\geq 2 \text{ m}^2$ (see details in OSR)	1	1	1	1
OSR 4.11	Navigational charts (not solely electronic), light list and chart plotting equipment	x	x	x	x
OSR 4.12	Safety Equipment Location Chart in durable waterproof material	x	x	x	x
OSR 4.13.1	Knotmeter or distance measuring line (log)		1	1	1
OSR 4.13.2	Depth sounder	1	1	1	1
OSR 4.15.1 ACR 2.18	An emergency tiller A means of steering capable of being fitted to the top of the rudder stock without using any other components		1	1	1
OSR 4.16	Tools and spare parts, including effective means to disconnect or sever the standing rigging	x	x	x	x
OSR 4.19	406 MHz EPIRB properly registered (MMSI n°), water and manually activated			1 x	1 x

	406 MHz EPIRB with internal GPS				
OSR 4.20	Following voting at the Class40 AGM on 30/01/16 Application 4.20 or for Cat 1 races: - ISO 9650 <24h liferaft with grab bag including the items of the >24h pack + one waterproof torch with a minimum 6 hrs autonomy, plus spare bulbs and batteries, or an additional torch + drinking water for each crew member (1,5l), in containers not exceeding 500ml + food per person (10000kj) (Cf OSR 4.20.2)			1	1
OSR 4.20.4	Liferaft servicing (See OSR for details)			1	1
OSR 4.21	Grab Bags	X	X		
OSR 4.22.3	Liferaft with self-igniting light and drogue FFVoile prescription n°17: for solo races (1,2,3) only 4.22.2 may apply MoMu0 MoMu1,2,3	1	1	1	1
OSR 4.22.1a	An AIS personal crew overboard beacon for each crew member			n	n
OSR 4.22.2c	A GPS capable of recording a crew overboard position, within 10 seconds, and monitoring that position			1	1
OSR 4.22.3	A liferaft with a self-igniting light, a whistle and a drogue Within reach of the helmsman and ready for immediate use	1	1	1	1
OSR 4.22.3c	In addition to 4.22.3, a second liferaft equipped with: A whistle, a drogue, a self-igniting light A pole and flag FFVoile prescription: for solo racing, only one liferaft equipped 4.22.4			1	1
OSR 4.22.3d	At least one liferaft shall depend entirely on permanent buoyancy			1	1
OSR 4.22.4	A heaving line, no less than 6 mm diameter, 15 to 25 metres long, readily accessible to cockpit	1	1	1	1
OSR 4.22.5	A recovery sling which includes:		1	1	1
OSR 4.22.5.a	Buoyant line of length no less than the shorter of 4 times LH or 36 m		1	1	1
OSR 4.22.5.b	Buoyancy section with no less than 90 N buoyancy		1	1	1
OSR 4.23.b	Red hand flares SOLAS LSA III		4	4	4
OSR 4.23.a	Orange smoke flares LSA III	2	2	2	2
OSR 4.25	A strong, sharp knife, sheathed and securely restrained, readily accessible from the deck or cockpit	1	1	1	1
OSR 4.30	Emergency pumps. Exemption from FFVoile: boats with a Class40 certificate shall have on board all pumps which, combined, must meet the requirement of 12,000			x	x

	litres/hour. The validation of this requirement will be made according to the data sheets of each pump. The crew must be able to demonstrate the rapid implementation of these pumps				
OSR 5.01.1	Lifejackets in compliance with ISO 12402-3 (150 N) with whistle, light, crotch/ thigh straps, sprayhood in accordance with ISO 12402-8	n	n	n	n
OSR 5.01.2	A boat shall carry at least one gas inflatable lifejacket spare cylinder/ activation head for each type of lifejacket on board			1	1
OSR 5.01.3	A boat shall carry at least one spare lifejacket as required in 5.01.1 except PLB 5.01.1e			1	1
OSR 5.02.1	A harness that complies with ISO 12401 or equivalent		n	n	n
OSR 5.02.2	A tether that shall				
a)	Comply with ISO 12401 or equivalent				
b)	Not exceed 2m including the length of the hooks				
c)	Have self-closing hooks		n	n	n
d)	Have overload indicator flag embedded in the stitching				
e)	Be manufactured after 2000				
OSR 5.02.3	All the crew shall have either				
a)	A tether not exceeding 1m including the length of the hooks or		n	n	n
b)	An intermediate self-closing hook on a 2m tether				
OSR 6	Survival and medical training: Cf section 6				
D240	International Regulations for Preventing Collisions at Sea National flag System to lift a person out of the water Tide tables Navigation regulations for the relevant area Logbook Light and fog signals – up-to-date	1	1	1	1
IRPCAS	Anchoring ball	1	1	1	1
IRPCAS	Motoring cone	1	1	1	1

Note: the International Regulations for Preventing Collisions at Sea, the light lists, the tide tables, navigation regulations and logbook can be contained within one single book, kept up-to-date.

b. When the Notice of Race does not specify the OSR

The mandatory equipment and provisions are defined only by the **Class Rules** (CR), the Appendix to the Class Rules (ACR), the French (Division 240) or international (IRPCAS) maritime rules. They can be complemented by additional requirements specified in the Notice of Race and/or the Sailing Instructions.

