

ADVISORY COUNCIL MEETING
June 13, 2011
Lion's Dive Resort, Curacao

Advisory Council Members Present:

Rob Eberle for Chris Williams (Chairman, USA), Rob Eberle (Chief Measurer), Brent Richards (Builder Representative), Jonathan Martinetti (World Champion, Ecuador), Hans van der Gulik (Curacao), Jurgen Schneider (Curacao), Paul van Alphen (Holland), Piet Bankersen (Holland), Alex Zimmerman for Guillermo Cappelletti (Peru), Alex Zimmerman (Peru), Rob Eberle for Luis T. Nunez (Venezuela)

Roll Call:

Chief Measurer, Rob Eberle called the meeting to order at 6:30 p.m. Roll call was taken and it was determined that a quorum was present.

Minutes of the Previous Meeting:

The minutes of the previous meeting as distributed by email to the Advisory Council Members were approved.

Proposed Changes to the Rules:

Changes were submitted to ISAF in August 2010 as follows:

3.6.6 National Letters. *National Authority Letters shall be used when specified in either the Notice of Race or Sailing Instructions.*

Size and Shape. *The numbers must be easy to read capital letters, and of the following minimum dimensions: Height: 10" (254mm), Width 7" (178mm) and Thickness: 1 3/4" (45mm.)*

Color. *For light panels, letters shall be dark and dense, preferably black. White letters shall be used on dark panels. All letters on a panel must be the same color.*

Placement. *Placement shall be as shown on the Measurement Diagram for the sail. The letters on the starboard side shall be placed in the third panel from the bottom of the sail. The bottom of the letters on the starboard side shall be parallel to the seam below the panel, and $1 \pm 1/4$ " (25 ± 6 mm) from the center of that seam. The letter closest to the leach shall be $4 \pm 1/4$ " (102 ± 6 mm) from the leach. The letters on the port side shall be placed in the second panel from the bottom of the sail. The top of the letters on the port side shall be parallel to the seam above the panel, and $1 \pm 1/4$ " (25 ± 6 mm) from the center of that seam. The letter closest to the leach shall be $4 \pm 1/4$ " (102 ± 6 mm) from the leach.*

ISAF rejected this change, stating that RRS Appendix G covers the issue at hand and therefore, according to the ISAF, there is no need for this rule.

According to Chris Williams, the rule change needs to be resubmitted because our sail does not allow for the letters to fit where Appendix G says they need to go. When Chris Williams presented the argument about the letters not fitting the ISAF did not seem to understand our problem. We will need to resubmit with different wording because the

part about Color is likely ok so the recommendation from Chris Williams is that we consult with the ISAF and modify the wording and resubmit so that the matter of the letters not fitting can be addressed.

Motion: Rob Eberle made a motion that we consult with ISAF and modify what needs to be modified in Rule 3.6.6 and resubmit so that we can have a rule that will allow National Letters to fit on the Sunfish sail. The motion was seconded and passed.

Change to Rule 3.4 Tiller

The proposed change requires removing the last sentence of the rule which states “The added material should be primarily for anti-chafing rather than for stiffening”.

A discussion took place and it was decided that the change was reasonable considering the changes that have taken place with the introduction of non-wooden tillers. The earliest the change can take place is 07/01/11. Additional action needed for ISCA is to actually change the rule and publish the changes.

3.6.5 Color (of numbers on sails)

ISAF rejected this request on the same basis as the National Letters saying that Appendix G covers this matter. However, our current rule is not worded properly. It substitutes “sails” for “panels” in the wording and the rule should be changed. It was not on the agenda so it was not discussed further.

Change to Rule 3.2.5 Daggerboard

At the 2008 Worlds we approved a change to Rule 3.2.5. Unfortunately ISAF would not approve this change. After considerable negotiation, the following change was acceptable to ISAF: **Repair and preventive maintenance work is allowed provided the dimensions as shown in Rule 5 Figure 4 are maintained. Covering the daggerboard in fiberglass is prohibited.** The earliest the change can take place is 07/01/11. Additional action needed for ISCA is to actually change the rule and publish the changes.

Old Business:

A. Change to Rule 3.5.6:

No limitation on trim line use. It was decided that this proposed change needed to be investigated further and presented again at the next Worlds.

After discussion led by Hans van der Gulik about the intent of this rules change and advise from Rod Eberle, as Chief Measurer, as to best present a change to the rules, the item was withdrawn.

B. Change to Rule 3.7.1:

Proposal to allow one extra purchase on the mainsheet. It was decided that this proposed change needed to be investigated further and presented again at the next Worlds.

Motion failed for lack of a second.

