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# Revised class rules for 2018: Marblehead, Ten Rater, A Class

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## Notes on the significant changes and their rationale

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### Common to all classes

#### Terminology – IRSA Class

Until recently, the IRSA classes have been called “International”. They are now called “IRSA”. IRSA designates a class as “International”, “Recognised”, or “Classic”, and calling the International XYZ Class “Classic”, for example, could cause confusion. With its name change, World Sailing now more clearly designates its classes as “World Sailing” classes rather than “International Sailing” classes, and IRSA has adopted similar terminology.

#### RRS change 1 – technical committee

The RRS now refer to a technical committee which may/shall protest a boat under certain circumstances. The text in the ‘Introduction’ to each class rule is amended to take this into account.

#### RRS change 2 - support person

The RRS introduce the concept of ‘support person’. Any support person may be subject to a hearing under RRS 69 for deliberate breaches of the class rules and the ‘Introduction’ is amended to take this into account.

#### ERS change - 1

The previous ERS defined term **certification measurement** has been replaced by **certification control**. References are brought into line as are other references to ‘measurement’.

#### ERS change - 2

The 2017-2020 ERS have extended the definition of spar (previously the main structural part(s) of a **rig** to, or from which **sails** are attached and/or supported) to include its fittings and any **corrector weights**.

As the IRSA class rules have traditionally restricted the dimensions of the 'main structural part(s) of the rig' and left the size of fittings unrestricted this change renders the class rules un-workable in their 2016 form. Although the change creates some internal problems with other ERS definitions, an appeal to the WS ERS Working Group to have the ERS changed back indicated they did not consider the matter important. It would not be addressed until the 2021 edition if at all.

The following 'fixes' were considered and rejected:

- write '**spar** excluding its fittings' to replace the term '**spar**'
- revise the class rules to limit the size of the main structural part(s) of the **rig**

The approach that has been adopted is to introduce into each class rule a definition of spar which is the same as previous ERS version. The word will appear in underlined form i.e. spar wherever it is used in the sense newly defined in the class rules. This should have the minimum effect on how the class rules are used.

### Certification control forms – previously measurement forms

In line with the above two items the **certification control** forms, previously referred to as measurement forms, have been amended accordingly and refer to spar instead of **spar**.

### Omissions, errors & corrections

Minor omissions and errors have been corrected. They are not itemised here.

## Marblehead Class

### Sail certification

It is made clear that when recording the sail area on a **sail** only three places of decimals are required.

### Sail corners

Where the sail corner measurement points are found by extending the **sail edges**, ERS G.4 is altered and the **sail edges** shall be extended using a template with 900 mm radius. This change removes a potential conflict with the ERS.

## Ten Rater Class

### Equipment limitations

It is made clear that the **boat** shall sail with the **hull, hull appendages, ballast, rig, and sails** relating to the **certificate** used for the event.

### Sail certification

It is made clear that when recording the sail area on a **sail** only three places of decimals are required.

### Certification control of sails

The material relating to certification control and equipment inspection of sails has been moved from Section K and placed in Section G.

It is made clear that sails are measured as trilateral sails.

Where the **clew point** is found by extending the **sail edges**, ERS G.4 is altered and the **sail edges** shall be extended using a template with 900 mm radius. This change removes a potential conflict with the ERS.

Using the same method as the Marblehead class avoids problems where the same sail is used in both classes.

Defining a maximum extent that the **sail foot** can fall below the **tack point** removes a loophole that would permit the maximum **luff** length restriction to be circumvented.

A page of diagrams is added to assist with the last two items.

### Boom fittings – faired into spar – larger than required

The clauses relating to fittings faired into spars or bigger than reasonably required have been reworded to remove ambiguity.

### Certification material

Many refinements have been incorporated to assist owners, official measurers, equipment inspectors, and sail makers. These include:

- Sail foot shapes are indicated on the sail maker guidance page.
- Quarter, half and three quarter cross widths are indicated on the sail maker guidance page.
- Quarter, half and three quarter cross widths can be used by equipment inspectors as a quick way of checking compliance at an event.
- Sail leech and foot profile is correctly displayed on each sail area calculation page to assist with checking data entry.
- Mast profile is correctly displayed on the mast area calculation page to assist with checking data entry.

Again grateful thanks go to Andrew Crocker of the Kogarah Bay Sailing Club for his valuable assistance with the more demanding programming involved with this work.

## A Class

### Boat weight

It is made clear that the boat weight checked during **equipment inspection** is the boat weight in **measurement trim**.

### Headsail luff spar fittings

It is made clear that:

- a) any hollow, recess or void for the **headsail** luff spar may also accommodate the spar's fittings, and
- b) such fittings are permitted parts of the **rig**.

### Mast fittings

It is made clear that no **mast** fitting shall be bigger than is reasonably required for its purpose.

### Certificate

The certification material has been amended so that the dimensions of more sails can be entered at one time to find their minimum permitted B and J dimensions.

Calculations have been added that enable the official measurer to assist the owner to maximise the rating of his boat. The assistance of Andrew Crocker of the Kogarah Bay Sailing Club is gratefully acknowledged.

The certificate has been amended so that it may be used for Free Sailing boats.