

MINUTES - CLASS RULES SUB - COMMITTEE



A session of the ISAF Class Rules Sub-Committee of the International Sailing Federation was held at 0930 - 1805 Hours on 5th November 2005 at the Scandic Grand Marina Hotel, Helsinki, Finland

Please refer to the ISAF website, www.sailing.org for the details of the submissions and supporting papers on this agenda.

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Present:

Georg Tallberg (Chairman)	Bill Abbott (Vice-Chairman)
Günter Ahlers (Special Regulations Rep.)	David Antoncic
David Brookes (Classes Rep.)	Olivier Bovyn
Paddy Boyd (Offshore Rep.)	Antonio Cardona Espin (part of meeting)
Jan Dejmo (Equipment Control Rep)	Michael Grandfield
Rich Jeffries (part of meeting)	Fred Kats
Ana Sanchez Del Campo Ferrer(Racing Rules Rep.)	Marco Predieri
Jason Smithwick	Henry Samuel

Apologies

Peter Vowles	Ali Hulki Oruz
Philippe Rogge	

*Please refer to the ISAF Council minutes of 10 - 11 November 2006 for the **final Council decision on all recommendations and opinions contained within these minutes (other than class rule changes).** For class rules submission the class rules sub-committee is the ruling committee on behalf of Council except in the cases of appeals.*

1. MINUTES OF THE PREVIOUS MEETING

(a) Minutes

The minutes of the Class Rules Sub-Committee meeting on the 6th November 2005 were noted and there were no matters arising not otherwise covered on the agenda.

2. REGULATION 26 – INTERNATIONAL & RECOGNISED CLASSES

(a) Offshore yachts – Submission 101-06

The submission from the Offshore Committee chairman regarding requirements for Offshore Yachts was noted. There was general support for the principle of including the minimum and maximum boat weight in standard class rules template.

CLASS RULES SUB-COMMITTEE (CONT).

Recommendation to the Equipment Committee

"Reject - the points made in the submission are noted; however it is felt that it is not wanted in the ISAF regulations, but they would be better used as guidelines for offshore boats in the standard class rules."

3. IN-HOUSE CERTIFICATION

A presentation was given by Rob Taylor (ISAF Secretariat) on the developments of the ISAF In-House Certification program noting the dedicated area on the website www.sailing.org/ihc

4. STANDARD CLASS RULES

A verbal report was presented by Richard Hart the Chairman of the working party noting minor developments in improved formatting. It was noted that the SCR document was well developed but significant improvement could be made to the guide to SCR. This is what the working group will focus on. The intention of the working party is to have a meeting in early 2007. It was agreed to appoint Jason Smithwick as a Class Rules SC representative on the Working Party.

5. CLASS RULE CHANGES APPROVED DURING THE YEAR

- (i) A report was received on class rule changes approved during the year as detailed below:

The following rules were approved by the Class Rules Sub Committee the amendments sheets can be viewed on the ISAF website:

- 420
- 49er
- Cadet
- J/80
- Mirror
- RS:X
- Tasar
- Tempest
- Yngling
- Zoom 8

No amendment sheet were produced for the following class rule but the final text has been posted on the ISAF website changes approved by the Class Rules Sub Committee:

- 470 Class Rules SCR Version
- Swan 45 Class Rules SCR Version
- Swan 45 Advertising Amendment

CLASS RULES SUB-COMMITTEE (CONT).

6. CLASS RULES OF NEW CLASSES APPLYING FOR ISAF STATUS

A recommendation on whether the class rules would be acceptable to ISAF was made to the Equipment Committee as follows:

(a) Speedsailing Association (windsurfer)

It was noted that the submitted class rules were in the SCR format and that in essence there were few rules as there are few restrictions. There was concern that the original submission had included a rule which permitted weight jackets in contravention of the RRS. A working party consisting of Bruno De Wannemaeker, Georg Tallberg, Norbert Marin and Rich Jeffries was established to work with the class to finalise the rules.

