Draft 2. 6. 2009

International Europe Class Union

Proposals for Class Rules Changings in 2009.

The AGM may decide

Proposal 1 Hull Measurement

We discuss the tolerances of the hull

Existing rules:
Class Rules 3.2.9 Reduced Tolerances Hull, first sentence
Hull Measurement Form Supplement (revised march 2003)
Measurement Form 2.2 Hull Shape

The today mandatory tolerances are,
starting from the zero lines in the drawings and the Table of Offsets:
for a hull out of current production +- 6 mm and the sheer lines +- 10 mm,
for a prototype for the hull +- 3 mm and the sheer lines +- 7 mm.

New rules:
Starting from the zero lines in the drawings and the Table of Offsets
the mandatory tolerances
for a hull and the sheer lines out of current production are +- 10 mm,
for a prototype for the hull and the sheer lines +- 7 mm.

Reasons:

These are the old tolerances we had since we started our Class.
When we were still in the Olympic sun we faced the pressure of ISAF and other publications, that the smallest Class in the Olympic family had the biggest tolerances.
That was not really true, but the pressure was a reality.
So we gave in and reduced our tolerances.
This made illegal a lot of moulds all around the world.
Going back to the old tolerances may help to revitalize those moulds and help spreading the Class all around the world.

Proposal 2.1 Mast one design
We may vote about this proposal or just start a discussion with our members.

Existing Rules:
Class Rules 3.5,
Mast Measurement Diagram, Mast Design Specifications, Mast and Boom Measurement Notes,
Measurement Form Part 4 – Mast,
Prototype Mast Design Specification Form.

New Rules:
The basic mast profile, sailtrack included, but without fittings,
should fit inside a cylindric cone of the following figures:

Station:	0	750	1500	2250	3000	3750	4500	5270
Diameter mm:	30.3	3.3	42.3	48.3	54.2	60.2	66.2	72.2

(These figures are just showing a cylindric conus covering our today design)

The sailtrack may be inside, between or outside added.

There may be added reinforcements for fittings, but not more than 4 mm in thickness
and not more than 30 mm in width around the fitting to bear.

The ratio depth-for and aft /width-sidewards should be not more than 1.75.

(I calculated SCS min width 21.3 + added sailtrack depth 16 / 21.3 = 1.75)
(The ratio at the top of the old Winner masts is 1.58.
(The ratio at the top of the old Marstrand masts is 1.54
(The ratio at the top of today valid SCS design is 1.42)

Reasons:

When we were still in the Olympic sun we faced the pressure of ISAF and other publications
about our masts. Please remember the one design and the wing profile discussions.

We first proposed a design made with an inside mandril, but we got not the vote of our members.
SCS than offered his design to be produced by others and the AGM accepted.
So we got a real one design mast, and it was a good mast.
But it was also a design not really easy to produce and not really easy to produce cheap.

The intention of the today proposal is to go back to a more liberal way of design and production
and to include all existing designs, old and new , except those “wing” masts.

I did not write down all details – that would be a work to do when we know the intentions of our
members and how far they want to follow.

Anyhow this will grandfather all old mast designs.
We still should decide what to do with the so called “Wing Masts”.
My proposal is to accept them.
We still should decide how to handle the standardized gooseneck.
My proposal is to stay on the standardization.

Proposal 2.2 Mast Measurement

Existing Rule:
None

New Rule:
"Length measurements are taken with the mast straightened out at the aft end of the sailtrack."

Reasons:
By definition our mast is straight.
To define straightness there is given an allowed permanent bending of 20 mm.
Actually this bending is about 4 – 6 mm.

Equipment Rules of Sailing prescribe in H. 4. 1 to measure in the length directions following the bending. This is contravenient to the intentions of our rules and what we do.

Practically we will find no other figures, but there is a discrepancy in the wording of those concurrenting rules.

Proposal 3 towing

Existing Rules:

Class Rules 4 Additional Rules Which Apply When Racing, 4.1(iv)
The following equipment shall be on board (c)
"A painter,of diameter not less than 6 mm and length not less than 14 m unless otherwise prescribed in the Sailing Instructions. The painter should be of buoyant line having a nominal breaking breaking-strain of not less than 450 kg. The painter shall be secured around he mast at the deckring."

Nothing is said about how to tow, seamanship and safety.

Actually this procedure is very common:
3 to 4 m in front of the mast you do a bowline hitch and at the free end of the painter you fix a snap shackle. The free end with the shackle is thrown to the towing boat and the painter of the boat behind with the shackle is fixed in your bowline hitch. For towing at normal conditions a nice system. Difficult if unexpected things happen, when it is really windy or if the tug and tow will do tight curves.

Throwing your line with the sometimes really heavy shackle you may hit the others fingers and that could be painfull at least.
If something happens when towing the connection of the boats is far out of reach to disconnect in emergency.

The Optimists solved this problem in the way that the snap shackle is knotted in your own painter, not more than 1 m from the mast and the bowline hitch is at the free end.
So at least all boats behind can be disconnected at once.

To solve also the problem to get free from those in front I would like to propose:

" A short line should be attached around the mast at the deckring with two free ends of about 1 m. At each of those free ends should be fixed a snap shackle."

And there you can fix your own painter and the painter of the boat behind.
Whatever will happen you are able to come free in both directions.

New rule:
We can add this to the Class Rules as a rule
or just enter it as an recommendation.

Proposal 4 Swing Test

Existing Rules:
Class Rules 3.2.8 Weight Distribution
Measurement Form 2.22
Weight Distribution (Swing Test) Measurement Notes

New Rules:
Class Rules
Enter at 3.2.8 Weight Distribution:
(viii) for boats out of current production only (iv) "The CGH shall be not less than 1500 mm from the aft measurement plane" is measured and the found figure entered in the Measurement Form.
For prototypes and at boats where doubts are coming up, all figures must be taken.

Reasons:
Swing Test is a relatively rough and imprecise method of getting results.
The risk of errors is very high.
The figures entered in the Measurement Forms are partly difficult to reproduce.
As far as i could control it, the today fleet seems to be well inside the wanted figures.

Proposal 5 Buoyancy Aid

Existing Rule:
Class Rules 4.1.(iv)(a)
"A buoyancy aid or life jacket....The minimum standards should be similar EN 393 with a positive buoyancy of 50 Newton."".....

New Rule:
....."The minimum standards should be similar EN 393, or as now modified to EN 12402-5, with a positive buoyancy of 50 Newton."".....

Reasons:
European Community changed the requirements now published under EN 12402-5.
As far as known the points we are interested in are not changed.
Just to clarify that we accept the elder and the new regulations.

Proposal 6 RRS 42

Existing Rule
Class Rules 4. 2 Racing Rule 42
(a) A yellow flag (Code Q) displayed at the start or near a mark indicates that: "After starting or rounding the nearby mark, RRS 42 is varied in that except on a beat to windward, pumping, rocking and ooching are permitted ."
(b) Flag I displayed near a mark indicates that: "After rounding the nearby mark, RRS 42 applies again."
(c) The Class will recommend to Race Officers that they hoist the yellow flag in winds of 12 knots and over.

New Rule
4.2 Racing Rule 42
"When the wind exceeds 6 m/sec, the Race Committee may proceed as indicated in RRS and permit pumping, rocking and ooching, except on a beat to windward."

Reasons
Just to make our Rules more independent and consistent from the actual wording of the RRS.

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