

## Final Rules Proposals for 2012

Note: Proposal #4 to raise the weight limit was not passed through by the ExComm. This list is the set that will be presented to the class for final vote.

**Proposal #1** – Revise Rule 6.8.1 to remove conflicting wording in clauses b and c.

Background:

The intent of the rule is that the replacement window be one year from the date the sail was originally delivered, not the calendar year of registration. The revision adds the bold header (to help owners find the rule) and deletes the original clause (b), high lighted in red, which is in conflict with clause (c).

Current 6.8.1:

Any sail that, in the written opinion of the Chief Measurer or the relevant Fleet Measurer, is defective or so substantially damaged that it cannot reasonably be repaired, may be replaced, *provided* (a) such opinion, the certificate required by rule 6.9 and the sail tag of the defective or damaged sail are all received by the Class Secretary, *(b) the registration year of the replacement sail is not newer than the registration year of the sail it replaces,* (c) the replacement sail is delivered within one year of the delivery date of any sail being replaced, and (d) a replacement sail does not count against the sail purchase limitations of the first sentence of rule 6.8. A sail is “*defective*” for this purpose only if its material or manufacture (rather than its shape) is defective and the sail maker has notified the Class Secretary that it has agreed to replace it and all similarly defective sails without cost to the owners involved.

Proposed revision:

6.8.1

**Defective or damaged sails:** Any sail that, in the written opinion of the Chief Measurer or the relevant Fleet Measurer, is defective or so substantially damaged that it cannot reasonably be repaired, may be replaced, *provided* (a) such opinion, the certificate required by rule 6.9 and the sail tag of the defective or damaged sail are all received by the Class Secretary, (b) the replacement sail is delivered within one year of the delivery date of any sail being replaced, and (c) a replacement sail does not count against the sail purchase limitations of the first sentence of rule 6.8. A sail is “*defective*” for this purpose only if its material or manufacture (rather than its shape) is defective and the sail maker has notified the Class Secretary that it has agreed to replace it and all similarly defective sails without cost to the owners involved.

**Proposal #2** – Revision of the portion of rule 7.3.2 that voids the weight certificate when the boat changes to “all new ownership”.

Background: The purpose of this clause, that was added for 2011, was to gradually renew weight certificates on boats that were not completely documented when the original certificate was issued. The problem being that these boats can't be properly inspected. It has subsequently been correctly pointed out that this places a burden on new owners that contradicts our goals of low cost and participation. This proposal revises the wording to only require re-certification on boats where (1) weight correction was required and (2) the original net weight and subsequent correction details were not documented. The problem of boats that are over class minimum, and would like to reduce weight, is not specifically addressed, as this would fall within the other clauses of the rule that require all standard equipment to be in place for the certificate to be valid. Anyone who does weight reduction is therefore required to have an updated weight certificate.

Current 7.3.1:

**Equipment requirements relative to the weight certificate.** In addition to items required by rules 5.1 and 5.2, all equipment, ballast (fuel and lead) and other items referenced in paragraph 3 of the boat's Weight Certificate or in Exhibit 7.3C (all such items, equipment, fuel and lead, the “Required Items”) must be located on the boat at all times and, if locations are specified therein or elsewhere in the Class Rules or the exhibits, must be located in their specified locations. While racing, except for spinnakers and the standard cooler (in its standard location), no Required Items may be located either below or on top of the main cabin flooring or the flooring of the head compartment/changing area. A boat's Weight Certificate shall become void if the boat's keel, rudder or hull are faired or otherwise modified in any way **or 6 months after the boat is acquired by all new ownership.**

Proposed revision to 7.3.1:

**Equipment requirements relative to the weight certificate.** In addition to items required by rules 5.1 and 5.2, all equipment, ballast (fuel and lead) and other items referenced in paragraph 3 of the boat's Weight Certificate or in Exhibit 7.3C (all such items, equipment, fuel and lead, the “Required Items”) must be located on the boat at all times and, if locations are specified therein or elsewhere in the Class Rules or the exhibits, must be located in their specified locations. While racing, except for spinnakers and the standard cooler (in its standard location), no Required Items may be located either below or on top of the main cabin flooring or the flooring of the head compartment/changing area. A boat's Weight Certificate shall become void if the boat's keel, rudder or hull are faired or otherwise modified in any way, **or 6 months after a boat, that required**

weight correction, where the amount and location of the correction is not documented, is acquired by all new ownership.

