## Technical Committee Report

Day-to-Day Business

As usual, there have been rule interpretation questions from NCAs, sail makers, boat builders and individuals.  Most of these questions were forwarded to the Technical Committee by the Class Secretary, but a significant number were raised on the various worldwide websites, and some were addressed directly to the Technical Committee Chairman.

Examples of questions brought up since the last World Championships include:

-        The legality of different spinnaker pole construction materials;

-        The legality of certain electronic compasses; and

-        The use of "soft" rigging.

Rule Change Proposals

The following rule change proposals will be forth for voting so that they can de implemented before the next World Championships:

-        Defining additional sail reinforcement dimensions (e.g. batten pocket outer dimensions, tabling widths…);

-        Allowing a mainsail flattening reef point;

-        Updating the spinnaker measurements to be fully compliant with ISAF terminology; and

-        Reducing the weight of the  boat (concurrently with the corrector weights) by 3 kg.

Development

A review of the measurement methods for the jibs is still underway as the current method set out by ISAF doesn't really work. ISAF is looking into whether their jib measurement methods can be modified to improve the repeatability of measurement, but it might be required to introduce additional measurement points in the jib over and above the ISAF requirements.

The identification of NCA-nominated measurers is still a problem. Basically, FI does not know who these measurers are, and it makes sail measurement and compliance very difficult at international championships.  A database of measurers and signatures is needed to make sure things go smoothly at future championships.  Various options, including FI-supplied measurement stamps; sail buttons; Web-based sail registration; and in-house certification by the sail makers are all options that are being considered.

Phil Locker (CAN) has been given permission to trial composite booms.

The technical committee has designed a steel shipping rack that allows for the transport of ten boats (eight on their trolleys) in a high-cube 40' container.  This approach will make it easier, and much quicker, to pack and unpack containers. The Australian fleet (Ben) have designed a steel dolly/shipping system that allows for the transport of twelve boats in a high-cube 40' container. Plans will be made available on the FI website for those interested in building either systemm.

Thomas Egli, Fireball International Technical Committee Chairman