

IOM CLASS RULE CHANGES PROPOSED BY THE IOM ICA  
OCTOBER/NOVEMBER 2004 AND APPROVED BY THE RSD 16 DECEMBER

A.5.1 These **class rules** shall be read in conjunction with the ERS 2001-2004.

C.4.3 CORRECTOR WEIGHT(S)

**Corrector weight(s)** to achieve compliance with C.4.2, if used, shall be fixed in/on the **hull** and not be altered or moved during an event.

C.4.4 BILGE WATER

Bilge water shall not be used to trim the boat and may be removed at any time.

C.5.3 REMOTE CONTROL EQUIPMENT

LIMITATIONS

- (a) The rudder control unit shall control the **rudder** only.
- (b) The sheet control unit shall control the mainsail sheet and headsail sheet only.
- (c) Except for control unit positioning information, no radio transmissions from the **boat** shall be made.

USE

(d) Remote control and related equipment:

- (1) shall be refitted in the same position if temporarily removed and/or.
- (2) may be replaced by equipment of similar weight.

C.5.4 OTHER EQUIPMENT

Except as in C.5.3 equipment related to changing the rig and/or adjusting the sails and/or the rudder may be altered or moved.

C.6.3 USE

(b) The keel shall not move or rotate relative to the hull, except by deformation under load.

(a) The hull appendages shall not project outboard of the hull.

(c) If removed:

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- (1) The keel shall be refitted in the same relative attitude and position to the hull.
- (2) Parts of the keel shall be refitted in the same relative attitude and position to the keel.
- (3) The rudder shall be refitted in the same relative attitude and position to the hull.

C.7.4 MAST

(a) DIMENSIONS

	minimum	maximum
<b>Lower point to deck limit mark</b>		
as defined in D.1.5 .....	60 mm	100 mm
Within these limits, the variation in height of		
<b>lower limit point</b> for each rig .....		$\pm 5$ mm
<b>Mast spar curvature</b> between <b>lower point</b> and		
<b>upper point</b> .....		unrestricted

(b) USE

The spar stepping position and wind indicator position are optional.

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C.8.3 IDENTIFICATION

Identification shall comply with the RRS. Sails certified before 1st January 2005 shall comply with the sail identification rules in force at that time or at the time of certification.

Effective date of Class Rule changes: 1 January 2005

----- End of class rule changes -----

Explanation of the changes to IOM Class Rules

The IOMICA World Council has considered the removal of E4.7 from the RRS, and has resolved to seek an "emergency" class rule change with the text that you have before you. These are the details of Resolution WC-2004-03 by which this decision was reached.

Resolution WC-2004-03

Background

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For 2005-2008, the Racing Rules of Sailing will no longer have the old E4.7:

#### E4.7 Moving Ballast

Rule 51 is replaced with:

During an event and unless class rules specify otherwise,

- (a) ballast shall not be shifted, shipped or unshipped;
- (b) except for replacements of similar weight and position, no control equipment shall be shifted, shipped or unshipped;
- (c) the position of rig counterbalance weights may be adjusted; and
- (d) bilge water shall not be used to trim the boat, but may be removed at any time.

Instead, RRS 51 is reinstated:

#### 51 MOVABLE BALLAST

All movable ballast shall be properly stowed, and water, dead weight or ballast shall not be moved for the purpose of changing trim or stability. Floorboards, bulkheads, doors, stairs and water tanks shall be left in place and all cabin fixtures kept on board.

The intention is that a class shall determine its rules regarding movable ballast, and explicit permission is provided for this in RRS 86.1:

#### 86 CHANGES TO THE RACING RULES

86.1 A racing rule shall not be changed unless permitted in the rule itself or as follows:

- (a) Prescriptions of a national authority may change a racing rule [...]
- (b) Sailing instructions may change a racing rule [...]
- (c) Class rules may change only racing rules 42, 49, 50, 51, 52, 53 and 54.

A class rule change is needed because, while the movement of ballast is not currently permitted during an event, this will become allowed in 2005 in between heats unless the class rules prohibit it. That is, different sizes of battery pack can be used, they can be located in different places in the hull, and different corrector weights can be used in between heats. In drifting conditions, for example, you might want to place that battery pack and that corrector weight which yields a hull of 4.000 kg in the bows; and at the top of No.1 rig, you might want to use a heavier pack and heavier corrector weights and place them in the stern. To make such movement of ballast sensible, you will probably want to design and build a hull with a somewhat different distribution of volume and a different waterline... Also, under the current rules, it is for example technically not allowed to remove the keel from the hull during the night on multi-day event, and this should presumably be corrected.

The issue

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It is reasonable to assume that a change to the IOM Class Rules is required

for 2005-2008, and it is reasonable to plan for such a change. The issue for Resolution WC-2004-03 is the mechanism by which IOMICA shall seek this change. The choice is to invoke either a "normal" class rule change through an Owner ballot, or an "emergency" class rule change.

Note 1: The class rule change is required with some urgency.

Note 2: The exact wording of the required change shall be settled at a future time and is not required for the satisfactory determination of this resolution.

Note 3: The nature of this required change seems straightforward and seems unproblematic, seeking to maintain the current state of affairs with regard to IOM competition rather than significantly change any aspect of "the racing game".

Vice-Chairman (Technical), IOMICA