

International Moth Class Association



Proposed Rule Changes Summary – 2015 Class Rules

The following are proposed rule changes to come into effect in March 2015.

These are divided into two sections:

1. General clarification updates that should not require significant discussion.
2. Key areas that either depart from the standard practice and/or may have significant impacts on the class moving forwards – hence requiring more general discussion.

The intention is that these will be discussed at the AGM in Sorrento and refined (if necessary) with a view to hold an online vote with the Council of Presidents in Feb-Mar 2015. This will allow enough time for those nations not well represented in Sorrento to discuss with their members.

Section 1 – General clarification updates

- 5.3 Numerous sailors have found it hard to find the relevant ISAF documents that detail sail number sizes and placement. This reinserts the height and distance between numbers/letters into the class rules to make compliance easier.

Last sentence adds “fundamental measurement” to make it clearer sails measured in previous years shall comply with the class rule sizes at that time.

- 6.1.1 Technically under the current rules bolts sticking out of a vertical transom are part of the overall length and therefore the boat would be illegal (e.g. Fastacraft Prowlers with vertical transoms). As per current practice, this clarifies these are not considered when measuring overall length.

- 6.1.2 Add that rudder & stem fittings should be easily removable using simple tools, for absolute clarification.

Boats measured prior to 22 March 2013 can have them bonded on as per current rules.

- 6.1.3 Add the words “rudder and stem fittings” rather than “gantry” as per current to better match all the other rules, including the definitions in Appendix A.

- 10.2 Add “and hiking straps” to make it absolutely clear that your righting moment is via holding onto a mainsheet and hiking the boat.

- 12.2 Add clarification that publically available shockcord attached to systems is not in breach of RRS 52.

Section 2 – Key rule change areas and discussion points

- 6.1.3 Add the word “longitudinal” before “extension of the hull shell to make it clearer that rudder gantries cannot be essentially an aero or hydro extension of the **actual** hull shell shape. This is as per current rules but provides greater clarity – there must be a clear step between hull & gantry.

The IMCA Council should consider if the current 30mm gap should be reduced to 20mm. Many current gantries in circulation would be very close to the 30mm in the extension of the hull shell area (if not under) depending on how much of the gantry one considers the ‘structural connection point’.

- 8.2 Add “- no part of the sail shall be set below a line at 90 degrees to the lower measurement band”.

There has been significant discussion between IMCA and the main class sailmakers since the previous worlds with regards to the tack/foot area and the measurement band on the mast. A variety of options were put forward, some more complicated than others.

ISAF have been consulted and are also in the process of reviewing this area within the ERS, so no clear answer to the definition of ‘tack point’ can be obtained.

This proposal clarifies preceding wording rather than leaving a ‘grey area’ as it currently is. It allows sailmakers to still make the foot area as they like, but a sailor cannot pull the cunningham on to the point where any part of the sail is below the band. 90 degrees allows for easy checking on and off water, whilst anything else suggested would not.

- 12.1 Add “Rapid and/or repetitive body movements through contact with the hull or similar that exert force upon the boat for the specific purpose of promoting foiling or pumping of the sail are prohibited”

‘Wing bouncing’ is illegal under ISAF Racing Rules of Sailing 42.1, 42.2(a), and 42.2(b). This proposal provides absolute clarification that repetitive bouncing on the platform is prohibited (i.e. not when one lands the first time on the new wing bar side after a tack/gybe).

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