Reference	Item	
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ACR 3	Sail no° clearly visible on the deck - minimum height of numbers 450 mm	×
ACR 3	Sail no° clearly visible on both sides of the hull - minimum height of numbers 650 mm	×
CR 104	Permanently installed usable head, or a suitable, dedicated bucket (World Sailing prescription).	×
ACR 2.9.2	Measurement summary document Safety equipment location chart	×
CR 104 and ACR 2.6.1	Fixed drinking water tanks of at least 40 litres installed less than 0.5 m from the centreline of the boat	×
D240	Magnetic compass complying with ISO 14227	×
D240	Equipment to determine the boat's position	×
D240	Device to receive weather forecasts	×
D240	Jackstays to which to attach harness tethers, and clipping points	×
D240	Firefighting equipment (such as extinguishers)	×
ACR 2.3	Heavy anchoring equipment: 16 kg anchor + 15 m of chain of minimum Ø 8 mm, 30 m of nylon warp of minimum Ø 14 mm Light anchoring equipment: suitable anchor for a 12 m boat, 10 m of chain of Ø 8 mm and 25 m of nylon warp of Ø12 mm	1
D240	First Aid kit	1
D240	Liferaft or automatically inflating dinghy	1
D240	Equipment to locate and assist a person overboard; e.g: life buoy with self-igniting light and drogue or recovery harness with line and self-igniting light	1
D240	Red parachute flares SOLAS LSA III or VHF	3
D240	Red hand flares SOLAS LSA III	3
D240	Orange smoke flares LSA III or VHF	2
D240	Lifejackets complying with ISO 12402 - 150 N	n
D240	Safety harness with tether complying with ISO 12401	n
D240	International Regulations for Preventing Collisions at Sea	1
D240	National flag	1
D240	Whistle or foghorn	1
D240	System to lift a person out of the water	1
D240	Signalling mirror	1
D240	Light list	1
D240	Tide tables	1
D240	Navigation regulations	1
D240	Logbook	1
IRPCAS	Anchoring ball	1
IRPCAS	Motoring cone	1

Note: the International Regulations for Preventing Collisions at Sea, the light lists, the tide tables, navigation regulations and logbook can be contained within one single book, kept up-to-date.

Ph Cousin, 20th January 2016

2.2 – SEALS AND POSITIONING OF EQUIPMENT

The following equipment is sealed for all races, regardless of category:

- Liferaft + accompanying grab bag containing Pack 1 complement sealed in position
- Non-structural fixed tanks of 40 litres sealed in position
- 9 litres emergency water (sealed in position in a location within 1.5m of the companionway and sealed closed)
- Heavy anchoring equipment sealed in position
- If emergency diesel jerrycan on board, sealed in position and sealed closed
- Any additional diesel jerrycan must be fixed and sealed in position within 500 mm of the centreline of the vessel.
- Any methanol container to be sealed in position (~~from 01.10.2023~~)

The emergency container or grab bag must be located within 1.5 m of the companionway, attached with a quick release system, and contain all the items required from the start to the finish of a race.

Additional seals can be put in place on certain **boats**, for reasons relating to their characteristics, to a dispensation, to a penalty or for any other reason. Should one of these seals be broken at the finish, the race jury will be authorised to apply a penalty.

2.3 –ANCHORING EQUIPMENT

Mandatory anchoring equipment, including a 16 kg anchor, 15 m of chain of a minimum diameter of 8 mm, and 30m of nylon warp of a minimum diameter of 14 mm shall be on board. This heavy anchoring equipment must be permanently installed in the boat in a location specifically dedicated to it **forward of the aft watertight bulkhead from where it must be possible to get it on deck in less than three minutes, and which must not hinder access to the escape hatch**. It shall be sealed.

A second set of anchoring equipment, including an anchor (heavy or light) suitable for a 12 m sailboat, 10 m of 8 mm diameter chain and 25 m of nylon or polyester warp of a minimum of 12 mm diameter is mandatory.

For the heavy anchoring equipment, the anchor ~~does not have to be connected~~ **must be stowed in proximity** to the chain and warp ~~without necessarily being connected~~:

- Anchor with key pin shackle
- Chain + warp in a bag ~~near the anchor~~
- **The anchor and the combined chain + warp shall be sealed.**

2.4 – IMMERSION SUIT

For races under Category 1 and 2, there shall be an immersion suit for each **crew** member on board.

2.5 – MANDATORY EQUIPMENT

Where an event includes races in different categories, all races must be raced under one single category. The safety equipment on board shall be the equipment required under that category. Ballast tanks can be used.

For all events, no **sail** may be added or removed between the first and last day of the event.

The **storm jib** and **heavy weather jib** must be on board, regardless of the category of the event. Where the **mainsail** luff cannot be reduced by more than 70% with the smallest reef, the **trisail** is also mandatory (Class Rules 103.01).

2.6 - FENDERS

Inflatable fenders are forbidden on-board and are not allowed to be used in anyway while racing.

