

IF18CA World Council 21 May 2019 Voting – CLASS RULES - SUBMISSIONS

Class rule proposal #1 – rule A.7.2

For immediate implementation under class rule A.7.2, subject to approval by World Sailing

- **Anticipate the amendment of rule A.7.1, which was already approved by World Council in December 2018, to come into force with immediate effect:**

A.7 CLASS RULES AMENDMENTS

A.7.1 Amendments to these class rules are subject to the approval of WS in accordance with WS Regulations and the IF18CA in accordance with its constitution.

- **Remove current rule:**

A.7.2 Amendments shall be placed on one year's notice unless it is considered essential to act immediately to prohibit or penalize an undesirable feature.

- **Simultaneously introduce a new Regulation under article 6.1(a) of the Constitution:**

Regulation 1 - Class Rules Amendments

Class Rules amendments shall be placed at an appropriate notice period taking into account, among others, the priority of the amendment, worldwide event schedules and the impact on production cycles and costs for manufacturers and sailors.

Reasons:

The current rule A.7.2 is too restrictive and too rigorous. In many cases it is not appropriate for the situation or agreed amendment. The timing of implementation of the rule amendments should make sense regarding the ease of implementation and the impact on builders, sailmakers and sailors.

Also the timing of World Council meetings varies from year to year but we should have a logical date for implementing the new rule changes - not just one year after the WC meeting but.

If there is a big change that impacts builders and sailmakers then there should be a specified implementation date relative to production cycles and worldwide event schedules.

This aspect of class management can be better regulated under the Constitution of the Association instead of in the Class Rules themselves. The Regulation shall be published on the IF18CA website as an Annex to the Constitution.

Class rule proposal #2 – rule C.3.4

For immediate implementation, subject to approval by World Sailing

Current class rule

C.3 CREW

C.3.4 LONG DISTANCE RACING

- (a) The **crew** shall be able to re-right the **boat** after a capsize. They may be asked to demonstrate their ability to do so.

EITHER remove rule C.3.4(a) (Option A)

OR renumber to C.3.2(d) (Option B)

C.3 CREW

C.3.2 LIMITATIONS

- (d) The **crew** shall be able to re-right the **boat** after a capsize. They may be asked to demonstrate their ability to do so.

Reasons:

- To have one set of uniform class rules for boat righting which prescribe the criteria for to all types of racing, irrespective of the character of the event, ranging from inshore around-the-cans races to offshore long distance events.
- Option A removes this requirement completely
- Option B makes this a requirement for all type of races

Class rule proposal #3 – rule C.5

For immediate implementation, subject to approval by World Sailing

Current class rules

C.5 PORTABLE EQUIPMENT

C.5.1 FOR USE

(a) **MANDATORY**

- (1) One righting line, minimum 4 metres long and 10 mm minimum diameter
- (2) One steering compass.

(b) **OPTIONAL**

- (1) Steering compasses
- (2) Mechanical timing devices, mechanical wind indicators
- (3) Electronic devices that provide timing, heading, and heading memory but which do not transmit or receive data
- (4) When required by the notice of race for long distance courses, organisers may require further equipment, such as VHF, mobile phone, GPS or tracking devices, emergency positioning indicating radio beacons (EPIRB) devices, knife, mirror, whistle, flares, flashlights, first aid set.

C.5.2 NOT FOR USE

(a) **MANDATORY**

- (1) A towing line minimum 15 metres long and 6 mm diameter if required by the notice of race.

(b) **OPTIONAL**

- (1) When required in the notice of race, one strong paddle with minimum total length of 1000 mm. The paddle blade shall be minimum 140 mm wide and minimum 250 mm long.

Amend as follows

C.5 PORTABLE EQUIPMENT

C.5.1 MANDATORY

- (a) Righting line, minimum 4 metres long and minimum 10 mm diameter
- (b) [LIST OF ITEMS]
- (c) Items required in accordance with the notice of race.

C.5.2 OPTIONAL

- (a) Timing device(s)
- (b) [LIST OF ITEMS]
- (c) Items permitted in accordance with the notice of race.

Reasons

- To have one set of uniform class rules for personal equipment which prescribe the criteria for to all types of racing, irrespective of the character of the event, ranging from inshore around-the-cans races to offshore long distance events.
- The introduction of rules C.5.1(c) and C.5.2(c) supports the versatility of F18 racing: an Organisation Authority will have the possibility to require or permit additional items for an event, making the requirements and options for portable equipment items “fit for purpose” for that particular event. The class association remains in control, when it wants to: the IF18CA will continue to exercise control over key international F18 events (Worlds, Continental Championships) via the need of its approval for the notice of race: only if/when the IF18CA agrees items will be added under C.5.1(c) or C.5.2(c). Likewise, when it wants to, an NCA can have control over its local F18 events.

