

**International One Metre**  
**International Class Association**  
(IOM ICA)  
**2011 Annual General Meeting**  
(AGM)  
**Meeting Agenda**

- 1. Call To Order**
- 2. Confirm Quorum**
- 3. Approve Agenda**
- 4. Declare Voting Strength**
- 5. Election of Officers**
  - 5.1. Chairman  
Nominations for Alfonso Moreno (ESP) for the position of Chairman have been received from POR and CRO.
  - 5.2. Secretary  
Nominations for Barry Fox (CAN) received from CAN and ESP.
  - 5.3. Treasurer  
Nominations for David Turton (AUS) received from CAN and AUS.
  - 5.4. VC Technical  
Nominations for Robert Grubisa received from ESP and CRO.
  - 5.5. VC Events  
Nominations for Olivier Cohen (FRA) received from ESP and CAN.
  - 5.6. VC Measurement  
Nominations for Lawrie Neish (CAN) received from CAN and CRO.
  - 5.7. VC Communications  
Nominations for Pedro Egea (ESP) received from ESP and CAN.
- 6. Changes to Class Rules – See Appendix A**
  - 6.1. Changes to CR F.3.1 and F.4.1 dealing with allowed alloys
  - 6.2. Changes throughout Section G of the class rules dealing with batten pockets and reinforcement
  - 6.3. Changes to CR F.4.5 dealing with maximum boom dimension.
- 7. Changes to Class Championship Rules – See Appendix B**
  - 7.1. IOM CCR 8.2 and 8.6.1 (ii) to be changed
  - 7.2. IOM CCR 8.6.1 and 8.7.1 to be changed
- 8. Treasurer’s Report**
- 9. Discussion from the floor**
- 10. Meeting Adjourned**

# Appendix A – Resolutions for Changes to Class Rules

## 6. Changes to Class Rules

6.1 Changes to CR F.3.1 and F.4.1 dealing with allowed alloys. – Submitted by GER

Current rule reads:

F.3.1 MATERIALS

(a) The **spar** shall be aluminium alloy of 2024, 6005, 6061, 6063, 6082 or 7075 grade, or wood.

And

F.4.1 MATERIALS

(a) **Spars** shall be aluminium alloy of 2024, 6005, 6061, 6063, 6082, 7075, 7068 or 7178 grade, or wood.

It is proposed to change allowed alloys to read:

F.3.1 MATERIALS

(a) The **spar** shall be aluminium alloy of 2024, **5754**, 6005, **6060**, 6061, 6063, 6082 or 7075 grade, or wood.

And

F.4.1 MATERIALS

(a) **Spars** shall be aluminium alloy of 2024, **5754**, 6005, **6060**, 6061, 6063, 6082, 7075, 7068 or 7178 grade, or wood.

Discussion:

By checking some sources of aluminium alloys (dealer and manufacturer) we found out that the most easy available standard aluminium alloys in Germany are 5754 and 6060 grade.

In fact of this and because both have a normal aluminium density and their mechanical characteristics are below the permitted 7075 alloy we suggest to add these aluminium alloys to the listed in IOM Class Rule(s)

## Appendix A – Resolutions for Changes to Class Rules

**6.2 - Changes throughout Section G of the class rules dealing with batten pockets and reinforcement– Submitted by Technical Sub Committee and based on an original request for interpretation by GBR, an original proposal made by Jan Dejmo and comments received on informal meeting with sailmakers and IOM ICA Exec representatives during European Championship 2010 in France)**

### **Background**

Originally the intention was that IOM mainsail roach control should be achieved by regulating the **batten pocket** positions and requiring the **leech** not to extend beyond straight lines between pockets, between the upper pocket and the **aft head point** and the lower pocket and the **clew point**. The same approach used by many ISAF classes.

A possibility for battens without batten pockets was however introduced and the “straight lines” were then to interlink at “batten pocket points” found at the intersection of the **leech** and the centreline of the **batten pocket**, or the batten when no pocket. This forced the **leech** to have a “peak” at each “batten pocket point”. But when such a peak becomes “rounded” by tear and wear the sail will become illegal as the **leech** will then project aft of the straight lines meeting at the batten pocket point.

