

**INTERNATIONAL ONE METRE
INTERNATIONAL CLASS ASSOCIATION**

IOM ICA Comments on 2003 Class Rules

Version 1.0 dated April 23, 2003

These are the highlights of the 2003 IOM Class Rules as we see them. The great majority of the changes are clarifications to the rules, and are consistent with recent interpretations. There are very few actual changes to the boat. There is really only one substantive change, and that involves a thickness limit on the fin to prevent the equivalent of “hulas”.

We must give the usual advice that these comments are “unofficial” – the 2003 IOM CRs were developed by the ISAF-RSD as the authority responsible for the IOM Class at the time. The IOM ICA had no official involvement with the development or publication of the 2003 Class Rules, and these comments are not authoritative in any way. By all means, feel free to let the IOM ICA or your IOM NCA have your comments; we will pass them on until such time as the IOM ICA takes over class responsibility, expected later in 2003.

1. New restrictions

- 1.1. In a GRP (glass fibre reinforced plastic) hull, the glass fibre is restricted to certain types – roving, tape, chopped strand mat, woven cloth. In practice, this covers all the usual kinds of material.
- 1.2. The material restrictions on the hull apply to fittings if they now contribute to the hull’s stiffness, as well as to its strength and/or watertight integrity. Many sailors treat stiffness and strength as similar properties of a material, so this change is probably more of a clarification than a new rule addition.
- 1.3. The thickness of the keel, except in the region of the bulb, is restricted to 20 mm. This is to prevent the “growth” of fairings, the construction of “hulas”, or the provision of extra “hull” volume at the fin attachment point designed to circumvent the canoe body draught restriction of 60 mm. It is very unlikely to affect an existing boat, but one or two boats with substantial fairing at the hull/fin join might need attention.
- 1.4. The minimum mast diameter is now set at 10.6 mm. This is not really a new restriction, but a result of removing references to an “average” mast diameter in the rules. Previously, the minimum mast diameter was 10.9 mm, but there was a 0.3 mm allowance for differences in mast diameter from the average. In theory, a mast could therefore have had an absolute minimum diameter of 10.6 mm in some places, and this is now recognised in the new value.
- 1.5. “Discontinuous attachments” at the luff are no longer generally permitted, instead only luff slides are mentioned.

2. Removal of restrictions

- 2.1. The requirement for “simultaneous” control of the mainsail and headsail sheets has been deleted. Simply the fact that the sheets must be controlled by one sheet control unit ensures “simultaneous” control. This makes it clearer, for example, that arm winches can have the mainsail and headsail sheets attach to the arm at separate points.
- 2.2. The mainsail halyard as such is now optional, not mandatory. Of course, in practice the mainsail head still needs supporting somehow, so this has no practical effect.
- 2.3. If there are luff slides, the longest slide is no longer limited to being no more than twice as long as the shortest.
- 2.4. Explicit permission is given for luff fittings. Previously, only cringles and eyes were permitted at the luff of a sail. Now a length of wire, for example, can be used at the luff to hold a mainsail attachment ring or loop.
- 2.5. For booms, the list of permitted alloy grades has been expanded to add 6005 to 2024, 6061, 6063, 6082, 7075, 7068, or 7178. For masts, 6005 has been added to 2024, 6061, 6063, 6082, and 7075. 6005 was left off in error previously.

3. Clarifications

- 3.1. The “keel” is either a fin and bulb arrangement, or an old style “conventional” keel. This helps make it clear that the bulb can be removable as well as the fin.
- 3.2. More importantly, it also makes it clear that the keel comprises only a “fin” and a “bulb”, and this implies that the “bulb” cannot be a “bulb with winglets”, for example.
- 3.3. The headsail swivel is to be attached to the hull rather than to the deck. This reverts to pre-2002 class rules terminology and avoids having to interpret what is meant by “the deck”.
- 3.4. There is clarification of the rule wording that the alignment of the headsail swivel is to be controlled by rigging tension only between the hull and the boom.
- 3.5. The positioning of the insignia is now controlled by the RRS and not by the class rules.
- 3.6. The attachment of the mainsail tack, like the headsail tack, shall not be more than 25 mm forward of the forward end of the boom. It is quite difficult to imagine a mainsail tack that could be more than 25 mm forward of the forward end of the boom, but this prevents some enthusiastic inventor going down that path.
- 3.7. The mainsail jackstay is now systematically called a “mast spar jackstay”, to make it clear that such a jackstay is a mast fitting, not a sail fitting.
- 3.8. It is now made clear that a hull gel coat is optional, as is hull external paint.
- 3.9. For fittings which involve sheets and sheet control lines, ball bearings are permitted in pulley blocks only.
- 3.10. The permitted R/C equipment is more carefully listed. Battery cells can be assembled into more than one pack. And, R/C gear can be attached in the boat using Velcro.
- 3.11. It is made clear that cord loops as well as rings can attach the mainsail to the mast.
- 3.12. The mainsail halyard can, as before, have a part that rotates; now all mention of halyard line is removed. No practical change.

