

Title: Equipment Rules of Sailing

Subtitle: ERS Interpretation

A submission from IRC

Purpose or Objective

To create a fast track route for the interpretation of ERS.

Proposal

Add New Regulations 29.3.5 and 29.3.6:

29.3.5 The Equipment Rules of Sailing Question and Answer Panel shall answer questions on the Equipment Rules of Sailing that are submitted to it by a class, a rating rule, an ISAF International Race Official, or a Member National Authority. The procedure that the panel will follow when answering such questions and the Questions and Answers that the panel decides to publish shall be posted on the Equipment Rules of Sailing Question and Answer Service page on the ISAF website, and a link to that page shall appear on both the Equipment Rules, ISAF Classes, Ratings and Handicap and the Race Officials pages. Questions and Answers published during a four-year rulebook cycle will normally be removed from the website no later than 1 January in the year in which a revised rulebook is published. The panel may propose that a published Question and Answer be added to *The ERS Case Book*.

29.3.6 Answers to questions provided by the Equipment Rules of Sailing Question and Answer Panel published on the ISAF website are not authoritative interpretations and explanations of the Equipment Rules of Sailing. However, they are the carefully considered opinions of an experienced panel whose members have a thorough knowledge of the Equipment Rules of Sailing and extensive experience as competitors or as race officials.

Current Position

None.

Reason

Currently, the only route to obtain an interpretation of ERS is the ERS Case Book. Inclusion of a case requires a submission in accordance with Regulation 15 and is thus a lengthy process.

There is currently no process for a rapid response to questions arising from ERS. This absence creates problems for classes using ERS, encouraging informal local or class based interpretations, and is a deterrent to classes adopting ERS.

RRS have resolved this problem with the introduction of the Racing Rules Question and Answer Panel.

Interpretation of Offshore Special Regulations is governed by Regulation 30.3 which provides for interpretation by the Chairman of the Special Regulations Sub-committee.

Similarly, ISAF Regulation 16 gives the right of interpretation of the ISAF Constitution, including ISAF Regulations, to the Constitution Committee. Within this, Regulation 16.4 gives the Chairman of Constitution Committee the right to issue a provisional interpretation in case of 'urgency', subject to confirmation by the Constitution Committee.

Noting that ISAF Regulations include the Eligibility, Advertising, Ant-Doping and ISAF Sailor Classification Codes, all 'rules' governing the conduct of racing, with the sole exception of the Equipment Rules of Sailing, have processes in place for quick interpretation.

It is proposed that an Equipment Rules of Sailing Question and Answer Panel should be established. It is accepted that, identically with the RRS, answers given cannot be authoritative interpretations and can only be carefully considered opinions of an experienced panel.

Title: Equipment Rules of Sailing

Subtitle: Series and Age Dates

A submission from IRC

Purpose or Objective

To define Series and Age Dates.

Proposal

Insert new C.6.5

C.6.5 **Age**

- (a) **AGE DATE** **The year in which the boat was first launched/certified, or the year in which the boat was re-launched/certified following hull shell modification, whichever is the later.**
- (b) **SERIES DATE** **The year in which the first boat of the class or production series was launched/certified.**

Current Position

None

Reason

Rating Rules commonly include 'age allowance'. ISAF Offshore Special Regulations also refer in many places to the age of a boat. Class rules on occasion permit 'grandfathering'. Standard definitions of age would facilitate all of these.

Title: Equipment Rules of Sailing

Subtitle: Batten

A submission from IRC

Purpose or Objective

To define Batten.

Proposal

Insert new G.1.4 (k):

G.1.4 (k)

BATTEN **An element added to the sail, other than a corner board, the purpose of which is to support a sail edge.**

Current Position

None

Reason

ERS currently define a batten pocket but not a batten. It is desirable that this omission should be rectified.

