

## EC MEETING APRIL 2013

### Technical Committee Report

During the year, the Tech Committee has received a number of requests for Interpretation, mostly from the IOM class, which have been dealt with either directly or after consultation with ISAF. It has become apparent that the terms of the agreement with IOMICA severely limit the powers of IRSA where modification may be recommended or felt to be required and basically unless there are severely contentious or potentially harmful issues involved, IRSA has no real power to effect change.

With the M class and 10r Class rules, currently the master copies are locked files and so far we cannot find how to open them. Redrafting the rules from scratch involves a lot of work and increases the chance of errors. This is an ongoing matter.

One point that has been raised is that none of the suppliers makes any sort of statement of conformity with the various class rules and this is felt to have become necessary in the light of the undertakings that the 'builder' is now required to give on the certification paperwork. Robert Hales and I are discussing the arguments for and against this, what form the statements should take and where they should be published and will circulate it within the Tech Committee before publishing it for the consideration by the Main committee. This would be a major step forward for the sport and would afford protection for the purchaser of boats or components.

Val Provoost  
Technical Committee Chairman