A way to solve the problem is to create “zones” at battens, or batten pockets, where the **leech** is not controlled by the straight lines. Similar to what is achieved when the straight lines are taken “between the pockets” as described in the first paragraph.

### **Proposed Class Rules Amendments**

Goals for the proposed amendments:

- To remove non ERS definitions if possible.
- To amend the current, and in practise impossible, leech requirements.
- To permit batten patches and to treat them equal to batten pockets.
- To permit mainsails without any battens/batten patches
- To simplify the current leech control rules if possible.
- To legalize currently used sails which do not comply with the current rules in regard to leech shape at a batten pocket point and/or have batten patches.

Proposed amendments are included at the end of the document.

### **Comments on Batten Pockets and Battens without Pockets**

There are currently a large numbers of mainsails with battens having one patch at its forward end and another at its aft end. It is not likely that such patches would qualify as a **batten pocket** and in any case only one would be permitted.

**If batten patches are to be permitted, then it is difficult to see why the combined total area of patches should be required to be less than what is permitted for a batten pocket.** And as a batten pocket may consist of any number and type of additional ply, why not allow the same for batten patches? And in view of what is permitted for batten pockets, why not have the same size restrictions for battens (stiffening) as for batten pockets?

**Note:** Throughout the listing of the Section G rules that follows, green text is added wording and red text is to be deleted.

# Appendix A – Resolutions for Changes to Class Rules

## Section G – Sails

### G.1 PARTS

#### G.1.1 MANDATORY

- (a) **Mainsail.**
- (b) **Headsail.**

### G.2 GENERAL

#### G.2.1 RULES

**Sails** shall comply with the **class rules** in force at the time of their initial **certification control**.

#### G.2.2 CERTIFICATION

- (a) The **official measurer** shall **certify sails** in the **tack** and shall date each with the date of **certification control**.
- (b) An MNA may appoint one or more persons at a sailmaker to measure and **certify sails** produced by that manufacturer. A special licence shall be awarded for that purpose.

#### G.2.3 SAILMAKERS

No licence is required.

#### G.2.4 DEFINITIONS

##### **Batten Pocket Point**

The batten **pocket** point is defined as the intersection of the **leech and**

- (a) the extended centreline of the **batten pocket, or batten or**
- (b) a line of minimum length 20 mm marked on the **leech** if there is no **batten pocket, and the leech.**

#### G.2.5 Measurement

- (a) During measurement:
  - (1) battens need not be removed,
  - (2) **mainsails** with the **luff** not set in a mast **spar** track may be attached to **spars**,
  - (3) a **headsail stay** and **mainsail** mast **spar** jackstay need not be removed.
- (b) Where a **mainsail** has a **luff** bolt rope the **luff** shall be taken as the aft edge of the bolt rope.
- (c) **Luff** slides shall be ignored when measuring **sail** dimensions provided that their total length, measured along the **luff**, does not exceed 10% of the **luff length**.

### G.3 MAINSAIL

#### G.3.1 CONSTRUCTION

##### (a) MANDATORY

- (1) The construction shall be: **soft sail, single ply sail.**
- (2) The **body of the sail** shall consist of the same **ply** throughout and of not more than four parts joined by **seams**.
- (3) **Seams** shall not deviate more than 10 mm from a straight line between **luff** and **leech**.
- (4) The **sail** shall have three **batten pockets, or battens at the leech or lines marked on the leech as defined in G.2.4(b)** if there are no **battens pockets, at the leech.**
- (5) Except within the leech stiffening zones, see H.3, the **leech** shall not extend aft of straight lines between **The leech shall not extend aft of straight lines between:**
  - (i) the **aft head point** and the nearest batten **pocket** point,
  - (ii) adjacent batten **pocket** points,
  - (iii) the **clew point** and the nearest batten **pocket** point where the batten **pocket** points are to be taken as defined in G.2.4.
- (6) The **foot** shall not extend below a straight line between **tack point** and **clew point**.
- (7) Class insignia.