2.7– WATER AND FUEL

2.7.1 - Water

The maximum quantity in litres of drinking water or other type of drink embarked for a race is set at (number of miles in the race x number of people x 5/**200**) litres.

Drinking water (or other drinks embarked) will have to be stored in containers of a maximum capacity of **10** litres if it is not stored in the fixed water tank(s).

No additional empty ~~jerry can or~~ container shall be permitted.

A safety drinking water supply of at least 9 liters must be on board, in one or more dedicated and sealed containers (replacing OSR 3.23.1).

The sealed emergency water is not included in the quantity of water required on board, and its location must not hinder access to the escape hatch.

2.7.2 – Fuel

In order to comply with OSR 3.28.3b for the entire duration of the race, each boat shall carry a minimum of 20 litres of diesel onboard, stored in jerrycans whose volume cannot be less than 10 l, sealed in position and sealed closed.

These jerrycans can also count as emergency diesel when required by a Notice of Race.

Aside from this minimum requirement, competitors are free to choose how much diesel they need for the length of the race.

This diesel must be stored in the main fuel tank. If the capacity of the main tank is insufficient, the additional diesel must be stored in jerrycans, fixed in place and sealed in position at a distance of less than 500 mm from the centreline of the vessel.

No empty container is permitted at the start of a race.

2.8 – WASTE DISPOSAL

No waste shall be thrown into the water. Waste must be kept on board until the **crew** disembarks.

2.9 - PREPARATION OF A CLASS40 BOAT FOR PRE-RACE INSPECTION

The purpose of this document is to inform skippers of the inspection involved for certain races. Skippers are asked to respect the conditions below in order to optimise the time needed for inspection and make the inspectors' job easier.

2.9.1 - Sails (Rule 103) and rig (Rules 208 and 210)

Each **sail** used for racing must have a sail sticker, available exclusively from the Class secretariat and which must be sewn onto the **tack** or **clew** of the **sail**.

Sails will only be validated once the **certificate** has been filled out and sent to the Class secretariat. Where a **certificate** is missing, the **sail** will not be allowed on board for racing.

Any **modification** to a **sail** requires a new **certificate** from the sailmaker.

The inspection starts once all the **sails** embarked for the race are on the deck.

All sail stickers must be sewn in place on the **sails** prior to inspection and easily visible (sticker sewn on the **clew** of furled **sails**).

The declaration of **sails** embarked for the race **must be sent to the technical committee of the race 7 days prior to the official start of the race. which must be presented to the organisation, will be checked by the inspector.**

2.9.2 – Display of the measurement certificate and safety equipment location chart

The skipper shall ensure that the measurement **certificate** **is displayed and** shall not suffer damage during the race.

The **measurer** shall check that anything noted on the measurement **certificate** has been respected.

The safety equipment location chart (see OSR 4.12) shall be clearly displayed inside the **boat**.

2.9.3 – Mast measurement band

If a mast measurement band at the top of the **mast** is required, it should be clearly visible (cf. CR 208).

The mast measurement band will be checked by the **measurer**.

2.9.4 – Escape hatch (Clarification of Rule 303)

The skipper must be able to demonstrate that he/ she can easily exit the **boat** via the escape hatch. This test shall take place while moored, in the presence of the **measurer**, who will evaluate whether a sailor can easily and rapidly exit the **boat** if inverted. There is no specific clothing requirement for this test.

Nothing whatsoever shall impede use of the escape hatch (hydrogenerator, etc.)

2.9.5 – Search and rescue visibility

A solid area of 1m² of highly visible colour (pink, orange, yellow) on the deck.

2.9.6– Liferaft packing and stowage

OSR Rule 4.20 is applicable in its entirety, particularly:

4.20.3 d) the end of each liferaft painter should be securely fastened to the boat

4.20.3 e) each liferaft shall be capable of being got to the lifelines or launched within 15 seconds.

2.9.7 - Bowsprit (Rule 210)

The skipper must be able to prove to the **measurer** that the bowsprit can at no time exceed 2 m length from the bow when sailing.

2.9.8 - AIS

AIS antennas shall be at the masthead. It must be possible to check the installation.

The AIS can share a multiplexer with the VHF. Where this is the case, a boat may be permitted to have only one VHF/ AIS antenna at the masthead.

2.10 – WEATHER ROUTING

Routing by a person not on the **boat** is forbidden in competition.

The definition of “routing”: any assistance provided by a person or by software analysis, not on the boat, which studies routes, analyses the weather, or suggests **sail** selection to improve performance.

Weather and oceanographic information can only be procured from websites and servers with public access (for example: Squid, Navimail, Chopper, Saildocs, Predictwind, Ugrib...)

Only onboard navigation software capable of calculating routes is permitted (Maxsea, Adrena, Expedition...).

The declaration of no weather routing shall be signed before the start of each race (it can be downloaded at www.class40.com/en/regles_classe/). The skipper’s signature on the declaration is equally binding for his/her family and shore team.

2.11 – TECHNICAL PIT STOPS

Technical pit stops while racing may be allowed at the discretion of the Race Committee. There will be a minimum time set for each technical pit stop. This minimum time will be decided jointly by the Race Committee and Class40 for each race, depending on the length of the race and the course. The earliest time at which a boat can end the pit stop will be communicated to the skipper by the Race Committee.

