

Rijeka, 2006-12-06

APPROVAL OF THE INTERNATIONAL ONE METRE CLASS RULES SUBMITTED TO THE ISAF-RSD BY THE IOM ICA ON 21 OCTOBER 2006

According to the ISAF RSD Regulation 14.4, the Sub-committee consisted of Technical Committee Chairman of the ISAF-RSD, Technical Committee Vice-Chairman of the ISAF-RSD and Vice-chairman (Technical) of the IOM ICA has reviewed International One Metre Class Rules changes passed by the IOM ICA World Council Vote.

1. Resolutions 2.3, 2.11, 2.12, 2.13, 2.14, 2.15, 2.16, 2.17, 2.18, 2.20 and 2.22

Decision:

Changes of the International One Metre Class Rules submitted as Resolutions 2.3, 2.11, 2.12, 2.13, 2.14, 2.15, 2.16, 2.17, 2.18, 2.20 and 2.22 are approved by a Sub-committee.

2. Resolution 2.4

Rule C.7.3(a)

Change to: "Weights may be positioned in or on a mast spar. If the weight is to be internal, it shall be installed at the lowest point possible. "

Discussion

The intention of the class rule change is clear from discussion in Resolution WC_AGM2006_04:

start of quote

"With a deck-stepped mast, you only have approximately 60 mm to insert lead weight internally. The #3 rig can require as much as 140 grams of corrector weight. Only about 60 grams of this will fit inside, and below the lower band. Eliminating this part of the rule would not enhance the performance capabilities of the boat. The only benefit gained would be a cleaner and simpler way to facilitate the installation of the weight and meet the minimum weight requirement while using the "c" rig on a deck-stepped boat. "

end of quote

Side effect of the class rule change is that weights no longer have to be placed below the **lower point**. Only internal weights have to be as low as possible. Therefore external weights may be above the **lower point**. It will be possible to use carbon cladding on the mast wherever preferred to add stiffness on the premise that it is corrector weight.

The addition of correctors above the **lower point** is acceptable providing the stability penalty is substantially higher compared to any benefit brought about by any increased mast stiffness. The steel and titanium are technically as useful mast materials as aluminium due to their E value being proportional to their density. Thus external sleeving of titanium or steel would be equally attractive. So the lower density limit needs to be set at 8.000 kg/m³.

Decision:

In order to achieve the intention of the proposal without the snag identified above, the following class rule C.7.3(a) change is approved:

"Weights of any material may be positioned in and/or on a mast **spar** below the **lower point**. Weights of density greater than 8.000 kg/m³ may be positioned in and/or on a mast **spar** above the **lower point**."

3. Resolution 2.6

Rule G.3

Add to G.3(a)(*): The **luff** must be attached to the mast.

Add to G.3(b)(*): With the exception of a double luff, any method of attachment is allowed.

Remove from G.3(b): Items 4,5,6,7,8. G.3.3 - Dimensions: Remove luff fitting dimension.

Discussion

The intention of the class rule change is clear from discussion in Resolution WC_AGM2006_06:

start of quote

The current rule allows for a full length wire, and an unlimited amount of wires 10mm or less. It seems senseless to disallow anything in-between.

end of quote

It is obvious that IOM ICA wants to have the main sail luff attachment (apart from double luff) free. Side effect of the proposed class rule change is that it allows methods of mainsail luff attachment, including those which may be considered as permitted by proposed class rule, with clear goal to achieve double luff mainsail effect. Some of examples are:

- multiple luff rings of thin mylar film, 100 mm deep, overlapping 10 mm with unrestricted width
- a vertical foil of triangular cross section mounted on aft side of mast and rotating around it, 10 mm wide at leading edge, tapering to zero at trailing edge where mainsail luff is attached, rotating around mast with unrestricted width
- vertical foil of pear shaped cross section rotating around mast with mainsail luff attached to trailing edge
- vertical strip of film, attached to mast at leading edge, attached to mainsail luff at trailing edge and unrestricted width

All mentioned examples will be permitted mainsail **luff** attachments in accordance with proposed new wording of the class rule G.3 with clear idea to achieve performance close to that of double luff mainsail.

Proposed class rule change would lead to a considerable amount of requests for interpretations, and possibly even to equipment protests, which is clearly not of interest to anybody involved.

Also, proposed class rule change does not use the term "double luff" as ERS defined term which may cause an additional problem if an interpretation is asked.

Decision:

Proposed class rule change as stated in Resolution 2.6 is not approved because of reasons stated above.

In view of the stated aim of the proposed class rule change it is suggested that a class rule amendment is drafted by IOMICA that specifically permits the change it wants to achieve. That approach is in keeping with the other class rules covering this aspect of the rig and will ensure no unwanted developments take place.

4. Resolution 2.21

Add to rule D.2.1: D.2.1(d)(3): Notwithstanding anything otherwise contained herein, for hulls with a date of initial fundamental measurement prior to September 1, 2004, it is permissible to use the material "Texalium" in the **hull** molding.

Discussion

Class rules D 2.1 (d) starts off with the words : "Unrestricted by (a) and (b):" and this makes the first five words of the proposed text unnecessary. The wording "... is permissible to use..." gives the impression that this will affect future mouldings and this is not the case.

Decision:

In order to permit pre-existing hulls made of Texalium to comply with the class rules while preventing other hulls from having Texalium parts added the following class rule D.2.1(d)(3) is approved:

"A **hull** made with Texalium, and with a date of initial **fundamental measurement**, prior to 1 September 2004, may be **certified**."

Class rule changes approved by a Sub-Committee:

Robert Grubiša,
Rick Martin,
Roy Langbord,

Technical Committee Chairman of the ISAF-RSD
Technical Committee Vice-Chairman of the ISAF-RSD
Vice-chairman (Technical) of the IOM ICA.