C. Change 3.5.6 to permit a third cleat:

The proposed change deals with allowing additional lines and cleats on the spars, which are currently limited by Rule 3.5.6. It was decided that this proposed change needed to be investigated further and presented again at the next Worlds.

After discussion, the motion was tabled for further development of a formal rule.

New Business:

A. Change midget age to be "have not reached their 15th birthday in the calendar year." We recently added one year to the eligibility age for the Youth level and this would add one year to the midget level.

After some discussion it was decided that there was no real reason to do so. No motion was put forward.

B. Change the term "midget" to "junior." The term midget is often considered derogatory. Since we no longer use the term "junior" it is now available to replace midget. It also makes sense, as our other terms define people by their age (youth, master, grand master) and not by their physical size.

There was a motion to change the term "midget" to "junior". Motion was seconded and passed.

C. Allow sail numbers from 10 to 12 inches high, as 10 inch numbers are hard to find outside the US. The rule change would be to Change 3.6.5 "Size and Shape" to: The numbers must be easy to read, and of the following dimensions: Height: 9.5" to 12.5" (241 to 318mm), Width: $7 \pm 1/2$ " (178± 13mm), and Thickness: $1 \ 3/4 \pm 1/4$ " (45± 6mm.) All numbers on the sail must be the same size. Notice that the rule for height used to permit a plus or minus 1/2 inch variation, but it would be hard to write now with a variable height, so I just wrote it to permit it to be 9.5 to 12.5 inches with no variation allowed.

There was a motion to change 3.6.5 "Size and Shape" to read:

The numbers must be easy to read, and of the following dimensions: Height: 9.5" to 12.5" (241 to 318mm), Width: $7 \pm 1/2$ " (178± 13mm), and Thickness: $1 \ 3/4 \pm 1/4$ " (45± 6mm.) All numbers on the sail must be the same size. Motion was seconded and passed.

D. Allow two halyards. People are currently rigging double length halyards and using both ends while rigging the gust adjust jens to circumvent the rules. This results in complexity and is a safety risk. The new gust adjust version of the jens is legal and easier to change on the water. However, the complexity of the lines makes it difficult to de-rig in an emergency. As such, we should allow two halyards. The caveat to this is that the halyards may not be tied on in such a way that 1 line can act as two halyards. If the Jens

drop line is tied off on the upper spar and also serves the purpose of a halyard, it counts as one of the two halyards AND the jens line. The purpose of this is to eliminate the complexity of rigging a "gust adjust" style jens rig. It will make the boat more friendly for the masses. I have asked that we get a proposed wording for the change. I think I understand what they want, but we will not have time to discuss this and write a rule at the council meeting. I will distribute the proposed wording before the worlds.

Since there is no formal motion in the discussion above it was decided to table the item pending clarification and presentation as an official rules change.

E. Change rule 3.5.9. 3.5.9 currently reads: One cleat of any type may be installed on the mast not more than four (4) feet from the base, for cleating the line used to tie the Jens Rig (Ref. Rule 3.7.3). It may also be used to cleat the halyard. If utilized, there must be some means to securely attach the rig to the hull using the end of the halyard. New rule 3.5.9 would be: Two cleats of any type may be installed on the mast not more than four (4) feet from the base. One may be used for cleating the halyard. The other may only be used for cleating the line used to tie the "Jens Rig" (Ref. Rule 3.7.3). If a line to use the Jens Rig is not installed, only one of the installed cleats may be used. If one or two cleats are installed, there must be some means to securely attach the rig to the hull using the end of the halyard.

The Chief Measurer, Rob Eberly, stated that this change would go with the proposed change to allow two halyards. There is a problem with the wording as proposed because technically it limits one halyard for the tying in of the "Jens Rig" and therefore doesn't apply to other de-powering arrangements as stated in rule 3.7.3. We would need to change rule 3.7.3 to eliminate the wording "known as the Jens Hookansen Rig." **The proposal was tabled for further discussion, clarification, refinement and presentation as a formal rules change.**

F. The US has again asked for a rule change to permit a third cleat to make it easy to reef the sail (this cleat would be used on the downhaul to reef the sail). I have also asked for wording for a rules change so we could vote on it. I will distribute it before the Worlds. It would be a change to 3.5.6. **This was covered in Old Business.**

G. Review test results of new glass centerboard.

The Chief Measurer, Rob Eberly, stated that the fiberglass centerboards are not the same shape as the foam boards and do not fit the jig. However, they are legal according to Rule 1.1 because they have been provided by the builder.

Summary of Advisory Council Report:

Rob Eberle will prepare the Summary of the Advisory Council Report to be delivered at the World Council meeting.

Adjournment:

The meeting was adjourned at 7:30 p.m.

Respectfully Submitted,

Terry A. Beadle
ISCA Secretary