During a technical pit stop, no **appendage** or **spar** can be replaced unless there is a possible swap between a **boat** which has announced its retirement and another **boat** on a technical pit stop. This swap will only be allowed if the weight and stability values do not invalidate the boat’s measurement **certificate**.

2.12 – JACKSTAYS

2.12.1 - Jackstays

Clarifications to OSR 4.04:

- Jackstays must be located on the inside of side decks;
~~— For deck jackstays, the aft anchorage point shall be at least the aft end of the coachroof~~
- Attachment points must be on padeyes **or chainplates of a minimum breaking strain of 2040 kg dedicated to that purpose**
- Attachment points on pulpits/ pushpits and stanchions are forbidden
- Jackstays in stainless steel, ~~or~~ webbing **or high modulus polyethylene (HMPE)** as per the regulations (OSR 4.04.2) will be accepted
~~— Dyneema jackstays may be accepted after tests and with the agreement of a Class Measurer.~~

They must be independent on each side of the deck.

2.12.2 Hand holds

- The **boat** shall be fitted with adequate hand holds below deck and on deck so that **crew** members can safely move about at sea.
- A suitable separate system shall be permanently and securely attached along the full length of the scoop or the **hull** shell – transom intersection, and shall enable a **crew** member who has fallen overboard to hold on and climb back on board.

2.13 – RADAR

When a radar is required by the Notice of Race, the antenna shall be positioned on the **mast** at a minimum height of 4 metres above the waterline.

2.14 – OUTRIGGERS

Clarification of Rule 50.3 of the RRS: in Class40, no **outrigger** or **spar** of any sort can be used to hold a headsail sheet outboard of the **sheer** to leeward.

2.15 – CLASS40 SPECIAL SELECTION TERMS

When the race schedule is drawn up, the Board will indicate which races are the subject of a special Class 40 selection or qualification procedure. The rules will be published in the **Races** section of the Class 40 website www.class40.com

This will be relayed sufficiently in advance, as decided by the Board and/ or the Race & Events Committee.

2.16 – BACK-UP / SECONDARY TRACKING SYSTEM

Any **boat** racing under Cat. 1 or 0 shall be equipped with a permanently installed tracking system, permanently powered by the onboard power supply, and which the race committee or race management would be able to access to record positions. ~~either a Sat-C terminal capable of being polled or a YB tracker.~~

2.17 – COMPANIONWAY HATCHES

The companionway hatch(es) must be waterproof, permanently attached on hinges or tracks to the companionway bulkhead or coachroof, meet the requirements of ORS 3.8, and capable of being closed immediately.

2.18 – EMERGENCY TILLER

In Addition to ORS 4.15, an emergency **steering system** capable of being fitted directly onto the top of the **rudder** without using any other components (rudder link bars, rods, quadrant, steering cables, etc.)

2.19 – BATTERIES

ORS 3.28.4 rule requires a dedicated engine starting battery. This rule means that there are two independent circuits on board: the circuit dedicated to engine starting and the circuit dedicated to service. A battery connector switch between the two independent battery banks is permitted.

2.20 – ACCESS HATCHES TO THE FORWARD AND AFT WATERTIGHT COMPARTMENTS

These hatches must be closed when sailing. No matter what their position, these hatches must be permanently affixed to the bulkhead.

2.21 – PREPARATION FOR ENGINE GEAR SEALING

The engine forward and reverse gear sealing system must be installed on the S drive gear lever or on the propeller shaft coupling.

Access to the propeller shaft coupling must be as easy as possible. If necessary, access hatches shall be installed for this purpose.

The installation will be validated by one of the class **measurers** during the build stage of a boat, or when a measurement **certificate** is being renewed, ensuring a secure and solid seal which works, and is easy to access and check. This sealing system may be checked at any time during the season.

3 – POSITIONING OF INSIGNIA, NATIONAL LETTERS AND SAIL NUMBERS

Reminder of RRS Appendix G:

Class insignia, national letters and sail numbers shall be placed at different heights on the two sides of the **mainsail**, those on the starboard side being uppermost.

The class insignia shall be placed above the national letters.

National letters shall be placed above the **sail** number.

The Class 40 insignia is exclusively supplied by the Class40 Association.

In accordance with decree n° 2009-393 of 8th April 2009 of the “Direction générale des Infrastructures, des Transports et de la Mer” stipulating the markings identifying pleasure craft on the sea:

Internal marking:

National registration number (height of characters 1 cm, thickness 0.1 cm) shall be displayed near the helming station or inside the cockpit.