##### (b) OPTIONAL

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- (1) **Tabling**, which at the **luff** may form a pocket for a mast **spar** jackstay.
- (2) One or two cringles and/or openings at the **head**.
- (3) One cringle and/or openings at each of the **clew** and **tack**.
- (4) **Luff** openings for mast **spar** rings and/or loops for mast **spar** jackstay fittings.
- (5) **Luff** bolt rope.
- (6) **Luff** track slides.
- (7) **Luff** fittings for mast **spar** rings and/or loops.
- (8) **Luff** fittings for mast **spar** jackstay.
- (9) **Primary reinforcement** specified at G.3.3.
- (10) **Secondary reinforcement** specified at G.3.3.
- (11) **Primary reinforcement** and/or **stiffening** within the **leech** stiffening zones defined by templates shown in H.3..
- (121) Tell tales.
- (132) Not more than three sail shape indicator stripes, applied using paint or ink.
- (143) Sailmaker labels.

### G.3.2 CONSTRUCTION TECHNIQUES

- (a) Only the following construction techniques shall be used where parts are joined or added as permitted in G.3.1 and G.3.3: welding; gluing; bonding with self adhesive tapes/materials; stitching.
- (b) Except for stitching, the joining techniques used at **seams** shall not extend beyond the edges of the **seam**.

### G.3.3 DIMENSIONS

	minimum	maximum
<b>Leech length:</b>		
<b>mainsail 1</b> .....	1610 mm	1620 mm
<b>mainsail 2</b> .....	1200 mm	1210 mm
<b>mainsail 3</b> .....	910 mm	920 mm
<b>Foot length:</b>		
<b>mainsail 1</b> .....	350 mm	360 mm
<b>mainsail 2</b> .....	340 mm	350 mm
<b>mainsail 3</b> .....	310 mm	320 mm
<b>Quarter width:</b>		
<b>mainsail 1</b> .....	305 mm	315 mm
<b>mainsail 2</b> .....	295 mm	305 mm
<b>mainsail 3</b> .....	265 mm	275 mm
<b>Half width:</b>		
<b>mainsail 1</b> .....	235 mm	245 mm
<b>mainsail 2</b> .....	225 mm	235 mm
<b>mainsail 3</b> .....	205 mm	215 mm
<b>Three-quarter width:</b>		
<b>mainsail 1</b> .....	135 mm	145 mm
<b>mainsail 2</b> .....	130 mm	140 mm
<b>mainsail 3</b> .....	115 mm	125 mm
<b>Top width</b> .....	20 mm	
<b>Primary reinforcement:</b>		
from nearest <b>sail corner measurement point</b> .....	125 mm	
<b>Secondary reinforcement:</b>		
from nearest <b>sail corner measurement point</b> .....	125 mm	
for <b>flutter patches</b> .....	50 mm	

## Appendix A – Resolutions for Changes to Class Rules

at <b>luff</b> fittings, <b>luff</b> slides and/or <b>luff</b> openings .....	20 mm
<b>Tabling width</b> .....	15 mm
<b>Seam width</b> .....	15 mm
<b>Seam</b> to nearest <b>sail corner measurement point</b> .....	150 mm
Batten length:	
middle and lower .....	100 mm
upper .....	75 mm
Batten width .....	10 mm

### **Batten pocket length** outside:

middle and lower .....	120 mm
upper .....	95 mm

**Batten pocket width** outside .....

Batten **pocket** point, as defined in G.2.4, to nearest

<b>leech point</b> .....	20 mm
Largest cringle dimension .....	10 mm
With the exception for <b>luff</b> slides, largest <b>luff</b> fitting dimension .....	10 mm
Sail shape indicator stripe width .....	30 mm

## G.4 HEADSAIL

### G.4.1 CONSTRUCTION

#### (a) MANDATORY

- (1) The construction shall be: **soft sail, single ply sail**.
- (2) The **body of the sail** shall consist of the same **ply** throughout and of not more than three parts joined by **seams**.
- (3) **Seams** shall not deviate more than 10 mm from a straight line between **luff** and **leech**.
- (4) **Except within the leech stiffening zones, see H.3, t**The **leech** shall not extend aft of a straight line between the **aft head point** and the **clew point**.
- (5) The **foot** shall not extend below a straight line between **tack point** and **clew point**.

