Class Rules Sub-committee Minutes

The Class Rules Sub-committee met at 9:00 – 17:00 hours on Sunday 7th November 2010 at the Divani Caravel Hotel, Athens, Greece

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

1. Opening of the Meeting
2. Minutes of the Previous Meeting
3. Submissions
4. Class Rules of New Classes Applying for ISAF Status
5. Class & Championship Rules
6. Equipment Control Sub-committee
7. Reports & Opinions from Committees Members with Cross Representation
8. Class Rule Change Procedure and Working Process
9. Class Rule Changes
10. Any other Business

Present:
Georg TALLBERG (FIN) - Chairman
William ABBOTT (CAN) - Vice-Chairman
David ANTONCIC (SLO)
Jan DEJMO (SWE)
Janet GROSVENOR (GBR) - Oceanic and Offshore Representative
Dina KOWALYSHYN (USA) - Equipment Control Representative
Renee MEHL (USA) - Special Regulations Representative
Ana Maria SANCHEZ DEL CAMPO FERRER (ESP) - Racing Rules Representative
Fred KATS (NED)

Apologies:
Sebastian EDMONDS (GBR) - IC Representative
Henri SAMUEL (FRA)

Other Present
Henry THORPE - ISAF Technical Co-ordinator
Jason SMITHWICK – Head of the ISAF Technical and Offshore Department (In Part)

Please refer to the ISAF Council minutes of 11 - 13 November 2010 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. Opening of the Meeting

   The Committee meeting opened with an apology from the Chairman to the Committee members and in particular the new members for this committee cycle having been unable to attend last year.

2. Minutes of the Previous Meeting

   (a) Minutes

      The minutes of the Class Rules Sub-committee meeting of 8 November 2009 (circulated and approved after the meeting) were signed as a true record by Vice-chairman, Bill Abbott, who Chaired the last meeting. The minutes can be downloaded at www.sailing.org/meetings

   (b) Minutes Matters Arising

      There were no matters arising.
3. Submissions

(a) ISAF Advertising Code – Regulation 20

Submission 015-10 was noted from the Executive Committee regarding the ISAF Advertising Code. The Chairman focussed the discussion on the technical and measurement aspects of the submission which led to Jan Dejmo proposing the introduction of RRS terms in *italics* similar to Equipment Rules of Sailing (ERS) terms being in **bold**. In addition the following proposed amendments based on the use of ERS terms was made together with an offer to help with any further revisions of the advertising code on measurement related issues.

**Recommendation to the Equipment Committee: Approve with the following amendment,**

to incorporate better usage of the ERS and RRS definitions within the proposed code. The changes should not change the original.

It is suggest the following amendment are done

"Racing" the period of time defined in the RRS

20.1.2 A definition in the singular includes the plural, in the masculine gender includes the feminine gender. A term used as defined in the Equipment Rules of Sailing (ERS) *is printed in bold type and as defined in italic type as per the RRS.*

### Table 1 - Event Advertising

Allowed Advertising - see regulation 20.4.1

<table>
<thead>
<tr>
<th>Boat Type or Size</th>
<th>Hull</th>
<th>Boom Spars</th>
<th>Backstay and Kite line</th>
<th>Sails and Kites</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Boat less than 2.5m hull length</strong></td>
<td>On each side of the hull, but not aft of the longitudinal distance stated from the foremost point on the hull</td>
<td>On the forward part of each side of the boom spar</td>
<td>A flag, attached to the backstay or kite line, fitting in the following rectangle sizes (2)</td>
<td>On each side of the sail, placed between the sail numbers and the boom (wishbone) and aft of the foot median line</td>
</tr>
<tr>
<td><strong>Boat between 2.5m and 8m hull length</strong></td>
<td>40% of hull length</td>
<td>Greater of 1m or 25% of hull length</td>
<td>Not exceeding 20% of the boom length</td>
<td>No Advertising</td>
</tr>
<tr>
<td><strong>Boat over 8m hull length</strong></td>
<td>Greater of 2m or 20% of hull length</td>
<td>Greater of 2m or 20% of hull length</td>
<td>No Advertising</td>
<td>One flag 500mm x 750mm</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Not exceeding 20% of the boom length</td>
<td></td>
<td>One flag (or up to two in case of a boat without centreline backstay) 1900mm x 1400mm</td>
</tr>
</tbody>
</table>
## Windsurfer

<table>
<thead>
<tr>
<th></th>
<th>No Advertising</th>
<th>No Advertising</th>
<th>No Advertising</th>
<th>Not exceeding 0.4 sq m</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Kiteboard</strong></td>
<td>Any 25% of the area of the top and bottom surfaces</td>
<td>Not applicable</td>
<td>Up to two flags 150mm x 150mm</td>
<td>No Advertising</td>
</tr>
<tr>
<td><strong>Radio-controlled boat</strong></td>
<td>40% of hull length</td>
<td>No Advertising</td>
<td>No Advertising</td>
<td>No Advertising</td>
</tr>
</tbody>
</table>

(1) In this table, the word 'boat' does not include windsurfers, kiteboards or radio-controlled boats.