Title: Equipment Rules of Sailing

Subtitle: Headsails and Spinnakers

A submission from IRC

Purpose or Objective

To replace the current RRS 50.4 with ERS definitions of Headsails and Spinnakers appropriate to current usage and terminology.

Proposal

Delete: ERS G.1.3 (b) and replace:

~~(b) HEADSAIL~~

~~A sail set forward of the mast spar, or of the foremost mast spar if more than one mast.~~

(b) HEADSAIL

Unless otherwise specified by class rules, any sail tacked down forward of the foremost mast which does not meet the definition of a spinnaker.

Insert: New ERS G.1.3 (c):

(c) SPINNAKER

Unless otherwise specified by class rules, a sail set forward of the foremost mast with half width (measured in accordance with G.7.5 (b)) equal to or greater than 75% of foot length and without battens.

Current Position

As above.

Reason

As acknowledged by ISAF Racing Rules Committee RRS 50.4 is a definition more suited to be a part of ERS. It is also widely modified by class rules. The current ERS G.1.3 (b) does not differentiate between headsails and spinnakers. While this is commonly addressed by class rules, ERS standard definitions would nevertheless be useful.

The proposed definitions provide a minimum basis for the definitions of headsails and spinnakers. A class wishing to invoke greater control, including eg intermediate girths/widths, has the right to do so.

The ERS Working Party should try again to get agreement from ISAF Racing Rules Committee to remove RRS 50.4 from RRS and replace it within ERS.

Title: Equipment Rules of Sailing

Subtitle: Outer Point Distance

A submission from IRC

Purpose or Objective

To amend the definition of Outer Point Distance to reflect current practice on large yachts without affecting smaller boats.

Proposal

Amend: ERS H.4.2:

H.4.2 Fittings, local curvature, ~~and~~ local cutaway **and any increase in the fore/aft dimension of a sail track and/or sail track support**, shall be ignored when measuring a **spar** or dimensions taken to a **spar**.

Current Position

As above.

Reason

To facilitate hoisting large mainsails, it is common practice on large yachts for the mainsail luff track to flare and increase in fore/aft length for a considerable length (as much as 1/3 of mast length) towards the bottom of the mast. **Outer Point Distance** is measured from the aft edge of the mast **spar** which includes the luff track. H.4.2 requires that local curvature is ignored. Curvature of 1/3 of mast length cannot be taken as 'local'. In these cases therefore, Outer Point Distance is artificially reduced offering a rating advantage for these large yachts. Any boat of a class without controls on fore/aft mast dimension could also use this to advantage.

Title: Equipment Rules of Sailing

Subtitle: Mainsail and Headsail Head Point

A submission from IRC

Purpose or Objective

To amend the definition of Mainsail and Headsail Head Point to reflect current sail design practice on offshore boats without affecting smaller boats.

Proposal

Amend: ERS G.4.2 (a) and (b):

- (a) MAINSAIL: The intersection of the **luff**, extended as necessary, **ignoring any cut-out or flare**, and the line through the highest point of the **sail** at 90⁰ to the **luff**.
- (b) HEADSAIL: The intersection of the **luff**, extended as necessary **ignoring any cut-out or flare**, and the line through the highest point of the **sail**, excluding **attachments**, at 90⁰ to the **luff**.

Current Position

As above.

Reason

For offshore boats with headsails set in a luff groove and mainsails generally, it is very common for sailmakers to locally flare the luff tape at the head to relieve peeling load and minimise the risk of the head of the sail being pulled from the luff groove under sailing loads. This is a sensible and seamanlike practice which confers no racing advantage.

Currently however, the relevant part of ERS G.4.2 simply says *the intersection of the luff extended as necessary*. In finding head point, inspectors therefore follow the line of any local flare, thus discouraging this practice. It is desirable that sailmakers are not discouraged from adopting seamanlike designs.

Title: Equipment Rules of Sailing

Subtitle: Forestay and Shrouds

A submission from IRC

Purpose or Objective

To amend the definitions of Forestay and Shrouds for safety and other reasons.