**Proposal #3** – Revised 6.5.5 regarding jib requirements.

Background: The current 6.5.5 requires that the jib have a “hollow leech”. The phrase “hollow” is not in bold letters, which means according to CR6.2, that this phrase is not governed by the definition in the Equipment Rules of Sailing (ERS). A sailmaker has noticed this nuance and designed a jib that has the upper batten poked out to make a sail area increase at the top of the sail. This has the negative affect of making the standard jib design obsolete and would make it necessary for everyone to immediately buy this new design to remain competitive. This issue has been addressed in RI-11-01. This proposal will modify 6.5.5 and delete RI-11-01. Note that the key measurement points have been changed to bold letters so they reference the definitions in the ERS. This is done to eliminate efforts to circumvent the intent through creative interpretation of the syntax.

Current rule 6.5.5:

The jib shall have a hollow **leech** and while racing, shall be attached to and operated on the standard roller furling system using #6 luff tape. UV protective tape may be applied to the **leech** and **foot** to cover the sail when roller furled.

Current RI-11-01:

**RI-11-01 Clarification of hollow leech requirement in CR 6.5.5.**

**Question:** Does a jib that has a leech shape that has segments that are straight or convex meet the requirements of CR 6.5.5?

6.5.5. The jib shall have a hollow **leech** and while racing, shall be attached to and operated on the standard roller furling system using #6 luff tape. UV protective tape may be applied to the **leech** and **foot** to cover the sail when roller furled.

**Answer:** No. The term hollow refers to a concave shape. The interpretation of “hollow leech” is that the leech should have a smooth arc such that when a straight line is drawn between any two batten pockets or an end point and any batten pocket, the leech edge will be concave relative to that line. See the Equipment Rules of Sailing, Section B.4.2, for the measurement method.

Proposed new 6.5.5:

The jib shall have a hollow **leech**, that consists of a smooth arc such that when a straight line is drawn between any two **batten pockets**, or between the **aft head point**, or the **clew point**, and any **batten pocket**, the leech edge shall be concave relative to that line. While racing, the jib shall be attached to and operated on the standard roller furling system using #6 luff tape. UV protective tape may be applied to the **leech** and **foot** to cover the sail when roller furled.

**Proposal #4** – Delete Rule 5.4.4 prohibiting light air spinnaker sheets.

Background: The origins of this prohibit are unknown but the assumption is that it had to do with limiting cost. There are no known instances where this rule came into play.

Pro: The rule has dubious enforcement mechanism from the sense of how would anyone know what sheets were in use on a boat? I personally carry spare sheets because on 2 occasions the crew has managed to lose a sheet during a race. Whether one set of sheets is light air, this could be true, but who is to say. The backup sheets are not as expensive as the primary sheets so maybe the primary sheets are light air? Deleting this rule does not imply a requirement to buy a set of light air sheets.

Con: The rule prevents owners from spending money on alternate spinnaker sheets.

**Proposal #5** – Additional Rule 5.3.21 permitting Kelp windows.

Background: Kelp that gets caught on the keel and rudder is a significant problem in Southern California waters (Fleet 8). The boats there have added windows above the keel and rudder that allow for frequent inspection while racing. The boats carry kelp sticks that allow the kelp to be brushed off while racing, as this would otherwise necessitate the boat stopping and backing down. Kelp is often quite long and has a major effect on boat speed.

Pro: The problem is obvious and the boats have invested in the windows as a matter of necessity. Fleet 8 is hosting the NA's for 2012 and have made provisions that visiting boats can have kelp windows installed at minimum cost.

Con: The addition of kelp windows is an additional cost that boats who compete in Southern California must bear. I chartered a boat for the 2006 NA's held in Marina del Rey where kelp is less of a problem than in San Diego. The boat did not have kelp windows. I don't believe we had any kelp problems during the event but can't say for sure since we couldn't see the keel and rudder. We did pick up some kelp during delivery to and from San Diego and the effect on speed was extreme causing the boat speed to drop a knot or so while under power.

5.3.21 Kelp Windows for keel and rudder.