

Questions for Technical Committee Helsinki 30.11.2010

Question1

If the autopilot is in the class weight (App. H8) should the hydraulic ram be attached to its place, or can it be removed elsewhere as long as it is on board?

Question2

If the antifouling is in the class weight (App. H8), how much we should have it?

During the Worlds 2010 we saw some boats sanded all antifouling paint away from first half of boat length. There was still the primer left.

Question3 -a

If the bottom is painted with primer only (like Durepox paint) should antifouling be in the class weight (App. H8)?

Answer

The three question have the same answer, manage the weight of boat accurately, during the making of H8 and/or after in a race measurement control. The Italian fleet is probably the most experienced on this: normally the boat maintains the weight over time.

Refer to the question:

Appendix H7 and H8 refer to **fixed** optional. If hydraulic ram is on the weight of boat it has to be in position of work. Alternatively the owner could have the boat weight taken only with fixed fittings for the autopilot and no longer consider the Hydraulic ram as part of weight.

It's impossible to define and measure the quantity of antifouling paint. By the way the variation of the antifouling weight during the year is less than the tolerance of any dynamometer to take weight. The correct answer is fill the H8 with the real situation.

Question3 -b

Is Durepox paint or other primers high build paint and there for not allowed or is it having low density fairing compounds?

Answer3-b

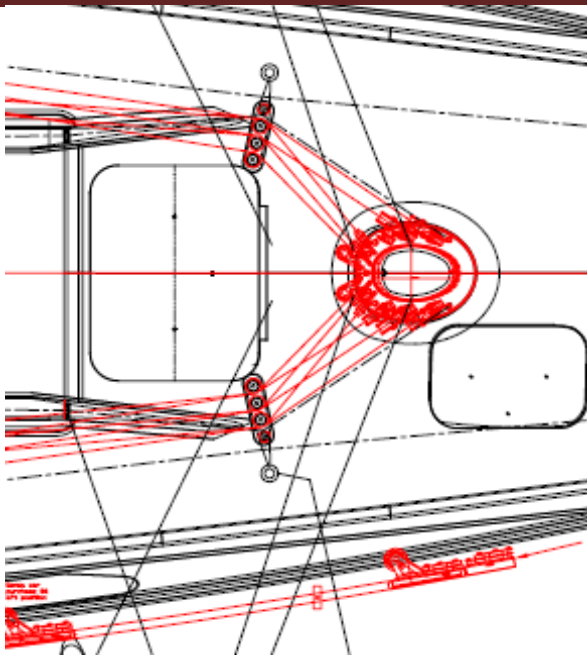
It's really difficult for a measurer to understand if a product like Durepox paint or other primers high build paint are used like a primer or to made fairing. The primer is allowed, the fairing of hull not. Probably to avoid problem is would be better to declare Durepox paint or other primers high build paint as **NOT ALLOWED**

Question4

In class rule Appendix H2 it is clearly shown the way in-hauler is led.

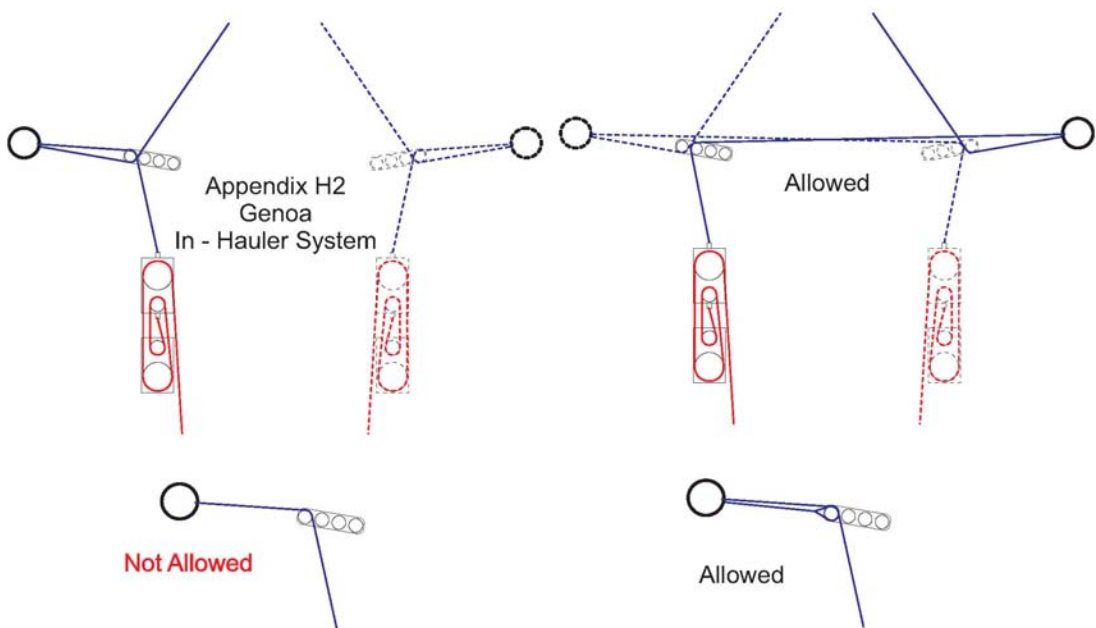
Is this meaning that in-hauler system shall be used as pictured, or can it be changed in organizer and led cross the cabin roof?

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Answer4

See drawings



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Question5

The ring between the rudder and hull is a mandatory fitting. Should it be loose or can it be attached to hull?

Answer5

It should be loose

Question 6

Genoa sheet are said that length of the stripped part shall be 0m. And material shall either be polyester or HMPE. We have found out that the polyester cover of the sheet will get damaged very easily as it runs thru the in-hauler ring because of the high friction. This friction will also damage the splice itself.

Shall we use rope with HMPE core and cover with polyester/Kevlar/Aramid/HMPE mix?

NO,

Shall we splice loops without cover to end of sheet?

Shall we use HMPE loops (soft shackle) of any length to attach sheet to sail?

It's possible to have splice loops without cover to use like a soft shackle, but the part of sheet without cover have be the minimum necessary for this use, every extra length is NOT ALLOWED

Question 7

Are we aloud to use in-hauler block tackle to adjust the headsail barber hauler?

The in-hauler block would be attached to the stanchion base as described in the class rules and the aft end of the line would be attached to the in-hauler ring with soft shackle. This way we don't have to add fittings to the deck for the 10:1 purchase of the barber haulers.

Yes, but remember the strength of stanchion is not so big..