Recommendation to the Equipment Committee

"Approve with the following amendment: The class rules will be worked on for a day with a final decision to be made by the chairman."

(b) Mistral Prodigy (windsurfer)

It was reported that the class rules were adequate and in the SCR format.

Recommendation to the Equipment Committee:

"Approve"

(c) Musto Performance Skiff (single-handed, trapeze, spinnaker)

Jason Smithwick reported that the class rules were adequate and in the standard format.

Recommendation to the Equipment Committee

"Approve"

(d) X-35

It was noted that the class rules were SCR and ERS compliant and were a good basis for larger boats using the standard class rules template. The class rule requirement for compliance with Offshore Special Regulation Category 4 and the minimum weight for the anchor and ground tackle were raised for further consideration. It was noted that in common with many production boats there was an issue regarding compliance with the OSR 3.08.1 hatches opening forward of the maximum beam station.

Recommendation to the Equipment Committee:

"Approve with the following amendments: Work is still needed on the class rules regarding the requirements to comply with the Offshore Special Regulations."

(Note: after consultation with the Offshore and Special Regulation SC Chairmen it was deemed that for the time being, it was agreed to allow compliance with the OSR by a section C rule requiring the windows/hatches on the side of the coachroof to be closed.)

(e) Sirena SL16 catamaran

It was reported that the class rules were adequate and in the standard format

Recommendation to the Equipment Committee:

"Approve"

CLASS RULES SUB-COMMITTEE (CONT).

7. CLASS RULE CHANGE PROCEDURE

(a) Guidelines and Procedures

The Chairman presented a paper on the class rule change procedure and a PowerPoint presentation that he had been given to the ISAF Classes Committee.

The paper was covered four areas:

- 1) Guideline to class administrators
- 2) Guideline to class technical committee and CRSC
- 3) Operating Procedure of the CRSC
- 4) Class rule template

It was agreed that a few minor amendments would be made to documents 1, 2 and 4. Primarily the timeline is to be removed and a generic e-mail address specifically for handling class rule changes will be established (classrules@isaf.co.uk). This document would then be circulated to the classes.

The operating procedure would be worked on during the year although the aim was to also make this a public document and that the relevant class would have input throughout the procedure. It was agreed that in essence each submission would be voted on with a minimum two week consultancy period. However some degree of latitude to allow the wording to be amended without recirculation once problems have been identified will need to be established on a case by case basis.

(b) Electronic Forum

A presentation was given by Michael Grandfield regarding the use of electronic forums. Noting a number of key benefits including traceability, auto archiving, voting abilities, monitoring etc.

Recommendation to the Equipment Committee:

"Approve the use of internet forum for class rule change procedures. Vote: Unanimous"

The ISAF Secretariat together with Michael Grandfield will work on the implementation of an internet forum for the Class Rules Sub-Committee for the consideration and approval of class rule changes.

8. STRATEGIC PLAN

(a) Project proposals referred to Equipment Committee

Out of the box boats

The Committee considered that the concept of 'out of the box' should not necessarily imply single manufacturer. Fred Kats recommended that submission 056-04 be considered as a definition.

- (i) Construction controlled 'B&R' (buy and race) concept, i.e. shall be identifiable as measured and certified before leaving the manufacturers premises.
- (ii) Build by any ISAF approved builder.
- (iii) Truly one-design, i.e. compared with strictly standardised, objective and transparent (i.e. not secret) specifications, without optional

CLASS RULES SUB-COMMITTEE (CONT).

shapes, fittings and constructions. Moreover, built to tight however feasible tolerances.

- (iv) Easily swappable between sailors in case of supplied equipment, hence foils, spars, sails etc. shall be readily exchangeable between boats.

Recommendation to the Equipment Committee:

"The committee note the points made in submission 056-04 regarding "out of the box boats" and pointed out that this could be used to determine what an "out of the boat" was."

9. CLASS RULES CHANGES

(a) International Laser Class

All the proposals were accepted except those related to 001-boom outhaul. The chairman agreed to work with the class on the final wording.

