

## **Rule Change Proposal 10-01**

### **IFCR 20.3.1**

#### **Current Wording:**

"Primary reinforcement of any woven ply is permitted only at the sail corner measurement points and at the Cunningham eye. This primary reinforcement shall be within a distance from the relevant sail corner measurement point or Cunningham eye of: Mainsail - 320mm, Foresail - 280mm, Spinnaker - 280mm."

#### **Proposed Wording:**

"Primary reinforcement of ~~any~~ woven **or laminated** ply is permitted only at the sail corner measurement points and at the Cunningham eye. This primary reinforcement shall be within a distance from the relevant sail corner measurement point or Cunningham eye of: Mainsail - 320mm, Foresail - 280mm, Spinnaker - 280mm."

#### **Reason:**

Bring rule up to date to reflect current sail making practices. This change should have been part of the 2003 rule changes that allowed laminate sails.

#### **Proposed By:**

Fireball International Technical Committee

## Rule Change Proposal 10-02

### IFCR 20.3.2

#### Current Wording:

"Secondary reinforcement of the same woven ply as the body of the sail, as a continuation of the primary reinforcement, shall be within a distance from the sail corner measurement point or Cunningham eye of: Mainsail - 960mm, Foresail - 840mm, Spinnaker - 840mm. Stiffening of the secondary reinforcement by the addition of bonding agents, "close stitching" (consisting of parallel, or nearly parallel, lines of stitching, which are 40mm apart or less and are not sewing the edges of reinforcing patches) or otherwise is not permitted."

#### Proposed Wording:

"Secondary reinforcement, of the same woven ply as the body of the sail, ~~as a continuation of the primary reinforcement,~~ shall be within a distance from the sail corner measurement point or Cunningham eye of: Mainsail - 960mm, Foresail - 840mm, Spinnaker - 840mm. Stiffening of the secondary reinforcement by the addition of bonding agents, "close stitching" (consisting of parallel, or nearly parallel, lines of stitching, which are 40mm apart or less and are not sewing the edges of reinforcing patches) or otherwise is not permitted."

#### Reason:

Bring rule up to date to reflect current sail making practices. This change should have been part of the 2003 rule changes that allowed laminate sails.

#### Proposed By:

Fireball International Technical Committee

## Rule Change Proposal 10-03

### IFCR 20.3.3

#### Current Wording:

"Tabling at the edges of the sail is permitted provided it is not stiffened. Tabling width shall be uniform with a tolerance of  $\pm 5\text{mm}$  and extend the full length of the luff, leech or foot, except for a headsail when any extension of tabling beyond an area of corner reinforcement may be tapered towards the outside edge of the sail for the last 100mm."

#### Proposed Wording:

"Tabling at the edges of the sail is permitted provided it is not stiffened. Tabling width shall be uniform with a tolerance of  $\pm 5\text{mm}$  and extend the full length of the luff, leech or foot, except for a headsail when any extension of tabling beyond an area of corner reinforcement may be tapered towards the outside edge of the sail for the last 100mm. **Tabling can be of woven or laminated ply.**"

#### Reason:

Bring rule up to date to reflect current sail making practices. This change should have been part of the 2003 rule changes that allowed laminate sails.

#### Proposed By:

Fireball International Technical Committee

## **Rule Change Proposal 10-04**

### **IFCR 20.3.4**

#### **Current Wording:**

"Chafing patches shall not be larger than is necessary to resist the chafe but in any case shall not exceed the following dimensions in any direction: Mainsail - 960mm, Foresail - 840mm."

#### **Proposed Wording:**

"Chafing patches shall not be larger than is necessary to resist the chafe but in any case shall not exceed the following dimensions in any direction: Mainsail - 960mm, Foresail - 840mm.  
**Chafing patches can be of woven or laminated ply."**

#### **Reason:**

Bring rule up to date to reflect current sail making practices. This change should have been part of the 2003 rule changes that allowed laminate sails.

