

**International Europe Class Union
Proposal for Rule Changing in 2010
The AGM may decide.**

*Following ISAF mail dated 1.2.2010, changing the wording of
ClassRules 3.7 and Sail Measurement Notes 1-11,
not changing Sail Measurement Diagram and Measurement Form Sail.
Following ISAF mail dated 25.3.2010.
This as a guideline for our own ideas.*

*This proposal for Rule Changing is entered to bring our rules in line with
ISAF Inhouse Certification regulations.*

*I tried to write down what I understood and think is in the today rules. But I know well, that
when I read and try to understand a text, maybe somebody else may read and understand
something different. So please read it careful and try to find out possible loopholes.*

Nr.	new wording to be discussed	Min mm	Max mm	Remarks
	Section G – Sails			
G.1	Parts			
G1.1	Mandatory (a) Mainsail			
G.2	General			
G.2.1	Rules (a) Sails shall comply with the class rules in force at the time of initial certification if nothing else is said.			
G.2.2	Certification (a) The official measurer shall measure and then certify mainsails in the tack by stamp, sign and date across the class label and issue a Measurement Form or (b) The ISAF or an MNA may appoint one or more In-House Official Measurers to measure, certify and issue Measurement			

	Forms for sails produced by that manufacturer.			
G.2.3	<p>Use</p> <p>(a) The sail shall be hoisted on a external halyard. The system shall permit hoisting and lowering of the sail from the cockpit whilst afloat.</p> <p>(b) The highest visible point of the sail, projected at 90 degree to the mast spar, shall not be set above the lower edge of the mast upper limit mark.</p> <p>The aftmost visible point, projected at 90 degree to the top of the boom spar, shall not be behind the fore side of the boom outer limit mark. A stop shall be fitted to the boom to prevent the sail being hauled out over this mark.</p> <p>(c) Luff and foot bolt ropes shall be in the spar grooves or tracks.</p> <p>(d) Leech lines, if fitted, shall be fixed only by knots and not be adjusted whilst racing.</p>			
G.2.4	<p>Sailmaker</p> <p>(a) No licence is required.</p>			
G.3	Mainsail			
G.3.1	<p>Identification</p> <p>(a) A class royalty label shall be affixed by sewing at the tack, which shall carry a unique identification number.</p> <p>(b) The Class Insignia, national letters and sail numbers shall comply with RRS Appendix G except where prescribed otherwise in these class rules.</p>			

G.3.2	<p>The national letters shall be placed between the centrelines of the Nr.1 (uppermost) and Nr.2 batten pockets, both extended to the luff.</p> <p>The sail numbers shall be placed between the centerlines of the Nr. 2 and 3 batten pockets, both extended to the luff.</p> <p>The class insignia shall be placed above the centerline of the Nr.1 (uppermost) battenpocket. The insignia may be placed back to back provided no part of the insignia is translucent.</p> <p>(d) Dimensions in mm</p> <p>(1) national letters and sailnumbers Height 295 width, except for l and 1 200 thickness 40 spacing between characters on the same and opposite sides and between a character, the class insignia and the edge of the sail 60</p> <p>(2) class insignia see drawing.</p> <p>Materials</p> <p>(a) The body of the sail shall be a woven, soft,single ply.</p> <p>(b) Stiffenings The material of the headboard, if fitted, and the battens is not restricted.</p> <p>(c) Reinforcements shall be of woven, soft ply.</p>			<p>“if fitted”, today we use mandatory inside or outside headboards. At such a small sail it is not needed, so this would be a possible rule changing.</p>
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<p>G.3.3</p>	<p>Construction</p> <p>(a) The construction shall be: Soft sail, single ply sail.</p> <p>(b) The body of the sail and secondary reinforcements (with the exception of batten pocket patches and flutterpatches) shall consist of the same woven ply throughout.</p> <p>(c) Primary reinforcements, batten pockets, batten pockets patches, flutter patches may be of different woven material.</p> <p>(d) The sail shall have 4 battenpockets in the leech.</p> <p>(e) The following are permitted:</p> <p>Stitching, glues, tapes, bolt ropes, corner eyes, headboard with fixings, cunningham eye, batten pocket patches, batten pocket elastics, batten pocket end caps, mast and boom slides, leech lines secured with knots, windows, tell tales, sail shape indicator stripes and items permitted or prescribed by other applicable rules.</p> <p>(f) The leech shall not extend more than 5 mm aft of a straight line between the aft headpoint and the upper edge of the nearest batten pocket.</p>			<p>“by other applicable rules” could be dangerous. Actually I do not know what could happen.</p> <p>The rounding at the rest of the leech is controlled by the top and centre width (girth)</p>
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G.3.4	Dimensions in mm			
	Leech length		5320	Today not restricted, but limited by the booms outer mark
	Foot length,		2800	
	Luff length, not restricted			
	Top width		130	
	Head to intersection of top batten centreline with the leech	1000		
	Upper width at upper leech point 1250 mm from head		960	
	Lower width at lower leech point 2500 from head		1650	
	Primary reinforcements at head, clew, tack and cunningham position		295	
	Secondary reinforcements, not restricted			
	Luff bolt rope	4300		That is just 65 mm more than the sailtrack length
	Foot bolt rope	2200		That is just 80 % of the distance boom point to mast
	Windows aerea together in m2	0,3		
	Windows distances to foot and luff	150		
	Headboard, if fitted, width		130	“if fitted” changes the today rules
	height	95	158	
	Batten pocket inside length	2400		
	Batten pocket inside width		50	
	Batten pocket distance to luff	150		

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