



File: IRSA Interpretation 2015-A-1.1.docx

IRSA Interpretation 2015–A–1.2 of the International A Class rules

Interpretation 2015-A-1.2
Status: Re-issue 2015-03-17
Author: Graham Bantock

ABBREVIATIONS

EC Executive Committee of IRSA
ISAF International Sailing Federation
IRSA International Radio Sailing Association
CR Class Rules
ERS Equipment Rules of Sailing
RRS Racing Rules of Sailing

DEFINITIONS

The following words and phrases have these definitions in this interpretation.

bold, *italics* A **term** in bold is defined in the ERS, whereas a *term* in italics is defined in the RRS.

Member A DNM, an Associate Member, or a Provisional Member of IRSA.

shall/may In this document, the word "shall" specifies a mandatory action or procedure, while the word "may" is permissive.

will In this document, the word "will" specifies an intention.

Requests received

1 Does the Australian boat A-1 reg. no KA 271, first measured before 1994, and built with a circa 25 mm negative camber in the deck from the forward end of "J" to the transom comply with the 1985 class rules and the 1994 class rules. The boat has a transverse beam with

convex upwards camber and a section of circa 30 mm fore and aft x 1 mm deep running from deck edge to deck edge at the mast position to which the height of the rig is measured. The mast measurement mark is placed on this beam. The lower mast measurement band is placed in line with the top edge of the boom and below the cambered beam. Mainsail luff length therefore may exceed the measured rig height.

2 Do boats with the lids of screw top pots and similar containers for remote control equipment protruding above the deck comply with the 1985 class rules and the 1994 class rules?

3 Do boats with a mast tube with an upper opening at the deck larger than the mast (or similar openings/recesses for other pieces of equipment) comply with the 1994 class rules?

Relevant rules (1985 class rules)

3 Freeboard

Freeboard shall be defined as the height above LWL of the junction between the upper side of the deck and hull. This shall at each station of measurement be determined as the lowest point of contact between the hull and a tangent of 45 degrees to the horizontal plane. Rail, fender, or other projections not be included (see Fig. 2).

4 Sheer

Sheer shall be a fair and continuous concave curve.

7 Camber of Deck

The camber of deck at any point must not exceed one twenty-fourth (1/24) of the beam on deck at that point.

Figure 2 shows how the freeboard measurement is determined and positive camber only on all sections.

Discussion (1985 class rules)

The 1930's version of the class rules limited "the round of deck beams ...". This can be clearly understood to be either positive or negative. By 1985 the class rule had amended the restriction to camber. Camber is commonly understood to be convexity so we can read class rule 7 to mean "The convexity of deck at any point must not exceed one twenty-fourth (1/24) of beam on deck at that point". As this is a development class and anything not restricted is permitted, we can understand this to place NO restriction on deck concavity.

The sheerline of the boat does not infringe class rule 4 and there are no restrictions placed on the height of the lower mast measurement band.

It is noted that the "Rail, fender, or other projections" are not included in the method of determining the freeboard measurement point. One of the diagrams in Fig. 2 shows a rail, circa 5 mm deep, mounted on the deck a small distance inboard from the deck edge.

The diagram shows the presence of the rail is ignored in determining the freeboard. Taken to the bow, where the deck is less than 120 mm wide, this rail would contravene the camber restriction, rule 7, if it were considered to be part of the deck. It can be taken also, then, that the "Rail, fender, or other projections" shall not be included when determining the camber at that station.

Likewise a protruding pot lid, a hatch coaming or hatch cover, may be considered to be a local modification to the deck shape which may be included in the term "other projections". In contrast a cabin, coach roof or cockpit and similar structures are not considered to be local modifications to the deck shape and are therefore subject to the restriction on deck camber.

Conclusion (1985 class rules)

The boat A-1 complies with the class rules with respect to deck camber and rig measurement.

Lids of screw top pots and similar containers, hatches and hatch covers are not considered to be subject to the restrictions on deck camber.

Relevant rules (1994 class rules)

3.2.9

The DECK EDGE at any section is the junction between the deck and the top sides. This is taken as the lowest point of contact between the hull and a tangent at 45 degrees to the horizontal. Rail, fender or other projections are to be ignored.

3.6.5 Deck Round

The deck round at every section between a point 25 mm aft of the foremost point on the hull and the aft freeboard measurement point shall not exceed one twenty-fourth of the local beam measured deck edge to deck edge.

Diagram 2 shows deck round being measured when concave.

Discussion (1994 class rules)

The class rules have reverted to what is thought to have been the original intent by limiting overly convex and overly concave decks.

CR 3.2.9 tells us how the deck edge is found and that rails, fenders and other projections are to be ignored.

CR 3.6.5 tells us how deck round is limited but no mention is made of rails, fenders or other projections.

Ignoring the presence of rails, fenders and other projections when finding the deck round is consistent with CR 3.2.9 and with the 1985 version of the CR.

The CR requirement for deck round is, therefore, one that applies to the larger deck structure but not to local variations in that structure. It seems logical for local recesses for the mast and similar recesses to be permitted.

Conclusion (1994 class rules)

The boat A-1 does not comply with these class rules with respect to deck round.

Lids of screw top pots and similar containers, hatches and hatch covers are not considered to be subject to the restrictions on deck round.

Local recesses or openings in the deck for the mast or similar openings/recesses for other pieces of equipment are permitted.

Notes

Quote from IRSA Regulations 2003

6.2.5 Interpretations shall have the status of a class rule and shall remain valid for a maximum period of 2 years or until superseded by a Class rule change or modification carried out following the procedures of Regulation 6.4.

Comment

The 2016 Class Rules require hulls to comply with the rules in force at the time of the hull's initial certification, or those relating to the hull's certificate or the current class rules. To know what the previous class rules required it is necessary to know what was the effect of interpretations issued during that time. For that reason, even though the original lifetime of the interpretation has expired, this interpretation remains effective.

The 2016 Class Rules incorporate the following measures to clarify and improve on previous versions:

- There is a positive and negative limit on deck round
- It is permitted to have local projections, hollows, recesses and voids in the deck, no bigger than necessary for their purpose, for specific items of equipment

end