A session of the Measurement Committee of the International Sailing Federation was held at 1430 on Monday 10th November 2003 at the Palacio de Congresos, Barcelona, Spain.

Present:
Jean-Pierre Marmier (Chairman)
Jan Dejmo (Vice-Chairman)
Günter Ahlers
Jim Hartvig Andersen
Geoff Appleton
Antonio Cardona Espin
Bengt Gustafsson
Peter Hinrichsen
Ken Kershaw
Dina Kowalyshyn
Paolo Luciani
Kenneth McAlpine
Heinz Staudt

Also in attendance:
Simon Forbes – ISAF Technical Manager
Sebastian Edmonds – ISAF Technical Coordinator
Dick Rose, Item 7(c) only

Apologies
Tony Mooney

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1. CALL TO ORDER

Jean-Pierre Marmier was in the chair and called the meeting to order at 1430 hrs on Monday 10th November 2003.

2. MINUTES OF EARLIER MEETINGS

(a) Minutes of the Measurement Committee Meetings, 11th November 2002

The committee noted the minutes of their meetings, Monday 11th November 2002. There were no matters arising.

3. INTERNATIONAL MEASURERS

(a) International Measurers Sub-Committee

Günter Ahlers reported from the International Measurers Sub-Committee, 5 IM appointments were approved (with 1 pending) and there were 6 non-renewals. Of the new applications, 6 were accepted, 3 are pending and 3 rejected. The names of the approved IMS were later posted.

It was noted that due to possible liability concerns there was a need to ensure high standards for the IM’s as well as the need for consistent and high level appointment and recertification processes for Race Officials. A new procedure and application forms are being developed. More measurement seminars and possible qualification tests for International Measurers were suggested.

Günter Ahlers had, previous to the meeting, circulated a draft Code of Conduct for International Measurers. This was discussed and generally thought to be a step in the right direction with the thought that the rules regarding I.M should be much clearer. It was noted that the proposed changes to the ERS look to define further the role of the I.M.

There were some differences of opinion on the duties of an Event Measurer, is he/she required to “ensure compliance” with the measurement rules and allowed to give “professional advice” in order to do so. A case in point was the practice of warning sailor, while they were launching or before the start, that their mainsails were above the band (a point which cannot normally be checked during measurement).

4. TECHNICAL COMMITTEE

(a) Submission 015-03 – Technical Committee Structure

The committee raised concerns that the timeframe for the submission was too quick and that further discussion was needed to achieve a well working technical committee structure. Peter Hinrichsen circulated an opinion paper to the Committee on some of the negative aspects of the submission.

Recommendation to Council

The Measurement Committee recommends to Council rejecting this submission regarding the merge into one Technical Committee. It was considered that there was a need for at least two committees, one setting general ISAF Technical Policy (Sailing Committee), the other a Technical Control Committee (Measurement). The Technical Control Committee should deal with all class rule changes to ensure consistency which would be increasingly important as In-House Certification is implemented. The Committee re-affirmed the need for an ISAF Chief Measurer.
5. ADMINISTRATION OF MEASUREMENT
   (a) Deferred Submission 019-02 – International Measurers Sub-Committee, Measurement Committee and International Measurers Administration
       Recommendation to Council
       The Measurement Committee recommends accepting this submission.

6. 2008 OLYMPIC REGATTA
   (a) Submission 045-03 – Equipment Chosen for the Olympic Regatta 2008
       The committee raised concerns that a good principle in theory, once a hull has left the mould and is sold to the sailor, it could be altered in a variety of ways, and therefore would still require event measurement unless it is supplied equipment.
       Recommendation to Council
       The Measurement Committee opinion is to reject this submission because the important issue is the final hull shape and a common plug is only one part of the hull shape control.

7. EQUIPMENT RULES OF SAILING
   (a) Submission 183A-03 – Formatting Changes
       The committee noted that when originally submitted to the ISAF Secretariat some changes were lost and these were highlighted to the committee. The changes can be found in an appendix to these minutes.
       Recommendation to Council
       The Measurement Committee recommends accepting this submission, with additional formatting corrections.

   (b) Submission 183B-03 – Policy Changes
       The committee noted that when originally submitted to the ISAF Secretariat some changes were lost and these were highlighted to the committee. The changes can be found in an appendix to these minutes.
       Recommendation to Council
       The Measurement Committee recommends accepting this submission, with formatting corrections and the following amendment.
       On a vote of 10 in favour it was agreed to recommend amending the submission B.7.1 as follows: delete “above” and replace with “not below”, delete “and at 90° to the mast spar”.

   (c) Submission 184-03 – Title, Status, Terminology and Abbreviations
       The committee discussed the submission and points were raised about its relationship alongside the RRS. It was noted that the submission proposed to remove Part 1 of the ERS and this would cause many conflict problems as many of the classes that use the SCR also have adopted the ERS Part 1.
       Recommendation to Council
       The Measurement Committee recommends rejecting both parts of this submission to revise the title, introduction, status, terminology and abbreviations and the proposal to delete Part 1 of the ERS.

   (d) Submission 185-03 – Committee responsible for Measurement issues
       The committee noted that current RRS 50.4 does not accurately define the headsail and does not take into account headsails with roach etc. The committee reaffirmed their view that the
Rules relating to Equipment in the RRS should be the responsibility of the Measurement Committee.

_Recommendation to Council_

The Measurement Committee recommends accepting the submission.