External marking (Division 240):

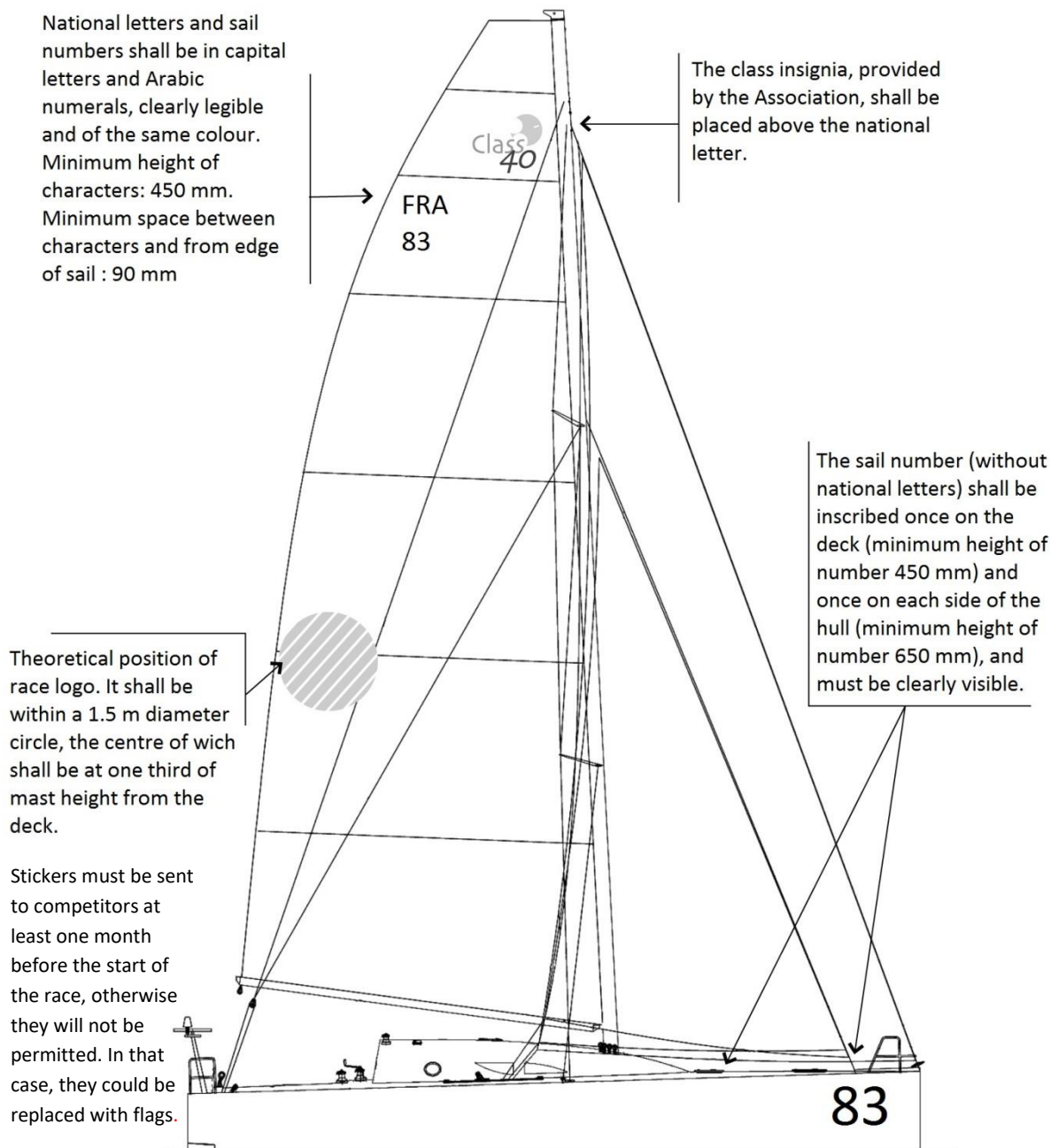
The name of the vessel and the name or initials of the registration service shall be displayed on the transom of the vessel.

The characters shall not be less than 7 cm high and 3 cm width per character. Thickness 0.8 cm minimum.

NB: The decree is recommended but not mandatory for Class40s registered in another country than France.

The **sail** number (without its national letters) shall be inscribed once on the deck (minimum height of number to be 450 mm) and once on each side of the **hull** (minimum height of number to be 650 mm), and be highly visible.

The number inscribed on the hull shall be within the forward third of the boat. All boats must comply with this rule by 1st May 2014.



APPENDIX 1 – APPLICATION FORM FOR MEASUREMENT

Name of applicant: _____

Telephone: _____ Email: _____

☐ Owner of Class40 n° : _____

☐ Co-owner of Class40 n° : _____

☐ Charterer or skipper of Class40 n° : _____ Name of owner : _____

I undersigned, _____ request the measurement services of the Class40
measurer for Class40 n° _____ , exact design _____ , date and place
measurement requested: _____

I agree to comply with the measurement procedure (as follows) and respect the terms in order for the
session to take place in the best possible conditions, and in a timely manner.

- I certify that I will pay all costs relating to the measurement session which I have personally agreed with
the **measurer**.

Date and signature:

NB: Please ensure that you have insurance cover (boat insurance, third party liability...). In France, you are strongly recommended to hold an FFV (French Sailing Federation) licence (which covers certain activities associated with sailing).

APPENDIX 2 – 2024 BOAT SUBSCRIPTION for obtaining a measurement certificate

Surname, Name :

Class40 n° :

☐ Owner of Class40 ☐ Co-owner

Registration name :

☐ Charterer or skipper Name of the Owner :

Race name :

Home port :

☐ First boat's subscription

☐ Renewal

☐ I hereby certify that no modification have been made on this boat since the last measurement certificate.