#### **Proposed By:**

Fireball International Technical Committee

## **Rule Change Proposal 10-05**

### **IFCR 20.3.5**

#### **Current Wording:**

"Flutter patches shall not exceed the following dimensions in any direction: Mainsail - 105mm, Foresail - 75mm, Spinnaker - 75mm."

#### **Proposed Wording:**

"Flutter patches shall not exceed the following dimensions in any direction: Mainsail - 105mm, Foresail - 75mm, Spinnaker - 75mm. Flutter patches can be of woven or laminated ply."

#### **Reason:**

Bring rule up to date to reflect current sail making practices. This change should have been part of the 2003 rule changes that allowed laminate sails.

#### **Proposed By:**

Fireball International Technical Committee

## **Rule Change Proposal 10-06**

### **IFCR 20.3.6**

#### **Current Wording:**

"Secondary reinforcement at a spinnaker recovery point is permitted."

#### **Proposed Wording:**

"Secondary reinforcement at a spinnaker recovery point is permitted. This secondary reinforcement shall be of the same ply as the body of the sail."

#### **Reason:**

Bring rule up to date to reflect current sail making practices. This change should have been part of the 2003 rule changes that allowed laminate sails.

#### **Proposed By:**

Fireball International Technical Committee

## **Rule Change Proposal 10-07**

### **IFCR 20.3.7**

#### **Current Wording:**

"Batten pocket patches shall not exceed 320mm in any direction."

#### **Proposed Wording:**

"Batten pocket patches shall not exceed 320mm in any direction. Batten pocket patches can be of woven or laminated ply."

#### **Reason:**

Bring rule up to date to reflect current sail making practices. This change should have been part of the 2003 rule changes that allowed laminate sails.

#### **Proposed By:**

Fireball International Technical Committee

## Rule Change Proposal 10-08

### IFCR 20.4.5

#### Current Wording:

"One window opening may be fitted. It shall not exceed 0.28m<sup>2</sup> in area, nor be less than 150mm from any edge of the sail."

#### Proposed Wording:

"One **or two** window opening(s) may be fitted. **The total window area** shall not exceed 0.28m<sup>2</sup> ~~in area~~, nor **shall any opening** be less than 150mm from any edge of the sail."

#### Reason:

Allow for two mainsail windows. Two windows would, for example, allow for a jib leech window in the upper part of the mainsail and for a hiking window in the lower part of the mainsail.

#### Proposed By:

UKFA

## Rule Change Proposal 10-09

### IFCR 20.5.6

#### Current Wording:

"One window opening may be fitted. It shall not exceed 0.28m<sup>2</sup> in area, nor be less than 150mm from any edge of the sail."

#### Proposed Wording:

"One **or two** window opening(s) may be fitted. **The total window area** shall not exceed 0.28m<sup>2</sup> ~~in area~~, nor **shall any opening** be less than 150mm from any edge of the sail."

#### Reason:

Allow for two foresail windows. Two windows would allow for better visibility when low or high trapezing.

#### Proposed By:

UKFA

## **Rule Change Proposal 10-10**

### **IFCR 20.5.8**

#### **Current Wording:**

None.

#### **Proposed Wording:**

"The top width shall not exceed 40mm."

#### **Reason:**

Limit the top width of the jib. Prior to changing the class rules to adopt ISAF measurement procedures, the Fireball measurement manual had set a maximum top width of 30mm. Under ISAF measurement procedures, the top width of the jib has to be defined in order to prevent sail makers from producing "fat head" jibs. Setting the top width of the jib also clarifies the determination of the jib head point.

#### **Proposed By:**

UKFA

## **Rule Change Proposal 10-11**

### **IFCR 20.5.9**

#### **Current Wording:**

None.

#### **Proposed Wording:**

"RRS 50.4 shall not apply."

#### **Reason:**

Since IFCR 20.5.1 defines the geometry of the foresail, RRS 50.4 is redundant. A narrow interpretation of RRS 50.4 may also classify a Fireball foresail as a spinnaker. A number of classes (Flying Dutchman , Yngling and 49er, among others) have already opted out of RRS 50.4.

#### **Proposed By:**

Fireball International Technical Committee