

X-Yachts proposals to change of X-35 Class Rules

2 October 2008

X-Yachts A/S has conferred with ISAF to update the X-35 Class Rules as follows:

Suggestion 1

Change

Move the storm jib and trysail from section G.1.1 (d), G.1.2 (d), G7 and G8 to section C.11.1 (c)

REASONING

There is no need to have these sails officially measured or require sail purchase limitation on them as they are not really part of the working inventory of the boat.

Suggestion 2

Change

~~C.3.2 TOTAL WEIGHT~~

~~The total weight of each competitor's clothing and equipment shall not exceed 10 kg.~~

C.1 RULES

(d) RRS 43.1(b) shall apply.

REASONING

Delete Class Rule C.3.2 and insert a new rule C.1(d). There is no measurement procedure for this rule by referring this to the racing rule there is a linked measurement procedure described in appendix H of the RRS.

Suggestion 3

Current

C.2.3 STEERING

Owners and Group 1 **crew** members may steer the yacht. Except for emergencies involving safety of the yacht or **crew**, Group 2 or Group 3 competitors are prohibited from steering while racing in sanctioned One Design Class events, or in any One Design Class racing.

Proposal

C.2.3 STEERING

Owners and Group 1 **crew** members may helm the boat. Except for emergencies involving safety of the yacht where any **crew** may helm the boat.

Reasoning

In response to the misinterpretation of the class rules by an event jury, the above rule change attempts to clarify the position of unclassified sailors in regards to helming.

The revised wording helps to protect the integrity of the **closed class rules**, and we would rather not use the word prohibited. There is no need to talk about sanctioned events, it is only a sanctioned event if the X-35 class rules are invoked. We think allowing group 1 sailors to helm allows enough flexibility for offshore OD races.

Suggestion 4

Current

A.6 CLASS RULES VARIATIONS

A.6.1 At Class Events – see RRS 88.1.d) – ISAF Regulation 26.5(f) applies. At all other events RRS 86 applies.

Proposal

A.6 CLASS RULES VARIATIONS

A.6.1 At Class Events – see RRS 88.1.d) – ISAF Regulation 26.5(f) applies. At all other events RRS 86 applies.

A.6.2. When the X-35 is in a class event and also competing under a rating system the notice of race may alter the following rules with the permission of the X-35 executive committee:

- 1) **class rules** C.2.1(b) and C.2.2 to comply with the rating systems limitation on **crew** weight and numbers
- 2) **class rules** C.11.3(c) and (d) to permit **sails** without sail stickers to be used.
- 3) **class rule** C.11.3(b) shall not apply
- 4) **class rule** C.11.3(a) and (b) increase the number of spinnaker allowed to be carried to increase to that of the rating rule

A.6.3. If A.6.2. is invoked at a world or continental Championships the permission of ISAF is also required.

Reasoning

- 1) The X-35 is very crew weight sensitive. It is to much of a competitive disadvantage when competing against boats other than non X-35 without this restriction.
 - 2) This allows additional training sails and specific offshore sails to be used.
 - 3) This would allow delivery sails to be carried on races.
 - 4) This would allow the X-35 to carry additional spinnakers in case of damage or spinnaker less optimised to windward/leeward racing for distance racing.
-

Suggestion 5

Current

C.11.3 LIMITATIONS

- (a) Not more than one mainsail, two Max jibs, one OSR heavy weather jib, two spinnakers and one storm trisail and one storm jib shall be carried aboard.
- (b) Not more than one mainsails, two jibs, one OSR heavy weather jib, two spinnakers and one storm trisail and one storm jib shall be used during an event, except when a **sail** has been lost or damaged beyond repair. In that case a ~~class measurer or~~ race committee shall give his permission to replace damaged **sails**.

Proposal

Delete "clas measurer or"

Reasoning

We are not sure how this got in originally, but a class measurer is not a defined person.

Suggestion 6

Proposal

Remove all reference to sanctioned and class events. The NOR needs to invoke the class rules of the X-35. This defines whether it is a class event.

Suggestion 7

Proposal

C.6 BOAT

C.6.1 – C.6.2 as before

New

The following can be done without re-**certification** or approval of the **certification authority**. Unless stated otherwise items mentioned in this section may be obtained from any manufacturer and/or supplier.

C.6.3 MAINTENANCE

- (a) Routine maintenance is allowed to the interior of the boat.
 - (b) Routine maintenance is allowed to the exterior of the boat.
 - (c) PVC film may be attached to any part of the **hull** above the waterlines, **sails** or **spars**, provided their fixing gives no performance advantage.
-

Suggestion 8

Proposal - New

C.7 HULL

The following is permitted without re-**certification** or approval of the **certification authority**. Unless stated otherwise items mentioned in this section may be obtained any manufacturer or supplier.

