INTERNATIONAL ONE METRE
INTERNATIONAL CLASS ASSOCIATION

Class Rule Change Proposals 2005

Version 1
July 24, 2005

1. INTRODUCTION

This document provides the proposed and agreed Class Rule changes to be put to Certificated Owner vote.

2. VOTING

For the purposes of voting, the proposals are divided into two parts. All the proposed changes which IOMICA believes to be straightforward are listed in part A, and are to be voted upon as a block. All proposals which introduce substantive changes to the class are listed in part B, and are to be voted upon individually.

The voting paper to be put to the Certificated Owners reads:

Please cast your vote for these rule changes:

I agree to the rule changes which are proposed (and some which have been previously agreed) in Part A	YES	NO
I agree to the proposed rule change B1	YES	NO
I agree to the proposed rule change B2	YES	NO

3. PART A

To be voted on as a whole.

Many of these proposals are rule changes which have arisen as a result of recent interpretations.

Certain of these rule changes have already been agreed by the ISAF-RSD, and are reproduced here for information and completeness. These rule changes are noted as “already agreed”.

3.1. Rule A.5.1

Comment: To be clear on which version of the ERS applies.

Proposal:

Change A.5.1 These class rules shall be read in conjunction with the ERS 2001-2004.

3.2. Rule A.11 Dual rating

Comment: We note that there should be no obstacle to dual rating. For example, Marblehead yachts can be certified as M and 10R. It may be technically possible to have an IOM dual-rated and owners should not be prevented from doing this.

Proposal:

Add A.11.5 A boat may be certified under these class rules without regard to any other certification.

3.3. Rules C4, C5, C6: Changes due to the removal of old E4.7 from the RRS

Comment: The following rule changes have recently been made, and require incorporation into the next edition of the Class Rules.

Already agreed:

C.4.3 CORRECTOR WEIGHT(S)

Corrector weight(s) to achieve compliance with C.4.2, if used, shall be fixed in/on the hull and not be altered or moved during an event.

C.4.4 BILGE WATER

Bilge water shall not be used to trim the boat and may be removed at any time.

C.5.3 REMOTE CONTROL EQUIPMENT LIMITATIONS

(a) The rudder control unit shall control the rudder only.

(b) The sheet control unit shall control the mainsail sheet and headsail sheet only.

(c) Except for control unit positioning information, no radio transmissions from the boat shall be made.

USE

(d) Remote control and related equipment:

(1) shall be refitted in the same position if temporarily removed and/or,

(2) if replaced shall be replaced by equipment of similar weight.

C.5.4 OTHER EQUIPMENT

Except as in C.5.3 equipment related to changing the rig and/or adjusting the sails and/or the rudder may be altered or moved.

C.6.3 USE

(a) The keel shall not move or rotate relative to the hull, except by deformation under load.

(b) The hull appendages shall not project outboard of the hull.

(c) If removed

(1) The keel shall be refitted in the same relative attitude and position to the hull.

(2) Parts of the keel shall be refitted in the same relative attitude and position to the keel.

(3) The rudder shall be refitted in the same relative attitude and position to the hull.

3.4. Rule C.7.4 (b)

Comment: The position of a wind vane should be explicitly unrestricted.

Proposal:

Change C.7.4 (b) USE

The spar stepping position and wind indicator position are optional.

3.5. Rule C.8.3 Identification

Comment: Identification on sails should be permitted under a “grand-fathering” arrangement.

Proposal:

Change C.8.3 Identification

Identification shall comply with the RRS in force at the time of the initial fundamental measurement of the sail or with the current RRS.

3.6. Rule D.2.1(b)

Comment: Provision has recently been made for Texalium hulls certified before a certain date. This provision must now be incorporated into the Class Rules.

Already agreed:

D.2.1(b)(6) Hulls listed at the IOMICA web site may have Texalium reinforcement which, apart from the aluminium coating, complies with D.2.1(b)(4). Such hulls shall have a date of initial fundamental measurement between 15 May 2003 and 1 September 2004. This exemption does not apply to World and Continental class championships after 1 March 2006.

3.7. Rule F.3.3(b)(5)

Comment: The term spreader is actually printed in “normal” print not in bold in F.3.3(b)(5) describing spreader as an optional fitting of mast. It should be used with the ERS meaning.

Proposal:

“Spreader” in F.3.3(b)(5) shall be printed in bold.

3.8. Rule F.4.4(a)(3)

Comment: The omission of the "/or" after "Swivel and" in class rule F.4.4(a)(3) is a typographical error in Edition 2003 v.2

Already agreed:

Replace F.4.4(a)(3) with “Swivel and/or its fitting(s).”

3.9. Rule F.6

Comment: In F.6 the word rigging does not appear in that section in bold.

Proposal:

Replace F.6.1 with “Materials of running **rigging** are unrestricted.”

3.10. Rule F.6.2(b)

Comment: Piece(s) of elastic or metallic spring(s) are “natural” components of a sheet control line as defined by class rule C.7.7(a).

Proposal:

Add F.6.2(b)(9) Sheet control line

3.11. Rule G.3.1(a)(2)

Comment: This rule produces some trouble because of the use of the words ply and part(s) which is not well understood.

Proposal:

Replace G.3.1(a)(2) The body of the sail shall consist of:

(i) At least one part and not more than four parts joined by seams and,

(ii) the same type of ply throughout.

4. PART B

To be voted on individually.

4.1. B1 - Rule D.2

Comment: It is possible to obtain glass fibre that is made from black glass rather than clear glass fibre. It would be rather difficult to discriminate between this and carbon.

Proposal:

Add D.2.1(b)(6) the glass fibre shall be unpigmented.

4.2. B2 - Rules G.3 and G.4.

Comment: A very simple sail shaping method is to cut a slit into the leech of a sail made from a single part of material at or near one batten and then glue the slit back together again with a fraction of sail material overlap. This method is very well suited to low-cost “home made” sails and very in the philosophy of the class.

Proposal:

Add G.3.1(b)(14) Where the body of the sail consists of one part, slit(s) into the leech may be used to shape the sail.

Add G.4.1(b)(11) Where the body of the sail consists of one part, slit(s) into the leech may be used to shape the sail.