- 3.13. The axis of rotation of the gooseneck must be aft of the mast within a defined, quite limited, region. It allows some tilt of the gooseneck, and more importantly also allows mast bend! Previously, the gooseneck axis had to be aft of the mast, period. Well, if the mast had much bend to it, this axis could eventually intersect the mast some distance away from the gooseneck. So the axis now must be aft of the mast only in the region of the gooseneck, defined as the region between the deck limit mark and the lower mast band.
- 3.14. It is now made clear that wall thickness restrictions apply to aluminium masts and booms only, not wooden ones.
- 3.15. Clew and tack control lines are now explicitly permitted. Previously, it wasn't entirely clear that you could tie your tack to the boom with a line.
- 3.16. During measurement, it is now explicit that sails can remain attached to the mast and/or the jibstay.
- 3.17. One of the major clarifications is that the construction of sails is more clearly defined. To start, construction is divided into mandatory and optional components.
- 3.18. Explicit permission is given for simple openings (holes) in a sail as well as cringles. Previously, it wasn't absolutely clear that a hole made in the luff of the mainsail to take a ring was permitted.
- 3.19. Explicit permission is given for primary and secondary reinforcement.
- 3.20. The permitted sail construction and joining methods are now explicitly listed: welding, gluing, bonding with self-adhesive tape material, and stitching. No practical change here, then.
- 3.21. It is now clear that methods and materials used for joining two sail panels are not permitted away from the seam itself, except for stitching.
- 3.22. Explicit permission is given for luff tabling to envelop a stay for headsail and mainsail.
- 3.23. There is clarification of the requirement that, if the headsail has luff slides, they must be set on the jibstay.

4. General rephrasing

- 4.1. What used to be called "attachments" are now generally called "fitting(s) and/or opening(s)". Holes are openings, and they are generally permitted. This is done because "attachment" is an ERS defined term. To avoid any confusion, the term is not used in the new class rules.
- 4.2. There is a general removal of the requirement for an "average" spar diameter or "average" spar thickness. The limits on variation in size are now limits on the difference between largest and smallest dimensions rather than on the difference between the measured dimension and some theoretical "average".
- 4.3. Permitted maintenance to hull, sails, and so on is rephrased so it is clear that such maintenance is allowed but it is up to the owner to maintain compliance with the class rules.
- 4.4. Permitted replacement of lost or damaged equipment is rephrased to make it clear that the Race Committee need not remove or cancel limitation marks on lost equipment. The

previous rule seemed to require the Race Committee to cancel a limitation mark on a lost fin, for example, which would have been a rather difficult thing for it to do!

- 4.5. The permitted reinforced opening on a sail at head, clew, and tack is called a “cringle”. “Eyes” are no longer explicitly mentioned, though they remain permitted at the luff as “luff fittings”.

5. New concepts

- 5.1. “Added weight” is what you put on or in your mast below the lower band, and it can be moved or changed at any time in order to keep the whole boat above its weight limit when you change your rig. Such added weights are not “corrector weights”, because corrector weights are ballast, and ballast cannot be changed or moved during an event. Subtle.
- 5.2. Permitted hull materials continue as before. But there is now the concept of a GRP (glass fibre reinforced plastic) hull which sees the previously separate components of glass fibre, gel coat, and resin combined together into GRP as a permitted material.
- 5.3. A limit mark can be formed by a fitting as well as by tape or paint. Not really a new concept, perhaps, but it makes it clear that a mast head fitting can also serve as the limit band if you want (provided it effectively makes a band of a contrasting colour of the right thickness, of course).
- 5.4. What used to be called a “spar cross section” is now called a “dimension” if the spar does not need to be round. A cross section was, strictly speaking, an area, not a linear dimension.

6. Changes to rule format

- 6.1. Rules governing radio control equipment are now placed with rules governing the hull, rather than in their own section.