Note the term racing should be changed to *italics* in the whole document.

A number of other small drafting errors were raised over use of plurals and ERS terms but without understanding the intent, no formal recommendation could be made. e.g. kiteline or kitelines and the use of the term side(s) on masts.

### (b) ISAF Advertising Code – Sail Stickers for Sailor Identification

Submission 017-10 was noted from the International 470 Class Association to allow each Olympic Class to have a space reserved on the sailors' sails for a national flag or a national flag and sailors' names. It was noted that this topic was already covered by the friendly amendments to submission 015-10.

**Recommendation to the Equipment Committee: Opinion:**

The following comments apply to both this submission and the proposed Executive Committee amendments to 015-10. It is felt that this issue while partly linked to advertising should be covered within RRS Appendix G as sail identification is covered by this topic. In addition it is thought that it may be worth considering the crew names on sails not to be advertising.

### (c) RRS 42.3(i) - Pumping in Offshore Classes

Submission 164-10 was noted from the Royal Spanish Sailing Federation regarding not applying RRS 42 to Offshore Classes. The Chairman introduced the subjects questioning the terminology and the definitions used in both the proposal and reasoning. The Racing Rules Representative and the Committee supported these concerns.

**Recommendation to the Equipment Committee: Reject**

Concerns were raised about the lack of a workable definition of an “Offshore Class and Offshore Racing” In addition these issues can already be addressed by class rules.

### (d) Racing Rules of Sailing – Appendix B

Peter Davis (Observer) from the Speed Windsurfing Class Association introduced submission 186-10 from the Chairman of the Windsurfing and Kiteboarding Committee regarding proposed changes to RRS Appendix B.

The area of specific concern to the Committee was the proposed new B.2.1 (f) which states:

"Add to rule 43.1(a): 'In speed windsurfing competition, competitors, except junior and youth competitors, may wear additional weight up to a maximum of 10 kg. Additional
weight must be equalled by additional floating devices. The combination of additional weight and additional floating device must be positively buoyant.”

Peter Davis explained the needs of the Speed Windsurfing community and how the additional weight was particularly important more for inertia in the lulls than increasing the maximum power. He was keen that it should be possible at Speed Windsurfing events to be able to break the World Speed records managed by the WSSRC as their commissioners often attend their events.

Dina Kowalyshyn expressed concerns that as the 10 kg was not being used to equalise competitor’s weights this would therefore result in total sailor weights increasing and therefore little purpose being served by considering the reintroduction of weight jackets.

Bill Abbott and other expressed the opinion that to reintroduce weight jackets to any part of the sport was a step backwards and this would be the policy discussion for the Equipment Committee meeting. On a proposal by Georg Tallberg seconded by Jan Dejmo the following technical recommendation was made.

Recommendation to the Equipment Committee: Opinion

This issue should be first considered by the Medical Commission and the Racing Rule Committee addressing both the safety and medical concerns. It was expressed that this should be in RRS Appendix B if allowed and not be moved to the Class Rules.

(e) RRS Appendix E – Sail Identification

Submission 222-10 was noted from the Chairman of the Racing Rules Committee regarding the identification on sails in radio sailing classes.

Recommendation to the Equipment Committee: Approve with the following amendment,

(b) Rule G1.1(c) is changed to;

(3) Where there is a conflict between sail numbers in an event the race committee shall require that sail numbers be changed by applying a suitable prefix and/or altering a digit to resolve the conflict.

As it is impractical to alter a digit that is painted on to the sail which is often the case for radio sailing.

4. Class Rules of New Classes Applying for ISAF Status

The class rules of new classes applying for ISAF class status were reviewed to make a recommendation to the equipment committee on the suitability of the class rules for obtaining ISAF status. It was also intended to cover minor editorial issues for the Secretariat to raise with the class via these minutes.

(a) Hobie Wildcat

The proposed post-ISAF-adoption version of the class rules in the standard class rules format. The rules were light on content and that area of Modification, Maintenance and Repair needs to be developed further. However the rules were in the correct format for them to develop with the class.

Other points to be raised by the Secretariat with the class:

- Reference to official measurer need to be removed as this isn’t the intention of the the class.
- Requires RRS 49 to be amended to permit trapezing
**Recommendation to the Equipment Committee:**

The class rules were to an acceptable standard.

