

## ***Sail Marks Report to 2000 PC Meeting***

### ***Background***

- Pre 1992 jibs were not required to have numbers  
each DM and major regatta treated the subject differently
- 1992 1M & M class rules specified jib numbers for the first time
- 1993 each class treated sail marks individually
- 1994 sail marks rules (& admin rules) separate from class specific rules  
stability - all classes have the same sail marks for first time

### ***Observations***

- at RSD events marks are generally legible
- the system for dealing with clashes works well (if rc plans ahead)
- frequently sail marks fail to comply with class rules, but
- there are no protests
- rc's never (?) cause owners to comply
- rc's sometimes resort to use non permitted means to resolve clashes

### ***Currently***

ISAF policy is that sail marks shall cease to be a measurement issue  
reasons

- sails can be sold already certificated (measured) with no sail marks
- boat can be stocked & sold already certificated
- other?

the good news is

- class rules will be shorter
- measurement procedure will be shorter
- all sail marks rules will be in RRS instead of in RRS & class rules
- owner alone is responsible for ensuring his sail marks comply
- sail marks compliance at an event will be solely a racing rules matter

the bad news is

- appendix E will need some additions

### ***Report on ERS & RRS***

The RRS comprise principally three sections

- rules for sailors
- rules for race committees
- rules for juries

Many yachtsmen have been aware and concerned for some time that the rules for sailors also seek to control what equipment is used and how it is used.

For example, RRS 50.4 defines a headsail with a mid girth more than half the foot length (i.e. all RC headsails) as a spinnaker. RRS 51 prohibits movable ballast. Thus for RC yachts and water ballasted yachts the RRS have to be changed.

The ERS (equipment rules of sailing) started life as a spin off from the effort to produce an ISAF standard class rules template. It was necessary first to write common equipment definitions. In turn this led to separating the rules concerning equipment from the right of way rules.

The current draft of the ERS mirrors the format of the ISAF standard class rules:

**part I        use of equipment rules**

- section A    rules that apply at an event
- section B    rules that apply when racing

**part II        definitions**

- section C    general
- section D    hull
- section E    appendages
- section F    rig
- section G    sails

**part III       measurement rules**

- section H    measurement
- appendix 1   sail marks
- appendix 2   weighing of clothing

There is currently resistance from the ISAF Racing Rules Committee to the concept of some of 'their rules' being taken out of the RRS to become the responsibility of the Measurement Committee. Although separating the ERS and RRS is really a policy matter for ISAF, which has wide support, it seems likely that the 2001 ERS will not contain part I or the appendices.

***To sum up***

- The current sail marks rules have been stable over a long period of time and do their job well
- Owners frequently fail to comply with them but measurers do not notice and race committees and others do not mind
- the 'rules' of the sport are undergoing a rationalisation and will be simpler and better expressed
- placing the rules for sail marks of RC yachts in the RRS is part of that process

## ***Sail Marks***

### ***NOW***

Currently material relating to sail marks is found in three places:

- ICAR      circa 1 page relates to size and placement of sail marks.
- App H    half of App H is relevant to RC yachts.
- App E    contains the following:

#### **E6.9      Identification on Sails**

Rule 77 is changed to: 'An international Class boat shall comply with the requirements of the Sail Identification Marks Rules of the Radio Sailing Division of the ISAF.'

### ***2001***

In 2001 material relating to sail marks can be in just two places and can be shorter:

- App H    relevant to RC yachts except for
- App E    alterations similar to those below:

#### **E6.9      Identification on Sails**

Appendix H is changed as follows:

- (a) H1.1 (c) is replaced by:

a sail number which shall be the last two digits of the boat registration number allotted by the relevant issuing authority. Alternatively an owner may be allotted a personal sail number by the relevant issuing authority, which may be used on all his boats in that class.

- b) In H1.2 (b), add to the table:

Numbers on RC boats	100 mm	13 mm
Letters on RC boats	60 mm	13 mm

- (c) H1.3 (c) is replaced by:

Sail numbers shall be placed above the national letters. There shall be space in front of the sail numbers for a prefix '1' which may be prescribed by the race committee in the event of a clash or numbers.

- (d) H1.3 (e) is replaced by:

The sail number shall be displayed on both sides of headsails.

***In House Certification***      *Report to 2000 PC Meeting*

Definition of **certify** from ERS

To issue a **certificate**, or to attach a **certification mark** after successful **fundamental measurement**.

The current draft One Metre class rules would permit one or more persons at a sailmaker to measure and certify sails produced by that manufacturer.

A special licence shall be awarded for that purpose. It shall come from the MNA who would administer approval and police compliance.

During 2000 draft rules to the M and 10 Rater classes will be drafted and it is intended to include a similar clause.

See paper titled - ***Sail Marks*** *Report to 2000 PC Meeting - for background.*

***Advertising***      *Report to 2000 PC Meeting*

A new Advertising Code was discussed at the November ISAF meeting. No agreement was reached and it will be discussed again at the May mid-year meeting.

As I understand it, part of the intention is that each class should be able to decide what advertising category it will permit. This is in contrast to the current state where each week a yacht may sail in an event which has a different advertising category.

When sending the draft class rules to DMs they will be asked what advertising category they would wish to permit.

***Exemption from class rules***      *Report to 2000 PC Meeting*

An application has been received from a manufacturer to produce One Metre class yacht components from materials which are currently not permitted. The current draft class rules would permit a licence to do this based on RSD (PC) approval and a contract.

I assume the PC would wish to permit such an arrangement (even without a prior class rule change) and that we will amend the class rules, as an emergency measure, to permit such a licence as appropriate.