

## IF18CA 2019 World Council Annual Meeting – 7. CLASS RULES - SUBMISSIONS

### Class rule proposal #1 – rule C.6.

#### For immediate implementation

#### Current rules

#### C.6 BOAT

##### C.6.1 WEIGHT

###### (a) PLATFORM

- (1) The minimum weight of the platform shall be 130 kg.
- (2) The platform shall be weighed assembled. It comprises: the assembled **hulls**, the trampoline, the **hull appendages**, tiller, tiller extension, main **sheet** and jib **sheet** systems, compass(es), **corrector weights**, righting line and all equipment and control lines normally bolted, screwed or fixed in a permanent manner on the **boat**, not to include the towing line.

###### (b) BOAT READY TO SAIL

- (1) The total weight of the **boat**, ready to sail, shall not be less than 180 kg.
- (2) The weight of the **boat** ready to sail shall be the platform as in C.6.1(a) carrying the equipment normally used for navigation with the **rig** as in C.9 and a set of **sails** with battens as in C.10.

##### C.6.2 CORRECTOR WEIGHTS

- (a) A maximum of 7 kg of **corrector weight** is allowed to comply with both platform and **boat** ready to sail minimum weights.

#### Amend as follows

#### C.6 BOAT

##### C.6.1 WEIGHT

###### ~~(a) PLATFORM~~

- ~~(1) The minimum weight of the platform shall be 130 kg.~~
- ~~(2) The platform shall be weighed assembled. It comprises: the assembled **hulls**, the trampoline, the **hull appendages**, tiller, tiller extension, main **sheet** and jib **sheet** systems, compass(es), **corrector weights**, righting line and all equipment and control lines normally bolted, screwed or fixed in a permanent manner on the **boat**, not to include the towing line.~~

###### ~~(b) BOAT READY TO SAIL~~

- ~~(1) The total weight of the **boat**, ready to sail, shall not be less than 180 kg.~~ **The weight shall be taken excluding all portable equipment as listed in C.5.**

~~(2) The weight of the **boat** ready to sail shall be the platform as in C.6.1(a) carrying the equipment normally used for navigation with the **rig** as in C.9 and a set of **sails** with battens as in C.10.~~

#### C.6.2 CORRECTOR WEIGHTS

- (a) A maximum of 7 kg of **corrector weight** is allowed to comply with ~~the both platform and boat ready to sail~~ minimum weights.

### To read as follows

## C.6 BOAT

### C.6.1 WEIGHT

The weight of the **boat** shall not be less than 180 kg. The weight shall be taken excluding all **portable equipment** as listed in C.5.

### C.6.2 CORRECTOR WEIGHTS

- (a) A maximum of 7 kg of **corrector weight** is allowed to comply with the **boat** minimum weight.

### Reasons:

- The current rules are unnecessary, superfluous.
- There is no performance or other incentive for builders to minimise the platform weight, given that there is a minimum total boat weight requirement of 180 kg.
- The proposal removes administrative burden: no longer separate measurement of platform weight will be taken.
- The proposed wording is much simpler and clearer.

### Notes:

- In the proposed rule it is explicitly stated that portable equipment shall not be counted towards the boat weight. Simultaneously:
  - 1) the righting line and mechanical wind indicators will be reclassified as boat equipment (moved from rule C.5 to other rules / not reflected in above rule wording). The effect is that these continue to be included in boat weight.
  - 2) the effect of submission #4 is that fitted compasses (to be listed in as optional equipment in rule D.2) continue to be included in boat weight, but other (portable) compasses (optional portable equipment) no longer.

## Class rule proposal #2 – rule C.7.1

### For immediate implementation

#### Current rule

#### C.7 HULLS

#### C.7.1 FITTINGS

- (a) Hatch covers, and drain bungs if fitted, shall be kept in place when sailing.

#### Amend as follows

#### C.7 HULLS

#### C.7.1 FITTINGS

- (a) Hatch covers, and drain bungs if fitted, shall be kept in place ~~when sailing~~ **while racing**.

#### Reasons:

- Rule clarification
- “Sailing” used in the current rule is not a defined term and thus sailors currently have to interpret this rule.
- Proposal follows generally accepted practice / rule interpretation established in the class and confirms that sailors are allowed to access the hulls between races (e.g. for stored food, drinks or tools).

#### Notes:

- “*Racing*” is a defined term in the RRS:  
*Racing* A boat is *racing* from her preparatory signal until she *finishes* and clears the finishing line and *marks* or retires, or until the race committee signals a general recall, *postponement* or *abandonment*.

## Class rule proposal #3 – rule C.9.6

### For immediate implementation

#### Current rule

#### C.9 RIG

##### C.9.6 STANDING RIGGING

- (a) It is NOT permitted to adjust: mast rake, tension of standing rigging, angle or length of spreaders or diamond wire tension.

#### Amend as follows

#### C.9 RIG

##### C.9.6 STANDING RIGGING

- (a) It is ~~NOT~~ permitted to adjust: mast rake, tension of standing rigging, angle or length of spreaders, or diamond wire tension **while not racing**.

#### Reasons:

- Corrects an omission in the current class rules.
- Re-inserts wording “while ... *racing*”, which was inadvertently deleted in the 2010 version of the class rules.

#### Notes:

- It has been suggested that safety in high winds would be a reason for allowing adjustment also while racing. However, standing rigging adjustment primarily has an effect on performance, and relatively little on safety. Permitting the adjustment of standing rigging while sailing would open the possibility of new, potentially costly development.
- Converts to closed rule standard format.
- *Racing* is a defined term under RRS:  
***Racing*** A boat is *racing* from her preparatory signal until she *finishes* and clears the finishing line and *marks* or retires, or until the race committee signals a general recall, *postponement* or *abandonment*.

## **Class rule proposal #4 – new rule D.2**

### **For immediate implementation**

#### **New rule**

#### **D.2 GENERAL**

#### **D.2.X FITTINGS**

#### **(b) OPTIONAL**

**(x) Steering compass(es) and compass bracket(s).**

#### **Reasons:**

- Confirms that the fitting of one or more compasses and compass brackets, a longstanding practice in the fleets, is permitted

#### **Notes:**

- Distinguishes between i) fitted compasses (listed in D.2) and ii) compasses carried by crew as portable equipment (listed in C.5.2)
- No restrictions for the materials or location on the boat.