(b) Nacra Infusion

The proposed post-ISAF-adoption version of the class rules in the standard class rules format were reviewed by the Committee.

**Recommendation to the Equipment Committee:**

The class rules were not to a suitable standard for acceptance however the committee felt that the Secretariat could work with the class to achieve a suitable standard approved by the Class Rules Sub-committee.

*Note: After the meeting the Chairman along with the Secretariat met Hugh Styles, the Nacra Class representative, and the rules were worked on considerably before the council meeting. The Chairman informed the Chairman of the Equipment Committee that the rules were now up to the standard of the other applying classes and that the Class now understood what was required and would continue to develop their rules. The Secretariat will circulate the updated rules.*

(c) Viper

It was clear that as per the Hobie Wildcat that these rules were based on the Hobie Tiger for this reason the comments are as per the Wildcat.

**Recommendation to the Equipment Committee:**

The class rules were to an acceptable standard.

(d) 29erXX

Barry Johnson (Observer and IM for the 29er Class) introduced the 29erXX rules. The rules formed an appendix to the 29er class rules, accommodating the 29erXX modification. Concerns were raised about the need to clearly define in a separate document the upgrade of 29er to the 29erXX is for the sailor to be able to modify the boat.

Other points to be raised by the Secretariat with the class:

- Rule Number 5, 29erXX should be invoked by the NOR and treated as a separate class not a sub set of the 29er Class.

**Recommendation to the Equipment Committee:**

The class rules were to an acceptable standard.

(e) Formula 16

The post-ISAF-adoption version of the class rules in the standard class rules format were discussed noting there similarity to that of the Formula 18 class rules.

Other points to be raised by the Secretariat with the class:

- The use of ERS terms like certification and official measurer seems incorrect as later rules stating F16CA measurer seem contradictory. Any class based measurement system should clearly have ISAF as the independent interpretation and appeals authority and should this not be implemented for sails. Class Rule A.3.2, A.4 and A.9 need revising taking this into consideration.
- Section C rules referring to the fairness of racing requires rewording.
- The Class should not permit In-House Certification of Sails with the rules in their current state.
• Class Insignia position can only be achieved with a stated change to RRS 77 / Appendix G.

Recommendation to the Equipment Committee:
The class rules were to an acceptable standard.

(f) Class 40
A set of draft rules were presented by the Secretariat which the Committee accepted were work in progress. The rules now handle global certification of boat measurements within the SCR however a number of areas within the rules require further work. However the class have demonstrated a desire to work with ISAF and for this reason the acceptance of the class to recognised status should not be delayed further. The class have a workable set of current class rules and a commitment to change after a consultation period.

Recommendation to the Equipment Committee:
The draft version in the Standard Class Rules format was accepted and should be adopted by the class by November 2011. The class is recommended for status this year.

(g) Maxi Class
The classes non Standard Class Rule were discussed and their development was explained by the Secretariat. Mike Urwin (Observer) representing the IRC rule used in the class rules expressed some concerns with the term “IMA endorsed”. Gianfranco Alberini from the IMA agreed to the change, detailed in the recommendation below, to resolve this issue.

Other points to be raised by the Secretariat with the class:
• Revised wording for RRS 41 and 52 reference and amendments
• Specific 2010 World Championships should be removed

Recommendation to the Equipment Committee:
The rules are to a satisfactory standard for the class acceptance provided the rules are amended to require a World Championships to use IRC endorsed certificate. To avoid confusion the term “IMA endorsed certificate” should be changed to “IMA certificate” in the class rules.

5. Class & Championship Rules
Bill Abbott Chairman of the Championship Rules Working Party Report gave an update on the limited progress made during the year. However he reiterated that the working party were close to producing a workable solution with the intention of presenting his preliminary report and implementation strategy to the 2011 mid year Equipment Committee meeting. The conclusions would then be presented to the ISAF Classes Committee at the 2011 Annual Conference.

6. Equipment Control Sub-committee
Dina Kowalyshyn, Chair of the Equipment Control Sub-committee highlighted how the ‘tools’ produced by her committee were used by the Class Rules Sub-committee. A concept for a new document under the working title of the “Guide to ERS Certification Equipment Control” was introduced. It was expected this would be developed to fill the role of the old IYRU Measurement Manual.
In respect to the Equipment Rules of Sailing and its corresponding working party, there was encouragement for the Committee and MNA’s to ask questions of definitions they don’t understand and provide suggestion of new definitions they would like to be included. There was a stated preference for the working party led by Jan Dejmo to be consulted before end of February 2011 so that the working party has time to process possible changes. The ERS 2013-16 will be finalised in November 2011.