C.7.2. FINISHING, POLISHING AND MAINTENANCE

- (a) **Hull** surface may be wet sanded and/or polished. **Hull** lines and curves shall not be altered.
- (b) All yachts shall have antifouling paint applied over the entire underwater section of **hull** and **hull appendages**.
- (c) The **hull** factory applied epoxy coated bottom, keel and rudder may be lightly sanded locally to remove imperfection.
- (d) Waxing and polishing of the **hull** external surfaces may be done above the waterline.
- (e) Cleaning and hull surface work like light sanding, painting and polishing which do not change the shape of the hull or other parts.
- (f) The **hull** including painting and minor repairs, no modifications are permitted to the hull, keel rudder or other external features.

- (g) Non slip material of any kind may be added in the cockpit and on the forepeak hatch.

C.7.3 REPAIR

- (a) The **hull** topside gelcoat surface shall not be removed except for light sanding to key the surface prior to painting.

C.7.4 MODIFICATIONS

- (a) Placement of line bags, and additional fairleads, foot rests, handholds, cleats, jammers and padeyes.
- (c) Holes may be made and local reinforcement added to the **hull** for the fitting of electronic navigation systems.

Suggestion 9

Proposal - New

C.9 HULL APPENDAGES

C.9.1 MODIFICATION, MAINTENANCE AND REPAIR

NEW TEXT IN YELLOW:

The following is permitted without re-**certification** or approval of the **certification authority**. Unless stated otherwise items mentioned in this section may be obtained any manufacturer or supplier.

- (a) All yachts shall have antifouling paint applied over the entire underwater section of **hull appendages**.

- (b) The **hull appendages** factory applied epoxy coated bottom, **keel** and **rudder** may be lightly sanded locally to remove imperfection.

- (c) The **keel** and **rudder** shall comply within the maximum templates as defined in the construction manual and with the following tolerances measured perpendicular to **keel** or **rudder** surface, respectively. The permitted distance between the maximum templates and the **keel** surface is between 0 and 4 mm.

The **keel** fin surfaces to be ruled between templates #330 through to #1230.

The permitted distance between the maximum templates and the **rudder** blade surface is between 0 and 4 mm.

Keel and **rudder** fairing and painting is permitted provided that the dimensions detailed in appendix H4 are met.

- (d) Fairing and repair of the **keel** and **rudder** in the areas from trailing edge to 15 mm forward of trailing edge is permit. The thickness of this area is not limited by the templates as described in Appendix H4.

DELETE: (b) Transverse width on keel and rudder in the areas from trailing edge to 15 mm forward of trailing edge is free ie. Not limited by distance to maximum templates as described in C.9.1 a).

Suggestion 10

Proposal - New

C.10.10 RIGGING MODIFICATIONS

- (a) Jury rigging in the event of a breakage or near failure that contradicts these rules may be done while racing however this shall be reported to the jury who may impose a variable penalty based on whether a performance advantage has been gained.

Suggestion 11

Proposal - New

C.11 SAILS

C.11.1 MODIFICATIONS, MAINTENANCE AND REPAIR

The following is permitted without re-**certification** or approval and may be done by anyone.

- (a) **Sails** shall not be altered in any way except as permitted by these **class rules**.
- (b) Routine maintenance such as small rips, replacement of damaged batten pockets, additional reinforcement, placement of chaffing patches is permitted without re-measurement and re-**certification**.
- (c) Battens may be placed in the **batten pockets**.
- (d) Addition of tell tales.
- (e) Addition of camber stripes.

Suggestion 12

Proposal - New

D.2.3 MAINTENANCE AND REPAIR

Routine maintenance as described in section C is permitted without re-measurement and re-certification. The following amendments require written approval by the **certification authority**. The boat may then be require **re-certification control**.

Suggestion 13

Proposal - New

E.2 GENERAL

E.2.1 RULES

- (a) **Hull appendages** shall comply with the **class rules** in force at the time of **certification**.

E.2.2 MODIFICATIONS, MAINTENANCE AND REPAIR

Routine maintenance as described in section C is permitted without re-measurement and re-certification.

- (a) Fairing of **hull appendages** is permitted provided the appendages remain within the official templates tolerance. The section of the foil shall remain uniform or taper uniformly between the template stations.

The **keel** and **rudder** shall comply within the maximum templates as defined in the construction manual and with the following tolerances measured perpendicular to **keel** or **rudder** surface, respectively. The

permitted distance between the maximum templates and the **keel** surface is between 0 and 4 mm.

The **keel** fin surfaces to be ruled between templates #330 through to #1230.

The permitted distance between the maximum templates and the **rudder** blade surface is between 0 and 4 mm.

Keel and **rudder** fairing and painting is permitted provided that the dimensions detailed in appendix H4 are met.

The following amendments require written approval by the certification authority before commencing work and the boat shall then be re-**certified** on it's completion

- (b) Removal of the **keel** from the **hull**.
- (c) Replacement of any hull appendage.