

# SOME COMMENTS ON THE ONE METRE CLASS RULES AND THE RECENT INTERPRETATION

First of all it is important to remember that an interpretation is a way to establish, with authority, what the class rules wording actually means. An interpretation shall not be used to change class rules and this is clearly stated in the ISAF regulations.

## THE “ONE-DESIGN” CONCEPT AND THE ONE METRE CLASS RULES

“One-design” is a common concept in big boat classes, but in radio sailing it is only applied to one international class – the One Metre – and in that class only for the rigs and the sails.

The goal for a “one-design class” does not have to be to reduce cost or achieve simplicity. The main reason is to achieve some sort of level playing field and it is often as important to regulate for perception reasons as for real performance. The fact that something is simple and inexpensive does of course not, in itself, make it legal in a one-design class.

“One-design” is an undefined term and one that ISAF tries to avoid in class rules. The new ISAF class rules format instead uses “*open class rules*” and “*closed class rules*” as ways of presenting class rules for what were previously considered to be “*one design classes*” and “*development classes*”.

## THE CLASS RULES

The 2002 class rules and the 1995 version basically only have one difference in regard to the rules that deal with mainsail luff attachment to the mast spar. In the 1995 CR it is said that “any method of attachment is permitted”. When we revised the CR in 2002 to comply with ISAF format the methods known to us were the following:

- Luff boltrope in mast spar track
- Luff sliders in mast spar track or openings
- Luff attached to mast spar “rings” of wire or rope
- Luff attached to mast spar jackstay

The difference between the 2002 and the 1995 CR is that the 2002 CR specify these methods.

There is however no difference between the versions as to the mainsail fittings permitted to achieve these methods. The only sail fitting that could be used to attach a mast ring is an eye and such an eye shall be less than 10 mm in diameter. The common reason for limiting the size of “eyes” in “one-design” classes is to limit the “stiffening” such a fitting could provide – not to restrict the opening created.

It could be argued that the interpretation is too generous in regarding the “luff wires” as eyes. However accepting that they are not eyes would just make these wires illegal independent of their size.

## THE MANUFACTURER

Consumer laws in most countries give the buyer the right to return for a refund a product that cannot be used for its intended purpose or to have the product exchanged or corrected by the seller. In the case of sailboat equipment, if the manufacturer is required to have a manufacturing license or has been awarded an in-house certification licence such licenses could be withdrawn if CR are not followed. It is however always each competitor’s obligation to race with legal equipment.

## MEASUREMENT AND CERTIFICATION

Measurement and certification is intended to guarantee that equipment complies with the CR. A measurer is supposed to report the facts to the certification authority if he feels that something may not comply with the rules and the certification authority is supposed to seek advice if, in turn, it is uncertain. If a measurer makes mistakes it is up to the certification authority to find out the reasons. It is however always each competitor's obligation to race with legal equipment.

## EVENT MEASUREMENT

Event measurement is intended to find illegal equipment that has slipped through the measurement and certification process and to find equipment that has become illegal due to modification or other reason. It is however always the competitor's obligation to race with legal equipment.

## THE RULE AUTHORITY

ISAF-RSD has, when there is no ICA, an obligation to maintain the class rules to be as good as possible and to change wordings when they are found to be flawed or unclear. This task is aided by requests for interpretations and by reports on illegal equipment found.

## THE INTERPRETATION

The ISAF-RSD people involved in making the interpretation have done their job which is to establish the meaning of the class rules as they stand. It is not their task to consider whether their findings would be popular and it is not their job to try to find out how many boats would be affected by the interpretation.

The ISAF-RSD has no intention to change the concept of the class as we have no means to poll the class owners and we have no intention either to change the class rules to encompass everything that may slip through measurement and certification.

The IOM ICA on the other hand will, when recognised, be able to change the class concept in any direction subject to class owner agreement in accordance with the class association's constitution. We therefore hope that One Metre owners that are keen to see the class rules changed, or not changed, will work for the establishment of the IOM ICA required national class representations. When the ICA is recognised, its affiliated class owners will get the influence they should have over the destiny of the class.

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