(b) International Melges 24 Class

It was agreed that the following amendments would be effective 1 January 2007:

M242006_CRC_001 was approved as submitted.

M242006_CRC_002 was approved as submitted with the deletion "to assist tacking in light winds".

M242006_CRC_003 (deck fairings) added to the rolling agenda

M242006_CRC_004 was approved as submitted with class rule C.6.1.5 modified as follows:

"The mast shall be as supplied and assembled in accordance with the specification of the Licensed Manufacturer, except that a permanently attached shim may be used on one side to correct athwartship misalignment."

Secretariat Note: Subsequent to the meeting, following further input from the class, it was agreed to defer this items for further consideration under the rolling agenda procedure.

M242006_CRC_005 was approved as submitted

M242006_CRC_006 was approved as amended:

"The boat shall be in the process of either a normal, continuous hoist, or flying or dropping the gennaker at all times when the bowsprit is extended."

Secretariat Note: Subsequent to the meeting, following further input from the class, it was agreed to defer this items for further consideration under the rolling agenda procedure.

M242006_CRC_007 was approved as submitted

M242006_CRC_008 (crew hiking) was added to the rolling agenda. It was felt that this rule was one that would have to be implemented and enforced by the race officials and that the proposed wording needed further consideration by the racing rules representative.

CLASS RULES SUB-COMMITTEE (CONT).

M242006_CRC_009 was approved amended as follows: "Non-slip material of maximum 3mm thickness may be applied to the decks, cockpit floor and gunwale edge."

Secretariat Note: Subsequent to the meeting, following further input from the class, it was agreed to defer this items for further consideration under the rolling agenda procedure.

M242006_CRC_010, 011 were referred to the ISAF Executive Committee as they involved the Advertising Code.

M242006_CRC_012 was approved as amended below:

"The following are permitted: mast head (crane) fitting, backstay batten, wind vane, sheaves and sheave boxes, tangs and T ball sockets, spreaders, spreader attachments, gooseneck, boom vang fitting, halyard cleats and line stowage cleats, supplied mast foot, compass and brackets, mast alignment shim, protective cloth sleeves, tapes for **limit marks**, manufacturer labels, **certification mark**."

Note: the alignment shims should really be a section C rule and the class should reconsider the location of this rule.

M242006_CRC_013 was approved as submitted except that the rule was moved from section E to section C.2.210 as it is a modification permitted without re certification by a non-licensed builder.

M242006_CRC_014 was approved as submitted

M242006_CRC_015 was rejected as it was incorporated in CRC_012

(c) International Tornado Class

TOR2006_CRC_001 was approved as submitted

TOR2006_CRC_002 the submission was approved as amended below:

"The minimum total weight of the assembled hulls, Hull Appendages, and **Rig**, as defined in Sections D, E, & F of these Class Rules, shall be 155kg.

TOR2006_CRC_003 (personal sail numbers) the submission was deferred to the rolling agenda.

TOR2006_CRC_004 was approved as submitted

TOR2006_CRC_005 was approved as amended below:

add D.2.3(c) – "Limited by compliance with class rule E.3, fairing the forward bottom end of the centreboard slot is permitted. "

TOR2006_CRC_006 was withdrawn by the class for further consideration.

TOR2006_CRC_007 was approves as submitted

TOR2006_CRC_008 was approved except the absolute diameter of 3mm was deemed unadvisable and a minimum and maximum diameter would be introduced that incorporated the nearest imperial size.

TOR2006_CRC_009 was approves as submitted

TOR2006_CRC_010 was approves as submitted except that it was agreed to suggest to the class that a spinnaker recovery line was added to the list of running rigging

A general note on the positioning of "modification and maintenance" within the class rules was made. Most of these items should be in section C of the class

CLASS RULES SUB-COMMITTEE (CONT).

rules as they are permitted without re - certification.

(d) International Dragon Class

DRA2006_CRC_001 was approved with the wording amended as follows:

“ 3. the yacht does not have to be swung under rule 1.65.2 after the removal of corrector weights provided the corrector weights were removed within 300 mm of station 8.

