

Advisory Council report for the 2014 Sunfish World Council meeting:

The ISCA Advisory Council met on October 13, 2014. The meeting was chaired by Guillermo Cappelletti in absence of the Council Chairman, Chris Williams who was unable to attend.

There were no new proposed changes to the class rules.

In old business, the three rules changes previously approved by the Advisory and World Councils at the October, 2013 meetings in Delaware were reviewed. These rules never completed the process of ISAF approval. All at the Advisory Council agreed to simply resubmit the rules changes to ISAF as previously agreed to by the ISCA Councils. The intended effective date would be as soon as possible after ISAF approval.

The three rules are:

Proposed Rule Change #1

Current rule:

3.6.5. Size and Shape. The numbers must be easy to read, rounded in shape and of the following dimensions: Height: $10 \pm 1/2''$, (254 \pm 13mm), Width: $7 \pm 1/2''$ (178 \pm 13mm), and Thickness: $1 \ 3/4 \pm 1/4''$ (45 \pm 6mm).

Proposed new rule:

3.6.5. Size and Shape: Per ISAF Rule G1.2 (height minimum of 300mm or 11 13/16"). All sails put into use after 1/1/2015 must comply with G1.2. For sails put into use before 1/1/2015, the following size and shape are permitted in addition to G1.2: The numbers must be easy to read, rounded in shape and of the following dimensions: Height: $10 \pm 1/2''$, (254 \pm 13mm), Width: $7 \pm 1/2''$ (178 \pm 13mm), and Thickness: $1 \ 3/4 \pm 1/4''$ (45 \pm 6mm).

Rationale: The current 10 inch numbers are hard to get outside the US. 12 inch numbers are a global standard and readily available in the US and elsewhere. Our numbers will now also comply with the ISAF rules for size.

Proposed Rule Change #2

Current rule:

3.6.5. Placement. Placement shall be as shown on the Measurement Diagram for the sail. Sail numbers shall be placed parallel to and $1 \pm 1/4$ inches (25 \pm 6mm) from the center of the seam just below the Sunfish emblem, centered under the emblem, with the number on the starboard side placed above the seam and the number on the port side placed below the seam. Space between adjoining numbers shall be $2 \pm 1/4$ inches (51 \pm 6mm).

Proposed new rule:

3.6.5. Placement. Placement shall be as shown on the Measurement Diagram for the sail. Sail numbers shall be placed parallel to and $1 \pm 1/4$ inches (25 \pm 6mm) from the center of the seam just below the Sunfish emblem, centered under the emblem, with the number on the starboard side placed above the seam and the number on the port side placed below the seam. Space between adjoining numbers per ISAF rule G1.2 (60mm or 2 3/8").

Rationale: Conforms with ISAF rules.

Proposed Rule Change #3

Current rule:

4.2 ISAFRR 45 'Hauling Out; Making Fast; Anchoring', shall not apply to the International Sunfish Class unless specifically required in writing in the SI's of a race or series of races.

Proposed new rule:

Rule 4.2. Rule deleted.

Rationale: Per ISAF Rule 86.1 (c), class rules may not delete ISAF rule 45. Further, no one knows why our rules would want to delete rule 45.

In new business:

Class measurer, Rob Eberle reported a challenge to the rules regarding the use of onboard GoPro camera/recording device. Rob approved this request. The discussion of the Advisory Council was that although this would be considered an electronic device and is in violation of our class rules, as it is not a receiving nor transmitting device, it should be permitted. The use of the resulting videos as promotional for social media and for training purposes were viewed as positive for the class and the sailors. The group was not in favor of any use of these videos as evidence in protest hearings.

Jim Koehler brought up the idea of using GPS transponders as tracking devices during racing as an additional way to promote the class. It was agreed that if a regatta host was interested in providing this as part of a regatta, it would be acceptable. This was not considered a class rules nor equipment issue.

Rob Eberle opened a discussion about the difficulties of availability of class legal parts from LaserPerformance. Vic Manning offered the idea that perhaps the class should consider permitting the use of parts from other manufacturers. A discussion followed with many opinions expressed. Acting Chairman Cappelletti stated that he thought this path would be very risky and that the class would very quickly end up with boats that were no longer proper Sunfish sailboats.

No other items were raised with the Council.