

## X-35 CLASS ASSOCIATION - CLASS RULES INTERPRETATION



The following interpretation of the 2007 version of the X-35 Class Rules is in response to a formal request from the Class Association Technical Committee. The date of this interpretation is the 10<sup>th</sup> March 2008.

### HULL

#### **Question:**

How much can the **hull** be faired before the hull lines are altered as per class rule C.7.2?

#### **Answer:**

None

The class rules only permits “wet sanding and polishing” no mention is made to fairing of the **hull** and therefore it is not permitted under the principles of **closed class rules** together with the statement “Hull lines and curves shall not be altered.”

Localized wet sanding is there to permit (keying) making a pattern for the paint to attach to and to allow the removal, reapplication and smoothing of antifoul paints. The class rules also do not state that anything other than antifoul or primer may be added to the **hull**. The use of high build paints or other materials applied for the purpose of fairing is not permitted.

### KEEL AND RUDDER

#### **Question:**

What is permitted regarding fairing of the **Hull Appendages**?

#### **Answer:**

Class rule C.9.2. permits fairing of the **hull appendage** within the tolerance of the official templates. It should be noted that class rule E.3.5.(c) requires the **keel** to be encapsulated with the glass fibre coating as supplied by the X-Yachts this may not be removed. The **rudder** laminate shall not be altered. The **appendages** may have fairing compounds such as polyester or epoxy resins added which may have low density bulking agents such as microballons or glass bubbles added. Further checks, in addition to the application of templates, may be made. The tolerance at the templates applies in general to the entire surface of the hull appendages.

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