DRA2006_CRC_002, 003, 004 were approved as submitted

DRA2006_CRC_005, 006 were withdrawn by the class

DRA2006_CRC_007, 008 were approved as submitted

DRA2006_CRC_009 was amended to read as follows:

“The mast complete with all fixed fittings, jumper struts, diamond shrouds, spreaders, standing and running rigging, shall not weigh less than 39kg. In addition when it is supported at the lower measurement band and weighed at the upper band it shall not weigh less than 13kg. For the purpose of this latter measurement the halyards shall be in the sailing position and the standing rigging secured along the mast. The ends of the rigging below the lower measurement band may rest on the ground or be removed so as not to affect the tip weight. In case of doubt the first paragraph of this rule shall prevail.”

DRA2006_CRC_010 the amendment to class rules 7.40 and 12.10 were approved as submitted. Submission 7.30 was amended and approved as follows.

“Shrouds shall be adjusted vertically with turnbuckles or other means of thread and shall be fixed horizontally at the points where they pass through the deck. Any device which permits remote adjustment is prohibited.”

DRA2006_CRC_011 was amended to read as follows:

“The distance from the head to the mid-point of the foot shall not exceed the average of the length of the luff and leech by more than 30mm. The mid-point of the foot is equidistant from the tack point and the clew.”

DRA2006_CRC_012 Deferred (Submission referred to Ken Kershaw safety working group for there advice before being added to the rolling agenda)

(e) Farr 40 Class

The rule changes were deferred to review :

- 1) Clarification of the spinnaker pole stowage rule in consultation with the racing rule representative
- 2) The specific reference to “Technora”

CLASS RULES SUB-COMMITTEE (CONT).

(f) RS:X Class

RSX2006_CRC_001 was approved as submitted except the reference to “Neil Pryde Group” is removed.

RSX2006_CRC_002

Was approved but amended to read as follows:

“C.6.3(g) The centreboard trailing edge protector may be replaced with a webbing retaining strap not less than 25mm wide and not less than 135mm long. The strap if used shall be fixed by a screw into an existing screw hole located each side of the centreboard slot.”

RSX2006_CRC_003, 004 were approved as submitted

(g) International FJ Class

FJ2006_CRC_001 was approved as submitted

FJ2006_CRC_002 was rejected. It was felt that the class which is an SCR class was moving away from ERS terms and needs to explain why it wants to before the submission can be approved.

(h) International 49er Class

Not discussed and placed on the rolling agenda.

(i) International Sonar Class

Not discussed and placed on the rolling agenda.

(j) International Yngling Class

The rule submission were not discussed it was agreed that a working party of Georg Tallberg, Jan Dejmo, Henry Thorpe and the class president and chief measurer would review each submission. The amended submissions would then be added to the rolling agenda.

10. ANY OTHER BUSINESS

(a) Interpretation

Soling (external mast track)

A sample Soling mast section was circulated with an external mast track glued to the original section over the existing mast groove. It was agreed that this was class legal and that if the class felt this was undesirable it should submit a rule change.

(b) Request for Dispensation

Mirror Class (Spinnaker Hoist Height)

A request was received from Selden Masts to allow a dispensation for 50 new style Bermudan rigs (serial numbers supplied) due to a 2mm on the spinnaker hoist height. On a vote of all but one in favour it was agreed that the mistake should be rectified although to minimise the effects on the sailors a dispensation until 1st May 2007 is authorised.

CLASS RULES SUB-COMMITTEE (CONT).

(c) Yngling Safety

Gunter Ahlers raised concern over the common practice in the Yngling class of storing the anchor under the cockpit floor. It was agreed with the Class President that a rule change would be proposed that required safety equipment to be stowed outside the watertight compartments.

(d) Philippe Rogge

Philippe Rogge had advised the Chairman of the Equipment Committee that he had resigned with immediate effect from ISAF Committees due to the burden of other commitments. The Chairman had thanked him for his valuable contribution over the past years.

There being no further matters the meeting concluded at 18:05.