

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.