

## **International Europe Class Union**

### **Proposals for Rule Changing in 2006, Draft 21. 7. 2005**

**The AGM may decide.**

#### **Proposal 1**

**Existing Rule:** None

**New Rule:**

3.2.2 Construction and measurement datum add at 3.2.2 (v):

"If nothing else is said all figures are given a long side the major axes (vertical, longitudinal and transverse), which are at 90° to each other.

**Reason:**

To follow a deliberation of the Chairman of the EC Sub-Committee

#### **Proposal 2**

**Existing Rule:**

3.2.9 Reduced Tolerances Hull

Tolerances for hulls first measured after 1<sup>st</sup> March 2004 are specified on Measurement Form 2.2.

Any hull may be used which complies with any previous Class Rules, except:

- a.) At the Olympic games after March 2004
- b.) After March 2008
  - (I) at World Championships
  - (II) at Continental Championships
  - (III) at Regional Championships and Events
  - (IV) at any other Event where the National Authority together with the Organizing Authority specify in the relevant Notice of Race the reduced tolerances

**New Rule:**

delete a and b.) enter instead:  
at the Olympic games.

**Reasons:**

We learned that there are no significant differences in speed or handling.  
So there is no need to eliminate all the older boats from racing in the main events.

### **Proposal 3**

**Existing Rule:** None

**New Rule:**

Class Rules 3.5.4 Construction and Measurement,  
enter new (II), renumber existing (II - IX) to ((III - X)

(II) A divisible, two part mast is allowed.

If divisible,

- no part should be longer than 3100 mm,
- the outer shape should not exceed the basic FRP profile figures of the Mast Design Specification for more than 6 mm in a length of 100 mm in aggregate in one or more pieces,
- the inner shape may be modified as suitable, but not more in length overall than 800 mm measured when the parts are connected together.

**Reasons:**

To allow to build a mast, which is easier to transport in a plane or a box of the hull size.

### **Proposal 4**

**Existing Rule:**

Class Rule 3.2.5 Fitting and equipment (iii) “ Fittings and equipments not defined as fixed in Rule 3.2.5.(i) are optional except that any electronic or electrically powered fitting other than a timing device is prohibited.

**New Rule: ?**

I do not know if it is necessary to change this rule.

I think it should be discussed by the members.

I feel a certain need to follow the current technical developments.

**Reasons:**

Current technical development is so that you do not know what those little watch-like looking instruments can really do.

So today a Rule practically not to control.

### **Proposal 5**

**Existing Rule:**

Class Rule 3.2.8, Weight Distribution (Swing Test) Measurement Notes,  
Measurement Form 2.22 (a – g)

**New Rule:**

Delete measurement form 2.22 (a – g),

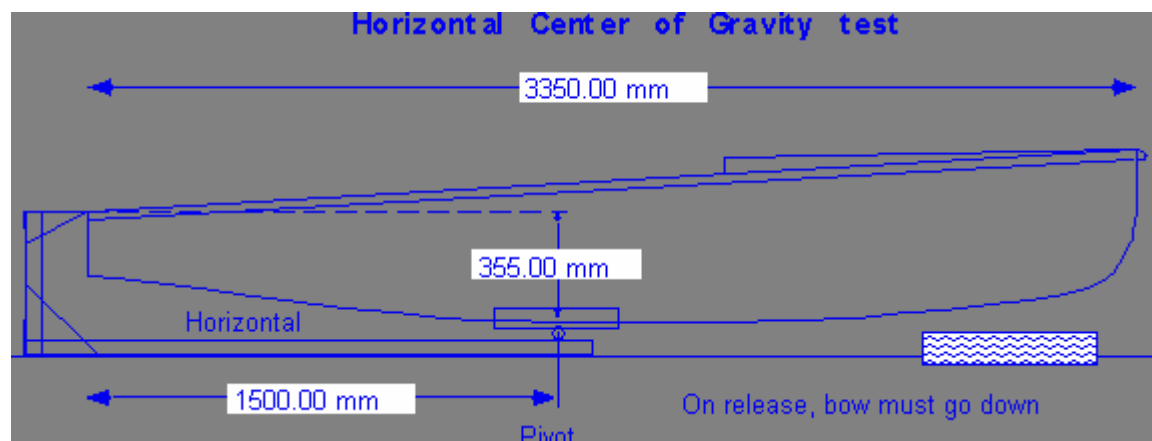
Rename: **Centre of Gravity horizontal**

Enter: **a) Distance from hull centre of gravity to AMPn Min 1500 mm**

Enter Class Rules 3.2.8.(viii): ***For Prototypes and boats in doubt or under protest the procedure as described in the Hull Supplement Form Swing Test ( same as today Measurement Form 2.22 ) should be mandatory. For hulls out of current production only horizontal position of centre of gravity is mandatory.***

Enter this drawing in Class Rules

Weight Distribution Measurement Diagram



### Reasons:

The bigger the boat the more of interest is the weight distribution.

The Europe is a very small boat.

Let me say, the figures concerning swing test are the figures in the measurement form which are not seldom erroneous and difficult to reproduce.

It would be sufficient just to look for the position of centre of gravity horizontal.

This would prevent the concentration of weight in direction of the transom to create light bows.

We want to stay on the procedure and description of swing test just for the case of some doubts about maybe special build qualifiers or the special request of a race committee.

### Proposal 6

#### Existing Rule:

Class Rules 4.1(iv): Following equipment shall be on board:

(a) A lifejacket or buoyancy aid. Unless otherwise described in the sailing instructions the buoyancy aid or the lifejacket shall be worn. Sailing instruction may prescribe standards of approval required

#### New Rule:

**( a) *A buoyancy aid or life jacket shall be worn, from leaving till coming back ashore. The minimum standards should be similar EN 393 with a positive buoyancy of 50 Newton.***

***Notice of Race and Sailing Instructions should prescribe other or extended standards or standards of approval following national legal requirements.***

**Reasons:**

It is a safety rule, which actually only applies when racing. The way to the race courses and back is not protected. At the racing days we should maintain safety all the time the sailors are on the water.

The minimum standards or the required legal standards should be described in the sailing instructions or notice of race.

Last year AGM had accepted this rule, except the wording “from leaving till coming back ashore”.

We retired the whole proposal at the ISAF meeting, because ISAF was preparing a similar, concurrent rule.

**Proposal 7**

**Existing Rule:** None

**New Rule:**

4. Additional Rules which apply when Racing, add 4.3:  
Advertising unrestricted Category “C” applies.

**Reasons:**

Before this was covered by ISAF Regulation 20.4.

The board of the International Europe Class Union decided, that unrestricted Category “C” shall be applied. We think it would be helpful to have this published in the Class Rules.

**Proposal 8**

**Simpler Forms for masts and booms**

When the actual Forms were done it was ISAF politics to be against In-house Measurement. ISAF politics now changes in favour of In-house Measurement.

So the Forms could be made simpler.

This in a way, that the producer only sign one time for his product and the figures entered in the Measurement Form.

The today needed additionally signature of an Official Measurer is only needed for those countries, where the National Authority especially ask for it.

This proposal was already entered 2002, 03 and 04, but the discussions about In-house Measurement inside ISAF were not yet precise enough at those times. Following the recommendations of the Centreboard Boat Committee the submissions were then retired.

### **Proposal 9**

Delete drawings of page 4 of mast and boom measurement forms.

Reason:

Drawings are already in the Class Rules reproduced.