Option menu – LIST OF ITEMS - C.5.1(b) and C.5.2(b)

- 1) **C.5.1(b)**: if an item is **mandatory** the notice of race cannot remove this requirement without the approval of World Sailing (WS Regulation 10.5(f)) or the class association (RRS 87).
- 2) **C.5.2(b)**: if an item is explicitly **permitted** the notice of race cannot disallow this equipment without the approval of World Sailing (WS Regulation 10.5(f)) or the class association (RRS 87).
- 3) **C.5.1(c) and C.5.2(c)**: if an item is not explicitly required or permitted it will fall under the general rule of it (only) being required or permitted if so stated in the notice of race.

OPTION MENU:

• For each item indicate vote by marking (only) one “X” in the chosen column	Mandatory (see 1 above)	Permitted (see 2 above)	Only permitted or required if in the NoR (see 3 above)
(One) steering compass			
Knife			
Towing line			
Additional steering compass(es) (*)			
GPS (*)			
VHF (*)			

*) Note: World Council will not vote on making additional steering compass(es), GPS or VHF a mandatory item

Class rule proposal #4 – rule D.6.1

For immediate implementation, subject to approval by World Sailing

Current class rule

C.5 PORTABLE EQUIPMENT

C.5.1 FOR USE

(a) MANDATORY

- (1) One righting line, minimum 4 metres long and 10 mm minimum diameter

Proposal 4.A – reduce minimum length to 3.5 metres

Proposal 4.B – reduce minimum diameter to 8 mm

Amend as follows

C.5 PORTABLE EQUIPMENT

C.5.1 FOR USE

(a) MANDATORY

- (1) Righting line, minimum 3.5 metres long and minimum 8 mm diameter

Reasons

Proposal 4.A: the method of storage of righting lines has evolved over time and most sailors now have the righting line suspended underneath the trampoline with both ends of the line prefixed to the front beam near the inner sides of the hulls. This storage method allows faster deployment of the righting line, which is safer for the crew. This storage method permits the righting line to be shorter as there is no longer a need to throw it over the upper hull when capsized. Those crews that prefer using a longer righting line can still do so under the proposed rule.

Proposal 4.B: a large part of the fleet have already switched to using righting lines of 8 mm diameter, which has been proven to be suitable and safe in practice. Those crews that prefer using a thicker righting line can still do so under the proposed rule.

Class rule proposal #5 – rule D.6.1

For immediate implementation, subject to approval by World Sailing

Current class rule

D.6 PLATFORM

D.6.1 CONSTRUCTION

(a) ...

(b) Non-slip surfaces, built in or applied to the **hulls**, are allowed.

Amend as follows

D.6 PLATFORM

D.6.1 CONSTRUCTION

(a) ...

(b) Non-slip surfaces are allowed.

Reason

The current rules restrict the use of non-slip surfaces to the hulls only. The proposed amendment aims at improving safety by allowing the use of this type of surface on all parts of the platform, e.g. on the front beam to reduce the risk of the crew slipping when crossing the boat in front of the mast.

Class rule proposal #6 – rule G.3.3

For immediate implementation, subject to approval by World Sailing

Current class rule

G.3 MAINSAIL

G.3.3 CONSTRUCTION

- (d) The following are permitted: stitching, glues, tapes, bolt ropes, corner eyes, headboard with fixings, Cunningham eye or pulley, reefing points, battens, batten pocket patches, batten pocket elastic, batten pocket end caps, mast and boom slides, leech line with cleat, tell tales, sail shape indicator stripes and items as permitted or prescribed by other applicable *rules*.

Amend as follows

G.3 MAINSAIL

G.3.3 CONSTRUCTION

- (d) The following are permitted: stitching, glues, tapes, bolt ropes, corner eyes, headboard with fixings, Cunningham eye or pulley, **zips, hook-and-loop fasteners**, reefing points, battens, batten pocket patches, batten pocket elastic, batten pocket end caps, mast and boom slides, leech line with cleat, tell tales, sail shape indicator stripes and items as permitted or prescribed by other applicable *rules*.

Reasons

Including zips and hook-and-loop fasteners (Velcro ©) widens the range of application options for sailmakers. These low-cost items are already permitted for the jib (G.4.2(e)) and trampoline (D.5.3(d)).