



To all class members,

During the autumn 2009 various questions about clarification were brought to the X-35 technical committee. Below you will find the outcome/answers:

**Question 1: If Hull certification is Declaration of conformity the following rules are not fulfilled by this document**

- a. A.11.1 (c) Sail number issued by the **certification authority**
- b. A.11.1 (d) Owner

To 1: Declaration of conformity is the document that is in use.

a. The sail number is issued by the **certification authority**. The **certification authority** for sail number is the MNA (the national sailing federation (see also A.10)). On the declaration of conformity, the builder X-Yachts, note the hull number, in your case 59. But as the MNA both use the hull number as sail number or they issue a separate national number e.g. ITA16155, the MNA issues the sail number for the owner.

b. Owner: It is correct that the owner is not mentioned on the declaration of conformity. The reason here for is that the builder, X-Yachts, sells through an importer who is the first owner, but of course not the final. We suggest that we here use appendix H8 where the owner is listed and an X-Yachts representative signs this document as the builder representative. H8 also includes the builder declaration that the yacht did comply to the X-35 international class rules valid at the time.

**Question 2. Who is the certification authority?**

To 2: **Certification authority:** As the X-35 class is a one builder class, X-Yachts, the builder is the **certification authority** in respect to hull & spars. All documentation here for is with X-Yachts.

For sail numbers as mentioned above and under A.10 is the MNA the **certification authority**.

**Question 3. Who is the Official measurer and where is Certification Control that full fill rule A.12 Initial hull certification (example for hull 59)**

To 3: As the X-35 class is a one builder class, X-Yachts, the control is an in house control. It's X-Yachts quality assurance system that is responsible for **initial hull certification**. Control can only be carried out by the builder.

**Question 4. After 4 years of X-35 racing, many yachts had seriously race incidents (Immac GER 56 Worlds 2008, Muzica Gavitello d'Argento 2009 Arg 17, Just 4 Fun NED 57 Worlds 2009, Sbressa Copa del Rey 2009 etc.) Which is the update situation that full fill rule D.2.3 (d)?**

To 4: **Hull certification/Re-certification:**

Bearing in mind that the owner is responsible that his yacht also after a larger damage confirms with the class rules, the proposal from X-Yachts and the technical committee is as follows: Owners have to provide documentation of the damage, e.g. insurance survey, and documentation from the yard that carries out the repair incl. material used and work carried out. From this documentation X-Yachts will assess the repair and the re-certification. In addition, the class measurer together with the owner shall issue a new H8 where they describe the damage and repair on the H8.

Most national X-35 classes have appointed a measurer that carries out the H8 measurement and therefore also is familiar with the X-35 class. That measurer would be the most suitable to carry out the visible check. X-Yachts will support and provide technical support when needed.

Therefore all national classes and owners shall follow the above procedure, if serious damage occurs to their yachts and owners who already have had serious damage can start the process of getting their yacht re-certified.

**Question 5. About ISAF Interpretation 10<sup>th</sup> March 2008 "The use of high build paints or other materials applied for the purpose of fairing is not permitted". The question mark is how is it possible for a measurer to demonstrate that to a race committee or when this fact involves a protest (see protest Perfect ten Worlds 2008)**

To 5: ISAF interpretation: We will ask ISAF for input on how this shall be handled.

**Question 6. About ring between rudder blade and hull: Shall the ring be installed between rudder and hull?**

To 6: About ring between rudder: As this ring is part of the **construction manual** and standard for the yacht, it is not permitted to remove it.

**Question 7. About joint between hull and keel: Between hull and keel there are an elæstatic polymer (sika). In most of the boats the paint or antifouling paint over the elastic polymer breaks. On some boats it's impossible to see any break. Perhaps the joint was made with epoxy under vacuum system or similar. Is that allowed?**

To 7: Keel/hull joint: The keel/hull joint is part of the **construction manual** and a standard joint for all X-35 therefore may only be with Sika or similar material. Other joint material or technology is not allowed.

Further comment to Question 4 from the technical committee:

We would also like to suggest that we in future for larger X-35 event get on the water judges as a most. Many owners have expressed their concern and anger about un-fair behavior (Go-cart approach at top marks with complete disrespect to rules and damage to yachts and crew).

It is very important as a class that we minimize such behavior as it in the long run will damage the class.

X-35 Technical Committee January 2010