#### (b) OPTIONAL

- (1) **Tabling**, which at the **luff** may form a pocket for a **headsail stay**.
- (2) One or two cringles and/or openings at the **head**.
- (3) One cringle and/or openings at each of the **clew** and **tack**.
- (4) **Headsail stay** slides and/or loops.
- (5) **Primary reinforcement** specified at G.4.3.
- (6) **Secondary reinforcement** specified at G.4.3.
- (7) Not more than two **battens pockets, or battens if there are no batten pockets**, at the **leech**.
- (8) **Primary reinforcement and/or stiffening within the leech stiffening zones defined by templates as shown in H.3.**
- (89) Tell tales.
- (910) Not more than two sail shape indicator stripes, applied using paint or ink.
- (1011) Sailmaker labels.

### G.4.2 CONSTRUCTION TECHNIQUES

- (a) Only the following construction techniques shall be used where parts are joined or added as permitted in G.4.1 and G.4.3: welding; gluing; bonding with self adhesive tapes/materials; stitching.
- (b) Except for stitching, the joining techniques used at **seams** shall not extend beyond the edges of the **seam**.

# Appendix A – Resolutions for Changes to Class Rules

## G.4.3 DIMENSIONS

	minimum	maximum
<b>Luff length:</b>		
headsail 1 .....	1320 mm	1330 mm
headsail 2 .....	980 mm	990 mm
headsail 3 .....	730 mm	740 mm
<b>Leech length:</b>		
headsail 1 .....	1245 mm	1255 mm
headsail 2 .....	900 mm	910 mm
headsail 3 .....	655 mm	665 mm
<b>Foot length:</b>		
headsail 1 .....	375 mm	385 mm
headsail 2 .....	340 mm	350 mm
headsail 3 .....	290 mm	300 mm
<b>Half width:</b>		
headsail 1 .....	185 mm	195 mm
headsail 2 .....	165 mm	175 mm
headsail 3 .....	140 mm	150 mm
<b>Top width</b> .....	20 mm	
<b>Primary reinforcement:</b>		
from nearest <b>sail corner measurement point</b> .....	125 mm	
<b>Secondary reinforcement</b>		
from nearest <b>sail corner measurement point</b> .....	125 mm	
for <b>flutter patches</b> .....	50 mm	
at <b>headsail stay</b> slides and/or loops .....	20 mm	
<b>Tabling width</b> .....	15 mm	
<b>Seam width</b> .....	15 mm	
<b>Seam</b> to nearest <b>sail corner measurement point</b> .....	100 mm	
Batten length .....	75 mm	
Batten width .....	10 mm	
<b>Batten pocket length</b> outside .....	<b>95 mm</b>	
<b>Batten pocket width</b> outside .....	<b>25 mm</b>	
<b>Clew point</b> to lower batten <b>pocket</b> point as defined in G.2.4:		
headsail 1 .....	400 mm	430 mm
headsail 2 .....	285 mm	315 mm
headsail 3 .....	205 mm	235 mm
<b>Clew point</b> to upper batten <b>pocket</b> point as defined in G.2.4:		
headsail 1 .....	820 mm	850 mm
headsail 2 .....	590 mm	620 mm
headsail 3 .....	425 mm	455 mm
Largest cringle dimension .....	10 mm	
Sail shape indicator stripe width .....	30 mm	

