

REPORTING COMMITTEE – KEELBOAT
OTHER COMMITTEE –

Class Rules Change

A submission from the International Monohull Open Class

PROPOSAL

F - 2: SELF RIGHTING TEST (180°):

~~Procedure~~ **Boat trim: like described in B.4.2.**

The hull floating upside down, that is to say with the deck turned through 180°, shall right itself and come deck upwards without any intervention externally to the boat. This test ~~may~~ **shall** be undertaken with the skipper, ~~or his/her representative,~~ inside the boat.

The skipper, ~~or his/her representative,~~ may, without leaving the interior of the boat, operate any mechanism to initiate the righting up of the boat. In such circumstances, that is to say an active self-righting system activated from within the boat, the presence of a second person is recommended. This person shall not interfere in any way in the act of righting the boat.

The use of specific device implies that such system can be reset without any external help at least three times in a row and in a less than two hours. ~~In the case of "air bag" being used, the permanent fixing, and the envelope of the bag shall be sufficiently tough.~~

This is left to the judgement of the measurer.

Deliberate flooding of compartments is forbidden. As an exception, a boat with a fixed-keel may fill allocated forward ballast tanks providing both the following conditions be met:

- **The allocated forward tanks shall be capable of being filled with the boat inverted and emptied with the boat upright.**
- **When upright with the allocated forward ballast tanks full, the forward freeboard shall be not less than 75% of the forward freeboard (B.4.1) with the forward ballast tanks empty.**

CURRENT POSITION:

See above.

REASON:

The skipper is responsible for what is happening during the self-righting test, and it is important that he knows what is going on when the boat is capsized. That is why his presence is mandatory during the test.

The notion of deliberate flooding is now integrated in the rule because some Imoca boats use this method to self-right the boat. For safety reasons, this mean of self-righting shall be limited.