

# Revised class rules for 2016

## – Marblehead, Ten Rater & A Class

Some guidance notes for release with draft rules that outline the more major or significant changes.

The following site contains relevant information, as a reference, for measuring boats.

Int. Measurers Manual

<http://www.sailing.org/tools/documents/IMManual2013-%5B14649%5D.pdf>

### Common to all classes

#### Interpretations

All existing interpretations are incorporated in order to make them redundant.

#### Advertising

Advertising shall comply with the ISAF Advertising Code

#### Automated sheeting, steering, navigation, on board cameras

All are prohibited.

#### Multiple certificates

Multiple certificates valid at the same time are permitted. It seems impossible to police the existing rule that permits only one valid certificate – the most recent – so this approach has been adopted as the most practical.

#### Hull geometry

It is prohibited to change the geometry of the hull during an event.

#### Minimum mainsail luff length

A universal figure minimum mainsail luff length is introduced. This will ensure no-one is aggrieved if racing is abandoned because it is 'too windy'. It sets a definite limit on the need for smaller sails and is simpler/cheaper.

### A Class

#### General

##### SCR format

For the first time the class rules are formatted according to the ISAF Standard Class Rules.

#### Boat/Hull

##### Flotation trim

The concept of flotation trim has been introduced. The boat is measured when floating in this prescribed state. Instead of requiring the boat to have sails on board for this step a nominal sail weight of 100 grams is used instead. The mast shall be vertical, rigging shall be slack.

**Recesses, hollows, projections etc in the deck.**

It is made plain that recesses and opening in the deck are permitted for a handle, the mast, access to rc equipment.

## Rig

### Main boom depth

A datum line is established for the main boom spar. This is used to determine the vertical and transverse cross sections.

### B measurement – mainsail luff perpendicular

In the 1994 class rules where, for example, B is taken when the boom is at any non 90 degree angle to the mast any change of the mainsail leech length, or kicking strap tension, may take the actual B measurement beyond the recorded value. How can an owner be sure he is complying with the class rules when he purchases a new sail which may have a different leech length?

Most classes that restrict the size of the mainsail foot by using a limit mark on the main boom require the B dimension to be measured with the boom at right angles to the mast. It is common to use other angles in rc boats and this approach is thought to be unworkable. Instead the current draft restricts the mainsail luff perpendicular to the B dimension for the boat.

This approach also eliminates the need for two limit marks on the main boom when a boat uses pocket luff and other luff sails.

### No spinnaker or genoa

It is felt spinnakers and genoas should be prohibited.

## Sails

### Headboard limit zone

A headboard limit zone is established. It is then not important if a headboard is used, or how large the headboard is, as the dimensions are taken to the perimeter of the zone.

The requirement to limit the fore and aft position of the sail head with respect to the mast is removed to enable simple compliance with the class rules when setting the sail.

### Mainsail foot roach

This is measured relative to a line through the tack point and clew point and thus enabling the sail maker to ensure compliance when constructing the sail.

### B and J measurement to be marked on sails

Sails will be marked with the smallest B and J measurements with which they comply. It follows that any sail with a B measurement smaller than or equal to the B measurement permitted by the certificate may be used providing it is set within the limit marks on the mast. Similarly for the headsail.

## Events

### Event measurement

Tolerances for the dimensions that can be checked are given for event measurement where access to flotation equipment is not possible.

Where access to flotation equipment is available a different set of tolerances are given.

Where a boat is found not to comply with the tolerances and cannot be brought into those tolerances, it is suggested that the jury should consider allowing the boat to be brought into rating in another configuration.

## Marblehead Class

### Rig

#### Measured area marked on sails

The measured area of the largest mainsail shall be marked on all mainsails in a sail group. Likewise for headsails. This is a confidence building measure for other sailors that will minimise the risk of a larger than permitted sail are being used.

#### Foot roach restriction

As an alternative to a straight or a fair curve foot roach profile, the option to use a foot roach profile that fits within a triangle with 25 mm depth is offered.

#### Certificate values of cross widths

Where the measured cross widths of sails are less than the maximum permitted by the class rules the certificate will show the maximum permitted values rather than the measured values.

### Events

#### Minimum mainsail luff length

A universal figure minimum mainsail luff length is introduced. This will ensure no-one is aggrieved if racing is abandoned because it is 'too windy'. It sets a definite limit on the need for smaller sails and is simpler/cheaper.

#### Certificate

Certificate should show the maximum permitted cross widths for a given diagonal dimension as the default value rather than the measured widths if they are less than the maximum.

## Ten Rater Class

### Hull/boat

#### Slack rigging when measured

When the waterline endings are checked against the waterline limit marks the rigging shall be slack.

#### Waterline limit marks on plumb ended boats with a full length waterline

A suitable wording is given that permits plumb ended boats to comply with the class rules regarding placement of the waterline limit marks.

#### No restriction on lower displacement

Whereas there was a lower limit to the waterline length, there will now be no such lower limit to displacement of waterline length.

#### Weight of boat

The weight of the boat will be recorded at certification measurement. At an event the weight shall be no more than this figure plus a tolerance.

### Sails

#### Measured area marked on sails

The measured area of the largest mainsail shall be marked on all mainsails. Likewise for headsails.

This will minimise the risk of a larger than permitted sail are being used and reassure other competitors that the rules are being complied with.

**Measured sail area - method**

There are some refinements to the way in which sails are measured. The principle change is that a line through the head and tack of a sail shall be perpendicular to the grid lines with the clew point placed on a grid line. Cross widths are taken at 200 mm spacing above the clew point and 20 mm spacing below the clew point.

Several benefits arise from this change:

- The approximate luff, leech and foot dimensions can be determined from the measured data and will be quoted on the certificate as an aid to sail makers.
- The luff, leech and foot dimensions can be quickly checked at event measurement as a rough guide to a sail's compliance.
- The requirement for smaller, alternative, sails to fit within the profile of the largest will become redundant.

**end**