In addition the Standard Class Rules and Guide to Measurement working party was discussed and a desire to have more members from the Class Rules Sub-committee. While the SCR was now developed and accepted the key focus for this Working Group this cycle was to develop the SCR template for manufacturer controlled classes so that user are guided closer to the final answer. Fred Kats volunteered to become involved and further members are encouraged to participate.

7. Reports & Opinions from Committees Members with Cross Representation

The representatives from the Special Regulations Sub-committee, Equipment Control Sub-committee, Oceanic and Offshore Committee and Racing Rules Committee highlighted issues of interest to the committee on their agenda. The ISAF Classes Committee representative was not present at the meeting.

8. Class Rule Change Procedure and Working Process

The Chairman introduced the concept of moving to a more staff focussed Class Rules change process. He noted the limited use of the forum by the Committee members and the increasing knowledge and ability of the staff to handle these issues on the Committees behalf.

It was agreed that a staff led system would be instigated. However monthly reports will be provided to the Committee detailing changes. Should any disagreement or an item requiring a policy decision be presented, this should be dealt with by the Committee after the formation of an indicative policy by the staff. The Committee should be ideally be given two weeks to discuss the issue via e-mail.

The policy and procedures documents will need to be updated to reflect these changes.

9. Class Rule Changes

(a) 2.4 Metre

Karl Wessberg from the International 2.4 Metre Class Association introduced the intent to develop a one design from the Norlin MkIII 2,4 mR. Jason Smithwick explained the discussion the Secretariat had directly with the class and via the IFDS Technical Committees regarding the creation of a “One Design” Class. The current appendix K does not appear to achieve what the Class or IFDS requires, which appears to be a manufacturer controlled “One Design” not a simple tightening of the measurement within the current class based on an ill defined Norlin MkIII.

The Committee unanimously supported the Secretariat view that the Norlin MkIII Class Association could be established and an application may be made to join ISAF. However the current measurement rule should be preserved as a separate entity. It was accepted that the International 2.4 Metre Class Association may want to also manage the Norlin MkIII Association.

It was noted that if the Norlin MkIII wanted to be considered a true “Out of the Box / One Design” then a move to manufacturer controlled certification would be required. In
addition a detailed construction manual, building from master tooling, proper licensing of builders and new set of class rules would be required to support the new class.

Concerns were raised by the Committee about the uniformity of the existing Norlin MkIII particularly the early production and some very careful management of grandfathering of the existing boats would have to be introduced. Problems linked to rudder design and the apparent requirement for some boats to re-ballast for the boat to meet the measurement trim within the 2.4 Metre Class were raised.

**Recommendation to the Equipment Committee:**

It is recommended to the Equipment Committee that a new Norlin MkIII one design class be formed. This could be part of the International 2.4 Metre Class Association; this class may then apply for ISAF Class status.

(b) **Urgent Class Rule Changes**

No rules were considered under this agenda item.

10. **Any other Business**

   (a) **Advertising Code Publication**

   The Chairman and Vice Chairman indicated concerns about the amount of revision happening to the code each year and sailors ability to find the code within the ISAF regulations. The Committee did not want to tie this into recommendation with submission 015-10 as it did not want to hinder it being passed, but asked the Executive to consider the following points.

   **Recommendation to the Equipment Committee:**

   The committee would like more stability in the content of the advertising code and publication of the regulations with the racing rule of sailing to increase accessibility to the code to be considered.

   (b) **PDF Bookmarks**

   On a suggestion by Fred Kats the Secretariat was tasked with investigate the implementation of the use of bookmarks within the Class Rules to aid navigation of these documents.

   The concepts of the increasing options made possible via the electronic document presentation including the use of embedded ERS definitions should be considered as the technology develops.

   (c) **Interpretations**

   The Chairman expressed a desire not to have interpretations of class rules. It was felt that Interpretations and Question and Answers would be used to supplement weak rules. And that in instance a class rule change or an explanation of the concepts like closed class rules would resolve most requests.

   The Secretariat were requested to review the few interpretations on the ISAF website with a view to removing them as most of them were either out of date or superseded by rule changes.

   It was noted that Class Constitution may prohibit rapid changes of rules and for this reason class should consider changing their constitution. For this reason interpretations have to remain an option but their validity should be kept to a maximum length required to effect a rule change.
(d) Gunter Ahlers (GER)

The Committee would like to thank the continuing support of Gunter Ahlers (GER) a former Committee member who continues to provide his time freely to help the Class Rules Sub-committee by e-mail. His considerable knowledge particularly on areas such as Metre classes is gratefully appreciated by the Committee.