# Appendix A – Resolutions for Changes to Class Rules

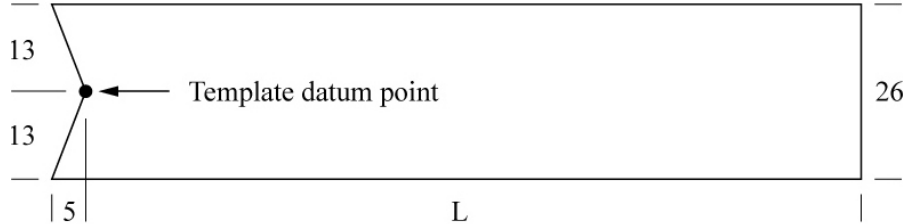
## Part III – Appendices

### H.3 LEECH STIFFENING ZONE

#### H.3.1 DEFINITION

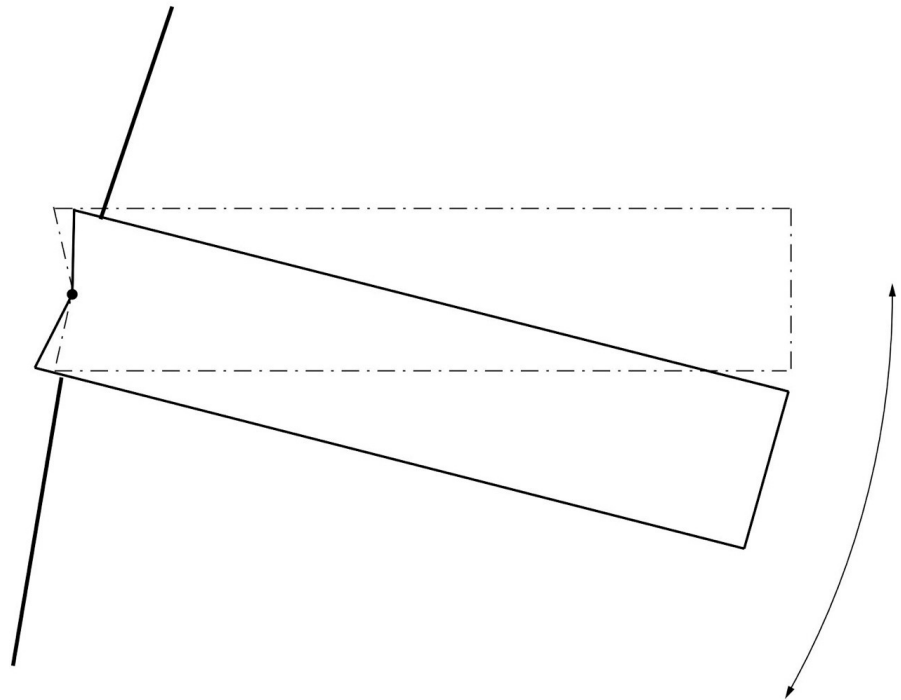
A leech stiffening zone is a part of a **sail** that may be covered by a leech stiffening zone template as described in H.3.2 and positioned as described in H.3.3.

#### H.3.2 TEMPLATE AND TEMPLATE DATUM POINT



Leech stiffening zone template .....	Length, L
Mainsail middle and lower.....	120
Mainsail upper and headsail template.....	95

#### H.3.3 TEMPLATE POSITIONING



- It shall be possible to position the template so that
- (1) its datum point is over the relevant batten point,
  - (2) its long edges cut the **leech** and
  - (3) it covers any **primary reinforcement** and/or **stiffening**.



# Appendix A – Resolutions for Changes to Class Rules

## 6.3 - Changes to CR F.4.5 dealing with maximum boom spar dimension Submitted by CAN

Existing Wording F.4.5:

### F.4.5 DIMENSIONS

	minimum	maximum
<b>Spar</b> , ignoring features permitted by F.4.2, between points 10 mm from each end:		
boom spar cross section ..... 20 mm where the boom spar cross section is the largest dimension taken (at any angle to the vertical) in the vertical plane		
difference between the smallest and largest value along the <b>spar</b> of any external dimension .....		0.5 mm
for an aluminium <b>spar</b> , the difference between the largest and smallest value along the <b>spar</b> of any wall thickness dimension .....		0.1 mm

Discussion: A cross section is not a dimension but has dimensions. Also the wording is complicated.