8. **CLASS RULE INTERPRETATIONS**
   (a) Submission 208-03 – Class Rule Interpretations
       
       _Recommendation to Council_
       
       The Measurement Committee recommends accepting the submission.

   (b) Working Party Report – Standard Class Rules
       
       The committee noted that the minutes of the working party had been previously circulated and that there were no questions arising.
       
       It was noted that the Standard Class Rules and its Guide had been updated to reflect the changes to the ERS and that this would not be published on the ISAF website until the new ERS had become effective.

9. **IN-HOUSE CERTIFICATION**
   (a) Working Party Report – In-House Certification
       
       The committee received a brief presentation from the working party regarding the progress made during the past year. It was noted that two pilot projects had been established and it was envisioned that the first pilot project would be licensed to practice internationally accepted IHC by early 2004.

10. **2004 OLYMPIC REGATTA**
    (a) 2003 Test Event
        
        The committee noted the report from the Chairman regarding the successful Test Event. The committee noted that should the decision to Swing Test the Yngling at the Olympic Regatta be approved, then it would have to be done in a place not affected by the air-conditioning.

11. **ELECTRONIC EQUIPMENT**
        
        The committee received a paper from the working party regarding the use and control of electronic equipment in sailing. The committee noted the paper and recommended that it be adopted into the Guide to Standard Class Rules, to provide a standard method of dealing with electronic equipment.

12. **MEASUREMENT MANUAL**
    (a) Measurement Manual
        
        The Chairman distributed the first draft of the Measurement Manual and requested that the committee take the time to read it and to send any comments back to him for consideration. It was noted that the guide for fundamental and event measurement had been included into the same manual.

13. **TECHNICAL INSPECTORS**
    (a) Technical Inspections
        
        The committee received a paper from the ISAF Technical Manager regarding inspections undertaken in 2003 and planned inspections for 2004.
The committee expressed concern that technical inspections had again been undertaken without the MNA of the country where the inspection took place being aware of the inspection. The committee therefore requested that in the future the MNA should always be informed in proper time in advance by ISAF when a technical inspection is to take place.

14. PHILOSOPHY AND CONTROL OF “MANUFACTURING CLASSES”

(a) Working Party Report
The committee received a verbal report and written summary regarding progress made to date. The working party was essentially in agreement with the positions presented in four papers by Cliff Norbury, but felt that these should be organized into a single coherent paper including specific definitions of the terminology, as this has caused problems in the past. It was noted that the working party had started to collate data regarding the hull measurements of Ynglings and that the information received was in the process of analysis. The working party would make available its results once this process is finished.

15. ISAF GUIDE TO SAIL MATERIALS

(a) First Draft received
The committee received the first draft of the ISAF Guide to Sail Materials. The committee noted the paper and recommended that it be adopted into the Measurement Manual in order to provide standard methods of dealing with sail materials.

16. ANY OTHER BUSINESS

(a) Submission 186-03 – Hook Quick Release System
The committee noted submission 186-03 and raised concerns as to where the submission would be placed in the Racing Rules etc. A concern was expressed that the submission did not take into account the state of the hook at time of release i.e. under tension or load. It was also ambiguous as it could imply that the hook has to release from the plate on the trapeze harness, and not just from the trapeze wire.

There being no further business, the session ended at 1807 on Monday 10th November.

Circulation: Member National Authorities (MNAs)
Council
Classes
Affiliate Members
Associate Members
Committee Chairmen
Secretariat
SUBMISSION 183A-03

Corrections to formatting errors in the submission as published

F.17.2 Bowsprit Outer Limit Mark

The limit mark, for the setting of the headsails.

G.1.1 Sail

An item of equipment attached to the rig, used to propel the boat, including any of the following when they are present:

- sail reinforcements
- batten pockets
- windows
- stiffening
- tablings
- attachments
- identification marks
- advertising

and other parts as permitted by class rules.

G.1.3 Ply

A sheet of sail material.

Reason: Editorial change to correct a formatting error.

G.1.8 Double Luff Sail

A sail with more than one luff, or a sail passing around a stay or spar and attached back on itself.
SUBMISSION 183B-03

Corrections to formatting errors in the submission as published

B.7.1 Mainsail, Foresail and Mizzen Booms set on a Mast
When the sail is set on the boom, the extension of the upper edge of the spar shall intersect the mast spar above the lower limit mark, with the boom on the mast spar centreplane and at 90° to the mast spar.

C.2.3 Major Axes
The three major axes of the boat at 90° to each other – vertical, longitudinal and transverse – shall be related to the waterplane with the boat in measurement trim and the hull centreplane.

C.4.1 Fundamental Measurement
The control methods used as the primary means to establish the physical properties of equipment.

New rule. Following rules to be renumbered accordingly.

C.4.2 Equipment Certification Control
Control required by an MNA for certification which may include fundamental measurement.

C.4.2 Event Equipment Inspection
Controls carried out at an event as required by the notice of race and the sailing instructions which may include fundamental measurement.

C.4.4 Event Equipment Inspector
A person appointed by a race committee to carry out event equipment inspection.

C.4.5 International Measurer
A person authorised by the ISAF to inspect prototype boats of ISAF classes and recognised by ISAF as qualified to assist in event equipment inspection at international events.

F.7.12 Mast Spar Deflection
The difference in distance from, and at 90° to, a straight line between the upper point and the lower point and the spar with and without a specified load at a specified distance from the mast datum point.

(a) FORE-AND-AFT:Measured with the aft edge up.
(b) TRANSVERSE:Measured with the one side up.
See also H.3.5.