

## Rule change 1

**Existing Text:**

**17.8**

Not more than three battens are permitted in the leech and where fitted, shall divide the leech into approximately equal parts with a tolerance of  $\pm 50$  mm and be approximately at right angles to it. The length of these battens shall not exceed 700 mm.

**New Text:**

**17.8**

Not more than three battens are permitted in the leech and where fitted, shall divide the leech into approximately equal parts with a tolerance of  $\pm 50$  mm and be approximately at right angles to it. The length of **these the two lower** battens shall not exceed 700 mm.

**Reason:**

The current definition restricts the freedom of the sailmaker. Depending on the jib-size and shape the top-batten would be about 30mm too short or at about  $80^\circ$  to the leech.

**Opinion of the technical committee:**

The TC voted in favor of the above change.

## Rule change 2

**Existing Text:**

**27.4**

All sails first measured after 1st January 1997 shall have an official Class Sail Label affixed to the sail. Sail labels shall be purchased from the sailmaker at a cost of \$20 US per sail for 1997.

**New Text:**

**27.4**

All sails first measured after 01.01.1997 shall have an official Class Sail Label affixed to the sail. Sail labels shall be purchased from the

sailmaker at a cost of ~~€~~**EUR** 20 ~~US~~ per sail for 1997.

**Reason:**

In the past he Sail Labels have always been sold for EUR 20.- (editorial mistake)

**Opinion of the technical committee:**

The TC voted in favor of the above change.

## Rule change 3

**Existing Text:**

### **32. ELECTRONICS AND ELECTRICALS**

Electronics and electricals are are permitted but they shall not be used to provide information from third parties nor to correlate true wind speed and direction or true boat speed (VMG).

**New Text:**

### **32. ELECTRONICS AND ELECTRICALS**

#### **32.1**

Electronics and electricals are ~~are~~ permitted but they shall not be used to provide information from third parties nor to correlate true wind speed and direction or true boat speed (VMG).

#### **32.2**

**Regardless of rule 32.1, VHF my be used only to communicate with the racecommittee or in emergency situations, provided National Radio Rules allow VHF on board.**

**Reason:**

Editorial mistake plus permission to use VHF for RC-communication and emergency situations.

**Opinion of the technical committee:**

The TC voted in favor of the above change.

## Rule change 4

### Existing Text:

#### **33.3 Evolution boats :**

- 33.3.1 A yacht belongs to the Evolution class when her first certificate was issued after 01.01.1970 and before 01.01.1990.
- 33.3.2 Modifications to the hull that may alter any of the dimensions on the last measurement certificate shall be approved by the class technical committee and ISAF.
- 33.3.3 Cockpit : it is allowed to transform the cockpit to render it tight, following rule 15.5.5 and 15.5.6.
- 33.3.4 Mast tube : current rating rules are applicable.
- 33.3.5 Keel : current rating rules are applicable.
- 33.3.6 Winglets : current rating rules are applicable.
- 33.3.7 Rudder : current rating rules are applicable.
- 33.3.8 Limit to transformations of the Evolution boats : if more than two of the above allowed transformations are established, the boat will automatically be switched from the Evolution to the Modern class. The already existing transformations (made before 01.03.02) are not concerned by this and the boat may stay in the Evolution class.
- 33.3.9 Regardless of the alteration, the Evolution boats shall fulfill the most up-to-dated 5.5mIC general Rating Rules.

### New Text:

#### **33.3 Evolution boats :**

- 33.3.1 A yacht belongs to the Evolution class when her first certificate was issued **after between** 01.01.1970 and **before** 01.01.1990**4**.
- 33.3.2 Modifications to the hull that may alter any of the dimensions on the last measurement certificate shall be approved by the class technical committee and ISAF.
- 33.3.3 Cockpit : it is allowed to transform the cockpit to render it tight, following rule 15.5.5 and 15.5.6.
- 33.3.4 Mast tube : current rating rules are applicable.
- 33.3.5 Keel : current rating rules are applicable.
- 33.3.6 Winglets : current rating rules are applicable.
- 33.3.7 Rudder : current rating rules are applicable.
- 33.3.8 Limit to transformations of the Evolution boats : if more than two of the above allowed transformations are established, the boat will automatically be switched from the Evolution to the Modern class. The already existing transformations (made before 01.03.02) are not concerned by this and the boat may stay in the Evolution class, **except those boats whose initial certificates have been issued between 01.01.1990 and 01.01.1994 shall not have any more transformations.**
- 33.3.9 **No trim-tabs shall be added to evolution boats with the date of their first certificate between 01.01.1990 and 01.01.1994, effective from 07.09.2010.**

### Reason:

The prolongation of the period of evolution boats has already been voted on during AGM 2009 Hankö, but not been implemented into the Class Rules.

Germany made a last minute proposal during the Hankö AGM, that has been voted during AGM 2010 (Torbole/Italy) (33.3.8 and 33.3.9), but not been implemented into the Class Rules.

**Opinion of the technical committee:**

The TC is of the opinion that the development of the class should not be frozen in the development class, but respects the decision of the class.

The TC voted in favor of the above change

## Rule change 5

**Existing Text:**

### **22. BOOM**

The boom shall nowhere be deeper than 152mm including track or less than 38mm wide. The top of the boom to which the sail is fastened shall be constructed straight and shall not be mechanically bent.

**New Text:**

### **22. BOOM**

The boom shall not be deeper than 152mm including track, or less than 38mm wide, **measured from a point 450m aft of the lower black band**. The top of the boom to which the sail is fastened shall be constructed straight and shall not be mechanically bent.

**Reason:**

At the Worlds 2012 (Boltenhagen/Germany), the measurer pointed out, that the booms with a structurally integrated (not detachable) boomvang (kicker), as seen on most modern boats, are not inline with our rules, due to the depth restriction of the boom. The above text has been voted on during the worlds in Boltenhagen, so that the boats could race. However it is necessary, that the text is being officially voted on during an AGM.

Due to other booms that currently exist; the measurement has been increased by the technical committee from 400mm to 450mm.

**Opinion of the technical committee:**

The TC voted in favor of the above change.