Proposal

Amend: ERS F.1.6 (a) (i) and (iii):

(i) SHROUD

Permanently attached Rigging providing transverse support for a mast **spar** or hull **spar** which may also provide longitudinal support.

(iii) FORESTAY

Permanently attached Rigging providing forward support for a mast **spar**.

Current Position

As above.

Reason

The current ERS F.1.6 (a) (iii) does not require that a FORESTAY or SHROUDS are permanently attached. In certain circumstances, this can offer an advantage to offshore boats. It is also highly desirable for safety reasons that forestays and shrouds should be permanently attached. Adding the word 'Permanent' to the beginning of F.1.6 (a) (i) and (iii) would resolve this without causing difficulty to other classes.

STAYs should however not be required to be permanently attached to cater for such as babystays and inner forestays which are routinely detached.

Title: Equipment Rules of Sailing

Subtitle: Double Luff Sails

A submission from IRC

Purpose or Objective

To amend the current definition of double luff sails to correct an unintended error.

Proposal

Amend: ERS G.1.4 (g):

(g) DOUBLE LUFF SAIL

A **sail** with more than one **luff**, or a sail passing round a ~~stay or~~ **spar** and attached back on itself.

Current Position

As above.

Reason

The ERS definition of **stay** is: '**Rigging** providing longitudinal support for a mast **spar** or hull **spar** and or supporting a **sail**'. The wire in a 'stuff luff' headsail (eg a 420 or 470 headsail) is therefore a **stay** because it supports the mast. Because the wire is contained in a pocket at the luff of the sail, the sail passes round the wire and the headsail then becomes a double luff headsail.

Additionally, the definition of sail includes **attachments** which include hanks. A headsail hank passes round the **stay** on which the **sail** is hoisted making that sail a double luff headsail.

This unintended problem is simply resolved without consequential effects by deleting '**stay or**' from the definition of DOUBLE LUFF SAIL.

Title: Equipment Rules of Sailing

Subtitle: Hollows in Sail Leeches

A submission from IRC

Purpose or Objective

To improve understanding of the meaning of hollows in sail edges.

Proposal

Amend: **G.2.4 Sail ~~Edge~~ Leech Hollow**

Text of G.2.4 to remain unchanged.

Amend: **H.5.2 Hollows in Sail ~~Edges~~ Leeches**

Where there is a **sail ~~edge~~ leech hollow** and a measurement point falls in the hollow:

Remaining text unchanged.

Current Position

As above.

Reason

Equipment Inspectors and sailmakers frequently misunderstand the correct meaning of **Sail Edge Hollow** and fail to correctly measure hollows. The definition of **Sail Edge Hollow** in G.2.4 is clear that hollows only relate to concavities in the **leech** of a **sail**. Re-naming **Sail Edge Hollow** as **Sail Leech Hollow** would help general understanding. The texts of G.2.4 and H.5.2 will remain unchanged with only the defined name being changed.

Title: Equipment Rules of Sailing

Subtitle: Hollows in Sail Leeches

A submission from IRC

Purpose or Objective

To remove an erroneous clause.

Proposal

Amend: **H.5.2 Hollows in Sail Edges**

Where there is a **sail edge hollow** and a measurement point falls in the hollow:

between adjacent **batten pockets**
between the **aft head point** and adjacent **batten pocket**
between the **clew point** and adjacent **batten pocket**
~~between the tack point and adjacent batten pocket~~
at an **attachment**

Remaining text unchanged.

Current Position

As above.

Reason

ERS paragraph H.5.2 defines how hollows are measured. It includes: 'between the **tack point** and the adjacent **batten pocket**'. Noting that as defined by G.2.4, hollows can only be present in the leech of a sail, it is not physically possible for there to be a **sail edge hollow** between the tack point and the adjacent batten pocket.