☐ I touched / changed

☐ appendages

☐ rigging

☐ interior fittings (berths, portlights, toilets, tanks,...)

☐ ballasts

☐ bowsprit

☐ equipment (winch, hook, ...)

☐ other

Specify below :

Modifications made on this boat since the last measurement certificate (with the exception of outside careening, any work done in a yard will now have to be reported in detail, see Appendix 7 of the Measurement Procedure).

Specify dates and places of works.

.....
.....
.....
.....

I undersigned commit myself to communicate any mistake or modification at a later date that could change the boat conformity to the box rule.

The certificate will no longer be valid as soon as a modification to box rule or to the equipment has been made on my boat.

Date :

Signature preceded by the words "read and approved"

Fees: 750 EUROS (+ bank charges for payment outside EU). An additional 50% is added if application made within 15 days of the start of a race in which the boat is registered.

☐ Payment by cheque

☐ Payment by bank transfer or PayPal

☐ Payment by cash

NB: For bank transfers from a none Euro zone, anticipate additional bank charges for a net payment of 750€ to the Class40. Make sure the bank makes the payment in Euro and not in your local currency.

APPENDIX 3 – AGREEMENT OF NO WEATHER ROUTING

I undersigned (*Surname, first name*) _____ skipper, of the Class40 (*name and n°*) _____ hereby declare that I will not receive any routing assistance in any form whatsoever in the (*name of race*) « _____ » in compliance with article 2.9 of the Appendix to the Class Rules on the subject of weather routing.

I agree to allow a means of checking of all onboard communication systems, at the class's discretion.

Any infraction of this rule could lead to:

- disqualification in a race decided by the race jury
- being summoned before the Class40 Executive and the risk of temporary or permanent exclusion from the Class

LIST OF COMMUNICATION EQUIPMENT ON BOARD

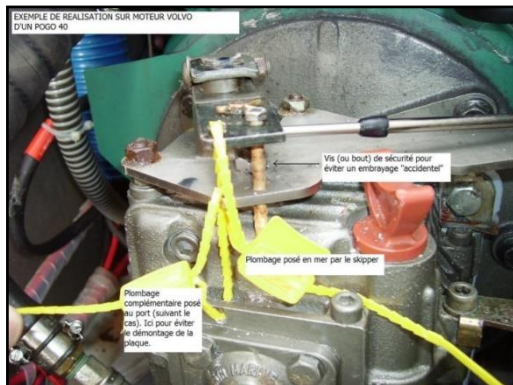
LIST OF ONBOARD ROUTING SOFTWARE

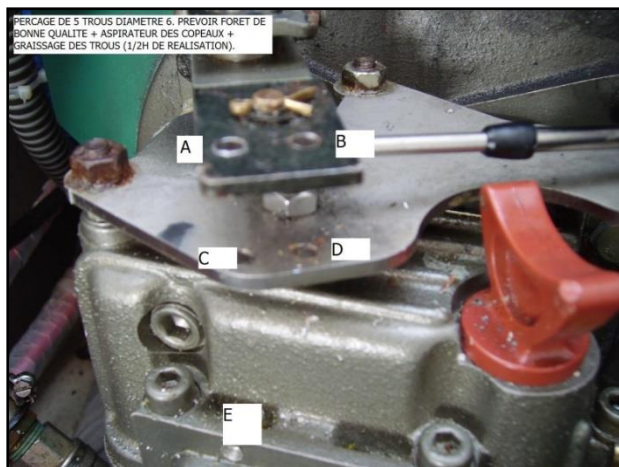
Date/ place _____

SKIPPER 'S SIGNATURE:

APPENDIX 4 – ENGINE GEAR AUTO-SEALING PROCEDURE

- ◆ The sealing system for the engine forward and reverse gears or the propeller shaft shall have been planned and installed before the start of the season, to ensure **that the seal is secure and solid**, easy to access and to check (see below the example on a Pogo40 engine).
- ◆ A digital photo of the sealing area shall be supplied for the boat's file as per the other safety documents (as in Photo 2).
- ◆ When the boat is inspected, the proposed sealing system will be checked by operating the gears in forward and reverse. The sealing procedure will be simulated and the skipper shall demonstrate that (s)he knows how to correctly place the seal.
- ◆ The numbered seal to be installed before the start will be provided either during inspection or at the safety briefing of each race.
- ◆ The procedure of when to seal and checking of the seal will be defined by the race organiser.
- ◆ The engine forward and reverse gear sealing system must be installed on the S drive gear lever or on the propeller shaft coupling. The installation will be validated by one of the class **measurers** during the build stage of a boat, or when a measurement certificate is being renewed, ensuring a secure and solid seal which works, and is easy to access and check. This sealing system may be checked at any time during the season.





