

Over the past few months, several requests have been submitted to the Rules Committee to clarify or explain specific rules.

Some questions only needed a simple explanation to correctly apply the rule, others revealed small bugs or uncovered aspects that require clarification or specification of the original rules.

9 requests for amendments were then submitted to the World Sailing Technical Committee, which finally approved their effectiveness by March 16.

Below the approved amendments and a brief explanation; new text in red, crossed out deleted text:

## **Class Rules**

### **C.5 PORTABLE EQUIPMENT**

#### **C.5.1 FOR USE**

- 5) Any compass bracket.

*The compass support was not included in the rules. This fixes the bug. Material is free.*

#### **C.6.1 BOAT WEIGHT**

It is definitely clarified that, according to the ERS, the **boat weight** includes both main and jib sheets.

### **C.8 HULL APPENDAGES**

- C.8.4.(a)4) **The top of the daggerboard** retracted position limit mark shall not be above the top surface of the deck or at the centreline of the **boat**.

*It wasn't specified that the top of the band shall be even with the deck surface.*

#### **C.8.5 RUDDER**

- (a) LIMITATION

- 2) **Hulls measured before February 26, 2018 may use any allowed rudder specified in E.3.4.a)**

*This to solve one of the greatest problems we faced the past year. The current Class Rules required ALL boats to use the rudder shape approved in 2015. This wasn't fair to those sailors whose boats were measured and approved with the old rudder, which was regular at the time of measurement. The new rule the boats built before February 26, 2018 to use the rudder they were measured with. Boats build after that date shall use the new shape.*

### **F.3 MAST**

### F.3.4 DIMENSIONS

	minimum	maximum
From the <b>heel point</b> to the <b>upper point</b>		6499 mm
Mainsail luff mast distance		5112 mm
Standing rigging and jib halyard <b>rigging point</b> above the <b>heel point</b>	4860 mm	4962 mm
Transverse dimension at the <b>upper point</b>	32 mm	
The <del>mast centre of gravity height</del>	2521 mm	
From the <b>mast centre of gravity</b> to the upper point		<b>3588mm</b>

*This amendment is quite complicate to explain. The mast height of the boats built before 2001 was measured from the sheer line (now called Mast Datum Point) because of the different height of the double bottom (liner). In 2001 a tolerance of 1cm in the double bottom height and a maximum length of the mast from the Heel Point to the Top Band were introduced. The Mast Datum Point is no more measured on new boats. This amendment will make the mast CG measurement easier.*

### C.9 RIG

#### ~~C.9.8 CONDITIONS FOR USE, OTHER RIGGING~~

- (a) Any number and type of hiking straps cords or lines are allowed providing they are attached to the ~~boat~~ anywhere inside the cockpit within 203mm of the top of the deck

*This is a duplicate of F.7.2.(i)*

### D.1 PARTS

#### D.1.6

	minimum	maximum
The <b>bare hull weight</b> excluding <b>correctors weights</b> shall be	125,2 kg	

*This amendment to comply to D.1.2(b)*

### D.7 MOMENT OF INERTIA

For our purpose, D =2.6233 m.

$$I = \frac{2.6233m^2CT^2}{4 \times 3.1416^2} = 0.1743m^2CT^2$$

*There has been a mistake in translating the original formula and a unit of measure was missing from long time in the formula. This fixes the mistakse. Nothing changes in the MOI as the difference is in the 4<sup>th</sup> decimal.*

## F.3 MAST

### F.3.3

	minimum	maximum
<b>Mast spar weight</b> including <b>wiskerpole fitting</b> <b>Corrector weights.</b>	9,1 kg	100 g

*Several measurers asked if the whiskerpole fitting should be included in the mast weight. This amendment explains the rule.*

## F.7 RUNNING RIGGING

### F.7.2(h) **Boom vang** exercising downward force only, providing it is attached to the **mast** below the gooseneck

*The boom vang is an optional rigging. World Sailing doesn't provide a definition of vang, thus the need to explain the meaning. The literature reports the vang as a system exerting downward force only, either attached below or above the boom. This amendment prevents the use of a gnav or other systems used to lift the boom, which are not vangs, according to the spirit of the original rule.*

The complete list of the amendments and the amended Class Rules are available on the Snipe web site (<https://www.snipe.org/class/rules>) and on the WS web site (<https://www.sailing.org/28237.php>)