

Interpretation 2003-IOM-5

INTERPRETATION ON THE INTERNATIONAL ONE METRE CLASS RULES

Interpretations requested by the ARYA, AUS as follows:

1. How shall a seam be checked for compliance with class rules G.3.1(a)3 or G.4.1(a)3?
2. Is it permitted to shape sail material by use of methods such as heat and/or force without seams?

Decisions:

Item 1:

Answer:

Class rules G.3.1(a)(3) and G.4.1(a)(3) describes the **seams** which, if used, shall be made in compliance with the relevant class rules.

The **seam** is defined in the ERS G.1.9. If a straight line connects the edge of the **seam** where it intersects the **luff** with the same edge of the seam where it intersects the **leech**, the right angle distance between this line and any point along the relevant edge of the **seam** shall not exceed 10 mm.

A **seam** needs to connect the **luff** and **leech**. Cutouts in the part/parts of the **body of the sail** used to shape the **sail** are not **seams** and therefore this method is not a permitted construction technique.

Item 2:

Answer:

Sails may be made made of one part according to the class rules G.3.1(a)(2) and G.4.1(a)(2) i.e. without **seams**.

Construction techniques where parts are joined or added are mentioned in class rules G.3.2 and G.4.2. Heat and/or force used for shaping of sail material used with or without **seams** are not specifically permitted by the **closed class rules** such as the International One Metre Class Rules and therefore not permitted.

Interpretation decided by a Sub-Committee:

Robert Grubiša,	Technical Committee Chairman of the ISAF-RSD
Rick Martin,	Technical Committee Vice-Chairman of the ISAF-RSD
Charles Detriche,	Vice-chairman (Technical) of the IOM ICA.