

Questions / answers 2018

Q : I would like to install some constrictor textile rope clutches supplied by Cousin, and there are a number of Class40s equipped with them. They work well and are less expensive. But they have a titanium ring. Are they nevertheless allowed or not?

A : The use of constrictor textile rope clutches fitted with a titanium ring has been approved by the Technical Committee.

Your question has raised a number of questions about small titanium parts; it will be added to the agenda at the AGM.

Q : Is an outrigger for headsails permitted?

A : "Outriggers whose purpose is to hold the spinnaker guy outboard to windward are permitted". What is permitted is clearly specified and applies only to the windward spinnaker guy.

Q : 35 % of lh equals 4.27 m.

If I make a 3m tube attached to the mast, it's called a spinnaker pole and then there is no limit to position or length, as the Rules do not stipulate a minimum length for a spinnaker pole. I can therefore set it to leeward to hold my genoa outboard.

Would this solution be allowed?

A : modification to the Appendix to the Class Rules

Q : Is the radar obligatory in Class40?

A : It is not required by the Class Rules, and is only obligatory for OSR Cat 0, ie around-the-world
Two points to retain:

A radar may be required by the Notice of Race: NoR RDR 7.1.1 : RADAR with alarm

If the radar is in place when a boat is measured, it is considered part of the boat and must remain permanently in place.

Q : Are textile lifelines allowed?

A : Only metal lifelines are allowed. A lanyard or synthetic rope may be used to secure the ends of the lifeline. Each lanyard must not exceed 100 mm.

Q : What are the requirements for the installation of the transom escape hatch (dimensions, accessibility...)?

R : The escape hatch is described in article 303 of the Class Rules and 2.8.4 in the Appendix to the Class Rules.

It must be located on the transom, with a minimum opening of 0.18 m², round or rectangular; it must be accessible from inside the boat, and a second hatch is required in the watertight bulkhead;

the steering mechanism must not obstruct access. A skipper may be asked to demonstrate that they can easily exit the boat.

Q : At the AGM, I was surprised by the questions about reefing hooks as the measurers had told me that they were permitted.

Can I have a definitive answer on the subject? And especially when?

A : There are restrictions on the use of anything that resembles a lock. The reefing hook could be construed as a lock which is why the Technical Committee studied the question.

It was ultimately decided that reefing hooks could be used on Class40s as long as the restrictions on materials as defined in the Rules are complied with. Which means that reefing locks are permitted unless made of titanium.

Q : I am a little confused about the marine magnetic steering compass.

The Class Rules require an ISO 14227 according to D240.

But I note that there are some boats which are equipped with the Iris 100 in compliance with ISO 613.

There is no ISO 14227 compass in the Plastimo catalogue.

Can you clarify this for me?

A : The ISO norm 14227 mentioned in the "General Characteristics" section of the Class Rules only relates to the actual build of a boat.

As for steering compasses, the Class Rules do not specify anything other than complying with "the requirements set out in the OSR for Category 1" (cf RJ 100 – General Remarks)

A reminder of the relevant OSR:

3.24 Compass

Marine magnetic compass capable of being used as a steering compass: MoMu0,1,2,3

a) permanently installed marine magnetic compass, independent of any power supply, correctly adjusted with deviation card MoMu0,1,2,3 4

b) a second compass which may be hand-held and/or electronic MoMu0,1,2,3

Q : We have some work to do, but one issue has come up which may be better addressed immediately prior to launching the boat next Monday. That is adherence to ACR 2.8.5 "solid area of 1m² of highly visible colour (pink, orange, yellow) on the deck. I have allowed for the full 1m², however my colour selection was a vibrant day glow green. Please see photo below.

This area above measures 920,200mm².

I have another area of approx. 535,050mm² between the hatches in the photo below dedicated for application of hull numbers. This area can incorporate additional highly visible colour.

A : You need 1 solid area of 1m² of highly visible colour; So the area above which measures 920,200mm² is not enough. You cannot add surfaces to reach 1m² but have a single surface of at least 1m². Maybe the solution is to use the area provided for the marking of the number by increasing the width

The color of the number should in this case be as contrasted with the color of the background (a vibrant day glow green in this case)

Q : Following a discussion with Philippe Cousin and seeing what other boats carry, there seems to be some confusion over the second anchor.

I bought the correct Guardian G37 which equates to 14 to 22kg.

This anchor is huge (1 metre long) and I've definitely never seen one on a Class40.

The equivalent Fortress is the FX37.

Can you tell me whether that is the correct anchor required and is every boat checked for compliance? Or is there some margin and can I order the next size down?

A : Appendix to Class Rules modified

Q : The configuration below (bulb with fixed winglets), the main aim of which is to reduce drag, has not yet been tested in Class40 as far as we know. Could you please confirm that this option is not forbidden?

A : There is nothing in the Rules which forbids fixed winglets on the bulb. But be careful with their position, should the righting test be done by lifting the bulb.

Q : Would being able to move the engine on the centreline of the boat be permitted, while the transmission (propeller shaft) remains fixed in place? In this configuration, the engine would be permanently connected to tracks on which it could only be moved longitudinally, and requiring the propeller shaft to be disconnected.

