

# Questions / Answers 2017

## Question 1

In section 103.01 it states that high modulus materials ("exotic") are only allowed in two sails plus the heavy weather jib (Trinquette). My interpretation is straight forward as you can have Main + Solent + Trinquette in e.g. Carbon. OR Main + Code0 + Trinquette.

I know other Class 40 sailors who read these three sails as any combination of three sails. E.g. Main + Solent + Code0 is also ok.

Is this latter interpretation (Main + Solent + Code0) an official interpretation and an ok combination? Or is this rule under change for 2017?

## Answer

You can have Main + Solent + Trinquette (the heavy weather jib) in e.g. Carbon. OR Main + Code 0 + Trinquette (the heavy weather jib).

The combination of three sails. E.g. Main + Solent + Code0 is **NOT** ok. You need the heavy weather jib and two other sails.

There'll be no modification in the 2017 rules.

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## Question 2

We currently have two lifelines at the transom. We would like to add a third one. As the third one is not mandatory, is it possible to use dyneema? I know that the Rules specify that "Only metal lifelines are allowed", but as this would be a non-mandatory extra lifeline, I would like your view on this matter.

## Answer

Below are the OSR texts:

3.14 Pulpits, Stanchions, Lifelines

3.14.1 The perimeter of the deck surrounded by system of lifelines and pulpits as follows:

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a) Continuous lifelines fixed only at (or near) the bow and stern. However a gate on each side of a boat is permitted. Except at its end fittings and at gates, the movement of a lifeline in a fore-and-aft direction shall not be constrained.

Temporary sleeving shall not modify tension in the lifeline.

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b) Minimum heights of lifelines and pulpit rails above the working deck and vertical openings:

i upper: 600 mm

ii intermediate: 230 mm

iii vertical opening: no greater than 380 mm except that on a boat with a Primary Launch before 1993 where it shall be no greater than 560 mm.

c) Lifelines permanently supported at intervals of not more than 2.2 m and shall not pass outboard of supporting stanchions.

My view is that there is no reason not to add a third lifeline in dyneema on condition that you comply with the OSR prescriptions for the other two.

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### **Question 3**

Can we have a carbon tiller under Class Rules?

#### **Answer**

Carbon tillers are not permitted in the Class Rules

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### **Question 4**

I have a doubt about the measurements on the form for calculating Mainsail surface area. How do I determine the MGT value on the drawing?

#### **Answer**

MGT is the width of the sail at the 7/8 leech point. If the 7/8 leech point falls between 2 battens, add the leech negative to the measurement.

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### **Question 5**

If I get rid of my hydrogenerator and weigh all the parts I remove, can my measurement certificate be updated?

#### **Answer**

You will have to note the removal of your carbon racing hydrogenerator on your 2017 membership application. I will then modify your measurement certificate to show 11 kgs less on the overall boat weight.

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### **Question 6**

A member would like confirmation that he doesn't need highly-visible colour on the underside of the hull and on the rudders for the NCR and LS-H.

In OSR 4.02.2 it is a requirement for multihulls but I think that for monohulls, just a section of highly-visible colour on the deck or coachroof is mandatory.

I didn't find anything in the Notices of Race. Could you confirm this for us?

**Answer**

OSR 4.02 Search and Rescue Visibility:

OSR 4.02.1: a solid area of highly-visible pink , orange or yellow

The 2017 Appendix to Class Rules specifies a solid area of at least 1m<sup>2</sup> on the deck

Unless specified in the Notice of Race, there is no obligation to have coloured areas on the underside of the hull or on the appendages

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**Question 7**

Are we allowed to install items of deck hardware which contain carbon (soft padeyes, blocks, fairleads) while staying within the spirit of your Rules and Appendix to the Class Rules? In these items of equipment, the carbon does not increase the cost as the difference compared to the raw material is negligible. The carbon helps to improve the performance of the product, including longevity, therefore diminishing the long-term cost.

**Answer**

The Class Rules were modified on this matter last year:

CR 406. EQUIPMENT

Materials forbidden in article 401 are allowed in equipment only if it is standard, mass-produced and sold to the public, and features in suppliers' public catalogues with the price listed.

On reading this article I think that items of deck hardware containing carbon and sold to the public via a catalogue come under this category.

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**Question 8**

Would a boat which is effectively a Pogo S3, except for its keel which would be that of a Pogo 12.50 (ie a lifting keel with hydraulic ram, draft 3.00m when down), be accepted as a Class40?

**Answer**

Given certain facts seen with a similar boat, Class40 n° 114, it would seem to be possible (n° 114 was given a measurement certificate in 2012. It's a Pogo 12.50 RC with lifting keel which weighs 5300kg. It has no ballast and was granted dispensation for its 2 x 200 litre water tanks, located at more than 500mm of the centreline. The righting moment was measured as 269kg).

However, the boat would need to be measured to check the weight and stability values and it would have to race in the configuration in which it was measured, ie keel down.

As a reminder, in terms of measurement, the weight of the boat must be over 4500kg and the stability at the masthead must be between 235 and 320kg.

Another important point is that should the stability test come out at less than 250kg with a measured weight over 5000, a stability certificate (STX, AVS...) would be required.

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### **Question 9**

I was looking through some of the new products introduced at Mets, and noticed that Ocean Safety ([oceansafety.com](http://oceansafety.com)) out of Southampton UK were offering an ISO 9650 Type 1 Group A approved life raft that offers a substantial weight benefit, a product they refer to as their "Ocean Ultralite" raft. The brochure is attached, and as you will see one of the ways that they achieve weight savings is through a lighter air inflation tank, carbon wrapped aluminum.

The raft itself would meet all of the OSR and the Class requirements, as long as it was supplemented with the additional >24 hour pack items in the Ditch grab bag. My question is if it would meet the requirements of Rule 406. It is standard, mass-produced, sold to the public and is featured in the supplier's public catalogues. It includes Carbon, but per Rule 406 it would seem to meet the exemption for materials forbidden in article 401.

### **Réponse**

You answered yourself :

This raft is standard, mass-produced, sold to the public and is featured in the supplier's public catalogues.