

Explanation of the changes to IOM Class Rules

The IOMICA World Council has considered the removal of E4.7 from the RRS, and has resolved to seek an "emergency" class rule change with the text that you have before you. These are the details of Resolution WC-2004-03 by which this decision was reached.

Resolution WC-2004-03

Background

For 2005-2008, the Racing Rules of Sailing will no longer have the old E4.7:

E4.7 Moving Ballast

Rule 51 is replaced with:

During an event and unless class rules specify otherwise,

- (a) ballast shall not be shifted, shipped or unshipped;
- (b) except for replacements of similar weight and position, no control equipment shall be shifted, shipped or unshipped;
- (c) the position of rig counterbalance weights may be adjusted; and
- (d) bilge water shall not be used to trim the boat, but may be removed at any time.

Instead, RRS 51 is reinstated:

51 MOVABLE BALLAST

All movable ballast shall be properly stowed, and water, dead weight or ballast shall not be moved for the purpose of changing trim or stability. Floorboards, bulkheads, doors, stairs and water tanks shall be left in place and all cabin fixtures kept on board.

The intention is that a class shall determine its rules regarding movable ballast, and explicit permission is provided for this in RRS 86.1:

86 CHANGES TO THE RACING RULES

86.1 A racing rule shall not be changed unless permitted in the rule itself or as follows:

- (a) Prescriptions of a national authority may change a racing rule [...]
- (b) Sailing instructions may change a racing rule [...]
- (c) Class rules may change only racing rules 42, 49, 50, 51, 52, 53 and 54.

A class rule change is needed because, while the movement of ballast is not currently permitted during an event, this will become allowed in 2005 in between heats unless the class rules prohibit it. That is, different sizes of battery pack can be used, they can be located in different places in the hull, and different corrector weights can be used in between heats. In drifting conditions, for example, you might want to place that battery pack and that corrector weight which yields a hull of 4.000 kg in the bows; and at the top of No.1 rig, you might want to use a heavier pack and heavier corrector weights and place them in the stern. To make such movement of ballast sensible, you will probably want to design and build a hull with a somewhat different distribution of volume and a different waterline... Also, under the current rules, it is for example technically not allowed to remove the keel from the hull during the night on multi-day event, and this should presumably be corrected.

The issue

It is reasonable to assume that a change to the IOM Class Rules is required for 2005-2008, and it is reasonable to plan for such a change. The issue for Resolution WC-2004-03 is the mechanism by which IOMICA shall seek this change. The choice is to invoke either a "normal" class rule change through an Owner ballot, or an "emergency" class rule change.

Note 1: The class rule change is required with some urgency.

Note 2: The exact wording of the required change shall be settled at a future time and is not required for the satisfactory determination of this resolution.

Note 3: The nature of this required change seems straightforward and seems unproblematic, seeking to maintain the current state of affairs with regard to IOM competition rather than significantly change any aspect of "the racing game".

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