

2016 Class Rules questions / answers

Membership

Question:

In 2016, I will not be competing in any race in the Class40 calendar. I plan to compete in a few RORC races.

These races are not in the race calendar, the format is attractive, and for now there are only 3 or 4 boats competing, which is not enough boats to constitute a class of their own. The Class Association is neither present nor does it do anything to ensure compliance of its own class rules, and that was fine by me until now. However, once the Class starts requiring full membership after two races, I have the right to require something in exchange. Patronage has its limits.

At the very least, liferafts and anchoring equipment should be sealed in position, and we could also raise the matter of the number of sails on board...

As things stand, it is less ridiculous (and cheaper!) to compete under IRC in these races, than to hold a Class40 certificate that has no value.

I would therefore appreciate that some small measures be put in place so that members don't feel that they are being ripped off.

With over 140 boats built, few boats competing in races, be they in the official calendar or not, 90% of the fleet obsolete, it might be time to find some solutions rather than chase after money.

Answer:

Each member of Class40 commits to respecting the class rules.

These rules are debated and validated by vote at general assemblies, at which we invite as many members as possible to take part.

While we hear what you are saying, the decision to race under IRC or as a Class40 is entirely yours.

If RORC, at the request of certain Class40 members, offers a Class40 ranking, it must be within Class40 class rules.

On the subject of scrutineering Class40s in these races where there are only 3 or 4 boats, we rely on competitors' sense of fair play as we don't have the means to do the scrutineering ourselves.

As for the number of boats racing, that is something we constantly try to address and 2016 will be the year where Class40s make up the bulk of the fleet in all major offshore races and even determine the very existence of some races.

With regard to your other comments about patronage and the sense of being ripped off, you should know that the key donors to the Class are the members of the board who give freely of their time, and often their expenses are not reimbursed.

We will put this subject on the agenda at the next AGM, and don't forget to remind us of it should it be left out. We trust that you will be there to explain your point of view.

Liferafts

Question

In order to avoid financially penalising boats with < 24h liferaft packs, Class 40 asked ISAF for dispensation to continue sailing with these liferafts. That is in line with the spirit of Class 40.

Nevertheless, boats that comply with ISAF rules should not be penalised by the extra weight of a >24 h liferaft.

For a Plastimo liferaft, the weight difference between these two 4 man liferafts is 11 kg. In the name of sporting equity, I ask that <24 h liferafts be sealed with a corrector weight equivalent to the weight difference. This is a fair request.

I therefore await the technical committee and measurers' position on this subject.

Answer

When this subject was debated at the AGM, the weight difference was brought up, and despite that, there was a majority vote in favour, and therefore it was incorporated into the 2016 Class40 rules.

There can be no change before the next AGM.

Measurement / weighing

Question

During a conversation at the finish of the Transat Quebec Saint Malo, we learnt that a beanbag had been included in the measurement weight of a boat.

As a reminder, a beanbag is a giant cushion on which a crew member can rest or sleep, and which has the distinctive characteristic that it can be moved around easily and placed where its weight is most advantageous for boat speed.

Inspection of the boat's measurement certificate shows that this item is most definitely listed.

Upon re-reading the CLASS40 rules, as detailed in the 2016 Class40 handbook, chapter 2 "DIMENSIONS", article 201 - "MEASUREMENT TRIM", which is the article which covers boat weighing, it states the following:

"Fixed internal items, be they for comfort or safety, such as fridges, watermakers, plumbing or other equipment, which are included when the boat is weighed, shall **not be removable** and shall be listed on the measurement certificate, including their location."

The beanbag is therefore considered to be part of this list. Without proof to the contrary, it is hard to imagine a fixed and non-removable beanbag. It is therefore naturally "stackable", and contributes to optimising the boat's performance.

This implies 2 things:

- 1 that the measurement certificate of the boat in question does not comply with Class rules
- 2 that the boat competed in the Transat Quebec Saint Malo without complying with the Class rules, both in terms of weight optimisation and stability, and so its ranking should clearly be questioned.

Answer

The boat has a 2016 measurement certificate, validated by our measurers, and there is no fault to be attributed to her crew in the Transat Quebec st Malo.

There is therefore no reason to question the race results.

From the beginning, cushions were included as part of the measurement as items of comfort, and these cushions have since been replaced by beanbags.

The Technical Committee recognises that the notion of "**non-removable**" in the Class Rules may need clarifying, given the development in Class40s, and should be reconsidered at the next rules revision at the AGM.