Further examples:



APPENDIX 5 – CERTIFICATE OF SAIL CONFORMITY

N° du bateau

Les dimensions ou spécifications de ce certificat sont répertoriées sur la fiche-croquis p. 31

GRAND VOILE

N° voile Class40		
N° fab voilerie		
P Guindant	<input type="text"/>	m
E bordure	<input type="text"/>	m
HB	<input type="text"/>	m
MGT	<input type="text"/>	m
MGU	<input type="text"/>	m
MGM	<input type="text"/>	m
MGL	<input type="text"/>	m
Rond bordure: <=0,15m maxi	<input type="text"/>	m
Surface M ²	<input type="text"/>	m ²
Réduction sup. à 70%	<input type="text"/> oui	<input type="text"/> non
100% polyester	<input type="text"/> oui	<input type="text"/> non
Matériau exotique, nom :	<input type="text"/>	

GENOIS/FOC/SOLENT

N° voile Class40		
N° fab voilerie		
JL Guindant	<input type="text"/>	m
LP mesure écoute-guindant	<input type="text"/>	m
Largeur mi-chute-50% LP	<input type="text"/>	m
Rond bordure: <=0,10m maxi	<input type="text"/>	m
Surface M ²	<input type="text"/>	m ²
100% polyester	<input type="text"/> oui	<input type="text"/> non
Matériau exotique, nom :	<input type="text"/>	

GV+ GENOIS/FOC/SOLENT

Surface M² (115m² maxi) 0 m²

FOC DE GROS TEMPS

N° voile Class40		
N° fab voilerie		
Surface (32m ² maxi)	<input type="text"/>	m ²
100% polyester	<input type="text"/> oui	<input type="text"/> non
Matériau exotique, nom :	<input type="text"/>	

Voilerie :

Représentant :

Cachet et signature :

TOURMENTIN

N° voile Class40		
N° fab voilerie		

Couleur

Surface réelle/RSO

VOILE DE CAPE

N° voile Class40		
N° fab voilerie		

Couleur

Surface réelle/RSO

AUTRE VOILE

N° voile Class40		
N° fab voilerie		

100% polyester

oui non

100% nylon

oui non

Matériau exotique, nom :

AUTRE VOILE

N° voile Class40		
N° fab voilerie		

100% polyester

oui non

100% nylon

oui non

Matériau exotique, nom :

AUTRE VOILE

N° voile Class40		
N° fab voilerie		

100% polyester

oui non

100% nylon

oui non

Matériau exotique, nom :

AUTRE VOILE

N° voile Class40		
N° fab voilerie		

100% polyester

oui non

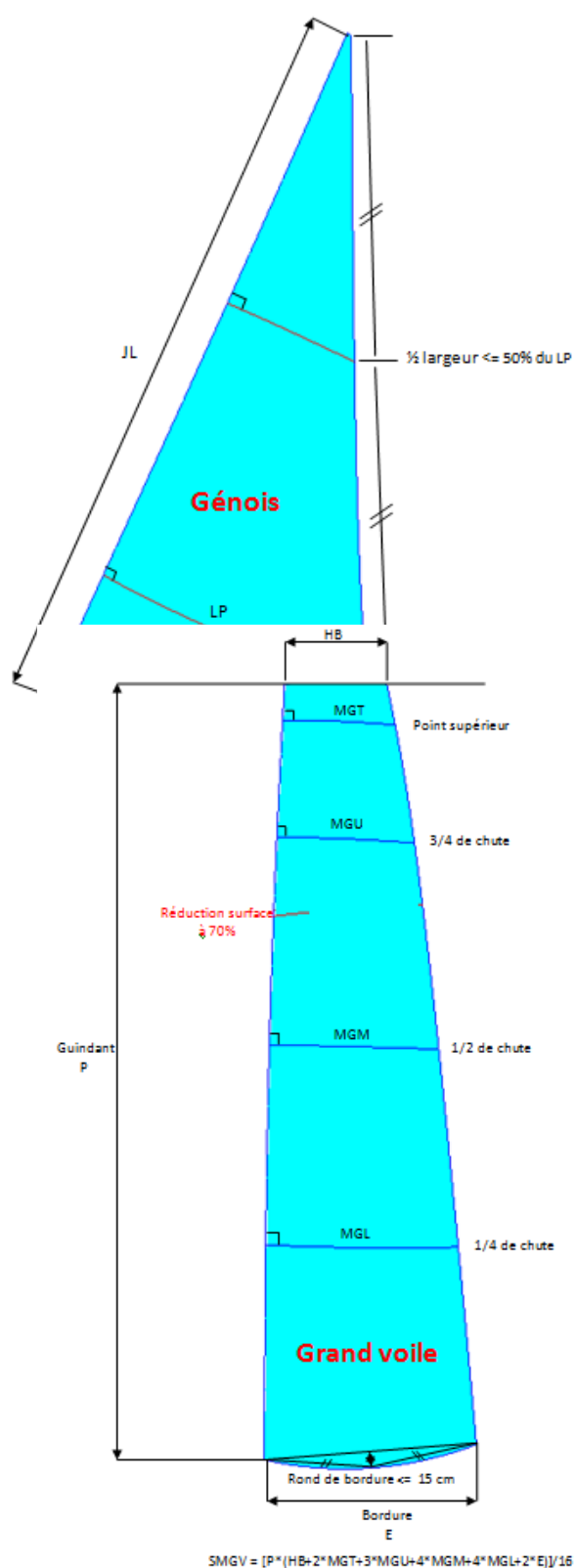
100% nylon

oui non

Matériau exotique, nom :

Date :

Boat n°



APPENDIX 6 – DECLARATION OF SAILS ON BOARD

I undersigned (*surname, first name*) _____ skipper of Class40 (*name and number*) _____ declare that the following sails are on board for race « _____ », in compliance with article 103 of the Class40 Rules.

