Reporting Committee – Equipment Committee
Other Committee – ISAF Classes Committee, Oceanic & Offshore Committee

Submission: 094-15

Equipment Rules of Sailing

H.5.4 – Sail Measurement extended as necessary

A submission from IRC

Purpose or Objective

To define a method of identifying corner points for sail measurement which is consistent with the ISAF Sail Measurement Course as promoted through the ISAF IHC Scheme.

Proposal

To add new ERS H.5.4 – Extended as necessary to read as follows:

ERS H.5.4 – Extended as necessary

If there is local curvature and/or irregularity in the sail edge leading into a corner point, the extension of the sail edge shall be found as follows using a batten as specified in H.5.4(e) :-

(a) Hold the batten at its very ends with one end approximately where the **corner point** will be and the other end touching the **sail edge** being extended.

(b) Apply compression only to the batten to produce a uniform curve when required.

(c) If the batten does not replicate the sail edge shape exactly, move the end of the batten at the **corner** away from **sail** until the longest possible length of the batten touches the **sail edge**.

(d) Where this technique does not provide a repeatable **corner point**, ERS H.1.2 shall apply.

(e) Battens shall be of a specification approved by ISAF unless otherwise specified in class rules.

(f) Class Rules may vary ERS H.5.4

Current Position

As above.

Reasons

1. Formatting used does not replicate the ISAF requirement due to ERS terminology in bold. All additional text is shown as underlined only.

2. ISAF has promoted its Guide to Sail Measurement and subsequent ISAF Sail Measurement Course to all MNAs adopting the ISAF In-House Certification Scheme.

3. The above technique is employed by all In-House Official Measurers within an ISAF IHC licenced loft for sails built for classes adopting the ERS and invoking IHC within their class rules.

4. The above technique is not always used by other official measurers or equipment inspectors. This has led to an inconsistency in sail measurement.

5. By specifying within the Equipment Rules of Sailing the method used at ISAF Sail Measurement Courses and by IHC sail lofts, the ambiguities in the interpretation of "extended as necessary" will be removed resulting in more consistent measurement.

6. IRC caters for all sizes and types of monohulls keelboats ranging from small dayboats through cruiser/racers to superyachts. IRC adopted measurement by IHC approved lofts some years ago. Since then, we have seen a noticeable improvement in the consistency and reliability of sail data across all sizes and types of boats.

7. If this method of defining a sail corner is not accepted, then an alternative equally consistent method must be developed and defined and then promulgated to all official measurers including re-training of all In-house official measurers at IHC sail lofts.

8. The submission recognises that classes may wish to vary this instruction and prescribe their own measurement procedures within their class rules which will enable consistency to be applied to their own sails.