Proposed Wording F.4.5

### F.4.5 DIMENSIONS

	minimum	maximum
<b>Spar</b> , ignoring features permitted by F.4.2, between points 10 mm from each end:		
The boom spar shall pass through a 20 mm ring gauge.		
difference between the smallest and largest value along the <b>spar</b> of any external dimension .....		0.5 mm
for an aluminium <b>spar</b> , the difference between the largest and smallest value along the <b>spar</b> of any wall thickness dimension .....		0.1 mm

**NOTE: The VC Measurement will produce a procedure for checking this dimension so that disassembly of booms is not necessary.**

## Appendix B – Resolutions for Changes to Class Championship Rules

### 7 - Changes to Class Championship Rules

#### 7.1 - IOM CCR 8.2 and 8.6.1 (ii) to be changed – Submitted Events Sub Committee

Current 8.2:

8.2. The initial closing date shall be three calendar months before the start of the event.

Proposed 8.2:

8.2. The initial closing date shall be three calendar months before the start of the event. For Continental Championships, in order to be included in the allocation of places, non continental NCAs shall declare their interest to submit entries six months before the start of the event.

Current 8.6.1(ii):

8

8.6

8.6.1

ii For World Championships, two places to each Member NCA, or for Continental Championships, two places to each Continental Member NCA and one place to each other Member NCA.

Proposed 8.6.1 (ii):

8

8.6

8.6.1

ii For World Championships, two places to each Member NCA, or for Continental Championships, two places to each Continental Member NCA and one place to each other Member NCA which has declared interest as stated in 8.2.

Discussion:

For the last continental events it has been noted that very few places were taken by Non continental NCAs. As all those NCAs have 1 place in allocation of place, those places are not in initial allocation of places for continental NCAs. The result is that it could reduce participation of continental NCAs as places are given later in allocation process.

As well, non continental NCA entrant's travel is usually longer which means competitors have to think about it earlier. Non continental NCAs don't have to give names as qualifying period may not be finished 6 months before.

## Appendix B – Resolutions for Changes to Class Championship Rules

### 7.2 – IOM CCR 8.6.1 and 8.7.1 to be changed - Submitted by Events Sub Committee

#### Current 8.6.1:

In which no Member NCA shall have an allocation of more than 8 places. The initial allocation of places shall be:

#### Proposed 8.6.1:

In which no member NCA shall have an allocation of more than:

(i) 8 places if the maximum entry as stated in the event NOR is 69 places or larger (5 heats in HMS 2007)

(ii) 6 places if the maximum entry as stated in the event NOR is between 62 and 68 places (4 heats in HMS 2007).

The initial allocation of places shall be:

And

#### Current 8.7.1:

In which no Member NCA shall have its allocation increased above 10 places. If there are still places after the initial allocation, for World Championships, any available places shall be allocated to Member NCAs that have sent in applications for additional places before the closing date, using the finishing order of boats from the Member NCAs in the previous World championship. For Continental Championships, any available places shall be allocated to Continental Member NCAs that have sent in applications for additional places before the closing date, using the finishing order of boats from the Continental Member NCAs in the previous Continental championship.

#### Proposed 8.7.1:

In which no Member NCA shall have its allocation increased above 10 places if the maximum number of places, as stated in the event NOR, is 69 or larger (5 heats in HMS 2007) and 8 places if the maximum number of places, as stated in the event NOR, is between 62 and 68 (4 heats in HMS 2007). If there are still places after the initial allocation, for World Championships, any available places shall be allocated to Member NCAs that have sent in applications for additional places before the closing date, using the finishing order of boats from the Member NCAs in the previous World championship. For Continental Championships, any available places shall be allocated to Continental Member NCAs that have sent in applications for additional places before the closing date, using the finishing order of boats from the Continental Member NCAs in the previous Continental championship.

#### Discussion:

The next European Championship is being set to run with 4 heats and 62 boats. It is planned to put proportional limits in the Stage 1 and Stage 2 allocation upper limits to avoid having very large allocations for some NCAs and too small allocations for others.