Type	N° of sail As per your inventory	Material			Surface area (mandatory for Mainsail and Solent)
		100% Polyester	100% Nylon	Exotic	
Mainsail					
Solent					
Total Surface area (Mainsail + Solent) not more than 115 m²					

Date/ place _____

Signature

APPENDIX 7 – DECLARATION OF REFIT/ WORK ON A CLASS40

Declaration to be submitted 8 days before work is due to begin.

I undersigned (surname, first name), acting as owner, skipper, other (specify) declare to undertake the work listed in detail below on Class40 n°

List of work:

.....

.....

.....

.....

.....

Work will take place from until

Name of boatyard

Full address

.....

.....

Person to contact at boatyard (name and telephone number):

.....

Date and signature:

APPENDIX 8 – BUILD CERTIFICATE

I hereby certify that I built the following boat:

- Class40 n° :
- **Hull** n° :
- Type :
- Month and year of completion :

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

- Maximum length overall 12.19 metres (Class Rules 200 and 202)
- Maximum beam 4.50 metres (Class Rules 200 and 203)
- Minimum buoyancy volume in cubic metres (Class Rule 305)
- Forbidden materials: titanium, carbon fibre, aramid fibre, other fibres whose breaking load is greater than 3800 Mpa, honeycomb core sandwich, pre-preg (Class Rules 4, 401 and 404).
- Compliance with ISO 12215 category A norms

Name, date and signature

APPENDIX 9 – DESIGN CERTIFICATE

I undersigned certify that I designed the following **boat**,

Class40 N°: Year of design:

Type: Builder:

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

Dimensions:

- Maximum **length** overall 12.19 metres (Class Rules 200 and 202)
- Maximum **beam** 4.50 metres (Class Rules 200 and 203)
- Maximum **draft** 3.00 metres (Class Rule 204)

Safety:

- Combined volume of the deck camber and coachroof (Class Rule 304) =
- Cubic metres of buoyancy volume (Class Rule 305) =
- A minimum of 2 roof portlights offering lateral visibility of “clear glass” measuring a minimum of 0.2 square metres, on a vertical plane at 0° of heel (Class Rule 104).

Stability:

- Load at masthead at the 90° test=
- Measurement **weight** obtained =
- **Mast** rake angle at the 90° test =
- Position of ballast tanks – provide a drawing showing the layout and the position of the centre of each ballast tank in X, Y and Z.
- Least favourable displacement - *ISO mLA + windward ballast tanks* - =
- Angle of vanishing stability calculated in the least favourable case - *ISO mLA + windward ballast tanks* -(Class Rules 100 and 300) =

Name, date and signature

APPENDIX 10 – MAST MANUFACTURER CERTIFICATE

I hereby certify that I manufactured 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.
- The overall span of the **spreaders** and the **rigging** does 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
- Certificate of compliance with the OSR

Forms for these certificates are available on the class website under “Documents”.

- 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, **dry**)
- 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
- start battery
- service batteries, whose weight must be known, either by weighing or as specified by the manufacturer
- diesel tank, as empty as possible (1)
- fixed water tank(s), empty
- toilet or dedicated bucket (3rd bucket)
- fixed autopilot systems and rams
- fixed bilge pumps
- Emergency pump with its piping
- 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
- 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 the 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 when the **boat** is inclined, as well as assistants: a minimum of 2 to hold the 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, 05/01/2022

Update P. Cousin 01.01.2023

APPENDIX 12 – DECLARATION OF ONBOARD ELECTRONICS

I undersigned (surname, first name) _____ skipper of Class40 (name and number) _____ commit to having on board the following electronics, in compliance with article 407 of the Class40 Class Rules.

As a reminder, article 407 states that:

There are no restrictions on electronics except for:

- The inertial navigation system which must be available as a catalogue-listed standard product and at a public price of less than €7000 ex-VAT*
- The components for the autopilot system are the calculator, processor, electronic hub, the autopilot control unit, software and associated licences. Each of these components must be available as a catalogue-listed standard product. The whole must not exceed a public price of € 20000 ex-VAT. The licences for the software required to operate the autopilot are deemed to be included in this amount. Other items such as display units, sensors other than the inertial navigation system, and the pilot rams are not included in the calculation. The term "electronic hub" is understood to mean any device which serves to gather or use the data provided by the various sensors.*
- No component of the back-up autopilot can be more expensive than its equivalent component in the primary autopilot.*

Component	Brand	Model	Supplier catalogue reference	Serial number
Inertial Navigation System				
Computer				
Processor				
Autopilot control unit				

At _____ Date _____

Signature