A : a "moveable" engine is contrary to the spirit of the Class Rules, even if it is not strictly forbidden. (modified at the EGM in December 2018)

Q: A question about fuel cells. Is it OK to have a 10 liter container for the Fuel cell? Because of the distance of the Rdr, I will have to carry extra containers. The Class rules speak to water and engine fuel containers, but nothing about fuel cells

A : The rules for Class40 Monohulls are open type; Meaning that any thing that is not explicitly forbidden, limited or imposed, is permitted. Fundamental rules
So you can have a 10 liter container for the fuel cell or more.

Q : What should the liferaft grab bag for the RDR contain?

A : The answer can be found in the 2018 OSR in the table on pages 23 and 24;
To avoid any misunderstanding, it would be best to ask the 2018 Rdr Technical Committee

Q : I want to put pipes over the lifelines on the two most forward sections. The purpose is to prevent the foot of the jib from getting stuck on the stanchion when tacking. In my case I can use fibreglass or carbon fibre in the pipes. Carbon is not allowed according to Class Rules unless it is a product that is mass produced and sold to the public. In this case there is a ready-made set of carbon pipes and the adapters to the wire of the lifeline. These adapters fit only to the supplied pipe, and not to an equivalent fibreglass pipe.

Link to the shop:

<https://www.happyyachting.com/25mm-delrinplugg-till-mantågsrör>

<https://www.happyyachting.com/25mm-kolfiberrör-2m-twill>

The first link is to the adapter to wire, the second is the pipe. The same pipe is sold on a large number of Internet sites as well.

My understanding of the Class Rules is that this will comply to the rules. This is because the equipment is mass produced, sold to the public and is contained in the suppliers online catalogue with a price.

Will the technical committee advise differently?

R : The Class Rules say :

406. EQUIPMENT

Forbidden materials are only permitted in **equipment as a minor and standard part in the parts list of a standard item**, mass-produced and sold to the public, features in suppliers' public catalogues with the price listed.

To be mass produced, sold to the public and in public catalogues is not enough, carbon must be a minor part of the equipment.

It is not the case here so you can't have a pipe all in carbon.

Q : Are we allowed to repair an item of fibreglass with carbon? And conversely?

I'm just trying to simplify my spares and not have any problems at the finish.

Naturally, any carbon repair to the hull would be removed during the winter refit.

A: Here is the Technical Committee's reply:

« All articles of the Class40 Class Rules relating to certain forbidden materials, these being articles 401, 402, 403, 404 and 405, apply no matter what the circumstances. Using carbon to repair any part of the hull, bulkhead or any other relevant section is forbidden. »

Q: I've heard quite a lot of talk about inflatable fenders. I'm not sure I understand the Class' position. Containers of more than 5 litres being forbidden, how can considerably larger "bladders" be allowed.

A: Modification to the Appendix to the Class Rules in response.

Q : A number of questions on Rule 215 – Bow have been submitted along with confidential drawings.

A : This interpretation is contrary to the Rules. The clarification "no inverted curve" is there precisely to forbid this sort of idea. Whether the inversion be a curve (derivable 2 times in maths) or an angle. In other words, the tangent to the curve of the sheer, forward of the mast, cannot intersect with any other point of the sheer.

The proposal is not valid under the Class Rules

An EGM will be organised in 2019 to clarify this rule.

Q : For our Energy Challenge project, we would like to put on a 150W hydrogen fuel cell for the Route du Rhum. Is it allowed in the Class Rules?

A : There is nothing which forbids the use of a hydrogen fuel cell to charge the service batteries.

Q : I am interested to know whether there is any limitation on the number of holes in the hull (for the purposes of autopilot sensors, head etc) in the Class Rules? Also if it is allowed to drill a hole in the hull for the purpose of an extra autopilot sensor?

A : There is no limitation of the number of holes in the hull in the Class40 Rules.

Q : Is it possible to make a handhold on deck using a standard carbon tube which can be bought from a catalogue, and which would be glued with fibreglass mounts on the deck?

A : Rule 406 clearly specifies that forbidden materials may only be accepted when they are but a minor component of the item of equipment concerned.

Rule 406 : *Forbidden materials are only accepted as a minor and standard part in the parts list of a standard item, mass-produced and sold to the public, and features in suppliers' public catalogues with the price listed.*

On this basis, using a carbon tube for anything other than a bowsprit, mast or boom is forbidden.

Q : In order to complete some interior work for the Route du Rhum, I need confirmation on a few points in the Rules:

40 l water tank, sealed in place:

- Is a flexible tank such as the 50 l Plastimo one allowed ?

9l emergency fuel jerrycan, sealed closed and in place:

- Is it possible to take 2 5 l jerrycans sealed closed and in place within 500 mm of the centreline?

- Is a flexible jerrycan allowed?

Emergency water: 10 l

- Is a flexible jerrycan allowed?

A: A flexible 40 litre water tank such as the Plastimo model is permitted.

The same goes for the 10 l emergency water jerrycan filled with 9 litres. But make sure that they can be sealed.

Flexible fuel tanks are not permitted : see OSR 3.28.3 a).

It is possible to take two 5 litre jerrycans on condition that they can be sealed.